Office of the Clerk/Treasurer
W239 N2242 Pewaukee Road
Waukesha WI 53188
Phone: 262-691-0770

COMMON COUNCIL
MEETING NOTICE AND AGENDA
Monday, June 2, 2025
6:30 PM
Pewaukee City Hall Common Council Chambers
W240N3065 Pewaukee Road, Pewaukee, WI

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1. Call to Order and Pledge of Allegiance

2. Public Comment - Please limit your comments to two minutes. If further time for discussion is needed, please contact your District Alderperson prior to the meeting.

3. Consent Agenda

   3.1 Approve Common Council Meeting Minutes Dated May 5, 2025

   3.2 Approve Accounts Payable Listing Dated June 2, 2025

4. Plan Commission Reports and Recommendations

   4.1 Peter Amenda Property Located at N39 W27421 Hillside Grove Road (PWC 0889-016-001) [Fuchs]

      4.1.1. Discussion and Action Regarding a Certified Survey Map to Create Lot 1 and Outlot 1 for the Subject Property, Consistent with Deeds Recorded for Said Property and Property Located at N39 W27402 Hillside Grove Road

   4.2 Proposed Development of Spring City Family Dental Located at N7 W23825 Bluemound Road (PWC 0966-987) [Fuchs]

      4.2.1. **PUBLIC HEARING**, Discussion and Possible Action Regarding a Conditional Use Permit to Allow for a Dental Office Use on the Subject Property

      4.2.2. Discussion and Possible Action Regarding **Ordinance 25-11** Rezoning the Property Located at N7 W23825 Bluemound Road (PWC 0966-987) from B-1 Neighborhood Business to B-3 General Business as Requested by Spring City Family Dental to Construct a Dental Facility [Fuchs]

   4.3 Proposed Single and Multi-Family Development Located at the Pewaukee Golf Club Located at N12 W236506 Golf Road (PWC 0941-988-104 and PWC 0944-994) as Requested by Land by Label [Fuchs]

      4.3.1. **PUBLIC HEARING**, Discussion and Possible Action Regarding a Comprehensive Master Plan Amendment to Change the Year 2050 Land Use/Transportation Plan Use Designation for the City of Pewaukee from High Density Residential (< 6,500 Sq. Ft. / d.u.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas to Medium Density Residential (6,500 sq. ft. – 1/2 ac. / d.u.) and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas (PWC 0941-988-104)

Resolution PC 25-05-10
Ordinance 25-07

4.3.2. Discussion and Possible Action Regarding **Ordinance 25-08** Rezoning the Subject Property (PWC 0941-988-104) from Rm-3 Multi-Family Residential Planned Unit Development to Rs-6 Single-Family Residential and LC Lowland Conservancy

4.3.3. **PUBLIC HEARING**, Discussion and Possible Action Regarding a Comprehensive Master Plan Amendment to Change the Year 2050 Land Use/Transportation Plan Use Designation for the City of Pewaukee from Public or Private Park and Recreation, Floodplains, Lowland, & Upland Conservancy and Other Natural Areas, and Water to High Density Residential (< 6,500 sq. ft. / d.u.), Medium Density Residential (6,500 sq. ft. – 1/2 ac. / d.u.), Public or Private Park and Recreation, and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas (PWC 0944-994)
Resolution PC 25-05-11
Ordinance 25-09

4.3.4. Discussion and Possible Action Regarding **Ordinance 25-10** Rezoning the Subject Property (PWC 0944-994) from P-1 Park and Open Space, F-1 Floodplain, and LC Lowland Conservancy to Rm-3 Multi-Family Residential Planned Unit Development, P-1 Park and Open Space, and LC Lowland Conservancy

4.3.5. **PUBLIC HEARING,** Discussion and Possible Action Regarding a Conditional Use Permit for a Residential Planned Unit Development to Allow for a Multi-Family Residential Development Upon a Portion of the Subject Property (PWC 0944-994)

4.3.6. **PUBLIC HEARING,** Discussion and Possible Action Regarding a Conditional Use Permit for Residential Planned Unit Development to Allow for a Single-Family and Condominium Residential Development Upon the Subject Property (PWC 0941-988-104 & PWC 0944-994)

4.3.7. Discussion and Possible Action Regarding a Certified Survey Map for the Purpose of Subdividing the Subject Properties Into Three Lots and One Outlot (PWC 0941-988-104 & PWC 0944-944)

4.3.8. Discussion and Possible Action Regarding a Certified Survey Map for the Purpose of Subdividing the Subject Property Bearing Tax Key 0941-988-104 and a Portion of Subject Property Bearing Tax Key 0944-994 Into Three Lots and One Outlot

5 Water & Sewer Utility

5.1 Discussion and possible action regarding capping assessments for connecting to municipal water and sanitary sewer [Wagner / Mueller]

5.2 Discussion and Possible Action Regarding the Required Publication of the Consumer Confidence Report [Wagner / Mueller].

5.3 Discussion and Possible Action to Adopt **Resolution 25-06-12** Preliminary Resolution for the Area-Wide Reserve Capacity Assessment for Debt Service for Treatment Plant Capacity in the Fox River Water Pollution Control Center [Wagner / Mueller].

6. Public Comment - Please limit your comments to two minutes. If further time for discussion is needed, please contact your District Alderperson prior to the meeting.

7. Adjournment

Kelly Tarczewski
Clerk/Treasurer

May 29, 2025

NOTICE

It is possible that members of other governmental bodies of the municipality may be in attendance to gather information that may form a quorum at the above stated meeting. No action will be taken by any governmental body other than the governmental body specifically referred to above in this notice.

Any person who has a qualifying disability under the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible format must contact the Clerk/Treasurer, Kelly Tarczewski, at (262) 691-0770 three business days prior to the meeting so that arrangements may be made to accommodate your request.

In Attendance:
Mayor S. Bierce, Aldermen C. Brown, B. Dziwulski, R. Reinbold, S. Tabbert, P. Vetterkind, and J. Wamser.

Also in Attendance:
Attorney S. Riffle, Administrator S. Klein, and DPW Director M. Wagner.
Clerk/Treasurer K. Tarczewski was absent and excused.

1. Call to Order and Pledge of Allegiance

Mayor Steve Bierce called the Common Council meeting to order at 6:30 PM. The Pledge of Allegiance was recited by those present.

2. Public Comment - There was no public comment at this time.

3. Consent Agenda

3.1 Approve Resolution 25-05-07 Notice Regarding Inspection of Public Records
3.2 Approve Accounts Payable Listing Dated May 5, 2025

Mayor Bierce presented the Consent Agenda

Motion to approve the Consent Agenda was made by B. Dziwulski,, seconded by C. Brown. The motion passed unanimously.

4. Legislation

4.1 Discussion Regarding Ordinance 25-06 Adopting a Revision and Codification of the Ordinance of the City of Pewaukee *(First Reading)*

Mayor Bierce noted that Ms. Tarczewski was not present at the meeting. He mentioned that she had sent a note indicating that a second reading of the ordinance would take place at the next meeting. The Mayor advised that if anyone had questions, they should contact her directly.

5. Appointments

5.1 **Discussion and Possible Action to Appoint Members to the Board of Review**

Mayor Bierce introduced two candidates for appointment to the Board of Review: Jim Marlin and Carol Sazama. He noted that filling these positions had not been easy, as the Board of Review can become contentious. He expressed that both candidates were qualified and willing to serve.

A motion to appoint Jim Marlin and Carol Sazama to the Board of Review was made by J. Wamser, seconded by C. Brown. The motion passed unanimously.

6. Public Comment - There was no public comment at this time.

7. Closed Session

Mayor Bierce read the notice for the closed session, stating that the Common Council and staff of the City of Pewaukee would convene into closed session after all regular scheduled business had been concluded. He outlined the purposes of the closed session:

- To confer with legal counsel regarding strategy for potential litigation involving the City and the Wondra Corp pertaining to the Lindsay Road Water Main Extension Project, as authorized under §19.85(1)(g), Stat.
- To deliberate or negotiate the purchasing of public properties, specifically to discuss lease agreement terms with Trinity Academy for the property located at W225 N3131 Duplainville Road, as authorized under §19.85(1)(e), Stat.

The Mayor noted that the Council reserved the right to adjourn in closed session or to reconvene into Open Session for potential additional discussion and/or action on matters discussed in closed session.

Motion to adjourn to Closed Session was made by C. Brown, seconded by P. Vetterkind at 6:32 p.m. A roll call vote was conducted, and the motion passed unanimously.

8. Adjournment

A motion was made by B. Dziwulski, seconded by R. Reinbold to adjourn the meeting at 7:25 p.m. from Closed Session. The motion was unanimously passed.

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 100 GENERAL FUND							
05/22/2025	400	143051	ADVANCE NAME PLATE & BADGE	CITY HALL - OPERATING SUPPLIES	53400	51600	32.83
05/22/2025	400	143053*#	BAKER TILLY US LLP	AUDIT SERVICES	52120	51510	2,423.30
05/22/2025	400	143054*#	CINTAS CORP	EMPLOYEE SERVICES - SAFETY PERSONAL	53480	51430	97.29
05/22/2025	400	143055#	CONLEY MEDIA	PLANNER - NOTICES & PUBLICAT	53470	56300	196.82
				BOARD OF APPEALS - NOTICES &	53470	56400	38.52
				CHECK 400 143055 TOTAL FOR FUND 100:			235.34
05/22/2025	400	143056	COSTA PROPERTY MAINT LLC	FORESTRY - TREE REMOVAL	53410	56110	3,300.00
05/22/2025	400	143057	DAN PLAUTZ CLEANING SERVICE	CITY HALL - JANITORIAL SUPPLIES	52400	51600	2,873.00
05/22/2025	400	143058	DIVERSIFIED BENEFIT SERVICES, INC.	INSURANCE CONSULTANT	52150	51930	216.20
05/22/2025	400	143059	ELEVITY GORDON FLESCH CO INC	IT - SOFTWARE MAINTENANCE & UPDATES	52480	51450	151.00
05/22/2025	400	143060#	FORWARD TS	BUILDING SERVICES - OPERATING SUPPLIES	53400	52400	34.05
				RECREATION PROGRAM - OPERATING SUPPLIES	53400	55300	95.75
				CHECK 400 143060 TOTAL FOR FUND 100:			129.80
05/22/2025	400	143061	HALQUIST STONE	PARKS - GROUNDS MAINTENANCE	52420	55200	275.52
				PARKS - EQUIPMENT PURCHASED WITH	53900	55200	132.40
				PARKS - EQUIPMENT PURCHASED WITH	53900	55200	130.40
				PARKS - EQUIPMENT PURCHASED WITH	53900	55200	279.72
				PARKS - EQUIPMENT PURCHASED WITH	53900	55200	298.62
				CHECK 400 143061 TOTAL FOR FUND 100:			1,116.66
05/22/2025	400	143062	IS OUTFITTERS	IT - SOFTWARE MAINTENANCE & UPDATES	52480	51450	680.00
05/22/2025	400	143063	Korndoerfer Homes	BOB24-0040	23175	00000	500.00
05/22/2025	400	143064	MENARDS	PARKS - BUILDING REPAIRS & MAINT	52410	55200	184.32
				PARKS - NEW EQUIPMENT	53950	55200	12.34
				PARKS - NEW EQUIPMENT	53950	55200	60.65
				CHECK 400 143064 TOTAL FOR FUND 100:			257.31
05/22/2025	400	143066	NATIONWIDE RETIREMENT SOLUTIONS	DEFERRED COMPENSATION	21570	00000	2,344.00
				DEFERRED COMPENSATION	21570	00000	2,344.00
				CHECK 400 143066 TOTAL FOR FUND 100:			4,688.00

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 100 GENERAL FUND							
05/22/2025	400	143067	PARTNER2LEARN, LLC	IT - OTHER PROFESSIONAL SERVICES	52190	51450	3,000.00
05/22/2025	400	143068	R&R INSURANCE SERVICES	WORKER'S COMPENSATION	55110	51930	21,786.00
05/22/2025	400	143070	STACI JOERS	RECREATION PROGRAM - CONTRACTED	52190	55300	580.00
05/22/2025	400	143071	TRUGREEN PROCESSING	PARKS - GROUNDS MAINTENANCE	52420	55200	155.27
				PARKS - GROUNDS MAINTENANCE	52420	55200	3,646.30
				PARKS - GROUNDS MAINTENANCE	52420	55200	2,731.36
				PARKS - GROUNDS MAINTENANCE	52420	55200	1,316.82
				PARKS - GROUNDS MAINTENANCE	52420	55200	800.43
				PARKS - GROUNDS MAINTENANCE	52420	55200	692.10
				CHECK 400 143071 TOTAL FOR FUND 100:			9,342.28
05/22/2025	400	143072	WILL ENTERPRISES	RECREATION PROGRAM - UNIFORMS	53410	55300	2,690.08
				RECREATION PROGRAM - UNIFORMS	53410	55300	1,283.19
				CHECK 400 143072 TOTAL FOR FUND 100:			3,973.27
05/22/2025	400	143073	WISCONSIN RURAL WATER ASSOC.	EMPLOYEE SERVICES - SAFETY PERSONAL	53480	51430	1,054.76
				EMPLOYEE SERVICES - SAFETY PERSONAL	53480	51430	645.82
				CHECK 400 143073 TOTAL FOR FUND 100:			1,700.58
05/22/2025	100	1946(E)	GREAT WEST TRUST - WDC	DEFERRED COMPENSATION			** VOIDED **
				DEFERRED COMPENSATION			** VOIDED **
				DEF COMP - ROTH 457			** VOIDED **
				DEF COMP - ROTH 457			** VOIDED **
05/29/2025	400	143075	AMI HURD	CLERK/TREASURER - MILEAGE	53300	51420	20.03
05/29/2025	400	143076*#	BAKER TILLY US LLP	AUDIT SERVICES	52120	51510	17,823.98
05/29/2025	400	143078	BIL-BAR FARMS	PARKS - EQUIP REPAIR & MAINT	52430	55200	15.00
05/29/2025	400	143079	BUMPER TO BUMPER	HIGHWAY - EQUIP REPAIR & MAINT	52430	53100	20.79
05/29/2025	400	143082*#	CONLEY MEDIA	PLANNER - NOTICES & PUBLICAT	53470	56300	1,240.50
05/29/2025	400	143083	COREY OIL	HIGHWAY - FUEL	53420	53100	4,775.31
				HIGHWAY - FUEL	53420	53100	2,691.66
				CHECK 400 143083 TOTAL FOR FUND 100:			7,466.97

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 100 GENERAL FUND							
05/29/2025	400	143084	ELEVITY GORDON FLESCH CO INC	IT - SOFTWARE MAINTENANCE & UPDATES	52480	51450	6.00
				IT - SOFTWARE MAINTENANCE & UPDATES	52480	51450	5,044.80
				CHECK 400 143084 TOTAL FOR FUND 100:			5,050.80
05/29/2025	400	143085	ELLIOTTS ACE HARDWARE	HIGHWAY - OPERATING SUPPLIES	53400	53100	15.12
05/29/2025	400	143087	GRAINGER	HIGHWAY - OPERATING SUPPLIES	53400	53100	172.50
05/29/2025	400	143089	JX ENTERPRISES, INC.	HIGHWAY - EQUIP REPAIR & MAINT	52430	53100	3.32
				HIGHWAY - EQUIP REPAIR & MAINT	52430	53100	101.97
				CHECK 400 143089 TOTAL FOR FUND 100:			105.29
05/29/2025	400	143090	KAESTNER AUTO ELECTRIC CO.	HIGHWAY - OPERATING SUPPLIES	53400	53100	39.98
05/29/2025	400	143092*#	MENARDS	HIGHWAY - BLDG REPAIRS & MAINT	52410	53100	228.34
05/29/2025	400	143093	MILWAUKEE RUBBER PRODUCTS	HIGHWAY - EQUIP REPAIR & MAINT	52430	53100	195.00
				HIGHWAY - OPERATING SUPPLIES	53400	53100	98.45
				CHECK 400 143093 TOTAL FOR FUND 100:			293.45
05/29/2025	400	143094*#	MUNICIPAL LAW & LITIGATION GROUP	ATTORNEY'S FEES	52100	51300	3,486.60
				ATTORNEY'S FEES	52100	51300	1,401.90
				ATTORNEY'S FEES	52100	51440	131.30
				ATTORNEY'S FEES	52100	51440	193.40
				ATTORNEY'S FEES	52100	51530	1,561.10
				ATTORNEY'S FEES	52100	51535	125.00
				ATTORNEY'S FEES	52100	51535	95.00
				ATTORNEY'S FEES	52100	52100	2,633.80
				ATTORNEY'S FEES	52100	52100	4,841.00
				ATTORNEY'S FEES	52100	52210	1,992.00
				ATTORNEY'S FEES	52100	52210	30.00
				ATTORNEY'S FEES	52100	55200	1,798.20
				ATTORNEY'S FEES	52100	55200	1,759.20
				ATTORNEY'S FEES	52100	56300	1,379.50
				ATTORNEY'S FEES	52100	56300	246.30
				CHECK 400 143094 TOTAL FOR FUND 100:			21,674.30
05/29/2025	400	143095	NICK PHALIN	RECREATION PROGRAM - MILEAGE	53300	55300	105.00
05/29/2025	400	143096	ODP BUSINESS SOLUTIONS LLC	CLERK/TREASURER - OPERATING SUPPLIES	53400	51420	225.85

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 100 GENERAL FUND							
05/29/2025	400	143097*#	QUADIENT FINANCE USA, INC	PREPAID EXPENSES	16200	00000	764.33
				ASSESSOR - POSTAGE	53110	51530	0.69
				CITY HALL - POSTAGE	53110	51600	3,062.32
				ENGINEERING - POSTAGE	53110	53110	60.10
				RECREATION PROGRAM - POSTAGE	53110	55300	13.75
				CHECK 400 143097 TOTAL FOR FUND 100:			3,901.19
05/29/2025	400	143099*#	RUNDLE-SPENCE	HIGHWAY - BLDG REPAIRS & MAINT	52410	53100	75.74
05/29/2025	400	143100	SCOTT LAASCH	PARKS - SAFETY EQUIPMENT	53480	55200	80.00
05/29/2025	400	143101	STARK PAVEMENT CORP	HIGHWAY - ROAD REPAIRS	53730	53100	576.66
05/29/2025	400	143103	VESTIS	HIGHWAY - UNIFORMS	53410	53100	99.56
05/29/2025	400	143105	WILL ENTERPRISES	PARKS - EQUIPMENT PURCHASED WITH	53900	55200	1,765.00
05/29/2025	400	143106	WOLF PAVING	HIGHWAY - ROAD REPAIRS	53730	53100	181.50
05/29/2025	400	143108	ALL-WAYS CONTRACTORS, INC	PARKS - GROUNDS MAINTENANCE	52420	55200	60.00
05/29/2025	400	143110	BATZNER PEST CONTROL	PARKS - BUILDING REPAIRS & MAINT	52410	55200	96.20
05/29/2025	400	143111*#	BOUCHER CHEVROLET	ENGINEERING - VEHICLE REPAIR & MAINT	52440	53110	43.16
				ENGINEERING - VEHICLE REPAIR & MAINT	52440	53110	2.80
				CHECK 400 143111 TOTAL FOR FUND 100:			45.96
05/29/2025	400	143112	CHERRIE LARSON	RECREATION PROGRAM - CONTRACTED	52190	55300	240.00
05/29/2025	400	143113	ELLIOTTS ACE HARDWARE	PARKS - EQUIP REPAIR & MAINT	52430	55200	17.18
05/29/2025	400	143114	JAMES IMAGING SYSTEMS	IT - OTHER PROFESSIONAL SERVICES	52190	51450	65.00
05/29/2025	400	143115	JENNIFER SCHOLTKA	RECREATION PROGRAM - CONTRACTED	52190	55300	962.00
05/29/2025	400	143116	KARMEN LEHMAN	RECREATION PROGRAM - CONTRACTED	52190	55300	1,140.00
05/29/2025	400	143117	KELLY TARCZEWSKI	CLERK/TREASURER - OPERATING SUPPLIES	53400	51420	26.97
05/29/2025	400	143118	MARY FIRNROHR	RECREATION PROGRAM - CONTRACTED	52190	55300	420.00
05/29/2025	400	143119*#	MENARDS	PARKS - BUILDING REPAIRS & MAINT	52410	55200	25.10
05/29/2025	400	143120	NORTHCENTRAL CONSTRUCTION CORP	BUILDING SERVICES DUE TO VILLAGE	24400	00000	729.00
05/29/2025	400	143121	NORTHCENTRAL CONSTRUCTION CORP	BUILDING SERVICES DUE TO VILLAGE	24400	00000	670.00
05/29/2025	400	143122	PORT-A-JOHN	PARKS - BUILDING REPAIRS & MAINT	52410	55200	162.00
				PARKS - BUILDING REPAIRS & MAINT	52410	55200	162.00

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 100 GENERAL FUND							
				PARKS - BUILDING REPAIRS & MAINT	52410	55200	162.00
				CHECK 400 143122 TOTAL FOR FUND 100:			486.00
05/29/2025	400	143123	PREMIUM WATERS, INC	PARKS - OPERATING SUPPLIES	53400	55200	65.49
05/29/2025	400	143125*#	RUEKERT & MIELKE, INC.	ENGINEERING - OUTSIDE ENGINEERING	52190	53110	938.00
				ENGINEERING - OUTSIDE ENGINEERING	52190	53110	16,736.00
				ENGINEERING - OUTSIDE ENGINEERING	52190	53110	732.00
				CHECK 400 143125 TOTAL FOR FUND 100:			18,406.00
05/29/2025	400	143126	STACI JOERS	RECREATION PROGRAM - CONTRACTED	52190	55300	620.00
05/29/2025	400	143127*#	STRAND ASSOCIATES, INC	DEVELOPER DEPOSITS	23170	00000	980.30
				ENGINEERING - OUTSIDE ENGINEERING	52190	53110	942.20
				CHECK 400 143127 TOTAL FOR FUND 100:			1,922.50
				Total for fund 100 GENERAL FUND			144,257.81

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 230 STORM WATER MANAGEMENT							
05/29/2025	400	143091	LINCOLN CONTRACTORS	OPERATING SUPPLIES	53400	53650	28.97
05/29/2025	400	143092*#	MENARDS	BUILDING REPAIRS & MAINT	52410	53650	114.17
05/29/2025	400	143099*#	RUNDLE-SPENCE	BUILDING REPAIRS & MAINT	52410	53650	37.86
05/29/2025	400	143107*#	AECOM TECHNICAL SERVICES, INC	PROJECTS - WAGNER PARK POND	58200	57367	279.36
				PROJECTS - SPRINGDALE DRAINAGE EASEMENT	58210	57370	355.35
				CHECK 400 143107 TOTAL FOR FUND 230:			634.71
05/29/2025	400	143111*#	BOUCHER CHEVROLET	EQUIPMENT REPAIR & MAINT	52430	53650	43.17
				EQUIPMENT REPAIR & MAINT	52430	53650	2.80
				CHECK 400 143111 TOTAL FOR FUND 230:			45.97
05/29/2025	400	143125*#	RUEKERT & MIELKE, INC.	OUTSIDE ENGINEERING	52190	53650	493.76
				OUTSIDE ENGINEERING	52190	53650	428.88
				OUTSIDE ENGINEERING	52190	53650	288.88
				OUTSIDE ENGINEERING	52190	53650	903.52
				OUTSIDE ENGINEERING	52190	53650	893.90
				OUTSIDE ENGINEERING	52190	53650	232.88
				OUTSIDE ENGINEERING	52190	53650	2,129.18
				OUTSIDE ENGINEERING	52190	53650	234.36
				OUTSIDE ENGINEERING	52190	53650	405.32
				OUTSIDE ENGINEERING	52190	53650	321.32
				PROJECTS - HILL 'N DALE	58210	57301	539.52
				CHECK 400 143125 TOTAL FOR FUND 230:			6,871.52
05/29/2025	400	143127*#	STRAND ASSOCIATES, INC	OUTSIDE ENGINEERING	52190	53650	486.99
05/29/2025	400	143129	WI DNR	SPICE CREEK/MEADOWBROOK FARMS #3	58210	57372	75.00
				Total for fund 230 STORM WATER MANAGEMENT			8,295.19

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 250 TOURISM & CONVENTION							
05/22/2025	400	143069	R.A. SMITH & ASSOC., INC.	TOURISM - SPORTS COMPLEX TURF	58210	56700	2,695.10
05/29/2025	400	143128	WHITLOW'S SECURITY SPECIALISTS	TOURISM - SPORTS COMPLEX TURF	58210	56700	413.00
				Total for fund 250 TOURISM & CONVENTION			3,108.10

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 420 CAPTIAL ROAD PROJECTS							
05/29/2025	400	143082*#	CONLEY MEDIA	HICKORY GROVE ESTATES	58210	57564	213.10
05/29/2025	400	143107*#	AECOM TECHNICAL SERVICES, INC	LEXINGTON/TAKOMA PH 2	58210	57568	8,468.43
05/29/2025	400	143125*#	RUEKERT & MIELKE, INC.	LEXINGTON/TACOMA PH 1	58210	57426	2,420.64
				SPICE CREEK/MEADOWBROOK FARMS #3	58210	57556	1,501.64
				JOSEPH ROAD NEW CONTRACT	58210	57566	822.80
				SHADY LANE NEW CONTRACT	58210	57567	1,276.52
				CHECK 400 143125 TOTAL FOR FUND 420:			6,021.60
05/29/2025	400	143127*#	STRAND ASSOCIATES, INC	WESTWOOD/CORPORATE CT	58210	57562	1,873.94
				HICKORY GROVE ESTATES	58210	57564	29,335.79
				CHECK 400 143127 TOTAL FOR FUND 420:			31,209.73
05/29/2025	400	143131	WOLF PAVING	SPICE CREEK/MEADOWBROOK FARMS #3	58210	57556	30,706.85
				Total for fund 420 CAPTIAL ROAD PROJECTS			76,619.71

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 440 BIKE & PEDESTRIAN							
05/29/2025	400	143124	R.H. BATTERMAN & CO INC	PEWAUKEE ROAD (RIVERWOOD TO TOWER)	58235	53550	7,223.00
05/29/2025	400	143127*#	STRAND ASSOCIATES, INC	FIELDHACK PATH	58220	53550	9,931.23
				Total for fund 440 BIKE & PEDESTRIAN			17,154.23

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 600 WATER UTILITY							
05/22/2025	400	143052	ALL-WAYS CONTRACTORS, INC	TRANS & DIST MAINT-MAINT OF HYDRANTS	52400	10677	60.00
05/22/2025	400	143053*#	BAKER TILLY US LLP	OPS - AUDITOR/ACCOUNTANT	52120	00923	915.65
05/22/2025	400	143054*#	CINTAS CORP	OFFICE SUPPLIES & EXPENSES	53100	00921	48.65
				TRANS & DIST OPS-UNIFORMS	53410	10665	52.85
				CHECK 400 143054 TOTAL FOR FUND 600:			101.50
05/22/2025	400	143065#	MUNICIPAL WELL & PUMP	ELECTRIC PUMPING EQUIP	18560	00325	13,880.00
				PUMP MAINT-MAINT AND REPAIR	52400	10633	22,816.00
				CHECK 400 143065 TOTAL FOR FUND 600:			36,696.00
05/29/2025	400	143074	ALL-WAYS CONTRACTORS, INC	TRANS & DIST MAINT-MAINT OF HYDRANTS	52400	10677	60.00
05/29/2025	400	143076*#	BAKER TILLY US LLP	OPS - AUDITOR/ACCOUNTANT	52120	00923	6,732.48
05/29/2025	400	143080*#	CINTAS CORP	TRANS & DIST OPS-UNIFORMS	53410	10665	52.85
05/29/2025	400	143088	HAWKINS, INC.	TREATMENT OPS-CHEMICALS	53410	10641	3,355.21
05/29/2025	400	143094*#	MUNICIPAL LAW & LITIGATION GROUP	LINDSAY WATER - PARK TO SWAN	12814	00107	1,453.00
				LINDSAY WATER - PARK TO SWAN	12814	00107	190.00
				PFAS TREATMET	12818	00107	583.60
				PFAS TREATMET	12818	00107	303.40
				CHECK 400 143094 TOTAL FOR FUND 600:			2,530.00
05/29/2025	400	143097*#	QUADIENT FINANCE USA, INC	POSTAGE	53306	00921	49.40
05/29/2025	400	143098*#	RUEKERT & MIELKE, INC.	BLUMD WATER MAIN-BUSSE TO FOSTER	12810	00107	5,316.75
				TRANS & DIST MAINT-RESERVOIRS &	52400	10672	291.00
				TRANS & DIST MAINT-SCADA MAINT	52100	10678	660.00
				CHECK 400 143098 TOTAL FOR FUND 600:			6,267.75
05/29/2025	400	143104	WATER SURPLUS	PFAS TREATMET	12818	00107	12,400.00
05/29/2025	400	143109*#	AT&T MOBILITY	TRANS & DIST MAINT-SCADA MAINT	52100	10678	22.20
				ADMIN & GEN OPS-PHONE, INTERNET CELL	52230	10921	314.90
				CHECK 400 143109 TOTAL FOR FUND 600:			337.10

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 600 WATER UTILITY							
05/29/2025	400	143119*#	MENARDS	TREATMENT OPS-WATER TESTING & LAB EXPS	52310	10642	16.44
05/29/2025	400	143127*#	STRAND ASSOCIATES, INC	LINDSAY WATER - PARK TO SWAN	12814	00107	1,690.15
				LINDSAY WATER - PARK TO SWAN	12814	00107	412.83
				PFAS TREATMET	12818	00107	6,171.56
				WELL # 13 TEST & PRODUCTION WELL	12856	00107	4,579.25
				WELL # 13 TEST & PRODUCTION WELL	12856	00107	8,552.26
				PRE - PAYMENTS	16200	00143	2,081.89
				ADMIN & GEN OPS-PUBLIC RELATIONS	52180	10923	25,691.69
				CHECK 400 143127 TOTAL FOR FUND 600:			49,179.63
				Total for fund 600 WATER UTILITY			118,754.01

Check Date	Bank	Check #	Payee	Description	Account	Dept	Amount
Fund: 650 SEWER UTILITY							
05/22/2025	400	143053*#	BAKER TILLY US LLP	OPS - AUDITOR/ACCOUNTANT	52120	00923	915.65
05/22/2025	400	143054*#	CINTAS CORP	OFFICE SUPPLIES & EXPENSES	53100	00921	48.64
				Uniforms & Protective Equipment	53410	01827	52.84
				CHECK 400 143054 TOTAL FOR FUND 650:			101.48
05/29/2025	400	143076*#	BAKER TILLY US LLP	OPS - AUDITOR/ACCOUNTANT	52120	00923	6,732.49
05/29/2025	400	143077	BATTERIES PLUS LLC	SCADA/TELEMETRY MAINT	52100	01831	62.95
05/29/2025	400	143080*#	CINTAS CORP	Uniforms & Protective Equipment	53410	01827	52.84
05/29/2025	400	143081	CITY OF BROOKFIELD	SEWER SERVICE CHARGE - BROOKFIELD	52340	01827	186,580.02
05/29/2025	400	143086	GILES ENGINEERING ASSOCIATES, INC	Gun Club Sewer Study	12831	00107	306.00
05/29/2025	400	143097*#	QUADIENT FINANCE USA, INC	POSTAGE	53306	00921	49.41
05/29/2025	400	143098*#	RUEKERT & MIELKE, INC.	SCADA/TELEMETRY MAINT	52100	01831	660.00
05/29/2025	400	143102	STRAND ASSOCIATES, INC	Gun Club Sewer Study	12831	00107	18,904.66
05/29/2025	400	143109*#	AT&T MOBILITY	SCADA/TELEMETRY MAINT	52100	01831	22.20
				ADMIN & GEN OPS PHONE INTERNET CELL	52230	10921	314.90
				CHECK 400 143109 TOTAL FOR FUND 650:			337.10
05/29/2025	400	143127*#	STRAND ASSOCIATES, INC	KOPMEIER SEWER PIPE REPAIR	12837	00107	7,573.78
05/29/2025	400	143130	WI DNR ENVIRONMENTAL FEES	ADMIN & GEN OPS- MEMBERSHIP & CONT EDU	53200	10930	50.00
				Total for fund 650 SEWER UTILITY			222,326.38
			TOTAL - ALL FUNDS				590,515.43

'*'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE FUND
'#'-INDICATES CHECK DISTRIBUTED TO MORE THAN ONE DEPARTMENT

March 20, 2025

Re: Correcting Pewaukee Lake out-lot issue near Hillside Grove Road

From: Pete & Laura Amenda, N39W27421 Hillside Grove Road

Background:

On February 19, 2001, Scott and Colleen Lowry filed a Quit Claim Deed (see attached) with the Waukesha County Registrar that basically carved out 40' of lakefront and linked it to Lots they owned on the North side of Hillside Grove Road. This was/is not unique as several lots on the North side of Hillside Grove have property on the lakefront as part of their property. On June 15, 2009, the Lowry's Revocable Trust filed a Warranty Deed (see attached) in Waukesha, naming WT Corp as grantee and referencing the 2001Deed.

Peter and Laura purchased the property from Dan Esser on July 31, 2017. On August 3, 2017, the Warranty Deed was recorded for the transaction (see attached). The property was marketed as including the entire 130' of shoreline, and the tax key reflected the 130' being part of the Amenda property. The last line of the Parcel 2 description notes the exception of the easterly 40 feet.

Request:

The purpose of this application is to correct the tax key, to accurately depict the ownership rights of the 90' and 40' of lakefront properties per the Deed documents, and to include the 'out lots' correctly with the respective properties on Hillside Grove Road. The CSM and Deed documents are provided to substantiate the correctness of the request.

Thank you –

Pete & Laura Amenda

APPENDIX

Copies of Deed docs (3) will be attached to this document

CERTIFIED SURVEY MAP NO._____

BEING ALL OF LOTS 22 & 23 OF HILLSIDE GROVE LOCATED IN THE NW 1/4 OF THE NE 1/4 OF SEC 7, T7N, R19E, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

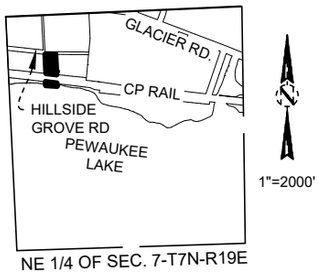
SURVEYOR:
KEITH A. KINDRED, PLS S-2082
SEH
501 MAPLE AVE
DELAFIELD, WI 53018
(414) 949-8919
KKINDRED@SEHINC.COM

SURVEY FOR:
PETER V. AMENDA
WT CORPORATION
N39W27421 HILLSIDE GROVE RD.
PEWAUKEE, WI 53072
PVAMENDA@SBCGLOBAL.NET

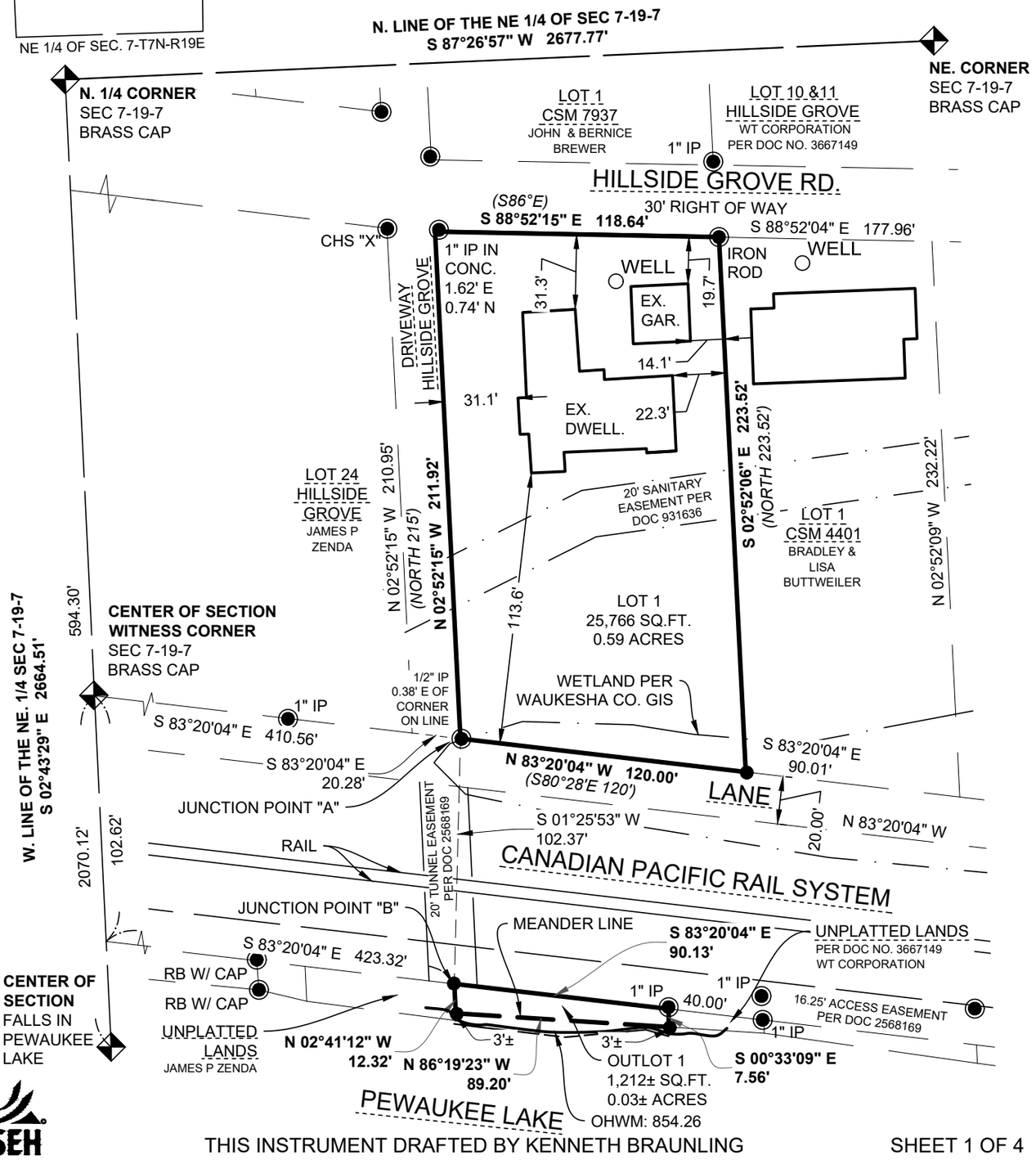
WISCONSIN
KEITH A. KINDRED
S-2082
OSHKOSH, WI
LAND SURVEYOR

DATED THIS 20TH DAY OF FEBRUARY, 2024

LOCATION MAP



-1" IRON PIPE FOUND (UNLESS OTHERWISE STATED)
- 3/4" REBAR SET (1.502 LBS PER FOOT)
- SECTION CORNER AS DESCRIBED
(N00°00'00"W 000.00') - RECORDED AS / DEEDED AS



THIS INSTRUMENT DRAFTED BY KENNETH BRAUNLING

CERTIFIED SURVEY MAP NO._____

BEING ALL OF LOTS 22 & 23 OF HILLSIDE GROVE LOCATED IN THE NW 1/4 OF THE NE 1/4 OF SEC 7, T7N, R19E, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

NOTES:

-OUTLOT 1 IS TO REMAIN UNDER SAME OWNERSHIP AS LOT 1

-EASEMENTS SHOWN PER TITLE COMMITMENT POLICY NO. 72306-46238814

-BEARINGS REFERENCED TO THE N. LINE OF THE NE 1/4 OF SEC 7-19-7, BEARING S87°26'57"W. NAD83, WISCONSIN STATE PLANE, SOUTH ZONE, (NSRS11.WI-SF)

- ANY LAND BELOW THE ORDINARY HIGH WATER MARK OF A LAKE OR NAVIGABLE STREAM IS SUBJECT TO THE PUBLIC TRUST IN NAVIGABLE WATERS THAT IS ESTABLISHED UNDER ARTICLE IX, SECTION 1, OF THE STATE CONSTITUTION.

SURVEYOR'S CERTIFICATE

I, Keith A. Kindred, Professional Land Surveyor hereby certify;

That I have surveyed, divided and mapped all of lots 22 and 23 of Hillside Grove located in the Northwest 1/4 of the Northeast 1/4 of Section 7, Township 7 North, Range 19 East, in the City of Pewaukee, Waukesha County, Wisconsin, more particularly described as follows:

Commencing at the Northeast Corner of said section 7; thence South 87°26'57" West along the North line of the Northeast 1/4 of said section 7, a distance of 2,677.77 feet to the North 1/4 corner of said section 7; thence South 02°43'29" East along the West line of said Section 7, a distance of 594.30 feet to a Witness Corner on the West line of the Northeast 1/4 of said section 7 said point also being a point on the north line of the "Lane" in Hillside Grove; thence South 83°20'04" E along the north line of said "Lane", 410.56 feet to the East line of the "Driveway" in Hillside Grove, also the point of beginning and junction point "A"; thence North 02°52'15" West along said East line of the "Driveway", 211.92 feet to a point on the Southerly right of way of Hillside Grove Road; thence South 88°52'15" East along said Southerly right of way, 118.64 feet to the Northwest corner of lot 1 of Certified Survey Map 4401; thence South 02°52'06" East along the West line of said lot 1, a distance of 223.52 feet to the Southwest corner of said lot 1 also a point on the North line of said "Lane"; thence North 83°20'04" West along the north line of said "Lane", 120.00 feet to junction point "A"; thence South 01°25'53" West, 102.37 feet to junction point "B"; thence South 83°20'04" East, 90.13 feet; thence South 00°33'09" East, 7.56 feet to a meander line lying 3 feet more or less the ordinary high water mark of Pewaukee Lake; thence North 86°19'23" West along said meander line, 89.20 feet to a point lying 3 feet more or less the ordinary high water mark of Pewaukee Lake; thence North 02°41'12" West, 12.32 feet to Junction point "B"; thence North 01°25'53" East, 102.37 feet to the point of Beginning;

Said lands contain 26,978 Square Feet, 0.62 Acres, more or less;

That I have made such survey, land division and plat by the direction of the owner (s) of said lands. That such survey is a correct representation of all exterior boundaries of the lands surveyed and the division thereof made. That I have fully complied with the provisions of Chapter 236.34 of the Wisconsin State Statutes and the Land Division Regulations of Chapter 18.0600 of the City of Pewaukee Municipal Code in surveying, dividing and mapping the same.



_____

DATED THIS 20TH DAY OF FEBRUARY, 2025

SEH

THIS INSTRUMENT DRAFTED BY KENNETH BRAUNLING

CERTIFIED SURVEY MAP NO._____

BEING ALL OF LOTS 22 & 23 OF HILLSIDE GROVE LOCATED IN THE NW 1/4 OF THE NE 1/4 OF SEC 7, T7N, R19E, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

OWNERS CERTIFICATE

As owner Peter V. Amenda, I hereby certify that I caused said land to be surveyed, divided, mapped and dedicated as shown on this map. I also certify that this CSM is required by s.236.34 to be submitted to the following for approval or objection: City of Pewaukee.

WITNESS the hand and seal of said owner:

This _____ Day of _____, 20_____

_____
Peter V. Amenda

OWNERS NOTARY CERTIFICATE

STATE OF_____)

_____COUNTY) SS

Personally came before me this _____day of_____, 20 _____, the above named_____ to me known to be the same person who executed the foregoing instrument and acknowledged the same.

Notary Public,_____,

Print Name, _____

My commission expires _____



DATED THIS 20TH DAY OF FEBRUARY, 2024

SEH

THIS INSTRUMENT DRAFTED BY KENNETH BRAUNLING

CERTIFIED SURVEY MAP NO._____

BEING ALL OF LOTS 22 & 23 OF HILLSIDE GROVE LOCATED IN THE NW 1/4 OF THE NE 1/4
OF SEC 7, T7N, R19E, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

COMMON COUNCIL APPROVAL CERTIFICATE

Resolved that the Certified Survey Map, in the City of Pewaukee, Peter V. Amenda, owner, is hereby approved by the Common Council.

All conditions have been met as of the _____ day of _____, 20_____

Signed_____

Steve Bierce, Mayor

PLAN COMMISSION APPROVAL CERTIFICATE

APPROVED, that the Certified Survey Map, in the City of Pewaukee, Peter V. Amenda, owner, is hereby approved by the Plan Commission.

Approved as of the _____ day of _____, 20_____

Signed_____

Steve Bierce, Mayor

i hereby certify that the foregoing is true and correct copy of a resolution adopted by the Plan Commission of the city of Pewaukee.

Signed_____

Ami Hurd, Deputy Clerk - Recording Secretary



DATED THIS 20TH DAY OF FEBRUARY, 2024

THIS INSTRUMENT DRAFTED BY KENNETH BRAUNLING

SHEET 4 OF 4

WAUKESHA COUNTY — LAND INFORMATION SYSTEMS DIVISION

N39W27421 Hillside Grove



0 83.33 Feet

The information and depictions herein are for informational purposes and Waukesha County specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or orther official means. Waukesha County will not be responsible for any damages which result from third party use of the information and depictions herein, or for use which ignores this warning.

Notes:

Printed: 6/6/2016

Office of the Planner & Community Development Director
W240 N3065 Pewaukee Road
Pewaukee, Wisconsin 53072
Phone (262) 691-0770 Fax (262) 691-1798
fuchs@pewaukee.wi.us

REPORT TO THE PLAN COMMISSION

Meeting of May 15, 2025

Date: May 6, 2025

Project Name: Certified Survey Map

Project Address/Tax Key No.: PWC 0889016001

Applicant: Pete Amenda

Property Owner: PETER V AMENDA AND LAURA L AMENDA

Current Zoning: Rs-7-Single Family Residential District, LC Lowland Conservancy District, and F-1 Floodplain District

2050 Land Use Map Designation: Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.), Transportation/Utilities, and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas

Use of Surrounding Properties: Single-family residential to the north, east and west, and Canadian Pacific Railway and Pewaukee Lake to the south.

Introduction/Background

The applicant filed a Certified Survey Map (CSM) Application for property located at N39W27421 Hillside Grove Road. The CSM includes one lot and one outlot. The outlot is a narrow strip of land adjacent to Pewaukee Lake.

In 2001, a 40-foot-wide portion of the outlot adjacent to the lake was deeded to the property located on the north side of Hillside Grove Road, N39W27402 Hillside Grove Road, owned by WT Corporation.

As a CSM was not done at that time, and a new lot or outlot not created, the applicant's property currently shows ownership as both Peter V Amenda and WT Corporation. The applicant has been working with the City and Waukesha County Register of Deeds to correct the deed to include Peter V Amenda as the only owner of the parcel.

The County has indicated that in the absence of a deed whereby one party conveys to the other party so that the land adjacent to the lake is only owned by one party, the only option that complies with zoning regulations would be the recording of a Certified Survey Map that could divide the lands on the lake and add them to the parcels to the north.

Staff concurs that the most appropriate way to resolve this situation is by CSM.

As such, the applicant has prepared a CSM that shows the existing property at N39W27421 Hillside Grove Road as Lot 1 and an Outlot 1 adjacent to the lake that does not include the 40-foot wide strip of land that was deeded to the property located at N39W27402 Hillside Grove Road. A note on the CSM references the recorded deed for that 40-feet under the current owner, WT Corporation.

Project Description/Analysis

The subject property is zoned Rs-7 Single-Family Residential District. The area of land abutting Pewaukee Lake is zoned LC Lowland Conservancy District and F-1 Floodplain District.

Lot 1 has an area of 25,766 square feet and a width of 118.64 feet, exceeding the Rs-7 District minimum lot size requirements. Outlot 1 has an area of approximately 1,212 square feet. As an outlot, this is not a buildable parcel.

Recommendation

A motion to recommend approval of the Certified Survey Map to create one lot and one outlot for property located at N39W27421 Hillside Grove Road.

Electronically Recorded
4292053

WAUKESHA COUNTY, WI
REGISTER OF DEEDS
James R Behrend

Recorded On:08/03/2017 8:41:55 AM

Total Fee: $30.00 Page(s): 2
Transfer Tax: $1,500.00

The above recording informationverifies that this document has been electronically recorded and returned to the submitter.

(State Bar of Wisconsin Form 1 - 2003)
WARRANTY DEED

Document Number | Document Name

THIS DEED, made between
Dan P. Esser, a married individual

("Grantor," whether one or more), and
Peter V. Amenda and Laura L. Amenda

("Grantee," whether one or more).
Grantor for a valuable consideration, conveys to Grantee the following described real estate, together with the rents, profits, fixtures and other appurtenant interests, in

Waukesha County, State of Wisconsin ("Property") (if more space is needed, please attach addendum): **See Attached Exhibit A**

Recording Area

Name and Return Address

AMENDA
N39 W27421 HILLSIDE GROVE
PEWAUKEE, WI 53072

Grantor warrants that the title to the Property is good, indefeasible, in fee simple and free and clear of encumbrances except:
municipal and zoning ordinances and agreements entered under them, recorded easements for the distribution of utility and municipal services, recorded building and use restrictions and covenants, present uses of the Property in violation of the foregoing disclosed in the Grantor's (Seller's) Real Estate Condition Report, if any, and in the Offer to Purchase for the Property between the Grantor and Grantee, if any, and general taxes levied in the year of closing and will warrant and defend the same.

PWC 0889-016-001
Parcel Identification Number (PIN)

This ___is not___ homestead property.

Dated 7/27/17

*Linda S. Esser (SEAL)

*Dan P. Esser (SEAL)

* (SEAL)

* (SEAL)

AUTHENTICATION

Signature(s) _____

_____

authenticated on _____

_____

*_____

TITLE: MEMBER STATE BAR OF WISCONSIN
(if not, _____
authorized by Wis. Stat. § 706.06)

THIS INSTRUMENT DRAFTED BY:
Michelle Lindemann, as scrivener / 903998

Knight Barry Title, Inc.

ACKNOWLEDGMENT

STATE OF Wisconsin)
) ss.
Waukesha COUNTY)

Personally came before me on July 27, 2017
the above-named Dan P. Esser, Linda S. Esser

to me known to be the person(s) who executed the foregoing instrument and acknowledged the same.

Michelle Lindemann

Notary Public, State of Wisconsin

My commission (is permanent)(expires: 3-5-2021)

STATE OF WISCONSIN NOTARY PUBLIC MICHELLE LINDEMANN

(Signatures may be authenticated or acknowledged. Both are not necessary.)
NOTE: THIS IS A STANDARD FORM. ANY MODIFICATION TO THIS FORM SHOULD BE CLEARLY IDENTIFIED

WARRANTY DEED **©2003 STATE BAR OF WISCONSIN** **FORM NO. 1-2003**
*Type name below signatures.
Knight Barry Title, Inc. • www.knightbarry.com

903998

EXHIBIT A

Parcel 1:

Lots 22 and 23, in Hillside Grove, a Subdivision of part of the Northwest 1/4 of the Northeast 1/4 of Section 7, Town 7 North, Range 19 East, in the City of Pewaukee, County of Waukesha, State of Wisconsin.

Parcel 2:

That part of the Northeast 1/4 of Section 7, Town 7 North, Range 19 East, in the Town of Pewaukee, County of Waukesha, State of Wisconsin, which is bounded and described as follows:

Commencing at the Northwest corner of said Northeast 1/4 Section; thence South 02° 43' 27" East along the West line of said 1/4 Section 697 feet to a point on the South line of the Canadian and Pacific Railroad; thence South 83° 20' 03" East along said South line 422.80 feet to the point of beginning of the land to be described; thence continuing South 83° 20' 03" East along said South line 130.13 feet to a point; thence South 02° 43' 27" East 5.49 feet to a meander point 5.00 feet more or less North of the Shore line of Pewaukee Lake; thence North 86° 19' 22" West along a meander line 129.20 feet to a meander point 3.00 feet more or less North of said Shore Line; thence North 02° 43' 27" West 12.32 feet to the point of beginning. Together with lands lying between said meander line and Shore Line of Pewaukee Lake. Excepting therefrom the Easterly 40 feet thereof.

For informational purposes only
Property Address: N39W27421 Hillside grove rd, Pewaukee, WI 53072
Tax Key No.: PWC 0889-016-001

A COVENANT
REGARDING THE ISSUANCE OF A
CONDITIONAL USE PERMIT
BY THE
CITY OF PEWAUKEE

TAX KEY NUMBER(S) OR PARCEL(S) INVOLVED:

CONDITIONAL USE PERMIT: NO. CUP-25-5-3

__PWC 0966987__

Recording area

Name & Return Address

City of Pewaukee
W240N3065 Pewaukee Rd
Pewaukee, WI 53072

LEGAL DESCRIPTION:

PT NW1/4 SEC 26 T7N R19E; COM SW CRNR OF SAID SEC; N89°29'00"E ALNG S LINE OF SAID SEC 779.02 FT TO THE BGN; N00°37'00"W 283.50 FT; N22°12'00"E 98.919 FT TO SLY R/W LINE OF ROAD; SELY ON SAID R/W 233.534 FT ALNG ARC CRVE, RADS LIES 989.830 FT TO NE, CHRD BRS S57°59'18"E 232.878 FT; S21°15'10"W 247.324 FT TO PNT ON S LINE OF SAID SEC; S89°29'00"W ALNG S LINE 128.16 FT TO BGN :: EX ROAD

PERSON(S), AGENT(S) OR CORPORATION(S) PETITIONING FOR PERMIT:

Spring City Family Dental

WHEREAS, It is understood by all parties to this covenant that Section 62.23 of WIS. Statutes prescribes the legal basis for the granting of a conditional use permit by a City and Chapter 17 of the City Codes and Ordinances provides for the issuance of such permits as well as the standards by which all such uses will be measured; and,

WHEREAS, The City Plan Commission has held a meeting on May 15, 2025; has reviewed the various elements of the petitioner's proposal; and has recommended that a Conditional Use Permit be granted to the above-named petitioner for the property/parcel identified above; and,

WHEREAS, The City Common Council held a public hearing meeting on June 2, 2025.

NOW, THEREFORE, let it be known that the City Common Council by its action on June 2, 2025 has, hereby, granted a Conditional Use Permit for the following use(s):

Operating a dental facility.

FURTHER, such approved use of the above designated parcel(s) are hereby allowed based on the following conditions being continually met:

1. The property owner shall connect to public sanitary sewer facilities as soon as they become available and shall not object to the connection or any related sewer extension assessments.
2. Final grading, erosion control, and utility plans shall be approved by the Engineering Department prior to issuance of a Building Permit.
3. Signs are subject to compliance with Section 17.0700 of the Zoning Code and staff review of a Sign Permit, prior to installation.
4. Additional lighting shall be added to the south elevation near the ADA parking stall and ADA entryway.
5. Any disturbance of the vegetation to the south of the disturbance limits boundary, as shown on the approved site plan, shall be replaced in kind, subject to review and approval by the Plan Commission.

The parties hereto, namely the City of Pewaukee and the Equitable Owner of the property for which this conditional use has been sought, set their signatures or the signatures of their representatives below, thereby agreeing to the provisions and conditions set forth in this covenant.

_____ _____
Attest: Signature of equitable owner

_____
Date

_____ _____
Kelly Tarczewski Steve Bierce
City Clerk Mayor, City of Pewaukee

_____
Date

State of Wisconsin
County of Waukesha

Signed or attested before me on _____, 2025 by Steve Bierce, Mayor and Kelly Tarczewski, Clerk.

_____
(Seal) Ami Hurd
My Commission expires _____

This instrument was drafted by Ami Hurd, Deputy Clerk

DRAFT

STATE OF WISCONSIN CITY OF PEWAUKEE WAUKESHA COUNTY

ORDINANCE 25-11

TO AMEND THE ZONING MAP OF
THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

The Common Council of the City of Pewaukee, Waukesha County, Wisconsin do ordain that the Zoning Map of the City of Pewaukee, Wisconsin is hereby amended to change the zoning classification of the property described below as follows:

FROM: **B-1 NEIGHBORHOOD BUSINESS**

TO**:** **B-3 GENERAL BUSINESS**

SECTION 1 - DESCRIPTION

Common Description:
PT NW1/4 SEC 26 T7N R19E; COM SW CRNR OF SAID SEC; N89°29'00"E ALNG S LINE OF SAID SEC 779.02 FT TO THE BGN; N00°37'00"W 283.50 FT; N22°12'00"E 98.919 FT TO SLY R/W LINE OF ROAD; SELY ON SAID R/W 233.534 FT ALNG ARC CRVE, RADS LIES 989.830 FT TO NE, CHRD BRS S57°59'18"E 232.878 FT; S21°15'10"W 247.324 FT TO PNT ON S LINE OF SAID SEC; S89°29'00"W ALNG S LINE 128.16 FT TO BGN :: EX ROAD

Tax Key Number: PWC 0966-987

Property Address: N7 W23825 Bluemound Road

This Amendment to the Zoning Map (Change in zoning) is being proposed for the purpose of: constructing a 4,700 square foot dental facility.

SECTION 2 –SEVERABILITY
The several sections of this Ordinance are declared to be severable. If any section shall be declared by a decision of a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the other provisions of the Ordinance.

SECTION 3 - ACTION
This Ordinance shall take effect upon passage and posting.

Dated this 2nd day of June, 2025.

COMMON COUNCIL OF THE CITY OF PEWAUKEE

WAUKESHA COUNTY, WISCONSIN

Attest: Steve Bierce, Mayor

_____
Kelly Tarczewski, Clerk/Treasurer

Office of the Planner & Community Development Director
W240 N3065 Pewaukee Road
Pewaukee, Wisconsin 53072
Phone (262) 691-0770 Fax (262) 691-1798
fuchs@pewaukee.wi.us

REPORT TO THE PLAN COMMISSION

Meeting of May 15, 2025

Date: May 8, 2025

Project Name: Land by Label Pewaukee Golf Club/Willow Run Redevelopment

Project Address/Tax Key No.: Approximately N12W26506 Golf Road / PWC 0944994 & 0941988104

Applicant: Emily Cialdini, Land by Label

Property Owner: MEADOWBROOK VILLAGE LLC (PWC 0941988104) and VARIN/WILLOW RUN LLC (PWC 0944994)

Current Zoning: Rm-3 Multiple-Family Residential District (PWC 0941988104) and P-1 Park and Open Space District, F-1 Floodplain District, and LC Lowland Conservancy District (PWC 0944994)

2050 Land Use Map Designation: High Density Residential (< 6,500 Sq. Ft. / D.U.) and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas (PWC 0941988104) and Public or Private Park and Recreation and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas (PWC 0944994)

Use of Surrounding Properties: Prairie Grass Living Apartments and vacant land to the north, Meadowbrook Village condominiums and City of Waukesha and I-94 to the south, City of Waukesha to the east and Meadowbrook Village and Spice Creek condominiums to the west

INTRODUCTION

The applicant has applied for several applications to accommodate a proposed mixed-use residential development consisting of multi-family apartments, condominiums, single-family residential housing, and a privately owned park upon 161 acres of land consisting of a 19-acre vacant property bearing Tax Key No. 0941988104 and the approximately 142-acre Pewaukee Golf Club property located at N12W26506 Golf Road.

The subject proposal was previously before the Plan Commission for conceptual reviews at their December 21, 2023, and February 20, 2025, meetings.

REZONING AND COMPREHENSIVE MASTER PLAN AMENDMENT

The applicant is requesting to subdivide and rezone the property to allow for each proposed use of the development.

The 19-acre vacant property is proposed to be changed as follows:

- Comprehensive Master Plan Amendment
  - *From* High Density Residential (< 6,500 Sq. Ft. / D.U.) and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas

    - *to* Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.) and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas.
- Rezoning
    - *From* Rm-3 Multiple-Family Residence District
    - *to* Rs-6 Single-Family Residential District and LC Lowland Conservancy District

The Pewaukee Golf Club property is proposed to be amended as follows:

- Comprehensive Master Plan Amendment
    - *From* Public or Private Park and Recreation and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas and Water
    - *to* High Density Residential (< 6,500 Sq. Ft. / D.U.), Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.), Public or Private Park and Recreation, and Floodplains, Lowland, & Upland Conservancy and Other Natural Areas.
- Rezoning
    - *From* P-1 Park District, F-1 Floodplain District, and LC Lowland Conservancy District
    - *to* Rm-3 Multiple-Family Residential District, Rs-6 Single-Family Residential District, P-1 Park and Open Space District, and LC Lowland Conservancy District

CONDITIONAL USE/RESIDENTIAL PLANNED UNIT DEVELOPMENT (PUD)

The applicant has submitted two Conditional Use Permit Applications; one for the single-family and condominium use and the other for the multi-family use.

Single-Family/Condominiums
This application includes portions of both properties, to be zoned Rs-6 District, which consists of the condominium development and the single-family residential subdivision.

The applicant is requesting the conditional use residential planned unit development (PUD) option to allow for lot and space areas of 9,000 square feet and a width of 70-feet. Again, this would be for both the condominium portion of the development and the single-family residential subdivision. The applicant has indicated a maximum of 160 single-family lots.

If the Plan Commission is concerned about density or lot sizes, conditions may include the residential portion of the development does not exceed a specific number of lots. The Plan Commission may also require this portion of the development to comply with the conventional Rs-6 density standard of 3.49, which would require 12,500 square foot lots.

Also note that the applicant has indicated that they plan to retain and rent out the single-family detached condominiums.

Multi-Family
The multi-family residential apartments are located on the northernmost portion of the Pewaukee Golf Club property. The Conditional Use residential planned unit development (PUD) option allows having more than eight units within an individual building.

The multi-family development includes four 19-unit buildings, nine 23-unit buildings, 12 detached garage structures, and a clubhouse and swimming pool. This is a total of 283 units.

OTHER USES

The developer intends to retain the remaining portion of the golf course property for park and open space use. As such, this area is proposed to be rezoned to the P-1 District.

According to the applicant, improvements include a natural playground and walking trails as shown on the attached Trail Exhibit. Trail surfacing and width details have not been provided.

Note the use of this land is limited to those Permitted Uses listed within the P-1 Park and Open Space District. Any proposed use in the future is subject to separate review and use approval by the City.

Staff recommends that a connection be provided to the Lake Country Trail, which the applicant has indicated is planned.

The applicant has indicated that the land will be open to the public; however, it is not currently designated as such on the CSM. If open to the public, staff finds that parking should be provided for visitors and the general public. The applicant has indicated that they do not wish to provide parking and that visitors may utilize the Lake Country Recreational Trail Head parking.

This existing parking lot contains 22 parking spaces. Considering the size of this area, *staff recommends submission of a revised site plan, subject to staff review and approval, providing a minimum of fifteen parking spaces adjacent to the 4 Season Willow Run Trail, or a quantity as recommended by the Plan Commission*.

CERTIFIED SURVEY MAPS

Two CSMs have been submitted for this project. One CSM encompasses the Pewaukee Golf Club property. This CSM creates three lots and one outlot. Lot 1 consists of the multi-family portion of the development. Lots 2 and 3 comprise of the land planned for single-family residential development. Outlot 1 contains the privately held park land.

The second CSM primarily consists of the smaller Meadowbrook Village parcel with the inclusion of a small portion of the Pewaukee Golf Club property. This CSM also contains three lots and one outlot. Lots 1, 2, and 3 will all be utilized for the condominium portion of the development. The outlot contains a storm water management pond.

Note these are Preliminary CSMs for review as they contain public street dedications. If approved, the applicant will need to return to the Plan Commission and Common Council with final CSMs for review and approval.

SITE & BUILDING PLAN REVIEW

The entire project will consist of a maximum of 470 dwelling units as outlined below.

- Multi-Family Apartments: 283 dwelling units

- Condominium Units: 27 dwelling units
- Single-Family: up to 160 dwelling units

Access
The plans include a public road extending north from Golf Road to the cul de sac on Fieldhack Drive. This road abuts the multi-family portion of the development, which includes private drives. Roads within the single-family residential subdivision would also be public.

It should be noted that residents along Milkweed Lane and Fieldhack Drive have contacted the city speaking in opposition of this connection. The applicant is proposing a gate at Fieldhack Drive to restrict traffic and address these concerns. *Staff recommends eliminating the gate at the Fieldhack Drive connection*.

Staff finds that a through street would provide improved traffic flow and distribute traffic more evenly by allowing, for example, traffic from the Prairie Grass Living Apartments to utilize the new public street to Golf Road, greatly reducing traffic from this development traveling on Milkweed Lane and Fieldhack Drive.

A through street would also provide better connectivity for the area, including better walkability and biking, not only from a connectivity perspective, but also considering safety and emergency access to a development of this size.

Staff recommends that the existing stubbed drive to this property from Milkweed Lane be removed and returned to greenspace.

TIA
The TIA anticipates that the majority of traffic will utilize the main road through the development to Golf Road and a relatively low amount of traffic is expected to utilize Milkweed Lane from Fieldhack Drive.

Recommendations include:
- Provide a cross-access connection within the site to Fieldhack Drive at a location just north of Milkweed Lane.
- Golf Road/CTH DR & Pewaukee Golf Club Drive
    - Provide a dedicated right-turn lane into the site on the east approach.
    - Construct an eastbound bypass lane along the south side of Golf Road at the main roadway connection.
- Golf Road/CTH DR & Grandview Boulevard/CTH T
    - Consider adjusting signal timings.

With the above recommendations, the TIA states that there will not be a change to the level of service at full build out. Its final conclusion states, “All movements at the study area intersections are expected to operate safely and efficiently through the opening year with the full build out of the development and the modifications identified in this TIA.”

It is recommended that the applicant comply with all recommendations within the Traffic Impact Analysis memorandum related to the "Development," unless otherwise directed by the Plan Commission.

Natural Resources
The property contains wetlands, associated wetland setbacks, a stream and shore buffer, and SEWRPC Primary and Secondary Environmental Corridor areas. A large portion of the site is zoned F-1 Floodplain District, which the Wisconsin Department of Natural Resources confirmed is not mapped floodplain. The wetlands were delineated in 2024 by Chad Fradette, who is a WDNR Assured Delineator.

The applicant provided a map illustrating wetlands that will be filled and requested for exemption. This includes filling about 27 wetland areas totaling approximately 5.19-acres. Additionally, about 3.94 acres of Environmental Corridor will be disturbed. *Wisconsin Department of Natural Resources approval of wetland exemptions shall be granted prior to any land disturbance and impacts to wetlands onsite*. If the WDNR does not approve certain wetland impacts, the applicant will be required to revise the site layout.

Staff recommends SEWPRC Environmental Corridor delineations be completed prior to land disturbance activities. According to the applicant, they have contacted SEWRPC regarding the proposed project.

All improvements shall be located outside of remaining natural resources onsite including wetland boundaries and the 25-foot wetland setback.

Landscaping – Condominiums & Multi-Family
The Landscape Plan consists of 113 shade trees, 26 ornamental trees, 92 evergreens, and 1,020 shrubs. It can be noted that the applicant added plantings as recommended by staff.

Mechanical Plan
The applicant is utilizing fencing to screen ground mechanical equipment. *All mechanicals shall be screened from public view as approved by the City Planner*.

Signage
Ground signs are anticipated adjacent to Golf Road and entering into the multi-family area. *Signs shall be subject to Section 17.0700 of the Zoning Code and staff review of sign permits*.

Multi-Family Development
The multi-family portion of the development consists of 283 dwelling units on about 32.77-acres for a gross density of 8.38 units per acre. The site plan includes four 19-unit buildings and nine 23-unit buildings.

This portion of the site contains 2.08 acres of natural resources, resulting in a net density of 9.22, which is in conformance with the Rm-3 District maximum allowed density of 12 units per net acre.

The proposed building height is 32-feet for the apartment buildings, 17.5-feet for the clubhouse, and 16-feet for the detached garages, which are all in conformance with the Rm-3 District. The minimum floor area standards are also met.

Parking – Multi-Family
The Rm-3 District suggests a minimum parking ratio of one and one-half off-street parking spaces provided for each efficiency, one-bedroom, or two-bedroom units and two and one-half off-street parking spaces provided for each three or more bedroom units, or as determined practical by the Plan Commission.

The development includes:

- 140 one-bedroom units
- 117 two-bedroom units
- 26 three-bedroom units

This results in 451 parking spaces being recommended.

The site plan includes 168 parking spaces within detached garages, 243 surface parking spaces, and 117 attached garages. There are also 20 parking spaces adjacent to the clubhouse. This is a total of 548 parking spaces.

Parking spaces are 9’ x 20’ (180 square feet), in compliance with zoning code standards.

Lighting – Multi-Family
Staff has no objections to the lighting or light levels provided. Light poles have a peak height of 12 feet, in compliance with the city maximum allowed height of 20-feet.

Architecture – Multi-Family
The multi-family buildings primarily consist of vertical and horizontal siding in multiple colors with wood framing as an accent material.

Fire Department Recommendation – Multi-Family
The Fire Department recommends that the attics of the multi-family buildings include a sprinkler system. Alternatively, the separation distance between buildings may be increased as recommended by the Fire Chief.

The Fire Department indicated that designing buildings with flat roofs may be an alternative as well; however, staff and the Plan Commission would need to review this as a significant design change to the buildings.

Condominiums
Again, the condominium portion of the development consists of 27 dwelling units along publicly dedicated roads.

Considering the number of units and proposed lot sizes, all lots provide more than 9,000 square feet per unit in conformance with the CUP PUD standard.

The applicant has included four building types. Two 2-story options and two ranch style buildings. These will be mixed throughout the development. Note the proposed living areas are in compliance with Rs-6 District minimums.

The table below summarizes the building options, bedrooms, and floor area.

Building Type	**Number of Bedrooms**	**First Floor Square Footage**	**Second Floor Square Footage**	**Total Square Feet**
Ranch, Option A	2	1,210	NA	1,210
Ranch, Option B	2	1,419	NA	1,419
2-Story, Option A	3	1,176	544	1,720
2-Story, Option B	4	1,082	1,072	2,154

Parking – Condominiums
The condominium units include two car-attached garages. The buildings are also setback 30-feet from the street property line, leaving sufficient room for parking in front of the garages on the driveways.

Lighting - Condominiums
Only low-level residential style decorative lighting is anticipated for the condominium buildings.

Architecture – Condominium
The condominium buildings consist of cement board lap siding of different colors. An elevation of the ranch style unit was not provided but is anticipated to consist of similar building materials.

Single-Family
The applicant has indicated that there would be a maximum of 160 single-family dwelling units upon this 66-acre portion of the site. Density, lot size and width, and other zoning and land division standards will be reviewed at the time the Preliminary Plat is submitted. All Rs-6 District conditional use and planned development district standards must be met as well as land division requirements.

Under the Rs-6 planned unit development option, lots could be a minimum of 9,000 square feet with a minimum 70-foot lot width.

Note that the street and lot layout is likely to change.

Engineering Conditions of Approval

The Engineering Department will need to complete a full review of detailed civil engineering plans. As such, *staff recommends approval be subject to the following items being addressed, prior to issuance of a Building Permit:*

1. *Note that final grading, erosion control and storm water management plans will require Engineering Department approval prior to any land disturbance.*
2. *Engineering Department approval of detailed utility plans.*

RECOMMENDATION

Staff recommends approval of the subject applications to allow the development of a mixed-use residential development upon properties located at approximately N12W26506 Golf Road / PWC 0944994 & 0941988104.

WILLOW RUN

CITY OF PEWAUKEE, WI

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LAND BY LABEL

LAND By LABEL is an integrated multifamily and mixed-use real estate company. We have over 50 years of combined real estate experience, including development, finance, legal, construction oversight, asset management and disposition strategy. While our primary focus is southeastern Wisconsin, our team has significant experience developing multifamily assets across the country. Our cultivated network of brokers and consultants, including architects, engineers and property management experts, allows Land By Label to identify and execute the best development opportunities in our backyard and beyond.

Methodical risk management guides Land By Label's development process. Market and site identification is driven by empirical supply-demand factors, including detailed demographics and multifamily performance. Site conceptualization and design is a hands-on experience informed by market/site conditions and the best branding, architectural and engineering minds in the business. The site concept must accomplish two goals—satisfying the real time demand of our customers and creating a positive impact on the local community.

LAND BY LABEL SPOTLIGHT PROJECTS:



THE SCOOT



THE APIARY

WILLOW RUN REDEVELOPMENT WILL BE LED BY:

Ian Martin, Founder and Managing Principal of Land by Label,
Emily Cialdini, Vice President of Development and
Brian Strandt, Vice President of Construction.

THE DESIGN TEAM

RINKA+

Founded in 2006, RINKA is an award-winning design collective specializing in creative problem-solving and innovative place-making to create meaningful experiences for people. They maintain a broad-based architectural practice that connects inspiring designs with practical and functional solutions. Collaborating to ensure success, their team builds long-term relationships with progressive and visionary clients.

RINKA+ SPOTLIGHT PROJECTS:



WOODNOTE RESIDENCE - HARTLAND, WI



NORDEN RANGE - OCONOMOWOC, WI



THE EMREE - WEST BEND, WI

EXCEL

Founded in 1990, Excel is an employee-owned, full-service architecture and engineering firm located in Fond du Lac, WI. We bring visions to life by providing high-quality, integrated plans for clients across North America. With a reputation for having the best construction plans in the industry, our staff is known for humility and attention to detail. We understand the challenges our clients face and work in a team-oriented environment to make sure design and construction go as smoothly as possible.

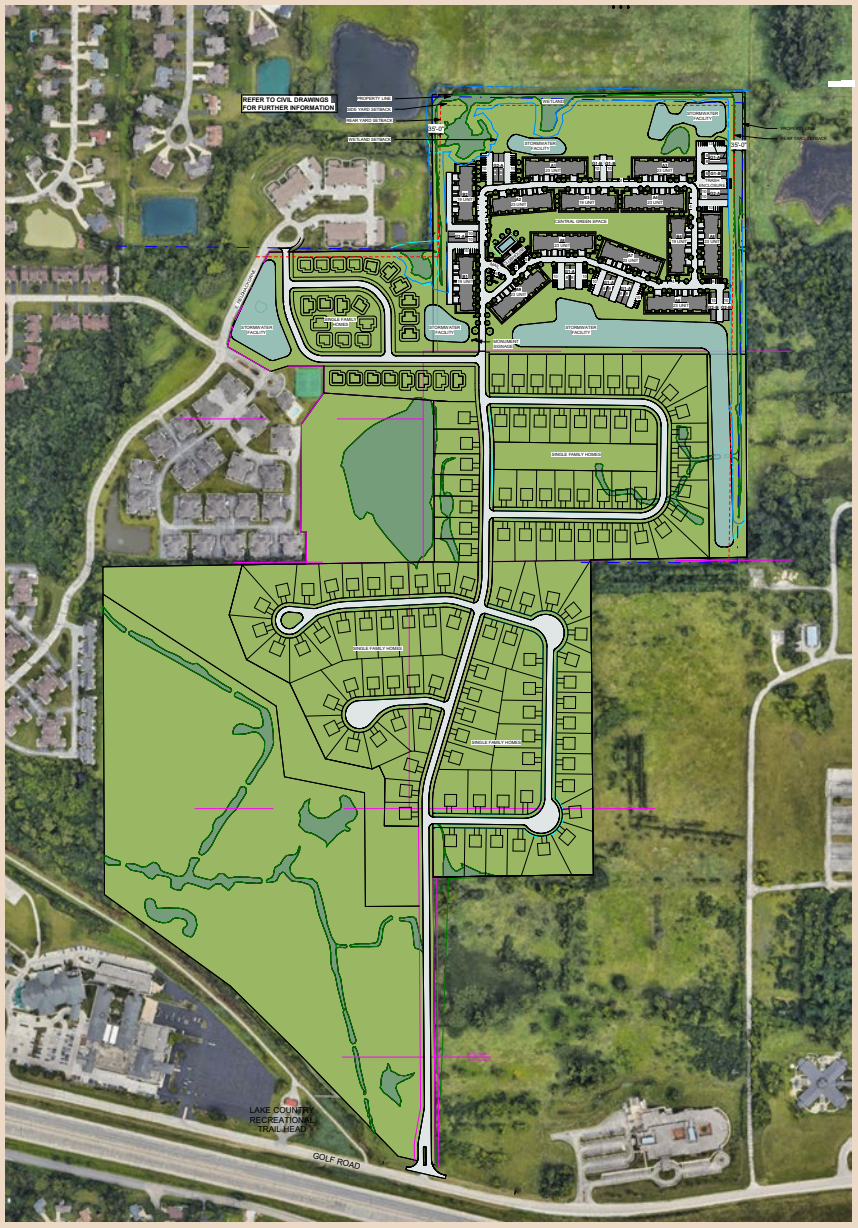
DEVELOPMENT CONSIDERATIONS

Project Vision

Willow Run Redevelopment creates carefully designed living environments in harmony with nature and surrounding uses. A rustic, domestic setting that deeply respects the site's history and context and allows the environmentally significant features to be conserved, enhanced and made publicly accessible.

Willow Run integrates three distinct housing options—garden-style apartments, single-family for-rent homes, and single-family for-sale residences—each tailored to meet evolving market demands.





DEVELOPMENT CONSIDERATIONS

Site Context

Willow Run represents a rare location within the City of Pewaukee. The site is bordered by the City of Waukesha to the east, southeast and southwest where nearby existing businesses and commercial uses operate, including GE Healthcare, Froedtert Lake Country Surgery Center and the Ingleside Hotel. The City of Pewaukee only borders the site to the west and north. Adjacent uses within Pewaukee include high-density multifamily, garden-style apartments and agricultural uses. While the predominant housing type of the City of Pewaukee, no existing single-family residential is directly adjacent to the site. Given the unique position and context, the site represents an ideal location for residential and community-oriented park space.

The site's existing zoning already contemplates high-density residential development. Roughly 19 acres is currently zoned Rm-3 Multiple-Family Residential District of 12 units per acre for a permitted density of up to 228 units. Our plan relocates the permitted use further from the adjacent existing multifamily and to the northeast corner of the site, neighboring instead existing garden-style apartments. Moreover, our proposed density with roughly 450 housing units over 161 acres is approximately 2.8 units/acre.



DEVELOPMENT CONSIDERATIONS

Program Statement

The redevelopment site measures roughly 161 acres and consists of the following uses:



DEVELOPMENT CONSIDERATIONS

Luxury Garden-Style Homes

Willow Run includes approximately 283 luxury multi-family units across roughly 34 acres of the northeast corner of the site. Units will range from studios to three-bedrooms and offer Class A finishes and amenities, including quartz countertops, stainless steel appliances, in unit washer dryer and hard surface plank flooring.

Units are contained in twelve two-story buildings with all units having a private entry and roughly 40% of the units containing an attached garage. Supplementary detached garages are provided to meet our operational parking need of roughly one enclosed stall per unit.

We have retained one of the leading architectural firms in the industry, RINKA, for site planning and design. The design incorporates traditional architectural themes with gabled roofs and an emphasis on the “front door” private entry experience. An earth-toned color palette with extensive use of wood and glazing defines the apartments. Communal resident green space and view corridors highlight the natural environment.

LAND BY LABEL WILL DEVELOP AND OWN THE GARDEN-STYLE APARTMENTS.





DEVELOPMENT CONSIDERATIONS

Single-Family for Rent Homes

Roughly 27 single-family for rent homes are planned on the vacant Meadowbrook parcel. The units range from 1,200 to 2,100 square feet with attached garages and include two-bedroom, three-bedroom and four-bedroom unit styles. The units feature luxury amenities including quartz countertops, stainless steel appliances, in unit washer dryer and hard surface plank flooring.

The single-family homes are thoughtfully designed and aesthetically timeless. They will be built with quality materials and expert craftsmanship. The homes represent floor planning and exterior design highly demanded within today's home market. While the exterior design is cohesive with the garden style apartments, it does not attempt to mimic it. These homes are characterized by a natural color palette, classic vernacular, and enduring design.

LAND BY LABEL WILL DEVELOP AND OWN THE SINGLE-FAMILY HOMES.



DEVELOPMENT CONSIDERATIONS

Resident Amenities

A roughly 3,000 square foot clubhouse creates a defined marker as you enter this residential community. The clubhouse will include our leasing center and management offices along with a fitness center, expansive clubroom that opens up onto ample patio space, outdoor kitchen, and a private pool. The site plan also includes resident dog parks. The clubhouse utilizes natural wood tones and integrates the outdoors with expansive patios, garage doors and a covered breezeway. The resident amenities will serve the single-family rentals and garden-style apartments.







Single-Family For-Sale Homes

The southern roughly 66 acres of the site is planned for single-family homes. We have expressed interest from a number of homebuilders ranging from semi-custom to custom homes.

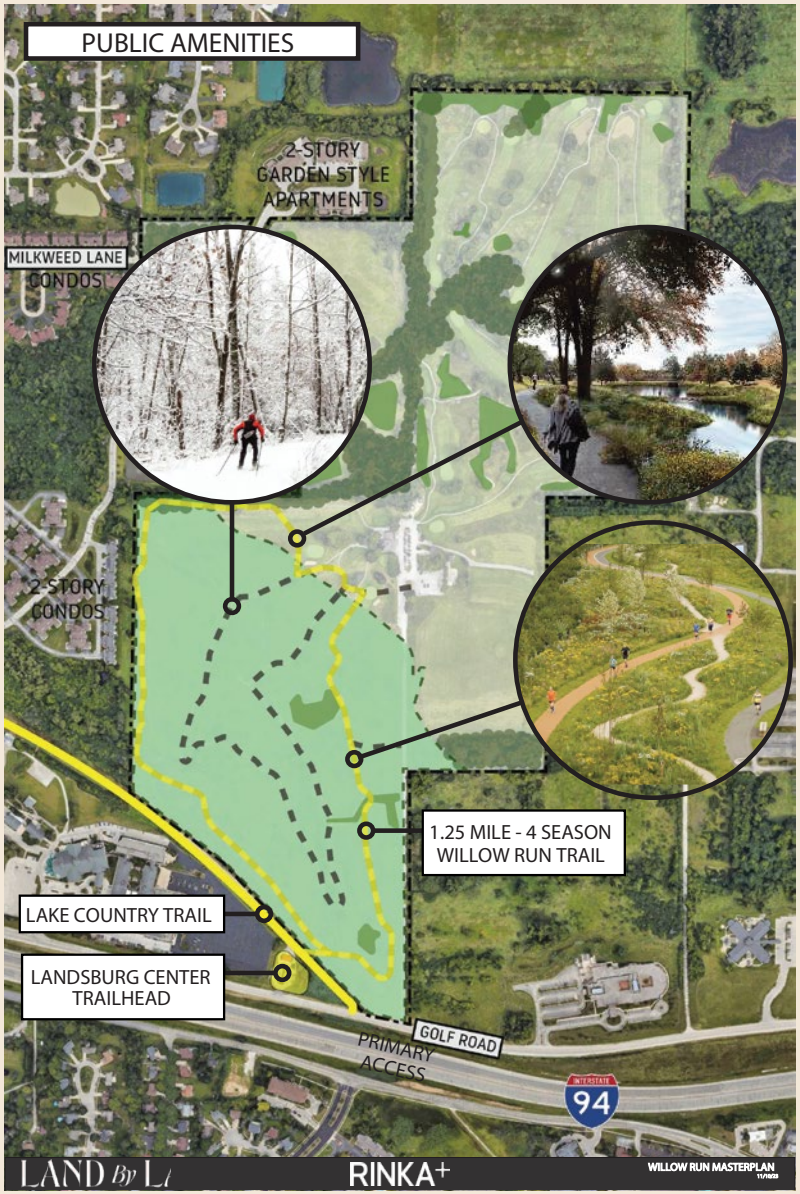






Natural Resource Protection & Sustainability

The site design responds first to the land and the ecological featurest. Instead of imposing our development onto the site we preserved roughly 38 acres of natural resources and wetlands to create a community in close contact with its natural habitat. The natural environment maintains an effective buffer to the multifamily to the west. The creation of over a mile of walking trails with ties to the Lake Country Trail and Landsberg Center Trailhead welcomes the community into the site. Communal and expansive outdoor amenities such as walking trails, restored wetlands, public dog parks, and natural play areas promote active lifestyles for residents. The natural resource preservation paired with higher density housing offers a sustainable housing delivery. Land By Label developments incorporate sustainable and eco-friendly features and we participate in the Focus on Energy program to ensure our overall building efficiency, design and selection of fixtures and appliances meets and exceeds energy standards. We are also evaluating opportunities to incorporate geothermal solutions and solar panels to deliver sustainable power to common areas and community amenities like the clubhouse.

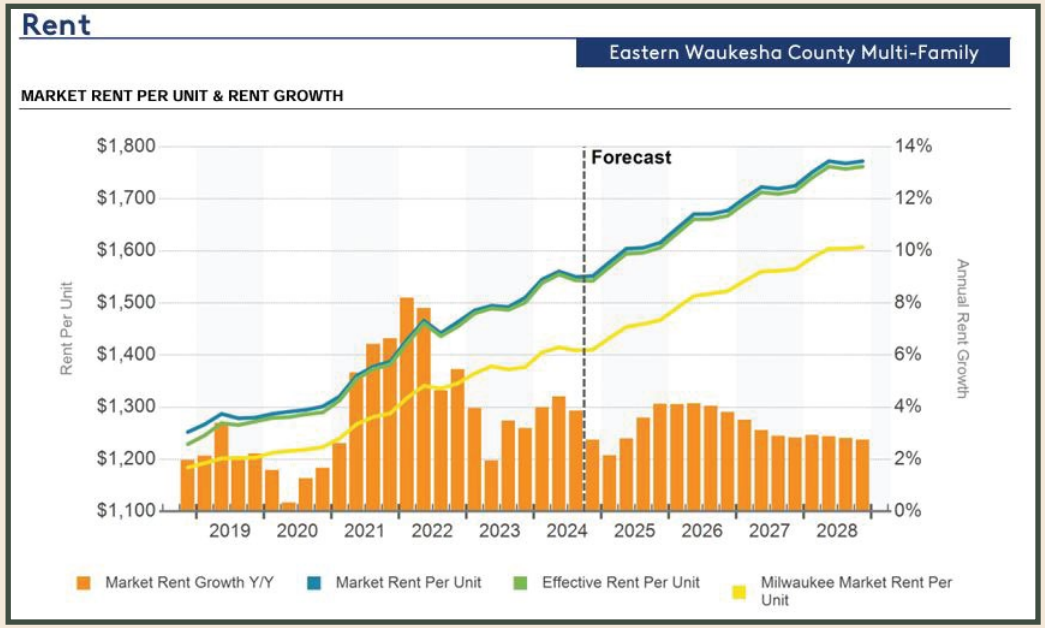


DEVELOPMENT CONSIDERATIONS

A Proven Real Estate Solution in Waukesha County

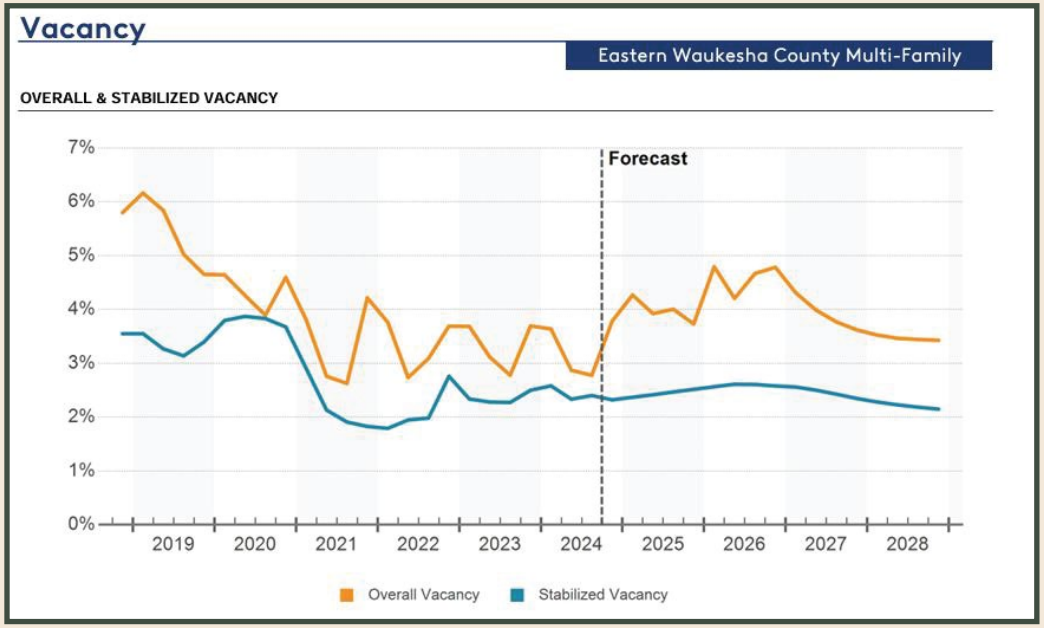
High-quality, thoughtfully designed residential developments represent a proven real estate response to demographic and market trends that reflect housing preferences occurring nationally and locally. The success of the product type is evident in the continued solid performance of several comparable apartment communities in western Waukesha County submarkets. Luxury apartment communities such as Woodnote Residences in Hartland and Hackney House in Oconomowoc are prime examples of thriving developments that helped satisfy demand in their respective communities. All experienced rapid leasing velocity, maintain above 95% occupancy and see strong year-over-year rent growth.

A strong, demonstrated demand for multifamily apartments is evident in the Eastern Waukesha county submarket fundamentals. Overall vacancy in the submarket currently sits at 3.3% and stabilized occupancy is projected to remain around 3.9% with absorption keeping pace with supply. Rent growth over the past four quarters has averaged 3.0% and is projected to remain between 2% and 4% the next four quarters. Even with the delivery of roughly 650 units to the submarket over the past two years, absorption has kept pace and exceeded the overall deliveries. The success of neighboring developments as mentioned previously further demonstrates strong demand in the Lake Country area.



A Proven Real Estate Solution in Waukesha County

Offering a wide variety housing options can make communities more adaptable to the changing needs and circumstances of individuals and families as they progress through different stages of their lives. We know that millennials, burdened with student debt, have delayed major life events, including marriage and home ownership. Rising home prices and a record low inventory of housing for sale have also impeded homeownership. However, most millennials still aspire to homeownership. High-quality rental options like Willow Run will attract these future homeowners. Apartment communities also offer maintenance-free options for Empty Nesters to downsize, but remain in their communities, maintaining ties to family, friends and neighbors. Finally, Gen Z is beginning to step out on their own and showing a strong propensity to rent, slated to quickly become the largest renter demographic cohort. Communities with life cycle housing options are better prepared to adapt to changing demographics and societal trends.



DEVELOPMENT CONSIDERATIONS

Technical Considerations

Excel Engineering has evaluated the technical challenges to successfully facilitate development. Enclosed herein is a Technical Memo prepared by Excel Engineering that summarizes the feasibility of the development in terms of site access, wetlands, stormwater management and sanitary and water service. Coordination with City Staff will be on-going to ensure the development's practical viability.

A Traffic Impact Analysis ("TIA") was completed by Traffic Analysis and Design and is included in our submittal materials. The TIA estimates projected traffic volumes and recommends certain traffic improvements to ensure safe, efficient travel to and from the site. Several neighbors have expressed concern that the development will impose additional traffic on Meadowbrook and Fieldhack. We understand the concern and will continue to work with staff to minimize traffic impact. Based on TADI's analysis and proposed trip distribution, most traffic will utilize the main Golf Road access and traffic onto Milwaukee and Fieldhack is estimated to be limited.

> BASED ON THE SITE LAYOUT AND ITS RELATION TO EXISTING MEADOWBROOK FARMS NEIGHBORHOOD, SOME TRAFFIC IS EXPECTED TO UTILIZE MILKWEED LANE VIA FIELDHACK DRIVE TO ACCESS MEADOWBROOK ROAD/CTH G; HOWEVER, THIS TRAFFIC IS EXPECTED TO BE RELATIVELY LOW. WITH THE MAIN ACCESS DRIVE ONTO GOLF ROAD. THE MAJORITY OF THE TRAFFIC TO/FROM THE SITE IS EXPECTED TO UTILIZE THE GOLF ROAD ACCESS.
>
> -- TIA PREPARED BY TADI, NOVEMBER 8, 2024

DEVELOPMENT CONSIDERATIONS

Development Operations

Land By Label will develop and own the garden style apartments and the single-family rentals. A third-party property management company will oversee the development operations including leasing, maintenance, and operation of the public spaces. The residential leasing offices will be open 9 am to 6pm Monday through Friday and 9 am to 4 pm Saturday and Sunday. These hours are subject to change with input from our management team. The maintenance and leasing team will response to maintenance emergencies 24/7. The clubhouse will be open and accessible to residents 24/7 with secure, fobbed access. The pool will be open in the summer months, typically Memorial Day to Labor Day from 9am to 7pm.

Development Schedule & Phasing Plan

Construction activities for the public road, apartments and single-family rentals will take approximately two years. The public road will be installed first, followed by the construction of the apartments and single-family rentals. Conversations are underway with a general contractor and a detailed construction and phasing plan will be provided. The schedule and sequencing for the single-family for sale depends on the developer. While we have received interest from a number of qualified developers, the critical first step of site entitlements and rezoning is required to solidify the schedule and delivery.

DEVELOPMENT CONSIDERATIONS

Development Ownership, Controls and Regulations

Land By Label is the lead developer and will control, manage, and execute the design, development and construction of the apartments, single-family rentals public parks and infrastructure, including roadways. The single-family land will be developed by a third party, but will still be subject to multiple layers of Land By Label and City control, including design and operational guidelines.

Land By Label will record against the entire property a restrictive covenant agreement (the “Restrictive Covenant”) that provides cross-access easements among all the varied uses. The Restrictive Covenant will also give Land By Label control over the architecture, site planning and landscaping on the entire redevelopment including the single-family redevelopment. The City retains final approval rights of the single-family homes. The Restrictive Covenant will also impose on-going maintenance standards and requirements to ensure the overall site is kept in good condition and repair. It is likely that Land By Label, as manager of the apartments, will be responsible for maintaining general common areas, like stormwater management and the public park and the homeowners association will pay their share of such maintenance costs.

Land By Label and the City will encumber the entire site with a mutually agreeable development agreement which will impose an on-going maintenance obligations to ensure the development remains in good condition and repair.

The natural resource preservation is designed and programmed to be a public space that welcomes the community in for exploring and passive recreation. There are multiple options to ensure that this space remains public including recording public access easements against the property. We will continue to advance discussions with City staff to ensure we reach an agreement and approach with which the City is comfortable.

LAND By LABEL

CONTACT

EMILY C. CIALDINI

VICE PRESIDENT | DEVELOPMENT

EMILY.C@LANDBYLABEL.COM

MAIN: 262-315-4627

638 MILWAUKEE STREET, DELAFIELD, WISCONSIN 53018



WILLOW RUN - MULTIFAMILY

W26506 GOLF ROAD, PEWAUKEE, WI 53072

PLAN COMMISSION SET

ISSUE DATE - DECEMBER 13, 2024

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PC-04	GARDEN STYLE 23 EXTERIOR ELEVATIONS
PC-05	GARDEN STYLE 23 PERSPECTIVE
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CIVIL / LANDSCAPING

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C1.1F	OVERALL SITE PLAN - AREA F
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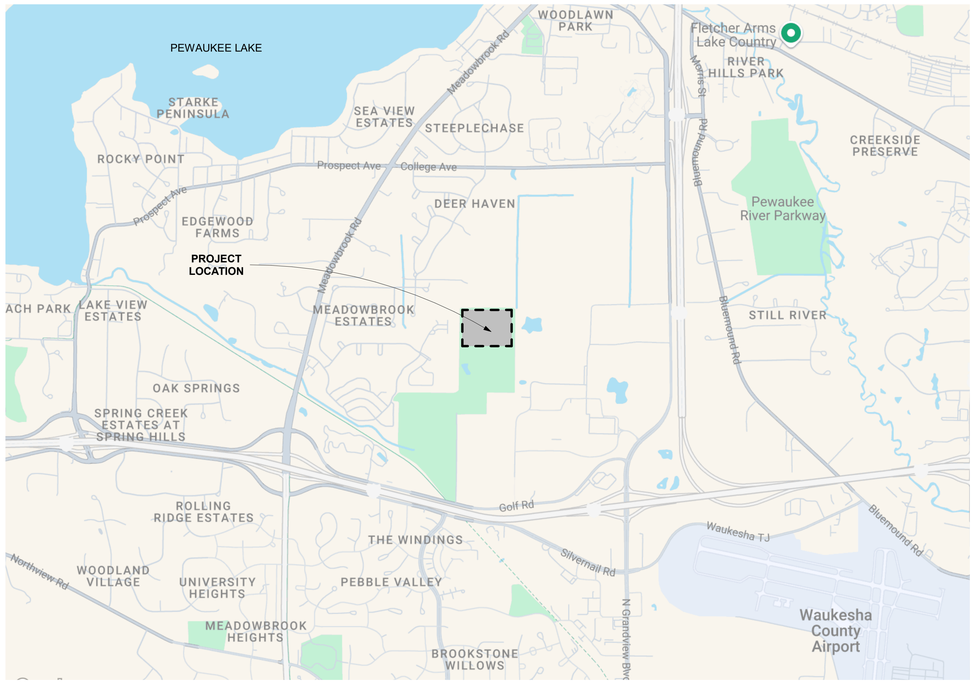
ARCHITECT
RINKA CHUNG ARCHITECTURE INC.
756. N MILWAUKEE STREET
SUITE 250
MILWAUKEE, WI 53202
(414) 431-8101

OWNER
LAND BY LABEL DEVELOPMENT CO
638 MILWAUKEE STREET
DELAFIELD, WI 53018
(262) 315-4627

CIVIL - LANDSCAPE ENGINEER & SITE LIGHTING
EXCEL ENGINEERING
100 CAMELOT DRIVE
FOND DU LAC, WI 54935
(920) 322-1661



CONCEPTUAL RENDERING



PROJECT LOCATION MAP

N

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TITLE SHEET AND PROJECT INFORMATION

Sheet # PC-00



1 OVERALL SITE PLAN
1" = 200'-0"

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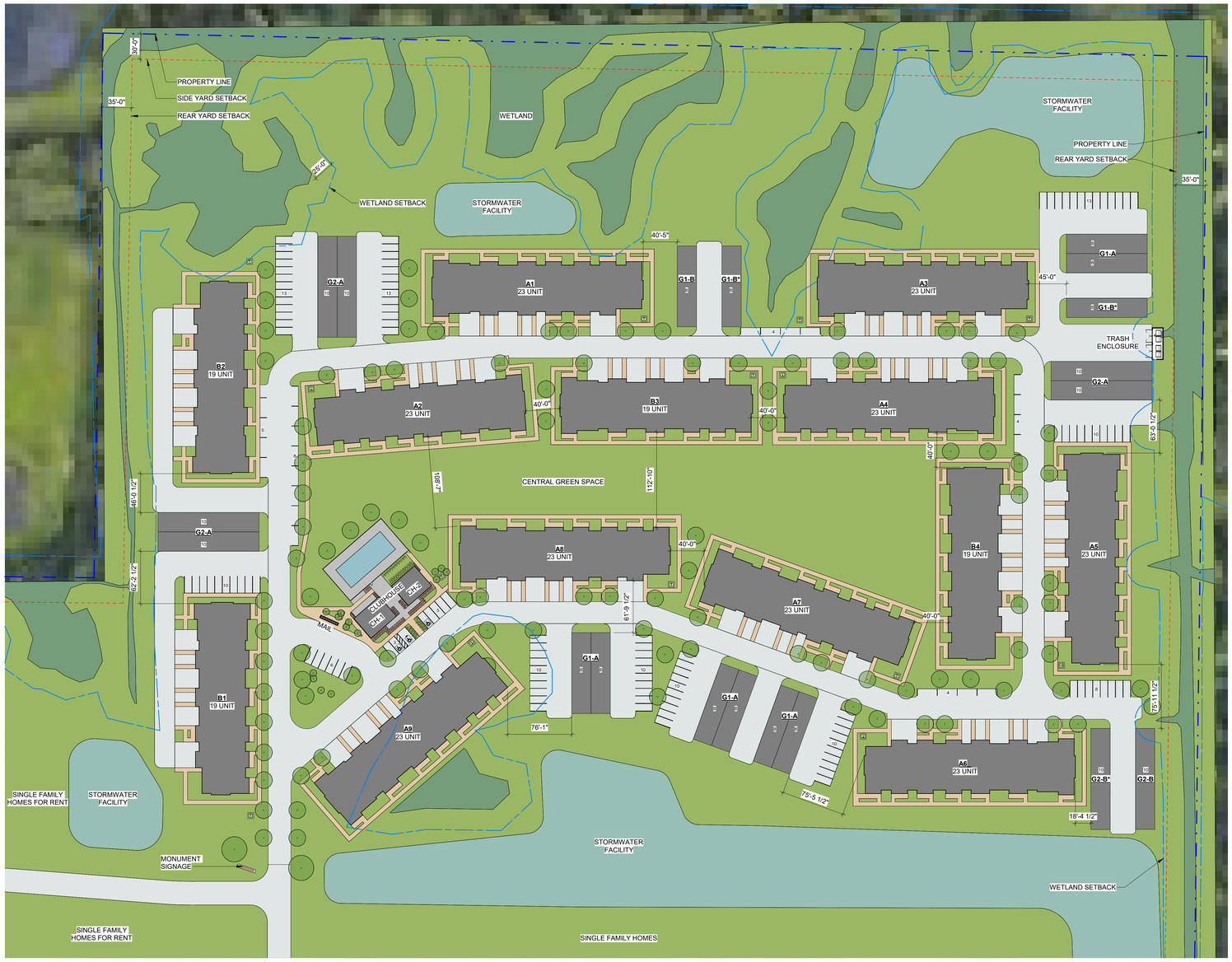
OVERALL SITE PLAN

Sheet # PC-01



1 SITE PLAN - PLAN COMMISSION
1" = 60'-0"

UNIT MATRIX

TOTAL UNIT COUNT: **283 UNITS**
23 UNIT BUILDING: 9
19 UNIT BUILDING: 4

UNIT MIX:
JR 1 BED: 36 (13 %)
1 BED: 104 (37%)
2 BED: 117 (41%)
3 BED: 26 (9%)

DESIRED MIX:
JR 1 BED: 10%
1 BED: 40%
2 BED: 40%
3 BED: 10 %

PARKING COUNT:
168 - DETACHED GARAGES
243 - SURFACE STALLS
117 - ATTACHED STALLS
TOTAL: 528

CLUBHOUSE: 20

SITE PLAN - BUILDING LEGEND

GARDEN STYLE - 23 UNIT BUILDINGS
- 9 ATTACHED GARAGE STALLS
- 1-1/2 OFF-STREET PARKING SPACES PROVIDED FOR EACH 1 & 2 BEDROOM UNITS
  21 X 1.5 = 31.5
- 2-1/2 OFF-STREET PARKING SPACES PROVIDED FOR EACH 3 OR MORE-BEDROOM UNITS
  2 X 1.5 = 3

PARKING PROVIDED = 44 X 4 = 176
BUILDINGS A1, A3, A5, A7

GARDEN STYLE - 23 UNIT-MIRRORED BUILDINGS
- 9 ATTACHED GARAGE STALLS
- 1-1/2 OFF-STREET PARKING SPACES PROVIDED FOR EACH 1 & 2 BEDROOM UNITS
  21 X 1.5 = 31.5
- 2-1/2 OFF-STREET PARKING SPACES PROVIDED FOR EACH 3 OR MORE-BEDROOM UNITS
  2 X 1.5 = 3

PARKING PROVIDED = 44 X 5 = 220
BUILDINGS A2, A4, A6, A8, A9

GARDEN STYLE - 19 UNIT BUILDINGS
- 9 ATTACHED GARAGE STALLS
- 1-1/2 OFF-STREET PARKING SPACES PROVIDED FOR EACH 1 & 2 BEDROOM UNITS
  17 X 1.5 = 25.5
- 2-1/2 OFF-STREET PARKING SPACES PROVIDED FOR EACH 3 OR MORE-BEDROOM UNITS
  2 X 1.5 = 3

PARKING PROVIDED = 38 X 3 = 114
BUILDINGS B1, B2, B3, B4

PARKING COUNT MEETS ORDINANCE NO. 22-08 (17.0416G)

DETACHED GARAGE BUILDINGS - 16 & 8 STALL
- (4) G1-A = 64
- (1) G1-B = 8
- (2) G1-B* = 16

88 TOTAL

DETACHED GARAGE BUILDINGS - 20 & 10 STALL
- (3) G2-A = 60 STALLS
- (1) G2-B = 10 STALLS
- (1) G2-B* = 10 STALLS

80 TOTAL

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Sheet Title

ARCHITECTURAL SITE PLAN

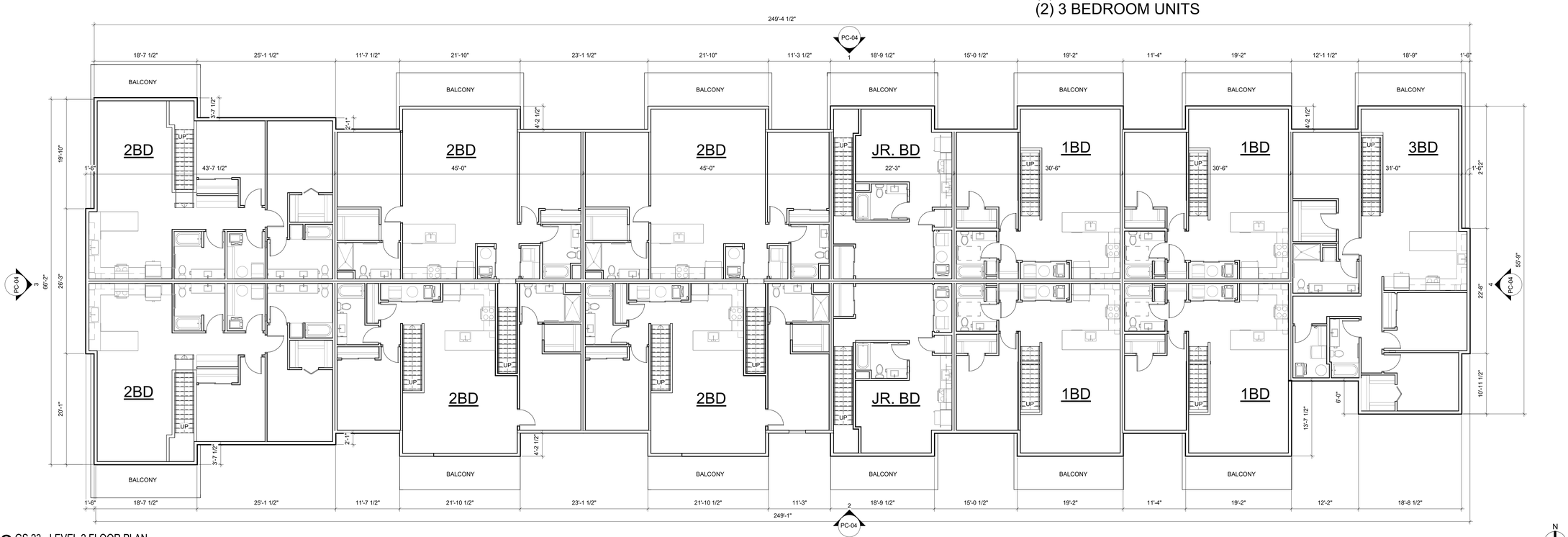
Sheet # PC-02

GARDEN STYLE 23 UNIT:

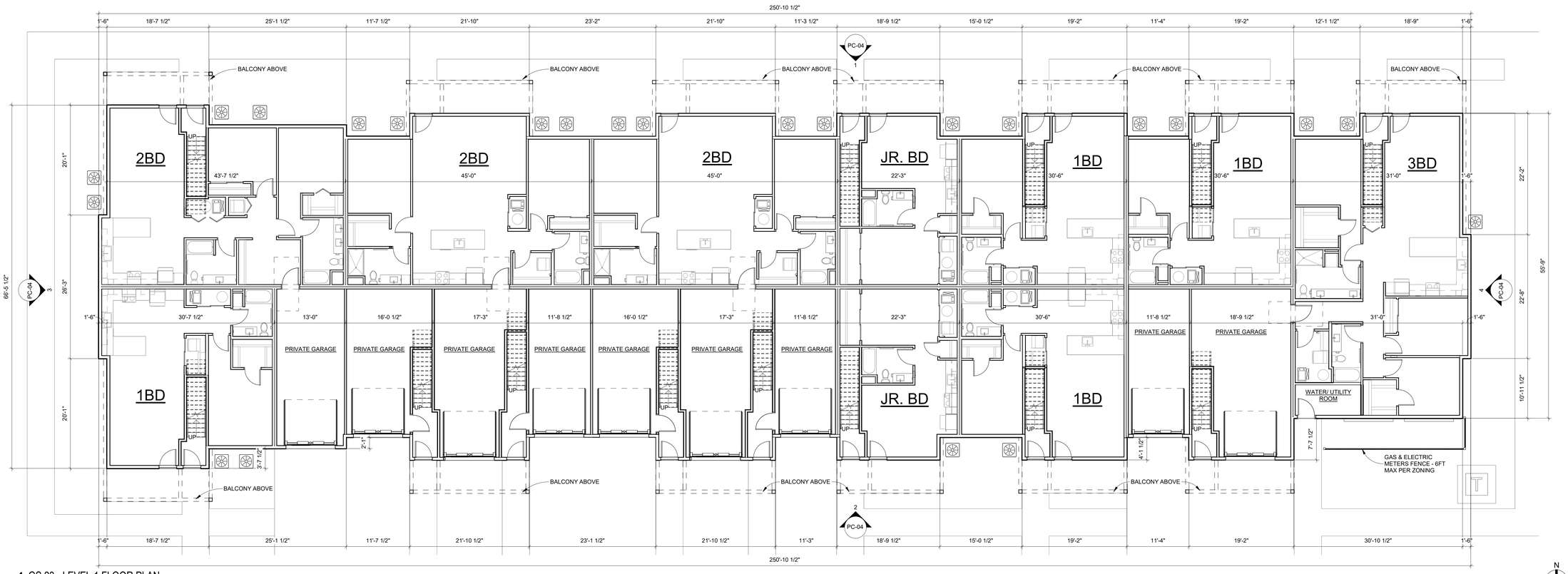
(9) ATTACHED GARAGE STALLS
(4) JUNIOR BEDROOM UNITS
(8) 1 BEDROOM UNITS
(9) 2 BEDROOM UNITS
(2) 3 BEDROOM UNITS

GENERAL NOTES: FLOOR PLANS

1. DIMENSIONS TAKEN FROM OUTSIDE FACE OF EXTERIOR SHEATHING.



2 GS 23 - LEVEL 2 FLOOR PLAN
1/8" = 1'-0"



1 GS 23 - LEVEL 1 FLOOR PLAN
1/8" = 1'-0"

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Sheet Title

GARDEN STYLE 23 FLOOR PLANS

Sheet # PC-03

EXTERIOR MATERIALS

- VERTICAL SIDING
- SMOOTH PANEL SIDING
- SMOOTH PANEL SIDING
- ASPHALT SHINGLES
- WOOD FRAMING
- VERTICAL SIDING
- HORIZONTAL LAP SIDING



4 SIDE ELEVATION



3 SIDE ELEVATION



2 BACK ELEVATION



1 FRONT ELEVATION

23 UNIT ELEVATIONS

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GARDEN STYLE 23 EXTERIOR ELEVATIONS

Sheet # PC-04

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Sheet Title

GARDEN STYLE 23 PERSPECTIVE

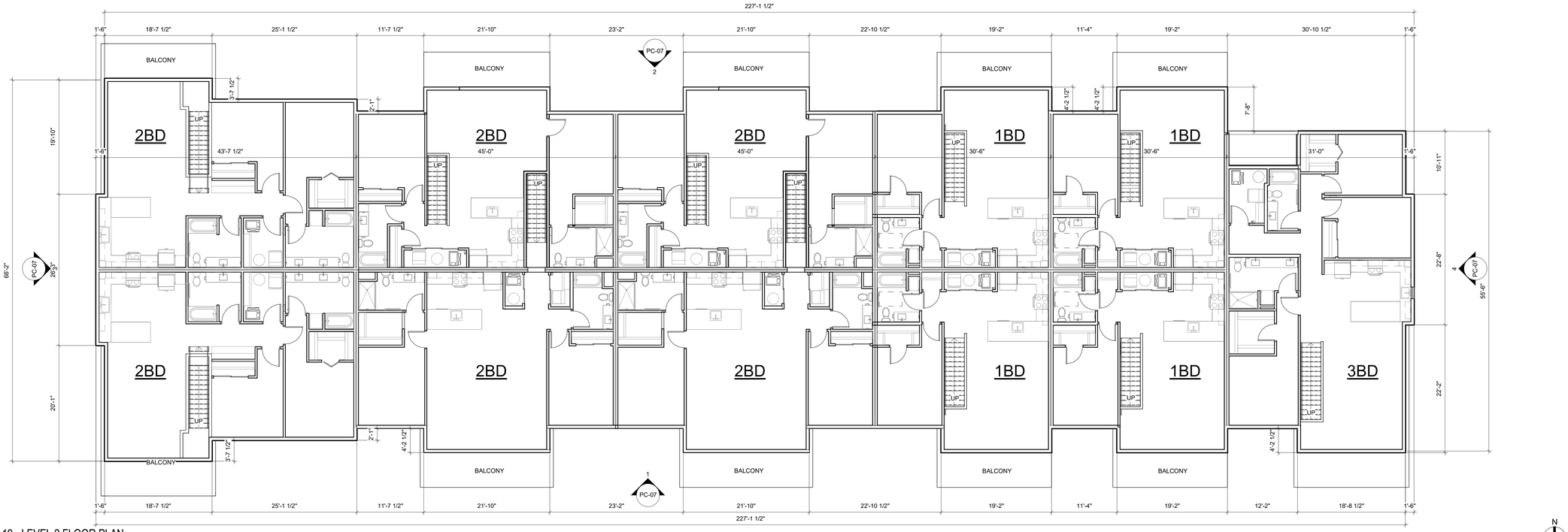
Sheet # PC-05

GARDEN STYLE 19 UNIT:

(9) ATTACHED GARAGE STALLS
(8) 1 BEDROOM UNITS
(9) 2 BEDROOM UNITS
(2) 3 BEDROOM UNITS

GENERAL NOTES: FLOOR PLANS

1. DIMENSIONS TAKEN FROM OUTSIDE FACE OF EXTERIOR SHEATHING.



2 GS 19 - LEVEL 2 FLOOR PLAN
1/8" = 1'-0"



1 GS 19 - LEVEL 1 FLOOR PLAN
1/8" = 1'-0"

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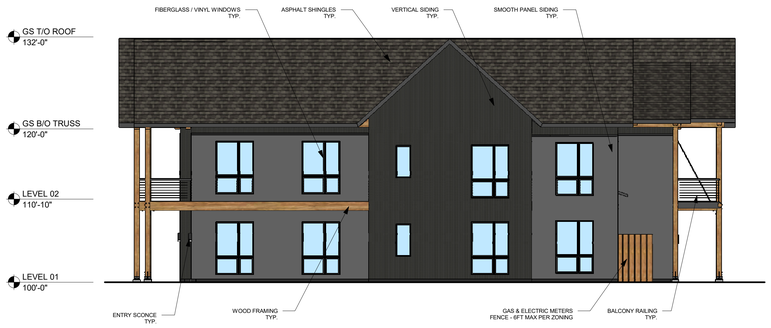
Sheet Title

GARDEN STYLE 19 FLOOR PLANS

Sheet # PC-06

EXTERIOR MATERIALS

- VERTICAL SIDING
- SMOOTH PANEL SIDING
- SMOOTH PANEL SIDING
- ASPHALT SHINGLES
- WOOD FRAMING
- VERTICAL SIDING
- HORIZONTAL LAP SIDING



4 SIDE ELEVATION



3 SIDE ELEVATION



2 BACK ELEVATION



1 FRONT ELEVATION

19 UNIT ELEVATIONS

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Sheet Title

GARDEN STYLE 19 EXTERIOR ELEVATIONS

Sheet # PC-07

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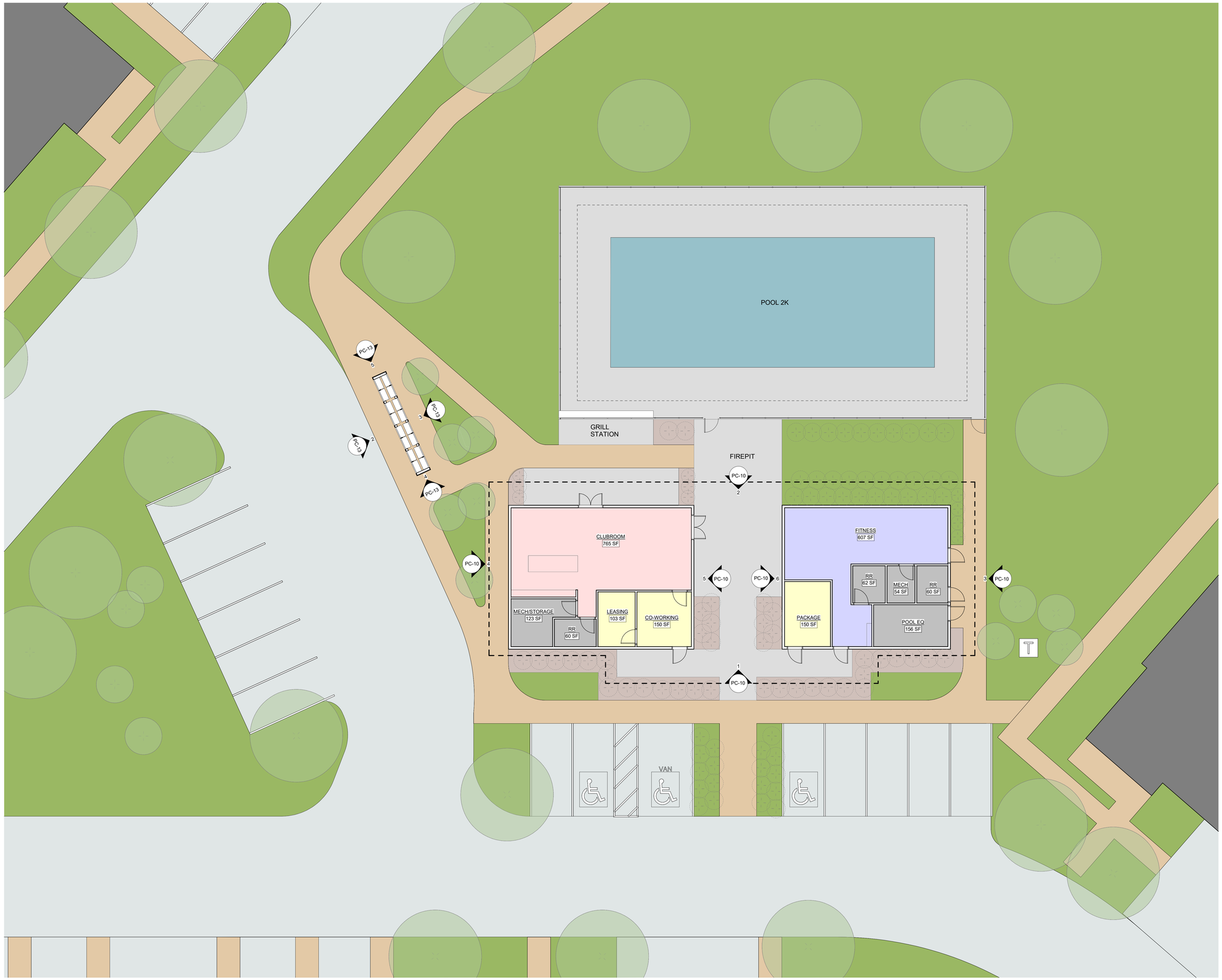
Sheet Title

GARDEN STYLE 19 PERSPECTIVE

Sheet # PC-08



1 CLUBHOUSE FLOOR PLAN
1/8" = 1'-0"

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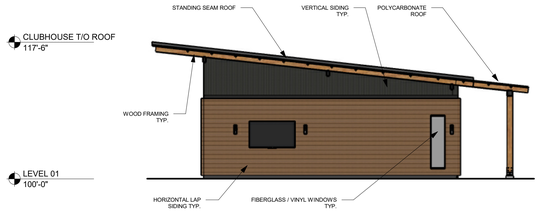
Sheet Title

CLUBHOUSE - FLOOR PLAN

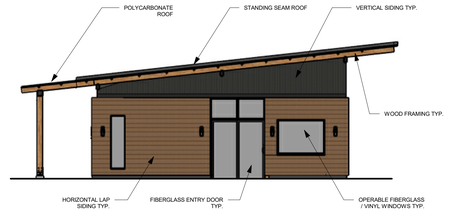
Sheet # PC-09

EXTERIOR MATERIALS

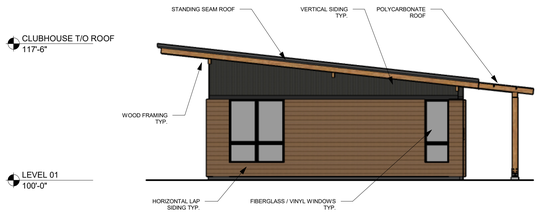
- VERTICAL SIDING
- STANDING SEAM ROOF
- WOOD FRAMING
- POLYCARBONATE ROOF
- HORIZONTAL LAP SIDING
- METAL PANEL



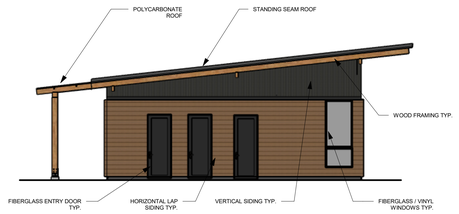
6 COURTYARD ELEVATION



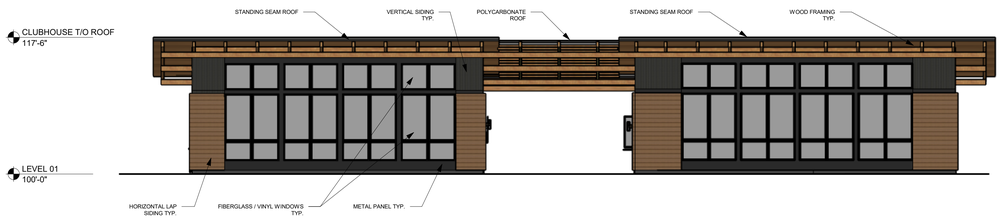
5 COURTYARD ELEVATION



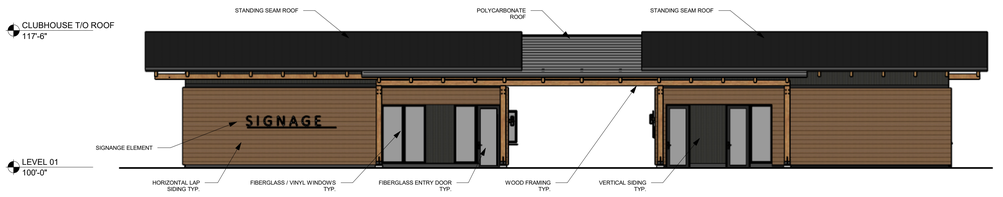
4 SIDE ELEVATION



3 SIDE ELEVATION



2 BACK ELEVATION



1 FRONT ELEVATION

CLUBHOUSE ELEVATIONS

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Sheet Title

CLUBHOUSE - ELEVATIONS

Sheet # PC-10

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HORIZONTAL SIDING

FIBERGLASS / VINYL WINDOWS

STANDING SEAM ROOF

EXPOSED WOOD FRAMED ROOF

POLYCARBONATE ROOF

FIBERGLASS ENTRY DOOR

VERTICAL SIDING



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Sheet Title

CLUBHOUSE PERSPECTIVE

Sheet # PC-11

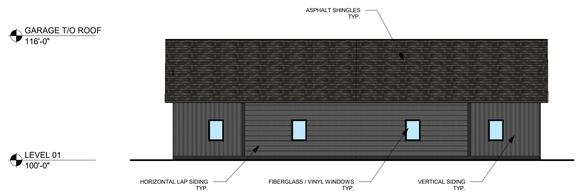
EXTERIOR MATERIALS

HORIZONTAL LAP SIDING

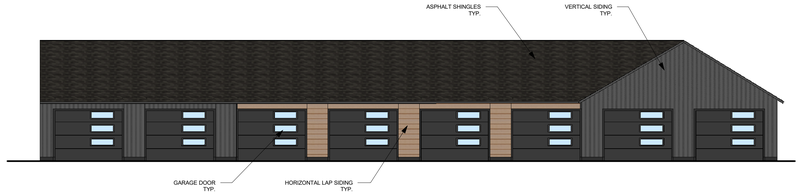
ASPHALT SHINGLES

VERTICAL SIDING

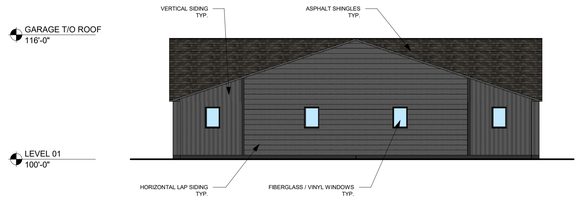
HORIZONTAL LAP SIDING



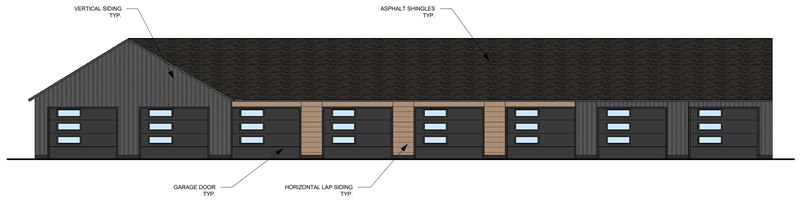
4 SIDE ELEVATION



3 BACK ELEVATION

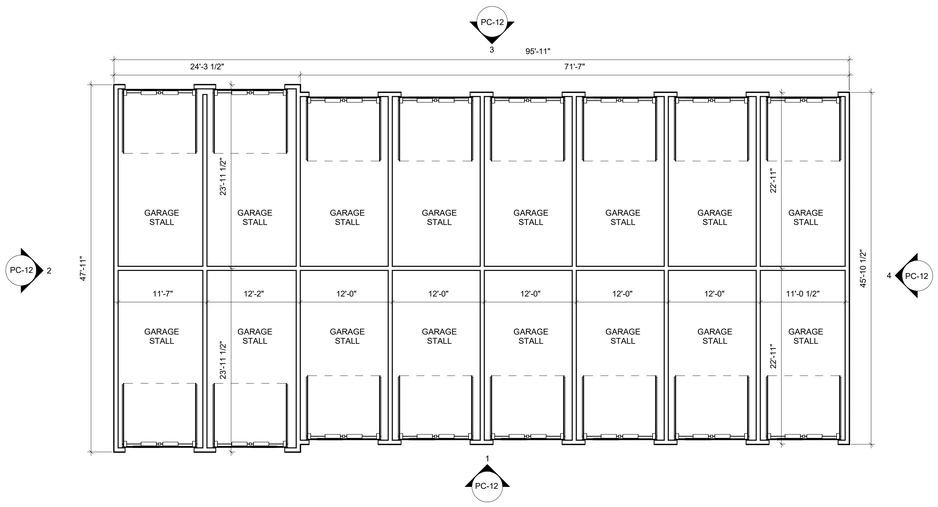


2 SIDE ELEVATION



1 FRONT ELEVATION

DETACHED GARAGE ELEVATIONS



16 STALL DETACHED GARAGE

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WILLOW RUN - MULTIFAMILY

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DETACHED GARAGE - G1 & G2 PLANS & ELEVATIONS

Sheet # PC-12

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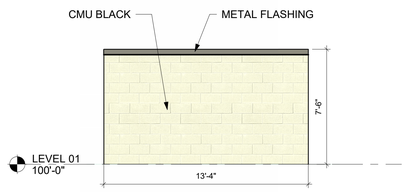
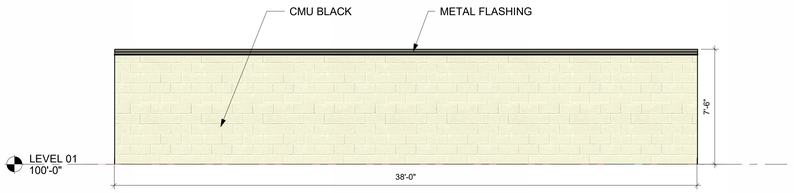
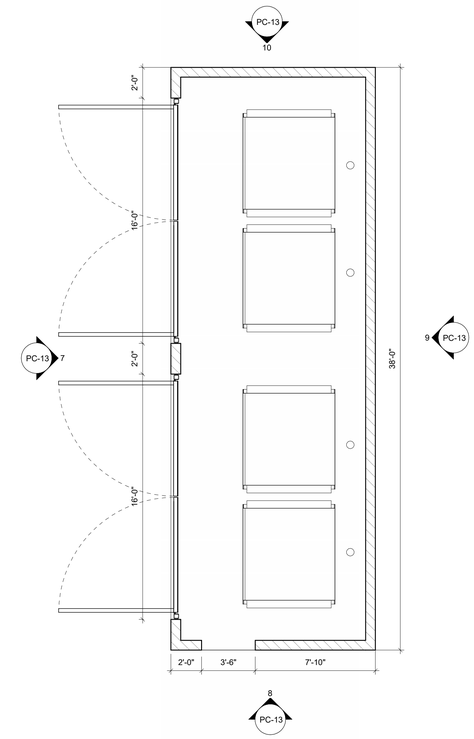


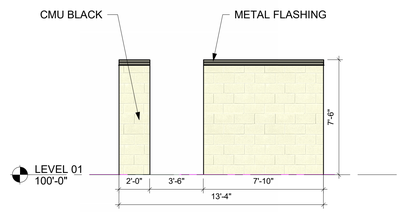
10 TRASH ENCLOSURE ELEVATION 4
1/4" = 1'-0"



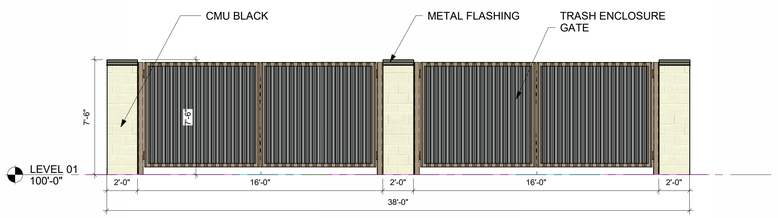
9 TRASH ENCLOSURE ELEVATION 3
1/4" = 1'-0"



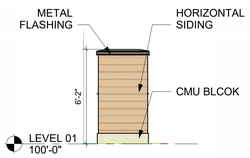
6 TRASH ENCLOSURE
1/4" = 1'-0"



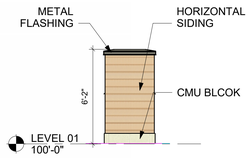
8 TRASH ENCLOSURE ELEVATION 2
1/4" = 1'-0"



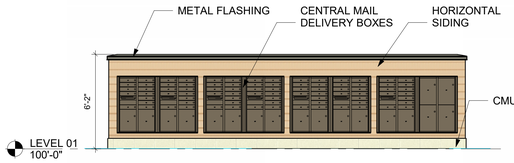
7 TRASH ENCLOSURE ELEVATION 1
1/4" = 1'-0"



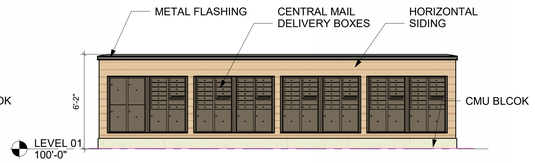
5 MAIL KIOSK ELEVATION 4
1/4" = 1'-0"



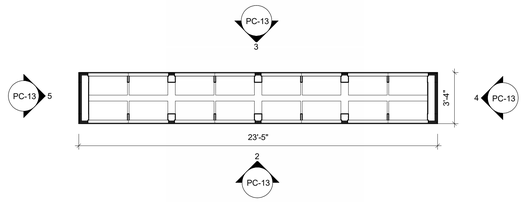
4 MAIL KIOSK ELEVATION 3
1/4" = 1'-0"



3 MAIL KIOSK ELEVATION 2
1/4" = 1'-0"



2 MAIL KIOSK ELEVATION 1
1/4" = 1'-0"



1 MAIL KIOSK
1/4" = 1'-0"

△ Revisions

ARCHITECTURAL COMMISSION

WILLOW RUN - MULTIFAMILY

W26506 GOLF ROAD, PEWAUKEE, WI 53072

Date Issued: 12/13/2024

RINKA project #: 23070

Sheet Title

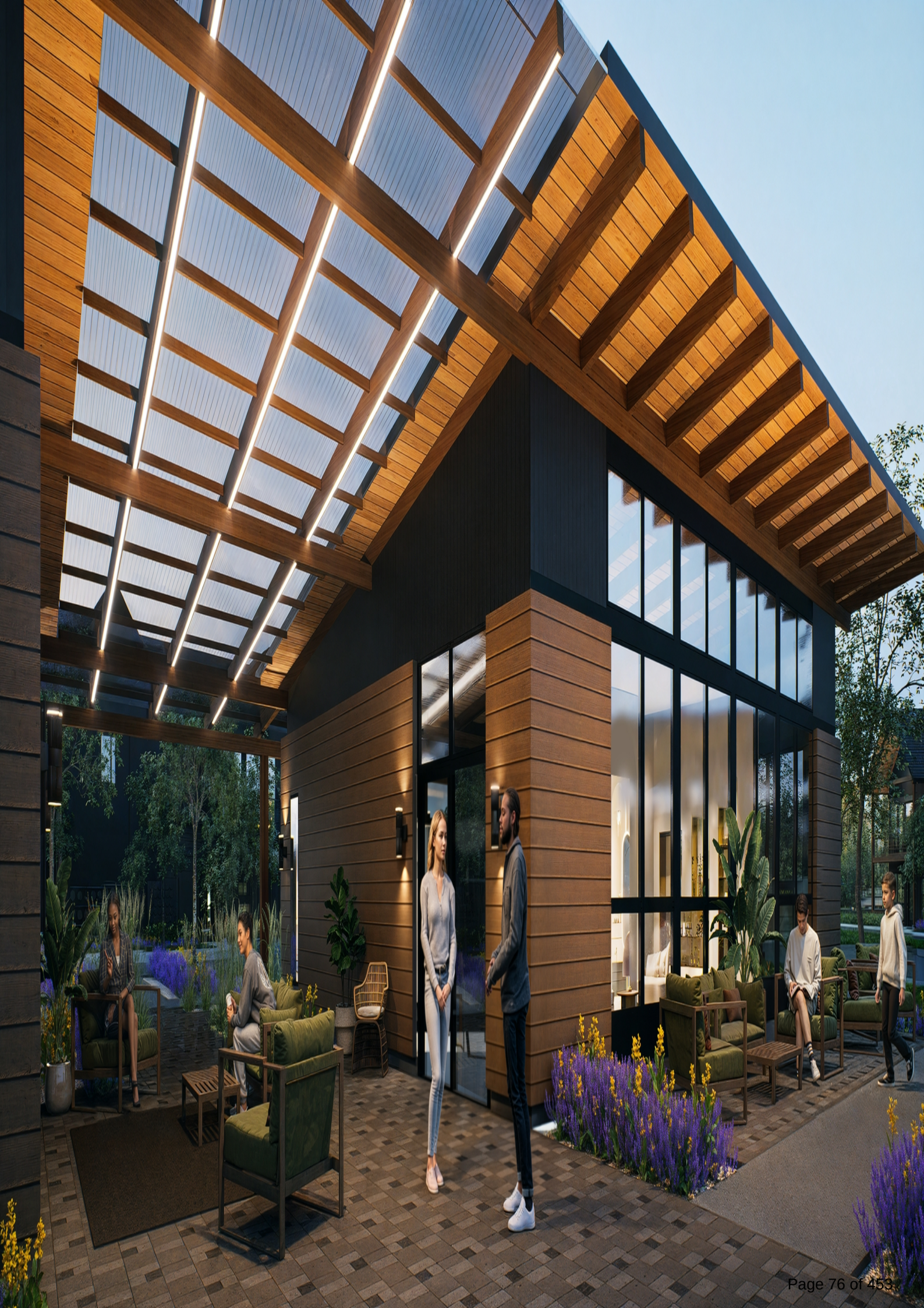
MAIL KIOSK, TRASH ENCLOSURE - PLANS & ELEVATIONS

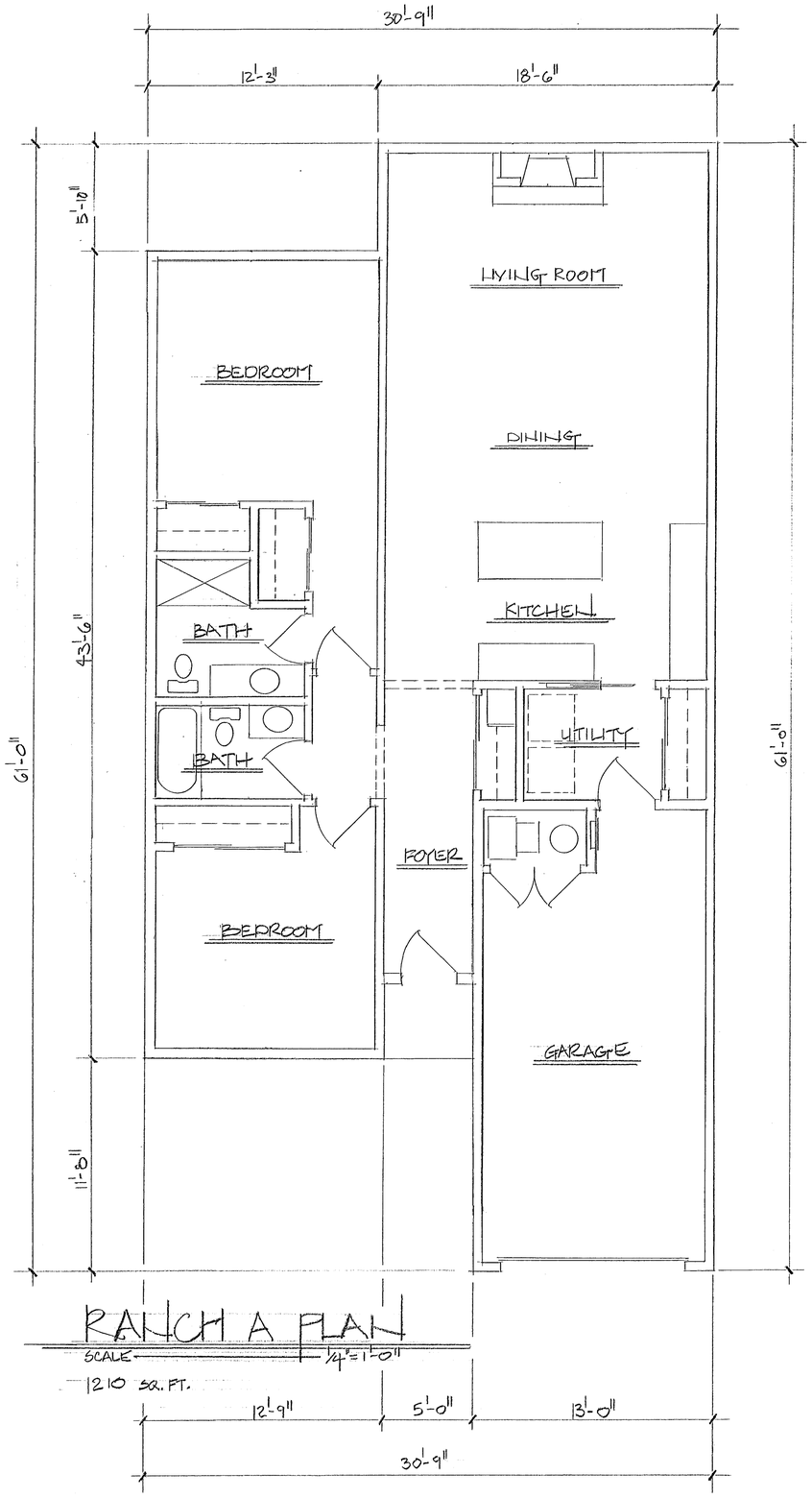
Sheet # PC-13











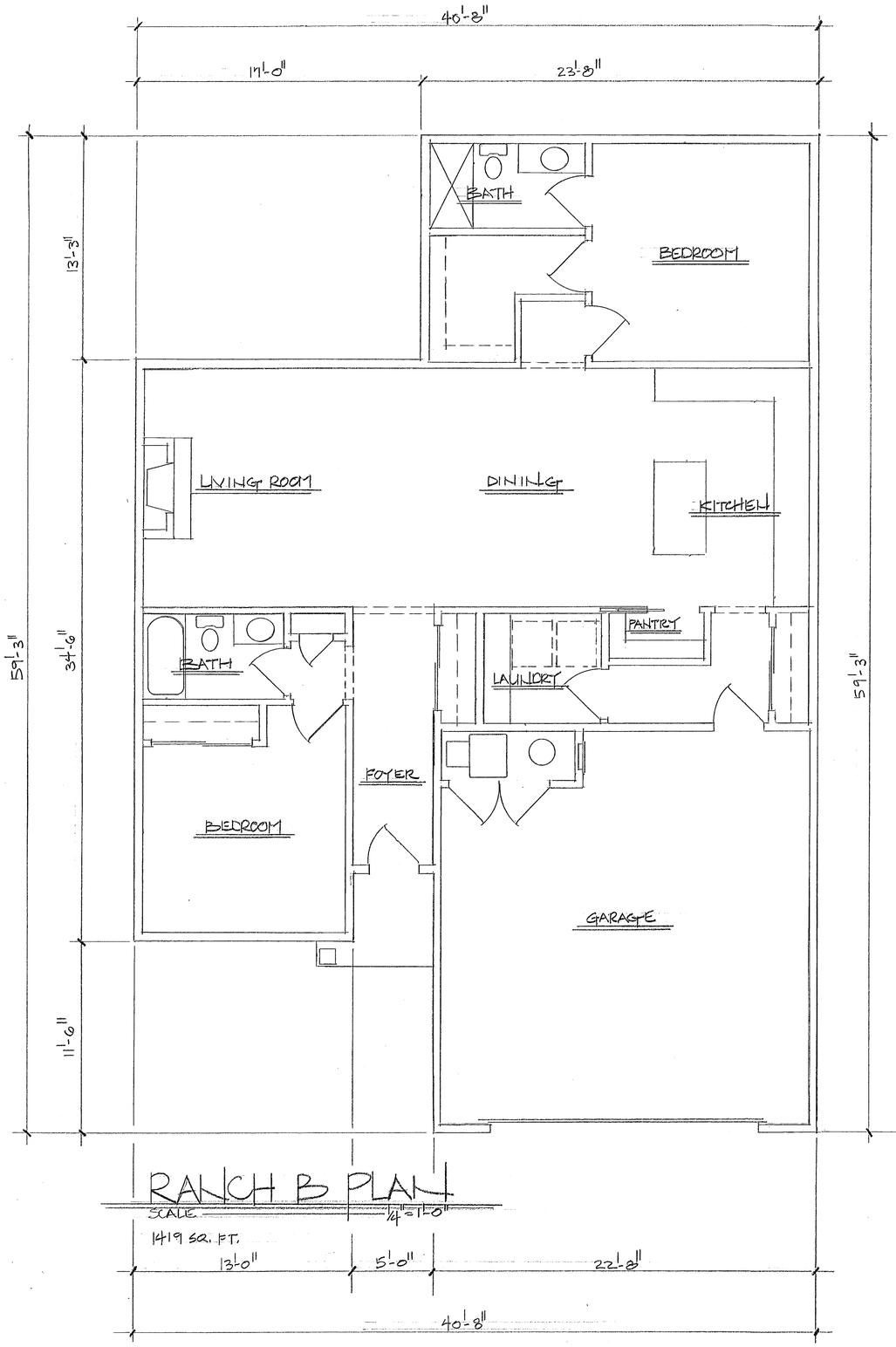
RANCH A PLAN

SCALE 1/4"=1'-0"

1210 SQ. FT.

12'-9" | 5'-0" | 13'-0"

30'-9"



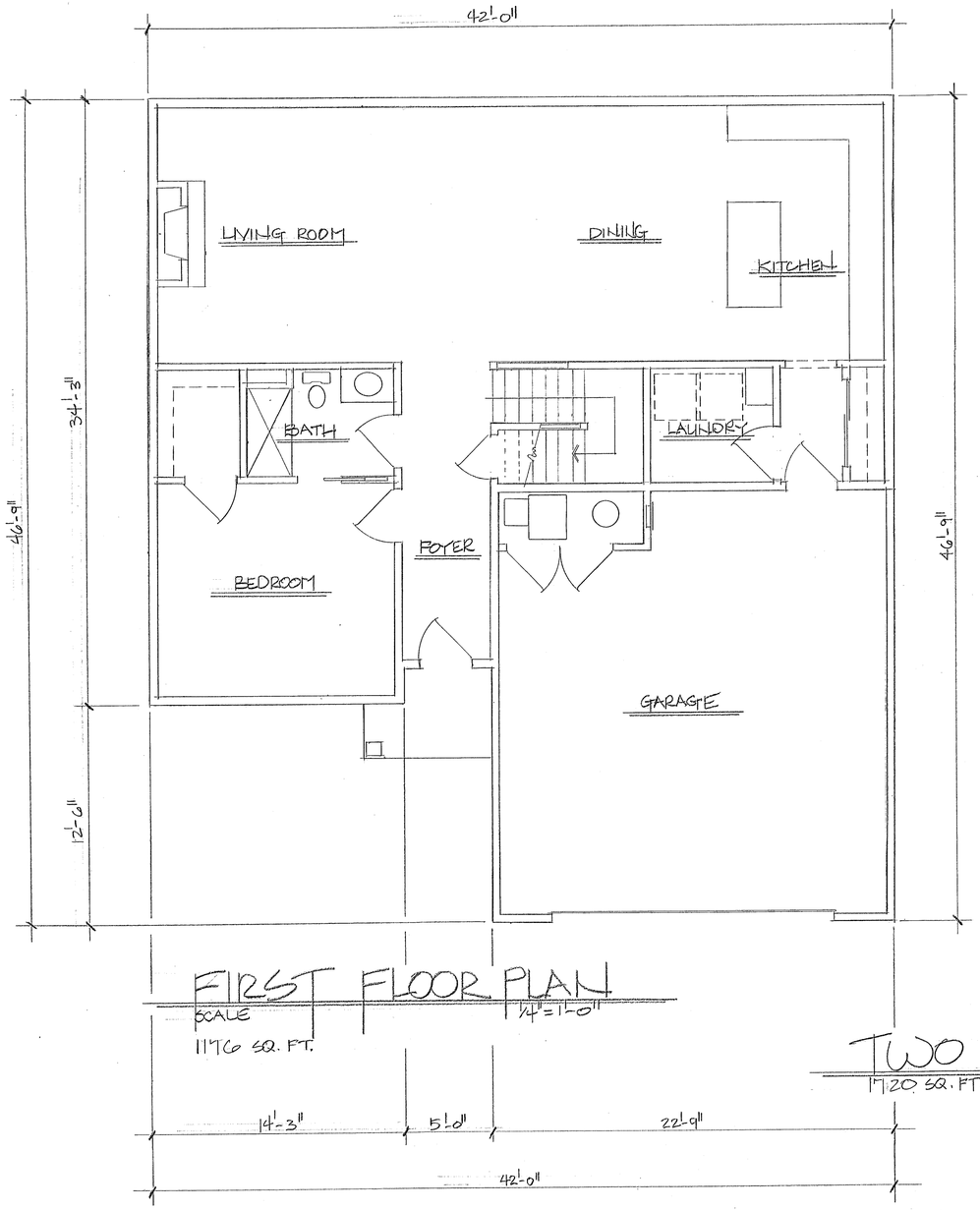
RANCH B PLAN

SCALE 1/4"=1'-0"

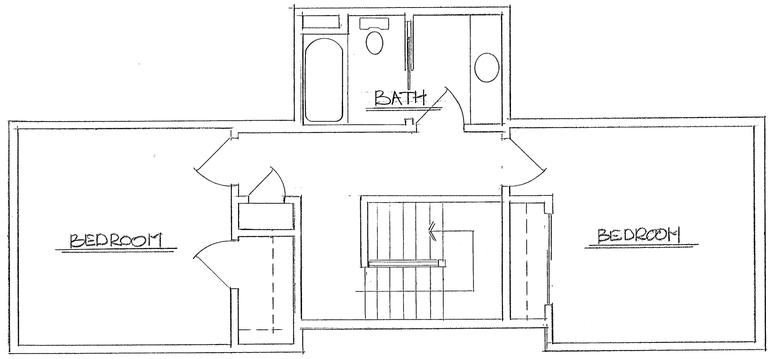
1419 SQ. FT.

13'-0" | 5'-0" | 22'-8"

40'-8"

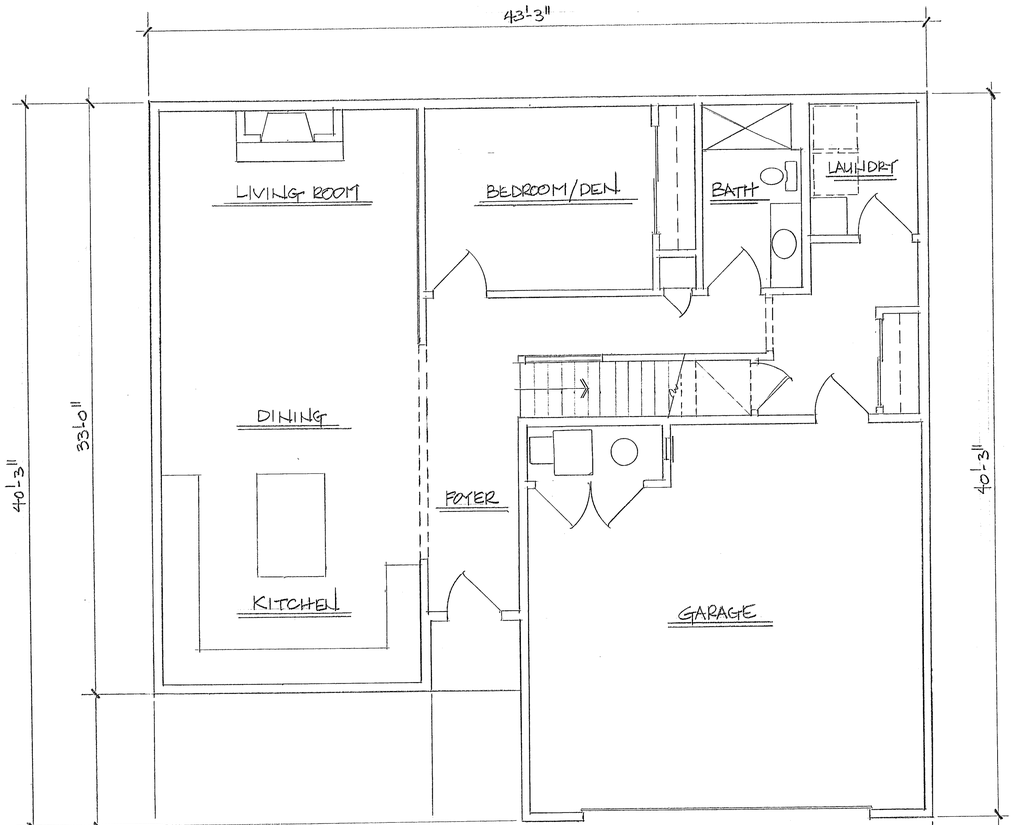


FIRST FLOOR PLAN
SCALE 1/4"=1'-0"
1176 SQ. FT.



SECOND FLOOR PLAN
SCALE 1/4"=1'-0"
544 SQ. FT.

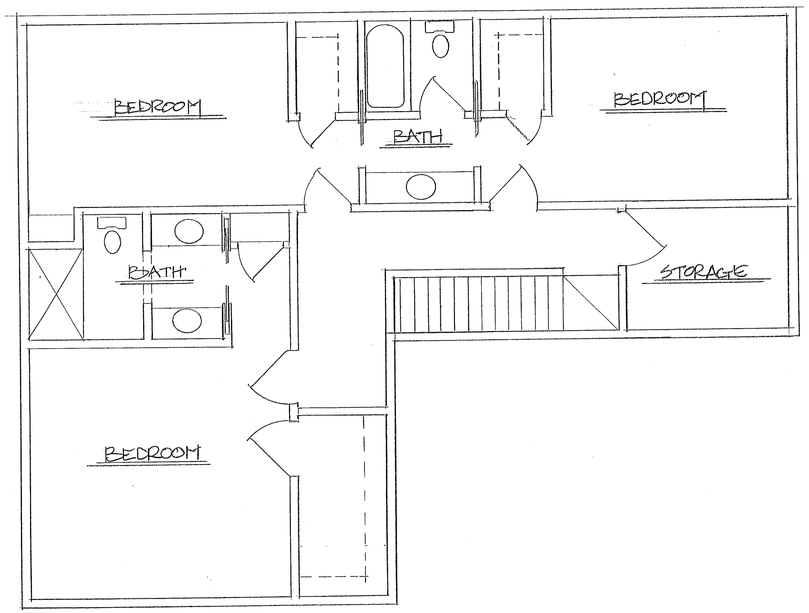
TWO STORY PLAN A
1720 SQ. FT.



FIRST FLOOR PLAN

SCALE 1/4"=1'-0"

1082 SQ. FT.



SECOND FLOOR PLAN

SCALE 1/4"=1'-0"

1072 SQ. FT.

TWO STORY PLAN B

2154 SQ. FT.

15'-3" 5'-0" 23'-0"

43'-3"



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MIXED RESIDENTIAL DEVELOPMENT

WILLOW RUN

PEWAUKEE, WISCONSIN

PROJECT INFORMATION

MULTIFAMILY INFORMATION:

MULTIFAMILY AREA: 1,406,586 S.F. (32.29 ACRES).

EXISTING ZONING: P-1 (PARK AND OPEN SPACE DISTRICT) & LC (LOWLAND CONSERVANCY DISTRICT)

PROPOSED ZONING: RM-3 (MULTIFAMILY RESIDENTIAL DISTRICT)

PROPOSED USE: PROPOSED SINGLE FAMILY AND MULTIFAMILY HOUSING DEVELOPMENT

AREA OF SITE DISTURBANCE: TBD

NET DENSITY= 4,725 SF/ UNIT

SETBACKS:
BUILDING: STREET(SOUTHWEST) = 35'
SIDE(SOUTH AND WEST) = 30'
REAR(NORTH AND EAST) = 35'

PROPOSED BUILDING HEIGHT: 32' (MAX. HEIGHT ALLOWED: 35')

PARKING REQUIRED: 1.5 SPACES PER 1 AND 2 BEDROOM UNIT AND 2.5 SPACES PER 3 OR MORE BEDROOM UNITS (451SPACES REQ.)

PARKING PROVIDED: 117 GARAGE STALLS ATTACHED TO BUILDING
117 STALLS IN FRONT OF BUILDING ATTACHED GARAGES
168 DETACHED GARAGE STALLS
144 EXTERNAL SPACES (6 H.C. ACCESSIBLE)
546 TOTAL PARKING STALLS

HANDICAP STALLS REQUIRED: 6, HANDICAP STALLS PROVIDED: 6

EXISTING SITE DATA - MULTI-FAMILY

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	0.00	0	0.0%
PAVEMENT (ASP. & CONC.)	0.00	0	0.0%
TOTAL IMPERVIOUS	0.00	0	0.0%
LANDSCAPE/ OPEN SPACE	32.77	1,427,662	100.0%
PROJECT SITE	32.77	1,427,662	100.0%

PROPOSED SITE DATA - MULTI-FAMILY

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	5.44	236,822	16.6%
PAVEMENT (ASP. & CONC.)	6.76	294,618	20.6%
TOTAL IMPERVIOUS	12.20	531,440	37.2%
LANDSCAPE/ OPEN SPACE (EXCLUDING REGULATED WETLANDS)	18.50	805,741	56.4%
REGULATED WETLANDS	2.08	90,481	6.3%
PROJECT SITE	32.77	1,427,662	93.7%

SINGLE-FAMILY FOR RENT INFORMATION:

SINGLE-FAMILY FOR RENT LOT 1 AREA: 120,729 S.F. (2.77 ACRES).
SINGLE-FAMILY FOR RENT LOT 1 AREA: 84,452 S.F. (1.94 ACRES).
SINGLE-FAMILY FOR RENT LOT 1 AREA: 85,424 S.F. (1.96 ACRES).

EXISTING ZONING: P-1 (PARK AND OPEN SPACE DISTRICT) & LC (LOWLAND CONSERVANCY DISTRICT)

PROPOSED ZONING: RS-6 (SINGLE-FAMILY RESIDENTIAL DISTRICT)

PROPOSED USE: PROPOSED SINGLE FAMILY AND MULTIFAMILY HOUSING DEVELOPMENT

AREA OF SITE DISTURBANCE: TBD

LOT 1 NET DENSITY= 12,073 SF/ UNIT
LOT 2 NET DENSITY= 9,384 SF/ UNIT
LOT 3 NET DENSITY= 10,678 SF/ UNIT

SETBACKS:
BUILDING: STREET = 30'
SIDE = 12'
REAR = 35'

PROPOSED BUILDING HEIGHT: TBD (MAX. HEIGHT ALLOWED: 35')

EXISTING SITE DATA - SINGLE FAMILY FOR RENT - LOT 1

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	0.00	0	0.0%
PAVEMENT (ASP. & CONC.)	0.00	0	0.0%
TOTAL IMPERVIOUS	0.00	0	0.0%
LANDSCAPE/ OPEN SPACE	2.78	121,070	100.0%
PROJECT SITE	2.78	121,070	100.0%

PROPOSED SITE DATA - SINGLE FAMILY FOR RENT - LOT 1

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	0.41	17,857	14.7%
PAVEMENT (ASP. & CONC.)	0.17	7,548	6.2%
TOTAL IMPERVIOUS	0.58	25,405	21.0%
LANDSCAPE/ OPEN SPACE (EXCLUDING REGULATED WETLANDS)	1.99	86,777	71.7%
REGULATED WETLANDS	0.20	8,888	7.3%
PROJECT SITE	2.78	121,070	92.7%

EXISTING SITE DATA - SINGLE FAMILY FOR RENT - LOT 2

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	0.00	0	0.0%
PAVEMENT (ASP. & CONC.)	0.00	0	0.0%
TOTAL IMPERVIOUS	0.00	0	0.0%
LANDSCAPE/ OPEN SPACE	1.93	84,277	100.0%
PROJECT SITE	1.93	84,277	100.0%

PROPOSED SITE DATA - SINGLE FAMILY FOR RENT - LOT 2

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	0.36	15,880	18.8%
PAVEMENT (ASP. & CONC.)	0.16	6,848	8.1%
TOTAL IMPERVIOUS	0.52	22,728	27.0%
LANDSCAPE/ OPEN SPACE (EXCLUDING REGULATED WETLANDS)	1.41	61,549	73.0%
REGULATED WETLANDS	0.00	0	0.0%
PROJECT SITE	1.93	84,277	100.0%

EXISTING SITE DATA - SINGLE FAMILY FOR RENT - LOT 3

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	0.00	0	0.0%
PAVEMENT (ASP. & CONC.)	0.00	0	0.0%
TOTAL IMPERVIOUS	0.00	0	0.0%
LANDSCAPE/ OPEN SPACE	1.96	85,435	100.0%
PROJECT SITE	1.96	85,435	100.0%

PROPOSED SITE DATA - SINGLE FAMILY FOR RENT - LOT 3

	AREA (AC)	AREA (SF)	RATIO
BUILDING FLOOR AREA	0.33	14,286	16.7%
PAVEMENT (ASP. & CONC.)	0.13	5,484	6.4%
TOTAL IMPERVIOUS	0.45	19,770	23.1%
LANDSCAPE/ OPEN SPACE (EXCLUDING REGULATED WETLANDS)	1.51	65,665	76.9%
REGULATED WETLANDS	0.00	0	0.0%
PROJECT SITE	1.96	85,435	100.0%

SINGLE-FAMILY FOR SALE INFORMATION:

SINGLE-FAMILY AREA (EXCLUDES FUTURE ROW): 1,974,402 S.F. (45.33 ACRES).

EXISTING ZONING: P-1 (PARK AND OPEN SPACE DISTRICT) & LC (LOWLAND CONSERVANCY DISTRICT)

PROPOSED ZONING: RS-6 (SINGLE-FAMILY RESIDENTIAL DISTRICT)

PROPOSED USE: PROPOSED SINGLE FAMILY AND MULTIFAMILY HOUSING DEVELOPMENT

AREA OF SITE DISTURBANCE: TBD

NET DENSITY= 9,000 MINIMUM SF/ UNIT

SETBACKS:
BUILDING: STREET = 30'
SIDE = 12'
REAR = 35'

PROPOSED BUILDING HEIGHT: TBD (MAX. HEIGHT ALLOWED: 35')

PROJECT NOTES

GENERAL PROJECT NOTES

1. ALL DRIVEWAYS AND CURB CUTS TO BE CONSTRUCTED ACCORDING TO LOCAL ORDINANCES. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS.
2. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL WORK IN ROW PERMITS.
3. CONTRACTOR TO CONTACT EXCEL ENGINEERING TO COMPLETE AS-BUILT SURVEY OF STORMWATER POND FOLLOWING COMPLETION OF THE POND.

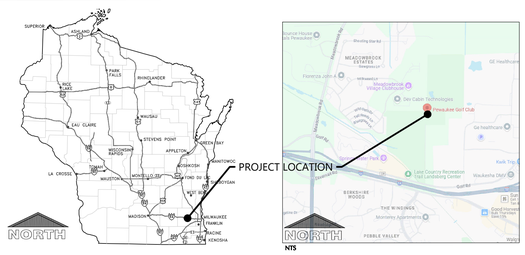
CONSTRUCTION STAKING SERVICES

CONSTRUCTION STAKING SHALL BE COMPLETED BY EXCEL ENGINEERING AS REQUESTED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. CONTRACTOR TO CONTACT RYAN WILGREEN AT 920-926-9800 OR RYAN.W@EXCELENGINEER.COM TO GET STAKING PRICE TO INCLUDE IN BID TO OWNER. PAYMENT OF STAKING COSTS ABOVE AND BEYOND THE BASE PRICE DUE TO RESTAKING WILL BE THE RESPONSIBILITY OF THE CONTRACTOR, NOT THE OWNER. CAD DRAWING FILES AND SURVEY CONTROL WILL NOT BE PROVIDED FOR STAKING PURPOSES.

STORMWATER POND ASBUILT NOTE

CONTRACTOR TO CONTACT EXCEL ENGINEERING TO COMPLETE AN AS-BUILT SURVEY FOLLOWING COMPLETION OF THE CONSTRUCTION OF THE STORMWATER POND. THE SURVEY SHALL BE COMPLETED PRIOR TO THE POND FILLING WITH WATER. CONTRACTOR SHALL GIVE EXCEL ENGINEERING A MINIMUM OF A 3 DAY NOTICE. PLEASE NOTE THAT THE HORIZONTAL TOLERANCE FOR POND CONSTRUCTION IS 0.50' AND THE VERTICAL TOLERANCE FOR POND, OUTLET, AND SPILLWAY CONSTRUCTION IS 0.10'. ANY ADDITIONAL WORK REQUIRED TO SURVEY A POND FULL OF WATER OR FOR SURVEYING FOLLOWING REWORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

LOCATION MAP



NTS

NUMBER	SHEET NAME / DESCRIPTION
C0.1	CIVIL COVER SHEET
C1.1	OVERALL SITE PLAN
C1.1A	OVERALL SITE PLAN - AREA A
C1.1B	OVERALL SITE PLAN - AREA B
C1.1C	OVERALL SITE PLAN - AREA C
C1.1D	OVERALL SITE PLAN - AREA D
C1.1E	OVERALL SITE PLAN - AREA E
C1.1F	OVERALL SITE PLAN - AREA F
C1.2	OVERALL GRADING AND EROSION CONTROL PLAN
C1.2A	OVERALL GRADING AND EROSION CONTROL PLAN - AREA A
C1.2B	OVERALL GRADING AND EROSION CONTROL PLAN - AREA B
C1.2C	OVERALL GRADING AND EROSION CONTROL PLAN - AREA C
C1.2D	OVERALL GRADING AND EROSION CONTROL PLAN - AREA D
C1.2E	OVERALL GRADING AND EROSION CONTROL PLAN - AREA E
C1.2F	OVERALL GRADING AND EROSION CONTROL PLAN - AREA F
C1.3	OVERALL UTILITY PLAN
C1.3A	OVERALL UTILITY PLAN - AREA A
C1.3B	OVERALL UTILITY PLAN - AREA B
C1.3C	OVERALL UTILITY PLAN - AREA C
C1.3D	OVERALL UTILITY PLAN - AREA D
C1.3E	OVERALL UTILITY PLAN - AREA E
C1.3F	OVERALL UTILITY PLAN - AREA F
C3.1	SITE PHOTOMETRIC PLAN
C3.2	SITE ELECTRICAL DETAILS
C4.0	SANITARY SEWER - STA 0+00 - 5+08
C4.1	MILKWEED LANE - STA 0+00 - 11+73.68
C4.2	SFR ROAD - STA 0+00 - 6+87.87
C4.3	GOLF COURSE ROAD - STA 0+00 - 10+00
C4.4	GOLF COURSE ROAD - STA 9+50 - 19+50
C4.5	GOLF COURSE ROAD - STA 19+00 - 29+00
C4.6	GOLF COURSE ROAD - STA 28+50 - 35+38.72
L1.1A	LANDSCAPE AND RESTORATION DETAIL PLAN - AREA A
L1.1B	LANDSCAPE AND RESTORATION DETAIL PLAN - AREA B

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN
CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE TELEFAX (414) 259-0947
TDD (FOR THE HEARING IMPAIRED) 1-800 542-2289
WISCONSIN STATUTE 182.0175 (1974) REQUIRES MINIMUM OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE



SITE PLAN OVERVIEW
SCALE: 1" = 800'
NORTH
800' 0 800' 1600'

LEGEND

NOTE: ALL SYMBOLS SHOWN MAY NOT APPEAR ON DRAWINGS.

SYM.	IDENTIFICATION	SYM.	IDENTIFICATION
SPOT ELEVATIONS			
000.00	PROPOSED SPOT ELEVATIONS (FLOW LINE OF CURB UNLESS OTHERWISE SPECIFIED)	000.00 TC / 000.00 FL	PROPOSED SPOT ELEVATIONS (TOP OF CURB, FLOWLINE OF CURB)
000.00 EG	EXISTING GRADE SPOT ELEVATIONS		
000.00 BG / 000.00 FG	PROPOSED SPOT ELEVATIONS (REFERENCE R-WALL DETAIL) BG-FINISHED SURFACE GRADE AT BACK OF WALL FG-FINISHED SURFACE GRADE AT FRONT OF WALL	000.00 TW / 000.00 BW	PROPOSED SPOT ELEVATIONS (TOP OF WALK, BOTTOM OF WALK @ FLOWLINE)
EXISTING SITE SYMBOLS			
	EXISTING SIGN		EXISTING UTILITY POLE
	EXISTING HANDICAP PARKING STALL		EXISTING UTILITY POLE WITH GUY WIRE
	EXISTING WATER VALVE IN BOX		EXISTING STREET LIGHT
	EXISTING WATER VALVE IN MANHOLE		EXISTING TELEPHONE PEDESTAL
	EXISTING WATER SERVICE VALVE		EXISTING ELECTRIC PEDESTAL
	EXISTING WELL		EXISTING ELECTRIC BOX
	EXISTING STORM CATCH BASIN		EXISTING FLOOD LIGHT
	EXISTING STORM CURB INLET		EXISTING TELEPHONE MANHOLE
	EXISTING SQUARE CATCH BASIN		EXISTING CABLE TV PEDESTAL
	EXISTING LIGHT POLE		EXISTING GAS VALVE
	1-1/4" REBAR SET WEIGHING 4.30 LB/FT.		EXISTING HEDGE
	3/4" REBAR SET WEIGHING 1.50 LB/FT.		EXISTING WOODED AREA
	1-1/4" REBAR FOUND		EXISTING MARSH AREA
	3/4" REBAR FOUND		EXISTING DECIDUOUS TREE WITH TRUNK DIAMETER
	2" IRON PIPE FOUND		EXISTING CONIFEROUS TREE
	1" IRON PIPE FOUND		EXISTING SHRUB
	SECTION CORNER		EXISTING STUMP
PROPOSED SITE SYMBOLS			
	PROPOSED SIGN		PROPOSED STORM FIELD INLET - ST FI
	PROPOSED HANDICAP PARKING STALL		PROPOSED LIGHT POLE
	PROPOSED WATER VALVE IN BOX		PROPOSED DRAINAGE FLOW
	PROPOSED WATER VALVE IN MANHOLE		PROPOSED APRON END SECTION
	PROPOSED WATER SERVICE VALVE		SOIL BORING
	PROPOSED WELL		CENTER LINE
	PROPOSED STORM CATCH BASIN - ST CB	CO	PROPOSED CLEANOUT
	PROPOSED STORM CURB INLET - ST CI	DSG	PROPOSED DOWNSPOUT TO GRADE
		DSR	PROPOSED DOWNSPOUT TO RISER
EXISTING LINETYPES			
	EXISTING CHAINLINK FENCE	POL	EXISTING POLISH SEWER AND MANHOLE
	EXISTING WOOD FENCE	P	EXISTING PROCESS SEWER AND MANHOLE
	EXISTING BARBED WIRE FENCE	CLW	EXISTING CLEAR WATER LINE
	EXISTING CURB AND GUTTER	FO	EXISTING UNDERGROUND FIBER OPTIC LINE
	EXISTING GUARD RAIL	E	EXISTING UNDERGROUND ELECTRIC CABLE
800	EXISTING GROUND CONTOUR	T	EXISTING UNDERGROUND TELEPHONE CABLE
ST	EXISTING STORM SEWER AND MANHOLE	G	EXISTING UNDERGROUND GAS LINE
SA	EXISTING SANITARY SEWER AND MANHOLE	OU	EXISTING OVERHEAD UTILITY LINE
8" W / 6"/8"	EXISTING WATER LINE AND HYDRANT		RAILROAD TRACKS
	INTERIOR PROPERTY LINE		RIGHT-OF-WAY LINE
PROPOSED LINETYPES			
	PROPOSED CHAINLINK FENCE	POL	PROPOSED POLISH SEWER AND MANHOLE
	PROPOSED WOOD FENCE	P	PROPOSED PROCESS SEWER AND MANHOLE
	PROPOSED BARBED WIRE FENCE	CLW	PROPOSED CLEAR WATER LINE
	PROPOSED CURB AND GUTTER	FO	PROPOSED UNDERGROUND FIBER OPTIC LINE
	PROPOSED GUARD RAIL	E	PROPOSED UNDERGROUND ELECTRIC CABLE
800	PROPOSED GROUND CONTOUR	T	PROPOSED UNDERGROUND TELEPHONE CABLE
ST	PROPOSED STORM SEWER AND MANHOLE - ST MH	G	PROPOSED UNDERGROUND GAS LINE
SA	PROPOSED SANITARY SEWER AND MANHOLE - SAN MH	OU	PROPOSED OVERHEAD UTILITY LINE
	PROPOSED WATER LINE AND HYDRANT		MATCHLINE
	PROPOSED PROPERTY LINE		GRADING/SEEDING LIMITS

CIVIL COVER SHEET

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
WILLOW RUN
PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

PRELIMINARY DATES
DEC 13, 2024
MAR. 7, 2025
MAR. 28, 2025
MAY 2, 2025

NOT FOR CONSTRUCTION

JOB NUMBER
240299700

SHEET NUMBER
C0.1



EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
WILLOW RUN
PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

PRELIMINARY DATES
JAN 22, 2025
MAR. 7, 2025
MAR. 28, 2025
MAY 2, 2025

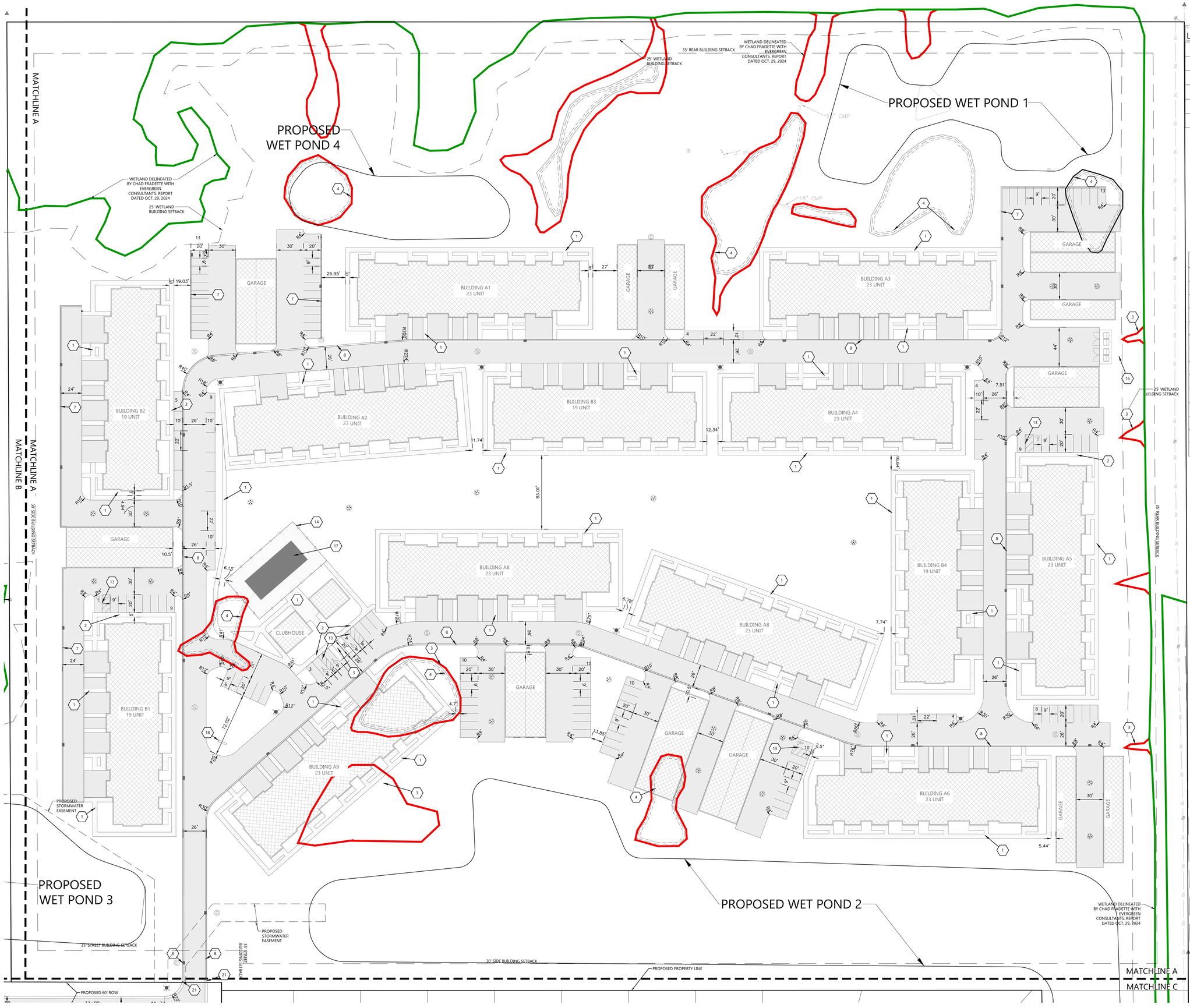
NOT FOR CONSTRUCTION

JOB NUMBER
240299700

SHEET NUMBER
C1.1

SCALE: 1"= 200'
200' 0 200' 400'
NORTH

OVERALL CIVIL SITE PLAN



LEGEND:

HATCH	PAVEMENT SECTION	HATCH	PAVEMENT SECTION
	STANDARD ASPHALT		HEAVY DUTY CONCRETE
	HEAVY DUTY ASPHALT		LOADING DOCK CONCRETE
	SIDEWALK CONCRETE		DUMPSTER PAD / APRON CONCRETE
	LIGHT DUTY CONCRETE		
	INVERTED CURB & GUTTER		SHEDDING CURB & GUTTER

KEYNOTES

1	CONCRETE WALK (SEE DETAIL)
2	RAISED WALK (SEE DETAIL)
3	WETLAND TO BE FILLED FOR THE PROJECT. WETLAND FILL PERMIT TO BE OBTAINED PRIOR TO DISTURBANCE OF ANY WETLANDS
4	ARTIFICIAL POND TO BE FILLED FOR THE PROJECT. ARTIFICIAL EXEMPTION TO BE FILED WITH WisDNR & USACE FOR PONDS PRIOR TO DISTURBANCE OF PONDS
5	30" MOUNTABLE CURB AND GUTTER PER CITY OF PEWAUKEE STANDARDS
7	18" CURB & GUTTER (SEE DETAIL)
8	18" MOUNTABLE CURB & GUTTER (SEE DETAIL)
9	GATE. FINAL DESIGN TO BE COORDINATED WITH FIRE DEPARTMENT AND CITY OF PEWAUKEE
13	HANDICAP STALL & STRIPING PER STATE CODES
14	METAL FENCE (SEE ARCH PLANS FOR DETAILS)
16	DUMPSTER ENCLOSURE (SEE ARCH PLANS FOR DETAILS)
17	POOL (SEE ARCH PLANS FOR DETAILS)
18	PROPOSED MONUMENT SIGN
21	CURB TAPER TRANSITION FROM 18" - 30" IN 5'

MULTIFAMILY INFORMATION:

PARKING REQUIRED: 1.5 SPACES PER 1 AND 2 BEDROOM UNIT AND 2.5 SPACES PER 3 OR MORE BEDROOM UNITS (451SPACES REQ.)

PARKING PROVIDED: 117 GARAGE STALLS ATTACHED TO BUILDING
117 STALLS IN FRONT OF BUILDING ATTACHED GARAGES
168 DETACHED GARAGE STALLS
169 EXTERNAL SPACES (6 H.C. ACCESSIBLE)
571 TOTAL PARKING STALLS

HANDICAP STALLS REQUIRED: 6, HANDICAP STALLS PROVIDED: 6

SCALE: 1" = 40'
40' 0 40' 80'
NORTH

CIVIL SITE PLAN AREA A

EXCEL
Always a Better Plan
100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
WILLOW RUN
PEWAUKEE • WISCONSIN

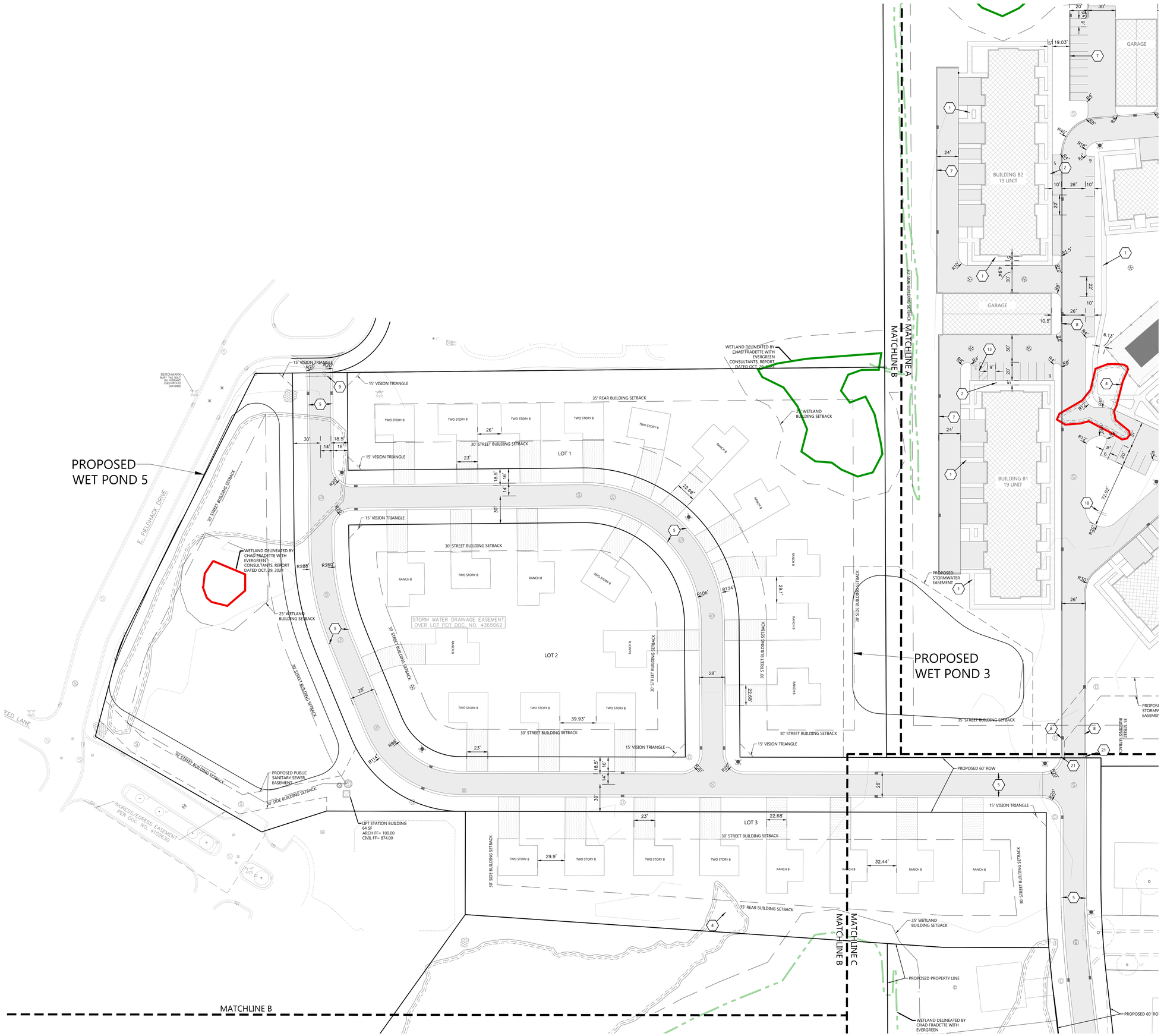
PROFESSIONAL SEAL

PRELIMINARY DATES
JAN 22, 2025
MAR. 7, 2025
MAR. 28, 2025
MAY 2, 2025

NOT FOR CONSTRUCTION

JOB NUMBER
240299700

SHEET NUMBER
C1.1A



LEGEND:

HATCH	PAVEMENT SECTION	HATCH	PAVEMENT SECTION
	STANDARD ASPHALT		HEAVY DUTY CONCRETE
	HEAVY DUTY ASPHALT		LOADING DOCK CONCRETE
	SIDEWALK CONCRETE		DUMPSTER PAD / APRON CONCRETE
	LIGHT DUTY CONCRETE		
	INVERTED CURB & GUTTER		SHEDDING CURB & GUTTER

KEYNOTES

1	CONCRETE WALK (SEE DETAIL)
2	RAISED WALK (SEE DETAIL)
3	WETLAND TO BE FILLED FOR THE PROJECT. WETLAND FILL PERMIT TO BE OBTAINED PRIOR TO DISTURBANCE OF ANY WETLANDS
4	ARTIFICIAL POND TO BE FILLED FOR THE PROJECT. ARTIFICIAL EXEMPTION TO BE FILED WITH WisDNR & USACE FOR PONDS PRIOR TO DISTURBANCE OF PONDS
5	30" MOUNTABLE CURB AND GUTTER PER CITY OF PEWAUKEE STANDARDS
7	18" CURB & GUTTER (SEE DETAIL)
8	18" MOUNTABLE CURB & GUTTER (SEE DETAIL)
9	GATE. FINAL DESIGN TO BE COORDINATED WITH FIRE DEPARTMENT AND CITY OF PEWAUKEE
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14	METAL FENCE (SEE ARCH PLANS FOR DETAILS)
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SCALE: 1"= 40'
40' 0 40' 80'
NORTH

CIVIL SITE PLAN AREA B

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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
WILLOW RUN
PEWAUKEE • WISCONSIN

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SETBACK

30' SIDE BUILDING SETBACK

PROPOSED PROPERTY LINE

MATCHLINE A
MATCHLINE C

PROPOSED 60' ROW

28'

15' VISION TRIANGLE

32.44'

RANCH B

RANCH B

RANCH B

30' STREET BUILDING SETBACK

25' WETLAND BUILDING SETBACK

MATCHLINE C
MATCHLINE B

PROPOSED PROPERTY LINE

WETLAND DELINEATED BY CHAD FRADETTE WITH EVERGREEN CONSULTANTS, REPORT DATED OCT. 29, 2024

SINGLE FAMILY LOTS FOR SALE

PROPOSED 60' ROW

16'

28'

16'

25' WETLAND BUILDING SETBACK

14'

14'

30'

30'

SINGLE FAMILY LOTS FOR SALE

SINGLE FAMILY LOTS FOR SALE

FUTURE PUBLIC ROAD

SINGLE FAMILY LOTS FOR SALE

SINGLE FAMILY LOTS FOR SALE

6" PVC

WETLAND DELINEATED BY CHAD FRADETTE WITH EVERGREEN CONSULTANTS, REPORT DATED OCT. 29, 2024

SINGLE FAMILY LOTS FOR SALE

FUTURE PUBLIC ROAD

SINGLE FAMILY LOTS FOR SALE

MATCHLINE C
MATCHLINE E

SINGLE FAMILY LOTS FOR SALE

SINGLE FAMILY LOTS FOR SALE

MATCHLINE C
MATCHLINE E

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	HEAVY DUTY ASPHALT		LOADING DOCK CONCRETE
	SIDEWALK CONCRETE		DUMPSTER PAD / APRON CONCRETE
	LIGHT DUTY CONCRETE		
	INVERTED CURB & GUTTER		SHEDDING CURB & GUTTER

SCALE: 1" = 40'
40' 0 40' 80'
NORTH

CIVIL SITE PLAN AREA C

EXCEL
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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
WILLOW RUN
PEWAUKEE • WISCONSIN

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SHEET NUMBER
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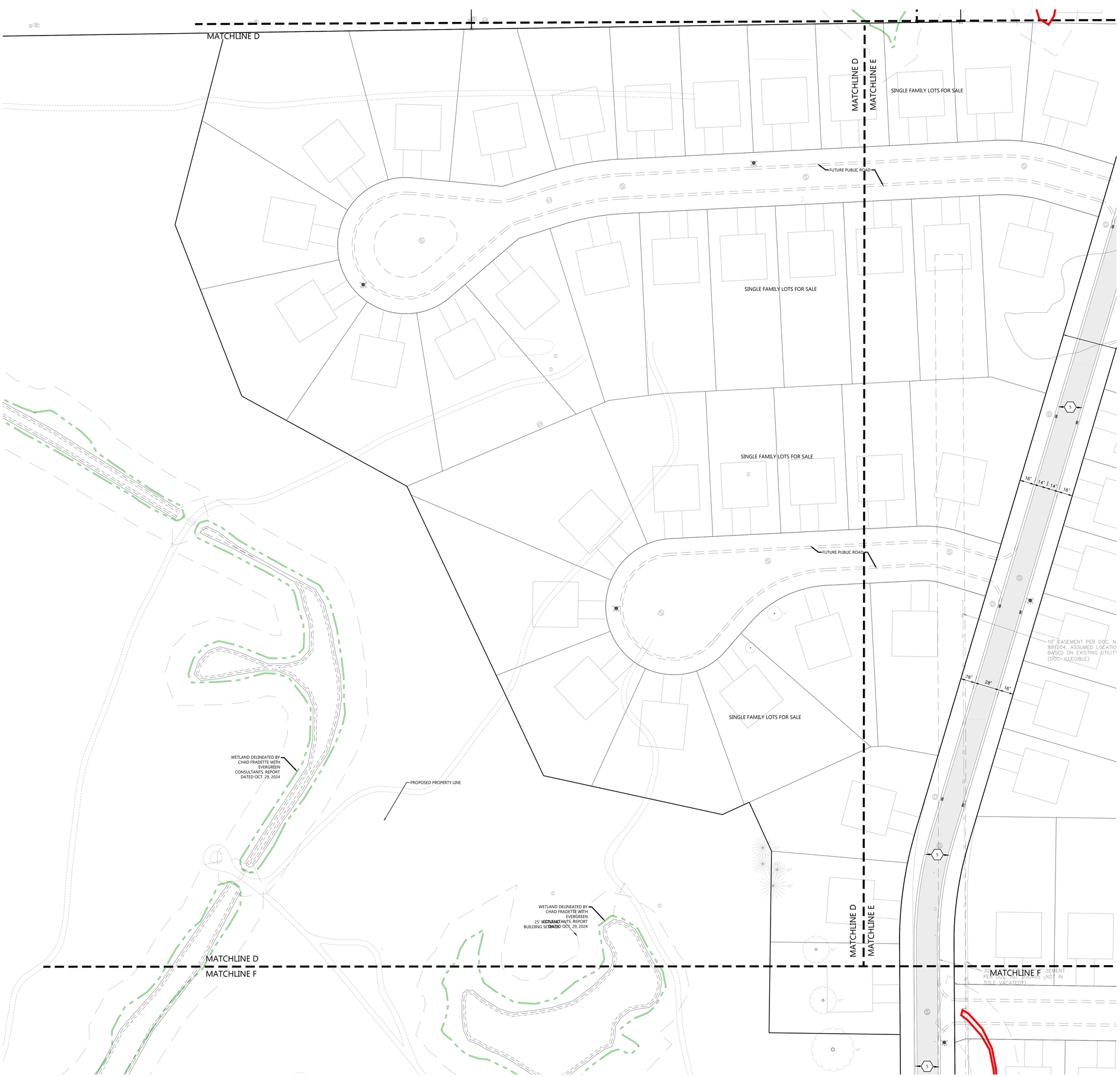

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NORTH

CIVIL SITE PLAN AREA D

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SCALE: 1" = 40'
40' 0 40' 80'
NORTH

CIVIL SITE PLAN AREA E

EXCEL
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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
WILLOW RUN
PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

PRELIMINARY DATES
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SHEET NUMBER
C1.1E



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	STANDARD ASPHALT		HEAVY DUTY CONCRETE
	HEAVY DUTY ASPHALT		LOADING DOCK CONCRETE
	SIDEWALK CONCRETE		DUMPSTER PAD / APRON CONCRETE
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18	PROPOSED MONUMENT SIGN
21	CURB TAPER TRANSITION FROM 18" - 30" IN 5'

SCALE: 1" = 40'

40' 0 40' 80'

NORTH

CIVIL SITE PLAN AREA F

EXCEL

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100 Camelot Drive
Fond du Lac, WI 54935
920-926-9800
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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:

WILLOW RUN

PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

PRELIMINARY DATES

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SHEET NUMBER

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PEWAUKEE • WISCONSIN

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JOB NUMBER

240299700

SHEET NUMBER

C1.2

SCALE: 1" = 200'
200' 0 200' 400'
NORTH

OVERALL CIVIL GRADING AND EROSION CONTROL PLAN

GENERAL NOTES:

- HANDICAP STALL AND ACCESS AISLES SHALL NOT EXCEED A SLOPE OF 1.50% IN ANY DIRECTION. HANDICAP STALL & ACCESS AISLES SHALL CONFORM TO ADA REQUIREMENTS (CURRENT EDITION)
- ALL SIDEWALKS SHALL NOT EXCEED A MAXIMUM CROSS SLOPE OF 1.50% AND RUNNING SLOPE OF 4.50% UNLESS OTHERWISE SPECIFIED.
- CONTRACTOR SHALL PROVIDE STABILIZED CONSTRUCTION ENTRANCE AT CONSTRUCTION ENTRANCE FOR PROPOSED IMPROVEMENTS AS REQUIRED PER CODE.
- CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT AS REQUIRED PER CODE. FINAL LOCATION TBD BY CONTRACTOR.
- CONTRACTOR SHALL PROVIDE TEMPORARY INLET PROTECTION FOR ALL CURB INLETS & CATCH BASINS ONSITE & OFFSITE IMMEDIATELY DOWNSTREAM OF THE PROJECT SITE PER LOCAL CODE.

KEYNOTES

EC 1	SILT FENCE
EC 2	DOUBLE ROW OF SILT FENCE
EC 3	STABILIZED CONSTRUCTION ENTRANCE
EC 4	INLET PROTECTION
EC 5	CONCRETE WASHOUT

EXCEL

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100 Camelot Drive
Fond du Lac, WI 54935
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excelengineer.com

PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:

WILLOW RUN

PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

PRELIMINARY DATES

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NOT FOR CONSTRUCTION

JOB NUMBER

240299700

SHEET NUMBER

C1.2A

SCALE: 1" = 40'

NORTH

CIVIL GRADING AND EROSION CONTROL PLAN AREA A

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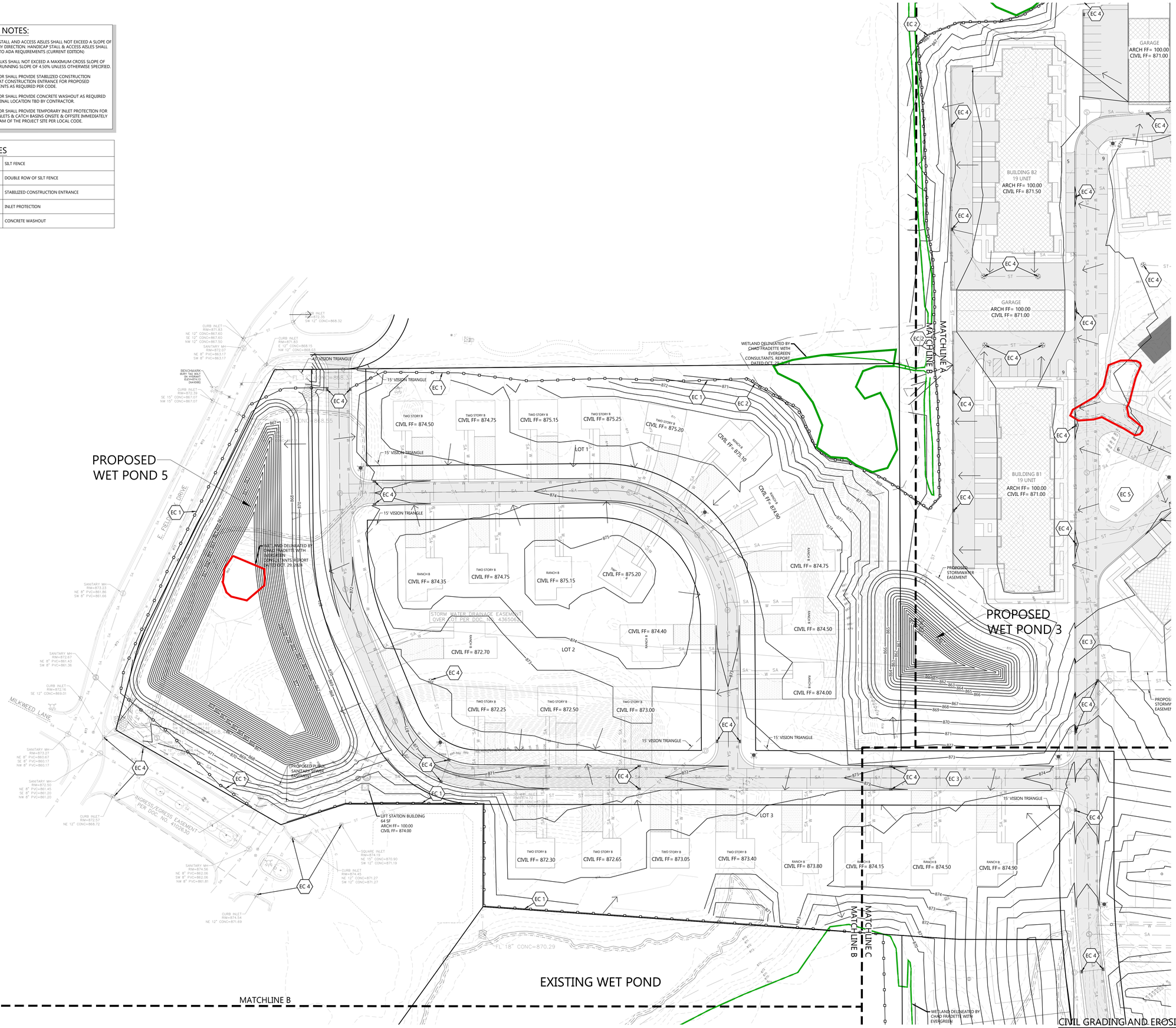
EC 5	CONCRETE WASHOUT



CIVIL GRADING AND EROSION CONTROL PLAN AREA B

EXCEL

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100 Camelot Drive
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920-926-9800
excelengineer.com

PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:

WILLOW RUN

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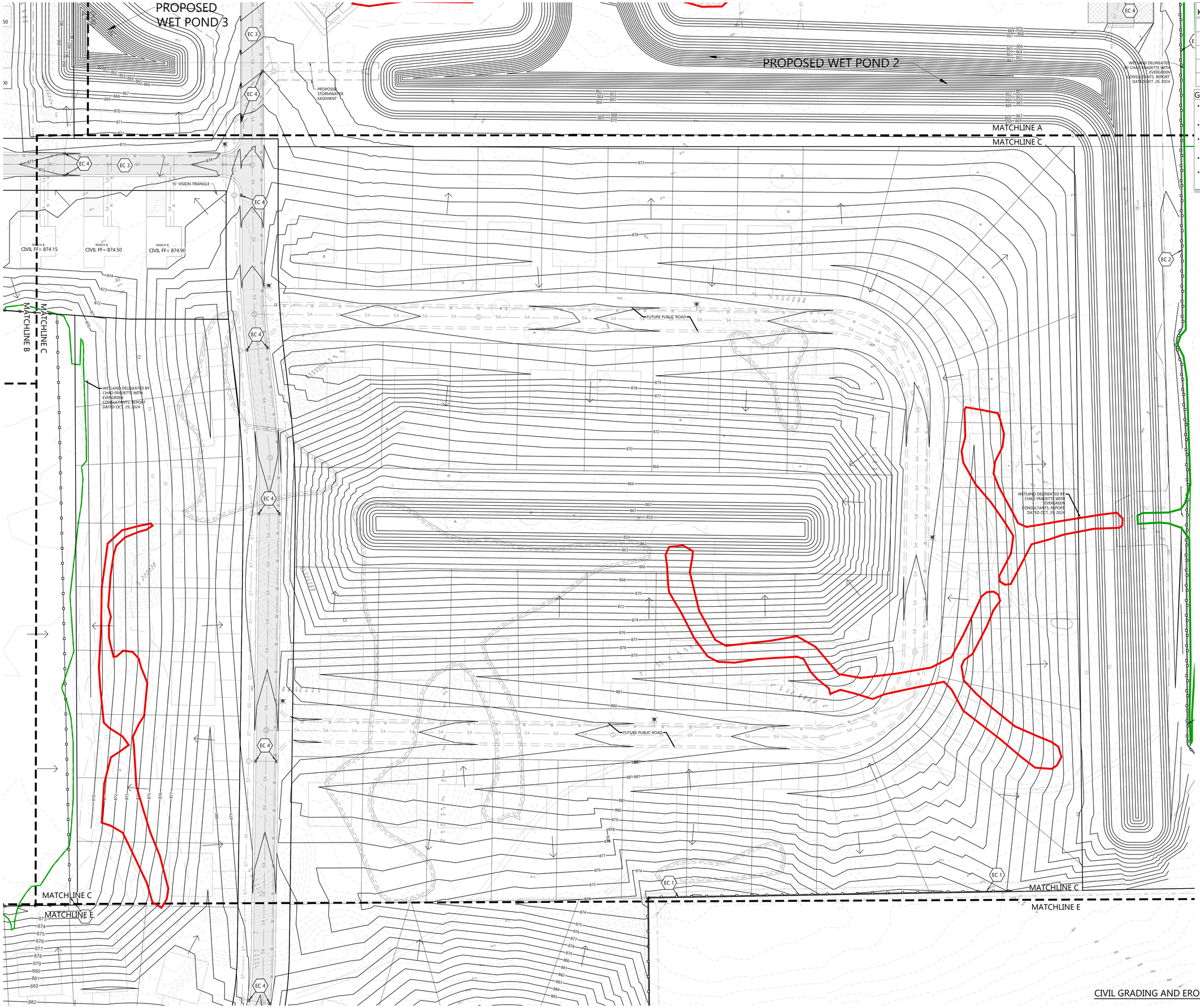

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SCALE: 1" = 40'
40' 0 40' 80'
NORTH

CIVIL GRADING AND EROSION CONTROL PLAN AREA C

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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
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PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

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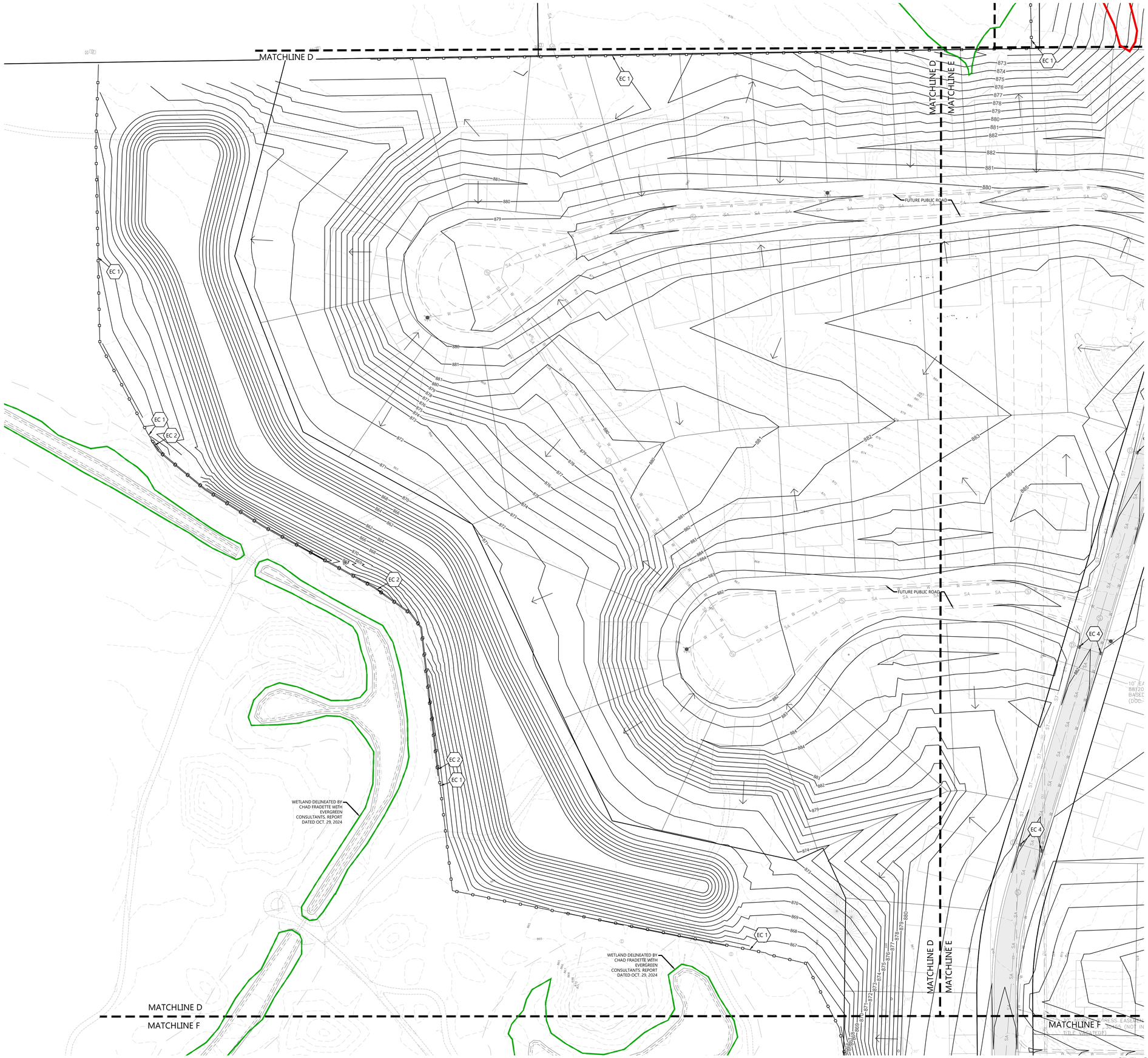

KEYNOTES

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SCALE: 1"= 40'
40' 0 40' 80'
NORTH

CIVIL GRADING AND EROSION CONTROL PLAN AREA D

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PROJECT INFORMATION

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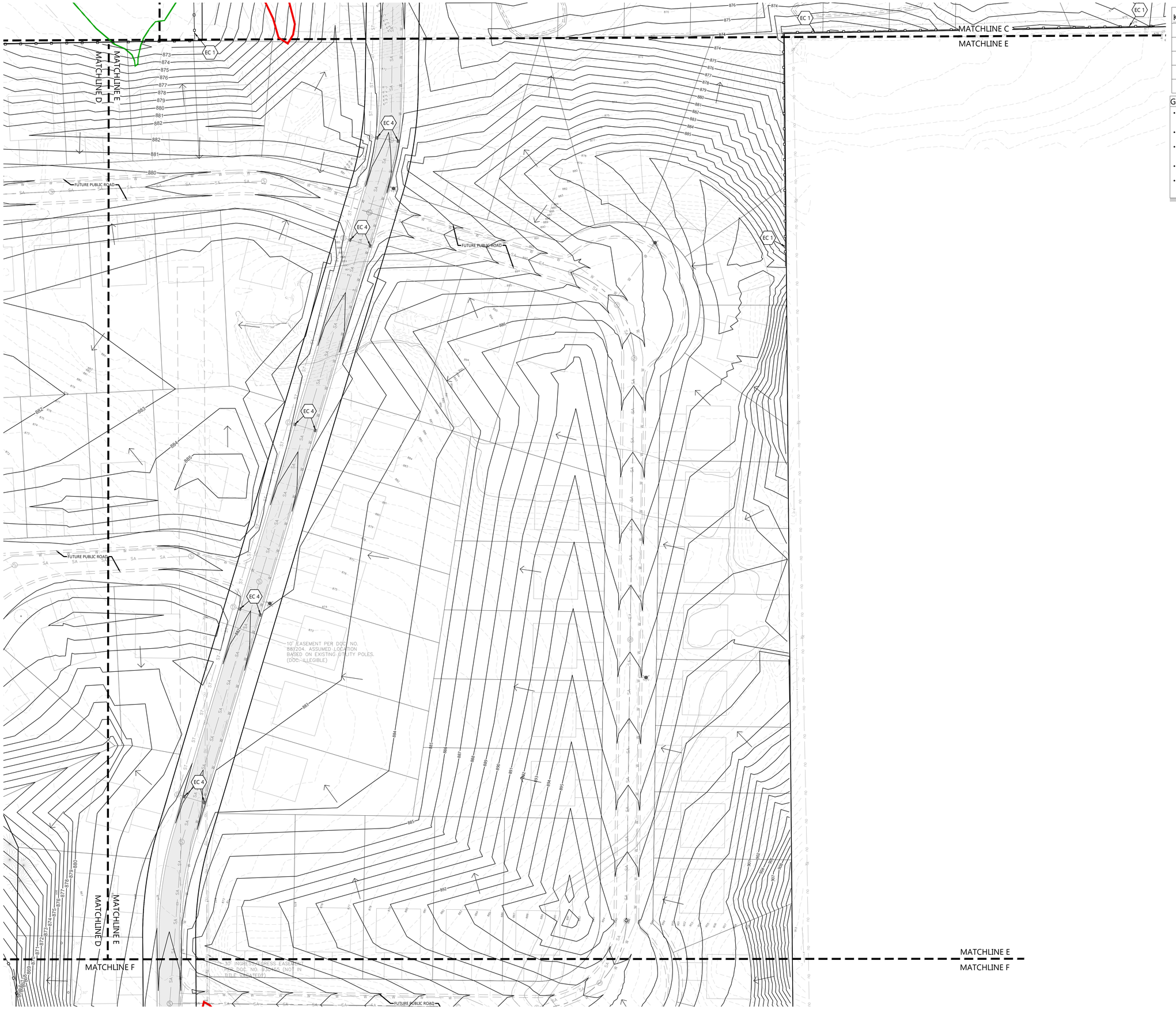

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CIVIL GRADING AND EROSION CONTROL PLAN AREA E

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SHEET NUMBER
C1.2E

MATCHLINE D
MATCHLINE F

MATCHLINE E
MATCHLINE F

CONSULTANTS. REPORT
DATED OCT. 29, 2024

30' INGRESS/EGRESS EASEMENT PER DOC. NO. 930455 (NOT IN TITLE VACATED?)

FUTURE PUBLIC ROAD

WETLAND DELINEATED BY CHAD FRADETTE WITH EVERGREEN CONSULTANTS. REPORT DATED OCT. 29, 2024

WETLAND DELINEATED BY CHAD FRADETTE WITH EVERGREEN CONSULTANTS. REPORT DATED OCT. 29, 2024

EC 1 EC 2 EC 4

MATCHLINE F
MATCHLINE F1

EC 1 EC 2 EC 3 EC 4

LIMITS OF DISTURBANCE
15' VISION TRIANGLE

MATCHLINE F
MATCHLINE F1

KEYNOTES

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EC 2	DOUBLE ROW OF SILT FENCE
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- CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT AS REQUIRED PER CODE. FINAL LOCATION TBD BY CONTRACTOR.
- CONTRACTOR SHALL PROVIDE TEMPORARY INLET PROTECTION FOR ALL CURB INLETS & CATCH BASINS ONSITE & OFFSITE IMMEDIATELY DOWNSTREAM OF THE PROJECT SITE PER LOCAL CODE.

SCALE: 1" = 40'
40' 0 40' 80'
NORTH

CIVIL GRADING AND EROSION CONTROL PLAN AREA F

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100 Camelot Drive
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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
WILLOW RUN
PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

PRELIMINARY DATES
DEC 13, 2024
MAR. 7, 2025
MAR. 28, 2025
APR. 17, 2025
MAY 2, 2025

NOT FOR CONSTRUCTION

JOB NUMBER
240299700

SHEET NUMBER
C1.2F



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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:

WILLOW RUN

PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

PRELIMINARY DATES

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MAR. 28, 2025
MAY 2, 2025

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JOB NUMBER

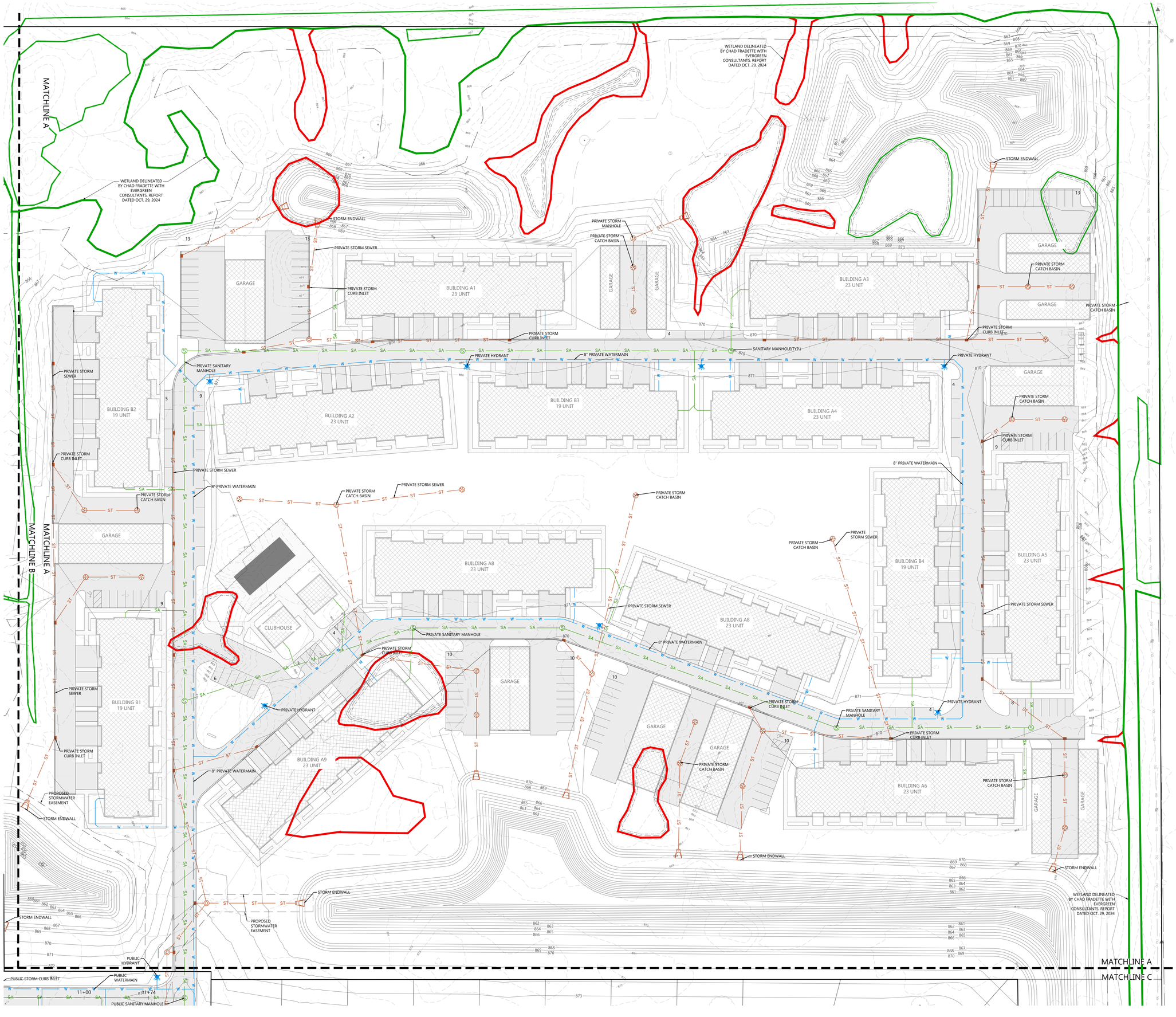
240299700

SHEET NUMBER

C1.3

SCALE: 1" = 200'
200' 0 200' 400'
NORTH

OVERALL CIVIL UTILITY PLAN



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PROJECT INFORMATION

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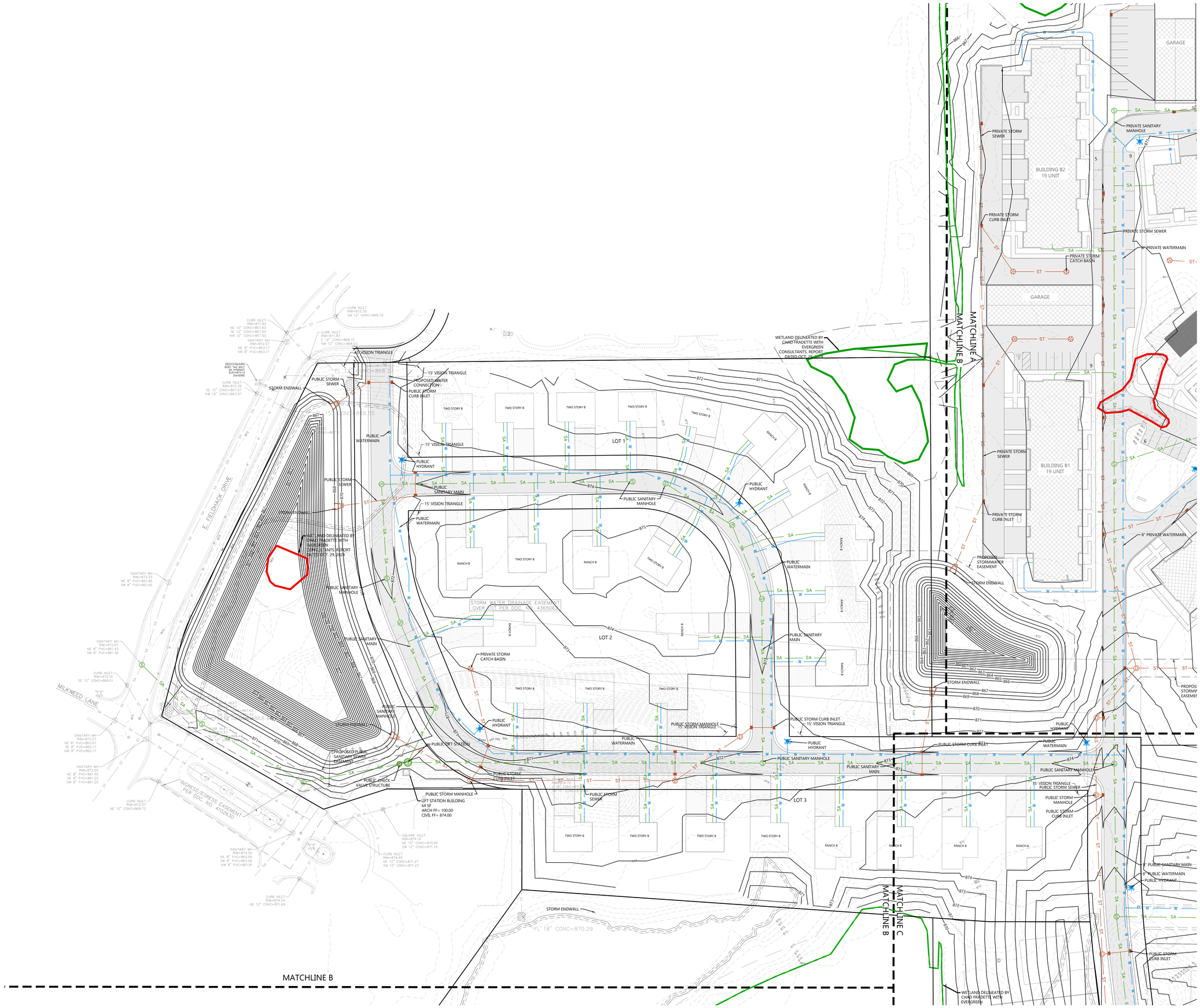
JOB NUMBER

240299700

SHEET NUMBER

C1.3A



SCALE: 1" = 40'
40' 0 40' 80'

NORTH

CIVIL UTILITY PLAN AREA B

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PROJECT INFORMATION

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JOB NUMBER

240299700

SHEET NUMBER

C1.3B



CIVIL UTILITY PLAN AREA C

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PROJECT INFORMATION

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JOB NUMBER
240299700

SHEET NUMBER
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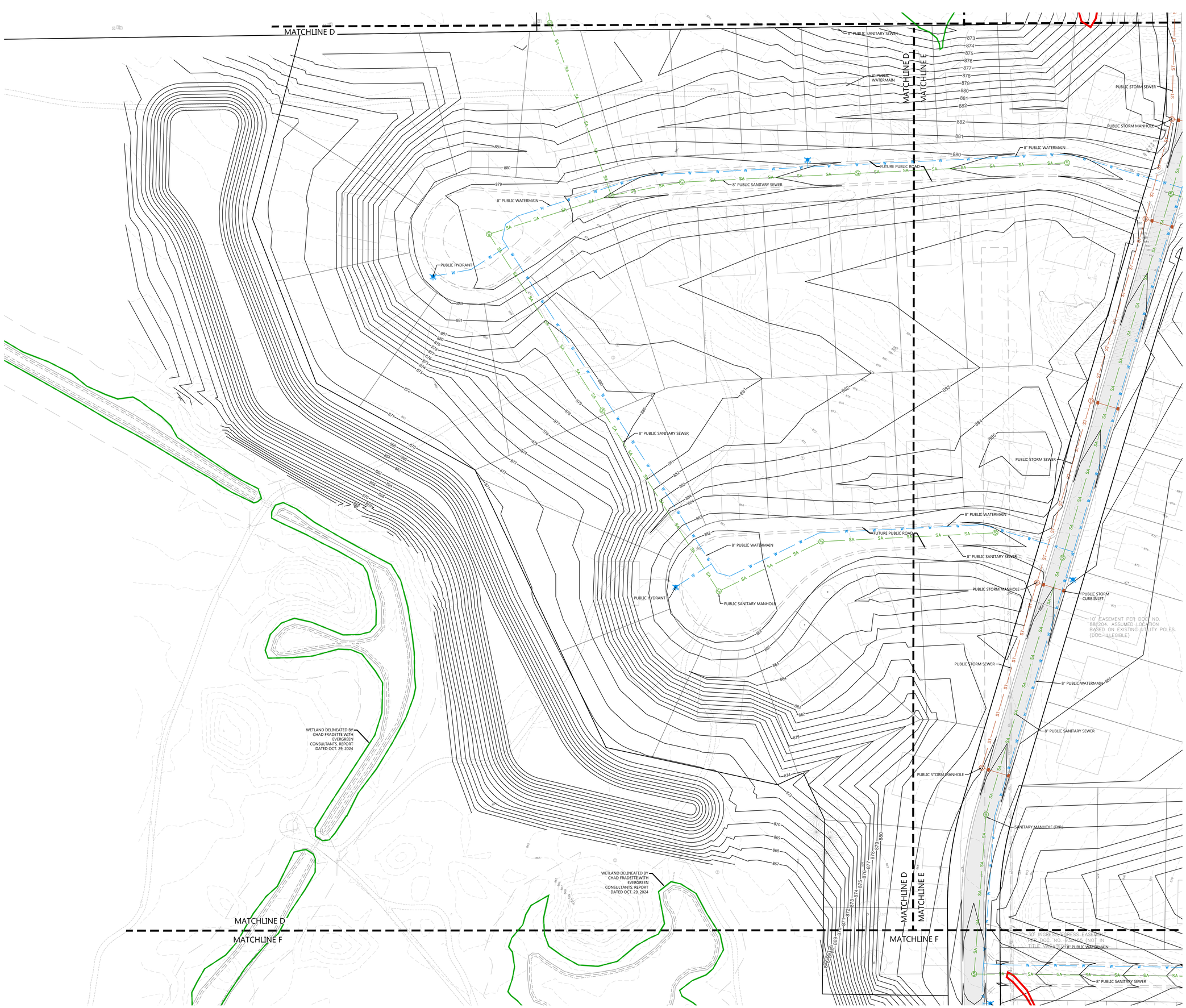

CIVIL UTILITY PLAN AREA D

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PROJECT INFORMATION

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WILLOW RUN
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MAR. 7, 2025
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NOT FOR CONSTRUCTION

JOB NUMBER
240299700

SHEET NUMBER
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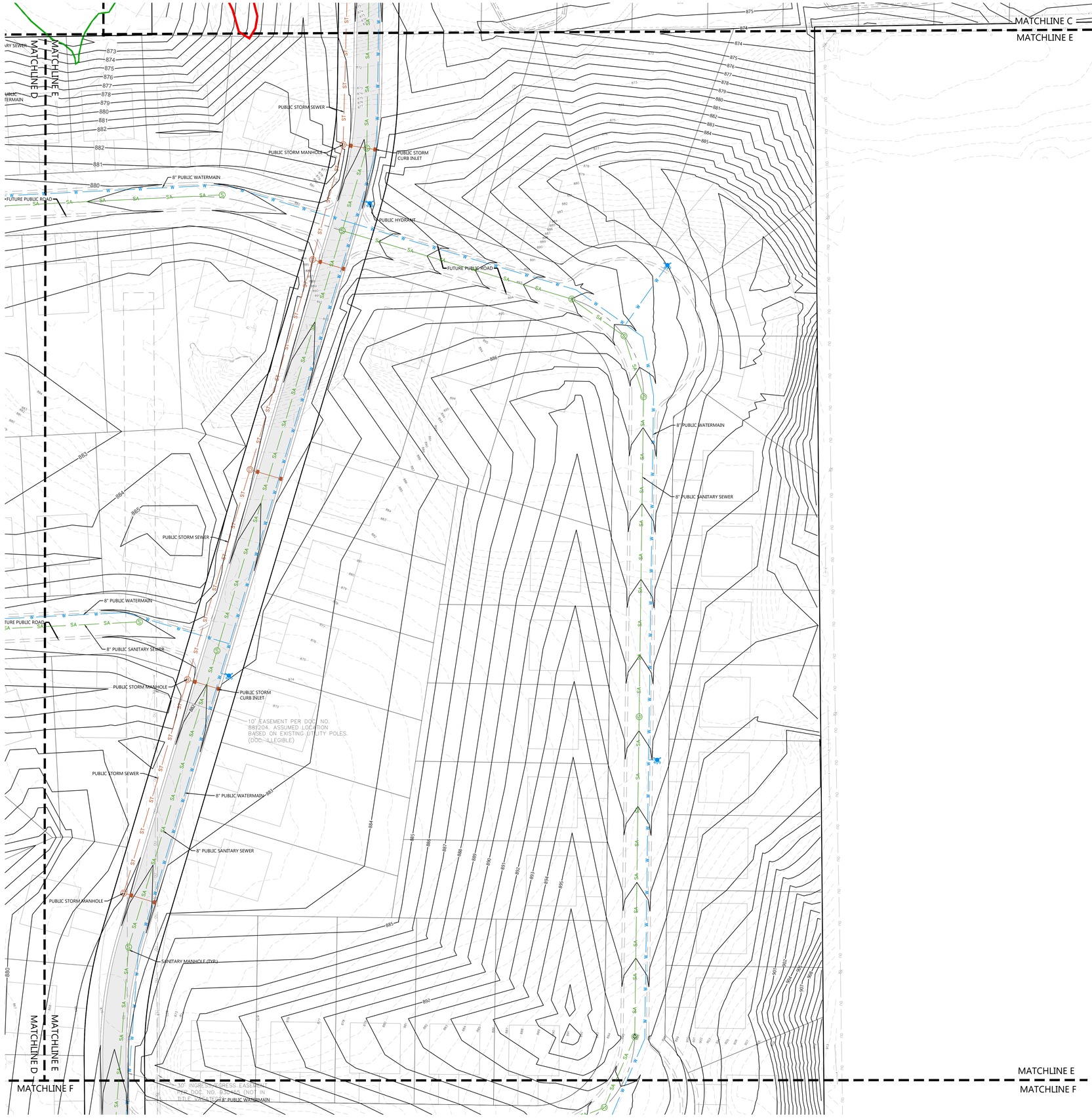

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PROJECT INFORMATION

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JOB NUMBER

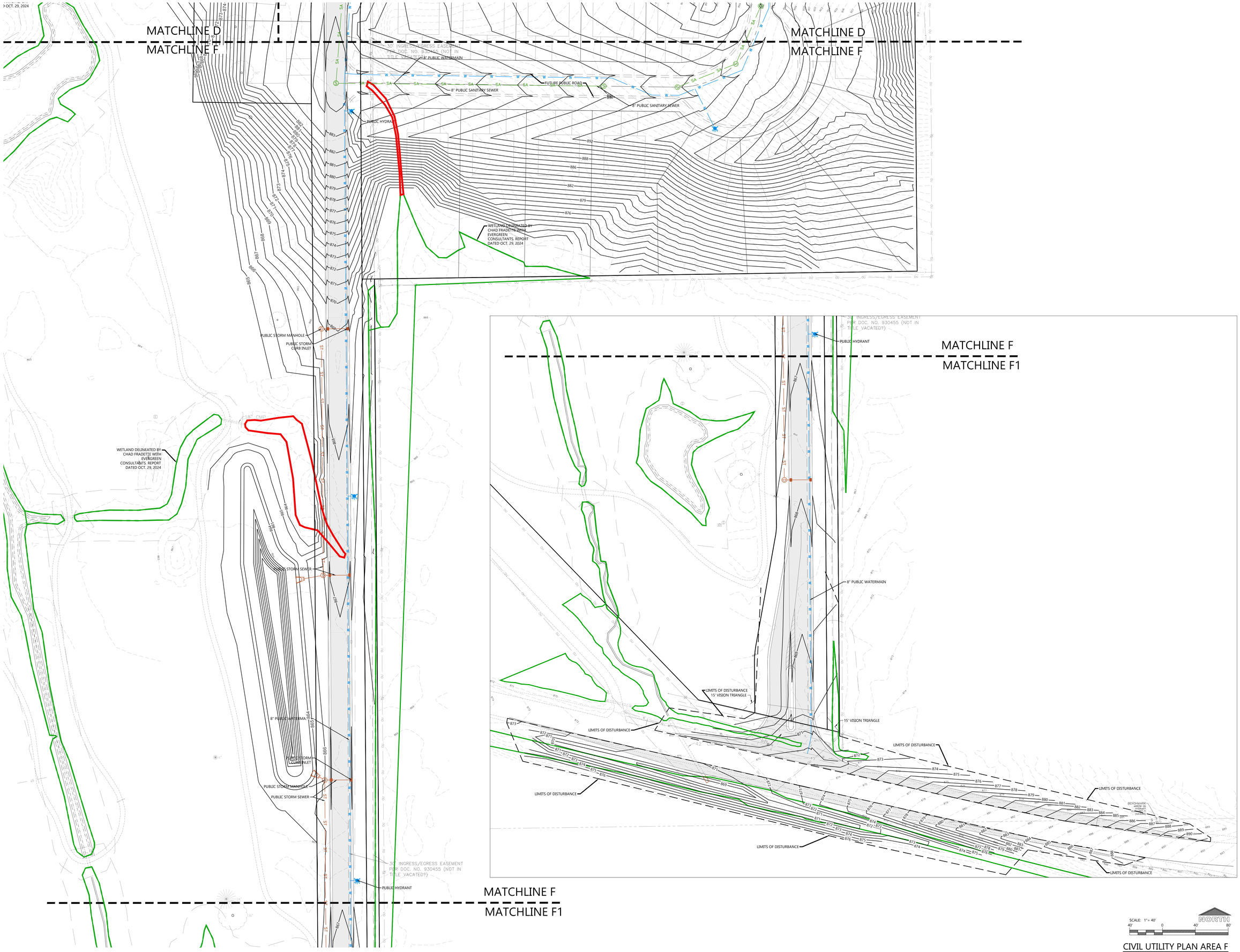
240299700

SHEET NUMBER

C1.3E

SCALE: 1" = 40'
40' 0 40' 80'
NORTH

CIVIL UTILITY PLAN AREA E



CIVIL UTILITY PLAN AREA F

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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:

WILLOW RUN

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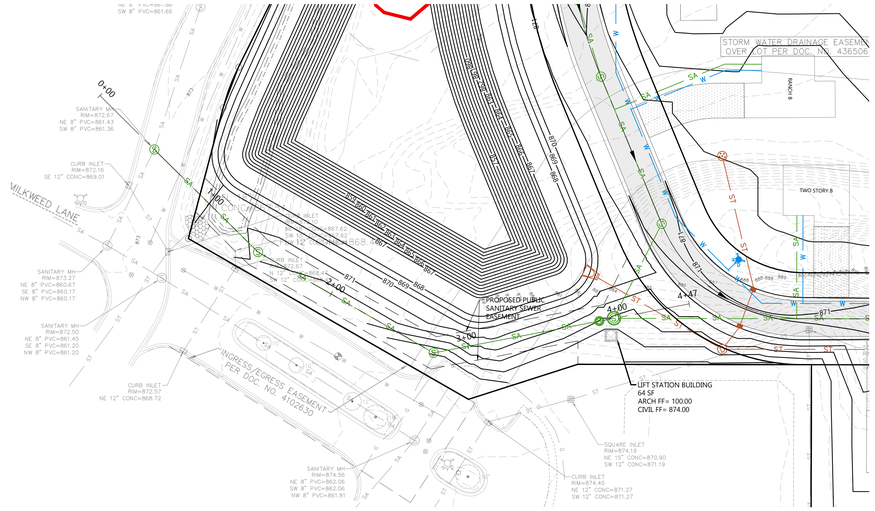
JOB NUMBER

240299700

SHEET NUMBER

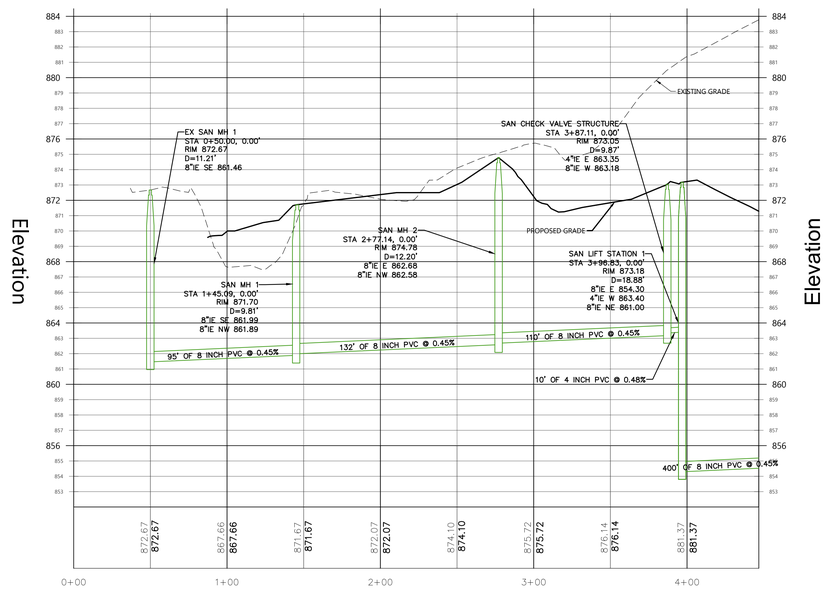
C1.3F



SCALE: 1" = 40'

40' 0 40' 80'

NORTH



CIVIL SANITARY SEWER - STA 0+00 - 5+08

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PROJECT INFORMATION

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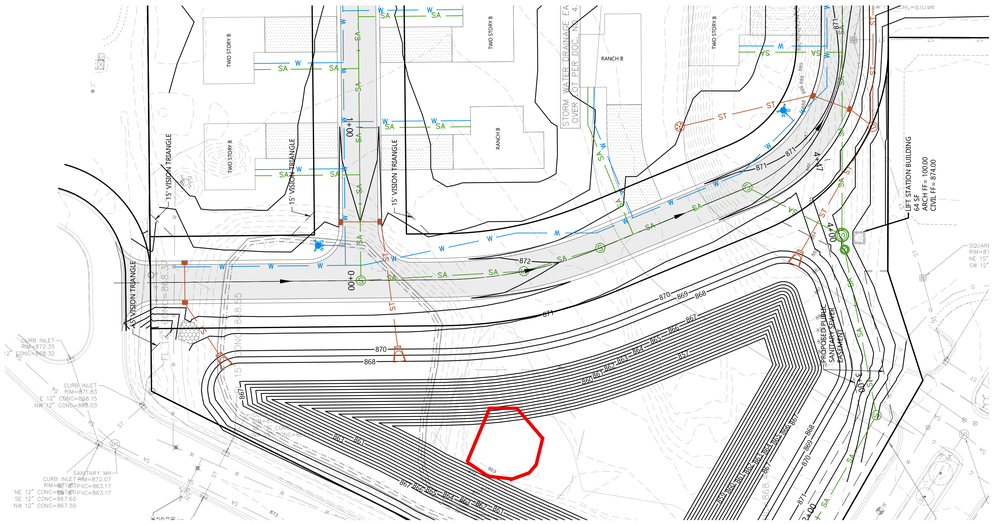
JOB NUMBER

240299700

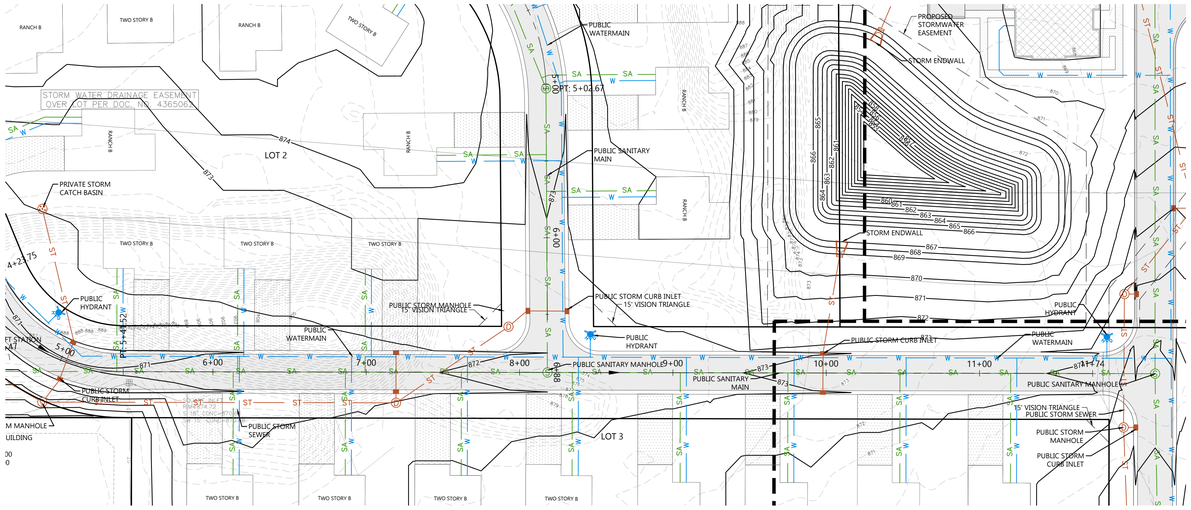
SHEET NUMBER

C4.0



SCALE: 1" = 40'

NORTH



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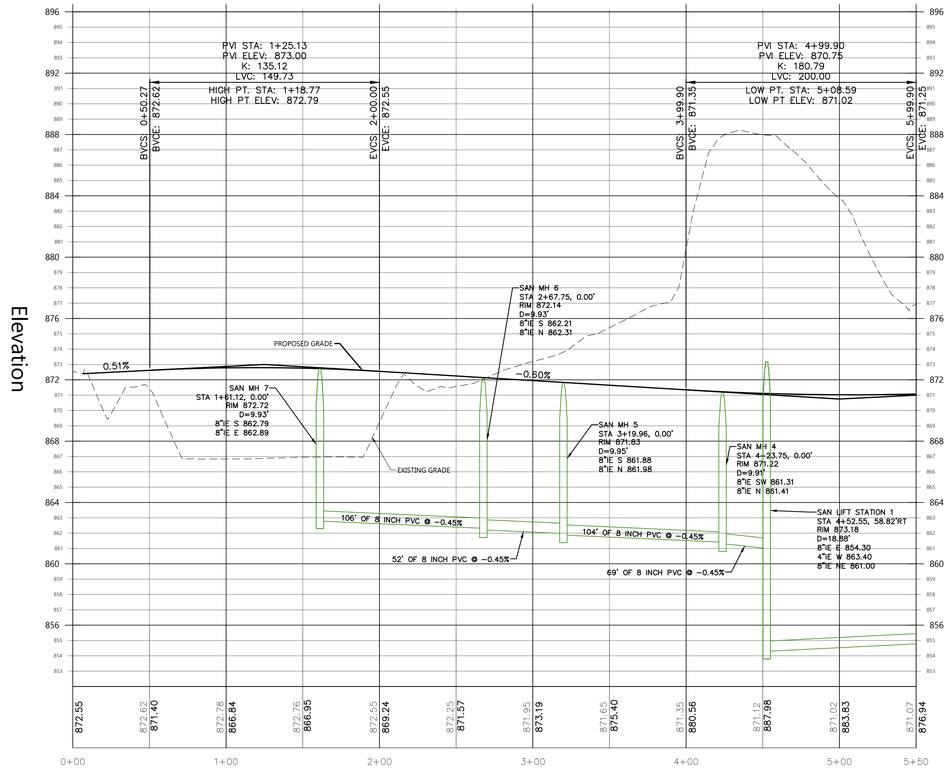
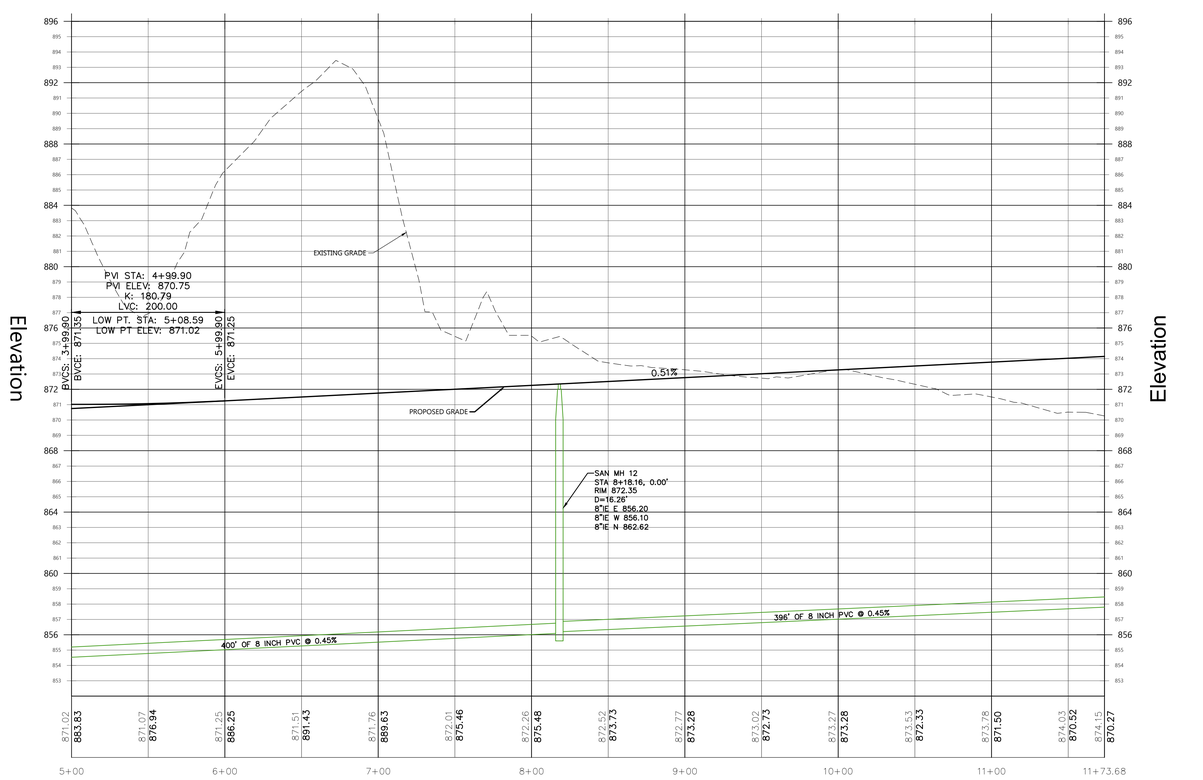
NORTH





CIVIL MILKWEED LANE - STA 0+00 - 11+73.68

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PROJECT INFORMATION

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MAY 2, 2025

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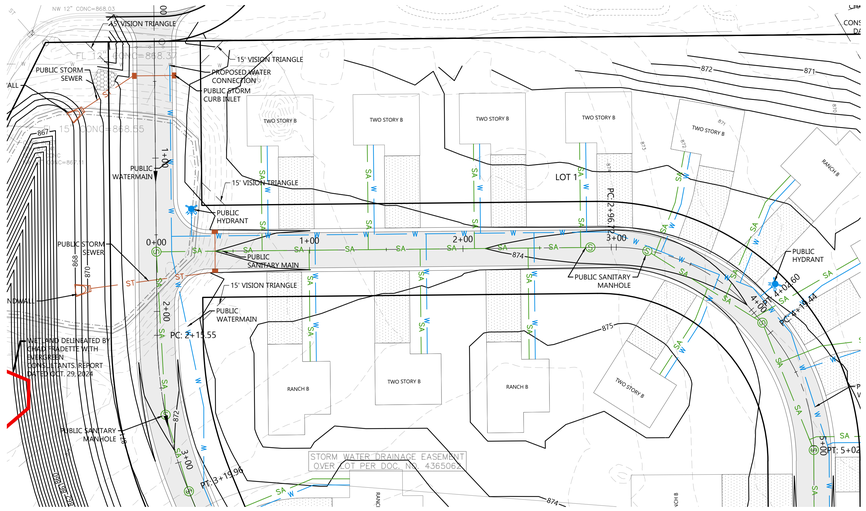
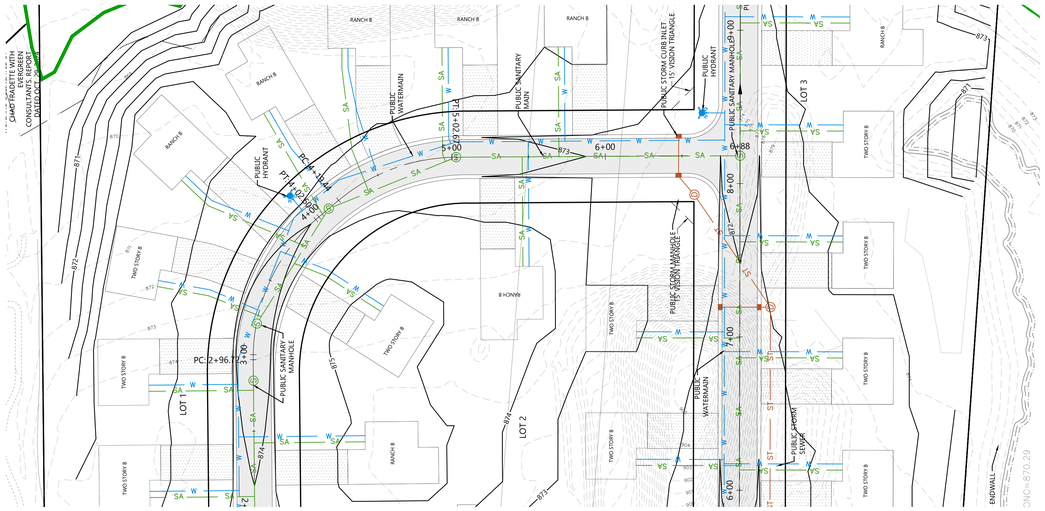
JOB NUMBER

240299700

SHEET NUMBER

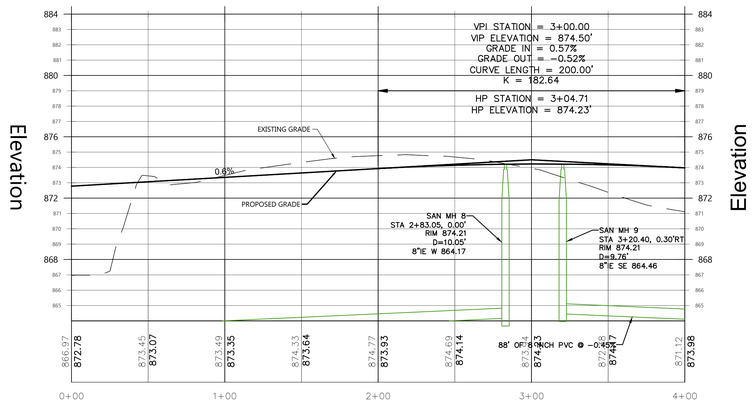
C4.1

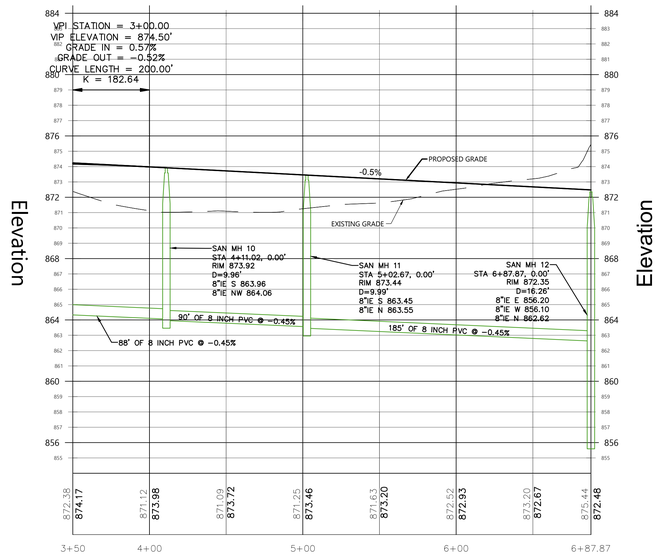




SCALE: 1" = 40'

NORTH





CIVIL SFR ROAD - STA 0+00 - 6+87.87

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PROJECT INFORMATION

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WILLOW RUN

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MAR. 28, 2025
MAY 2, 2025

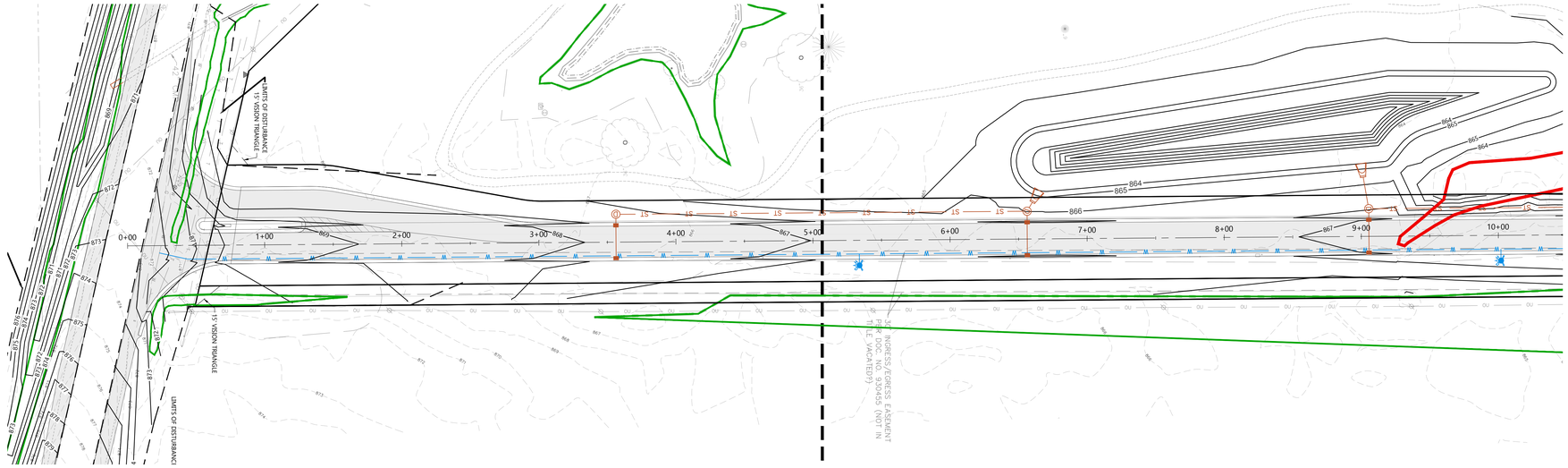
NOT FOR CONSTRUCTION

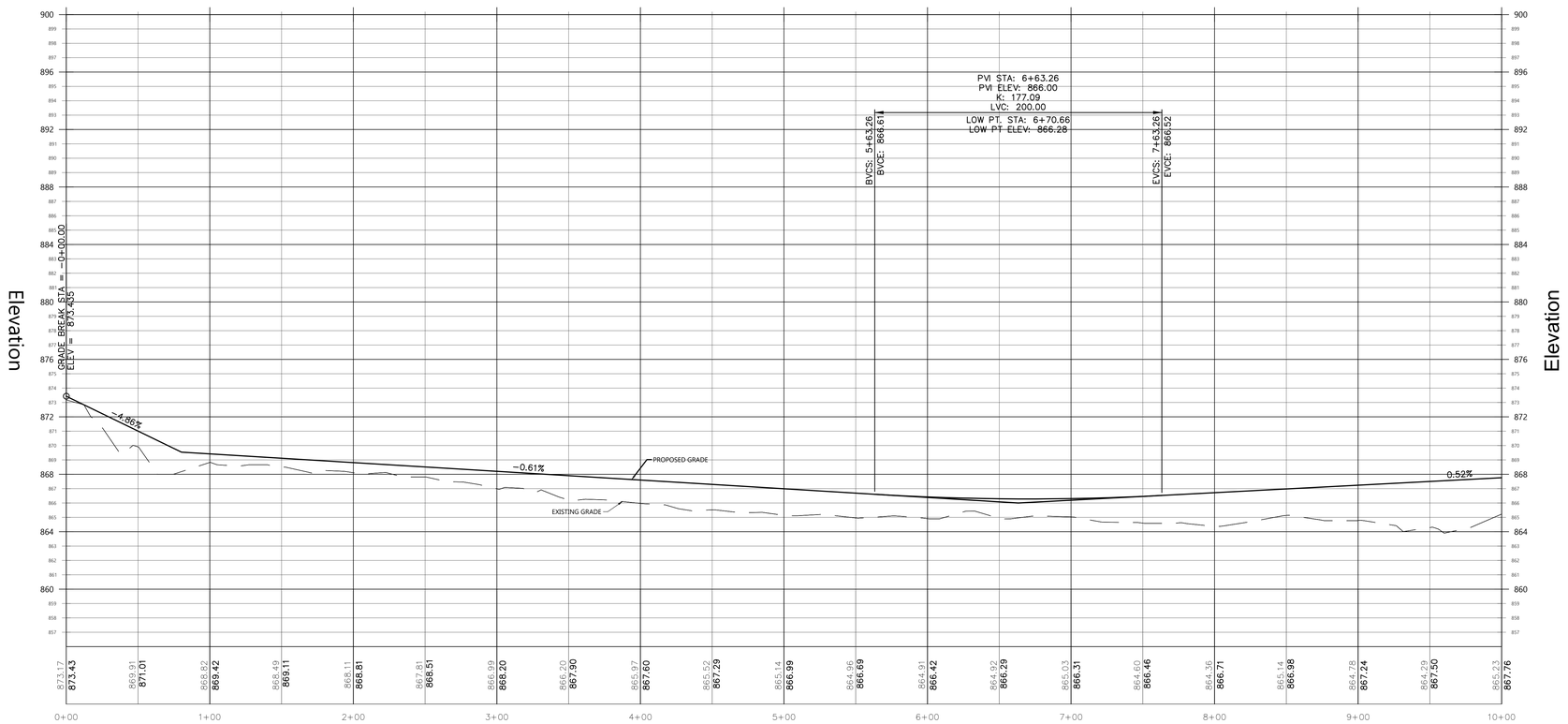
JOB NUMBER

240299700

SHEET NUMBER

C4.2





CIVIL GOLF COURSE ROAD - STA 0+00 - 10+00

SCALE: 1" = 40'
40' 0 40' 80'

NORTH

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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
WILLOW RUN
PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

PRELIMINARY DATES
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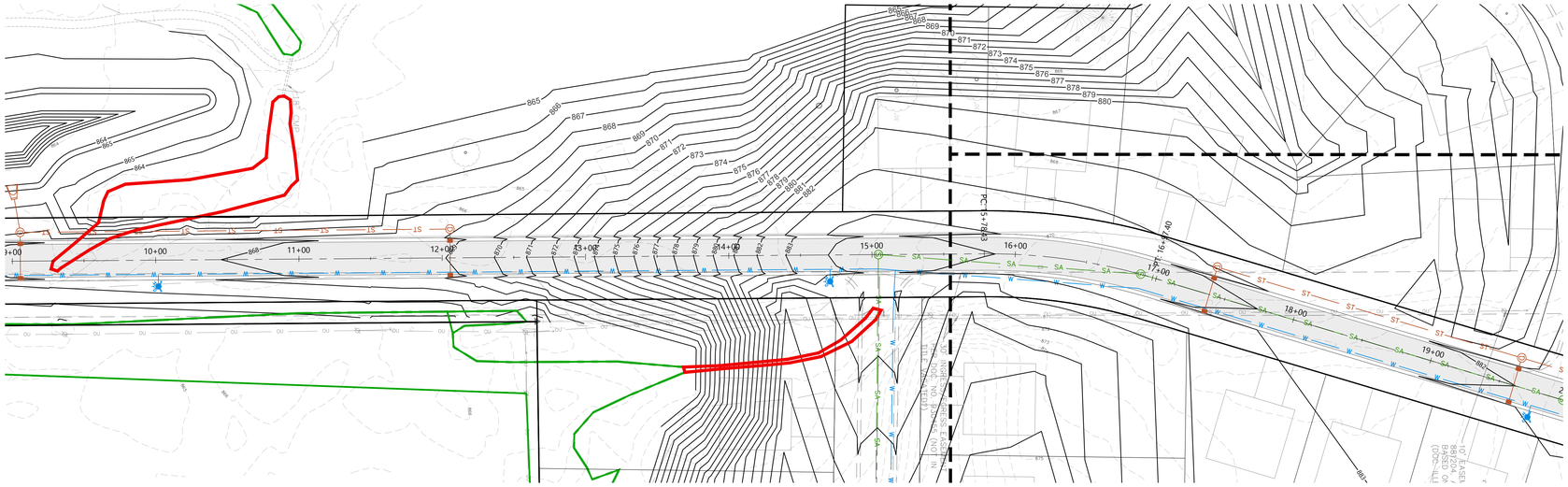
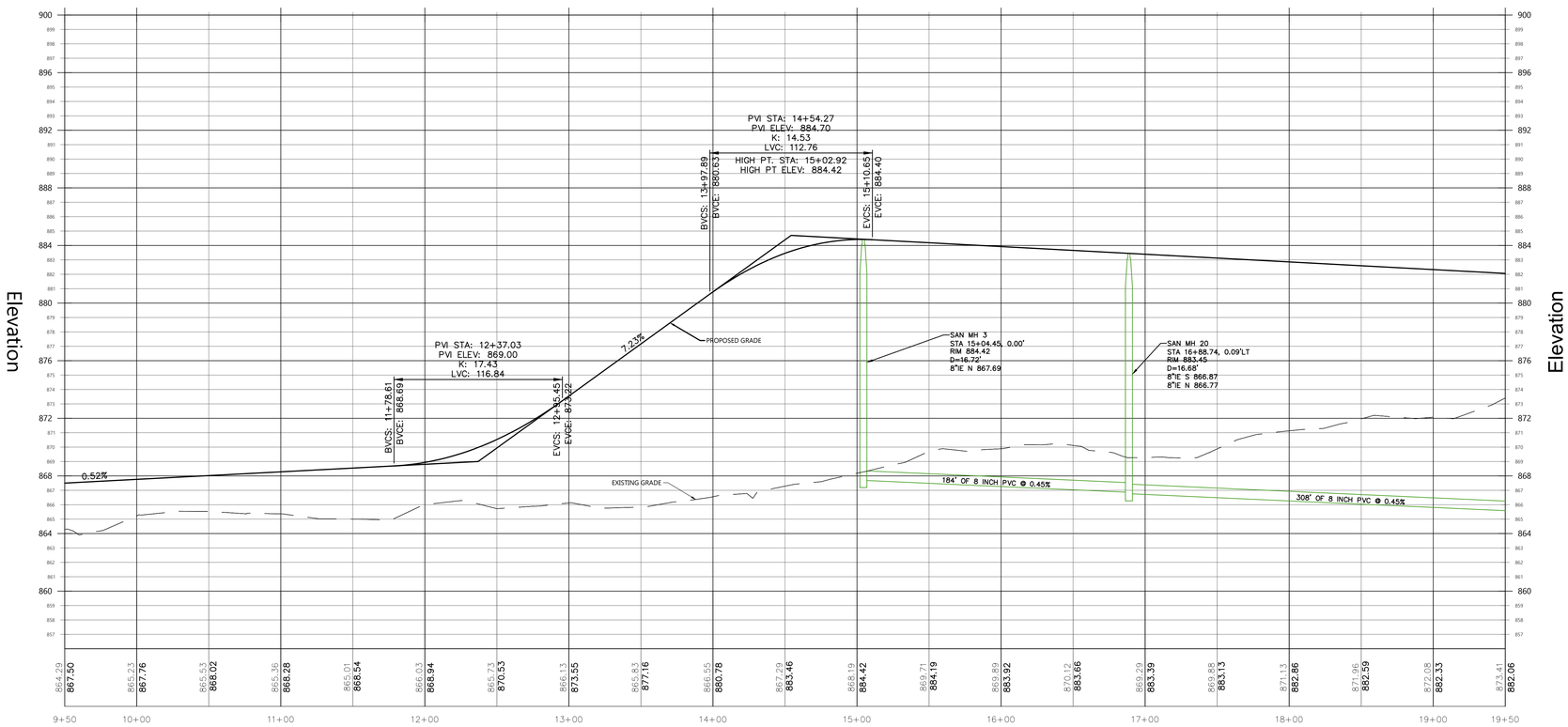
MAR. 7, 2025
MAR. 28, 2025
MAY 2, 2025

NOT FOR CONSTRUCTION

JOB NUMBER
240299700

SHEET NUMBER
C4.3





CIVIL GOLF COURSE ROAD - STA 9+50 - 19+50

SCALE: 1" = 40'

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PROJECT INFORMATION

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WILLOW RUN
PEWAUKEE • WISCONSIN

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MAR. 7, 2025
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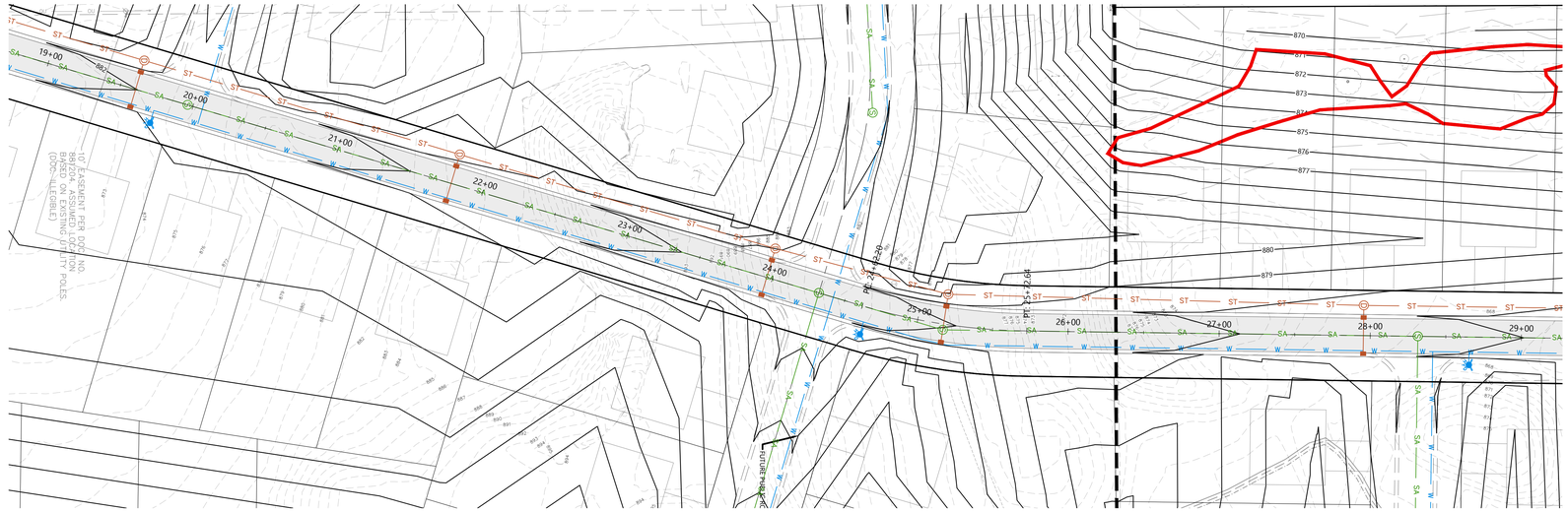
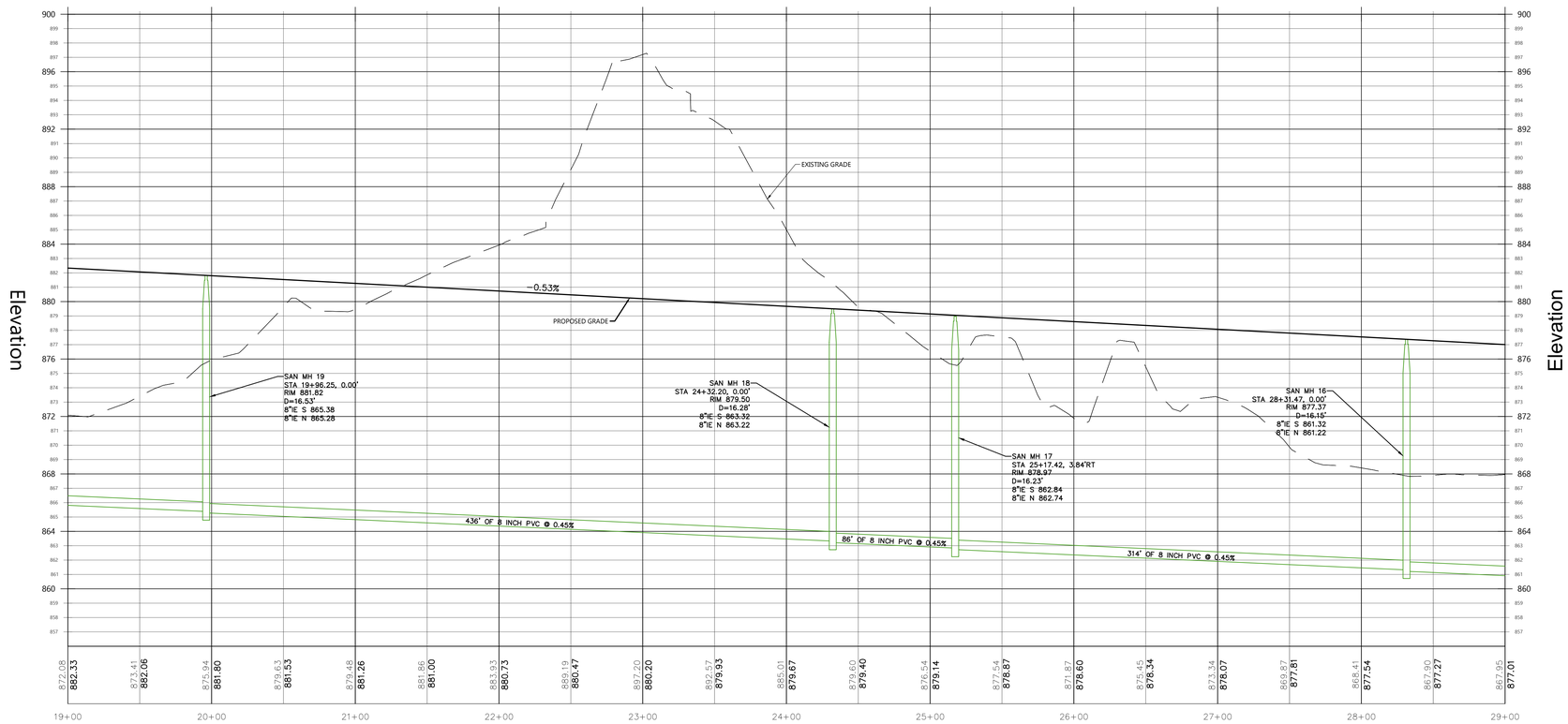
MAY 2, 2025

NOT FOR CONSTRUCTION

JOB NUMBER
240299700

SHEET NUMBER
C4.4





SCALE: 1"= 40'
40' 0 40' 80'

NORTHING

CIVIL GOLF COURSE ROAD - STA 19+00 - 29+00

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PROJECT INFORMATION

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WILLOW RUN
PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

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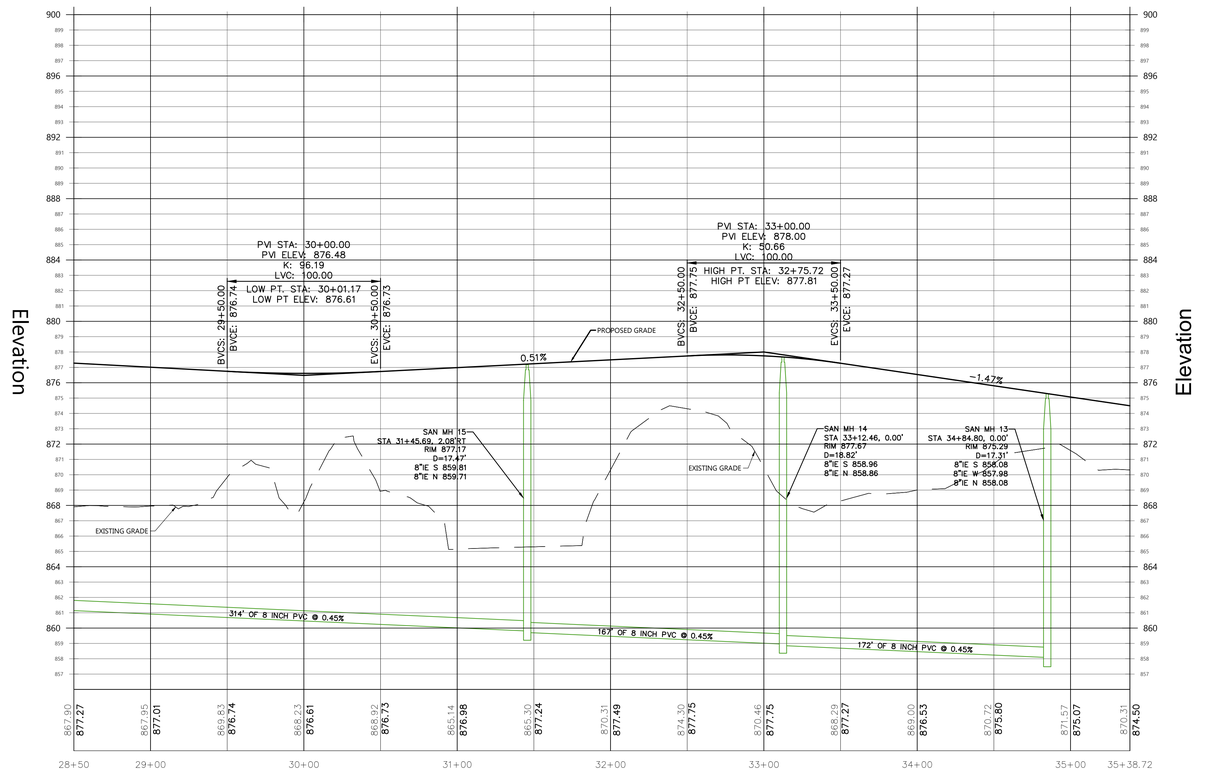
MAY 2, 2025

NOT FOR CONSTRUCTION

JOB NUMBER
240299700

SHEET NUMBER
C4.5





CIVIL GOLF COURSE ROAD - STA 28+50 - 35+38.72

SCALE: 1"= 40'
40' 0 40' 80'

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PROJECT INFORMATION

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MAR. 28, 2025
MAY 2, 2025

NOT FOR CONSTRUCTION

JOB NUMBER
240299700

SHEET NUMBER
C4.6

GENERAL NOTES:

- SEE SHEET L1.1B FOR PLANT SCHEDULE AND PLANT DETAILS
- NORTHERN AND EASTERN TREELINE TO BE PRESERVED WHEN POSSIBLE

PRESERVE EXISTING TREE LINE WHEN POSSIBLE

LIMITS OF DISTURBANCE

PROPOSED WET POND 1

PROPOSED WET POND 4

PRESERVE EXISTING TREE LINE WHEN POSSIBLE

PROPOSED WET POND 3

PROPOSED WET POND 2

BUILDING A1 23 UNIT
BUILDING A2 23 UNIT
BUILDING A3 23 UNIT
BUILDING A4 23 UNIT
BUILDING A5 23 UNIT
BUILDING A6 23 UNIT
BUILDING A8 23 UNIT
BUILDING A9 23 UNIT
BUILDING B1 19 UNIT
BUILDING B2 19 UNIT
BUILDING B3 19 UNIT
BUILDING B4 19 UNIT
CLUBHOUSE
GARAGE

10+00 11+00 11+74

SCALE: 1" = 40'
40' 0 40' 80'
NORTH

CIVIL LANDSCAPE AND RESTORATION DETAIL PLAN - AREA A

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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
WILLOW RUN
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PRELIMINARY DATES
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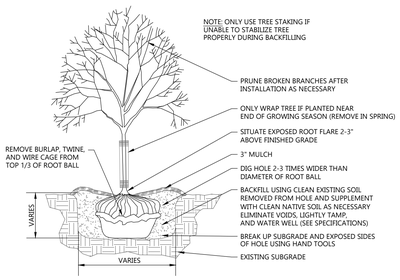
MAR 7, 2025
MAR 27, 2025
APR 30, 2025

NOT FOR CONSTRUCTION

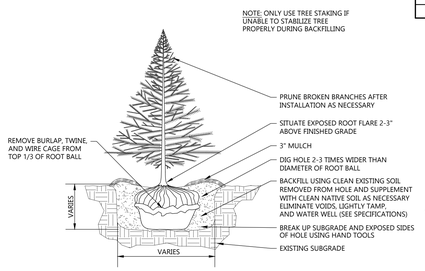
JOB NUMBER
240299700

SHEET NUMBER
L1.1A



DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

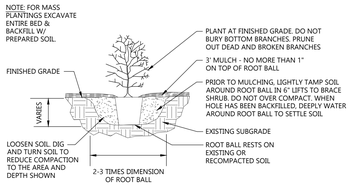


EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE

OVERALL PLANT SCHEDULE

SYMBOL	COMMON NAME	BOTANICAL NAME	QUANTITY	PLANTED SIZE	ROOT
SHADE TREES					
	Sienna Glenn Maple	Acer x freemanii 'Sienna'	18	2" CAL.	CONT.
	River Birch	Betula nigra	20	2" CAL.	CONT.
	Wisconsin Red Musclewood	Carpinus caroliniana 'Wisconsin Red'	19	2" CAL.	CONT.
	Shademaster Honeylocust	Gleditsia triacanthos 'Shademaster'	20	2" CAL.	CONT.
	Swamp White Oak	Quercus bicolor	19	2" CAL.	CONT.
	Sweet Street Linden	Tilia americana 'Kromm'	17	2" CAL.	CONT.
ORNAMENTAL TREES					
	Allegheny Serviceberry	Amelanchier laevis	9	6' HT.	CONT.
	Coralburst Crabapple	Malus x 'Coralcole'	8	1 1/2" CAL.	CONT.
	Ivory Silk Japanese Tree Lilac	Syringa reticulata 'Ivory Silk'	9	1 1/2" CAL.	CONT.
EVERGREEN TREES					
	Mountbatten Juniper	Juniperus chinensis 'Mountbatten'	31	6' HT.	CONT.
	White Spruce	Picea glauca	32	6' HT.	CONT.
	Shear-less Dream White Pine	Pinus strobus 'J-4 Select'	29	6' HT.	CONT.
DECIDUOUS SHRUBS					
	Iroquois Beauty Black Chokeberry	Aronia melanocarpa 'Morton'	149	18" HT.	CONT.
	Yuki Snowflake Deutzia	Deutzia x 'NCDX1'	142	18" HT.	CONT.
	Bobo Hydrangea	Hydrangea paniculata 'ILVOBO'	252	18" HT.	CONT.
	Little Devil Ninebark	Physocarpus opulifolius 'Donna May'	117	18" HT.	CONT.
	Gold Mound Spirea	Spiraea japonica 'Gold Mound'	105	18" HT.	CONT.
	Dark Horse Weigela	Weigela florida 'Dark Horse'	84	18" HT.	CONT.
EVERGREEN SHRUBS					
	Scallywag Holly	Ilex x meservae 'MonNieves'	61	18" HT.	CONT.
	Kallay's Compact Pfitzer Juniper	Juniperus chinensis 'Kallay's Compact'	21	18" HT.	CONT.
	Everlow Yew	Taxus x media 'Everlow'	89	18" HT.	CONT.
PERENNIALS					
	Montrose White Calamint	Calamintha nepeta 'Montrose White'	68	1 GAL.	POT
	Rosy Returns Daylily	Hemerocallis 'Rosy Returns'	114	1 GAL.	POT
	Dolce Wildberry Coral bells	Heuchera 'Wildberry'	91	1 GAL.	POT
	Great Expectations Hosta	Hosta 'Great Expectations'	188	1 GAL.	POT
	Cat's Pajamas Catmint	Nepeta 'Cat's Pajamas'	275	1 GAL.	POT
	American Gold Rush Rudbeckia	Rudbeckia x 'American Gold Rush'	178	1 GAL.	POT
	Autumn Fire Sedum	Sedum spectabile 'Autumn Fire'	86	1 GAL.	POT
	Sky Blue Aster	Symphyotrichum oolentangiense	84	1 GAL.	POT
ORNAMENTAL GRASSES					
	Karl Foerster Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	394	1 GAL.	POT
	Heavy Metal Switch Grass	Panicum virgatum 'Heavy Metal'	218	1 GAL.	POT
	Tara Prairie Dropseed Grass	Sporobolus heterolepis 'Tara'	187	1 GAL.	POT



DECIDUOUS SHRUB PLANTING DETAIL

NOT TO SCALE

EVERGREEN SHRUB PLANTING DETAIL

NOT TO SCALE

SCALE: 1" = 40'

40' 0 40' 80'

NORTH

CIVIL LANDSCAPE AND RESTORATION DETAIL PLAN - AREA B

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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:

WILLOW RUN

PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

PRELIMINARY DATES

DEC 13, 2024
MAR 7, 2025
MAR 27, 2025
APR 30, 2025

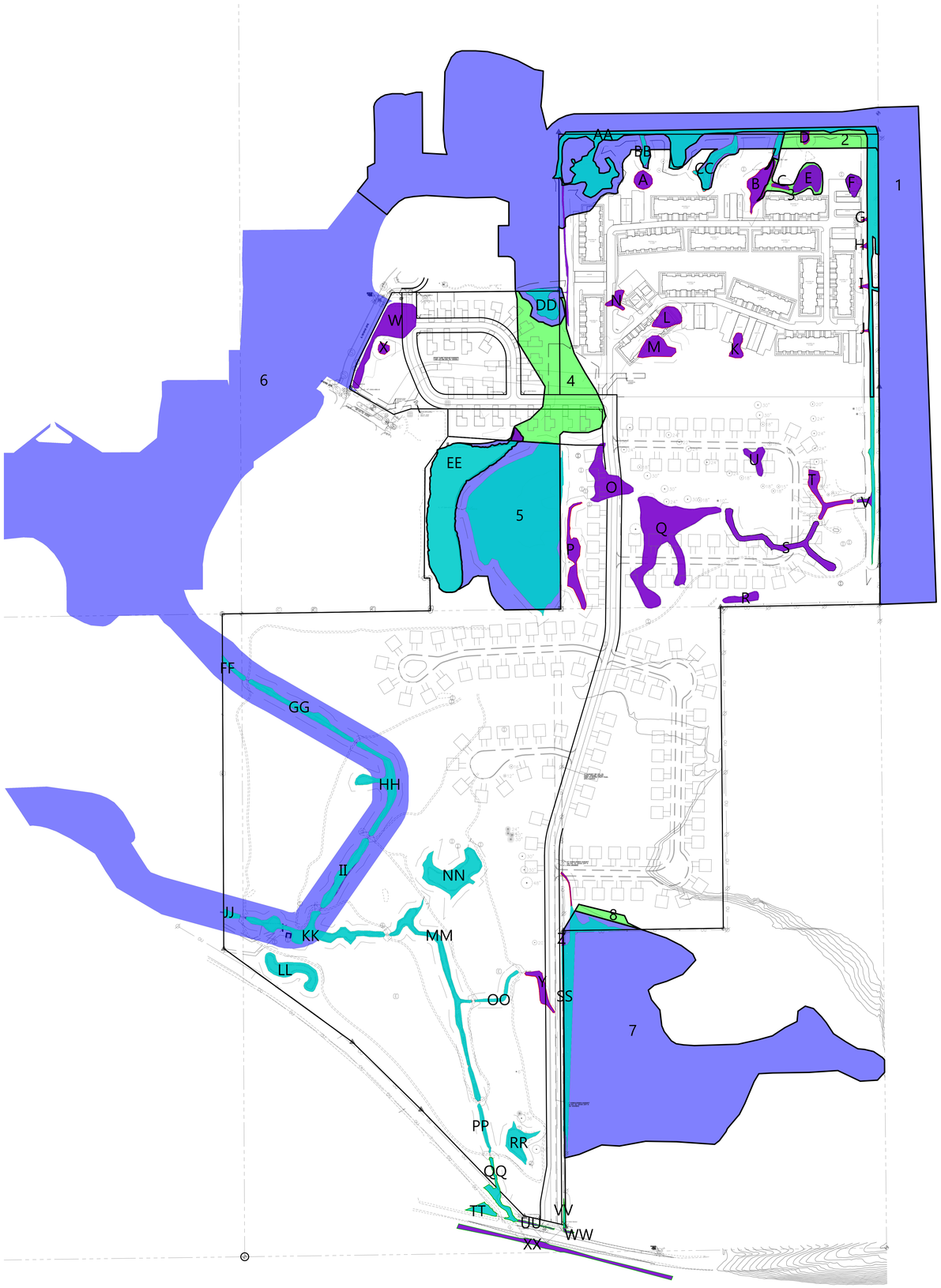
NOT FOR CONSTRUCTION

JOB NUMBER

240299700

SHEET NUMBER

L1.1B



LEGEND:

	WETLAND/ POND PROPOSED TO BE FILLED/ DISTURBED - 5.19 AC FILLED/ DISTURBED.
	WETLAND/ POND TO BE PROTECTED
	ENVIRONMENTAL COORIDOR TO BE FILLED/ DISTURBED - 3.94 AC DISTURBED
	ENVIRONMENTAL COORIDOR TO BE PROTECTED

WETLAND FILL AREAS	
WETLAND	AREA (SF)
A	4307
B	10301
C	1018
D	1353
E	9135
F	3996
G	197
H	345
I	414
J	196
K	3807
L	7402
M	9155
N	3083
O	18426
P	11884
Q	56825
R	4110
S	1422
T	7306
U	4890
V	1060
W	24248
X	1619
Y	4899
Z	500
AA	91817
BB	3014
CC	9788
DD	9707
EE	92107
FF	2194
GG	11518
HH	16589
II	10564
JJ	1683
KK	22426
LL	14067
MM	23466
NN	24225
OO	3386
PP	3058
QQ	6053
RR	9300
SS	36796
TT	3334
UU	909
VV	645
WW	368
XX	13695

CORRIDOR AREAS	
CORRIDOR	AREA (SF)
1	1131899
2	24962
3	18192
4	121209
5	253476
6	1778721
7	618321
8	7392

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PROJECT INFORMATION

PROPOSED MIXED RESIDENTAL DEVELOPMENT FOR:
WILLOW RUN
PEWAUKEE • WISCONSIN

PROFESSIONAL SEAL

PRELIMINARY DATES
MAR. 28, 2025
MAY 2, 2025

NOT FOR CONSTRUCTION

JOB NUMBER
240299700

SHEET NUMBER
WF

SCALE: 1"= 200'
200' 0 200' 400'
NORTH

WETLAND/ POND FILL EXHIBIT



LEGEND:

	POTENTIAL AJD, ARTIFICIAL AND/ OR NON-FEDERAL EXEMPTION
	POTENTIAL AJD, ARTIFICIAL EXEMPTION POSSIBLY REQULATED WATERWAY
	POTENTIAL AJD, NON-FEDERAL EXEMPTION
	REGULATED WETLANDS
	WATERWAY AND REGULATED WETLANDS
	PRIMARY ENVIRONMENTAL CORRIDOR
	SECONDARY ENVIRONMENTAL CORRIDOR
	ISOLATED NATURAL RESOURCE AREA
	APPROVED JURISDICTIONAL DETERMINATION (AJD) RECEIVED FROM USACE

SCALE: 1" = 200'
200' 0 200' 400'
NORTH

EXISTING WETLAND/ POND EXHIBIT

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PROJECT INFORMATION

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W

0.0 Environmental

0.1 Wetlands/ Ponds

Chad Fradette with Evergreen Consultants completed a wetland and pond delineation for the project to determine the location and boundary of wetlands and ponds onsite. The delineation was conducted on October 24th, 25th, and 29th. The site design avoids regulated wetland to the maximum extent practical and keeps buildings out of the City of Pewaukee's (city) required 25' building setback. Included with the submittal is a plan showing the wetlands that were delineated. The US Army Corps of Engineers (USACE) have reviewed the wetland report and provided an Approved Jurisdictional Determination (AJD) for the project. Wetland and pond exemptions for artificial and non-federal wetland have been submitted to Wisconsin Department of Natural Resources (WDNR) for approval prior. Any necessary wetland fill permits will be submitted to WDNR and USACE prior to construction. The ponds within the multi-family area of the site have received an AJD from USACE and are expected to be exempted from WDNR requirements since the ponds are artificial water bodies excavated between 1970- 1990.

0.2 Floodplain

The FEMA floodplain map for the site indicates that no regulated floodplain exists on the property. The proposed property has a Zone X flood hazard. The navigable waterway and wetlands located toward the southwest corner of the property will be parceled off into an outlot to protect the area.

0.3 Groundwater

Seasonal high groundwater is expected to be at the ground surface or below 870 +/-. The single family for rent houses and multi-family buildings will not have basements and will be constructed with floor elevations at or above 871.00. The single family for sale houses will have basements. The grading for the single family lots has been designed assuming a basement height of 9' and 3' of separation from basement floor to estimated seasonal high groundwater elevation.

1.0 Utility Design

1.1 Sanitary Sewer

Sanitary sewer flow information has been provided to the city of Pewaukee engineering department. The engineering department will use the information to analyze the downstream infrastructure and determine if any downstream improvements are required for the project. Table 1 and Table 2 contain the sanitary flow information that was provided to the city of Pewaukee. Sanitary sewer will have 9' of cover in areas adjacent to houses without basements and will have 11' of cover in areas adjacent to houses with basements. Sanitary sewer will flow to a proposed public lift station located just east of E. Fieldhack Drive.

Table 1: Allowable Sanitary Flow based on Population per unit based on Lake Country Commons Report

SOURCE	POPULATION/ UNIT	UNITS	POPULATION	UNIT FLOW RATE (GPD)	PROJECTED FLOW (GPD)	PROJECTED FLOW (GPM)
MULTI-FAMLY – JUNIOR	1.5	36	54	125	6,750	4.69
MULTI-FAMLY 1 BEDROOM	1.5	104	156	125	19,500	13.54
MULTI-FAMLY – 2 AND 3 BEDROOM	2.63	143	376	125	47,000	32.64
SINGLE FAMILY FOR LEASE	2.63	27	72	125	9,000	6.25
SINGLE FAMILY FOR SALE	2.63	160	421	125	52,625	36.55
PROPOSED TOTAL					**134,875**	**93.66**
				400% Peaking Factor	539,500	374.65

Table 2: Allowable Sanitary Flow based on Population per unit based on Land By Label Data

SOURCE	POPULATION/ UNIT	UNITS	POPULATION	UNIT FLOW RATE (GPD)	PROJECTED FLOW (GPD)	PROJECTED FLOW (GPM)
MULTI-FAMLY – JUNIOR	1	36	36	125	4,500	3.13
MULTI-FAMLY 1 BEDROOM	1.5	104	156	125	19,500	13.54
MULTI-FAMLY – 2 AND 3 BEDROOM	2	143	286	125	35,750	24.83
SINGLE FAMILY FOR LEASE	2.63	27	72	125	9,000	6.25
SINGLE FAMILY FOR SALE	2.63	160	421	125	52,625	36.55
PROPOSED TOTAL					**121,375**	**84.29**
				400% Peaking Factor	485,500	337.15

1.2 Water Distribution Service

The integration of looped water mains throughout the development is essential to maintain adequate water pressure and volume, meeting safety and operational standards. These mains are strategically located within public rights-of-way to ensure accessibility for routine maintenance and emergency services.

It is a City of Pewaukee requirement that there to be two points of connection to the existing water main system. The proposed two locations will match the roadway access points, which are at Golf Road to the south and Milkweed Lane to the northwest. Watermain will also be looped through the single family for lease sites to provide water for each house.

Only one tap into the public main will be used for the multi-family development but the private water main will be looped within the multi-family complex.

1.3 Storm Sewer

Storm sewer and inlets will be installed along the proposed road to convey stormwater to the various proposed and existing wet ponds. Inlets along the proposed road will be spaced at 300' maximum. All storm sewer will be designed using the City of Pewaukee technical standards.

1.4 Stormwater Management

The multi-family area of the project will consist of a 32.29 ac parcel at the north end of the site. The multi-family complex will include 13 two story garden style buildings, 12 garages, a club house with an outdoor pool, off street parking, and driveways throughout the site. Stormwater management practices will be installed along the north and south sides of the site to treat stormwater and reduce the peak flows. Stormwater management practices will include a wet pond along the south property line, a wet pond in the northeast corner of the site, a wet pond toward the northwest corner of the site and a wet pond in the southwest corner of the site. The wet pond in the southwest corner of the site is proposed to be shared with the single family for lease site. An easement will be provided around the southwest pond to allow both sites to drain into the pond. All wet ponds onsite will be designed to meet the city and WDNR requirements. The proposed wet ponds will discharge to the wetlands on the north, east, and west sides of the site.

Single-family houses that will be leased will be constructed in the northwest corner of the site. The single-family houses will consist of 21 one-story houses and 21 two-story houses. Eight (8) of the houses will have direct access onto the proposed public street. The remaining houses will have access to the public right-of-way using private drives. The single-family houses north of the public road will drain to the wet pond that will be shared with the multi-family complex and the existing wet pond on the west side of the property. The existing wet pond will be expanded to accommodate the additional flow from the added impervious area. The single-family houses on the south side of the public ROW will drain to the south into an existing wet pond. The wet pond will be analyzed during final design to determine if modification to the wet pond will be required due to comply with city and WDNR requirements.

A future phase of the project will be the construction of additional public streets for single-family lots for sale. Stormwater for the additional roads and houses will be constructed when the future roads are constructed. Wet ponds are currently planned along the east property line, in the middle of the subdivision south of the multi-family complex, and west of the subdivision west of the main road. It is also expected that the existing pond on the west side of the property would be utilized for stormwater management. The single-family for sale development will be designed to meet city and WDNR requirements.

1.5 Site Lighting

A photometric plan (PXP) is included with the submittal to show the lighting level through the multi-family site. See sheet C3.1 and C3.2 of the plan set for the PXP plan. Sheet C3.2 has the light pole detail that is proposed for the multi-family site. The city requires light poles to be less than 20' tall and the proposed light poles are 12' tall. The single-family for lease houses will not include any pole lighting. Each house will have a porch light near the front entry to the house.

2.0 Roadway Design

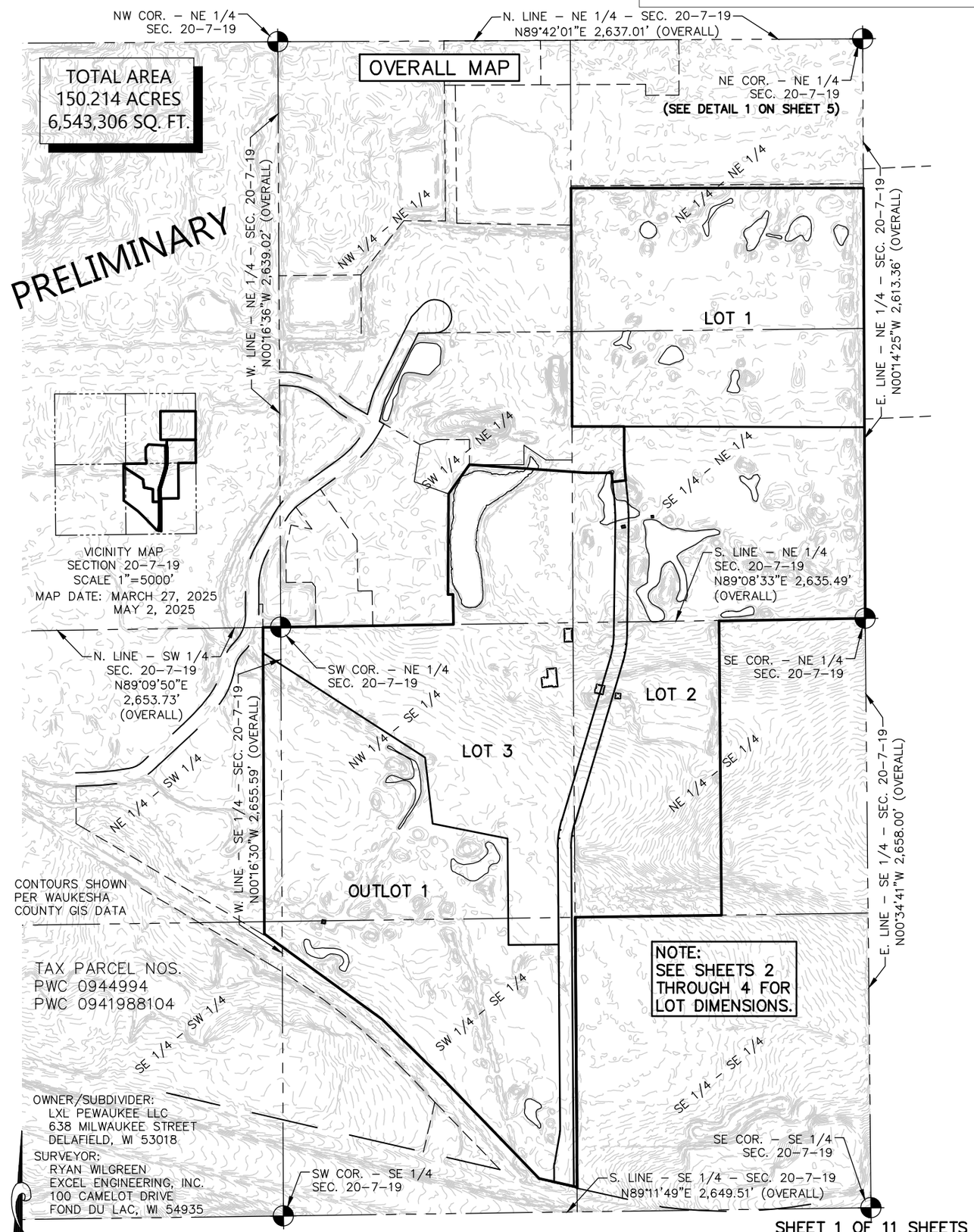
A new public road will be constructed for the project. The road will connect to Milkweed Lane and Golf Road. The proposed road will have 11.5' wide drive lanes with 30" mountable curb and gutter on each side. The ROW for the road will be 60' wide. The proposed road will be crowned with a 2% cross slope toward the curb and gutter. The road will be designed using the City of Pewaukee technical standards. The road ROW for the south end of the road is proposed to be 15' west of the east property line to protect a portion of wetland. Shifting the south end of the road to the west will require less wetlands to be filled. The connection to Golf Road is designed to have an island for the development's monument sign.

CERTIFIED SURVEY MAP NO. _____

FOR

LXL PEWAUKEE LLC

PART OF OUTLOT 2, CSM NO. 9757, PART OF THE NE 1/4 & SE 1/4 OF THE NE 1/4, PART OF THE NE 1/4, NW 1/4 & SW 1/4 OF THE SE 1/4 & PART OF THE NE 1/4 & SE 1/4 OF THE SW 1/4, SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.



SHEET 1 OF 11 SHEETS

NORTH POINT REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (NAD83). THE SOUTH LINE OF THE NORTHEAST 1/4 OF SECTION 20 HAS A BEARING OF NORTH 89°–08'–33" EAST.

600' 0 600' 1200'

1"= 600'

SCALE FEET

DRAFTED BY: RYAN WILGREEN, PLS

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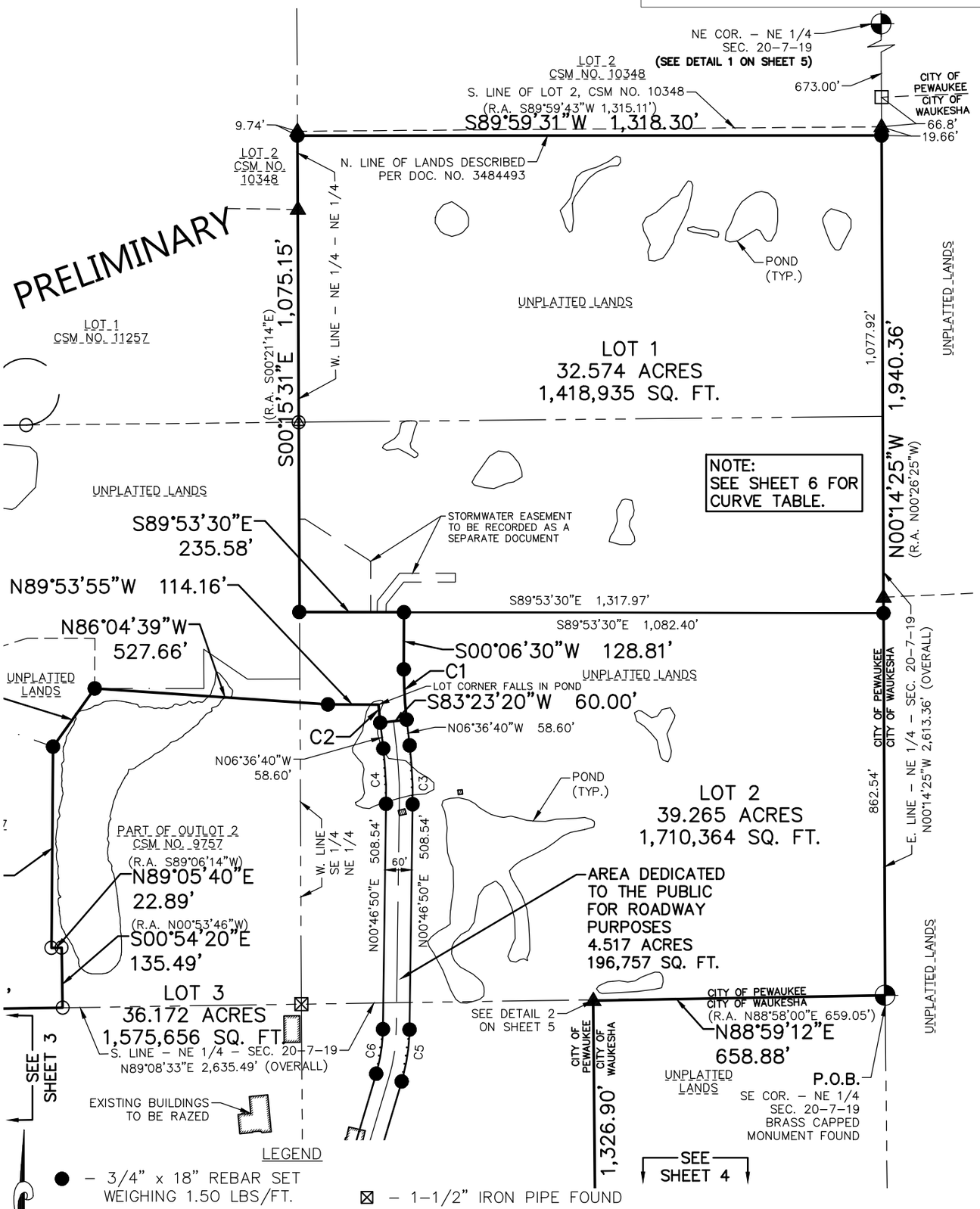
CERTIFIED SURVEY MAP NO. _____

FOR

LXL PEWAUKEE LLC

PART OF OUTLOT 2, CSM NO. 9757, PART OF THE NE 1/4 & SE 1/4 OF THE NE 1/4, PART OF THE NE 1/4, NW 1/4 & SW 1/4 OF THE SE 1/4 & PART OF THE NE 1/4 & SE 1/4 OF THE SW 1/4, SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.



SHEET 2 OF 11 SHEETS

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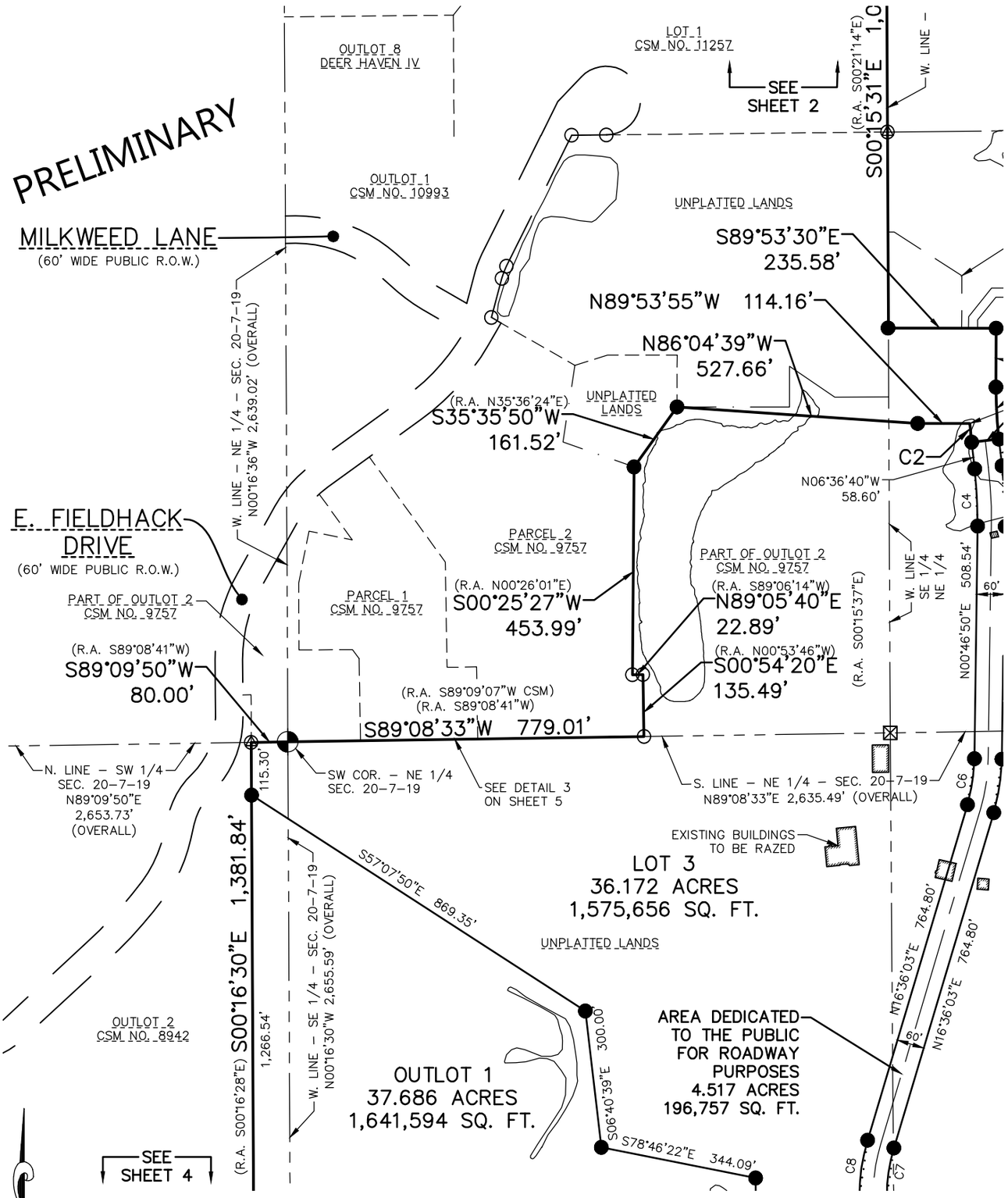
CERTIFIED SURVEY MAP NO. _____

FOR

LXL PEWAUKEE LLC

PART OF OUTLOT 2, CSM NO. 9757, PART OF THE NE 1/4 & SE 1/4 OF THE NE 1/4, PART OF THE NE 1/4, NW 1/4 & SW 1/4 OF THE SE 1/4 & PART OF THE NE 1/4 & SE 1/4 OF THE SW 1/4, SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.



SHEET 3 OF 11 SHEETS

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FOR

LXL PEWAUKEE LLC

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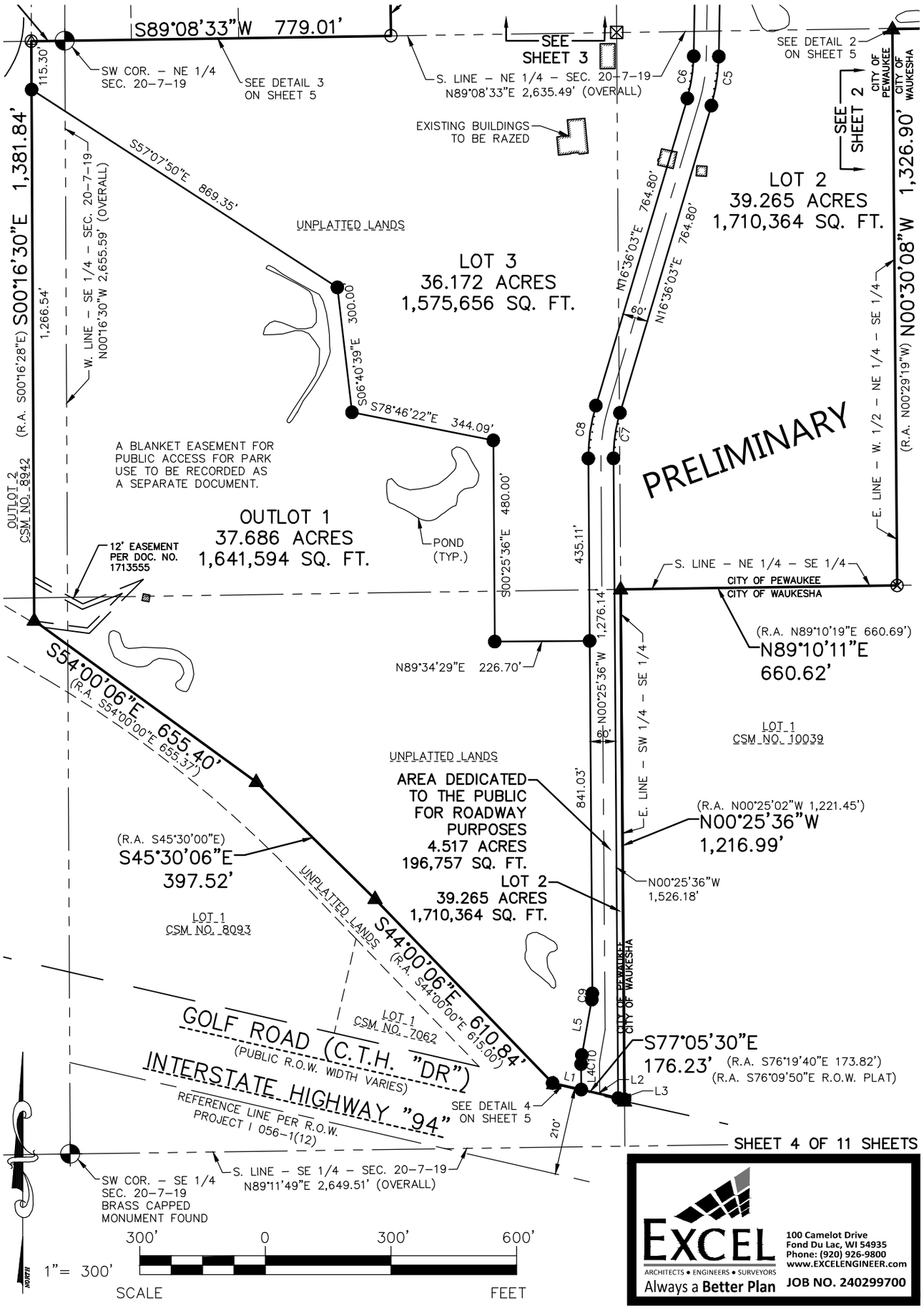

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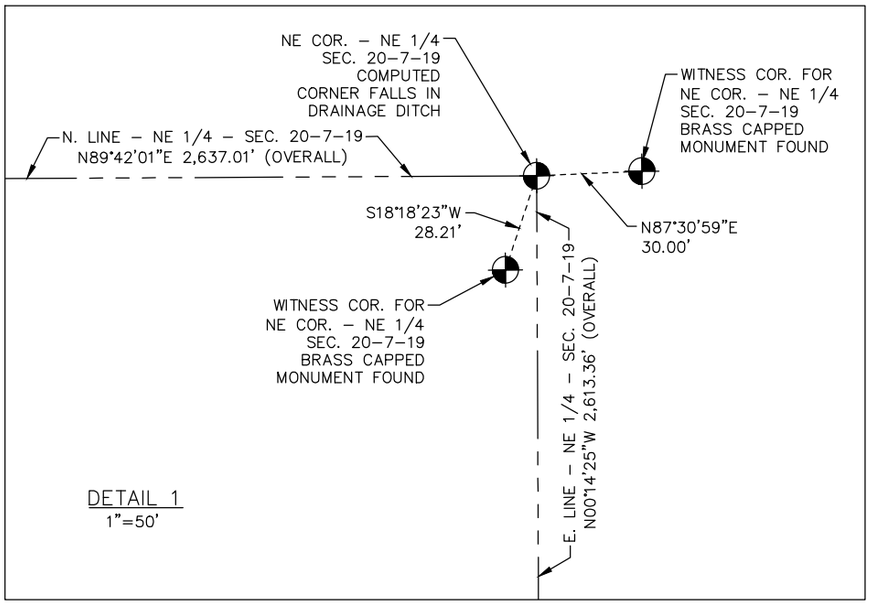
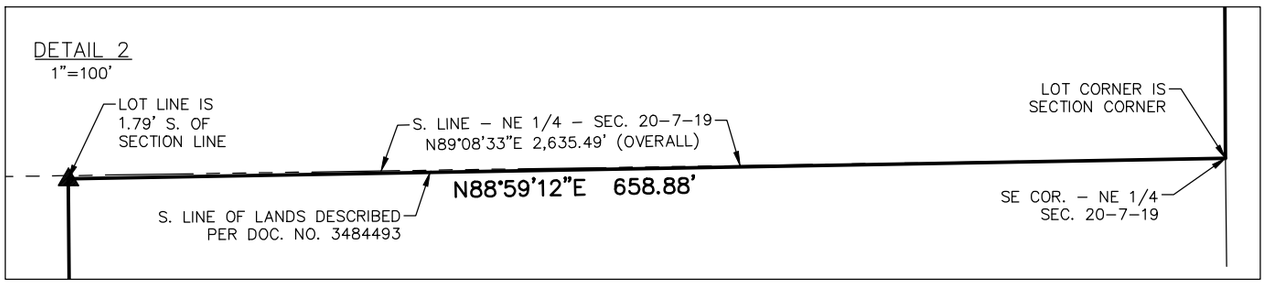
CERTIFIED SURVEY MAP NO. _____

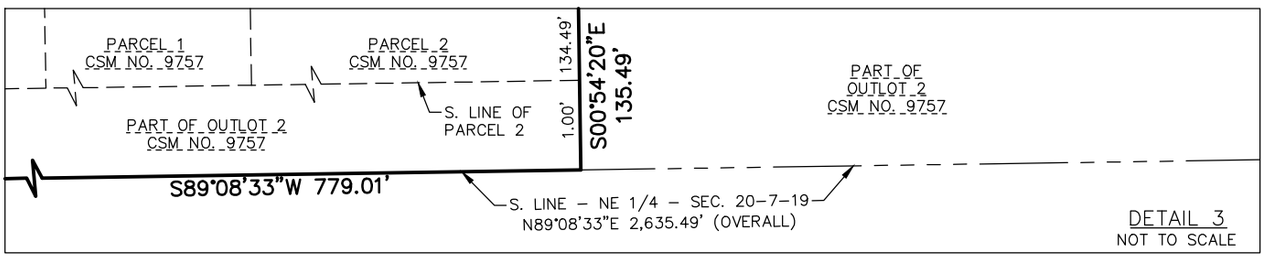
FOR

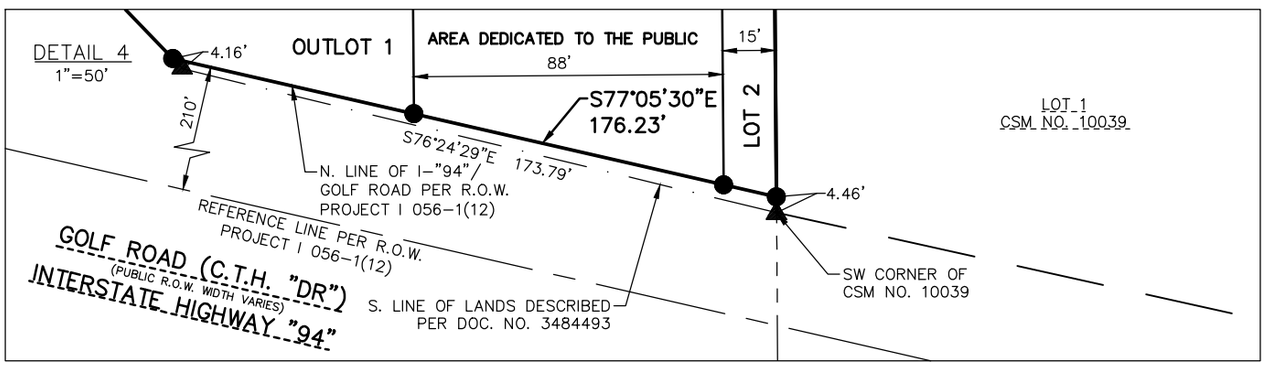
LXL PEWAUKEE LLC

PART OF OUTLOT 2, CSM NO. 9757, PART OF THE NE 1/4 & SE 1/4 OF THE NE 1/4, PART OF THE NE 1/4, NW 1/4 & SW 1/4 OF THE SE 1/4 & PART OF THE NE 1/4 & SE 1/4 OF THE SW 1/4, SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.









SHEET 5 OF 11 SHEETS

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CERTIFIED SURVEY MAP NO. _____

FOR

LXL PEWAUKEE LLC

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Curve Table							
Curve	Length	Radius	Chord Bearing	Chord Length	Delta	Tangent	Tangent
C1	113.76'	970.00'	S03°15'05"E	113.69'	006°43'10"	S00°06'30"W	S06°36'40"E
C2	41.19'	1,030.00'	S05°27'55"E	41.19'	002°17'29"	S04°19'11"E	S06°36'40"E
C3	132.87'	1,030.00'	N02°54'55"W	132.78'	007°23'29"	N00°46'50"E	N06°36'40"W
C4	125.13'	970.00'	N02°54'55"W	125.05'	007°23'29"	N00°46'50"E	N06°36'40"W
C5	118.73'	430.00'	N08°41'26"E	118.35'	015°49'13"	N16°36'03"E	N00°46'50"E
C6	102.16'	370.00'	N08°41'26"E	101.84'	015°49'13"	N16°36'03"E	N00°46'50"E
C7	109.96'	370.00'	S08°05'13"W	109.55'	017°01'38"	S16°36'03"W	S00°25'36"E
C8	127.79'	430.00'	S08°05'13"W	127.32'	017°01'38"	S16°36'03"W	S00°25'36"E
C9	15.04'	81.50'	N04°51'37"E	15.02'	010°34'25"	N10°08'49"E	N00°25'36"W
C10	21.87'	118.50'	S04°51'37"W	21.84'	010°34'25"	S10°08'49"W	S00°25'36"E

Line Table		
Line #	Direction	Length
L1	S77°05'30"E	70.38'
L2	S77°05'30"E	90.44'
L3	S77°05'30"E	15.42'
L4	N00°25'36"W	60.68'
L5	N10°08'49"E	134.08'

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CERTIFIED SURVEY MAP NO. _____

PART OF OUTLOT 2, CSM NO. 9757,
PART OF THE NE 1/4 & SE 1/4 OF THE NE 1/4,
PART OF THE NE 1/4, NW 1/4 & SW 1/4 OF THE SE 1/4 &
PART OF THE NE 1/4 & SE 1/4 OF THE SW 1/4,
SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST,
CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, Ryan Wilgreen, Professional Land Surveyor, hereby certify:

That I have surveyed, divided and mapped a parcel of land described below.

That I have made such Certified Survey under the direction of LxL Pewaukee LLC bounded and described as follows:

Part of Outlot 2 of Certified Survey Map No. 9757, recorded in Volume 90 of Certified Survey Maps on Page 139 in the Waukesha County Register of Deeds Office as Document No. 3146899, part of the Northeast 1/4 and Southeast 1/4 of the Northeast 1/4, part of the Northeast 1/4, Northwest 1/4 and Southwest 1/4 of the Southeast 1/4 and part of the Northeast 1/4 and Southeast 1/4 of the Southwest 1/4 of Section 20, Township 7 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin being more particularly described as follows:

Beginning at the Southeast corner of the Northeast 1/4 of said Section 20; thence North 00°-14'-25" West along the East line of said Northeast 1/4, a distance of 1,940.36 feet to the North line of lands described per Document No. 3484493; thence South 89°-59'-31" West along said North line, a distance of 1,318.30 feet to the West line of the Northeast 1/4 of said Northeast 1/4; thence South 00°-15'-31" East along said West line and the West line of the Southeast 1/4 of said Northeast 1/4, a distance of 1,075.15 feet; thence South 89°-53'-30" East, a distance of 235.58 feet; thence South 00°-06'-30" West, a distance of 128.81 feet; thence Southeasterly 113.76 feet on a curve to the left having a radius of 970.00 feet, the chord of said curve bears South 03°-15'-05" East, a chord distance of 113.69 feet; thence South 83°-23'-20" West, a distance of 60.00 feet; thence Northwesterly 41.19 feet on a curve to the right having a radius of 1,030.00 feet, the chord of said curve bears North 05°-27'-55" West, a chord distance of 41.19 feet; thence North 89°-53'-55" West, a distance of 114.16 feet; thence North 86°-04'-39" West, a distance of 527.66 feet to the Northwest corner of said Outlot 2; thence South 35°-35'-50" West along a Westerly line of said Outlot 2, a distance of 161.52 feet; thence South 00°-25'-27" West along a Westerly line of said Outlot 2, a distance of 453.99 feet; thence North 89°-05'-40" East along a Westerly line of said Outlot 2, a distance of 22.89 feet; thence South 00°-54'-20" East along a Westerly line of said Outlot 2 and its Southerly extension, a distance of 135.49 feet to the South line of the Northeast 1/4 of said Section 20; thence South 89°-08'-33" West along said South line, a distance of 779.01 feet to the Southwest corner of said Northeast 1/4; thence South 89°-09'-50" West along the North line of the Southwest 1/4 of said Section 20, a distance of 80.00 feet to the East line of Certified Survey Map No. 8942, recorded in Volume 80 of Certified Survey Maps on Page 73 in the Waukesha County Register of Deeds Office as Document No. 2549466; thence South 00°-16'-30" East along said East line, a distance of 1,381.84 feet to the Northerly line of the Wisconsin Electric Power Company right-of-way; thence South 54°-00'-06" East along said Northerly line, a distance of 655.40 feet; thence South 45°-30'-06" East along said Northerly line, a distance of 397.52 feet; thence South 44°-00'-06" East along said Northerly line, a distance of 610.84 feet to the Northerly right-of-way line of Golf Road/Interstate Highway "94" per State Highway Commission of Wisconsin Plat of Right of Way Project I 056-1(12);

Continued on Sheet 8

CERTIFIED SURVEY MAP NO. _____

PART OF OUTLOT 2, CSM NO. 9757,
PART OF THE NE 1/4 & SE 1/4 OF THE NE 1/4,
PART OF THE NE 1/4, NW 1/4 & SW 1/4 OF THE SE 1/4 &
PART OF THE NE 1/4 & SE 1/4 OF THE SW 1/4,
SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST,
CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE (continued)

thence South 77°-05'-30" East along said Northerly line, a distance of 176.23 feet to the East line of the Southwest 1/4 of the Southeast 1/4 of said Section 20; thence North 00°-25'-36" West along said East line, a distance of 1,216.99 feet to the Southwest corner of the Northeast 1/4 of said Southeast 1/4; thence North 89°-10'-11" East along the South line of said Northeast 1/4, a distance of 660.62 feet; thence North 00°-30'-08" West along the East line of the West 1/2 of said Northeast 1/4, a distance of 1,326.90 feet; thence North 88°-59'-12" East, a distance of 658.88 feet to the point of beginning and containing 150.214 acres (6,543,306 sq. ft.) of land more or less.

That such is a correct representation of all the exterior boundaries of the land surveyed and the land division thereof made.

That I have fully complied with the provisions of Section 236.34 of the Wisconsin Statutes and the Subdivision Ordinance of the City of Pewaukee in surveying, dividing and mapping the same.

_____
Ryan Wilgreen, P.L.S. No. S-2647
ryan.wilgreen@excelengineer.com
Excel Engineering, Inc.
Fond du Lac, Wisconsin 54935
Project Number: 240299700

CERTIFIED SURVEY MAP NO. _____

PART OF OUTLOT 2, CSM NO. 9757,
PART OF THE NE 1/4 & SE 1/4 OF THE NE 1/4,
PART OF THE NE 1/4, NW 1/4 & SW 1/4 OF THE SE 1/4 &
PART OF THE NE 1/4 & SE 1/4 OF THE SW 1/4,
SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST,
CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

OWNER'S CERTIFICATE

LxL Pewaukee LLC, a limited liability company duly organized and existing under and by virtue of the laws of the State of Wisconsin, as owner, does hereby certify that said limited liability company caused the land described on this map to be surveyed, divided, mapped and dedicated as represented on this map.

LxL Pewaukee LLC does further certify that this map is required by s.236.10 or s.236.12 to be submitted to the following for approval or objection:

1. City of Pewaukee

WITNESS the hand and seal of said owner this _____ day of _____, 20__.

LxL Pewaukee LLC

_____

_____, _____
(Print) (Title)

STATE OF _____)

_____COUNTY)SS

Personally, came before me this _____ day of _____, 20___, the above named

_____ to me known to be the person who executed the foregoing instrument and acknowledged the same.

_____

Notary Public, _____ County, ____

My Commission Expires:_____

CERTIFIED SURVEY MAP NO. _____

PART OF OUTLOT 2, CSM NO. 9757,
PART OF THE NE 1/4 & SE 1/4 OF THE NE 1/4,
PART OF THE NE 1/4, NW 1/4 & SW 1/4 OF THE SE 1/4 &
PART OF THE NE 1/4 & SE 1/4 OF THE SW 1/4,
SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST,
CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

CITY OF PEWAUKEE PLAN COMMISSION APPROVAL

This Certified Survey Map is hereby approved by the City of Pewaukee Planning Commission on this

_____ day of _____, 20___.

_____
Steve Bierce, Mayor

_____
Colleen Brown, Secretary

CITY OF PEWAUKEE COMMON COUNCIL APPROVAL

This Certified Survey Map is hereby approved and Dedication accepted by the City of Pewaukee Common Council on this

_____ day of _____, 20___.

_____
Steve Bierce, Mayor

_____
Kelly Tarczewski, City Clerk

CERTIFIED SURVEY MAP NO. _____

PART OF OUTLOT 2, CSM NO. 9757,
PART OF THE NE 1/4 & SE 1/4 OF THE NE 1/4,
PART OF THE NE 1/4, NW 1/4 & SW 1/4 OF THE SE 1/4 &
PART OF THE NE 1/4 & SE 1/4 OF THE SW 1/4,
SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST,
CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

CONSENT OF CORPORATE MORTGAGEE

_____, a corporation duly organized and existing under and by virtue of the laws of the State of _____, mortgagee of the herein described lands, does hereby consent to the surveying, dividing, mapping and dedication of said land, and does hereby consent to the certificate of the owner.

In Witness Whereof, the said _____, has caused these presents to be signed by _____, its _____ (Title), and countersigned by _____, its _____ (Title), at_____, _____, this _____ day of _____, 20____.

In the presence of:

_____
(Corporate Name)

_____ _____
(Witness) _____, _____
(Print) (Title)

_____ _____
(Witness) _____, _____
(Print) (Title)

STATE OF _____)
) SS
_____ COUNTY)

Personally came before me this _____ day of _____, 20____, _____ (Title) and _____ (Title), to me known to be the persons who executed the foregoing instrument and acknowledged the same.

_____

_____,Notary Public
State of _____
My commission expires_____

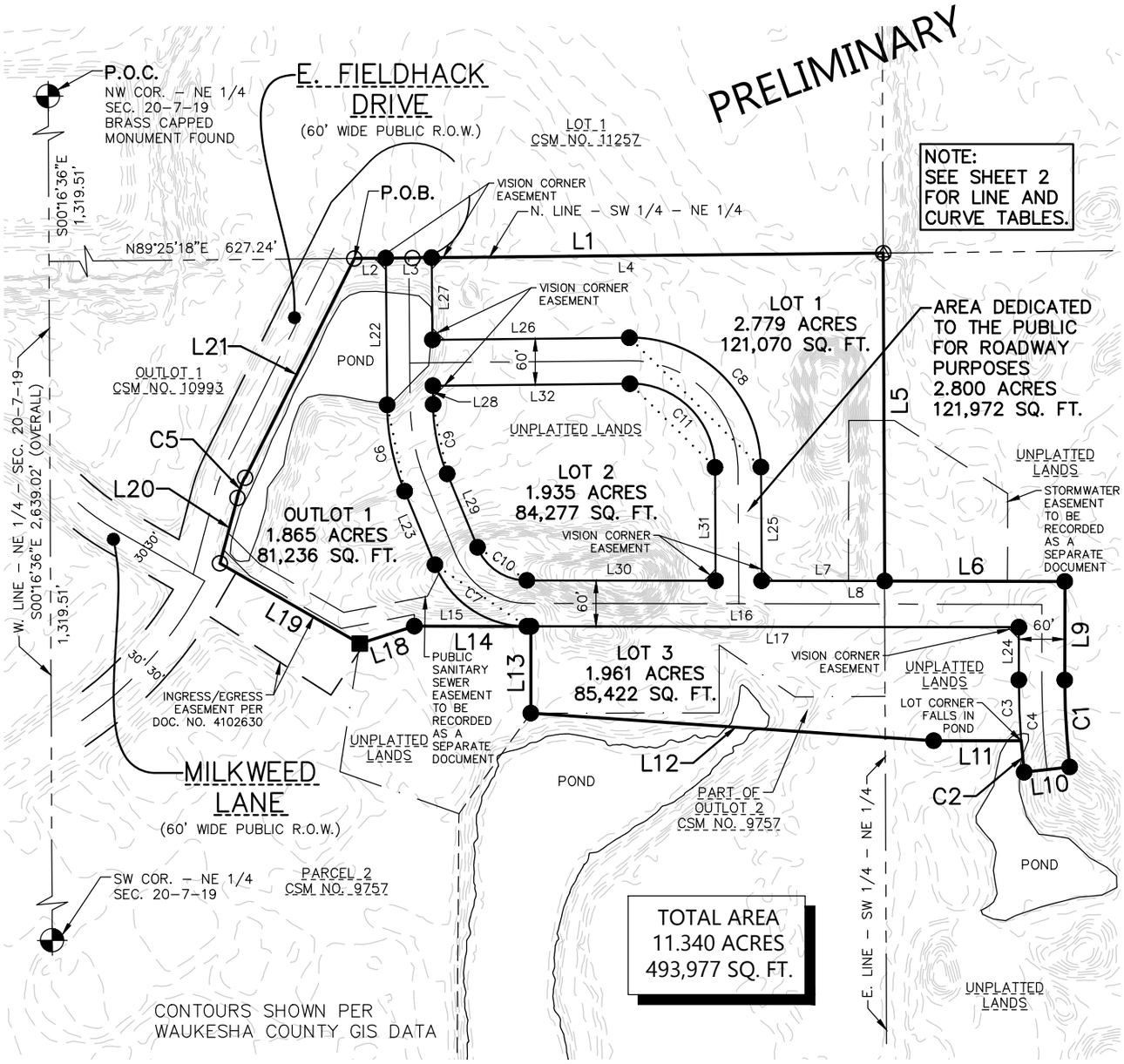
SHEET 11 OF 11 SHEETS

CERTIFIED SURVEY MAP NO. _____

FOR

LXL PEWAUKEE LLC

PART OF OUTLOT 2, CSM NO. 9757 AND PART OF THE SE 1/4 & SW 1/4 OF THE NE 1/4, SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST, CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

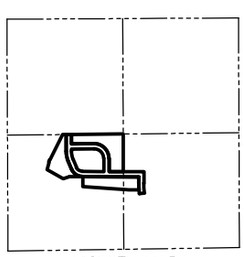


OWNER/SUBDIVIDER:
LXL PEWAUKEE LLC
638 MILWAUKEE STREET
DELAFIELD, WI 53018

SURVEYOR:
RYAN WILGREEN
EXCEL ENGINEERING, INC.
100 CAMELOT DRIVE
FOND DU LAC, WI 54935

TAX PARCEL NOS.
PWC 0944994
PWC 0941988104

MAP DATE: MARCH 27, 2025
MAY 2, 2025



VICINITY MAP
NE 1/4 OF SECTION 20–7–19
SCALE 1"=2000'

SHEET 1 OF 6 SHEETS

LEGEND

- ● – 3/4" x 18" REBAR SET WEIGHING 1.50 LBS/FT.
- ⊕ – SECTION CORNER MONUMENT FOUND
- ⊙ – 2" IRON PIPE FOUND
- ○ – 3/4" REBAR FOUND
- (R.A.) "RECORDED AS" INFORMATION

NORTH POINT REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (NAD83). THE WEST LINE OF THE NORTHEAST 1/4 OF SECTION 20 HAS A BEARING OF SOUTH 00°–16'–36" EAST.

200' 0 200' 400'

1"= 200'

SCALE DRAFTED BY: RYAN WILGREEN, PLS FEET

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Fond Du Lac, WI 54935
Phone: (920) 926-9800
www.EXCELENGINEER.com
JOB NO. 240299700

CERTIFIED SURVEY MAP NO. _____

FOR

LXL PEWAUKEE LLC

PART OF OUTLOT 2, CSM NO. 9757 AND PART
OF THE SE 1/4 & SW 1/4 OF THE NE 1/4,
SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST,
CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

Curve Table								
Curve	Length	Radius	Chord Bearing	Chord Length	Delta	Tangent	Tangent	
C1	113.76'	970.00'	S03°15'05"E	113.69'	006°43'10"	S00°06'30"W	S06°36'40"E	
C2	41.19'	1,030.00'	N05°27'55"W	41.19'	002°17'29"	N04°19'11"W	N06°36'40"W	
C3	79.60'	1,030.00'	S02°06'20"E	79.58'	004°25'41"	S00°06'30"W	S04°19'11"E	
C4	120.79'	1,030.00'	S03°15'05"E	120.72'	006°43'10"	S00°06'30"W	S06°36'40"E	
C5	28.38'	140.00'	N20°42'37"E	28.33'	011°36'57"	N26°31'05"E	N14°54'08"E	(R.A. CB S20°43'11"W)
C6	115.85'	304.00'	S11°29'43"E	115.15'	021°50'02"	S00°34'42"E	S22°24'44"E	
C7	153.11'	130.00'	S56°09'07"E	144.41'	067°28'46"	S22°24'44"E	S89°53'30"E	
C8	267.62'	170.00'	N45°28'48"W	240.83'	090°11'50"	N00°22'53"W	S89°25'18"W	
C9	92.98'	244.00'	S11°29'43"E	92.42'	021°50'02"	S00°34'42"E	S22°24'44"E	
C10	82.44'	70.00'	S56°09'07"E	77.76'	067°28'46"	S22°24'44"E	S89°53'30"E	
C11	173.17'	110.00'	N45°28'48"W	155.83'	090°11'50"	N00°22'53"W	S89°25'18"W	

Line Table			
Line #	Direction	Length	
L1	N89°25'18"E	690.87'	(R.A. S89°25'36"W)
L2	N89°25'18"E	40.84'	
L3	N89°25'18"E	60.00'	
L4	N89°25'18"E	590.03'	
L5	S00°15'31"E	428.34'	(R.A. N00°15'37"W)
L6	S89°53'30"E	235.58'	
L7	S89°53'30"E	160.75'	
L8	S89°53'30"E	396.33'	
L9	S00°06'30"W	128.81'	
L10	S83°23'20"W	60.00'	
L11	N89°53'55"W	114.16'	
L12	N86°04'39"W	527.66'	
L13	N00°08'27"E	113.25'	(R.A. S00°09'01"W)
L14	N89°53'30"W	152.32'	(R.A. S89°52'56"E)
L15	N89°53'30"W	146.83'	
L16	S89°53'30"E	643.00'	
L17	S89°53'30"E	637.51'	

Line Table			
Line #	Direction	Length	
L18	S72°16'20"W	75.00'	(R.A. N72°16'54"E)
L19	N60°08'13"W	210.51'	(R.A. N60°07'39"W & N60°07'41"W)
L20	N14°54'08"E	88.41'	(R.A. N14°54'42"E 88.42')
L21	N26°31'05"E	319.94'	(R.A. N26°31'39"E 320.00')
L22	S00°34'42"E	191.68'	
L23	S22°24'44"E	103.79'	
L24	N00°06'30"E	68.81'	
L25	N00°22'53"W	148.58'	
L26	S89°25'18"W	257.41'	
L27	N00°34'42"W	107.25'	
L28	N00°34'42"W	24.43'	
L29	N22°24'44"W	103.79'	
L30	S89°53'30"E	246.67'	
L31	S00°22'53"E	148.06'	
L32	N89°25'18"E	257.41'	

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JOB NO. 240299700

CERTIFIED SURVEY MAP NO. _____

PART OF OUTLOT 2, CSM NO. 9757 AND PART
OF THE SE 1/4 & SW 1/4 OF THE NE 1/4,
SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST,
CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, Ryan Wilgreen, Professional Land Surveyor, hereby certify:

That I have surveyed, divided and mapped a parcel of land described below.

That I have made such Certified Survey under the direction of LxL Pewaukee LLC bounded and described as follows:

Part of Outlot 2 of Certified Survey Map No. 9757, recorded in Volume 90 of Certified Survey Maps on Page 139 in the Waukesha County Register of Deeds Office as Document No. 3146899 and part of the Southeast 1/4 and Southwest 1/4 of the Northeast 1/4 of Section 20, Township 7 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin being more particularly described as follows:

Commencing at Northwest corner of the Northeast 1/4 of said Section 20; thence South 00°-16'-36" East along the West line of said Northeast 1/4, a distance of 1,319.51 feet to the North line of the Southwest 1/4 of said Northeast 1/4; thence North 89°-25'-18" East along said North line, a distance of 627.24 feet to the point of beginning; thence continuing North 89°-25'-18" East along said North line, a distance of 690.87 feet to the Northeast corner of said Southwest 1/4; thence South 00°-15'-31" East along the East line of said Southwest 1/4, a distance of 428.34 feet; thence South 89°-53'-30" East, a distance of 235.58 feet; thence South 00°-06'-30" West, a distance of 128.81 feet; thence Southeasterly 113.76 feet on a curve to the left having a radius of 970.00 feet, the chord of said curve bears South 03°-15'-05" East, a chord distance of 113.69 feet; thence South 83°-23'-20" West, a distance of 60.00 feet; thence Northwesterly 41.19 feet on a curve to the right having a radius of 1,030.00 feet, the chord of said curve bears North 05°-27'-55" West, a chord distance of 41.19 feet; thence North 89°-53'-55" West, a distance of 114.16 feet; thence North 86°-04'-39" West, a distance of 527.66 feet to the Northwest corner of said Outlot 2; thence North 00°-08'-27" East, a distance of 113.25 feet; thence North 89°-53'-30" West, a distance of 152.32 feet; thence South 72°-16'-20" West, a distance of 75.00 feet; thence North 60°-08'-13" West, a distance of 210.51 feet to the Easterly right-of-way line of E. Fieldhack Drive; thence North 14°-54'-08" East along said Easterly line, a distance of 88.41 feet; thence Northeasterly 28.38 feet along said Easterly line on a curve to the right having a radius of 140.00 feet, the chord of said curve bears North 20°-42'-37" East, a chord distance of 28.33 feet; thence North 26°-31'-05" East along said Easterly line, a distance of 319.94 feet to the point of beginning and containing 11.340 acres (493,977 sq. ft.) of land more or less.

That such is a correct representation of all the exterior boundaries of the land surveyed and the land division thereof made.

That I have fully complied with the provisions of Section 236.34 of the Wisconsin Statutes and the Subdivision Ordinance of the City of Pewaukee in surveying, dividing and mapping the same.

_____

Ryan Wilgreen, P.L.S. No. S-2647
ryan.wilgreen@excelengineer.com
Excel Engineering, Inc.
Fond du Lac, Wisconsin 54935
Project Number: 240299700

CERTIFIED SURVEY MAP NO. _____

PART OF OUTLOT 2, CSM NO. 9757 AND PART
OF THE SE 1/4 & SW 1/4 OF THE NE 1/4,
SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST,
CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

OWNER'S CERTIFICATE

LxL Pewaukee LLC, a limited liability company duly organized and existing under and by virtue of the laws of the State of Wisconsin, as owner, does hereby certify that said limited liability company caused the land described on this map to be surveyed, divided, mapped and dedicated as represented on this map.

LxL Pewaukee LLC does further certify that this map is required by s.236.10 or s.236.12 to be submitted to the following for approval or objection:

1. City of Pewaukee

WITNESS the hand and seal of said owner this _____ day of _____, 20__.

LxL Pewaukee LLC

_____

_____, _____
(Print) (Title)

STATE OF _____)

_____COUNTY)SS

Personally, came before me this _____ day of _____, 20___, the above named

_____ to me known to be the person who executed the foregoing instrument and acknowledged the same.

_____

Notary Public, _____ County, ____

My Commission Expires:_____

CERTIFIED SURVEY MAP NO. _____

PART OF OUTLOT 2, CSM NO. 9757 AND PART
OF THE SE 1/4 & SW 1/4 OF THE NE 1/4,
SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST,
CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

CITY OF PEWAUKEE PLAN COMMISSION APPROVAL

This Certified Survey Map is hereby approved by the City of Pewaukee Planning Commission on this

_____ day of _____, 20___.

_____
Steve Bierce, Mayor

_____
Colleen Brown, Secretary

CITY OF PEWAUKEE COMMON COUNCIL APPROVAL

This Certified Survey Map is hereby approved and Dedication accepted by the City of Pewaukee Common Council on this

_____ day of _____, 20___.

_____
Steve Bierce, Mayor

_____
Kelly Tarczewski, City Clerk

CERTIFIED SURVEY MAP NO. _____

PART OF OUTLOT 2, CSM NO. 9757 AND PART
OF THE SE 1/4 & SW 1/4 OF THE NE 1/4,
SECTION 20, TOWNSHIP 7 NORTH, RANGE 19 EAST,
CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN.

CONSENT OF CORPORATE MORTGAGEE

_____, a corporation duly organized and existing under and by virtue of the laws of the State of _____, mortgagee of the herein described lands, does hereby consent to the surveying, dividing, mapping and dedication of said land, and does hereby consent to the certificate of the owner.

In Witness Whereof, the said _____, has caused these presents to be signed by _____, its _____ (Title), and countersigned by _____, its _____ (Title), at_____, _____, this _____ day of _____, 20____.

In the presence of:

_____
(Corporate Name)

_____ _____
(Witness) _____, _____
(Print) (Title)

_____ _____
(Witness) _____, _____
(Print) (Title)

STATE OF _____)
) SS
_____ COUNTY)

Personally came before me this _____ day of _____, 20____, _____ (Title) and _____ (Title), to me known to be the persons who executed the foregoing instrument and acknowledged the same.

_____

_____,Notary Public
State of _____
My commission expires_____

May 1, 2025

City of Pewaukee
Attn: Nick Fuchs
W240 N3065 Pewaukee Rd
Pewaukee, WI 53072

Re: Staff Comments – Zoning and Planning
Willow Run

Dear Nick,

Please accept the resubmittal addressing the review comments dated April 15, 2025.

April 15, 2025
Comments and Recommendations:

Below are comments and recommendations for the proposed development application for property located at N12W26506 GOLF RD Tax Key No. PWC 0944994.

1. General
    a. Below are comments from the February 1, 2025, staff comment letter that remain applicable.
        i. Note that final grading, erosion control and storm water management plans will require Engineering Department approval prior to any land disturbance.
        Excel Response: Noted. All approvals will be obtained prior to land disturbance.
        ii. Staff suggests including the location of any proposed signage for Plan Commission review. If sign plans change moving forward, assuming not substantially, staff may review and approve signage. Otherwise, residential identification signs will need to go back to Plan Commission for review.
        Excel Response: Proposed monument signs have been added to the site plan. A monument sign is planned at the intersection onto Golf Road and just south of the club house on the multi-family site.

        iii. Multi-Family
            1. Staff recommends fire protection/sprinkler system in compliance with NFPA 13.
            1. Excel Response: RINKA previously discussed fire protection with the staff. The buildings will have an NFPA13R sprinkler system as required by the IBC. This is what Prairie Grass utilizes and is standard in garden style apartments.

            Per prior discussions, we understand that attic sprinklering, would be further discussed with the Fire Chief once we have a Fire Protection sub on board. We do not see that required by NFPA or IBC code in these

building types as they utilize an NFPA13R system and draftstop the attic, so per NPFA section 6.6.6 they aren't required. But we'll make note that the Fire Protection Engineer needs to discuss with the Fire Chief.

Projects that utilize an NFPA 13R sprinkler system reference section 6.6 of NFPA 13R for sprinkler requirements in concealed spaces. In most applications, sprinklers are not required in concealed spaces even when exposed combustible materials are used. The following NFPA 13R section addresses this:

6.6.6 Sprinklers shall not be required in attics, penthouse equipment rooms, elevator machine rooms, concealed spaces dedicated exclusively to and containing only dwelling unit ventilation equipment, crawl spaces, floor/ceiling spaces, elevator shafts where the elevator installation complies with ANSI A17.1, Safety Code for Elevators and Escalators, and other concealed spaces that are not intended for living purposes or storage and do not contain fuel-fire equipment.

2. Are a sufficient number of dumpster enclosures provided? The site plan only appears to contain two for the entire development.
   Excel Response: We are anticipating four (4) 8 yard dumpsters. A trash compactor may be installed as well.

3. It's recommended that buildings be shifted or reduced in size to avoid impacts to wetlands and wetland setbacks.
   Excel Response: Buildings and sidewalks have been shifted to avoid wetlands and the 25' wetland setback.

iv. Condominiums

1. Staff recommends fire protection/sprinkler system in compliance with NFPA 13D for this portion of the development.
   Excel Response: LXL to confirm fire protection/sprinkler system with architect and fire protection sub.

2. Note that private garbage collection will likely be required.
   Excel Response: Private garbage collection will be conducted in conjunction with multifamily.

2. Multi-Family Apartments
   a. Please make sure all improvements are outside of the regulated wetlands and the 25-foot setback.
      Excel Response: Buildings and sidewalks have been shifted to avoid wetlands and the 25' wetland setback.

3. Park and Open Space
   a. What are the regulations planned for the park use of the development? For example, City park rules can be found at https://www.cityofpewaukee.us/DocumentCenter/View/2871/Current-Park-Rules. Will similar restrictions be applied to this use?
      As this area is located adjacent to multi-family residential development and future single-family homes, staff wants to ensure uses and potential impacts such as noise is addressed and park uses are compatible with these adjacent uses.
      Excel Response: We will comply with all City park rules; however, we would request that pets on leashes be permitted.

b. Are there any proposed improvements to the park portion of the development?
Excel Response: Natural playground, walking trails as depicted on enclosed trail network exhibit.

c. Will parking be provided for residents of the development and visitors?
Excel Response: Sufficient parking for residents is within each development. Connectivity of the trail system is represented on the enclosed trail network exhibit. Parking for visitors can be served by the Lake Country Recreational Trail Head.

d. Would events be hosted onsite?
Note uses, other than those expressly listed as Permitted Uses in the P-1 District are subject to separate use approvals.
Excel Response: No events are planned for the site. It is intended to be a passive recreational environment.

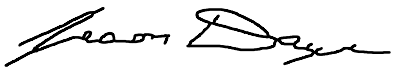
e. Will connections from existing trails in this area be made to the other proposed residential areas?
Excel Response: Yes, trail connections are shown on the enclosed trail network exhibit.

f. Has a direct connection to Lake Country Trail been considered?
Excel Response: Yes, we are working to make a direct connection to the Lake Country Trial.

4. Natural Resources
   a. As recommended by SEWRPC, field delineations of the Primary and Secondary Environmental Corridors and the Isolated Natural Resource Areas are recommended to be completed prior to land disturbance.
   Excel Response: Understood, coordination with SEWRPC has begun to delineate Environmental Corridors.

The submittal documents have been revised per the comments above. Please accept for review and approval. Please let me know if you have any comments, questions, or need additional information.

Sincerely,



Jason Daye, P.E.
Principal-Civil

May 1, 2025

City of Pewaukee
Attn: Nick Fuchs
W240 N3065 Pewaukee Rd
Pewaukee, WI 53072

Re: Staff Comments – Zoning and Planning
Willow Run

Dear Nick,

Please accept the resubmittal addressing the review comments dated April 23, 2025.

Comments and Recommendations:

Below are comments and recommendations for the proposed development application for property located at N12W26506 GOLF RD Tax Key No. PWC 0944994.

1. Note Section 18.0601 requires a Preliminary CSM in accordance with Sections 18.0301 and 18.0302 of the City's Land Division Ordinance. As such, please label the certified survey maps as "Preliminary." Following Plan Commission and Common Council approval, the CSMs will then go back to the Plan Commission and Common Council for final approvals, similar to the platting process.
   Excel Response: Preliminary has been added to the map pages.

2. Note that staff recommends the CSMs be updated, prior to recording, with final determinations of wetland and environmental areas that are exempt and those that are required for protection. If remaining and protected, the required setback must be shown on the CSM as well.
   Excel Response: CSMs will be updated upon final determination.

3. Please provide all information as required by Section 18.0603b. of the Land Division Ordinance.
   a. (3) Utility, drainage, and access easements
      i. Final CSMs must include all utility, drainage, and access easements.
   b. (4) All Lands Dedicated for Public Use or reserved for future acquisition
      i. Staff recommends that the CSM provide language or reference a separately recorded easement document regarding the allowance for public access for park use.
   c. (5) Date of the CSM
   d. (7) Name and Address of the owner, subdivider, and surveyor
   e. (10) A Required Preliminary CSM shall include existing and proposed contours as set forth in Section 18.0601
   f. (12) Utilities, showing their exact location and depth

   Excel Response: Easements, Date, Name and Address of Surveyor and existing contours have been added. Proposed contours and utilities are not finalized and will be shown as part of the preliminary plat process.

4. The Common Council approval must include language accepting the dedications.
   Excel Response: Language has been added to the Common Council certificates.

5. Please illustrate the vision clearance triangle on the CSM and plans.
   Excel Response: Vision triangles have been added to the CSMs.

   TRAFFIC VISIBILITY
   No obstructions such as structures, automobile parking, fences or vegetation shall be permitted in any district between heights of two and one-half (2-1/2) feet and seven (7) feet above the mean curb grades within the triangular (Vision clearance) space formed by any two existing or proposed intersecting street or alley right-of-way (property) lines and a line joining points on such lines located a minimum of 15
   feet from their intersection. In the case of arterial streets intersecting with other arterial street or railways, the corner cutoff distances establishing the triangular vision clearance space shall be increased from 15 to 25 feet.
   Excel Response: 15' vision triangles have been added to the plans set.

6. Other comments
   a. Please ensure pavement is compliant with Section 17.0601c. of the Zoning Code.
      Excel Response: Noted. Pavement will meet requirements of section 17.0601c.

   b. Landscaping – condominiums
      i. Landscaping must not be planted within the vision triangles; however, there are areas and opportunities for additional plantings between corner units and along the proposed streets.
      ii. Additional plantings are recommended along the south property line of Lot 3, behind the condominium buildings, particularly if this area may be developed as single-family in the future.
      iii. Along the curve of the road, a couple condominium units have greater separation between them. It is recommended that additional trees be planted where there is more space between buildings.
      iv. It is recommended that plantings be added to supplement and fill in any gaps of the existing tree line along the north property line of Lot 1 and the apartments to the north.

      Excel Response: Additional trees added along streets, buffer added along South property line, and more trees added along North and East side of condominiums.

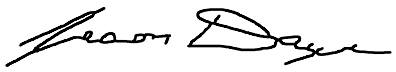
   c. Landscaping – multi-family
      i. Additional plantings are recommended along the entrance and south side of Wet Pond 3.
      ii. Are any trees and landscaping proposed on the south side of Wet Pond 2? It is recommended that a buffer be created between the multi-family and future single-family subdivision.
      iii. Please confirm that the trees to the north of the multi-family buildings will be preserved. Where is that limit of disturbance?

iv. Please also confirm that the tree line along the east property line of the multi-family development area will be preserved.

Excel Response: Plantings added around wet pond 3, South of wet pond 2, and tree lines are to be preserved along North and East Line when possible.

The submittal documents have been revised per the comments above. Please accept for review and approval. Please let me know if you have any comments, questions, or need additional information.

Sincerely,



Jason Daye, P.E.
Principal-Civil

Appendix A
Traffic

Existing Turning Movement Counts

Saturation Flow Rate Calculations

Existing Traffic Signal Timings

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **CTH G - Meadowbrook Road**
Minor St: **Fieldhack Drive**
Intersection of: ***CTH G - Meadowbrook Road & Fieldhack Drive*** **IX_ID:**

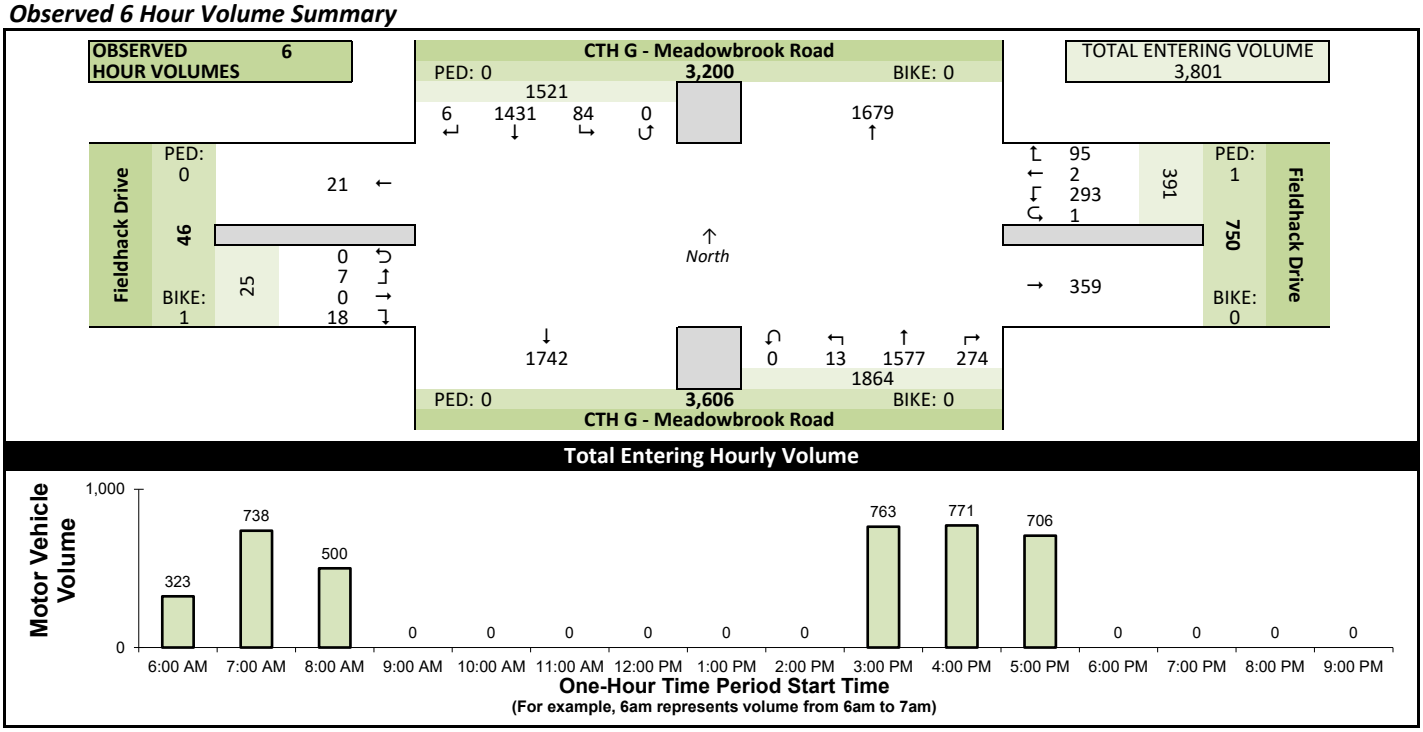
Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	CTH G - Meadowbrook Road		
East Leg	Fieldhack Drive		
South Leg	CTH G - Meadowbrook Road		
West Leg	Fieldhack Drive		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementry school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None	None	

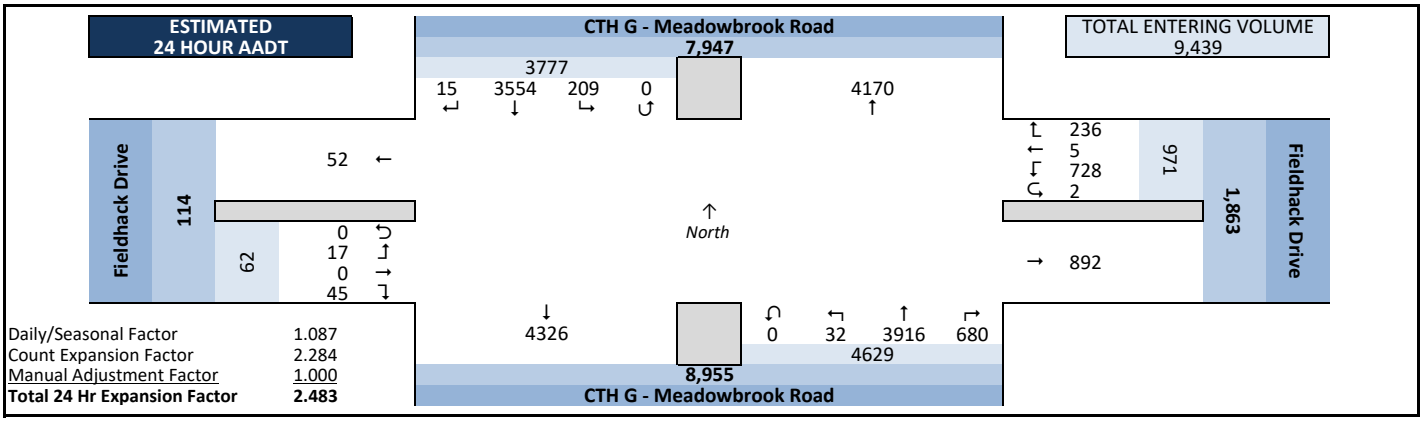
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Thursday, January 25, 2024			Weather	
AM Peak Period	Thursday, January 25, 2024			Clear & Dry	
Midday Peak Period	Thursday, January 25, 2024			Clear & Dry	
PM Peak Period	Thursday, January 25, 2024			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	3:45-4:45pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	3:45-4:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.087	Count Expansion Factor	2.284		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	None			
	PM Peak Period	Amy Scheuerlein			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

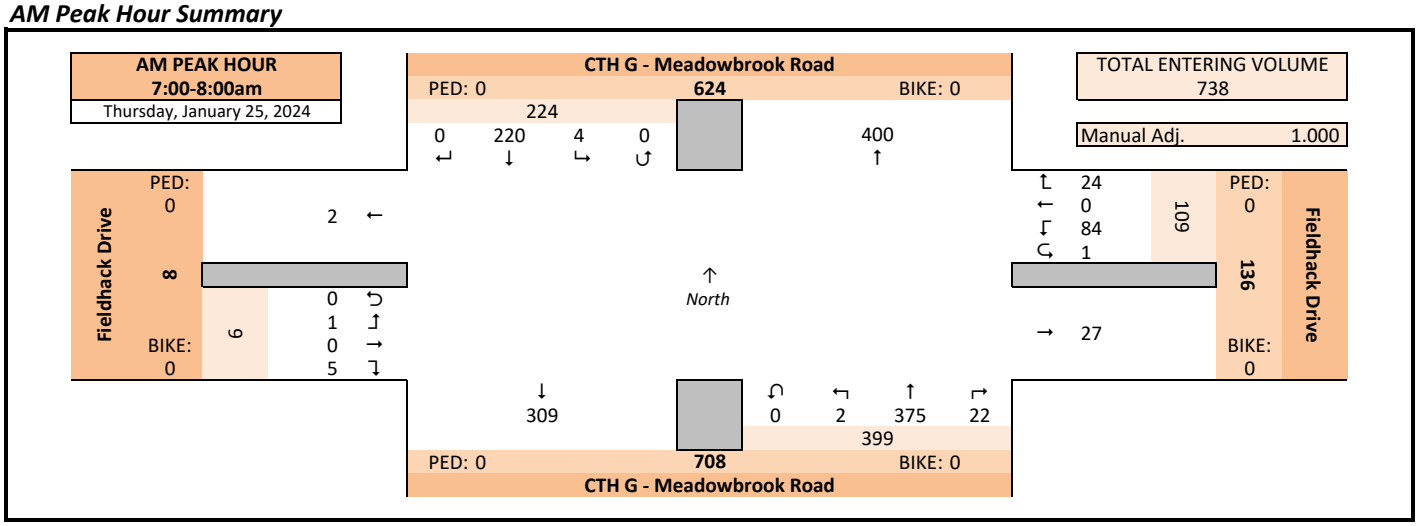
Count Basics			*Page 2 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH G - Meadowbrook Road & Fieldhack Drive

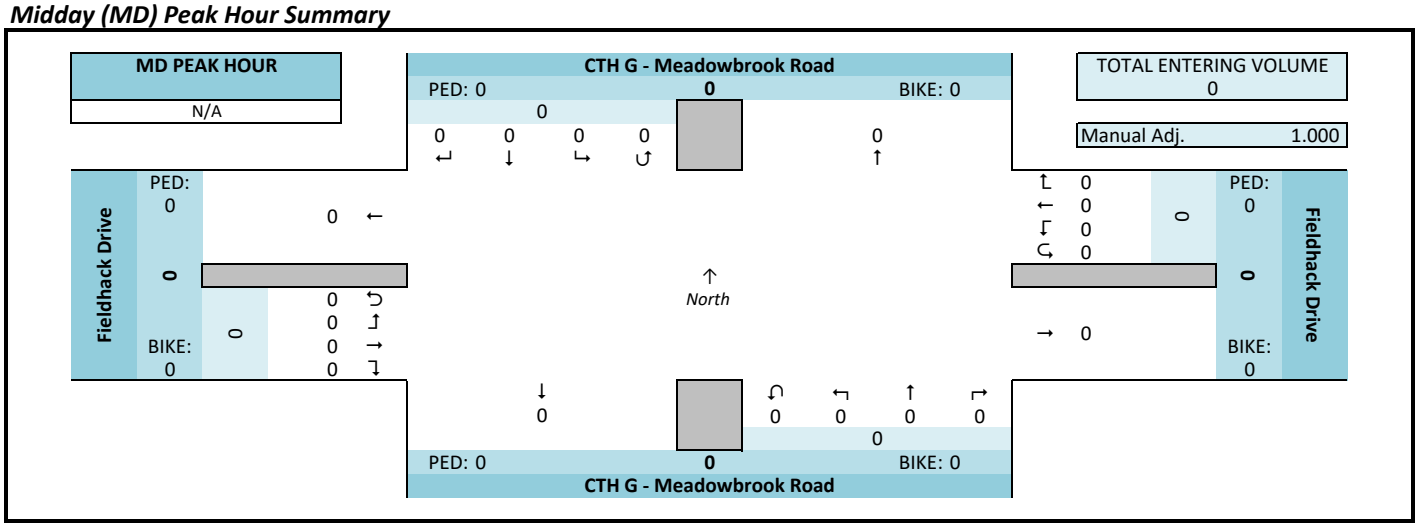
All Motor Vehicles



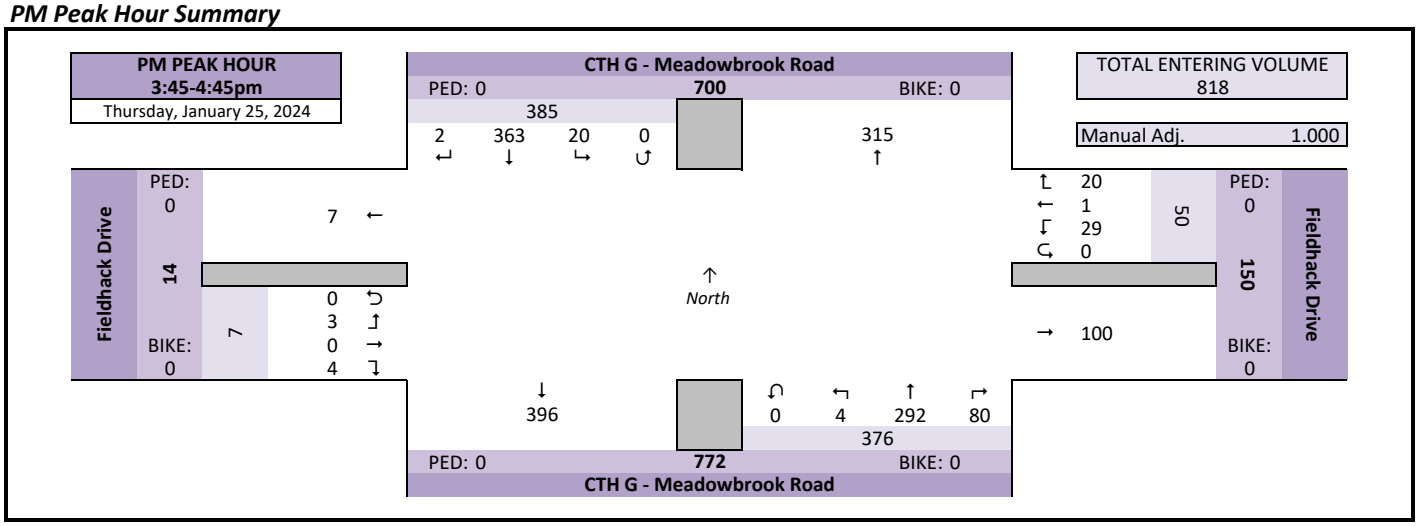
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

CTH G - Meadowbrook Road & Fieldhack Drive

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, January 25, 2024		From North					From East					From South					From West					
	AM Peak Hour	CTH G - Meadowbrook Road					Fieldhack Drive					CTH G - Meadowbrook Road					Fieldhack Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	52	1	0	53	5	0	25	1	31	4	102	1	0	107	3	0	1	0	4	195
	7:15 AM	0	46	0	0	46	5	0	19	0	24	5	101	1	0	107	0	0	0	0	0	177
	7:30 AM	0	66	2	0	68	7	0	22	0	29	5	107	0	0	112	1	0	0	0	1	210
	7:45 AM	0	56	1	0	57	7	0	18	0	25	8	65	0	0	73	1	0	0	0	1	156
	Peak Hour Volume	0	220	4	0	224	24	0	84	1	109	22	375	2	0	399	5	0	1	0	6	738
	Rounded Hourly Volume	0	220	5	0	225	25	0	85	0	110	20	375	0	0	395	5	0	0	0	5	735
	% Single Unit Trucks	0.0	2.3	0.0	0.0	2.2	4.2	0.0	0.0	0.0	0.9	9.1	1.3	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	2.3	0.0	0.0	2.2	4.2	0.0	0.0	0.0	0.9	9.1	1.3	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.8
	Peak Hour Factor (PHF)	0.00	0.83	0.50	0.00	0.82	0.86	0.00	0.84	0.25	0.88	0.69	0.88	0.50	0.00	0.89	0.42	0.00	0.25	0.00	0.37	0.88

N/A		From North					From East					From South					From West					
	MD Peak Hour	CTH G - Meadowbrook Road					Fieldhack Drive					CTH G - Meadowbrook Road					Fieldhack Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, January 25, 2024		From North					From East					From South					From West					
	PM Peak Hour	CTH G - Meadowbrook Road					Fieldhack Drive					CTH G - Meadowbrook Road					Fieldhack Drive					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:45 PM	0	123	6	0	129	5	0	4	0	9	21	71	0	0	92	1	0	2	0	3	233
	4:00 PM	1	93	5	0	99	7	1	9	0	17	18	69	1	0	88	1	0	0	0	1	205
	4:15 PM	0	75	2	0	77	5	0	8	0	13	17	82	1	0	100	0	0	0	0	0	190
	4:30 PM	1	72	7	0	80	3	0	8	0	11	24	70	2	0	96	2	0	1	0	3	190
	Peak Hour Volume	2	363	20	0	385	20	1	29	0	50	80	292	4	0	376	4	0	3	0	7	818
	Rounded Hourly Volume	0	365	20	0	385	20	0	30	0	50	80	290	5	0	375	5	0	5	0	10	820
	% Single Unit Trucks	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.5	1.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.5	1.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.6
	Peak Hour Factor (PHF)	0.50	0.74	0.71	0.00	0.75	0.71	0.25	0.81	0.00	0.74	0.83	0.89	0.50	0.00	0.94	0.50	0.00	0.37	0.00	0.58	0.88

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		CTH G - Meadowbrook Road			Fieldhack Drive			CTH G - Meadowbrook Road			Fieldhack Drive			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

CTH G - Meadowbrook Road & Fieldhack Drive

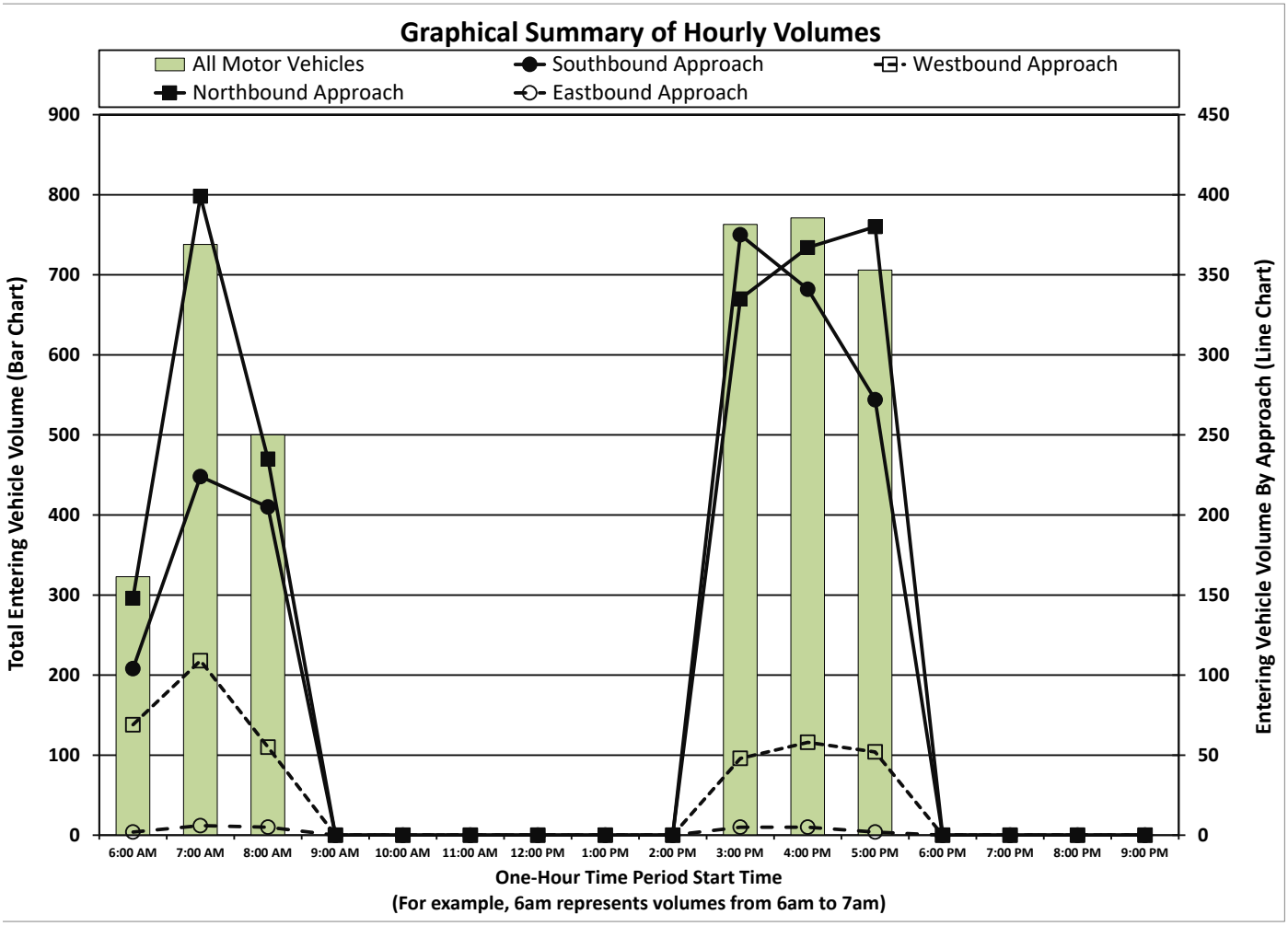
Count Basics			*Page 4 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	101	3	0	104	12	0	57	0	69	6	142	0	0	148	1	0	1	0	2	323	71	252
	7:00 AM	0	220	4	0	224	24	0	84	1	109	22	375	2	0	399	5	0	1	0	6	738	115	623
	8:00 AM	2	198	5	0	205	12	1	42	0	55	18	217	0	0	235	5	0	0	0	5	500	60	440
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	356	19	0	375	12	0	36	0	48	71	259	5	0	335	2	0	3	0	5	763	53	710
	4:00 PM	3	319	19	0	341	22	1	35	0	58	81	281	5	0	367	3	0	2	0	5	771	63	708
	5:00 PM	1	237	34	0	272	13	0	39	0	52	76	303	1	0	380	2	0	0	0	2	706	54	652
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		6	1431	84	0	1521	95	2	293	1	391	274	1577	13	0	1864	18	0	7	0	25	3801	416	3385



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH G - Meadowbrook Road & Fieldhack Drive

Count Basics		*Page 5 of 13*
Start Date: Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	16	1	0	17	1	0	9	0	10	0	9	0	0	9	0	0	0	0	0	36	323	0.61
	6:15 AM	0	19	0	0	19	1	0	13	0	14	1	25	0	0	26	1	0	1	0	2	61	482	0.62
	6:30 AM	0	34	2	0	36	4	0	18	0	22	3	33	0	0	36	0	0	0	0	0	94	598	0.77
	6:45 AM	0	32	0	0	32	6	0	17	0	23	2	75	0	0	77	0	0	0	0	0	132	714	0.85
	7:00 AM	0	52	1	0	53	5	0	25	1	31	4	102	1	0	107	3	0	1	0	4	195	738	0.88
	7:15 AM	0	46	0	0	46	5	0	19	0	24	5	101	1	0	107	0	0	0	0	0	177	686	0.82
	7:30 AM	0	66	2	0	68	7	0	22	0	29	5	107	0	0	112	1	0	0	0	1	210	616	0.73
	7:45 AM	0	56	1	0	57	7	0	18	0	25	8	65	0	0	73	1	0	0	0	1	156	561	0.90
	8:00 AM	0	55	0	0	55	3	0	18	0	21	4	63	0	0	67	0	0	0	0	0	143	500	0.81
	8:15 AM	1	31	2	0	34	3	1	8	0	12	5	54	0	0	59	2	0	0	0	2	107		
	8:30 AM	1	76	1	0	78	5	0	12	0	17	4	54	0	0	58	2	0	0	0	2	155		
	8:45 AM	0	36	2	0	38	1	0	4	0	5	5	46	0	0	51	1	0	0	0	1	95		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	71	6	0	77	4	0	12	0	16	16	71	2	0	89	0	0	0	0	0	182	763	0.82
	3:15 PM	0	63	5	0	68	1	0	14	0	15	15	64	0	0	79	0	0	0	0	0	162	786	0.84
	3:30 PM	0	99	2	0	101	2	0	6	0	8	19	53	3	0	75	1	0	1	0	2	186	814	0.87
	3:45 PM	0	123	6	0	129	5	0	4	0	9	21	71	0	0	92	1	0	2	0	3	233	818	0.88
	4:00 PM	1	93	5	0	99	7	1	9	0	17	18	69	1	0	88	1	0	0	0	1	205	771	0.94
	4:15 PM	0	75	2	0	77	5	0	8	0	13	17	82	1	0	100	0	0	0	0	0	190	741	0.98
	4:30 PM	1	72	7	0	80	3	0	8	0	11	24	70	2	0	96	2	0	1	0	3	190	761	0.91
	4:45 PM	1	79	5	0	85	7	0	10	0	17	22	60	1	0	83	0	0	1	0	1	186	736	0.88
	5:00 PM	0	71	10	0	81	2	0	11	0	13	12	68	0	0	80	1	0	0	0	1	175	706	0.84
	5:15 PM	0	71	11	0	82	6	0	9	0	15	23	90	0	0	113	0	0	0	0	0	210		
	5:30 PM	0	41	7	0	48	1	0	9	0	10	22	83	1	0	106	1	0	0	0	1	165		
	5:45 PM	1	54	6	0	61	4	0	10	0	14	19	62	0	0	81	0	0	0	0	0	156		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		6	1431	84	0	1521	95	2	293	1	391	274	1577	13	0	1864	18	0	7	0	25	3801		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	0	220	4	0	224	24	0	84	1	109	22	375	2	0	399	5	0	1	0	6	738	0.88
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:45 PM	2	363	20	0	385	20	1	29	0	50	80	292	4	0	376	4	0	3	0	7	818	0.88

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics			*Page 6 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH G - Meadowbrook Road & Fieldhack Drive

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	16	1	0	17	1	0	9	0	10	0	9	0	0	9	0	0	0	0	0	36	311
	6:15 AM	0	18	0	0	18	1	0	13	0	14	1	23	0	0	24	1	0	1	0	2	58	467
	6:30 AM	0	32	2	0	34	4	0	17	0	21	1	32	0	0	33	0	0	0	0	0	88	585
	6:45 AM	0	30	0	0	30	6	0	17	0	23	2	74	0	0	76	0	0	0	0	0	129	702
	7:00 AM	0	50	1	0	51	5	0	25	1	31	4	101	1	0	106	3	0	1	0	4	192	725
	7:15 AM	0	46	0	0	46	5	0	19	0	24	5	100	1	0	106	0	0	0	0	0	176	674
	7:30 AM	0	65	2	0	67	7	0	22	0	29	4	104	0	0	108	1	0	0	0	1	205	599
	7:45 AM	0	54	1	0	55	6	0	18	0	24	7	65	0	0	72	1	0	0	0	1	152	546
	8:00 AM	0	55	0	0	55	3	0	18	0	21	4	61	0	0	65	0	0	0	0	0	141	488
	8:15 AM	0	29	2	0	31	3	1	8	0	12	5	51	0	0	56	2	0	0	0	2	101	
	8:30 AM	1	75	1	0	77	5	0	12	0	17	4	53	0	0	57	1	0	0	0	1	152	
	8:45 AM	0	36	2	0	38	1	0	4	0	5	5	45	0	0	50	1	0	0	0	1	94	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	70	6	0	76	4	0	12	0	16	14	71	2	0	87	0	0	0	0	0	179	749
	3:15 PM	0	62	5	0	67	1	0	14	0	15	15	63	0	0	78	0	0	0	0	0	160	774
	3:30 PM	0	97	2	0	99	2	0	5	0	7	19	52	3	0	74	1	0	1	0	2	182	800
	3:45 PM	0	119	6	0	125	5	0	4	0	9	21	70	0	0	91	1	0	2	0	3	228	805
	4:00 PM	1	92	5	0	98	7	1	9	0	17	18	69	1	0	88	1	0	0	0	1	204	760
	4:15 PM	0	73	2	0	75	5	0	8	0	13	16	81	1	0	98	0	0	0	0	0	186	731
	4:30 PM	1	71	7	0	79	3	0	8	0	11	23	69	2	0	94	2	0	1	0	3	187	752
	4:45 PM	1	77	5	0	83	7	0	9	0	16	22	60	1	0	83	0	0	1	0	1	183	729
	5:00 PM	0	71	10	0	81	2	0	11	0	13	12	68	0	0	80	1	0	0	0	1	175	701
	5:15 PM	0	71	11	0	82	6	0	8	0	14	23	88	0	0	111	0	0	0	0	0	207	
	5:30 PM	0	41	7	0	48	1	0	9	0	10	21	83	1	0	105	1	0	0	0	1	164	
	5:45 PM	1	53	6	0	60	4	0	10	0	14	19	62	0	0	81	0	0	0	0	0	155	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		5	1403	84	0	1492	94	2	289	1	386	265	1554	13	0	1832	17	0	7	0	24	3734	

Peak Hour Automobile Volume Summary

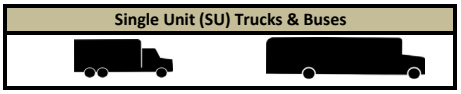
	Hourly Time Period	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	215	4	0	219	23	0	84	1	108	20	370	2	0	392	5	0	1	0	6	725
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	2	355	20	0	377	20	1	29	0	50	78	289	4	0	371	4	0	3	0	7	805

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

CTH G - Meadowbrook Road & Fieldhack Drive

Count Basics			*Page 7 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events



15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	15
	6:30 AM	0	2	0	0	2	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	6	13
	6:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	12
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	13
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	12
	7:30 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5	16
	7:45 AM	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4	13
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	10
	8:15 AM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	14
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	12
	3:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4	14
	3:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	13
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
	4:15 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4	10
	4:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3	9
	4:45 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	7
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	5:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	28	0	0	29	1	0	4	0	5	9	21	0	0	30	1	0	0	0	1	65	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	5	0	0	5	1	0	0	0	1	2	5	0	0	7	0	0	0	0	0	13
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	8	0	0	8	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	13

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

CTH G - Meadowbrook Road & Fieldhack Drive

Semi-Trucks



15-Minute Semi-Truck Data

15-Minute Time Period Start Time	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					15-Min Totals	Hourly Sum
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period																						
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period																						
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period																						
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					Total Hourly Volume
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			*Page 9 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH G - Meadowbrook Road & Fieldhack Drive



15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	15
	6:30 AM	0	2	0	0	2	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	6	13
	6:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	12
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	13
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	12
	7:30 AM	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	5	17
	7:45 AM	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	4	15
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	12
	8:15 AM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	14
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	12
	3:30 PM	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4	14
	3:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	13
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
	4:15 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4	10
	4:30 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3	9
	4:45 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	7
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	5:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	28	0	0	29	1	0	4	0	5	9	23	0	0	32	1	0	0	0	1	67	

Peak Hour Heavy Vehicle Volume Summary

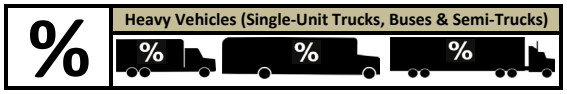
	Hourly Time Period Start Time	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	5	0	0	5	1	0	0	0	1	2	5	0	0	7	0	0	0	0	0	13
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	8	0	0	8	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	13

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH G - Meadowbrook Road & Fieldhack Drive



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7
	6:15 AM	0.0	5.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	4.9	3.1
	6:30 AM	0.0	5.9	0.0	0.0	5.6	0.0	0.0	5.6	0.0	4.5	66.7	3.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	6.4	2.2
	6:45 AM	0.0	6.3	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	2.3	1.7
	7:00 AM	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.5	1.8
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.6	1.7
	7:30 AM	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	20.0	2.8	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	2.4	2.8
	7:45 AM	0.0	3.6	0.0	0.0	3.5	14.3	0.0	0.0	0.0	4.0	12.5	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	2.6	2.7
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	1.4	2.4
	8:15 AM	100.0	6.5	0.0	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	5.6	
	8:30 AM	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	50.0	0.0	0.0	0.0	50.0	1.9	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.1	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	1.6	1.8
	3:15 PM	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.2	1.5
	3:30 PM	0.0	2.0	0.0	0.0	2.0	0.0	0.0	16.7	0.0	12.5	0.0	1.9	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	2.2	1.7
	3:45 PM	0.0	3.3	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	2.1	1.6
	4:00 PM	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.4
	4:15 PM	0.0	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	5.9	1.2	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.1	1.3
	4:30 PM	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	4.2	1.4	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.6	1.2
	4:45 PM	0.0	2.5	0.0	0.0	2.4	0.0	0.0	10.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	1.0
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	6.7	0.0	2.2	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.4	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.6	
	5:45 PM	0.0	1.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		16.7	2.0	0.0	0.0	1.9	1.1	0.0	1.4	0.0	1.3	3.3	1.5	0.0	0.0	1.7	5.6	0.0	0.0	0.0	4.0	1.8	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:00 AM	0.0	2.3	0.0	0.0	2.2	4.2	0.0	0.0	0.0	0.9	9.1	1.3	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.8
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	3:45 PM	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.5	1.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.6

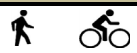
Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH G - Meadowbrook Road & Fieldhack Drive

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

15-Minute		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
Time Period		CTH G - Meadowbrook Road			Fieldhack Drive			CTH G - Meadowbrook Road			Fieldhack Drive			15-Min	Hourly
Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

CTH G - Meadowbrook Road & Fieldhack Drive

Adults & Children



15-Minute Adult & Children Pedestrian Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
	Start Time	CTH G - Meadowbrook Road			Fieldhack Drive			CTH G - Meadowbrook Road			Fieldhack Drive				
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	1
	2:30 PM	0		0	0		0	0		0	0		0	0	1
	2:45 PM	0		0	0		0	0		0	0		0	0	1
	3:00 PM	0		0	1		1	0		0	0		0	1	1
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

CTH G - Meadowbrook Road & Fieldhack Drive

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period Start Time		From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time		From North (↓) CTH G - Meadowbrook Road					From East (←) Fieldhack Drive					From South (↑) CTH G - Meadowbrook Road					From West (→) Fieldhack Drive					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2022.11.2		Page 1 of 13
Start Date:	Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Base Information, Observed (13) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 318 - Medowbrook Rd**
Minor St: **CTH DR - Golf Rd**
Intersection of: ***STH 318 - Medowbrook Rd & CTH DR - Golf Rd***

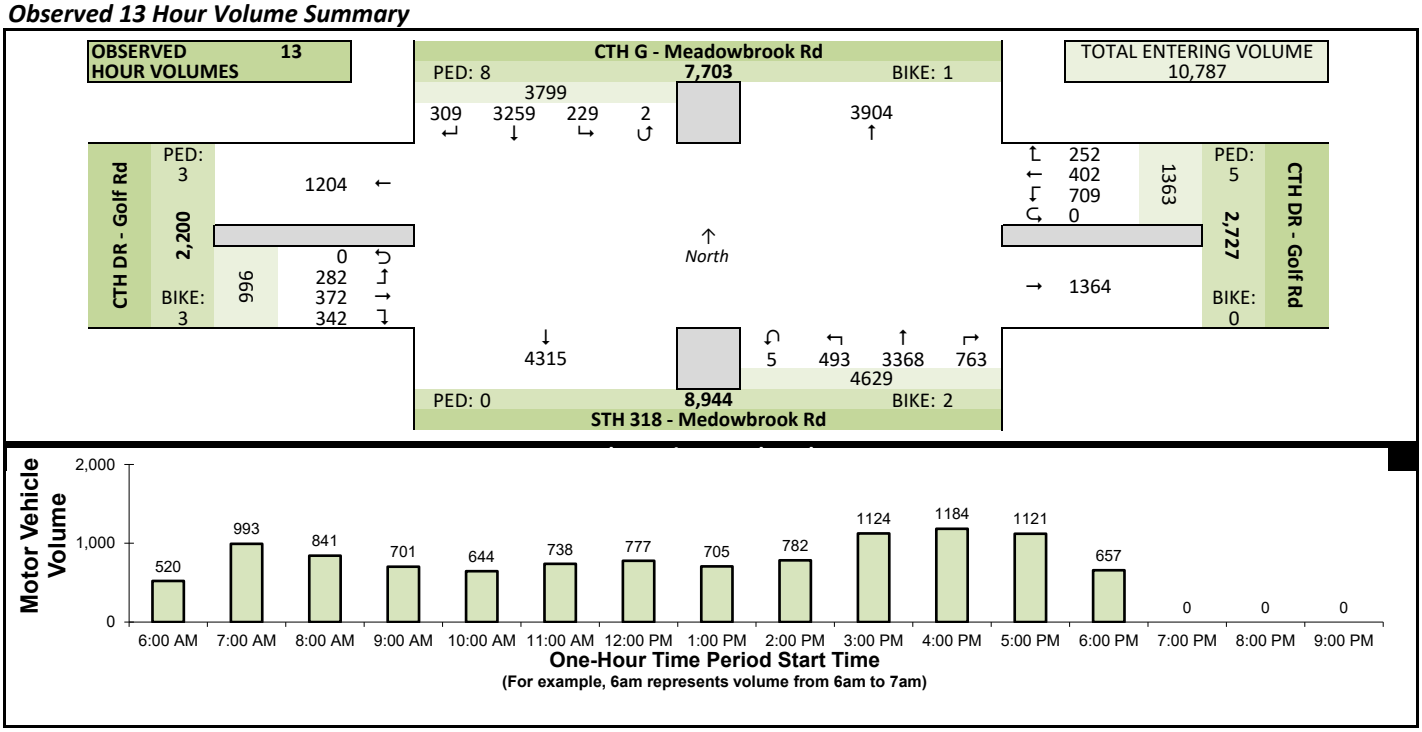
Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	CTH G - Meadowbrook Rd		
East Leg	CTH DR - Golf Rd		
South Leg	STH 318 - Medowbrook Rd		
West Leg	CTH DR - Golf Rd		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

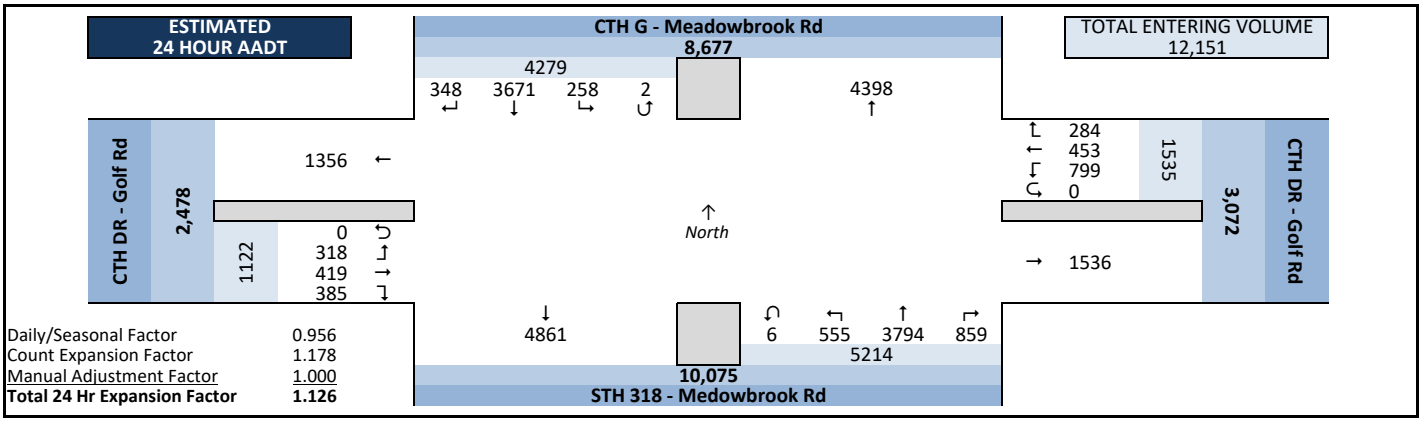
Count Information

Hrs Counted:	06:00 AM-07:00 PM				
1st Day of Count	Tuesday, April 11, 2023			Weather	
AM Peak Period	Tuesday, April 11, 2023			Clear & Dry	
Midday Peak Period	Tuesday, April 11, 2023			Clear & Dry	
PM Peak Period	Tuesday, April 11, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD	11:45-12:45pm	PM	4:45-5:45pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD	11:45-12:45pm	PM	3:45-4:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.956	Count Expansion Factor	1.178		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Video Count			
	Midday Peak Period	Video Count			
	PM Peak Period	Video Count			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

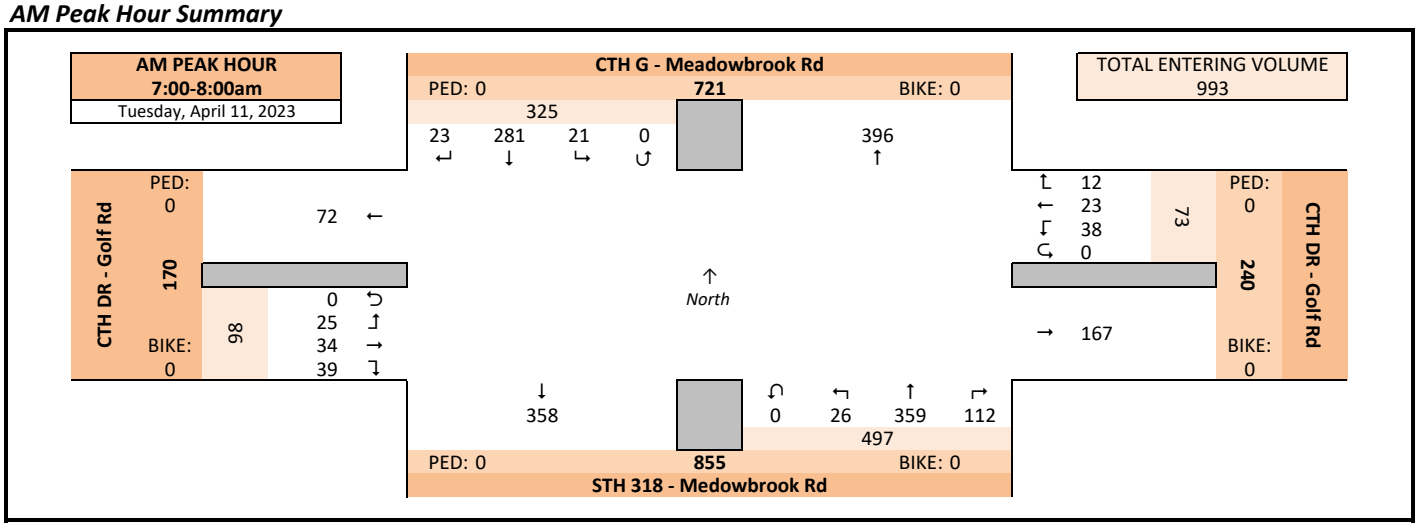
Peak Hour Volume Graphical Summary

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

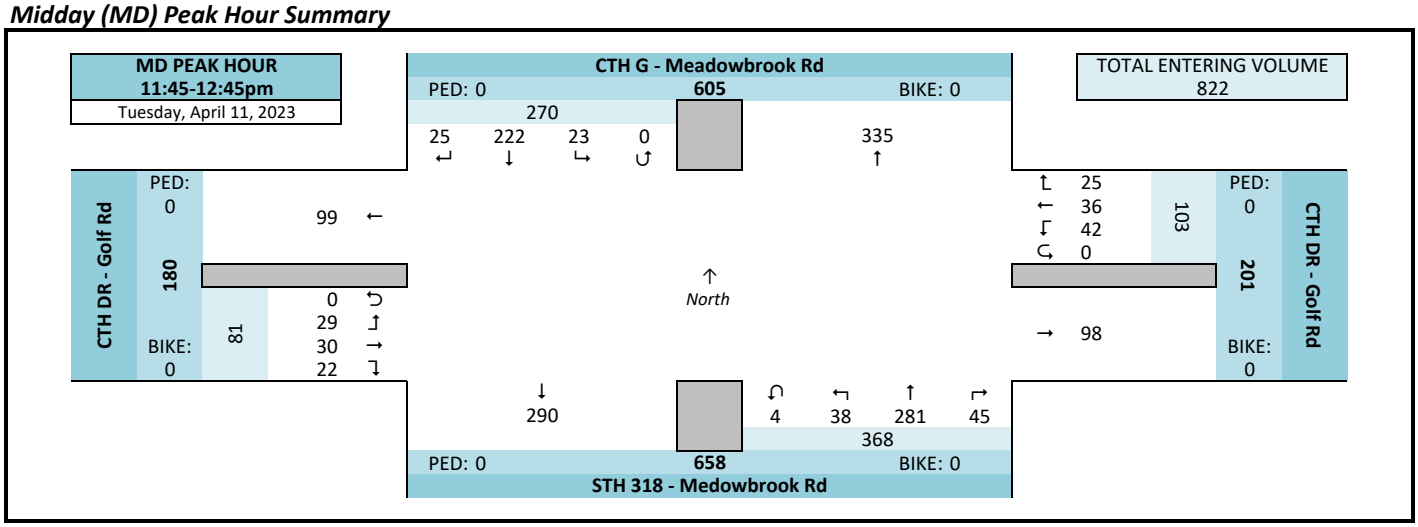
All Motor Vehicles



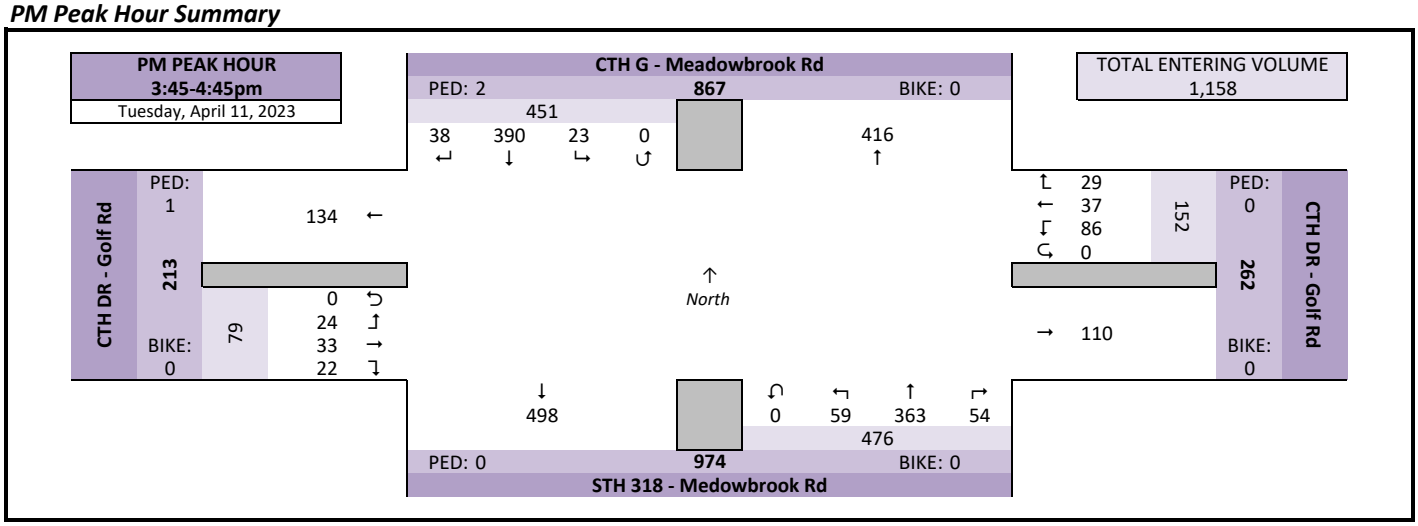
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, April 11, 2023		From North					From East					From South					From West					
	AM Peak Hour	CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	4	78	5	0	87	0	6	9	0	15	18	88	3	0	109	15	8	5	0	28	239
	7:15 AM	2	61	4	0	67	5	3	9	0	17	28	95	9	0	132	6	9	7	0	22	238
	7:30 AM	6	73	1	0	80	2	7	11	0	20	38	98	7	0	143	12	10	6	0	28	271
	7:45 AM	11	69	11	0	91	5	7	9	0	21	28	78	7	0	113	6	7	7	0	20	245
	Peak Hour Volume	23	281	21	0	325	12	23	38	0	73	112	359	26	0	497	39	34	25	0	98	993
	Rounded Hourly Volume	25	280	20	0	325	10	25	40	0	75	110	360	25	0	495	40	35	25	0	100	995
	% Single Unit Trucks	0.0	1.4	0.0	0.0	1.2	0.0	0.0	5.3	0.0	2.7	1.8	1.4	3.8	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.3	2.6	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	1.0	0.3
	% Trucks (Total)	0.0	1.4	0.0	0.0	1.2	0.0	4.3	7.9	0.0	5.5	1.8	1.4	3.8	0.0	1.6	0.0	0.0	4.0	0.0	1.0	1.7
	Peak Hour Factor (PHF)	0.52	0.90	0.48	0.00	0.89	0.60	0.82	0.86	0.00	0.87	0.74	0.92	0.72	0.00	0.87	0.65	0.85	0.89	0.00	0.87	0.92

Tuesday, April 11, 2023		From North					From East					From South					From West					
	MD Peak Hour	CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:45 AM	4	59	8	0	71	7	8	8	0	23	16	74	14	0	104	9	9	14	0	32	230
	12:00 PM	6	52	4	0	62	4	8	17	0	29	11	76	6	0	93	3	8	5	0	16	200
	12:15 PM	12	61	6	0	79	7	13	9	0	29	16	60	9	4	89	2	8	7	0	17	214
	12:30 PM	3	50	5	0	58	7	7	8	0	22	2	71	9	0	82	8	5	3	0	16	178
	Peak Hour Volume	25	222	23	0	270	25	36	42	0	103	45	281	38	4	368	22	30	29	0	81	822
	Rounded Hourly Volume	25	220	25	0	270	25	35	40	0	100	45	280	40	5	370	20	30	30	0	80	820
	% Single Unit Trucks	4.0	1.4	0.0	0.0	1.5	0.0	0.0	2.4	0.0	1.0	4.4	1.1	0.0	0.0	1.9	0.0	0.0	3.4	0.0	1.2	1.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.4	0.0	0.0	0.8	0.0	0.0	3.4	0.0	1.2	0.5
	% Trucks (Total)	4.0	1.4	0.0	0.0	1.5	0.0	0.0	2.4	0.0	1.0	6.7	1.4	0.0	0.0	2.7	0.0	0.0	6.9	0.0	2.5	2.1
	Peak Hour Factor (PHF)	0.52	0.91	0.72	0.00	0.85	0.89	0.69	0.62	0.00	0.89	0.70	0.92	0.68	0.25	0.88	0.61	0.83	0.52	0.00	0.63	0.89

Tuesday, April 11, 2023		From North					From East					From South					From West					
	PM Peak Hour	CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:45 PM	8	128	9	0	145	5	8	24	0	37	9	75	19	0	103	4	8	11	0	23	308
	4:00 PM	18	102	5	0	125	7	8	19	0	34	21	95	13	0	129	10	7	2	0	19	307
	4:15 PM	4	83	2	0	89	7	9	27	0	43	11	115	16	0	142	5	10	8	0	23	297
	4:30 PM	8	77	7	0	92	10	12	16	0	38	13	78	11	0	102	3	8	3	0	14	246
	Peak Hour Volume	38	390	23	0	451	29	37	86	0	152	54	363	59	0	476	22	33	24	0	79	1158
	Rounded Hourly Volume	40	390	25	0	455	30	35	85	0	150	55	365	60	0	480	20	35	25	0	80	1165
	% Single Unit Trucks	2.6	1.3	0.0	0.0	1.3	3.4	0.0	1.2	0.0	1.3	0.0	0.8	0.0	0.0	0.6	0.0	0.0	4.2	0.0	1.3	1.0
	% Heavy Trucks	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	2.6	1.5	0.0	0.0	1.6	3.4	0.0	1.2	0.0	1.3	0.0	0.8	0.0	0.0	0.6	0.0	0.0	4.2	0.0	1.3	1.1
	Peak Hour Factor (PHF)	0.53	0.76	0.64	0.00	0.78	0.72	0.77	0.80	0.00	0.88	0.64	0.79	0.78	0.00	0.84	0.55	0.82	0.55	0.00	0.86	0.94

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		CTH G - Meadowbrook Rd			CTH DR - Golf Rd			STH 318 - Medowbrook Rd			CTH DR - Golf Rd			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
	Total	2	0	2	0	0	0	0	0	0	1	0	1	3

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

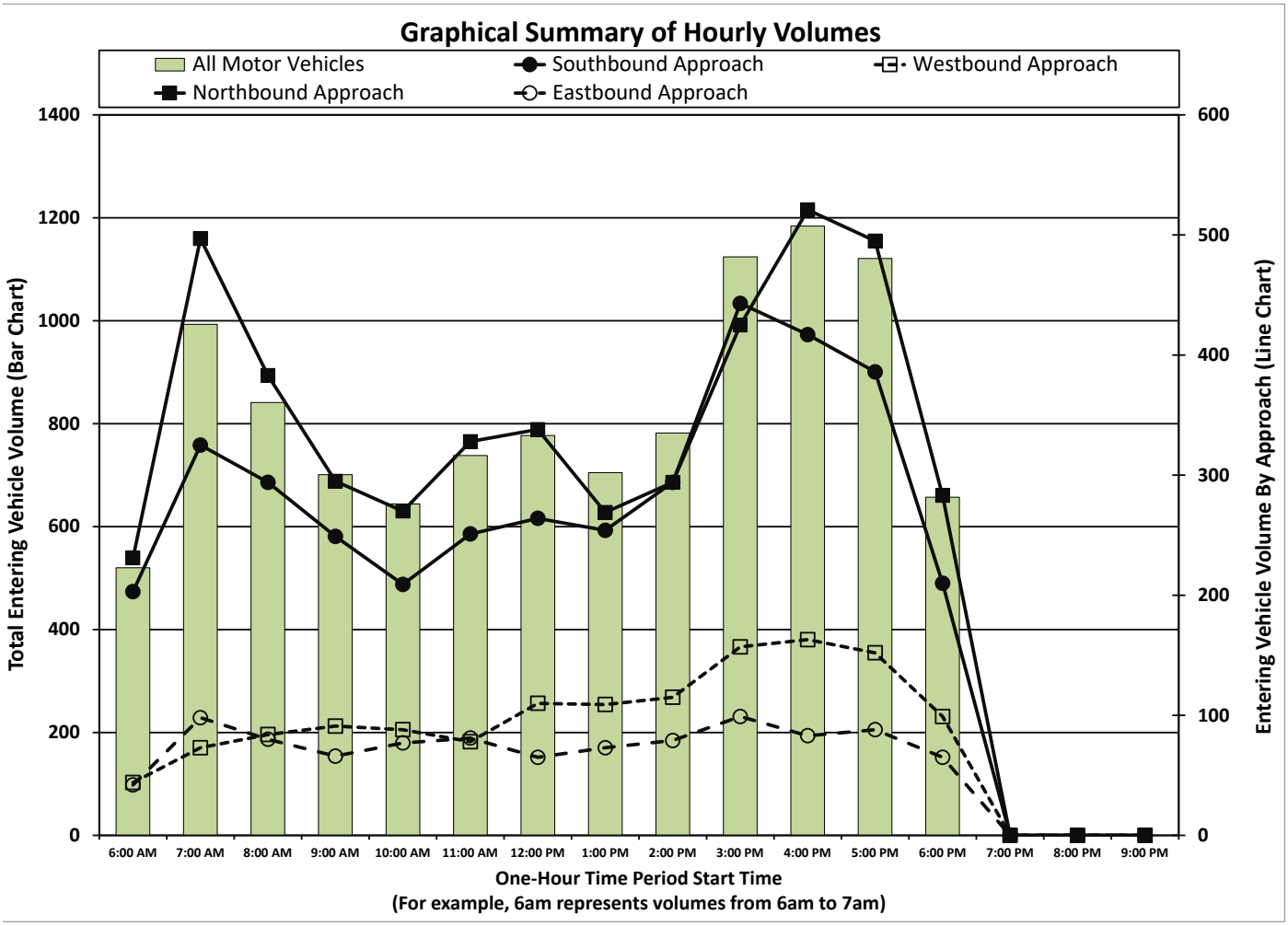
All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) CTH G - Meadowbrook Rd					From East (←) CTH DR - Golf Rd					From South (↑) STH 318 - Medowbrook Rd					From West (→) CTH DR - Golf Rd					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	10	178	15	0	203	8	10	26	0	44	61	153	16	1	231	16	19	7	0	42	520	86	434
AM	7:00 AM	23	281	21	0	325	12	23	38	0	73	112	359	26	0	497	39	34	25	0	98	993	171	822
AM	8:00 AM	18	254	21	1	294	14	28	42	0	84	87	260	36	0	383	32	30	18	0	80	841	164	677
AM	9:00 AM	28	200	21	0	249	14	34	43	0	91	61	196	38	0	295	23	29	14	0	66	701	157	544
MD	10:00 AM	25	165	19	0	209	15	29	44	0	88	50	187	33	0	270	26	23	28	0	77	644	165	479
MD	11:00 AM	14	215	22	0	251	22	16	40	0	78	42	245	41	0	328	25	30	26	0	81	738	159	579
MD	12:00 PM	29	217	18	0	264	26	38	46	0	110	41	261	32	4	338	18	27	20	0	65	777	175	602
MD	1:00 PM	23	213	18	0	254	21	42	46	0	109	49	177	43	0	269	24	24	25	0	73	705	182	523
PM	2:00 PM	25	260	9	0	294	19	36	60	0	115	40	234	20	0	294	18	39	22	0	79	782	194	588
PM	3:00 PM	28	396	18	1	443	23	39	95	0	157	50	303	72	0	425	34	27	38	0	99	1124	256	868
PM	4:00 PM	43	357	17	0	417	29	42	92	0	163	74	390	57	0	521	31	33	19	0	83	1184	246	938
PM	5:00 PM	31	334	21	0	386	24	42	86	0	152	63	378	54	0	495	33	32	23	0	88	1121	240	881
PM	6:00 PM	12	189	9	0	210	25	23	51	0	99	33	225	25	0	283	23	25	17	0	65	657	164	493
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		309	3259	229	2	3799	252	402	709	0	1363	763	3368	493	5	4629	342	372	282	0	996	10787	2359	8428

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics			*Page 5 of 13*
Start Date:	Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓) CTH G - Meadowbrook Rd					From East (←) CTH DR - Golf Rd					From South (↑) STH 318 - Medowbrook Rd					From West (→) CTH DR - Golf Rd					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	2	36	4	0	42	2	3	6	0	11	13	11	5	0	29	6	4	1	0	11	93	520	0.76
	6:15 AM	1	30	5	0	36	2	2	6	0	10	12	32	6	1	51	4	5	0	0	9	106	666	0.70
	6:30 AM	2	54	5	0	61	1	3	5	0	9	11	53	3	0	67	4	5	3	0	12	149	798	0.83
	6:45 AM	5	58	1	0	64	3	2	9	0	14	25	57	2	0	84	2	5	3	0	10	172	920	0.85
	7:00 AM	4	78	5	0	87	0	6	9	0	15	18	88	3	0	109	15	8	5	0	28	239	993	0.92
	7:15 AM	2	61	4	0	67	5	3	9	0	17	28	95	9	0	132	6	9	7	0	22	238	964	0.89
	7:30 AM	6	73	1	0	80	2	7	11	0	20	38	98	7	0	143	12	10	6	0	28	271	932	0.86
	7:45 AM	11	69	11	0	91	5	7	9	0	21	28	78	7	0	113	6	7	7	0	20	245	877	0.89
	8:00 AM	4	67	2	0	73	2	5	9	0	16	18	74	8	0	100	13	4	4	0	21	210	841	0.97
	8:15 AM	5	61	8	0	74	4	9	9	0	22	14	65	8	0	87	8	10	5	0	23	206	802	0.93
	8:30 AM	3	67	6	1	77	6	10	11	0	27	30	58	11	0	99	4	5	4	0	13	216	772	0.89
	8:45 AM	6	59	5	0	70	2	4	13	0	19	25	63	9	0	97	7	11	5	0	23	209	743	0.89
	9:00 AM	10	49	7	0	66	3	7	10	0	20	17	44	7	0	68	8	6	3	0	17	171	701	0.94
	9:15 AM	6	55	5	0	66	3	6	11	0	20	10	56	4	0	70	6	11	3	0	20	176	681	0.91
	9:30 AM	11	47	3	0	61	7	16	10	0	33	18	45	14	0	77	5	6	5	0	16	187	669	0.89
	9:45 AM	1	49	6	0	56	1	5	12	0	18	16	51	13	0	80	4	6	3	0	13	167	641	0.96
Midday Peak Period	10:00 AM	5	40	5	0	50	6	6	12	0	24	10	42	9	0	61	5	6	5	0	16	151	644	0.95
	10:15 AM	5	43	8	0	56	2	8	13	0	23	14	41	4	0	59	9	9	8	0	26	164	658	0.97
	10:30 AM	10	42	3	0	55	2	6	9	0	17	15	49	7	0	71	4	4	8	0	16	159	662	0.97
	10:45 AM	5	40	3	0	48	5	9	10	0	24	11	55	13	0	79	8	4	7	0	19	170	678	0.97
	11:00 AM	3	47	5	0	55	6	5	15	0	26	6	55	7	0	68	5	7	4	0	16	165	738	0.80
	11:15 AM	3	61	2	0	66	3	3	7	0	13	7	52	10	0	69	8	9	3	0	20	168	773	0.84
	11:30 AM	4	48	7	0	59	6	0	10	0	16	13	64	10	0	87	3	5	5	0	13	175	819	0.89
	11:45 AM	4	59	8	0	71	7	8	8	0	23	16	74	14	0	104	9	9	14	0	32	230	822	0.89
	12:00 PM	6	52	4	0	62	4	8	17	0	29	11	76	6	0	93	3	8	5	0	16	200	777	0.91
	12:15 PM	12	61	6	0	79	7	13	9	0	29	16	60	9	4	89	2	8	7	0	17	214	751	0.88
	12:30 PM	3	50	5	0	58	7	7	8	0	22	2	71	9	0	82	8	5	3	0	16	178	715	0.97
	12:45 PM	8	54	3	0	65	8	10	12	0	30	12	54	8	0	74	5	6	5	0	16	185	709	0.96
	1:00 PM	9	46	5	0	60	5	8	18	0	31	13	39	15	0	67	5	6	5	0	16	174	705	0.97
	1:15 PM	4	46	4	0	54	11	13	13	0	37	14	44	12	0	70	2	9	6	0	17	178	699	0.97
	1:30 PM	6	71	3	0	80	3	7	6	0	16	7	42	11	0	60	7	4	5	0	16	172	708	0.95
	1:45 PM	4	50	6	0	60	2	14	9	0	25	15	52	5	0	72	10	5	9	0	24	181	707	0.95
PM Peak Period	2:00 PM	7	54	5	0	66	6	3	14	0	23	7	53	5	0	65	3	8	3	0	14	168	782	0.76
	2:15 PM	9	53	2	0	64	2	13	18	0	33	11	54	2	0	67	7	9	7	0	23	187	862	0.84
	2:30 PM	5	61	1	0	67	6	7	14	0	27	6	47	5	0	58	2	9	8	0	19	171	962	0.84
	2:45 PM	4	92	1	0	97	5	13	14	0	32	16	80	8	0	104	6	13	4	0	23	256	1072	0.93
	3:00 PM	5	84	2	0	91	6	6	19	0	31	14	72	16	0	102	10	4	10	0	24	248	1124	0.91
	3:15 PM	9	86	3	0	98	7	10	27	0	44	14	86	20	0	120	9	8	8	0	25	287	1183	0.96
	3:30 PM	6	98	4	1	109	5	15	25	0	45	13	70	17	0	100	11	7	9	0	27	281	1193	0.97
	3:45 PM	8	128	9	0	145	5	8	24	0	37	9	75	19	0	103	4	8	11	0	23	308	1158	0.94
	4:00 PM	18	102	5	0	125	7	8	19	0	34	21	95	13	0	129	10	7	2	0	19	307	1184	0.89
	4:15 PM	4	83	2	0	89	7	9	27	0	43	11	115	16	0	142	5	10	8	0	23	297	1198	0.90
	4:30 PM	8	77	7	0	92	10	12	16	0	38	13	78	11	0	102	3	8	3	0	14	246	1183	0.89
	4:45 PM	13	95	3	0	111	5	13	30	0	48	29	102	17	0	148	13	8	6	0	27	334	1212	0.91
	5:00 PM	7	105	4	0	116	4	13	25	0	42	16	99	21	0	136	10	8	9	0	27	321	1121	0.87
	5:15 PM	9	82	5	0	96	8	9	18	0	35	11	101	13	0	125	12	9	5	0	26	282	984	0.87
	5:30 PM	8	80	6	0	94	4	10	26	0	40	21	94	12	0	127	4	5	5	0	14	275	893	0.81
	5:45 PM	7	67	6	0	80	8	10	17	0	35	15	84	8	0	107	7	10	4	0	21	243	765	0.79
	6:00 PM	5	60	4	0	69	6	1	12	0	19	11	57	9	0	77	9	5	5	0	19	184	657	0.86
	6:15 PM	4	52	1	0	57	8	7	11	0	26	11	70	9	0	90	6	8	4	0	18	191		
	6:30 PM	2	43	4	0	49	3	5	15	0	23	6	49	5	0	60	7	2	6	0	15	147		
	6:45 PM	1	34	0	0	35	8	10	13	0	31	5	49	2	0	56	1	10	2	0	13	135		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		309	3259	229	2	3799	252	402	709	0	1363	763	3368	493	5	4629	342	372	282	0	996	10787		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) CTH G - Meadowbrook Rd					From East (←) CTH DR - Golf Rd					From South (↑) STH 318 - Medowbrook Rd					From West (→) CTH DR - Golf Rd					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	23	281	21	0	325	12	23	38	0	73	112	359	26	0	497	39	34	25	0	98	993	0.92
MD	11:45 AM	25	222	23	0	270	25	36	42	0	103	45	281	38	4	368	22	30	29	0	81	822	0.89
PM	3:45 PM	38	390	23	0	451	29	37	86	0	152	54	363	59	0	476	22	33	24	0	79	1158	0.94

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Automobile Data

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute	From North					From East					From South					From West						
	Time Period	CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	2	36	4	0	42	2	3	5	0	10	10	10	5	0	25	6	4	1	0	11	88	502
	6:15 AM	1	30	5	0	36	2	2	6	0	10	12	31	6	1	50	4	5	0	0	9	105	648
	6:30 AM	2	52	5	0	59	1	3	5	0	9	11	50	3	0	64	4	5	3	0	12	144	777
	6:45 AM	4	57	1	0	62	3	2	7	0	12	24	55	2	0	81	2	5	3	0	10	165	899
	7:00 AM	4	76	5	0	85	0	6	8	0	14	17	87	3	0	107	15	8	5	0	28	234	976
	7:15 AM	2	61	4	0	67	5	3	8	0	16	28	93	8	0	129	6	9	7	0	22	234	947
	7:30 AM	6	71	1	0	78	2	7	11	0	20	38	96	7	0	141	12	10	5	0	27	266	911
	7:45 AM	11	69	11	0	91	5	6	8	0	19	27	78	7	0	112	6	7	7	0	20	242	854
	8:00 AM	4	67	2	0	73	2	4	9	0	15	18	71	8	0	97	13	4	3	0	20	205	814
	8:15 AM	5	56	8	0	69	3	9	9	0	21	14	64	7	0	85	8	10	5	0	23	198	777
	8:30 AM	2	66	6	1	75	5	10	10	0	25	30	56	10	0	96	4	5	4	0	13	209	748
	8:45 AM	5	58	4	0	67	2	4	12	0	18	24	61	9	0	94	7	11	5	0	23	202	724
	9:00 AM	10	47	7	0	64	3	7	10	0	20	17	44	7	0	68	8	5	3	0	16	168	686
	9:15 AM	5	54	5	0	64	3	5	10	0	18	9	54	4	0	67	6	11	3	0	20	169	664
	9:30 AM	11	47	3	0	61	7	16	10	0	33	18	45	12	0	75	5	6	5	0	16	185	656
	9:45 AM	1	47	6	0	54	1	5	12	0	18	16	50	13	0	79	4	6	3	0	13	164	627
Midday Peak Period	10:00 AM	5	39	5	0	49	6	6	12	0	24	10	38	9	0	57	5	6	5	0	16	146	629
	10:15 AM	5	43	8	0	56	2	8	12	0	22	14	40	4	0	58	9	9	7	0	25	161	648
	10:30 AM	10	42	2	0	54	2	6	9	0	17	15	47	7	0	69	4	4	8	0	16	156	652
	10:45 AM	5	40	3	0	48	5	9	10	0	24	10	53	13	0	76	8	4	6	0	18	166	670
	11:00 AM	3	47	5	0	55	6	5	15	0	26	6	55	7	0	68	5	7	4	0	16	165	730
	11:15 AM	3	60	1	0	64	3	3	7	0	13	7	52	10	0	69	8	8	3	0	19	165	764
	11:30 AM	4	48	7	0	59	6	0	10	0	16	12	64	10	0	86	3	5	5	0	13	174	806
	11:45 AM	4	59	8	0	71	7	8	7	0	22	15	73	14	0	102	9	9	13	0	31	226	805
	12:00 PM	6	52	4	0	62	4	8	17	0	29	11	76	6	0	93	3	8	4	0	15	199	760
	12:15 PM	12	60	6	0	78	7	13	9	0	29	14	59	9	1	83	2	8	7	0	17	207	732
	12:30 PM	2	48	5	0	55	7	7	8	0	22	2	69	9	0	80	8	5	3	0	16	173	700
	12:45 PM	8	53	3	0	64	8	10	12	0	30	9	54	8	0	71	5	6	5	0	16	181	698
	1:00 PM	9	46	5	0	60	5	8	18	0	31	11	39	14	0	64	5	6	5	0	16	171	695
	1:15 PM	4	46	4	0	54	11	13	13	0	37	12	43	12	0	67	2	9	6	0	17	175	688
	1:30 PM	6	71	3	0	80	3	7	6	0	16	7	41	11	0	59	7	4	5	0	16	171	699
	1:45 PM	4	50	6	0	60	2	13	8	0	23	15	52	5	0	72	10	5	8	0	23	178	696
PM Peak Period	2:00 PM	7	53	5	0	65	6	3	14	0	23	6	51	5	0	62	3	8	3	0	14	164	769
	2:15 PM	9	52	2	0	63	2	13	18	0	33	11	54	2	0	67	7	9	7	0	23	186	852
	2:30 PM	5	59	1	0	65	6	7	13	0	26	6	47	5	0	58	2	9	8	0	19	168	952
	2:45 PM	4	90	1	0	95	5	13	13	0	31	16	78	8	0	102	6	13	4	0	23	251	1063
	3:00 PM	4	84	2	0	90	6	6	19	0	31	14	72	16	0	102	10	4	10	0	24	247	1120
	3:15 PM	9	85	3	0	97	7	10	27	0	44	14	86	20	0	120	9	8	8	0	25	286	1176
	3:30 PM	6	98	4	1	109	5	15	25	0	45	11	70	17	0	98	11	7	9	0	27	279	1180
	3:45 PM	8	128	9	0	145	5	8	24	0	37	9	75	19	0	103	4	8	11	0	23	308	1145
	4:00 PM	17	102	5	0	124	6	8	18	0	32	21	94	13	0	128	10	7	2	0	19	303	1170
	4:15 PM	4	79	2	0	85	7	9	27	0	43	11	113	16	0	140	5	10	7	0	22	290	1186
	4:30 PM	8	75	7	0	90	10	12	16	0	38	13	78	11	0	102	3	8	3	0	14	244	1175
	4:45 PM	13	94	3	0	110	5	13	30	0	48	29	102	17	0	148	13	8	6	0	27	333	1201
	5:00 PM	7	104	4	0	115	4	13	25	0	42	15	99	21	0	135	10	8	9	0	27	319	1109
	5:15 PM	9	81	5	0	95	8	9	17	0	34	10	101	13	0	124	12	9	5	0	26	279	974
	5:30 PM	8	78	6	0	92	4	10	25	0	39	20	93	12	0	125	4	5	5	0	14	270	886
	5:45 PM	7	67	6	0	80	8	10	16	0	34	14	84	8	0	106	7	10	4	0	21	241	763
	6:00 PM	5	60	4	0	69	6	1	12	0	19	11	57	9	0	77	9	5	5	0	19	184	656
	6:15 PM	4	52	1	0	57	8	7	11	0	26	11	70	9	0	90	6	8	4	0	18	191	
	6:30 PM	2	43	4	0	49	3	5	15	0	23	6	49	5	0	60	7	2	6	0	15	147	
	6:45 PM	1	33	0	0	34	8	10	13	0	31	5	49	2	0	56	1	10	2	0	13	134	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		302	3215	226	2	3745	249	398	691	0	1338	736	3322	487	2	4547	342	370	274	0	986	10616	

Peak Hour Automobile Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	23	277	21	0	321	12	22	35	0	69	110	354	25	0	489	39	34	24	0	97	976
MD	11:45 AM	24	219	23	0	266	25	36	41	0	102	42	277	38	1	358	22	30	27	0	79	805
PM	3:45 PM	37	384	23	0	444	28	37	85	0	150	54	360	59	0	473	22	33	23	0	78	1145

Intersection Traffic Volume Report

Count Basics		*Page 7 of 13*
Start Date: Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

Single Unit (SU) Trucks & Buses



15-Minute Single Unit (SU) Truck & Bus Data

	15-Minute	From North (↓) CTH G - Meadowbrook Rd					From East (←) CTH DR - Golf Rd					From South (↑) STH 318 - Medowbrook Rd					From West (→) CTH DR - Golf Rd					15-Min	Hourly
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	5	18
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	18
	6:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	20
	6:45 AM	1	1	0	0	2	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	7	19
	7:00 AM	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	5	14
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	3	12
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	15
	7:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	16
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	3	20
	8:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6	18
	8:30 AM	1	0	0	0	1	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	5	17
	8:45 AM	1	1	1	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6	14
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	11
	9:15 AM	0	1	0	0	1	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	5	14
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	11
	9:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	11
Midday Peak Period	10:00 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	12
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	8
	10:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	7
	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	4	6
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	9
	11:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	13
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	14
	12:15 PM	0	1	0	0	1	0	0	0	0	0	1	1	0	2	4	0	0	0	0	0	5	15
	12:30 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	12
	12:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	8
	1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2	7
	1:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	9
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	8
	1:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	7
PM Peak Period	2:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4	9
	2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	2:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	8
	3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
	3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	12
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	4:00 PM	1	0	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4	13
	4:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6	11
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
	5:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	11
	5:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9
	5:30 PM	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	5	7
	5:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	2
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	35	3	0	44	2	3	11	0	16	22	41	6	2	71	0	1	6	0	7	138	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly	From North (↓) CTH G - Meadowbrook Rd					From East (←) CTH DR - Golf Rd					From South (↑) STH 318 - Medowbrook Rd					From West (→) CTH DR - Golf Rd					Total
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Hourly Volume
AM	7:00 AM	0	4	0	0	4	0	0	2	0	2	2	5	1	0	8	0	0	0	0	0	14
MD	11:45 AM	1	3	0	0	4	0	0	1	0	1	2	3	0	2	7	0	0	1	0	1	13
PM	3:45 PM	1	5	0	0	6	1	0	1	0	2	0	3	0	0	3	0	0	1	0	1	12

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

Semi-Trucks



15-Minute Semi-Truck Data

15-Minute		From North					From East					From South					From West						
Time Period		CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	6
	7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	7
	8:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	7
	8:30 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	7
	8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	9:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
	9:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	3
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	10:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	4
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2	4
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	2	4
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	3
	1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	2
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	4
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2:30 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	4
	2:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	9	0	0	10	1	1	7	0	9	5	5	0	1	11	0	1	2	0	3	33	

Peak Hour Semi-Truck Volume Summary

Hourly		From North					From East					From South					From West					Total
Time Period		CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	3
MD	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3	0	0	1	0	1	4
PM	3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

	15-Minute	From North					From East					From South					From West						
	Time Period	CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	5	18
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	18
	6:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	21
	6:45 AM	1	1	0	0	2	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	7	21
	7:00 AM	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	5	17
	7:15 AM	0	0	0	0	0	0	0	1	0	1	0	2	1	0	3	0	0	0	0	0	4	17
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5	21
	7:45 AM	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	3	23
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	5	27
	8:15 AM	0	5	0	0	5	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	8	25
	8:30 AM	1	1	0	0	2	1	0	1	0	2	0	2	1	0	3	0	0	0	0	0	7	24
	8:45 AM	1	1	1	0	3	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	7	19
	9:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	15
	9:15 AM	1	1	0	0	2	0	1	1	0	2	1	2	0	0	3	0	0	0	0	0	7	17
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	13
	9:45 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	14
Midday Peak Period	10:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	15
	10:15 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	3	10
	10:30 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	10
	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	4	8
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	11:15 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	9
	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	13
	11:45 AM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	1	0	1	4	17
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	17
	12:15 PM	0	1	0	0	1	0	0	0	0	0	2	1	0	3	6	0	0	0	0	0	7	19
	12:30 PM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	15
	12:45 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	11
	1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	3	10
	1:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3	11
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	9
	1:45 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	3	11
PM Peak Period	2:00 PM	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4	13
	2:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
	2:30 PM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	10
	2:45 PM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5	9
	3:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
	3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	13
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	4:00 PM	1	0	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4	14
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7	12
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
	5:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	12
	5:15 PM	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3	10
	5:30 PM	0	2	0	0	2	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	5	7
	5:45 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	2
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		7	44	3	0	54	3	4	18	0	25	27	46	6	3	82	0	2	8	0	10	171	

Peak Hour Heavy Vehicle Volume Summary

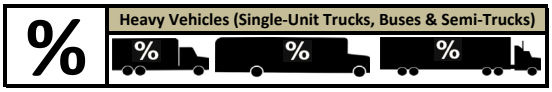
	Hourly	From North					From East					From South					From West					Total
	Time Period	CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	4	0	0	4	0	1	3	0	4	2	5	1	0	8	0	0	1	0	1	17
MD	11:45 AM	1	3	0	0	4	0	0	1	0	1	3	4	0	3	10	0	0	2	0	2	17
PM	3:45 PM	1	6	0	0	7	1	0	1	0	2	0	3	0	0	3	0	0	1	0	1	13

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

STH 318 - Medowbrook Rd & CTH DR - Golf Rd



15-Minute Heavy Vehicle Percentages

	15-Minute	From North					From East					From South					From West					Total	Hourly
	Time Period	CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					Heavy Vehicle	Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	9.1	23.1	9.1	0.0	0.0	13.8	0.0	0.0	0.0	0.0	0.0	5.4	3.5
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.9	2.7
	6:30 AM	0.0	3.7	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	3.4	2.6
	6:45 AM	20.0	1.7	0.0	0.0	3.1	0.0	0.0	22.2	0.0	14.3	4.0	3.5	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	4.1	2.3
	7:00 AM	0.0	2.6	0.0	0.0	2.3	0.0	0.0	11.1	0.0	6.7	5.6	1.1	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	2.1	1.7
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	5.9	0.0	2.1	11.1	0.0	2.3	0.0	0.0	0.0	0.0	0.0	1.7	1.8
	7:30 AM	0.0	2.7	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.4	0.0	0.0	16.7	0.0	3.6	1.8	2.3
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.3	11.1	0.0	9.5	3.6	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.2	2.6
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	6.3	0.0	4.1	0.0	0.0	3.0	0.0	0.0	25.0	0.0	4.8	2.4	3.2
	8:15 AM	0.0	8.2	0.0	0.0	6.8	25.0	0.0	0.0	0.0	4.5	0.0	1.5	12.5	0.0	2.3	0.0	0.0	0.0	0.0	0.0	3.9	3.1
	8:30 AM	33.3	1.5	0.0	0.0	2.6	16.7	0.0	9.1	0.0	7.4	0.0	3.4	9.1	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.2	3.1
	8:45 AM	16.7	1.7	20.0	0.0	4.3	0.0	0.0	7.7	0.0	5.3	4.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	3.3	2.6
	9:00 AM	0.0	4.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	0.0	5.9	1.8	2.1
	9:15 AM	16.7	1.8	0.0	0.0	3.0	0.0	16.7	9.1	0.0	10.0	10.0	3.6	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	4.0	2.5
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1.1	1.9
	9:45 AM	0.0	4.1	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.8	2.2
Midday Peak Period	10:00 AM	0.0	2.5	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	3.3	2.3
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	4.3	0.0	2.4	0.0	0.0	1.7	0.0	0.0	12.5	0.0	3.8	1.8	1.5
	10:30 AM	0.0	0.0	33.3	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	1.9	1.5
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	3.6	0.0	0.0	3.8	0.0	0.0	14.3	0.0	5.3	2.4	1.2
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
	11:15 AM	0.0	1.6	50.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	5.0	1.8	1.2
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.6	1.6
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	4.3	6.3	1.4	0.0	0.0	1.9	0.0	0.0	7.1	0.0	3.1	1.7	2.1
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	6.3	0.5	2.2
	12:15 PM	0.0	1.6	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	12.5	1.7	0.0	75.0	6.7	0.0	0.0	0.0	0.0	0.0	3.3	2.5
	12:30 PM	33.3	4.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	2.8	2.1
	12:45 PM	0.0	1.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	2.2	1.6
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	6.7	0.0	4.5	0.0	0.0	0.0	0.0	0.0	1.7	1.4
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	2.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	1.7	1.6
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.6	1.3
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.1	11.1	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	4.2	1.7	1.6
PM Peak Period	2:00 PM	0.0	1.9	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	14.3	3.8	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	2.4	1.7
	2:15 PM	0.0	1.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.2
	2:30 PM	0.0	3.3	0.0	0.0	3.0	0.0	0.0	7.1	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.0
	2:45 PM	0.0	2.2	0.0	0.0	2.1	0.0	0.0	7.1	0.0	3.1	0.0	2.5	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	2.0	0.8
	3:00 PM	20.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4
	3:15 PM	0.0	1.2	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.6
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.7	1.1
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
	4:00 PM	5.6	0.0	0.0	0.0	0.8	14.3	0.0	5.3	0.0	5.9	0.0	1.1	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	1.3	1.2
	4:15 PM	0.0	4.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.4	0.0	0.0	12.5	0.0	4.3	2.4	1.0
	4:30 PM	0.0	2.6	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.7
	4:45 PM	0.0	1.1	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.9
	5:00 PM	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.6	1.1
	5:15 PM	0.0	1.2	0.0	0.0	1.0	0.0	0.0	5.6	0.0	2.9	9.1	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	1.1	1.0
	5:30 PM	0.0	2.5	0.0	0.0	2.1	0.0	0.0	3.8	0.0	2.5	4.8	1.1	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.8	0.8
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	2.9	6.7	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.8	0.3
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		2.3	1.4	1.3	0.0	1.4	1.2	1.0	2.5	0.0	1.8	3.5	1.4	1.2	60.0	1.8	0.0	0.5	2.8	0.0	1.0	1.6	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North					From East					From South					From West					Hourly Heavy
	Time Period	CTH G - Meadowbrook Rd					CTH DR - Golf Rd					STH 318 - Medowbrook Rd					CTH DR - Golf Rd					Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:00 AM	0.0	1.4	0.0	0.0	1.2	0.0	4.3	7.9	0.0	5.5	1.8	1.4	3.8	0.0	1.6	0.0	0.0	4.0	0.0	1.0	1.7
MD	11:45 AM	4.0	1.4	0.0	0.0	1.5	0.0	0.0	2.4	0.0	1.0	6.7	1.4	0.0	75.0	2.7	0.0	0.0	6.9	0.0	2.5	2.1
PM	3:45 PM	2.6	1.5	0.0	0.0	1.6	3.4	0.0	1.2	0.0	1.3	0.0	0.8	0.0	0.0	0.6	0.0	0.0	4.2	0.0	1.3	1.1

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		CTH G - Meadowbrook Rd			CTH DR - Golf Rd			STH 318 - Medowbrook Rd			CTH DR - Golf Rd			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	10:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	10:45 AM	2	0	2	0	0	0	0	0	0	0	0	0	2	6
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:15 AM	0	0	0	3	0	3	0	0	0	0	0	0	3	4
	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	2
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1:15 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	3
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	2
	2:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2	5
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	4
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:00 PM	1	0	1	0	0	0	0	0	0	0	1	1	2	3
	5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**8**	**1**	**9**	**5**	**0**	**5**	**0**	**2**	**2**	**3**	**3**	**6**	**22**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/helpe	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

Adults & Children

15-Minute Adult & Children Pedestrian Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
	Start Time	CTH G - Meadowbrook Rd			CTH DR - Golf Rd			STH 318 - Medowbrook Rd			CTH DR - Golf Rd			Totals	Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
Pre-AM Peak Period	12:00 AM	0		0	0		0	0		0	0		0	0	0
	12:15 AM	0		0	0		0	0		0	0		0	0	0
	12:30 AM	0		0	0		0	0		0	0		0	0	0
	12:45 AM	0		0	0		0	0		0	0		0	0	0
	1:00 AM	0		0	0		0	0		0	0		0	0	0
	1:15 AM	0		0	0		0	0		0	0		0	0	0
	1:30 AM	0		0	0		0	0		0	0		0	0	0
	1:45 AM	0		0	0		0	0		0	0		0	0	0
	2:00 AM	0		0	0		0	0		0	0		0	0	0
	2:15 AM	0		0	0		0	0		0	0		0	0	0
	2:30 AM	0		0	0		0	0		0	0		0	0	0
	2:45 AM	0		0	0		0	0		0	0		0	0	0
	3:00 AM	0		0	0		0	0		0	0		0	0	0
	3:15 AM	0		0	0		0	0		0	0		0	0	0
	3:30 AM	0		0	0		0	0		0	0		0	0	0
	3:45 AM	0		0	0		0	0		0	0		0	0	0
	4:00 AM	0		0	0		0	0		0	0		0	0	0
	4:15 AM	0		0	0		0	0		0	0		0	0	0
	4:30 AM	0		0	0		0	0		0	0		0	0	0
	4:45 AM	0		0	0		0	0		0	0		0	0	0
	5:00 AM	0		0	0		0	0		0	0		0	0	0
	5:15 AM	0		0	0		0	0		0	0		0	0	0
	5:30 AM	0		0	0		0	0		0	0		0	0	0
	5:45 AM	0		0	0		0	0		0	0		0	0	0
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	1
	8:45 AM	0		0	0		0	0		0	0		0	0	1
	9:00 AM	0		0	0		0	0		0	0		0	0	1
	9:15 AM	0		0	0		0	0		0	1		1	1	1
	9:30 AM	0		0	0		0	0		0	0		0	0	1
	9:45 AM	0		0	0		0	0		0	0		0	0	1
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	3
	10:15 AM	1		1	0		0	0		0	0		0	1	3
	10:30 AM	0		0	0		0	0		0	0		0	0	5
	10:45 AM	2		2	0		0	0		0	0		0	2	5
	11:00 AM	0		0	0		0	0		0	0		0	0	3
	11:15 AM	0		0	3		3	0		0	0		0	3	3
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	1
	12:15 PM	0		0	0		0	0		0	0		0	0	1
	12:30 PM	0		0	0		0	0		0	0		0	0	2
	12:45 PM	0		0	0		0	0		0	1		1	1	2
	1:00 PM	0		0	0		0	0		0	0		0	0	2
	1:15 PM	1		1	0		0	0		0	0		0	1	2
	1:30 PM	0		0	0		0	0		0	0		0	0	1
	1:45 PM	1		1	0		0	0		0	0		0	1	1
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	2
	3:00 PM	0		0	0		0	0		0	0		0	0	2
	3:15 PM	0		0	0		0	0		0	0		0	0	2
	3:30 PM	0		0	2		2	0		0	0		0	2	4
	3:45 PM	0		0	0		0	0		0	0		0	0	3
	4:00 PM	0		0	0		0	0		0	0		0	0	3
	4:15 PM	2		2	0		0	0		0	0		0	2	4
	4:30 PM	0		0	0		0	0		0	1		1	1	2
	4:45 PM	0		0	0		0	0		0	0		0	0	1
	5:00 PM	1		1	0		0	0		0	0		0	1	1
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Post PM Peak Period	10:00 PM	0		0	0		0	0		0	0		0	0	0
	10:15 PM	0		0	0		0	0		0	0		0	0	0
	10:30 PM	0		0	0		0	0		0	0		0	0	0
	10:45 PM	0		0	0		0	0		0	0		0	0	0
	11:00 PM	0		0	0		0	0		0	0		0	0	0
	11:15 PM	0		0	0		0	0		0	0		0	0	
	11:30 PM	0		0	0		0	0		0	0		0	0	
	11:45 PM	0		0	0		0	0		0	0		0	0	
Totals		**8**	**0**	**8**	**5**	**0**	**5**	**0**	**0**	**0**	**3**	**0**	**3**	**16**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Tuesday, April 11, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

STH 318 - Medowbrook Rd & CTH DR - Golf Rd

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period	Start Time	From North (↓) CTH G - Meadowbrook Rd					From East (←) CTH DR - Golf Rd					From South (↑) STH 318 - Medowbrook Rd					From West (→) CTH DR - Golf Rd					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM					0					0					0					0	0	0
	12:15 AM					0					0					0					0	0	0
	12:30 AM					0					0					0					0	0	0
	12:45 AM					0					0					0					0	0	0
	1:00 AM					0					0					0					0	0	0
	1:15 AM					0					0					0					0	0	0
	1:30 AM					0					0					0					0	0	0
	1:45 AM					0					0					0					0	0	0
	2:00 AM					0					0					0					0	0	0
	2:15 AM					0					0					0					0	0	0
	2:30 AM					0					0					0					0	0	0
	2:45 AM					0					0					0					0	0	0
	3:00 AM					0					0					0					0	0	0
	3:15 AM					0					0					0					0	0	0
	3:30 AM					0					0					0					0	0	0
	3:45 AM					0					0					0					0	0	0
	4:00 AM					0					0					0					0	0	0
	4:15 AM					0					0					0					0	0	0
	4:30 AM					0					0					0					0	0	0
	4:45 AM					0					0					0					0	0	0
	5:00 AM					0					0					0					0	0	0
	5:15 AM					0					0					0					0	0	0
	5:30 AM					0					0					0					0	0	0
	5:45 AM					0					0					0					0	0	0
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Post PM Peak Period	10:00 PM					0					0					0					0	0	0
	10:15 PM					0					0					0					0	0	0
	10:30 PM					0					0					0					0	0	0
	10:45 PM					0					0					0					0	0	0
	11:00 PM					0					0					0					0	0	0
	11:15 PM					0					0					0					0	0	
	11:30 PM					0					0					0					0	0	
	11:45 PM					0					0					0					0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	Start Time	From North (↓) CTH G - Meadowbrook Rd					From East (←) CTH DR - Golf Rd					From South (↑) STH 318 - Medowbrook Rd					From West (→) CTH DR - Golf Rd					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **CTH DR - Golf Road**
Minor St: **Pewaukee Golf Club DW**
Intersection of: ***CTH DR - Golf Road & Pewaukee Golf Club DW*** **IX_ID:**

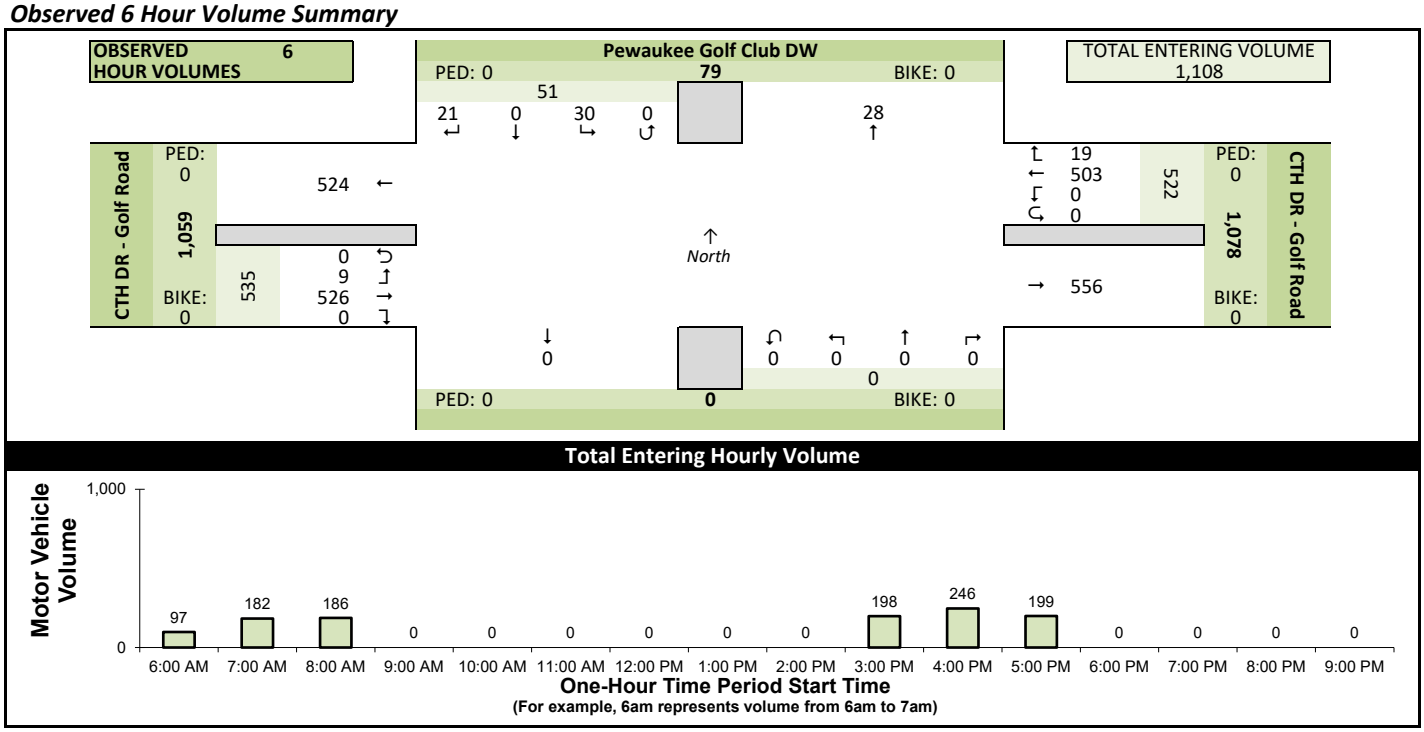
Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names		North Direction	↑
North Leg	Pewaukee Golf Club DW		
East Leg	CTH DR - Golf Road		
South Leg			
West Leg	CTH DR - Golf Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

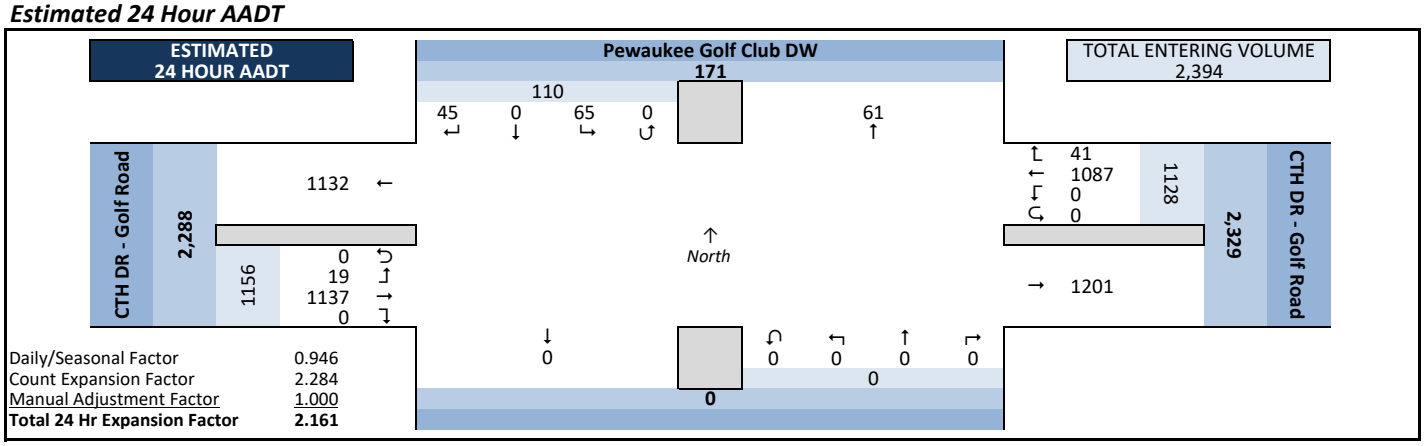
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Monday, November 6, 2023			Weather	
AM Peak Period	Tuesday, November 7, 2023			Clear & Dry	
Midday Peak Period	Tuesday, November 7, 2023			Clear & Dry	
PM Peak Period	Monday, November 6, 2023			Clear & Dry	
Calculated Peak Hours					
AM	8:00-9:00am	MD		PM	3:45-4:45pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	3:45-4:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.946	Count Expansion Factor	2.284		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Liz Bieberitz			
	Midday Peak Period	None			
	PM Peak Period	Liz Bieberitz			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

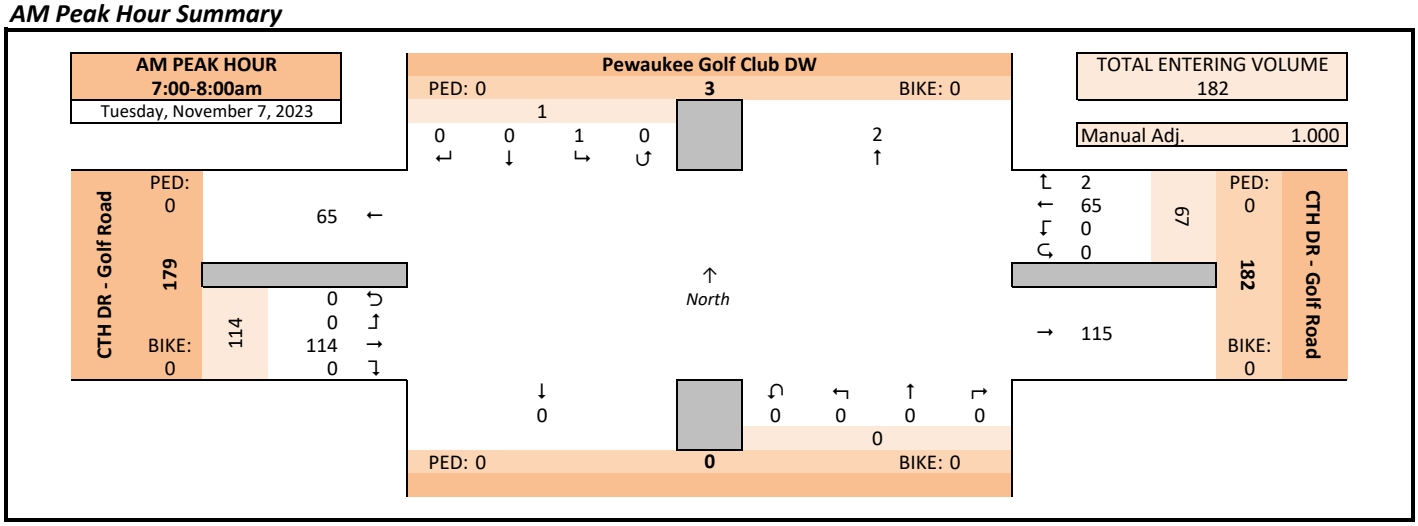
Count Basics			*Page 2 of 13*
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH DR - Golf Road & Pewaukee Golf Club DW

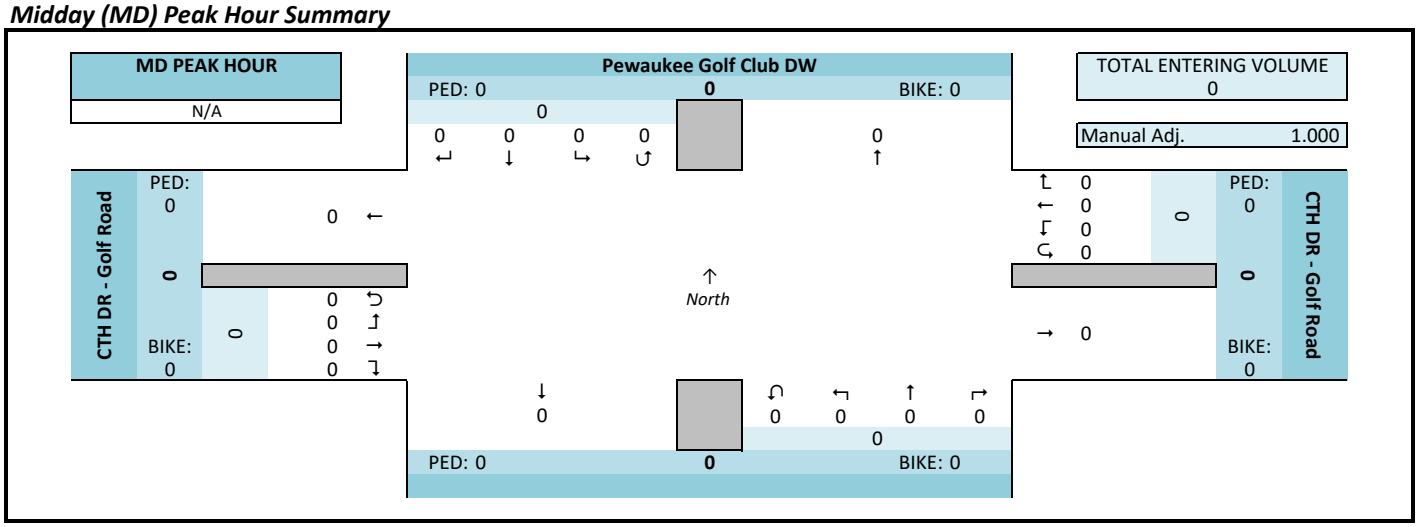
All Motor Vehicles



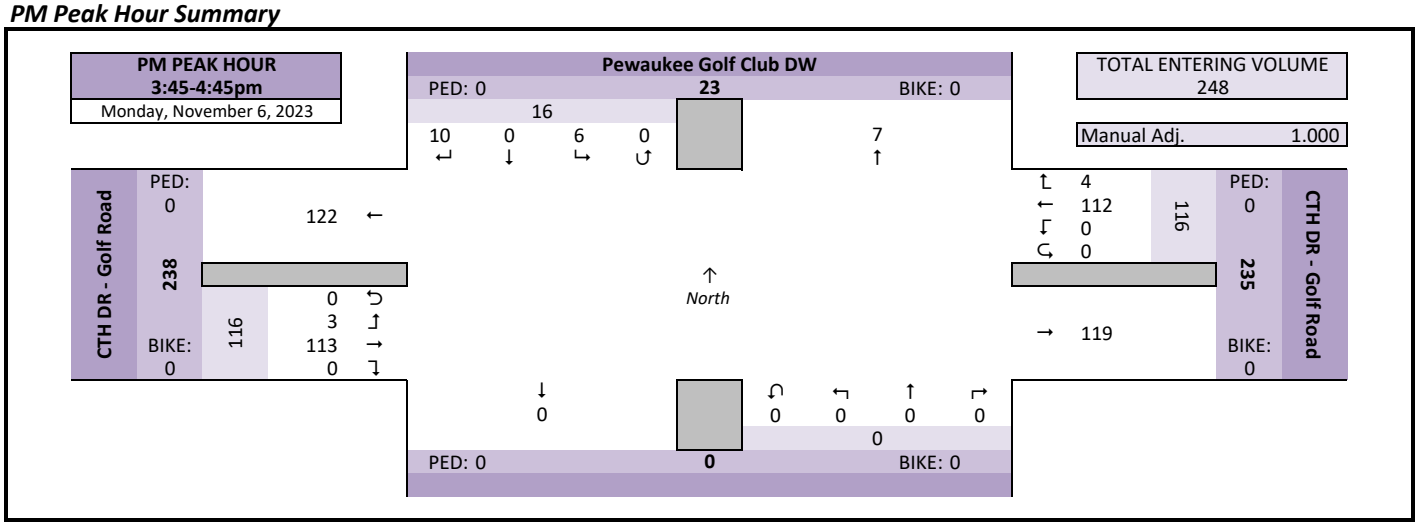
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

CTH DR - Golf Road & Pewaukee Golf Club DW

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, November 7, 2023		From North					From East					From South					From West					
	AM Peak Hour	Pewaukee Golf Club DW					CTH DR - Golf Road										CTH DR - Golf Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	0	36	0	0	36	50
	7:15 AM	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	29	0	0	29	46
	7:30 AM	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	24	0	0	24	42
	7:45 AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	25	0	0	25	44
	Peak Hour Volume	0	0	1	0	1	2	65	0	0	67	0	0	0	0	0	0	114	0	0	114	182
	Rounded Hourly Volume	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	0	115	0	0	115	180
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	2.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	2.2
	Peak Hour Factor (PHF)	0.00	0.00	0.25	0.00	0.25	0.50	0.86	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.00	0.79	0.91

N/A		From North					From East					From South					From West					
	MD Peak Hour	Pewaukee Golf Club DW					CTH DR - Golf Road										CTH DR - Golf Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Monday, November 6, 2023		From North					From East					From South					From West					
	PM Peak Hour	Pewaukee Golf Club DW					CTH DR - Golf Road										CTH DR - Golf Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:45 PM	0	0	1	0	1	3	24	0	0	27	0	0	0	0	0	0	31	0	0	31	59
	4:00 PM	7	0	1	0	8	0	22	0	0	22	0	0	0	0	0	0	20	1	0	21	51
	4:15 PM	1	0	2	0	3	1	32	0	0	33	0	0	0	0	0	0	28	2	0	30	66
	4:30 PM	2	0	2	0	4	0	34	0	0	34	0	0	0	0	0	0	34	0	0	34	72
	Peak Hour Volume	10	0	6	0	16	4	112	0	0	116	0	0	0	0	0	0	113	3	0	116	248
	Rounded Hourly Volume	10	0	5	0	15	5	110	0	0	115	0	0	0	0	0	0	115	5	0	120	250
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.8
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.4	1.6
	Peak Hour Factor (PHF)	0.36	0.00	0.75	0.00	0.50	0.33	0.82	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.37	0.00	0.85	0.86

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Pewaukee Golf Club DW			CTH DR - Golf Road						CTH DR - Golf Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

CTH DR - Golf Road & Pewaukee Golf Club DW

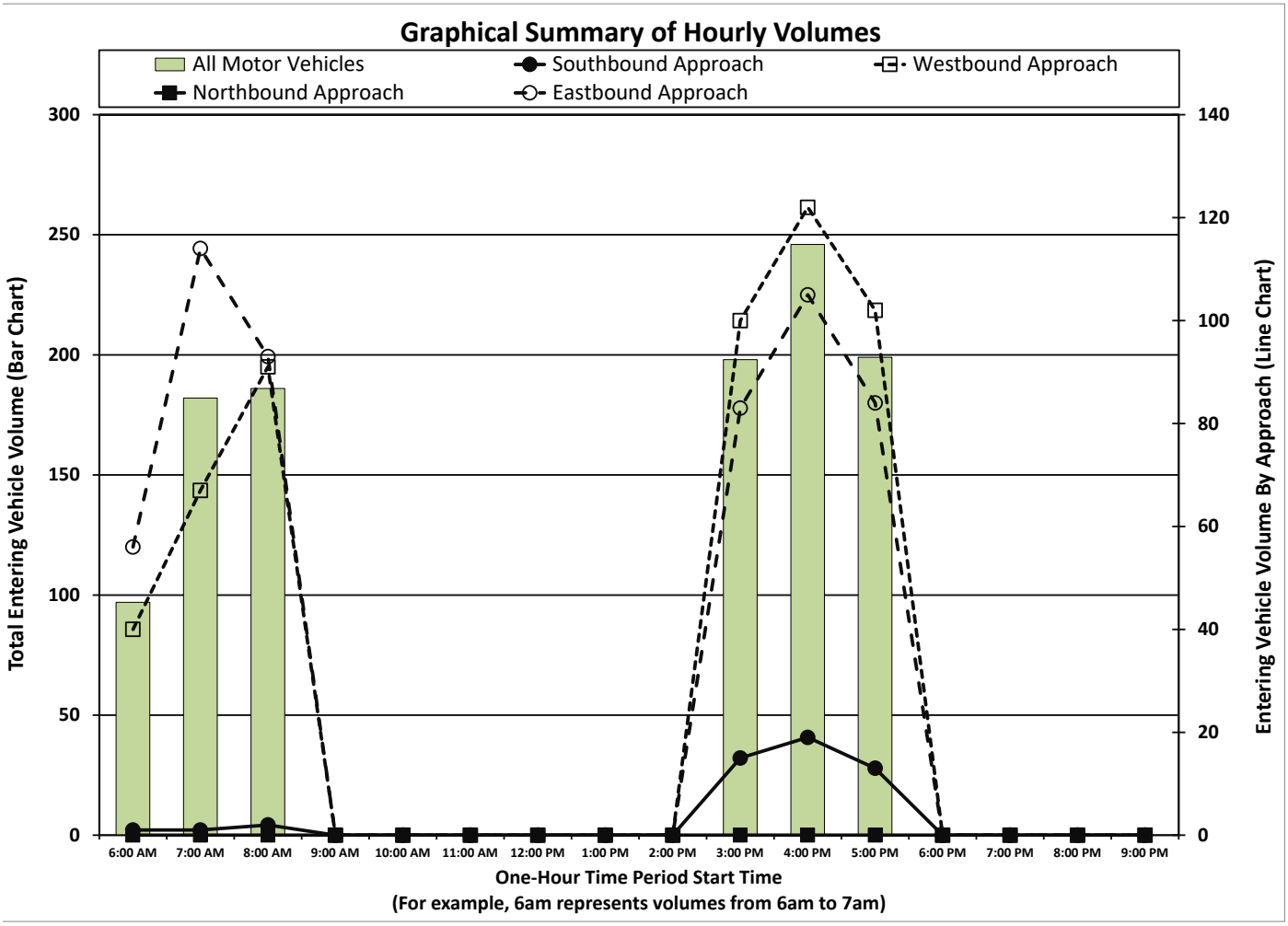
Count Basics			*Page 4 of 13*
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

	One-Hour	From North					From East					From South					From West					Total	Directional Volume Totals	
	Time Period	Pewaukee Golf Club DW					CTH DR - Golf Road										CTH DR - Golf Road					Vehicle		
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	E/W	N/S
AM	6:00 AM	0	0	1	0	1	1	39	0	0	40	0	0	0	0	0	0	56	0	0	56	97	96	1
AM	7:00 AM	0	0	1	0	1	2	65	0	0	67	0	0	0	0	0	0	114	0	0	114	182	181	1
AM	8:00 AM	0	0	2	0	2	4	87	0	0	91	0	0	0	0	0	0	91	2	0	93	186	184	2
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	5	0	10	0	15	10	90	0	0	100	0	0	0	0	0	0	79	4	0	83	198	183	15
PM	4:00 PM	11	0	8	0	19	1	121	0	0	122	0	0	0	0	0	0	102	3	0	105	246	227	19
PM	5:00 PM	5	0	8	0	13	1	101	0	0	102	0	0	0	0	0	0	84	0	0	84	199	186	13
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		21	0	30	0	51	19	503	0	0	522	0	0	0	0	0	0	526	9	0	535	1108	1057	51



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH DR - Golf Road & Pewaukee Golf Club DW

Count Basics		*Page 5 of 13*
Start Date: Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	19	97	0.81
	6:15 AM	0	0	1	0	1	1	14	0	0	15	0	0	0	0	0	0	8	0	0	8	24	128	0.64
	6:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	24	150	0.75
	6:45 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	19	0	0	19	30	168	0.84
	7:00 AM	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	0	36	0	0	36	50	182	0.91
	7:15 AM	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	29	0	0	29	46	168	0.91
	7:30 AM	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	24	0	0	24	42	158	0.90
	7:45 AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	25	0	0	25	44	168	0.81
	8:00 AM	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	0	23	0	0	23	36	186	0.75
	8:15 AM	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	18	0	0	18	36		
	8:30 AM	0	0	0	0	0	1	21	0	0	22	0	0	0	0	0	0	28	2	0	30	52		
	8:45 AM	0	0	1	0	1	2	37	0	0	39	0	0	0	0	0	0	22	0	0	22	62		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	1	0	6	0	7	4	30	0	0	34	0	0	0	0	0	0	16	2	0	18	59	198	0.84
	3:15 PM	2	0	2	0	4	0	13	0	0	13	0	0	0	0	0	0	23	1	0	24	41	190	0.81
	3:30 PM	2	0	1	0	3	3	23	0	0	26	0	0	0	0	0	0	9	1	0	10	39	215	0.81
	3:45 PM	0	0	1	0	1	3	24	0	0	27	0	0	0	0	0	0	31	0	0	31	59	248	0.86
	4:00 PM	7	0	1	0	8	0	22	0	0	22	0	0	0	0	0	0	20	1	0	21	51	246	0.85
	4:15 PM	1	0	2	0	3	1	32	0	0	33	0	0	0	0	0	0	28	2	0	30	66	244	0.85
	4:30 PM	2	0	2	0	4	0	34	0	0	34	0	0	0	0	0	0	34	0	0	34	72	238	0.83
	4:45 PM	1	0	3	0	4	0	33	0	0	33	0	0	0	0	0	0	20	0	0	20	57	215	0.90
	5:00 PM	1	0	4	0	5	0	19	0	0	19	0	0	0	0	0	0	25	0	0	25	49	199	0.83
	5:15 PM	2	0	4	0	6	0	33	0	0	33	0	0	0	0	0	0	21	0	0	21	60		
	5:30 PM	2	0	0	0	2	0	24	0	0	24	0	0	0	0	0	0	23	0	0	23	49		
	5:45 PM	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	15	0	0	15	41		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		21	0	30	0	51	19	503	0	0	522	0	0	0	0	0	0	526	9	0	535	1108		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	0	0	1	0	1	2	65	0	0	67	0	0	0	0	0	0	114	0	0	114	182	0.91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:45 PM	10	0	6	0	16	4	112	0	0	116	0	0	0	0	0	0	113	3	0	116	248	0.86

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics		*Page 6 of 13*
Start Date: Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

CTH DR - Golf Road & Pewaukee Golf Club DW

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	19	95
	6:15 AM	0	0	1	0	1	1	14	0	0	15	0	0	0	0	0	0	8	0	0	8	24	125
	6:30 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	22	146
	6:45 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	19	0	0	19	30	165
	7:00 AM	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	0	36	0	0	36	49	178
	7:15 AM	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	28	0	0	28	45	164
	7:30 AM	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	24	0	0	24	41	154
	7:45 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	25	0	0	25	43	163
	8:00 AM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	23	0	0	23	35	181
	8:15 AM	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	18	0	0	18	35	
	8:30 AM	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	27	2	0	29	50	
	8:45 AM	0	0	1	0	1	2	36	0	0	38	0	0	0	0	0	0	22	0	0	22	61	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	1	0	6	0	7	4	29	0	0	33	0	0	0	0	0	0	15	2	0	17	57	194
	3:15 PM	2	0	2	0	4	0	13	0	0	13	0	0	0	0	0	0	21	1	0	22	39	188
	3:30 PM	2	0	1	0	3	3	23	0	0	26	0	0	0	0	0	0	9	1	0	10	39	212
	3:45 PM	0	0	1	0	1	3	24	0	0	27	0	0	0	0	0	0	31	0	0	31	59	244
	4:00 PM	7	0	1	0	8	0	22	0	0	22	0	0	0	0	0	0	20	1	0	21	51	242
	4:15 PM	1	0	2	0	3	1	32	0	0	33	0	0	0	0	0	0	25	2	0	27	63	235
	4:30 PM	2	0	2	0	4	0	34	0	0	34	0	0	0	0	0	0	33	0	0	33	71	232
	4:45 PM	1	0	3	0	4	0	33	0	0	33	0	0	0	0	0	0	20	0	0	20	57	210
	5:00 PM	1	0	4	0	5	0	18	0	0	18	0	0	0	0	0	0	21	0	0	21	44	193
	5:15 PM	2	0	4	0	6	0	33	0	0	33	0	0	0	0	0	0	21	0	0	21	60	
	5:30 PM	2	0	0	0	2	0	24	0	0	24	0	0	0	0	0	0	23	0	0	23	49	
	5:45 PM	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	14	0	0	14	40	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		21	0	30	0	51	19	493	0	0	512	0	0	0	0	0	0	511	9	0	520	1083	

Peak Hour Automobile Volume Summary

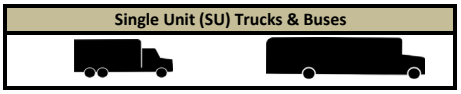
	Hourly Time Period	From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	0	1	0	1	2	62	0	0	64	0	0	0	0	0	0	113	0	0	113	178
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	10	0	6	0	16	4	112	0	0	116	0	0	0	0	0	0	109	3	0	112	244

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

CTH DR - Golf Road & Pewaukee Golf Club DW

Count Basics		*Page 7 of 13*
Start Date: Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events



15-Minute Single Unit (SU) Truck & Bus Data

	15-Minute Time Period	From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	18	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly Time Period	From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

CTH DR - Golf Road & Pewaukee Golf Club DW

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute Time Period Start Time	From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	5
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	7	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period Start Time	From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			*Page 9 of 13*
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH DR - Golf Road & Pewaukee Golf Club DW



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	4
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	9
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	6
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	25	

Peak Hour Heavy Vehicle Volume Summary

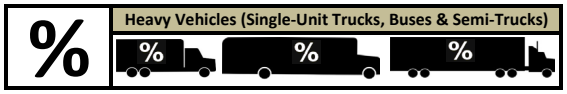
Hourly Time Period		From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH DR - Golf Road & Pewaukee Golf Club DW



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	7.1	8.3	2.7
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.2
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.4	2.2	2.4
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.5
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	3.0
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	2.7
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.3	3.8	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.6	3.4	2.0
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.3	4.9	1.1
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	10.0	4.5	3.7
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9	1.4	2.5
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	16.0	10.2	3.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.7	2.4	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.8	2.3	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					Hourly Heavy Vehicle	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	
AM	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.9	2.2	
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.4	1.6	

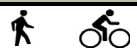
Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

CTH DR - Golf Road & Pewaukee Golf Club DW

Count Basics			*Page 11 of 13*
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	Pewaukee Golf Club DW			CTH DR - Golf Road						CTH DR - Golf Road			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

CTH DR - Golf Road & Pewaukee Golf Club DW

Adults & Children



15-Minute Adult & Children Pedestrian Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
	Start Time	Pewaukee Golf Club DW			CTH DR - Golf Road						CTH DR - Golf Road				
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Monday, November 6, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

CTH DR - Golf Road & Pewaukee Golf Club DW

Bicyclists



15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Pewaukee Golf Club DW					From East (←) CTH DR - Golf Road					From South (↑)					From West (→) CTH DR - Golf Road					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Major St: **CTH T - Grandview Blvd**
Minor St: **CTH DR - Golf Road**
Intersection of: ***CTH T - Grandview Blvd & CTH DR - Golf Road*** **IX_ID:**

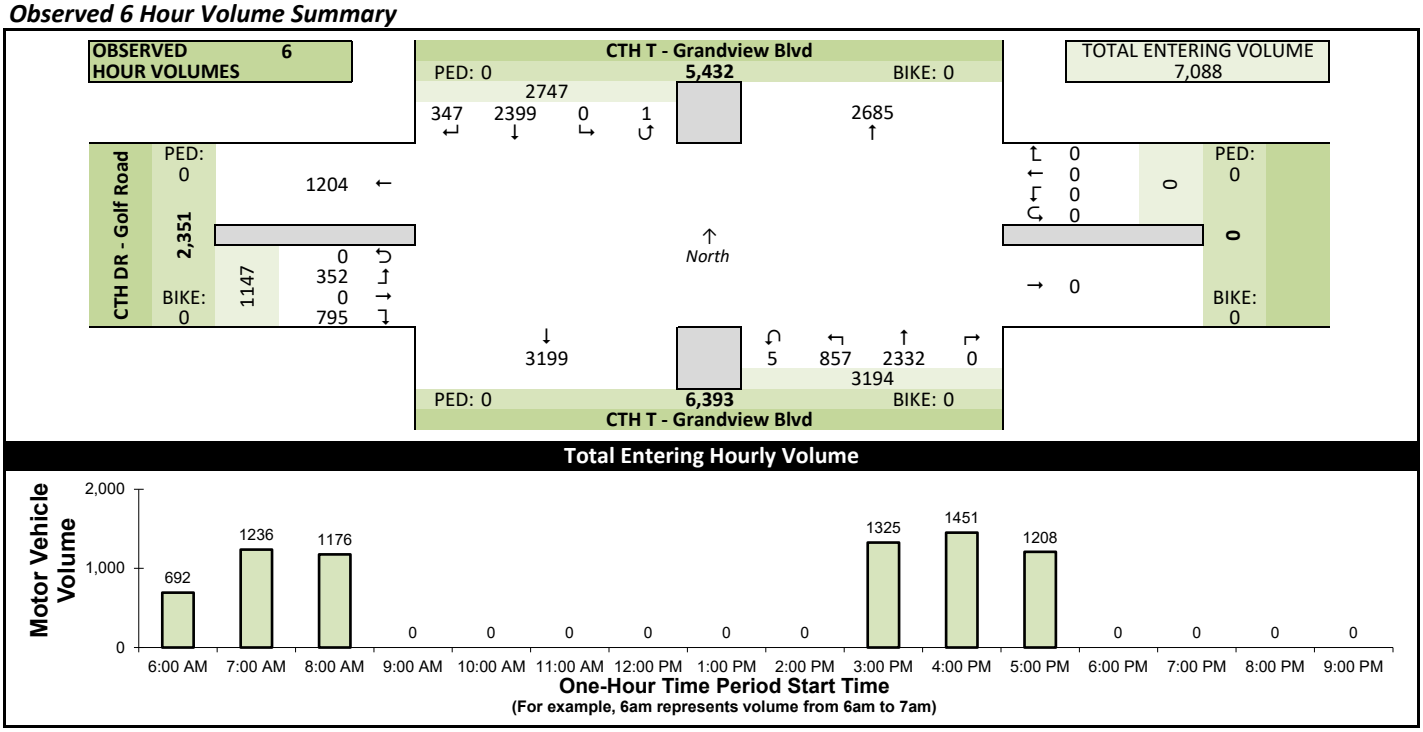
Site Information

Municipality	City of Pewaukee		
County	67 - Waukesha	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	CTH T - Grandview Blvd		
East Leg			
South Leg	CTH T - Grandview Blvd		
West Leg	CTH DR - Golf Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

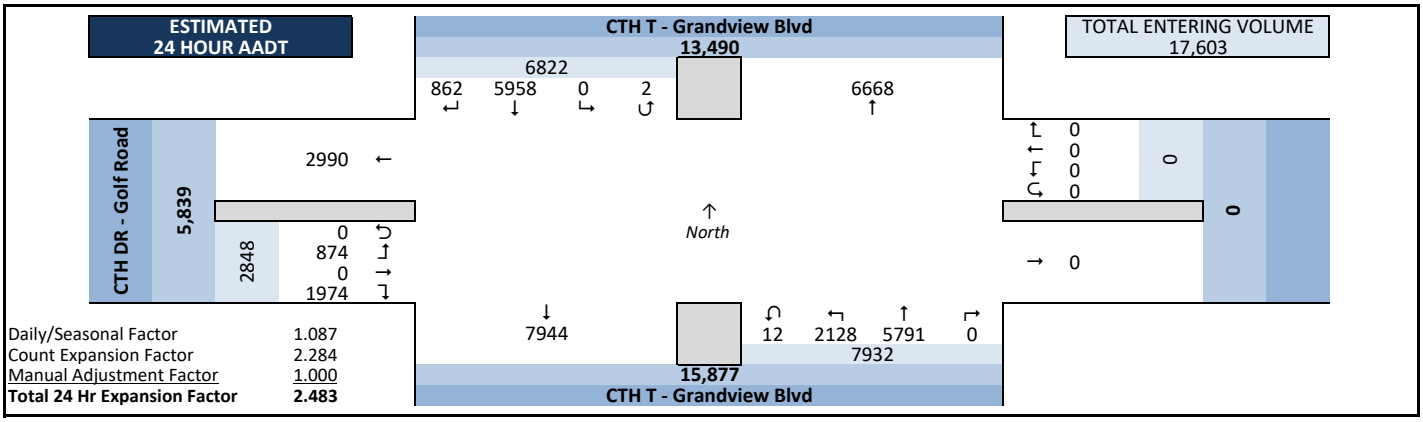
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Thursday, January 25, 2024			Weather	
AM Peak Period	Thursday, January 25, 2024			Clear & Dry	
Midday Peak Period	Thursday, January 25, 2024			Clear & Dry	
PM Peak Period	Thursday, January 25, 2024			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	3:45-4:45pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	3:45-4:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.087	Count Expansion Factor	2.284		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	None			
	PM Peak Period	Amy Scheuerlein			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	1.087
Count Expansion Factor	2.284
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**2.483**

Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

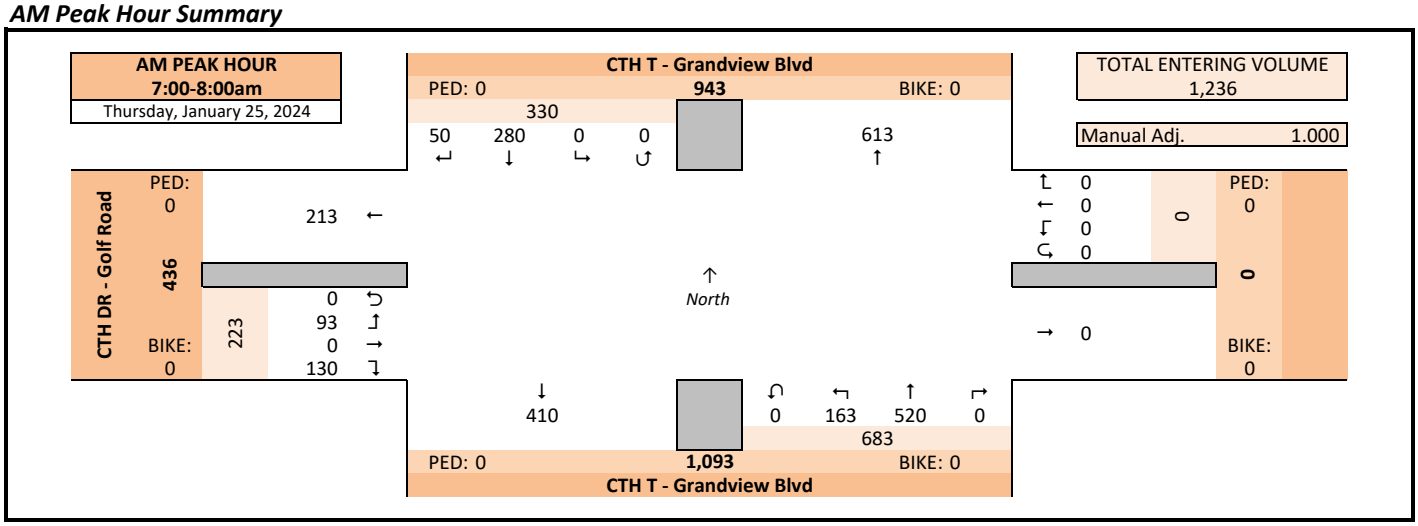
Count Basics			*Page 2 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH T - Grandview Blvd & CTH DR - Golf Road

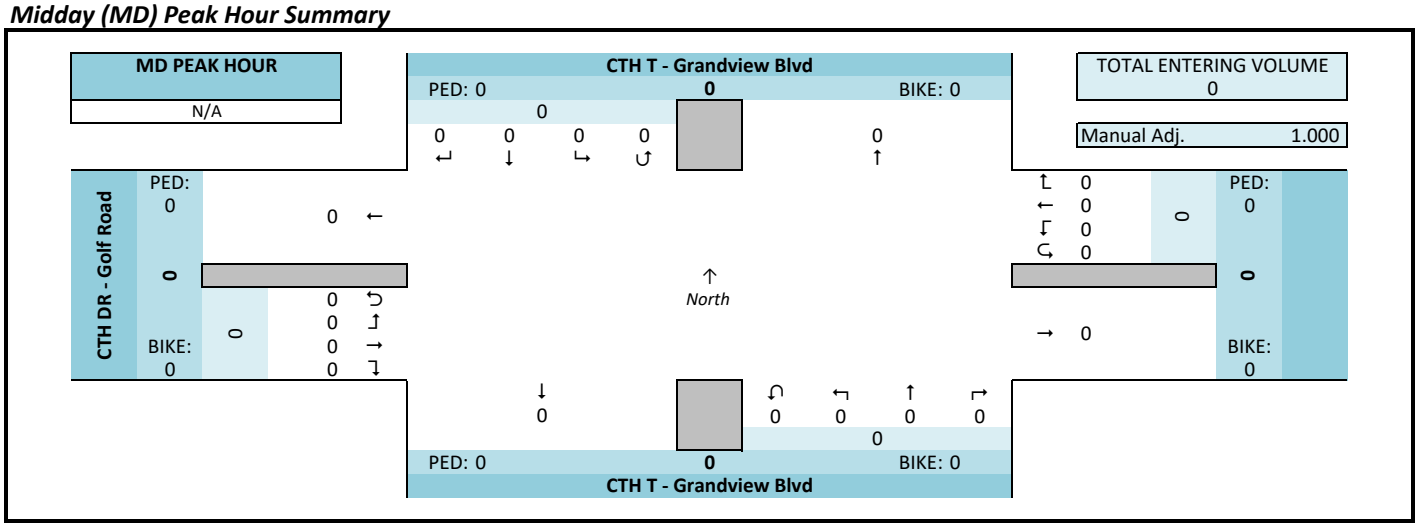
All Motor Vehicles



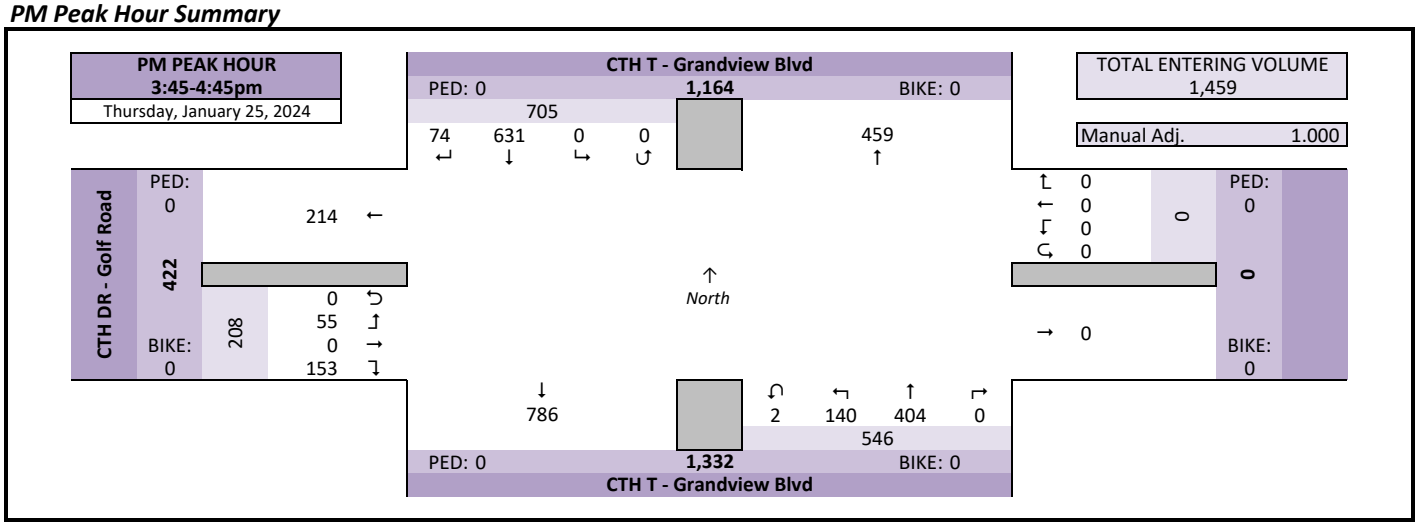
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

CTH T - Grandview Blvd & CTH DR - Golf Road

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, January 25, 2024		From North					From East					From South					From West					
	AM Peak Hour	CTH T - Grandview Blvd										CTH T - Grandview Blvd					CTH DR - Golf Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	12	68	0	0	80	0	0	0	0	0	0	83	36	0	119	36	0	17	0	53	252
	7:15 AM	12	62	0	0	74	0	0	0	0	0	0	103	42	0	145	31	0	31	0	62	281
	7:30 AM	9	81	0	0	90	0	0	0	0	0	0	168	54	0	222	33	0	20	0	53	365
	7:45 AM	17	69	0	0	86	0	0	0	0	0	0	166	31	0	197	30	0	25	0	55	338
	Peak Hour Volume	50	280	0	0	330	0	0	0	0	0	0	520	163	0	683	130	0	93	0	223	1236
	Rounded Hourly Volume	50	280	0	0	330	0	0	0	0	0	0	520	165	0	685	130	0	95	0	225	1240
	% Single Unit Trucks	6.0	2.9	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.8	16.6	0.0	4.5	13.8	0.0	10.8	0.0	12.6	5.7
	% Heavy Trucks	2.0	0.7	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	1.2	11.5	0.0	0.0	0.0	6.7	2.1
	% Trucks (Total)	8.0	3.6	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.8	21.5	0.0	5.7	25.4	0.0	10.8	0.0	19.3	7.8
	Peak Hour Factor (PHF)	0.74	0.86	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.75	0.00	0.77	0.90	0.00	0.75	0.00	0.90	0.85

N/A		From North					From East					From South					From West					
	MD Peak Hour	CTH T - Grandview Blvd										CTH T - Grandview Blvd					CTH DR - Golf Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, January 25, 2024		From North					From East					From South					From West					
	PM Peak Hour	CTH T - Grandview Blvd										CTH T - Grandview Blvd					CTH DR - Golf Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:45 PM	14	152	0	0	166	0	0	0	0	0	0	94	36	0	130	46	0	9	0	55	351
	4:00 PM	24	180	0	0	204	0	0	0	0	0	0	95	43	1	139	42	0	15	0	57	400
	4:15 PM	20	145	0	0	165	0	0	0	0	0	0	106	23	1	130	30	0	14	0	44	339
	4:30 PM	16	154	0	0	170	0	0	0	0	0	0	109	38	0	147	35	0	17	0	52	369
	Peak Hour Volume	74	631	0	0	705	0	0	0	0	0	0	404	140	2	546	153	0	55	0	208	1459
	Rounded Hourly Volume	75	630	0	0	705	0	0	0	0	0	0	405	140	0	545	155	0	55	0	210	1460
	% Single Unit Trucks	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.1	0.0	1.3	2.6	0.0	0.0	0.0	1.9	1.1
	% Heavy Trucks	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.7	8.6	0.0	2.7	5.2	0.0	1.8	0.0	4.3	1.8
	% Trucks (Total)	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	10.7	0.0	4.0	7.8	0.0	1.8	0.0	6.2	2.9
	Peak Hour Factor (PHF)	0.77	0.88	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.81	0.50	0.93	0.83	0.00	0.81	0.00	0.91	0.91

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		CTH T - Grandview Blvd						CTH T - Grandview Blvd			CTH DR - Golf Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

CTH T - Grandview Blvd & CTH DR - Golf Road

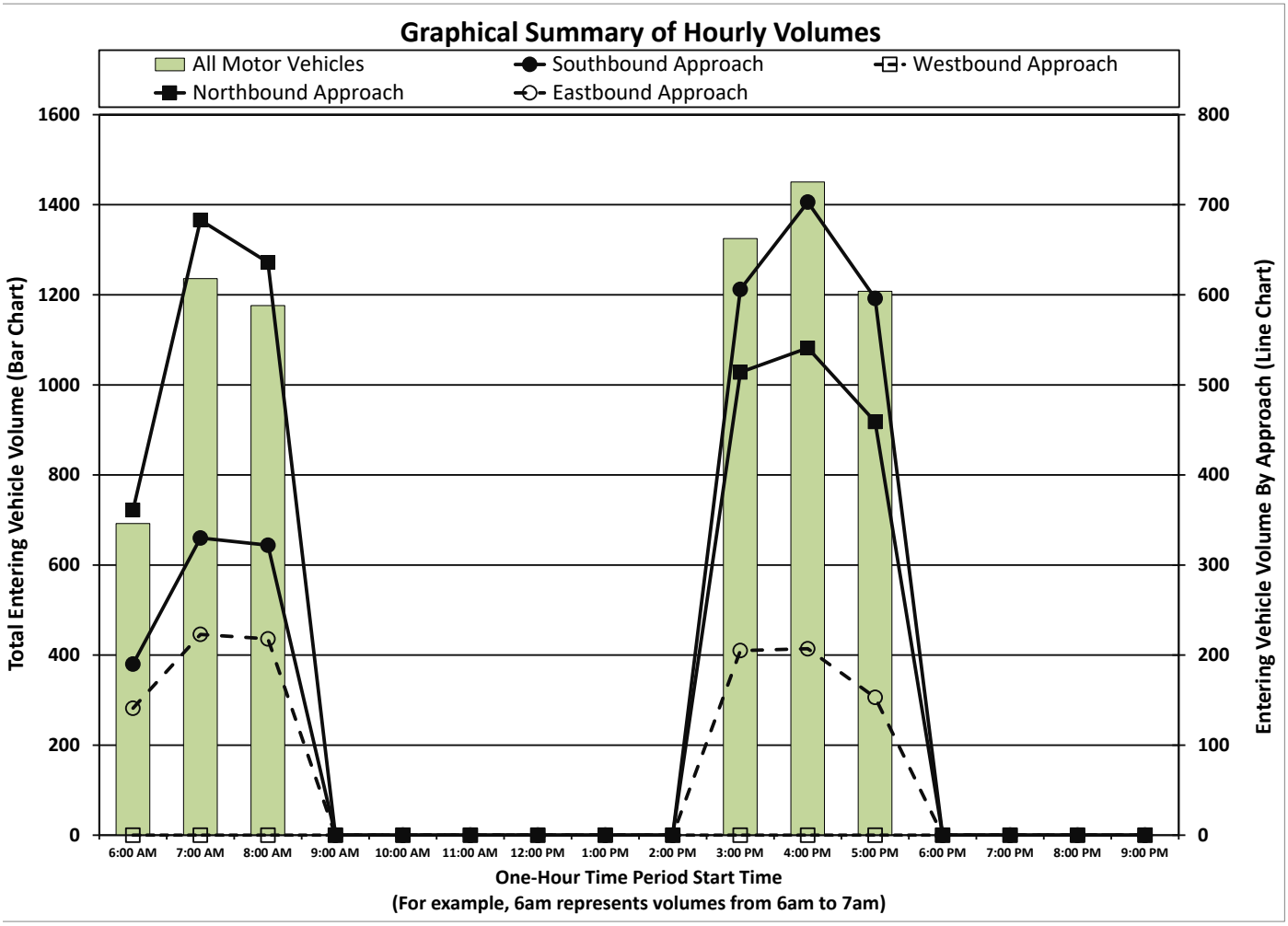
Count Basics			*Page 4 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) CTH T - Grandview Blvd					From East (←)					From South (↑) CTH T - Grandview Blvd					From West (→) CTH DR - Golf Road					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	24	166	0	0	190	0	0	0	0	0	0	234	126	1	361	102	0	39	0	141	692	141	551
	7:00 AM	50	280	0	0	330	0	0	0	0	0	0	520	163	0	683	130	0	93	0	223	1236	223	1013
	8:00 AM	63	258	0	1	322	0	0	0	0	0	0	467	169	0	636	153	0	65	0	218	1176	218	958
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	69	537	0	0	606	0	0	0	0	0	0	361	151	2	514	158	0	47	0	205	1325	205	1120
	4:00 PM	83	620	0	0	703	0	0	0	0	0	0	398	141	2	541	144	0	63	0	207	1451	207	1244
	5:00 PM	58	538	0	0	596	0	0	0	0	0	0	352	107	0	459	108	0	45	0	153	1208	153	1055
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		347	2399	0	1	2747	0	0	0	0	0	0	2332	857	5	3194	795	0	352	0	1147	7088	1147	5941



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

CTH T - Grandview Blvd & CTH DR - Golf Road

Count Basics		*Page 5 of 13*
Start Date: Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓) CTH T - Grandview Blvd					From East (←)					From South (↑) CTH T - Grandview Blvd					From West (→) CTH DR - Golf Road					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	6	30	0	0	36	0	0	0	0	0	0	30	18	0	48	27	0	7	0	34	118	692	0.71
	6:15 AM	1	40	0	0	41	0	0	0	0	0	0	45	30	0	75	19	0	6	0	25	141	826	0.82
	6:30 AM	7	46	0	0	53	0	0	0	0	0	0	65	38	1	104	26	0	8	0	34	191	966	0.86
	6:45 AM	10	50	0	0	60	0	0	0	0	0	0	94	40	0	134	30	0	18	0	48	242	1140	0.78
	7:00 AM	12	68	0	0	80	0	0	0	0	0	0	83	36	0	119	36	0	17	0	53	252	1236	0.85
	7:15 AM	12	62	0	0	74	0	0	0	0	0	0	103	42	0	145	31	0	31	0	62	281	1256	0.86
	7:30 AM	9	81	0	0	90	0	0	0	0	0	0	168	54	0	222	33	0	20	0	53	365	1277	0.87
	7:45 AM	17	69	0	0	86	0	0	0	0	0	0	166	31	0	197	30	0	25	0	55	338	1205	0.89
	8:00 AM	15	62	0	0	77	0	0	0	0	0	0	113	41	0	154	34	0	7	0	41	272	1176	0.95
	8:15 AM	23	55	0	1	79	0	0	0	0	0	0	119	44	0	163	39	0	21	0	60	302		
	8:30 AM	12	72	0	0	84	0	0	0	0	0	0	120	41	0	161	40	0	8	0	48	293		
	8:45 AM	13	69	0	0	82	0	0	0	0	0	0	115	43	0	158	40	0	29	0	69	309		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	23	143	0	0	166	0	0	0	0	0	0	84	27	1	112	42	0	7	0	49	327	1325	0.94
	3:15 PM	18	111	0	0	129	0	0	0	0	0	0	88	41	1	130	30	0	16	0	46	305	1398	0.87
	3:30 PM	14	131	0	0	145	0	0	0	0	0	0	95	47	0	142	40	0	15	0	55	342	1432	0.90
	3:45 PM	14	152	0	0	166	0	0	0	0	0	0	94	36	0	130	46	0	9	0	55	351	1459	0.91
	4:00 PM	24	180	0	0	204	0	0	0	0	0	0	95	43	1	139	42	0	15	0	57	400	1451	0.91
	4:15 PM	20	145	0	0	165	0	0	0	0	0	0	106	23	1	130	30	0	14	0	44	339	1402	0.95
	4:30 PM	16	154	0	0	170	0	0	0	0	0	0	109	38	0	147	35	0	17	0	52	369	1429	0.97
	4:45 PM	23	141	0	0	164	0	0	0	0	0	0	88	37	0	125	37	0	17	0	54	343	1333	0.91
	5:00 PM	17	169	0	0	186	0	0	0	0	0	0	96	31	0	127	28	0	10	0	38	351	1208	0.83
	5:15 PM	18	166	0	0	184	0	0	0	0	0	0	106	28	0	134	37	0	11	0	48	366		
	5:30 PM	16	115	0	0	131	0	0	0	0	0	0	71	26	0	97	31	0	14	0	45	273		
	5:45 PM	7	88	0	0	95	0	0	0	0	0	0	79	22	0	101	12	0	10	0	22	218		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		347	2399	0	1	2747	0	0	0	0	0	0	2332	857	5	3194	795	0	352	0	1147	7088		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) CTH T - Grandview Blvd					From East (←)					From South (↑) CTH T - Grandview Blvd					From West (→) CTH DR - Golf Road					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	50	280	0	0	330	0	0	0	0	0	0	520	163	0	683	130	0	93	0	223	1236	0.85
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:45 PM	74	631	0	0	705	0	0	0	0	0	0	404	140	2	546	153	0	55	0	208	1459	0.91

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics			*Page 6 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH T - Grandview Blvd & CTH DR - Golf Road

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period		From North (↓) CTH T - Grandview Blvd					From East (←)					From South (↑) CTH T - Grandview Blvd					From West (→) CTH DR - Golf Road					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	5	30	0	0	35	0	0	0	0	0	0	28	13	0	41	20	0	7	0	27	103	616
	6:15 AM	1	36	0	0	37	0	0	0	0	0	0	43	20	0	63	13	0	6	0	19	119	743
	6:30 AM	7	44	0	0	51	0	0	0	0	0	0	64	32	1	97	18	0	8	0	26	174	883
	6:45 AM	9	49	0	0	58	0	0	0	0	0	0	92	28	0	120	27	0	15	0	42	220	1042
	7:00 AM	11	65	0	0	76	0	0	0	0	0	0	82	30	0	112	26	0	16	0	42	230	1140
	7:15 AM	11	60	0	0	71	0	0	0	0	0	0	102	33	0	135	24	0	29	0	53	259	1162
	7:30 AM	9	77	0	0	86	0	0	0	0	0	0	166	42	0	208	20	0	19	0	39	333	1181
	7:45 AM	15	68	0	0	83	0	0	0	0	0	0	166	23	0	189	27	0	19	0	46	318	1121
	8:00 AM	15	61	0	0	76	0	0	0	0	0	0	111	36	0	147	22	0	7	0	29	252	1090
	8:15 AM	23	53	0	1	77	0	0	0	0	0	0	116	36	0	152	30	0	19	0	49	278	
	8:30 AM	12	70	0	0	82	0	0	0	0	0	0	117	31	0	148	35	0	8	0	43	273	
	8:45 AM	12	66	0	0	78	0	0	0	0	0	0	112	34	0	146	35	0	28	0	63	287	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	23	140	0	0	163	0	0	0	0	0	0	84	25	1	110	39	0	6	0	45	318	1276
	3:15 PM	17	107	0	0	124	0	0	0	0	0	0	86	39	1	126	25	0	16	0	41	291	1347
	3:30 PM	13	130	0	0	143	0	0	0	0	0	0	90	43	0	133	36	0	14	0	50	326	1384
	3:45 PM	14	151	0	0	165	0	0	0	0	0	0	93	32	0	125	42	0	9	0	51	341	1417
	4:00 PM	24	178	0	0	202	0	0	0	0	0	0	94	39	1	134	38	0	15	0	53	389	1410
	4:15 PM	20	143	0	0	163	0	0	0	0	0	0	102	21	1	124	27	0	14	0	41	328	1360
	4:30 PM	16	152	0	0	168	0	0	0	0	0	0	108	33	0	141	34	0	16	0	50	359	1389
	4:45 PM	23	138	0	0	161	0	0	0	0	0	0	88	36	0	124	32	0	17	0	49	334	1295
	5:00 PM	17	167	0	0	184	0	0	0	0	0	0	95	26	0	121	24	0	10	0	34	339	1173
	5:15 PM	16	165	0	0	181	0	0	0	0	0	0	105	26	0	131	34	0	11	0	45	357	
	5:30 PM	15	115	0	0	130	0	0	0	0	0	0	70	26	0	96	26	0	13	0	39	265	
	5:45 PM	6	87	0	0	93	0	0	0	0	0	0	79	18	0	97	12	0	10	0	22	212	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		334	2352	0	1	2687	0	0	0	0	0	0	2293	722	5	3020	666	0	332	0	998	6705	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) CTH T - Grandview Blvd					From East (←)					From South (↑) CTH T - Grandview Blvd					From West (→) CTH DR - Golf Road					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	46	270	0	0	316	0	0	0	0	0	0	516	128	0	644	97	0	83	0	180	1140
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	74	624	0	0	698	0	0	0	0	0	0	397	125	2	524	141	0	54	0	195	1417

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

CTH T - Grandview Blvd & CTH DR - Golf Road

Count Basics		*Page 7 of 13*
Start Date: Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



15-Minute Single Unit (SU) Truck & Bus Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	CTH T - Grandview Blvd										CTH T - Grandview Blvd					CTH DR - Golf Road					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	5	0	0	0	5	10	48
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	6	0	8	2	0	0	0	2	13	52
	6:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	4	0	5	6	0	0	0	6	13	55
	6:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	6	0	7	1	0	2	0	3	12	67
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	5	0	6	5	0	1	0	6	14	70
	7:15 AM	1	2	0	0	3	0	0	0	0	0	0	1	6	0	7	4	0	2	0	6	16	71
	7:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	11	0	13	8	0	1	0	9	25	71
	7:45 AM	2	1	0	0	3	0	0	0	0	0	0	0	5	0	5	1	0	6	0	7	15	60
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	4	0	5	9	0	0	0	9	15	57
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	6	0	8	4	0	2	0	6	16	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	5	0	8	4	0	0	0	4	14	
	8:45 AM	1	2	0	0	3	0	0	0	0	0	0	2	4	0	6	2	0	1	0	3	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4	21
	3:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6	21
	3:30 PM	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	2	0	1	0	3	9	20
	3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	16
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	4	17
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	18
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	5	17
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	15
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	5	14
	5:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	
	5:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		9	37	0	0	46	0	0	0	0	0	0	28	72	0	100	64	0	17	0	81	227	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	CTH T - Grandview Blvd										CTH T - Grandview Blvd					CTH DR - Golf Road					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	3	8	0	0	11	0	0	0	0	0	0	4	27	0	31	18	0	10	0	28	70
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	5	0	0	5	0	0	0	0	0	0	4	3	0	7	4	0	0	0	4	16

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

CTH T - Grandview Blvd & CTH DR - Golf Road

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute	From North					From East					From South					From West						
	Time Period	CTH T - Grandview Blvd										CTH T - Grandview Blvd					CTH DR - Golf Road					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	5	28
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	4	0	0	0	4	9	31
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	4	28
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	6	0	7	2	0	1	0	3	10	31
	7:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	5	0	0	0	5	8	26
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	6	23
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	5	0	0	0	5	7	25
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	5	24
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3	0	0	0	3	5	29
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	5	0	0	0	5	8	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	1	6	
	8:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	5	0	6	3	0	0	0	3	10	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	5	28
	3:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	8	30
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	2	0	0	0	2	7	28
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	4	0	0	0	4	8	26
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	3	0	4	1	0	0	0	1	7	24
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	6	24
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	0	1	5	23
	4:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	6	23
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4	0	0	0	4	7	21
	5:15 PM	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	1	0	0	0	1	5	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	5	
	5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	4	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		4	10	0	0	14	0	0	0	0	0	0	11	63	0	74	65	0	3	0	68	156	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period	CTH T - Grandview Blvd										CTH T - Grandview Blvd					CTH DR - Golf Road					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	1	2	0	0	3	0	0	0	0	0	0	0	8	0	8	15	0	0	0	15	26
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	12	0	15	8	0	1	0	9	26

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics			*Page 9 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH T - Grandview Blvd & CTH DR - Golf Road



15-Minute Heavy Vehicle Data

	15-Minute	From North					From East					From South					From West						
	Time Period	CTH T - Grandview Blvd										CTH T - Grandview Blvd					CTH DR - Golf Road					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	1	0	0	0	1	0	0	0	0	0	0	2	5	0	7	7	0	0	0	7	15	76
	6:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	10	0	12	6	0	0	0	6	22	83
	6:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	6	0	7	8	0	0	0	8	17	83
	6:45 AM	1	1	0	0	2	0	0	0	0	0	0	2	12	0	14	3	0	3	0	6	22	98
	7:00 AM	1	3	0	0	4	0	0	0	0	0	0	1	6	0	7	10	0	1	0	11	22	96
	7:15 AM	1	2	0	0	3	0	0	0	0	0	0	1	9	0	10	7	0	2	0	9	22	94
	7:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	12	0	14	13	0	1	0	14	32	96
	7:45 AM	2	1	0	0	3	0	0	0	0	0	0	0	8	0	8	3	0	6	0	9	20	84
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	5	0	7	12	0	0	0	12	20	86
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	8	0	11	9	0	2	0	11	24	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	10	0	13	5	0	0	0	5	20	
	8:45 AM	1	3	0	0	4	0	0	0	0	0	0	3	9	0	12	5	0	1	0	6	22	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	2	0	2	3	0	1	0	4	9	49
	3:15 PM	1	4	0	0	5	0	0	0	0	0	0	2	2	0	4	5	0	0	0	5	14	51
	3:30 PM	1	1	0	0	2	0	0	0	0	0	0	5	4	0	9	4	0	1	0	5	16	48
	3:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	4	0	5	4	0	0	0	4	10	42
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	4	0	5	4	0	0	0	4	11	41
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	2	0	6	3	0	0	0	3	11	42
	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	5	0	6	1	0	1	0	2	10	40
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	5	0	0	0	5	9	38
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	5	0	6	4	0	0	0	4	12	35
	5:15 PM	2	1	0	0	3	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	9	
	5:30 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	5	0	1	0	6	8	
	5:45 PM	1	1	0	0	2	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	6	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		13	47	0	0	60	0	0	0	0	0	0	39	135	0	174	129	0	20	0	149	383	

Peak Hour Heavy Vehicle Volume Summary

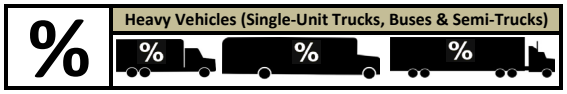
	Hourly	From North					From East					From South					From West					Total
	Time Period	CTH T - Grandview Blvd										CTH T - Grandview Blvd					CTH DR - Golf Road					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	4	10	0	0	14	0	0	0	0	0	0	4	35	0	39	33	0	10	0	43	96
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	7	0	0	7	0	0	0	0	0	0	7	15	0	22	12	0	1	0	13	42

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH T - Grandview Blvd & CTH DR - Golf Road



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) CTH T - Grandview Blvd					From East (←)					From South (↑) CTH T - Grandview Blvd					From West (→) CTH DR - Golf Road					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	16.7	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	6.7	27.8	0.0	14.6	25.9	0.0	0.0	0.0	20.6	12.7	11.0
	6:15 AM	0.0	10.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	0.0	0.0	4.4	33.3	0.0	16.0	31.6	0.0	0.0	0.0	24.0	15.6	10.0
	6:30 AM	0.0	4.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	1.5	15.8	0.0	6.7	30.8	0.0	0.0	0.0	23.5	8.9	8.6
	6:45 AM	10.0	2.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	2.1	30.0	0.0	10.4	10.0	0.0	16.7	0.0	12.5	9.1	8.6
	7:00 AM	8.3	4.4	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	16.7	0.0	5.9	27.8	0.0	5.9	0.0	20.8	8.7	7.8
	7:15 AM	8.3	3.2	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	21.4	0.0	6.9	22.6	0.0	6.5	0.0	14.5	7.8	7.5
	7:30 AM	0.0	4.9	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	1.2	22.2	0.0	6.3	39.4	0.0	5.0	0.0	26.4	8.8	7.5
	7:45 AM	11.8	1.4	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.8	0.0	4.1	10.0	0.0	24.0	0.0	16.4	5.9	7.0
	8:00 AM	0.0	1.6	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.8	12.2	0.0	4.5	35.3	0.0	0.0	0.0	29.3	7.4	7.3
	8:15 AM	0.0	3.6	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	2.5	18.2	0.0	6.7	23.1	0.0	9.5	0.0	18.3	7.9	
	8:30 AM	0.0	2.8	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2.5	24.4	0.0	8.1	12.5	0.0	0.0	0.0	10.4	6.8	
	8:45 AM	7.7	4.3	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	2.6	20.9	0.0	7.6	12.5	0.0	3.4	0.0	8.7	7.1	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	2.1	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	0.0	1.8	7.1	0.0	14.3	0.0	8.2	2.8	3.7
	3:15 PM	5.6	3.6	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	2.3	4.9	0.0	3.1	16.7	0.0	0.0	0.0	10.9	4.6	3.6
	3:30 PM	7.1	0.8	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	5.3	8.5	0.0	6.3	10.0	0.0	6.7	0.0	9.1	4.7	3.4
	3:45 PM	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1	11.1	0.0	3.8	8.7	0.0	0.0	0.0	7.3	2.8	2.9
	4:00 PM	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	9.3	0.0	3.6	9.5	0.0	0.0	0.0	7.0	2.8	2.8
	4:15 PM	0.0	1.4	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	3.8	8.7	0.0	4.6	10.0	0.0	0.0	0.0	6.8	3.2	3.0
	4:30 PM	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.9	13.2	0.0	4.1	2.9	0.0	5.9	0.0	3.8	2.7	2.8
	4:45 PM	0.0	2.1	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.8	13.5	0.0	0.0	0.0	9.3	2.6	2.9
	5:00 PM	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.0	16.1	0.0	4.7	14.3	0.0	0.0	0.0	10.5	3.4	2.9
	5:15 PM	11.1	0.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.9	7.1	0.0	2.2	8.1	0.0	0.0	0.0	6.3	2.5	
	5:30 PM	6.3	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.0	16.1	0.0	7.1	0.0	13.3	2.9	
	5:45 PM	14.3	1.1	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.2	0.0	4.0	0.0	0.0	0.0	0.0	0.0	2.8	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		3.7	2.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.7	15.8	0.0	5.4	16.2	0.0	5.7	0.0	13.0	5.4	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) CTH T - Grandview Blvd					From East (←)					From South (↑) CTH T - Grandview Blvd					From West (→) CTH DR - Golf Road					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:00 AM	8.0	3.6	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.8	21.5	0.0	5.7	25.4	0.0	10.8	0.0	19.3	7.8
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	3:45 PM	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	10.7	0.0	4.0	7.8	0.0	1.8	0.0	6.3	2.9

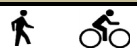
Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH T - Grandview Blvd & CTH DR - Golf Road

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	CTH T - Grandview Blvd						CTH T - Grandview Blvd			CTH DR - Golf Road			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelcha	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			Page 12 of 13
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

CTH T - Grandview Blvd & CTH DR - Golf Road

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach CTH T - Grandview Blvd			Crossing East Approach			Crossing South Approach CTH T - Grandview Blvd			Crossing West Approach CTH DR - Golf Road			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Thursday, January 25, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

CTH T - Grandview Blvd & CTH DR - Golf Road

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period Start Time		From North (↓) CTH T - Grandview Blvd					From East (←)					From South (↑) CTH T - Grandview Blvd					From West (→) CTH DR - Golf Road					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period Start Time		From North (↓) CTH T - Grandview Blvd					From East (←)					From South (↑) CTH T - Grandview Blvd					From West (→) CTH DR - Golf Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: January 31, 2024

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Golf Road at Grandview Blvd

Urbanized Area/Cluster Population
1,376,476

Exit Ramp:	No
Speed Limit:	35

Sat. Flow Rate (pc/h/ln)				
	1832	1832		
	*	*		

**Consider using 1900 pc/h/ln*

N

# of Lanes				
Lane Type				
	1	1		
R	T-R	T	L-T	L

Exit Ramp:	Sat. Flow (pc/h/ln)	# of Lanes	Lane Type		Traffic Signal		Lane Type	# of Lanes	Sat. Flow (pc/h/ln)	Exit Ramp:
No	1910	1	L			R				No
Speed Limit:			L-T			T-R				Speed Limit:
45			T			T				45
			T-R			L-T				
	1900	1	R			L				

L	L-T	T	T-R	R
1		2		
Lane Type				
# of Lanes				

**Consider using 1900 pc/h/ln*

*		*		
1871		1871		
Sat. Flow Rate (pc/h/ln)				

Speed Limit:	35
Exit Ramp:	No

Bureau of Traffic Operations

Last Updated: **4/7/2022**

Date: January 31, 2024

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Golf Road at Meadowbrook Road

Urbanized Area/Cluster Population
1,376,476

Exit Ramp:	No
Speed Limit:	35

Sat. Flow Rate (pc/h/ln)				
1900		1871		1871
		*		*

**Consider using 1900 pc/h/ln*

N

# of Lanes				
Lane Type				
1		1		1
R	T-R	T	L-T	L

Exit Ramp:	Sat. Flow (pc/h/ln)	# of Lanes	Lane Type			Lane Type	# of Lanes	Sat. Flow (pc/h/ln)	Exit Ramp:
No	1951	1	L			R			No
Speed Limit:			L-T			T-R	1	1910	Speed Limit:
	1951	1	T	Traffic Signal		T			
			T-R			L-T			
45	1900	1	R			L	1	1910	45

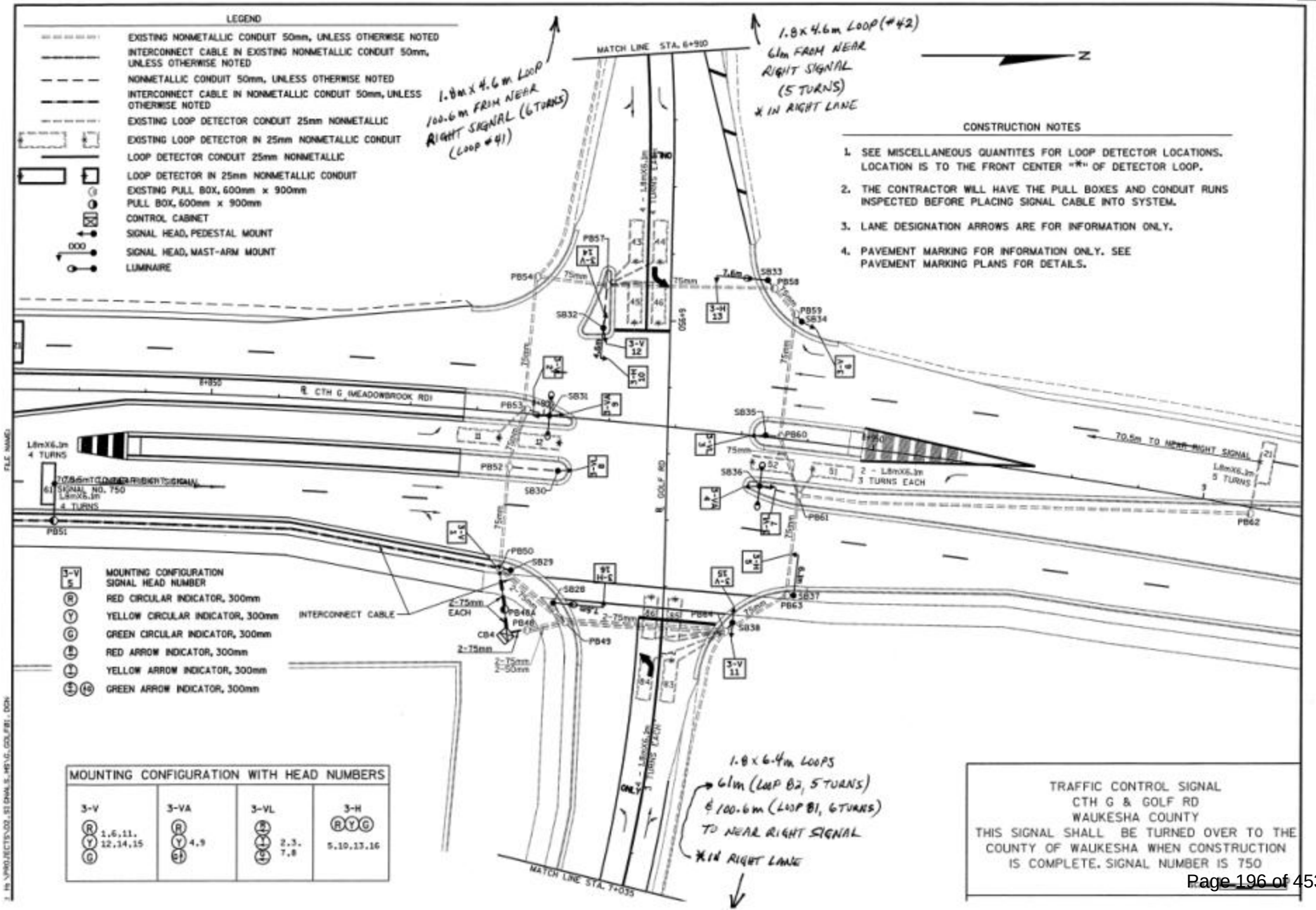
L	L-T	T	T-R	R
1		1		1
Lane Type				
# of Lanes				

**Consider using 1900 pc/h/ln*

*		*		
1871		1871		1900
Sat. Flow Rate (pc/h/ln)				

Speed Limit:	35
Exit Ramp:	No

Bureau of Traffic Operations
Last Updated: 4/7/2022


LEGEND
EXISTING NONMETALLIC CONDUIT 50mm, UNLESS OTHERWISE NOTED
INTERCONNECT CABLE IN EXISTING NONMETALLIC CONDUIT 50mm, UNLESS OTHERWISE NOTED
NONMETALLIC CONDUIT 50mm, UNLESS OTHERWISE NOTED
INTERCONNECT CABLE IN NONMETALLIC CONDUIT 50mm, UNLESS OTHERWISE NOTED
EXISTING LOOP DETECTOR CONDUIT 25mm NONMETALLIC
EXISTING LOOP DETECTOR IN 25mm NONMETALLIC CONDUIT
LOOP DETECTOR CONDUIT 25mm NONMETALLIC
LOOP DETECTOR IN 25mm NONMETALLIC CONDUIT
EXISTING PULL BOX, 600mm x 900mm
PULL BOX, 600mm x 900mm
CONTROL CABINET
SIGNAL HEAD, PEDESTAL MOUNT
SIGNAL HEAD, MAST-ARM MOUNT
LUMINAIRE
MATCH LINE STA. 6+910
1.8m x 4.6m LOOP 100.6m FROM NEAR RIGHT SIGNAL (6 TURNS) (LOOP #41)
1.8 x 4.6m LOOP (#42) 61m FROM NEAR RIGHT SIGNAL (5 TURNS) * IN RIGHT LANE
N
CONSTRUCTION NOTES
1. SEE MISCELLANEOUS QUANTITES FOR LOOP DETECTOR LOCATIONS. LOCATION IS TO THE FRONT CENTER "*" OF DETECTOR LOOP.
2. THE CONTRACTOR WILL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO SYSTEM.
3. LANE DESIGNATION ARROWS ARE FOR INFORMATION ONLY.
4. PAVEMENT MARKING FOR INFORMATION ONLY. SEE PAVEMENT MARKING PLANS FOR DETAILS.
℄ CTH G (MEADOWBROOK RD)
℄ GOLF RD
70.5m TO NEAR RIGHT SIGNAL
2 - 1.8mX6.1m 3 TURNS EACH
1.8mX6.1m 4 TURNS
1.8mX6.1m 5 TURNS
SIGNAL NO. 750
INTERCONNECT CABLE
2-75mm EACH
2-75mm
2-75mm 2-50mm
MOUNTING CONFIGURATION SIGNAL HEAD NUMBER
RED CIRCULAR INDICATOR, 300mm
YELLOW CIRCULAR INDICATOR, 300mm
GREEN CIRCULAR INDICATOR, 300mm
RED ARROW INDICATOR, 300mm
YELLOW ARROW INDICATOR, 300mm
GREEN ARROW INDICATOR, 300mm
MOUNTING CONFIGURATION WITH HEAD NUMBERS
3-V 1,6,11, 12,14,15
3-VA 4,9
3-VL 2,3, 7,8
3-H 5,10,13,16
1.8 x 6.4m LOOPS 61m (LOOP 82, 5 TURNS) & 100.6m (LOOP 81, 6 TURNS) TO NEAR RIGHT SIGNAL
*IN RIGHT LANE
MATCH LINE STA. 7+035
TRAFFIC CONTROL SIGNAL
CTH G & GOLF RD
WAUKESHA COUNTY
THIS SIGNAL SHALL BE TURNED OVER TO THE COUNTY OF WAUKESHA WHEN CONSTRUCTION IS COMPLETE. SIGNAL NUMBER IS 750

BUILT IN '00

SEPAC ECOM All Data

Intersection Name: **Cth DR & Cth G** Intersection Alias: **drg**

Access Data

1 :**1200 Baud**
3 :**1200 Baud**

Access Code: **9999** Channel: 1 Address: **0**

Revision: **2.33** IP Address:

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	0-None	1-Inact	1-Inact	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

	Vehical Basic Timings						Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	6	1.5	20	25	3.5	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
2	10	4.5	40	50	4.1	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
3	0	0.0	0	0	3.5	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
4	8	3.0	30	30	4.8	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
5	6	1.5	20	25	3.5	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
6	10	4.5	40	50	4.1	2.0	0.0	0.0	0	0-Advance	0.0	0.0	7	25	0	0	No	0	No
7	0	0.0	0	0	3.5	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
8	8	3.0	30	30	4.8	2.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0	0	0	No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0.0	0.0	0	0			No	0	No

	Vehicle Density Timings						General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	6	20	0	0	1.5	None	None	None	0	Yes	No	No	No	No	0	0	0
2	1.2	22	22	0	18	2.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	8	30	0	0	1.5	None	None	None	0	Yes	Yes	No	No	No	0	0	0
5	0.0	6	20	0	0	1.5	None	None	None	0	Yes	No	No	No	No	0	0	0
6	1.2	22	22	0	18	2.0	None	Min	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	8	30	0	0	1.5	None	None	None	0	Yes	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					

Pedestrian Detector

	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					

Special Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay
:					
Default Data					

Unit Data

General Control

Startup Time: 7 sec
Startup State: All Red
Red Revert: 2.0 sec
Auto Ped Clr: No
Stop T Reset: No
Alt Sequence: 0
Special Seq: 0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	Ring 2

I/O Modes:

ABC Input(Entry) Modes: 0
D Input(Entry) Modes: 0
ABC Output(O/STS) Modes: 0
D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash No

Phase	Entry	Exit
2		Yes
6		Yes

Default Data
- No Flash

Overlaps

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Start Green

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
4	1	1
5	2	6
6	2	7
8	2	5

Phase(s)

Concurrent Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1	2	3	4	1	1	3	3								
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

	Ph. Pair 1	Ph. Pair 2	Ph. Pair 3	Ph. Pair 4
Alt. Seq. 1	**1/2**			
Alt. Seq. 2	**3/4**			
Alt. Seq. 3	**1/2**	**3/4**		
Alt. Seq. 4	**5/6**			
Alt. Seq. 5	**1/2**	**5/6**		
Alt. Seq. 6	**3/4**	**5/6**		
Alt. Seq. 7	**1/2**	**3/4**	**5/6**	
Alt. Seq. 8	**7/8**			
Alt. Seq. 9	**1/2**	**7/8**		
Alt. Seq. 10	**3/4**	**7/8**		
Alt. Seq. 11	**1/2**	**3/4**	**7/8**	
Alt. Seq. 12	**5/6**	**7/8**		
Alt. Seq. 13	**1/2**	**5/6**	**7/8**	
Alt. Seq. 14	**3/4**	**5/6**	**7/8**	
Alt. Seq. 15	**1/2**	**3/4**	**5/6**	**7/8**

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW
21	37 - Overlap E	21 - Phase 1 ONC
22	38 - Overlap F	22 - Phase 2 ONC
23	39 - Overlap G	23 - Phase 3 ONC
24	40 - Overlap H	24 - Phase 4 ONC

Coordination Data

General Coordination Data

Operation Mode: 0=Free
Coordination Mode: 0=Permissive
Maximun Mode: 2=Max 2
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 15
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	90
2/1	75

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	23	0=Actuated	2	47	1=Coordinate	4	20	0=Actuated	5	17	0=Actuated
6	53	1=Coordinate	8	20	0=Actuated						

Dial 2 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	19	0=Actuated	2	39	1=Coordinate	4	17	0=Actuated	5	14	0=Actuated
6	44	1=Coordinate	8	17	0=Actuated						

Traffic Plan Data

Plan: 1/1/1	Offset Time: 38	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/1	Offset Time: 38	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
1	7	0	0	0	0	0	0
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	9:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	1	18:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	0:1	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	19:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	22:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
				☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function

SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Phase Function

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Phase Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Ped Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Coord ReSvc

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Phase Min Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Ped Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Bike Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Vehicle Function

Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day program_hour program_minute LanePhFun

Preemption Data

General Preemption Data

Flash > Preempt	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5
Preempt 1 = Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6

Preempt	NLock	Link to Pmpt	Preempt Timers Del	Ext	Dur	Max Call	Lock-Out	De Bounce	Gate Ext	Min G | W	Select Ped Clear	Yel	Red	Track Grn	Ped	Yel	Red	Dwell Green	Return Ped Clear	Yel	Red	Sel Ret Mode
1	N	0	0	0	0	0	0	0.0	0	0	0	0.0	0.0	0	0	0.0	0.0	10	0	0.0	0.0	F Aut
2	N	0	0	0	0	0	0	0.0	0	0	0	0.0	0.0	0	0	0.0	0.0	10	0	0.0	0.0	F Aut
3	N	0	0	0	0	0	0	0.0	0	0	0	0.0	0.0	0	0	0.0	0.0	10	0	0.0	0.0	F Aut
4	N	0	0	0	0	0	0	0.0	0	0	0	0.0	0.0	0	0	0.0	0.0	10	0	0.0	0.0	F Aut
5	N	0	0	0	0	0	0	0.0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut
6	N	0	0	0	0	0	0	0.0	0	0	8	4.0	2.0	10	8	4.0	2.0	10	8	4.0	2.0	F Aut

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	Yes	Yes	2	Yes	Yes	2	No	Yes	2	No	Yes	2	Yes	Yes	2	Yes	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	Yes	Yes	4	Yes	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	Yes	Yes	6	Yes	Yes	6	No	Yes	6	No	Yes	6	Yes	Yes	6	Yes	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	Yes	Yes	8	Yes	Yes	8	No	Yes	8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Extend	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap	
														Signal Type	Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend: 0 FALSE 1 TRUE
CO-PHASE
QJ-PHASE

Priority

Priority Bank : Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes: 0 FALSE X TRUE

Priority :	Priority :	Priority :
Priority Bank :	Priority Bank :	Priority Bank :
Queue Phase Detector Time	Queue Phase Detector Time	Queue Phase Detector Time
Default data	Default data	Default data

Priority :	Priority :	Priority :
Priority Bank :	Priority Bank :	Priority Bank :
Queue Phase Detector Time	Queue Phase Detector Time	Queue Phase Detector Time
Default data	Default data	Default data

Priority :	Priority :
Bank	Bank
Detector PE 1A 2A 3A 4A 5A 6A B	Detector PE 1A 2A 3A 4A 5A 6A B
Default Data	Default Data

Priority :	Priority :
Bank	Bank
Detector PE 1A 2A 3A 4A 5A 6A B	Detector PE 1A 2A 3A 4A 5A 6A B
Default Data	Default Data

Priority :	Priority :
Bank	Bank
Detector PE 1A 2A 3A 4A 5A 6A B	Detector PE 1A 2A 3A 4A 5A 6A B
Default Data	Default Data

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
2	Red	Green	No									
5	Red	Green	No	Default Data				Default Data				

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
1	Red	Green	No									
6	Red	Green	No	Default Data				Default Data				

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
4	Red	Green	No									
8	Red	Green	No	Default Data				Default Data				

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
4	Red	Green	No									
8	Red	Green	No	Default Data				Default Data				

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15 1st Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No 2nd Phone:

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data **Default Data** **Default Data**

Sample Interval: 0

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Vehical Detector Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values **Default Data - No Diag 1 Values** **Default Data - No Diag 0 Valu**

Pedestrian Detector Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Pedestrian Detector Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Special Detector Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values **Default Data - No Diag 1 Values** **Default Data - No Diag 1 Values**

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Dial/Split/Offset

//

Default Data

Speed Trap Low Treshold	Speed Trap High Treshold

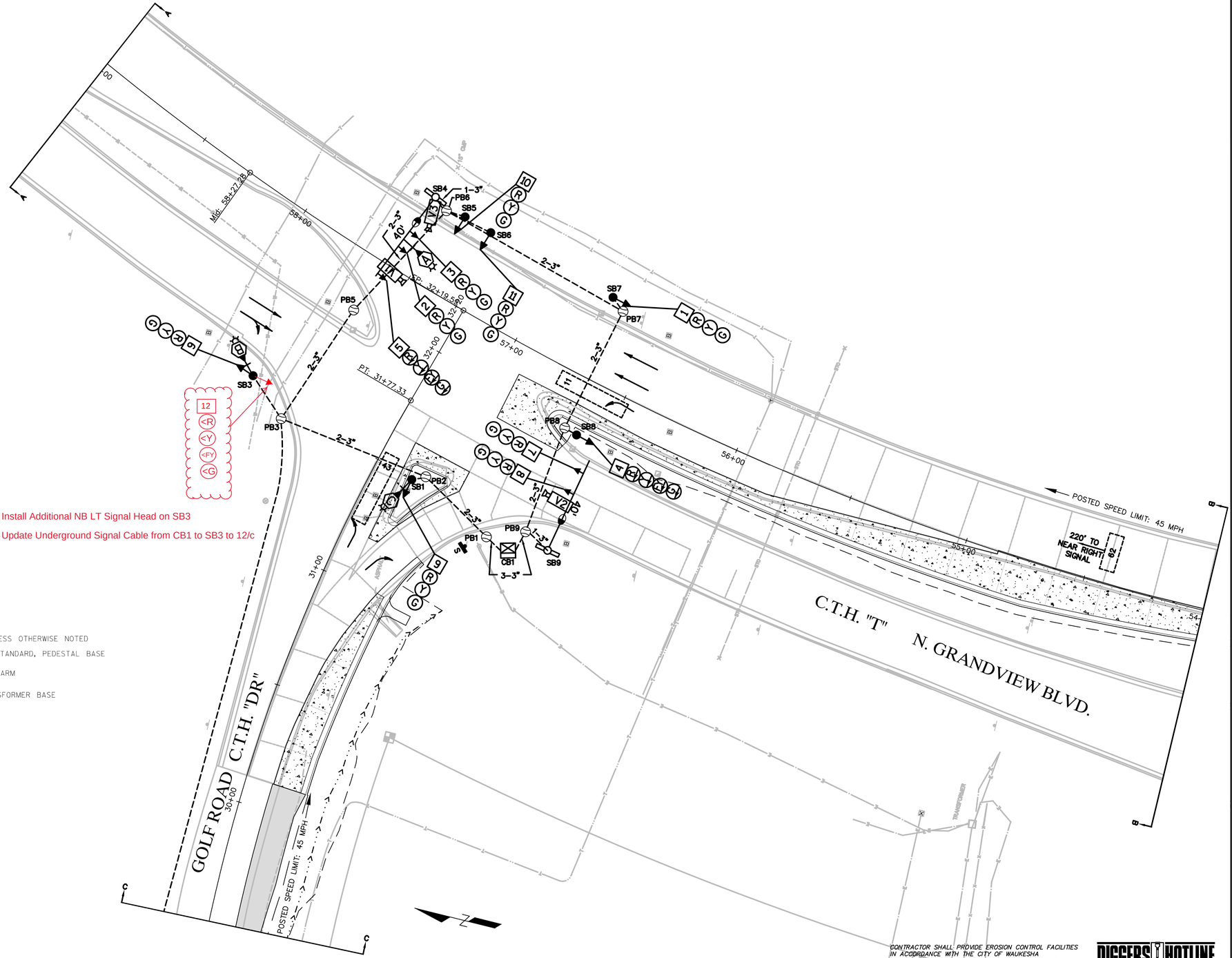
Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data



Install Additional NB LT Signal Head on SB3

Update Underground Signal Cable from CB1 to SB3 to 12/c

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- CONFIRMATION LIGHT
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- S STOP SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THIS PLAN ARE APPROXIMATE. THERE MAY BE OTHER UNDERGROUND UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

CONTRACTOR SHALL PROVIDE EROSION CONTROL FACILITIES IN ACCORDANCE WITH THE CITY OF WAUKESHA EROSION CONTROL ORDINANCE, THE WISCONSIN DNR STORMWATER CONSTRUCTION AND POST CONSTRUCTION TECHNICAL STANDARDS.

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TRAFFIC SIGNAL PLANS

ROADWAY IMPROVEMENT PLANS

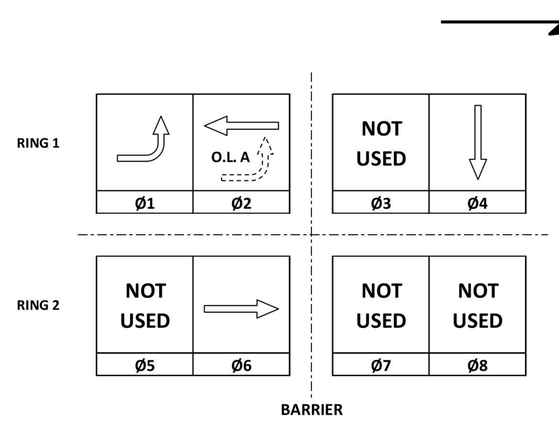
CITY OF WAUKESHA, WISCONSIN

NO.	DATE	DESCRIPTION

DRAWN BY	RAGN
SCALE	GRAPHIC
PROJ. NO.	3140410
DATE	10-14-2015
SHEET	C7.0

RAGN: 3140410

	HEAD NUMBERS	FLASH
Ø1	4,5 12	--
Ø2	6,7,8	R
Ø3		--
Ø4	9,10,11	R
Ø5		--
Ø6	1,2,3	R
Ø7		--
Ø8		
Ø2P		
Ø4P		
Ø6P		
Ø8P		
OLA	4,5 12	R ←
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4				X
5				
6	X	2	MIN	X
7				
8				

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C
MOVEMENT			
PHASE	1+6	2+6	4

AFTER PREEMPTION SEQUENCE 1+6 OR 2+6, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4, CONTROLLER SHALL RETURN TO PHASE 4.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	X
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	11	21	41	43	61												PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	1	2	4	4	6												ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH												OPERATION MODE
SWITCH	2																SWITCH
EXTEND		X	X		X												EXTEND
DELAY																	DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)		22	42		62												PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE		2	4		6												ASSIGNED PHASE
OPERATION MODE		VEH	VEH		VEH												OPERATION MODE
SWITCH																	SWITCH
EXTEND																	EXTEND
DELAY																	DELAY

CTH T/GRANDVIEW BOULEVARD & CTH DR/GOLF ROAD
CITY OF WAUKESHA
WAUKESHA COUNTY

SIGNAL NO: CABINET TYPE: TS2
CONTROLLER TYPE: EPAC
DATE: AUGUST 2015 PAGE NO. 3 OF 3

PROJECT NO:	HWY: CTH T	COUNTY: WAUKESHA	SEQUENCE OF OPERATIONS	SHEET NO:	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

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TRAFFIC SIGNAL PLANS
ROADWAY IMPROVEMENT PLANS
CITY OF WAUKESHA, WISCONSIN

NO.	DATE	DESCRIPTION

DRAWN BY RASN
SCALE GRAPHIC
PROJ. NO. 316010
DATE 12-14-2015
SHEET C7.3
RASN: 316010

PROJECT NUMBER:	
INTERSECTION:	**CTH T & CTH DR**

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

DATE 8/11/15

CB1 TO	JUMPER	# OF COND.	HEAD NO.	PHASE	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
					RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1		7	9	4	RED	ORG	GRN								
SB3		~~12 7~~	6	2	RED	ORG	GRN								
			12	1, OLA				RED/BLK	ORG/BLK	GRN/BLK	BLU/BLK				
SB4		12	2	6	RED	ORG	GRN								
			3	6	RED	ORG	GRN								
			5	1,OLA				RED/BLK	ORG/BLK	GRN/BLK	BLU/BLK				
SB5		7	10	4	RED	ORG	GRN								
SB6		7	11	4	RED	ORG	GRN								
SB7		7	1	6	RED	ORG	GRN								
SB8		7	4	1, OLA				RED	ORG	GRN	BLU				
SB9		7	7	2	RED	ORG	GRN								
			8	2	RED	ORG	GRN								

EQUIPMENT GROUNDING CONDUCTOR 10 AWG GRN XLP

FROM	TO
CB1	SB1
SB1	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	CB1

PULL BOX BONDING JUMPER 10 AWG GRN XLP

FROM	TO
PB1	CB1
PB2	SB1
PB3	SB3
PB5	SB4
PB6	SB4
PB7	SB7
PB8	SB8
PB9	SB9

VIDEO DETECTOR CABLE

FROM	TO
CB1	SB4
CB1	SB4
CB1	SB9

LIGHTING UF 10 AWG W/GROUND

FROM	TO
CB1	SB4
CB1	SB9

EVP CABLE

FROM	TO
CB1	SB1
CB1	SB2
CB1	SB3
CB1	SB4

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded

PROJECT NO:	**HWY: CTH T**	**COUNTY: WAUKESHA**	**CABLE ROUTING**	**SHEET NO:** **E**

FILE NAME : T:\(Project #)\Quants\3030201_mq.ppt PLOT DATE : 8/14/2015 9:44 AM PLOT BY : PLOT NAME : 030201_mq PLOT SCALE : 1.000000:1.000000 WISDOT / CADDS SHEET 42

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TRAFFIC SIGNAL PLANS

ROADWAY IMPROVEMENT PLANS

CITY OF WAUKESHA, WISCONSIN

NO.	DATE	DESCRIPTION

DRAWN BY	RASN
SCALE	GRAPHIC
PROJ. NO.	3140410
DATE	10-14-2015
SHEET	C7.4

RASN: 3140410

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

LOCATION	FROM	TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0320 CABLE TYPE TYPE UF 2-10 AWG GROUNDED LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	SPV.0090.01 CABLE TYPE UF 2-14 AWG LF	(INCIDENTAL) VIDEO DETECTION CABLE LF	(INCIDENTAL) EVP DETECTOR CABLE LF
CTH T & CTH DR	CB1	SB1	---	94	---	---	94	---	113	---	113
	CB1	SB2	---	---	---	---	---	---	---	---	656
	CB1	SB3	---	187	---	---	---	---	206	---	206
	CB1	SB4	---	---	271	271	---	---	336	672	336
	CB1	SB5	---	272	---	---	---	---	---	---	---
	CB1	SB6	---	284	---	---	---	---	---	---	---
	CB1	SB7	---	174	---	---	---	---	---	---	---
	CB1	SB8	---	106	---	---	---	---	---	---	---
	CB1	SB9	---	51	---	51	51	---	---	116	---
	SB1	SB3	---	---	---	---	130	---	---	---	---
	SB3	SB4	---	---	---	---	176	---	---	---	---
	SB4	SB5	---	---	---	---	40	---	---	---	---
	SB5	SB6	---	---	---	---	53	---	---	---	---
	SB6	SB7	---	---	---	---	149	---	---	---	---
	SB7	SB8	---	---	---	---	107	---	---	---	---
	SB8	SB9	---	---	---	---	104	---	---	---	---
	PB1	CB1	---	---	---	---	30	---	---	---	---
	PB2	SB1	---	---	---	---	26	---	---	---	---
	PB3	SB3	---	---	---	---	41	---	---	---	---
	PB5	SB4	---	---	---	---	97	---	---	---	---
	PB6	SB4	---	---	---	---	27	---	---	---	---
	PB7	SB7	---	---	---	---	27	---	---	---	---
	PB8	SB8	---	---	---	---	27	---	---	---	---
	PB9	SB9	---	---	---	---	32	---	---	---	---
	SB1	HEAD 9	19	---	---	---	---	---	---	---	---
	SB3	HEAD 6	19	---	---	---	---	---	---	---	---
	SB4	HEAD 2	65	---	---	---	---	---	---	---	---
	SB4	HEAD 3	65	---	---	---	---	---	---	---	---
	SB4	HEAD 5	65	---	---	---	---	---	---	---	---
	SB4	LUMINAIRE	---	---	---	---	---	145	---	---	---
	SB5	HEAD 10	22	---	---	---	---	---	---	---	---
	SB6	HEAD 11	22	---	---	---	---	---	---	---	---
	SB7	HEAD 1	19	---	---	---	---	---	---	---	---
	SB8	HEAD 4	22	---	---	---	---	---	---	---	---
	SB9	HEAD 7	65	---	---	---	---	---	---	---	---
	SB9	HEAD 8	65	---	---	---	---	---	---	---	---
	SB9	LUMINAIRE	---	---	---	---	---	145	---	---	---
PROJECT TOTAL			448	1168	271	322	1211	290	655	788	1311

PROJECT NO:	HWY:	COUNTY: WAUKESHA	MISCELLANEOUS QUANTITIES	SHEET NO:	E

FILE NAME : T:\(Project #)\Quants\3030201_mq.ppt PLOT DATE : 8/14/2015 9:22 AM PLOT BY : PLOT NAME : 030201_mq PLOT SCALE : 1.000000:1.000000 WISDOT / CADDS SHEET 42

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TRAFFIC SIGNAL PLANS

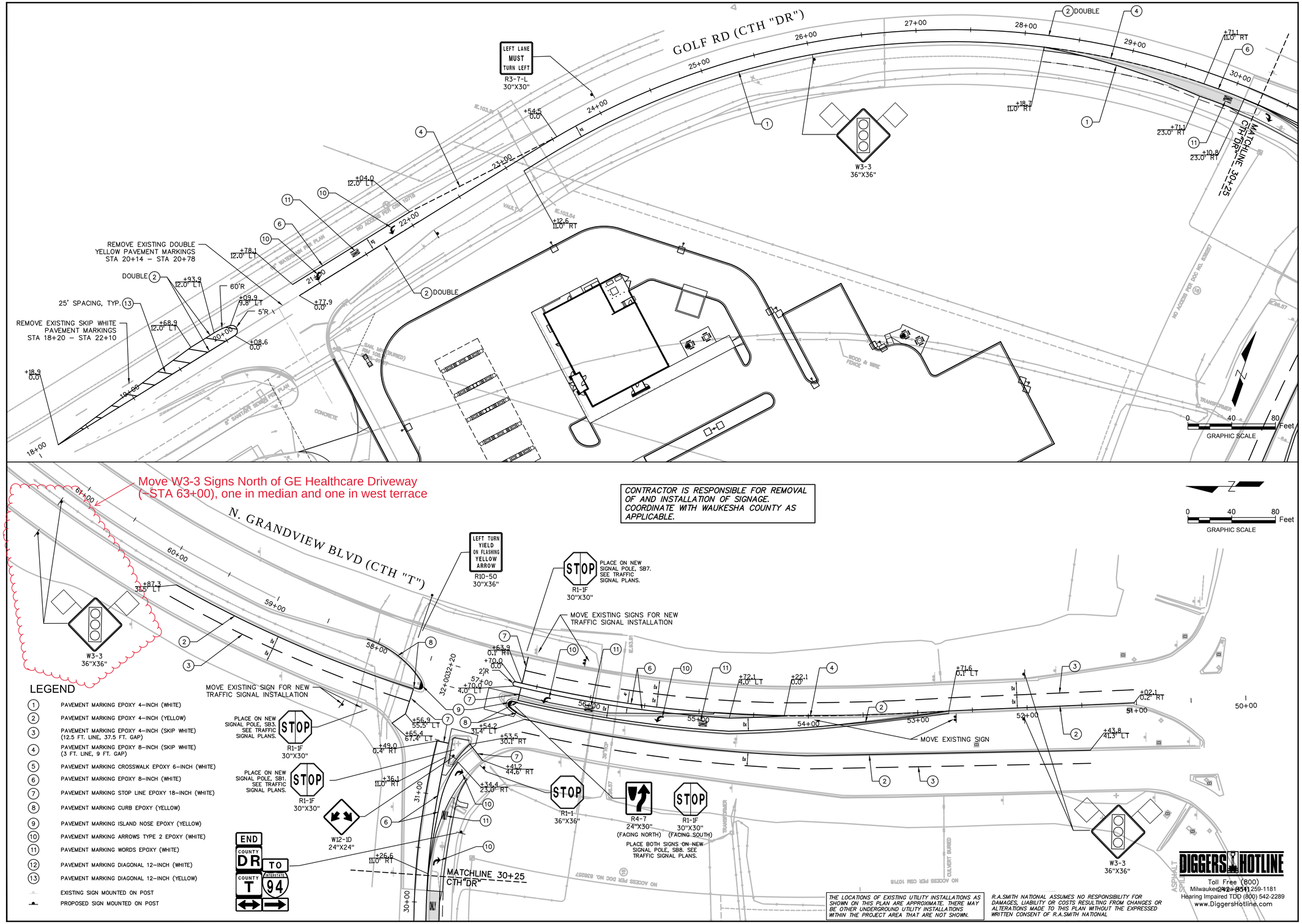
ROADWAY IMPROVEMENT PLANS

CITY OF WAUKESHA, WISCONSIN

NO.	DATE	DESCRIPTION

DRAWN BY	RAGN
SCALE	GRAPHIC
PROJ. NO.	3140410
DATE	10-14-2015
SHEET	C7.6

RAGN: 3140410



LEGEND

1	PAVEMENT MARKING EPOXY 4–INCH (WHITE)
2	PAVEMENT MARKING EPOXY 4–INCH (YELLOW)
3	PAVEMENT MARKING EPOXY 4–INCH (SKIP WHITE) (12.5 FT. LINE, 37.5 FT. GAP)
4	PAVEMENT MARKING EPOXY 8–INCH (SKIP WHITE) (3 FT. LINE, 9 FT. GAP)
5	PAVEMENT MARKING CROSSWALK EPOXY 6–INCH (WHITE)
6	PAVEMENT MARKING EPOXY 8–INCH (WHITE)
7	PAVEMENT MARKING STOP LINE EPOXY 18–INCH (WHITE)
8	PAVEMENT MARKING CURB EPOXY (YELLOW)
9	PAVEMENT MARKING ISLAND NOSE EPOXY (YELLOW)
10	PAVEMENT MARKING ARROWS TYPE 2 EPOXY (WHITE)
11	PAVEMENT MARKING WORDS EPOXY (WHITE)
12	PAVEMENT MARKING DIAGONAL 12–INCH (WHITE)
13	PAVEMENT MARKING DIAGONAL 12–INCH (YELLOW)
	EXISTING SIGN MOUNTED ON POST
	PROPOSED SIGN MOUNTED ON POST

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PAVEMENT MARKING & SIGNING
ROADWAY IMPROVEMENT PLANS
CITY OF WAUKESHA, WISCONSIN

NO.	DATE	DESCRIPTION

DRAWN BY	RASN
SCALE	GRAPHIC
PROJ. NO.	3140410
DATE	10-14-2015
SHEET	C8.0

RASN: 3140410

CTH T - CTH DR (for new Kwik Trip)

PERMANENT TIMING FOR ACTIVATING NEW SIGNAL

Phase not used

Split time includes the "Yellow" and "All-Red" times for that phase.

~~Alternate sequence phases are~~ green.

Mon - Fri.	Saturday & Sunday
AM Peak 6:00 - 9:00 AM	
Midday & Evening 9:00 AM-3:00 PM	6:00 AM - 10:00 PM
6:00 PM - 10:00 PM	
PM Peak 3:00 - 6:00 PM	
Off-peak free flow 10:00 PM - 6:00 AM	Off-peak free flow 10:00 PM - 6:00 AM

All times shown are in seconds.

	Phase 1 - NB LT <\	Phase 2 - SB TH V	Phase 3	Phase 4 - EB TH ===>	Phase 5	Phase 6 - NB TH ^	Phase 7	Phase 8	Cycle Checks
Min Green	6	12		8		12		8	
Passage	1.5	3.3		1.5		3.3		1.5	
MAX 1 / MAX 2	25 / 25	40 / 40		30 / 30		40 / 40		30 / 30	
Added Initial (Sec./Actuation)	0	2.4		0		2.4		0	
Max Initial	6	22		8		22		8	
Time Before Reduction	25	22		30		22		30	
Time To Reduce	0	18		0		18		0	
Min Gap	1.5	2.0		1.5		2.0		1.5	
WALK									
Pedestrian Clearance									
Stretch				3.0 (Detector 42)					
Right turn Delay									
Left turn Delay				2.0 (Detector 43)					
Dual Entry	-	X		-		X		-	
Initialization	Inactive	Green		Inactive		Green		Inactive	
Phase Locking	Non-locking	Locking		Non-locking		Locking		Non-locking	
Recall Mode	None	MIN		None		MIN		None	
Coordinated Phase	-	X		-		X		-	
Emergency Vehicle Pre-emption (see below for details)									
Channel (Pre-empt Ring)	A (Ring 1)	B (Ring 2)	C (Ring 3)	D (Ring 4)	B (Ring 2)	A (Ring 1)	D (Ring 4)	C (Ring 3)	

PROTECTED-PERMITTED LEFT along northbound CTH T approach

	Cycle	Offset	Split Time	Yellow	All-Red	Split Time	Yellow	All-Red	Split Time	Yellow	All-Red	Split Time	Yellow	All-Red	Split Time	Yellow	All-Red	Split Time	Yellow	All-Red	Split Time	Yellow	All-Red	' Φ1 -Φ4 Φ5 -Φ8
AM Peak - Cycle #1	80	59	33	3.5	1.0	30	4.3	1.5				17	3.5	2.0				63	4.3	1.5				17	3.5	2.0	80
A; 8.8 sec	(W/R Offset = 1 at CTH T/I94 WB Ramps: NB Band = 33 sec, SB Band = 29 sec)																									80
MD & Eve - Cycle #2	75	70	19	3.5	1.0	38	4.3	1.5				18	3.5	2.0				57	4.3	1.5				18	3.5	2.0	75
A; 8.5 sec	(W/R Offset = 1 at CTH T/I94 WB Ramps: NB Band = 30 sec, SB Band =29 sec)																									75
PM Peak - Cycle #3	90	46	22	3.5	1.0	51	4.3	1.5				17	3.5	2.0				73	4.3	1.5				17	3.5	2.0	90
B; 12.4 sec	(W/R Offset = 1 at CTH T/I94 WB Ramps: NB Band = 40 sec, SB Band =35 sec)																									90
OFF Peak Free Flow																										0
																										0

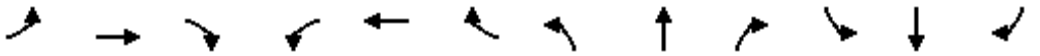
Emergency Vehicle Pre-emption

General Data			Time				Select (with signalized ped crossings)			Track (Railroad)				Dwell Green	Return			Phases with Exit Phase & Exit Calls: "YES"		Vehicle Phases				Overlaps (for FYA lefts)	
Pre-empt Ring		Green / Walk Time	Non-Locking	Delay	Extend	Duration	Ped Clear	Yellow	Red	Green	Ped	Yellow	Red		Ped Clear	Yellow	Red			Phases	RR Track	Dwell	Cycle	Dwell	
1	Flash	5	YES	1	5	0	0	0	0	0	0	0	0	10	0	0	0	2 & 6		1 & 6	Red	Green	No	Flash Green *(arrow for O'lap A)*	
2																									
3																									
4																									

Appendix B
Peak Hour Analysis Outputs

Year 2024 Existing Traffic

Year 2025 Build Traffic



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	85	1	25	1	375	20	5	230	1
Future Volume (vph)	1	1	5	85	1	25	1	375	20	5	230	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		115	70		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.899				0.850			0.850		0.999	
Flt Protected		0.994			0.953		0.950			0.950		
Satd. Flow (prot)	0	1681	0	0	1793	1599	1770	1863	1583	1770	1861	0
Flt Permitted		0.994			0.953		0.950			0.950		
Satd. Flow (perm)	0	1681	0	0	1793	1599	1770	1863	1583	1770	1861	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		557			725			1850			941	
Travel Time (s)		15.2			19.8			28.0			14.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	1	6	97	1	28	1	426	23	6	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	98	28	1	426	23	6	262	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

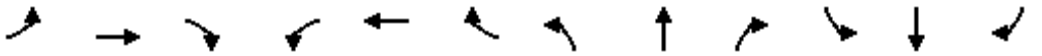
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	85	1	25	1	375	20	5	230	1
Future Vol, veh/h	1	1	5	85	1	25	1	375	20	5	230	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	125	-	115	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	1	1	6	97	1	28	1	426	23	6	261	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	730	727	264	707	704	428	263	0	0	450	0	0
Stage 1	275	275	-	429	429	-	-	-	-	-	-	-
Stage 2	455	452	-	278	275	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	379	371	777	398	387	752	1301	-	-	1122	-	-
Stage 1	733	684	-	710	630	-	-	-	-	-	-	-
Stage 2	681	612	-	731	684	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	362	368	776	392	384	751	1300	-	-	1121	-	-
Mov Cap-2 Maneuver	362	368	-	392	384	-	-	-	-	-	-	-
Stage 1	732	680	-	709	629	-	-	-	-	-	-	-
Stage 2	653	610	-	720	680	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	15.6	0	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	587	392	751	1121	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.249	0.038	0.005	-	-
HCM Control Delay (s)	7.8	-	-	11.2	17.2	10	8.2	-	-
HCM Lane LOS	A	-	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	35	40	40	25	10	25	360	110	20	275	25
Future Volume (vph)	25	35	40	40	25	10	25	360	110	20	275	25
Ideal Flow (vphpl)	1951	1951	1900	1910	1910	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		60	165		0	240		50	130		100
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97	1.00	0.99		1.00		0.98	1.00		0.98
Frt			0.850		0.969				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1835	1932	1599	1712	1737	0	1770	1863	1583	1787	1881	1599
Flt Permitted	0.735			0.732			0.578			0.521		
Satd. Flow (perm)	1415	1932	1558	1315	1737	0	1076	1863	1549	980	1881	1564
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		609			4504			872			1850	
Travel Time (s)		9.2			68.2			17.0			36.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	6%	6%	6%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	27	38	27	43	27	7	27	391	74	22	299	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	38	27	43	34	0	27	391	74	22	299	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	14.8		9.5	16.1	16.1	9.5	16.1	16.1
Total Split (s)	20.0	20.0	20.0	20.0	20.0		17.0	47.0	47.0	23.0	53.0	53.0
Total Split (%)	22.2%	22.2%	22.2%	22.2%	22.2%		18.9%	52.2%	52.2%	25.6%	58.9%	58.9%
Maximum Green (s)	13.2	13.2	13.2	13.2	13.2		13.5	40.9	40.9	19.5	46.9	46.9
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		3.5	4.1	4.1	3.5	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		3.5	6.1	6.1	3.5	6.1	6.1
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		1.5	4.5	4.5	1.5	4.5	4.5
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5		1.5	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0		20.0	22.0	22.0	20.0	22.0	22.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	18.0	18.0	0.0	18.0	18.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	9.2	9.2	9.2	9.2	9.2		72.1	68.3	68.3	72.1	68.3	68.3
Actuated g/C Ratio	0.10	0.10	0.10	0.10	0.10		0.80	0.76	0.76	0.80	0.76	0.76
v/c Ratio	0.19	0.19	0.17	0.32	0.19		0.03	0.28	0.06	0.03	0.21	0.01
Control Delay	39.4	38.7	38.8	43.6	39.0		2.6	6.0	5.4	2.5	5.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	38.7	38.8	43.6	39.0		2.6	6.0	5.4	2.5	5.6	5.6
LOS	D	D	D	D	D		A	A	A	A	A	A
Approach Delay		38.9			41.6			5.7			5.4	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 38 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

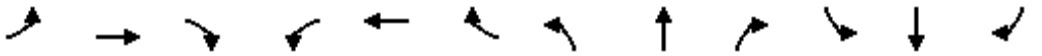
Splits and Phases: 200: Meadowbrook Road & Golf Road





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	27	38	27	43	34	27	391	74	22	299	17
v/c Ratio	0.19	0.19	0.17	0.32	0.19	0.03	0.28	0.06	0.03	0.21	0.01
Control Delay	39.4	38.7	38.8	43.6	39.0	2.6	6.0	5.4	2.5	5.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	38.7	38.8	43.6	39.0	2.6	6.0	5.4	2.5	5.6	5.6
Queue Length 50th (ft)	14	20	14	23	18	2	52	8	2	38	2
Queue Length 95th (ft)	39	48	38	54	45	9	148	32	7	110	11
Internal Link Dist (ft)		529			4424		792			1770	
Turn Bay Length (ft)	80		60	165		240		50	130		100
Base Capacity (vph)	207	283	228	192	254	982	1414	1175	974	1427	1186
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.12	0.22	0.13	0.03	0.28	0.06	0.02	0.21	0.01

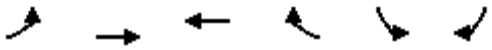
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	35	40	40	25	10	25	360	110	20	275	25
Future Volume (veh/h)	25	35	40	40	25	10	25	360	110	20	275	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1936	1936	1885	1821	1821	1811	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	27	38	27	43	27	7	27	391	74	22	299	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	6	6	6	2	2	2	1	1	1
Cap, veh/h	178	170	136	170	121	31	819	1313	1089	713	1315	1091
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.70	0.70	0.03	0.70	0.70
Sat Flow, veh/h	1416	1936	1550	1295	1384	359	1781	1870	1551	1795	1885	1564
Grp Volume(v), veh/h	27	38	27	43	0	34	27	391	74	22	299	17
Grp Sat Flow(s),veh/h/ln	1416	1936	1550	1295	0	1743	1781	1870	1551	1795	1885	1564
Q Serve(g_s), s	1.6	1.6	1.5	2.9	0.0	1.6	0.4	7.1	1.3	0.3	5.1	0.3
Cycle Q Clear(g_c), s	3.3	1.6	1.5	4.5	0.0	1.6	0.4	7.1	1.3	0.3	5.1	0.3
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	178	170	136	170	0	153	819	1313	1089	713	1315	1091
V/C Ratio(X)	0.15	0.22	0.20	0.25	0.00	0.22	0.03	0.30	0.07	0.03	0.23	0.02
Avail Cap(c_a), veh/h	262	284	227	246	0	256	1028	1313	1089	1051	1315	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	38.2	38.1	40.3	0.0	38.2	3.5	5.1	4.2	3.7	4.9	4.2
Incr Delay (d2), s/veh	0.4	0.7	0.7	0.8	0.0	0.7	0.0	0.6	0.1	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	1.4	1.0	1.6	0.0	1.3	0.2	4.3	0.7	0.2	3.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	38.9	38.8	41.1	0.0	38.9	3.5	5.6	4.3	3.7	5.3	4.2
LnGrp LOS	D	D	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		92			77			492			338	
Approach Delay, s/veh		39.2			40.1			5.3			5.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	69.3		14.7	6.4	68.9		14.7				
Change Period (Y+Rc), s	3.5	6.1		6.8	3.5	6.1		6.8				
Max Green Setting (Gmax), s	19.5	40.9		13.2	13.5	46.9		13.2				
Max Q Clear Time (g_c+I1), s	2.3	9.1		5.3	2.4	7.1		6.5				
Green Ext Time (p_c), s	0.0	4.8		0.1	0.0	3.3		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		11.1	
HCM 6th LOS		B	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	115	65	1	1	1
Future Volume (vph)	1	115	65	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.932	
Flt Protected					0.976	
Satd. Flow (prot)	0	1881	1806	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1881	1806	0	1711	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		4504	4375		604	
Travel Time (s)		68.2	66.3		16.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	5%	5%	1%	1%
Adj. Flow (vph)	1	126	71	1	1	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	127	72	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		

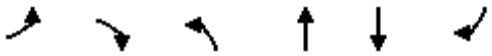
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	115	65	1	1	1
Future Vol, veh/h	1	115	65	1	1	1
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	5	5	1	1
Mvmt Flow	1	126	71	1	1	1

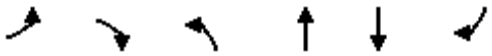
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	202	74
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1533	-	-	-	789	990
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1532	-	-	-	787	988
Mov Cap-2 Maneuver	-	-	-	-	787	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	898	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1532	-	-	-	876
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



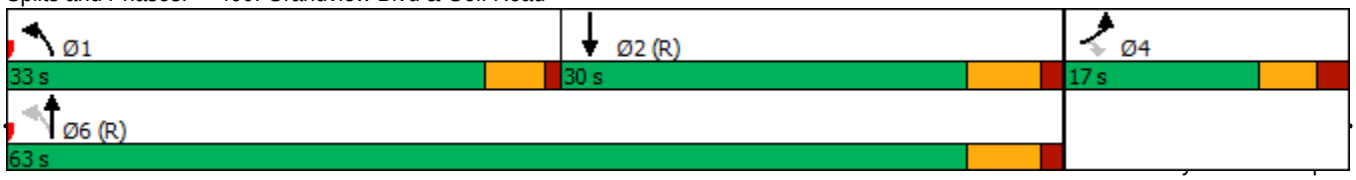
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	95	130	165	520	280	50
Future Volume (vph)	95	130	165	520	280	50
Ideal Flow (vphpl)	1910	1900	1900	1900	1900	1900
Storage Length (ft)	0	175	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98	1.00		1.00	
Frt		0.850			0.977	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1525	1357	1703	3406	3380	0
Flt Permitted	0.950		0.479			
Satd. Flow (perm)	1522	1336	858	3406	3380	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	4375			744	804	
Travel Time (s)	66.3			11.3	12.2	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	19%	19%	6%	6%	4%	4%
Adj. Flow (vph)	112	95	194	612	329	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	112	95	194	612	388	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Detector Phase	4	4	1	6	2	
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	12.0	12.0	
Minimum Split (s)	13.5	13.5	10.5	17.8	17.8	
Total Split (s)	17.0	17.0	33.0	63.0	30.0	
Total Split (%)	21.3%	21.3%	41.3%	78.8%	37.5%	
Maximum Green (s)	11.5	11.5	28.5	57.2	24.2	
Yellow Time (s)	3.5	3.5	3.5	4.3	4.3	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	4.5	5.8	5.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	3.3	3.3	
Minimum Gap (s)	3.0	3.0	3.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	22.0	22.0	
Time To Reduce (s)	0.0	0.0	0.0	18.0	18.0	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	9.7	9.7	63.0	62.8	50.2	
Actuated g/C Ratio	0.12	0.12	0.79	0.78	0.63	
v/c Ratio	0.61	0.59	0.26	0.23	0.18	
Control Delay	47.2	47.9	3.7	3.4	7.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.2	47.9	3.7	3.4	7.7	
LOS	D	D	A	A	A	
Approach Delay	47.5			3.5	7.7	
Approach LOS	D			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 59 (74%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			

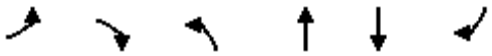
Splits and Phases: 400: Grandview Blvd & Golf Road





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	112	95	194	612	388
v/c Ratio	0.61	0.59	0.26	0.23	0.18
Control Delay	47.2	47.9	3.7	3.4	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	47.9	3.7	3.4	7.7
Queue Length 50th (ft)	54	46	21	41	41
Queue Length 95th (ft)	97	86	39	59	66
Internal Link Dist (ft)	4295			664	724
Turn Bay Length (ft)		175	250		
Base Capacity (vph)	219	192	976	2674	2120
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.49	0.20	0.23	0.18

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	130	165	520	280	50
Future Volume (veh/h)	95	130	165	520	280	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1627	1618	1811	1811	1841	1841
Adj Flow Rate, veh/h	112	95	194	612	329	59
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	19	19	6	6	4	4
Cap, veh/h	153	136	779	2614	1862	330
Arrive On Green	0.10	0.10	0.07	0.76	0.63	0.63
Sat Flow, veh/h	1549	1372	1725	3532	3050	524
Grp Volume(v), veh/h	112	95	194	612	193	195
Grp Sat Flow(s),veh/h/ln	1549	1372	1725	1721	1749	1733
Q Serve(g_s), s	5.6	5.4	2.8	4.2	3.7	3.8
Cycle Q Clear(g_c), s	5.6	5.4	2.8	4.2	3.7	3.8
Prop In Lane	1.00	1.00	1.00			0.30
Lane Grp Cap(c), veh/h	153	136	779	2614	1101	1091
V/C Ratio(X)	0.73	0.70	0.25	0.23	0.18	0.18
Avail Cap(c_a), veh/h	223	197	1266	2614	1101	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	34.9	3.6	2.8	6.2	6.2
Incr Delay (d2), s/veh	2.6	2.4	0.1	0.2	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	3.2	1.0	1.3	2.0	2.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.7	37.3	3.6	3.0	6.5	6.5
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	207			806	388	
Approach Delay, s/veh	37.5			3.2	6.5	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.4	56.2		13.4		66.6
Change Period (Y+Rc), s	4.5	5.8		5.5		5.8
Max Green Setting (Gmax), s	28.5	24.2		11.5		57.2
Max Q Clear Time (g_c+I1), s	4.8	5.8		7.6		6.2
Green Ext Time (p_c), s	0.1	2.1		0.1		4.8

Intersection Summary		
HCM 6th Ctrl Delay		9.2
HCM 6th LOS		A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	5	30	1	20	5	315	80	20	395	1
Future Volume (vph)	5	1	5	30	1	20	5	315	80	20	395	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		115	70		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938				0.850			0.850			
Flt Protected		0.977			0.954		0.950			0.950		
Satd. Flow (prot)	0	1724	0	0	1795	1599	1787	1881	1599	1770	1863	0
Flt Permitted		0.977			0.954		0.950			0.950		
Satd. Flow (perm)	0	1724	0	0	1795	1599	1787	1881	1599	1770	1863	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		557			725			1850			941	
Travel Time (s)		15.2			19.8			28.0			14.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	6	1	6	34	1	23	6	358	91	23	449	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	35	23	6	358	91	23	450	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			

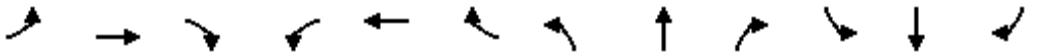
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	5	30	1	20	5	315	80	20	395	1
Future Vol, veh/h	5	1	5	30	1	20	5	315	80	20	395	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	125	-	115	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	6	1	6	34	1	23	6	358	91	23	449	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	926	959	452	871	868	360	451	0	0	450	0	0
Stage 1	497	497	-	371	371	-	-	-	-	-	-	-
Stage 2	429	462	-	500	497	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	251	247	610	280	289	814	1115	-	-	1114	-	-
Stage 1	557	546	-	755	668	-	-	-	-	-	-	-
Stage 2	689	594	-	555	546	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	238	240	609	271	281	812	1114	-	-	1113	-	-
Mov Cap-2 Maneuver	238	240	-	271	281	-	-	-	-	-	-	-
Stage 1	554	534	-	751	664	-	-	-	-	-	-	-
Stage 2	665	591	-	537	534	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.4	16.1	0.1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1114	-	-	329	271	812	1113	-	-
HCM Lane V/C Ratio	0.005	-	-	0.038	0.13	0.028	0.02	-	-
HCM Control Delay (s)	8.2	-	-	16.4	20.3	9.6	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	35	20	85	35	30	60	345	55	25	365	40
Future Volume (vph)	25	35	20	85	35	30	60	345	55	25	365	40
Ideal Flow (vphpl)	1951	1951	1900	1910	1910	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		60	165		0	240		50	130		100
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.97	1.00	0.99		1.00		0.98	1.00		0.98
Frt			0.850		0.947				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1835	1932	1599	1797	1773	0	1787	1881	1599	1770	1863	1583
Flt Permitted	0.720			0.733			0.492			0.543		
Satd. Flow (perm)	1382	1932	1558	1382	1773	0	925	1881	1564	1011	1863	1549
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		609			4504			872			1850	
Travel Time (s)		9.2			68.2			17.0			36.0	
Confl. Peds. (#/hr)	2		1	1		2	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	27	37	13	90	37	20	64	367	36	27	388	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	37	13	90	57	0	64	367	36	27	388	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	14.8		9.5	16.1	16.1	9.5	16.1	16.1
Total Split (s)	20.0	20.0	20.0	20.0	20.0		17.0	47.0	47.0	23.0	53.0	53.0
Total Split (%)	22.2%	22.2%	22.2%	22.2%	22.2%		18.9%	52.2%	52.2%	25.6%	58.9%	58.9%
Maximum Green (s)	13.2	13.2	13.2	13.2	13.2		13.5	40.9	40.9	19.5	46.9	46.9
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		3.5	4.1	4.1	3.5	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		3.5	6.1	6.1	3.5	6.1	6.1
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		1.5	4.5	4.5	1.5	4.5	4.5
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5		1.5	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0		20.0	22.0	22.0	20.0	22.0	22.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	18.0	18.0	0.0	18.0	18.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	10.9	10.9	10.9	10.9	10.9		70.3	66.6	66.6	68.9	62.8	62.8
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.78	0.74	0.74	0.77	0.70	0.70
v/c Ratio	0.16	0.16	0.07	0.54	0.27		0.08	0.26	0.03	0.03	0.30	0.02
Control Delay	36.6	36.0	34.5	53.0	42.9		3.3	6.7	6.3	3.1	8.3	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.6	36.0	34.5	53.0	42.9		3.3	6.7	6.3	3.1	8.3	7.0
LOS	D	D	C	D	D		A	A	A	A	A	A
Approach Delay		36.0			49.1			6.2			7.9	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 38 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

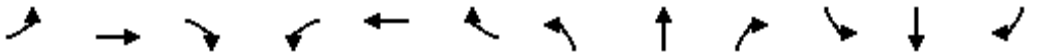
Splits and Phases: 200: Meadowbrook Road & Golf Road





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	27	37	13	90	57	64	367	36	27	388	26
v/c Ratio	0.16	0.16	0.07	0.54	0.27	0.08	0.26	0.03	0.03	0.30	0.02
Control Delay	36.6	36.0	34.5	53.0	42.9	3.3	6.7	6.3	3.1	8.3	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.6	36.0	34.5	53.0	42.9	3.3	6.7	6.3	3.1	8.3	7.0
Queue Length 50th (ft)	14	19	7	43	26	7	57	5	3	94	5
Queue Length 95th (ft)	38	46	23	97	57	17	144	19	9	154	15
Internal Link Dist (ft)		529			4424		792			1770	
Turn Bay Length (ft)	80		60	165		240		50	130		100
Base Capacity (vph)	202	283	228	202	260	866	1391	1156	970	1299	1080
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.06	0.45	0.22	0.07	0.26	0.03	0.03	0.30	0.02

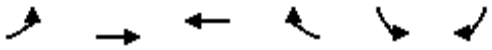
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	35	20	85	35	30	60	345	55	25	365	40
Future Volume (veh/h)	25	35	20	85	35	30	60	345	55	25	365	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1936	1936	1885	1895	1895	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	27	37	13	90	37	20	64	367	36	27	388	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	184	204	163	200	120	65	734	1281	1063	729	1233	1022
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.05	0.68	0.68	0.03	0.66	0.66
Sat Flow, veh/h	1383	1936	1545	1362	1142	617	1795	1885	1564	1781	1870	1551
Grp Volume(v), veh/h	27	37	13	90	0	57	64	367	36	27	388	26
Grp Sat Flow(s),veh/h/ln	1383	1936	1545	1362	0	1759	1795	1885	1564	1781	1870	1551
Q Serve(g_s), s	1.7	1.6	0.7	5.8	0.0	2.7	0.9	7.0	0.7	0.4	8.0	0.5
Cycle Q Clear(g_c), s	4.4	1.6	0.7	7.4	0.0	2.7	0.9	7.0	0.7	0.4	8.0	0.5
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	184	204	163	200	0	185	734	1281	1063	729	1233	1022
V/C Ratio(X)	0.15	0.18	0.08	0.45	0.00	0.31	0.09	0.29	0.03	0.04	0.31	0.03
Avail Cap(c_a), veh/h	241	284	227	256	0	258	908	1281	1063	1057	1233	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	36.7	36.3	40.1	0.0	37.2	4.2	5.7	4.7	4.5	6.6	5.3
Incr Delay (d2), s/veh	0.4	0.4	0.2	1.6	0.0	0.9	0.0	0.6	0.1	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	1.3	0.5	3.5	0.0	2.1	0.5	4.4	0.4	0.2	5.2	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	37.1	36.5	41.7	0.0	38.1	4.2	6.3	4.8	4.5	7.3	5.4
LnGrp LOS	D	D	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		77			147			467			441	
Approach Delay, s/veh		37.9			40.3			5.9			7.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	67.3		16.3	8.3	65.4		16.3				
Change Period (Y+Rc), s	3.5	6.1		6.8	3.5	6.1		6.8				
Max Green Setting (Gmax), s	19.5	40.9		13.2	13.5	46.9		13.2				
Max Q Clear Time (g_c+I1), s	2.4	9.0		6.4	2.9	10.0		9.4				
Green Ext Time (p_c), s	0.0	4.2		0.1	0.0	4.5		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		13.0	
HCM 6th LOS		B	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	5	115	110	5	5	10
Future Volume (vph)	5	115	110	5	5	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.994		0.910	
Flt Protected		0.998			0.984	
Satd. Flow (prot)	0	1841	1870	0	1684	0
Flt Permitted		0.998			0.984	
Satd. Flow (perm)	0	1841	1870	0	1684	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		4504	4375		604	
Travel Time (s)		68.2	66.3		16.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	6	134	128	6	6	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	140	134	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.4%		ICU Level of Service A	
Analysis Period (min) 15			

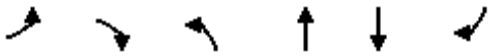
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	115	110	5	5	10
Future Vol, veh/h	5	115	110	5	5	10
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	6	134	128	6	6	12

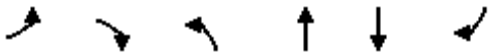
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	135	0	-	0	279	133
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	4.13	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1443	-	-	-	713	919
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	709	917
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1442	-	-	-	835
HCM Lane V/C Ratio	0.004	-	-	-	0.021
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	155	140	405	630	75
Future Volume (vph)	55	155	140	405	630	75
Ideal Flow (vphpl)	1910	1900	1900	1900	1900	1900
Storage Length (ft)	0	175	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98	1.00		1.00	
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1712	1524	1736	3471	3509	0
Flt Permitted	0.950		0.316			
Satd. Flow (perm)	1708	1499	577	3471	3509	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	4375			744	804	
Travel Time (s)	66.3			11.3	12.2	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	4%	4%	1%	1%
Adj. Flow (vph)	60	106	154	445	692	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	106	154	445	774	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Detector Phase	4	4	1	6	2	
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	12.0	12.0	
Minimum Split (s)	13.5	13.5	10.5	17.8	17.8	
Total Split (s)	17.0	17.0	22.0	73.0	51.0	
Total Split (%)	18.9%	18.9%	24.4%	81.1%	56.7%	
Maximum Green (s)	11.5	11.5	17.5	67.2	45.2	
Yellow Time (s)	3.5	3.5	3.5	4.3	4.3	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	4.5	5.8	5.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	3.3	3.3	
Minimum Gap (s)	3.0	3.0	3.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	22.0	22.0	
Time To Reduce (s)	0.0	0.0	0.0	18.0	18.0	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	9.9	9.9	72.8	72.7	60.5	
Actuated g/C Ratio	0.11	0.11	0.81	0.81	0.67	
v/c Ratio	0.32	0.65	0.28	0.16	0.33	
Control Delay	47.8	62.7	3.8	2.9	7.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	47.8	62.7	3.8	2.9	7.5	
LOS	D	E	A	A	A	
Approach Delay	57.3			3.1	7.5	
Approach LOS	E			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 46 (51%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Grandview Blvd & Golf Road

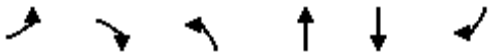




Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	60	106	154	445	774
v/c Ratio	0.32	0.65	0.28	0.16	0.33
Control Delay	47.8	62.7	3.8	2.9	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	62.7	3.8	2.9	7.5
Queue Length 50th (ft)	33	61	17	28	94
Queue Length 95th (ft)	72	#114	32	44	140
Internal Link Dist (ft)	4295			664	724
Turn Bay Length (ft)		175	250		
Base Capacity (vph)	218	191	692	2802	2360
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.55	0.22	0.16	0.33

Intersection Summary

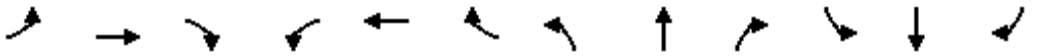
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	155	140	405	630	75
Future Volume (veh/h)	55	155	140	405	630	75
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1821	1811	1841	1841	1885	1885
Adj Flow Rate, veh/h	60	106	154	445	692	82
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	4	4	1	1
Cap, veh/h	154	136	592	2747	2156	255
Arrive On Green	0.09	0.09	0.07	0.79	0.67	0.67
Sat Flow, veh/h	1734	1535	1753	3589	3311	381
Grp Volume(v), veh/h	60	106	154	445	385	389
Grp Sat Flow(s),veh/h/ln	1734	1535	1753	1749	1791	1807
Q Serve(g_s), s	2.9	6.1	2.1	2.8	8.1	8.1
Cycle Q Clear(g_c), s	2.9	6.1	2.1	2.8	8.1	8.1
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	154	136	592	2747	1200	1211
V/C Ratio(X)	0.39	0.78	0.26	0.16	0.32	0.32
Avail Cap(c_a), veh/h	222	196	818	2747	1200	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	40.1	3.6	2.4	6.2	6.2
Incr Delay (d2), s/veh	0.6	6.6	0.1	0.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	4.4	0.8	0.9	4.5	4.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.3	46.8	3.7	2.5	6.9	6.9
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	166			599	774	
Approach Delay, s/veh	44.1			2.8	6.9	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.4	66.1		13.5		76.5
Change Period (Y+Rc), s	4.5	5.8		5.5		5.8
Max Green Setting (Gmax), s	17.5	45.2		11.5		67.2
Max Q Clear Time (g_c+I1), s	4.1	10.1		8.1		4.8
Green Ext Time (p_c), s	0.1	5.5		0.0		3.3

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	105	1	35	1	380	25	10	230	1
Future Volume (vph)	1	1	5	105	1	35	1	380	25	10	230	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		115	70		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.899				0.850			0.850		0.999	
Flt Protected		0.994			0.953		0.950			0.950		
Satd. Flow (prot)	0	1681	0	0	1793	1599	1770	1863	1583	1770	1861	0
Flt Permitted		0.994			0.953		0.950			0.950		
Satd. Flow (perm)	0	1681	0	0	1793	1599	1770	1863	1583	1770	1861	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		557			725			1850			941	
Travel Time (s)		15.2			19.8			28.0			14.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	1	6	119	1	40	1	432	28	11	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	120	40	1	432	28	11	262	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			

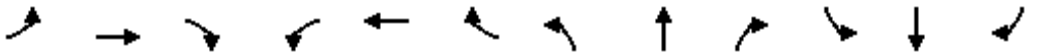
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	105	1	35	1	380	25	10	230	1
Future Vol, veh/h	1	1	5	105	1	35	1	380	25	10	230	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	125	-	115	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	1	1	6	119	1	40	1	432	28	11	261	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	755	748	264	723	720	434	263	0	0	461	0	0
Stage 1	285	285	-	435	435	-	-	-	-	-	-	-
Stage 2	470	463	-	288	285	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	369	363	777	395	382	773	1301	-	-	1118	-	-
Stage 1	724	678	-	727	637	-	-	-	-	-	-	-
Stage 2	685	613	-	722	678	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	346	359	776	387	378	771	1300	-	-	1117	-	-
Mov Cap-2 Maneuver	346	359	-	387	378	-	-	-	-	-	-	-
Stage 1	723	671	-	726	636	-	-	-	-	-	-	-
Stage 2	648	612	-	708	671	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	16.4	0	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	578	387	771	1117	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.311	0.052	0.01	-	-
HCM Control Delay (s)	7.8	-	-	11.3	18.5	9.9	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	35	40	80	25	15	25	365	120	20	295	25
Future Volume (vph)	25	35	40	80	25	15	25	365	120	20	295	25
Ideal Flow (vphpl)	1951	1951	1900	1910	1910	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		60	165		0	240		50	130		100
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97	1.00	0.99		1.00		0.98	1.00		0.98
Frt			0.850		0.959				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1835	1932	1599	1712	1716	0	1770	1863	1583	1787	1881	1599
Flt Permitted	0.733			0.732			0.566			0.512		
Satd. Flow (perm)	1411	1932	1558	1315	1716	0	1054	1863	1549	963	1881	1564
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		609			4504			872			1850	
Travel Time (s)		9.2			68.2			17.0			36.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	6%	6%	6%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	27	38	27	87	27	10	27	397	81	22	321	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	38	27	87	37	0	27	397	81	22	321	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	14.8		9.5	16.1	16.1	9.5	16.1	16.1
Total Split (s)	20.0	20.0	20.0	20.0	20.0		17.0	47.0	47.0	23.0	53.0	53.0
Total Split (%)	22.2%	22.2%	22.2%	22.2%	22.2%		18.9%	52.2%	52.2%	25.6%	58.9%	58.9%
Maximum Green (s)	13.2	13.2	13.2	13.2	13.2		13.5	40.9	40.9	19.5	46.9	46.9
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		3.5	4.1	4.1	3.5	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		3.5	6.1	6.1	3.5	6.1	6.1
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		1.5	4.5	4.5	1.5	4.5	4.5
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5		1.5	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0		20.0	22.0	22.0	20.0	22.0	22.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	18.0	18.0	0.0	18.0	18.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.0	11.0	11.0	11.0	11.0		70.3	66.5	66.5	70.3	66.5	66.5
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.78	0.74	0.74	0.78	0.74	0.74
v/c Ratio	0.16	0.16	0.14	0.55	0.18		0.03	0.29	0.07	0.03	0.23	0.01
Control Delay	36.5	36.0	36.0	49.7	36.5		3.1	6.9	6.2	3.1	6.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	36.0	36.0	49.7	36.5		3.1	6.9	6.2	3.1	6.5	6.4
LOS	D	D	D	D	D		A	A	A	A	A	A
Approach Delay		36.1			45.8			6.6			6.3	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 38 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

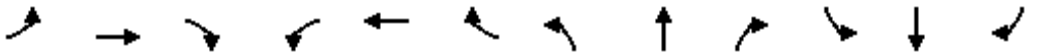
Splits and Phases: 200: Meadowbrook Road & Golf Road





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	27	38	27	87	37	27	397	81	22	321	17
v/c Ratio	0.16	0.16	0.14	0.55	0.18	0.03	0.29	0.07	0.03	0.23	0.01
Control Delay	36.5	36.0	36.0	49.7	36.5	3.1	6.9	6.2	3.1	6.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	36.0	36.0	49.7	36.5	3.1	6.9	6.2	3.1	6.5	6.4
Queue Length 50th (ft)	14	20	14	47	19	3	64	11	2	49	2
Queue Length 95th (ft)	38	48	38	93	47	9	158	36	8	124	12
Internal Link Dist (ft)		529			4424		792			1770	
Turn Bay Length (ft)	80		60	165		240		50	130		100
Base Capacity (vph)	206	283	228	192	251	947	1377	1145	945	1390	1156
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.12	0.45	0.15	0.03	0.29	0.07	0.02	0.23	0.01

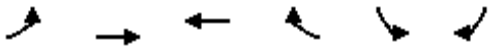
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	35	40	80	25	15	25	365	120	20	295	25
Future Volume (veh/h)	25	35	40	80	25	15	25	365	120	20	295	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1936	1936	1885	1821	1821	1811	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	27	38	27	87	27	10	27	397	81	22	321	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	6	6	6	2	2	2	1	1	1
Cap, veh/h	203	206	165	195	134	50	777	1278	1060	683	1279	1061
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.03	0.68	0.68	0.03	0.68	0.68
Sat Flow, veh/h	1413	1936	1553	1296	1256	465	1781	1870	1551	1795	1885	1564
Grp Volume(v), veh/h	27	38	27	87	0	37	27	397	81	22	321	17
Grp Sat Flow(s),veh/h/ln	1413	1936	1553	1296	0	1721	1781	1870	1551	1795	1885	1564
Q Serve(g_s), s	1.6	1.6	1.4	5.9	0.0	1.8	0.4	7.7	1.6	0.3	5.9	0.3
Cycle Q Clear(g_c), s	3.4	1.6	1.4	7.5	0.0	1.8	0.4	7.7	1.6	0.3	5.9	0.3
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	206	165	195	0	183	777	1278	1060	683	1279	1061
V/C Ratio(X)	0.13	0.18	0.16	0.45	0.00	0.20	0.03	0.31	0.08	0.03	0.25	0.02
Avail Cap(c_a), veh/h	260	284	228	247	0	252	986	1278	1060	1021	1279	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	36.6	36.6	40.1	0.0	36.7	4.0	5.7	4.8	4.2	5.6	4.7
Incr Delay (d2), s/veh	0.3	0.4	0.5	1.6	0.0	0.5	0.0	0.6	0.1	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	1.4	1.0	3.4	0.0	1.3	0.2	4.8	0.8	0.2	3.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	37.1	37.0	41.7	0.0	37.3	4.0	6.4	4.9	4.2	6.1	4.7
LnGrp LOS	D	D	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		92			124			505			360	
Approach Delay, s/veh		37.5			40.4			6.0			5.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	67.6		16.4	6.4	67.2		16.4				
Change Period (Y+Rc), s	3.5	6.1		6.8	3.5	6.1		6.8				
Max Green Setting (Gmax), s	19.5	40.9		13.2	13.5	46.9		13.2				
Max Q Clear Time (g_c+I1), s	2.3	9.7		5.4	2.4	7.9		9.5				
Green Ext Time (p_c), s	0.0	4.9		0.1	0.0	3.6		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		12.6	
HCM 6th LOS		B	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	115	65	40	115	45
Future Volume (vph)	10	115	65	40	115	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.948		0.962	
Flt Protected		0.996			0.965	
Satd. Flow (prot)	0	1874	1715	0	1746	0
Flt Permitted		0.996			0.965	
Satd. Flow (perm)	0	1874	1715	0	1746	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		4504	4375		604	
Travel Time (s)		68.2	66.3		16.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	5%	5%	1%	1%
Adj. Flow (vph)	11	126	71	44	126	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	137	115	0	175	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.2%		ICU Level of Service A	
Analysis Period (min) 15			

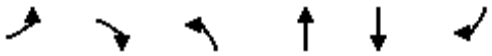
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	115	65	40	115	45
Future Vol, veh/h	10	115	65	40	115	45
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	5	5	1	1
Mvmt Flow	11	126	71	44	126	49

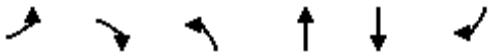
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	116	0	-	0	243	95
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	149	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1479	-	-	-	748	964
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1478	-	-	-	741	962
Mov Cap-2 Maneuver	-	-	-	-	741	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1478	-	-	-	792
HCM Lane V/C Ratio	0.007	-	-	-	0.222
HCM Control Delay (s)	7.5	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8



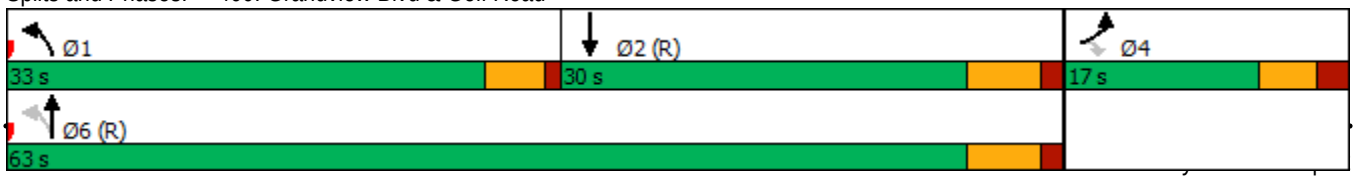
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	135	205	190	520	280	65
Future Volume (vph)	135	205	190	520	280	65
Ideal Flow (vphpl)	1910	1900	1900	1900	1900	1900
Storage Length (ft)	0	175	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98	1.00		1.00	
Frt		0.850			0.972	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1525	1357	1703	3406	3359	0
Flt Permitted	0.950		0.468			
Satd. Flow (perm)	1522	1336	839	3406	3359	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	4375			744	804	
Travel Time (s)	66.3			11.3	12.2	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	19%	19%	6%	6%	4%	4%
Adj. Flow (vph)	159	150	224	612	329	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	159	150	224	612	405	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Detector Phase	4	4	1	6	2	
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	12.0	12.0	
Minimum Split (s)	13.5	13.5	10.5	17.8	17.8	
Total Split (s)	17.0	17.0	33.0	63.0	30.0	
Total Split (%)	21.3%	21.3%	41.3%	78.8%	37.5%	
Maximum Green (s)	11.5	11.5	28.5	57.2	24.2	
Yellow Time (s)	3.5	3.5	3.5	4.3	4.3	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	4.5	5.8	5.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	3.3	3.3	
Minimum Gap (s)	3.0	3.0	3.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	22.0	22.0	
Time To Reduce (s)	0.0	0.0	0.0	18.0	18.0	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	10.8	10.8	59.2	57.9	46.0	
Actuated g/C Ratio	0.14	0.14	0.74	0.72	0.58	
v/c Ratio	0.77	0.83	0.32	0.25	0.21	
Control Delay	59.1	69.9	4.5	4.1	9.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	59.1	69.9	4.5	4.1	9.0	
LOS	E	E	A	A	A	
Approach Delay	64.4			4.2	9.0	
Approach LOS	E			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 59 (74%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 41.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Grandview Blvd & Golf Road

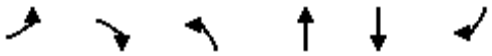




Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	159	150	224	612	405
v/c Ratio	0.77	0.83	0.32	0.25	0.21
Control Delay	59.1	69.9	4.5	4.1	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	69.9	4.5	4.1	9.0
Queue Length 50th (ft)	77	73	28	45	47
Queue Length 95th (ft)	#151	#154	44	59	71
Internal Link Dist (ft)	4295			664	724
Turn Bay Length (ft)		175	250		
Base Capacity (vph)	219	192	928	2465	1929
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.78	0.24	0.25	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	135	205	190	520	280	65
Future Volume (veh/h)	135	205	190	520	280	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1627	1618	1811	1811	1841	1841
Adj Flow Rate, veh/h	159	150	224	612	329	76
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	19	19	6	6	4	4
Cap, veh/h	204	181	732	2501	1679	382
Arrive On Green	0.13	0.13	0.07	0.73	0.60	0.60
Sat Flow, veh/h	1549	1372	1725	3532	2909	641
Grp Volume(v), veh/h	159	150	224	612	202	203
Grp Sat Flow(s),veh/h/ln	1549	1372	1725	1721	1749	1709
Q Serve(g_s), s	7.9	8.5	3.6	4.7	4.2	4.3
Cycle Q Clear(g_c), s	7.9	8.5	3.6	4.7	4.2	4.3
Prop In Lane	1.00	1.00	1.00			0.37
Lane Grp Cap(c), veh/h	204	181	732	2501	1042	1019
V/C Ratio(X)	0.78	0.83	0.31	0.24	0.19	0.20
Avail Cap(c_a), veh/h	223	197	1218	2501	1042	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	33.8	4.6	3.6	7.4	7.4
Incr Delay (d2), s/veh	12.9	21.1	0.1	0.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.3	6.7	1.5	1.8	2.4	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.5	55.0	4.7	3.9	7.8	7.8
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	309			836	405	
Approach Delay, s/veh	50.6			4.1	7.8	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	53.5		16.1		63.9
Change Period (Y+Rc), s	4.5	5.8		5.5		5.8
Max Green Setting (Gmax), s	28.5	24.2		11.5		57.2
Max Q Clear Time (g_c+I1), s	5.6	6.3		10.5		6.7
Green Ext Time (p_c), s	0.2	2.2		0.0		4.8

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	5	40	1	30	5	320	100	35	400	1
Future Volume (vph)	5	1	5	40	1	30	5	320	100	35	400	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		115	70		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938				0.850			0.850			
Flt Protected		0.977			0.953		0.950			0.950		
Satd. Flow (prot)	0	1724	0	0	1793	1599	1787	1881	1599	1770	1863	0
Flt Permitted		0.977			0.953		0.950			0.950		
Satd. Flow (perm)	0	1724	0	0	1793	1599	1787	1881	1599	1770	1863	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		557			725			1850			941	
Travel Time (s)		15.2			19.8			28.0			14.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	6	1	6	45	1	34	6	364	114	40	455	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	46	34	6	364	114	40	456	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

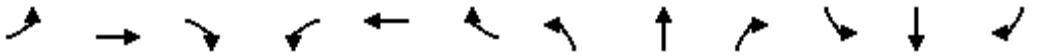
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	5	40	1	30	5	320	100	35	400	1
Future Vol, veh/h	5	1	5	40	1	30	5	320	100	35	400	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	125	-	115	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	6	1	6	45	1	34	6	364	114	40	455	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	989	1028	458	917	914	366	457	0	0	479	0	0
Stage 1	537	537	-	377	377	-	-	-	-	-	-	-
Stage 2	452	491	-	540	537	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	221	219	605	256	267	806	1109	-	-	1079	-	-
Stage 1	530	524	-	748	662	-	-	-	-	-	-	-
Stage 2	665	573	-	528	524	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	204	209	604	244	255	804	1108	-	-	1078	-	-
Mov Cap-2 Maneuver	204	209	-	244	255	-	-	-	-	-	-	-
Stage 1	527	504	-	744	658	-	-	-	-	-	-	-
Stage 2	631	569	-	502	504	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.8	17.5	0.1	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1108	-	-	293	244	804	1078	-	-
HCM Lane V/C Ratio	0.005	-	-	0.043	0.191	0.042	0.037	-	-
HCM Control Delay (s)	8.3	-	-	17.8	23.2	9.7	8.5	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0.1	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	35	20	115	35	35	60	365	95	30	375	40
Future Volume (vph)	25	35	20	115	35	35	60	365	95	30	375	40
Ideal Flow (vphpl)	1951	1951	1900	1910	1910	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		60	165		0	240		50	130		100
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.97	1.00	0.99		1.00		0.98	1.00		0.98
Frt			0.850		0.942				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1835	1932	1599	1797	1761	0	1787	1881	1599	1770	1863	1583
Flt Permitted	0.718			0.733			0.487			0.519		
Satd. Flow (perm)	1378	1932	1558	1382	1761	0	916	1881	1564	966	1863	1549
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		609			4504			872			1850	
Travel Time (s)		9.2			68.2			17.0			36.0	
Confl. Peds. (#/hr)	2		1	1		2	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	27	37	13	122	37	23	64	388	63	32	399	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	37	13	122	60	0	64	388	63	32	399	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	14.8		9.5	16.1	16.1	9.5	16.1	16.1
Total Split (s)	20.0	20.0	20.0	20.0	20.0		17.0	47.0	47.0	23.0	53.0	53.0
Total Split (%)	22.2%	22.2%	22.2%	22.2%	22.2%		18.9%	52.2%	52.2%	25.6%	58.9%	58.9%
Maximum Green (s)	13.2	13.2	13.2	13.2	13.2		13.5	40.9	40.9	19.5	46.9	46.9
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		3.5	4.1	4.1	3.5	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		3.5	6.1	6.1	3.5	6.1	6.1
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		1.5	4.5	4.5	1.5	4.5	4.5
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5		1.5	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0		20.0	22.0	22.0	20.0	22.0	22.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	18.0	18.0	0.0	18.0	18.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.7	11.7	11.7	11.7	11.7		65.9	59.7	59.7	65.2	57.8	57.8
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13		0.73	0.66	0.66	0.72	0.64	0.64
v/c Ratio	0.15	0.15	0.06	0.68	0.26		0.09	0.31	0.06	0.04	0.33	0.03
Control Delay	35.9	35.3	34.1	60.4	41.8		3.5	8.3	7.1	3.3	9.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	35.3	34.1	60.4	41.8		3.5	8.3	7.1	3.3	9.1	7.2
LOS	D	D	C	E	D		A	A	A	A	A	A
Approach Delay		35.3			54.2			7.6			8.6	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 38 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 200: Meadowbrook Road & Golf Road

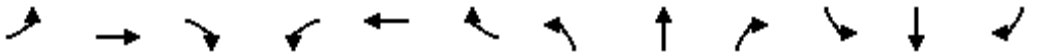




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	27	37	13	122	60	64	388	63	32	399	26
v/c Ratio	0.15	0.15	0.06	0.68	0.26	0.09	0.31	0.06	0.04	0.33	0.03
Control Delay	35.9	35.3	34.1	60.4	41.8	3.5	8.3	7.1	3.3	9.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	35.3	34.1	60.4	41.8	3.5	8.3	7.1	3.3	9.1	7.2
Queue Length 50th (ft)	14	19	6	59	28	8	101	14	4	105	5
Queue Length 95th (ft)	38	46	23	#135	61	17	153	29	10	159	15
Internal Link Dist (ft)		529			4424		792			1770	
Turn Bay Length (ft)	80		60	165		240		50	130		100
Base Capacity (vph)	202	283	228	202	258	822	1247	1037	903	1196	994
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.06	0.60	0.23	0.08	0.31	0.06	0.04	0.33	0.03

Intersection Summary

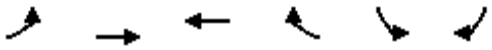
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	35	20	115	35	35	60	365	95	30	375	40
Future Volume (veh/h)	25	35	20	115	35	35	60	365	95	30	375	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1936	1936	1885	1895	1895	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	27	37	13	122	37	23	64	388	63	32	399	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	213	247	198	231	138	86	698	1232	1022	675	1191	988
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.05	0.65	0.65	0.04	0.64	0.64
Sat Flow, veh/h	1381	1936	1549	1363	1079	671	1795	1885	1564	1781	1870	1551
Grp Volume(v), veh/h	27	37	13	122	0	60	64	388	63	32	399	26
Grp Sat Flow(s),veh/h/ln	1381	1936	1549	1363	0	1749	1795	1885	1564	1781	1870	1551
Q Serve(g_s), s	1.6	1.5	0.7	7.9	0.0	2.8	1.0	8.1	1.3	0.5	8.9	0.6
Cycle Q Clear(g_c), s	4.4	1.5	0.7	9.4	0.0	2.8	1.0	8.1	1.3	0.5	8.9	0.6
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	247	198	231	0	223	698	1232	1022	675	1191	988
V/C Ratio(X)	0.13	0.15	0.07	0.53	0.00	0.27	0.09	0.31	0.06	0.05	0.33	0.03
Avail Cap(c_a), veh/h	240	284	227	257	0	257	872	1232	1022	995	1191	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	34.9	34.5	39.1	0.0	35.5	4.9	6.8	5.6	5.1	7.5	6.0
Incr Delay (d2), s/veh	0.3	0.3	0.1	1.9	0.0	0.6	0.0	0.7	0.1	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	1.3	0.4	4.7	0.0	2.1	0.6	5.3	0.7	0.3	5.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	35.2	34.7	41.0	0.0	36.1	5.0	7.5	5.7	5.1	8.3	6.1
LnGrp LOS	D	D	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		77			182			515			457	
Approach Delay, s/veh		36.0			39.4			6.9			7.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	64.9		18.3	8.3	63.4		18.3				
Change Period (Y+Rc), s	3.5	6.1		6.8	3.5	6.1		6.8				
Max Green Setting (Gmax), s	19.5	40.9		13.2	13.5	46.9		13.2				
Max Q Clear Time (g_c+I1), s	2.5	10.1		6.4	3.0	10.9		11.4				
Green Ext Time (p_c), s	0.0	4.6		0.1	0.0	4.7		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		13.9	
HCM 6th LOS		B	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	115	110	130	75	45
Future Volume (vph)	50	115	110	130	75	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.927		0.949	
Flt Protected		0.985			0.970	
Satd. Flow (prot)	0	1817	1744	0	1732	0
Flt Permitted		0.985			0.970	
Satd. Flow (perm)	0	1817	1744	0	1732	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		4504	4375		604	
Travel Time (s)		68.2	66.3		16.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	58	134	128	151	87	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	192	279	0	139	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

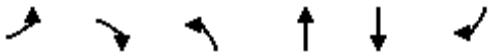
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	115	110	130	75	45
Future Vol, veh/h	50	115	110	130	75	45
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	58	134	128	151	87	52

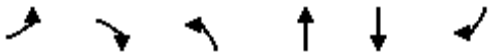
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	280	0	-	0	456	206
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	4.13	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1277	-	-	-	564	837
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1276	-	-	-	535	835
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1276	-	-	-	618
HCM Lane V/C Ratio	0.046	-	-	-	0.226
HCM Control Delay (s)	8	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	200	225	405	630	115
Future Volume (vph)	80	200	225	405	630	115
Ideal Flow (vphpl)	1910	1900	1900	1900	1900	1900
Storage Length (ft)	0	175	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98	1.00		1.00	
Frt		0.850			0.977	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1712	1524	1736	3471	3480	0
Flt Permitted	0.950		0.290			
Satd. Flow (perm)	1708	1499	530	3471	3480	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	4375			744	804	
Travel Time (s)	66.3			11.3	12.2	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	4%	4%	1%	1%
Adj. Flow (vph)	88	136	247	445	692	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	136	247	445	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Detector Phase	4	4	1	6	2	
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	12.0	12.0	
Minimum Split (s)	13.5	13.5	10.5	17.8	17.8	
Total Split (s)	17.0	17.0	22.0	73.0	51.0	
Total Split (%)	18.9%	18.9%	24.4%	81.1%	56.7%	
Maximum Green (s)	11.5	11.5	17.5	67.2	45.2	
Yellow Time (s)	3.5	3.5	3.5	4.3	4.3	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	4.5	5.8	5.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	3.3	3.3	
Minimum Gap (s)	3.0	3.0	3.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	22.0	22.0	
Time To Reduce (s)	0.0	0.0	0.0	18.0	18.0	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	10.6	10.6	69.4	68.1	56.0	
Actuated g/C Ratio	0.12	0.12	0.77	0.76	0.62	
v/c Ratio	0.44	0.78	0.48	0.17	0.38	
Control Delay	46.8	70.2	6.2	3.3	9.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.8	70.2	6.2	3.3	9.4	
LOS	D	E	A	A	A	
Approach Delay	61.0			4.3	9.4	
Approach LOS	E			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 46 (51%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Grandview Blvd & Golf Road

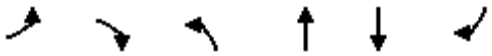




Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	88	136	247	445	818
v/c Ratio	0.44	0.78	0.48	0.17	0.38
Control Delay	46.8	70.2	6.2	3.3	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	70.2	6.2	3.3	9.4
Queue Length 50th (ft)	48	77	31	31	112
Queue Length 95th (ft)	95	#165	51	44	161
Internal Link Dist (ft)	4295			664	724
Turn Bay Length (ft)		175	250		
Base Capacity (vph)	218	191	643	2627	2164
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.71	0.38	0.17	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



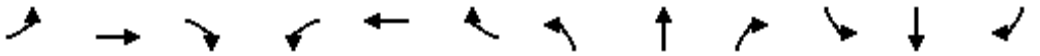
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	80	200	225	405	630	115
Future Volume (veh/h)	80	200	225	405	630	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1821	1811	1841	1841	1885	1885
Adj Flow Rate, veh/h	88	136	247	445	692	126
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	4	4	1	1
Cap, veh/h	189	167	555	2677	1956	356
Arrive On Green	0.11	0.11	0.07	0.77	0.65	0.65
Sat Flow, veh/h	1734	1535	1753	3589	3109	548
Grp Volume(v), veh/h	88	136	247	445	411	407
Grp Sat Flow(s),veh/h/ln	1734	1535	1753	1749	1791	1772
Q Serve(g_s), s	4.3	7.8	3.9	3.1	9.4	9.4
Cycle Q Clear(g_c), s	4.3	7.8	3.9	3.1	9.4	9.4
Prop In Lane	1.00	1.00	1.00			0.31
Lane Grp Cap(c), veh/h	189	167	555	2677	1162	1150
V/C Ratio(X)	0.47	0.81	0.45	0.17	0.35	0.35
Avail Cap(c_a), veh/h	222	196	779	2677	1162	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	39.2	4.8	2.8	7.2	7.2
Incr Delay (d2), s/veh	0.7	17.0	0.2	0.1	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	6.4	1.6	1.2	5.5	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.3	56.2	5.0	3.0	8.1	8.1
LnGrp LOS	D	E	A	A	A	A
Approach Vol, veh/h	224			692	818	
Approach Delay, s/veh	49.2			3.7	8.1	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	64.2		15.3		74.7
Change Period (Y+Rc), s	4.5	5.8		5.5		5.8
Max Green Setting (Gmax), s	17.5	45.2		11.5		67.2
Max Q Clear Time (g_c+I1), s	5.9	11.4		9.8		5.1
Green Ext Time (p_c), s	0.2	6.0		0.0		3.3

Intersection Summary		
HCM 6th Ctrl Delay		11.6
HCM 6th LOS		B

Appendix C
Improvement
Peak Hour Analysis Outputs

Year 2025 Build Traffic - With Modifications



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	5	105	1	35	1	380	25	10	230	1
Future Volume (vph)	1	1	5	105	1	35	1	380	25	10	230	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		115	70		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.899				0.850			0.850		0.999	
Flt Protected		0.994			0.953		0.950			0.950		
Satd. Flow (prot)	0	1681	0	0	1793	1599	1770	1863	1583	1770	1861	0
Flt Permitted		0.994			0.953		0.950			0.950		
Satd. Flow (perm)	0	1681	0	0	1793	1599	1770	1863	1583	1770	1861	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		557			725			1850			941	
Travel Time (s)		15.2			19.8			28.0			14.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	1	6	119	1	40	1	432	28	11	261	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	120	40	1	432	28	11	262	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			

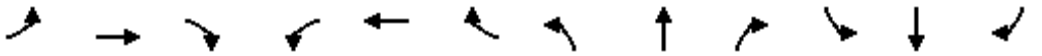
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	5	105	1	35	1	380	25	10	230	1
Future Vol, veh/h	1	1	5	105	1	35	1	380	25	10	230	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	125	-	115	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	1	1	6	119	1	40	1	432	28	11	261	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	755	748	264	723	720	434	263	0	0	461	0	0
Stage 1	285	285	-	435	435	-	-	-	-	-	-	-
Stage 2	470	463	-	288	285	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	369	363	777	395	382	773	1301	-	-	1118	-	-
Stage 1	724	678	-	727	637	-	-	-	-	-	-	-
Stage 2	685	613	-	722	678	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	346	359	776	387	378	771	1300	-	-	1117	-	-
Mov Cap-2 Maneuver	346	359	-	387	378	-	-	-	-	-	-	-
Stage 1	723	671	-	726	636	-	-	-	-	-	-	-
Stage 2	648	612	-	708	671	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	16.4	0	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	578	387	771	1117	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.311	0.052	0.01	-	-
HCM Control Delay (s)	7.8	-	-	11.3	18.5	9.9	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0.2	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	35	40	80	25	15	25	365	120	20	295	25
Future Volume (vph)	25	35	40	80	25	15	25	365	120	20	295	25
Ideal Flow (vphpl)	1951	1951	1900	1910	1910	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		60	165		0	240		50	130		100
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97	1.00	0.99		1.00		0.98	1.00		0.98
Frt			0.850		0.959				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1835	1932	1599	1712	1716	0	1770	1863	1583	1787	1881	1599
Flt Permitted	0.733			0.732			0.566			0.512		
Satd. Flow (perm)	1411	1932	1558	1315	1716	0	1054	1863	1549	963	1881	1564
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		609			3913			872			1850	
Travel Time (s)		9.2			59.3			17.0			36.0	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	6%	6%	6%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	27	38	27	87	27	10	27	397	81	22	321	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	38	27	87	37	0	27	397	81	22	321	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	14.8		9.5	16.1	16.1	9.5	16.1	16.1
Total Split (s)	20.0	20.0	20.0	20.0	20.0		17.0	47.0	47.0	23.0	53.0	53.0
Total Split (%)	22.2%	22.2%	22.2%	22.2%	22.2%		18.9%	52.2%	52.2%	25.6%	58.9%	58.9%
Maximum Green (s)	13.2	13.2	13.2	13.2	13.2		13.5	40.9	40.9	19.5	46.9	46.9
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		3.5	4.1	4.1	3.5	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		3.5	6.1	6.1	3.5	6.1	6.1
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		1.5	4.5	4.5	1.5	4.5	4.5
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5		1.5	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0		20.0	22.0	22.0	20.0	22.0	22.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	18.0	18.0	0.0	18.0	18.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.0	11.0	11.0	11.0	11.0		70.3	66.5	66.5	70.3	66.5	66.5
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12		0.78	0.74	0.74	0.78	0.74	0.74
v/c Ratio	0.16	0.16	0.14	0.55	0.18		0.03	0.29	0.07	0.03	0.23	0.01
Control Delay	36.5	36.0	36.0	49.7	36.5		3.1	6.9	6.2	3.1	6.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	36.0	36.0	49.7	36.5		3.1	6.9	6.2	3.1	6.5	6.4
LOS	D	D	D	D	D		A	A	A	A	A	A
Approach Delay		36.1			45.8			6.6			6.3	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 38 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

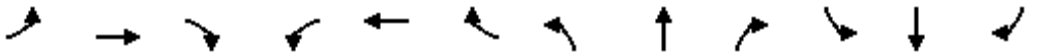
Splits and Phases: 200: Meadowbrook Road & Golf Road





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	27	38	27	87	37	27	397	81	22	321	17
v/c Ratio	0.16	0.16	0.14	0.55	0.18	0.03	0.29	0.07	0.03	0.23	0.01
Control Delay	36.5	36.0	36.0	49.7	36.5	3.1	6.9	6.2	3.1	6.5	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	36.0	36.0	49.7	36.5	3.1	6.9	6.2	3.1	6.5	6.4
Queue Length 50th (ft)	14	20	14	47	19	3	64	11	2	49	2
Queue Length 95th (ft)	38	48	38	93	47	9	158	36	8	124	12
Internal Link Dist (ft)		529			3833		792			1770	
Turn Bay Length (ft)	80		60	165		240		50	130		100
Base Capacity (vph)	206	283	228	192	251	947	1377	1145	945	1390	1156
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.12	0.45	0.15	0.03	0.29	0.07	0.02	0.23	0.01

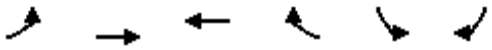
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	35	40	80	25	15	25	365	120	20	295	25
Future Volume (veh/h)	25	35	40	80	25	15	25	365	120	20	295	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1936	1936	1885	1821	1821	1811	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	27	38	27	87	27	10	27	397	81	22	321	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	6	6	6	2	2	2	1	1	1
Cap, veh/h	203	206	165	195	134	50	777	1278	1060	683	1279	1061
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.03	0.68	0.68	0.03	0.68	0.68
Sat Flow, veh/h	1413	1936	1553	1296	1256	465	1781	1870	1551	1795	1885	1564
Grp Volume(v), veh/h	27	38	27	87	0	37	27	397	81	22	321	17
Grp Sat Flow(s),veh/h/ln	1413	1936	1553	1296	0	1721	1781	1870	1551	1795	1885	1564
Q Serve(g_s), s	1.6	1.6	1.4	5.9	0.0	1.8	0.4	7.7	1.6	0.3	5.9	0.3
Cycle Q Clear(g_c), s	3.4	1.6	1.4	7.5	0.0	1.8	0.4	7.7	1.6	0.3	5.9	0.3
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	206	165	195	0	183	777	1278	1060	683	1279	1061
V/C Ratio(X)	0.13	0.18	0.16	0.45	0.00	0.20	0.03	0.31	0.08	0.03	0.25	0.02
Avail Cap(c_a), veh/h	260	284	228	247	0	252	986	1278	1060	1021	1279	1061
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	36.6	36.6	40.1	0.0	36.7	4.0	5.7	4.8	4.2	5.6	4.7
Incr Delay (d2), s/veh	0.3	0.4	0.5	1.6	0.0	0.5	0.0	0.6	0.1	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	1.4	1.0	3.4	0.0	1.3	0.2	4.8	0.8	0.2	3.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	37.1	37.0	41.7	0.0	37.3	4.0	6.4	4.9	4.2	6.1	4.7
LnGrp LOS	D	D	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		92			124			505			360	
Approach Delay, s/veh		37.5			40.4			6.0			5.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	67.6		16.4	6.4	67.2		16.4				
Change Period (Y+Rc), s	3.5	6.1		6.8	3.5	6.1		6.8				
Max Green Setting (Gmax), s	19.5	40.9		13.2	13.5	46.9		13.2				
Max Q Clear Time (g_c+I1), s	2.3	9.7		5.4	2.4	7.9		9.5				
Green Ext Time (p_c), s	0.0	4.9		0.1	0.0	3.6		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		12.6	
HCM 6th LOS		B	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	115	65	40	115	45
Future Volume (vph)	10	115	65	40	115	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850	0.962	
Flt Protected		0.996			0.965	
Satd. Flow (prot)	0	3560	1810	1538	1746	0
Flt Permitted		0.996			0.965	
Satd. Flow (perm)	0	3560	1810	1538	1746	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		420	4375		604	
Travel Time (s)		6.4	66.3		16.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	5%	5%	1%	1%
Adj. Flow (vph)	11	126	71	44	126	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	137	71	44	175	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			

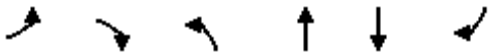
Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	115	65	40	115	45
Future Vol, veh/h	10	115	65	40	115	45
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	5	5	1	1
Mvmt Flow	11	126	71	44	126	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	116	0	-	0	158	73
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	4.115	-	-	-	6.615	6.215
Critical Hdwy Stg 1	-	-	-	-	5.415	-
Critical Hdwy Stg 2	-	-	-	-	5.815	-
Follow-up Hdwy	2.2095	-	-	-	3.5095	3.3095
Pot Cap-1 Maneuver	1478	-	-	-	828	992
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	931	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1477	-	-	-	820	990
Mov Cap-2 Maneuver	-	-	-	-	820	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1477	-	-	-	862
HCM Lane V/C Ratio	0.007	-	-	-	0.204
HCM Control Delay (s)	7.5	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8

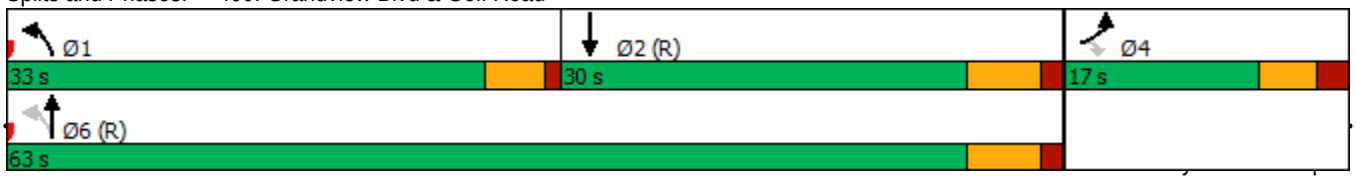


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	135	205	190	520	280	65
Future Volume (vph)	135	205	190	520	280	65
Ideal Flow (vphpl)	1910	1900	1900	1900	1900	1900
Storage Length (ft)	0	175	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98	1.00		1.00	
Frt		0.850			0.972	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1525	1357	1703	3406	3359	0
Flt Permitted	0.950		0.468			
Satd. Flow (perm)	1522	1336	839	3406	3359	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	4375			744	804	
Travel Time (s)	66.3			11.3	12.2	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	19%	19%	6%	6%	4%	4%
Adj. Flow (vph)	159	150	224	612	329	76
Shared Lane Traffic (%)						
Lane Group Flow (vph)	159	150	224	612	405	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Detector Phase	4	4	1	6	2	
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	12.0	12.0	
Minimum Split (s)	13.5	13.5	10.5	17.8	17.8	
Total Split (s)	17.0	17.0	33.0	63.0	30.0	
Total Split (%)	21.3%	21.3%	41.3%	78.8%	37.5%	
Maximum Green (s)	11.5	11.5	28.5	57.2	24.2	
Yellow Time (s)	3.5	3.5	3.5	4.3	4.3	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	4.5	5.8	5.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	3.3	3.3	
Minimum Gap (s)	3.0	3.0	3.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	22.0	22.0	
Time To Reduce (s)	0.0	0.0	0.0	18.0	18.0	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	10.8	10.8	59.2	57.9	46.0	
Actuated g/C Ratio	0.14	0.14	0.74	0.72	0.58	
v/c Ratio	0.77	0.83	0.32	0.25	0.21	
Control Delay	59.1	69.9	4.5	4.1	9.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	59.1	69.9	4.5	4.1	9.0	
LOS	E	E	A	A	A	
Approach Delay	64.4			4.2	9.0	
Approach LOS	E			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 59 (74%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 41.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Grandview Blvd & Golf Road

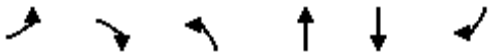




Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	159	150	224	612	405
v/c Ratio	0.77	0.83	0.32	0.25	0.21
Control Delay	59.1	69.9	4.5	4.1	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	69.9	4.5	4.1	9.0
Queue Length 50th (ft)	77	73	28	45	47
Queue Length 95th (ft)	#151	#154	44	59	71
Internal Link Dist (ft)	4295			664	724
Turn Bay Length (ft)		175	250		
Base Capacity (vph)	219	192	928	2465	1929
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.78	0.24	0.25	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	135	205	190	520	280	65
Future Volume (veh/h)	135	205	190	520	280	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1627	1618	1811	1811	1841	1841
Adj Flow Rate, veh/h	159	150	224	612	329	76
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	19	19	6	6	4	4
Cap, veh/h	204	181	732	2501	1679	382
Arrive On Green	0.13	0.13	0.07	0.73	0.60	0.60
Sat Flow, veh/h	1549	1372	1725	3532	2909	641
Grp Volume(v), veh/h	159	150	224	612	202	203
Grp Sat Flow(s),veh/h/ln	1549	1372	1725	1721	1749	1709
Q Serve(g_s), s	7.9	8.5	3.6	4.7	4.2	4.3
Cycle Q Clear(g_c), s	7.9	8.5	3.6	4.7	4.2	4.3
Prop In Lane	1.00	1.00	1.00			0.37
Lane Grp Cap(c), veh/h	204	181	732	2501	1042	1019
V/C Ratio(X)	0.78	0.83	0.31	0.24	0.19	0.20
Avail Cap(c_a), veh/h	223	197	1218	2501	1042	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	33.8	4.6	3.6	7.4	7.4
Incr Delay (d2), s/veh	12.9	21.1	0.1	0.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.3	6.7	1.5	1.8	2.4	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.5	55.0	4.7	3.9	7.8	7.8
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	309			836	405	
Approach Delay, s/veh	50.6			4.1	7.8	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	53.5		16.1		63.9
Change Period (Y+Rc), s	4.5	5.8		5.5		5.8
Max Green Setting (Gmax), s	28.5	24.2		11.5		57.2
Max Q Clear Time (g_c+I1), s	5.6	6.3		10.5		6.7
Green Ext Time (p_c), s	0.2	2.2		0.0		4.8

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	5	40	1	30	5	320	100	35	400	1
Future Volume (vph)	5	1	5	40	1	30	5	320	100	35	400	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	125		115	70		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938				0.850			0.850			
Flt Protected		0.977			0.953		0.950			0.950		
Satd. Flow (prot)	0	1724	0	0	1793	1599	1787	1881	1599	1770	1863	0
Flt Permitted		0.977			0.953		0.950			0.950		
Satd. Flow (perm)	0	1724	0	0	1793	1599	1787	1881	1599	1770	1863	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		557			725			1850			941	
Travel Time (s)		15.2			19.8			28.0			14.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	6	1	6	45	1	34	6	364	114	40	455	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	46	34	6	364	114	40	456	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	5	40	1	30	5	320	100	35	400	1
Future Vol, veh/h	5	1	5	40	1	30	5	320	100	35	400	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	125	-	115	70	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	2	2	2
Mvmt Flow	6	1	6	45	1	34	6	364	114	40	455	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	989	1028	458	917	914	366	457	0	0	479	0	0
Stage 1	537	537	-	377	377	-	-	-	-	-	-	-
Stage 2	452	491	-	540	537	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	221	219	605	256	267	806	1109	-	-	1079	-	-
Stage 1	530	524	-	748	662	-	-	-	-	-	-	-
Stage 2	665	573	-	528	524	-	-	-	-	-	-	-
Platoon blocked, %	1	1		1	1	1		-	-	1	-	-
Mov Cap-1 Maneuver	204	209	604	244	255	804	1108	-	-	1078	-	-
Mov Cap-2 Maneuver	204	209	-	244	255	-	-	-	-	-	-	-
Stage 1	527	504	-	744	658	-	-	-	-	-	-	-
Stage 2	631	569	-	502	504	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.8	17.5	0.1	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1108	-	-	293	244	804	1078	-	-
HCM Lane V/C Ratio	0.005	-	-	0.043	0.191	0.042	0.037	-	-
HCM Control Delay (s)	8.3	-	-	17.8	23.2	9.7	8.5	-	-
HCM Lane LOS	A	-	-	C	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	35	20	115	35	35	60	365	95	30	375	40
Future Volume (vph)	25	35	20	115	35	35	60	365	95	30	375	40
Ideal Flow (vphpl)	1951	1951	1900	1910	1910	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	80		60	165		0	240		50	130		100
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99		0.97	1.00	0.99		1.00		0.98	1.00		0.98
Frt			0.850		0.942				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1835	1932	1599	1797	1761	0	1787	1881	1599	1770	1863	1583
Flt Permitted	0.718			0.733			0.487			0.519		
Satd. Flow (perm)	1378	1932	1558	1382	1761	0	916	1881	1564	966	1863	1549
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		609			3913			872			1850	
Travel Time (s)		9.2			59.3			17.0			36.0	
Confl. Peds. (#/hr)	2		1	1		2	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Adj. Flow (vph)	27	37	13	122	37	23	64	388	63	32	399	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	37	13	122	60	0	64	388	63	32	399	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	1.00	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	14.8	14.8	14.8	14.8	14.8		9.5	16.1	16.1	9.5	16.1	16.1
Total Split (s)	20.0	20.0	20.0	20.0	20.0		17.0	47.0	47.0	23.0	53.0	53.0
Total Split (%)	22.2%	22.2%	22.2%	22.2%	22.2%		18.9%	52.2%	52.2%	25.6%	58.9%	58.9%
Maximum Green (s)	13.2	13.2	13.2	13.2	13.2		13.5	40.9	40.9	19.5	46.9	46.9
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8		3.5	4.1	4.1	3.5	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8		3.5	6.1	6.1	3.5	6.1	6.1
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		1.5	4.5	4.5	1.5	4.5	4.5
Minimum Gap (s)	1.5	1.5	1.5	1.5	1.5		1.5	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	30.0	30.0	30.0	30.0	30.0		20.0	22.0	22.0	20.0	22.0	22.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	18.0	18.0	0.0	18.0	18.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.7	11.7	11.7	11.7	11.7		65.9	59.7	59.7	65.2	57.8	57.8
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13		0.73	0.66	0.66	0.72	0.64	0.64
v/c Ratio	0.15	0.15	0.06	0.68	0.26		0.09	0.31	0.06	0.04	0.33	0.03
Control Delay	35.9	35.3	34.1	60.4	41.8		3.5	8.3	7.1	3.3	9.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	35.3	34.1	60.4	41.8		3.5	8.3	7.1	3.3	9.1	7.2
LOS	D	D	C	E	D		A	A	A	A	A	A
Approach Delay		35.3			54.3			7.6			8.6	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 38 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 16.6		Intersection LOS: B	
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 200: Meadowbrook Road & Golf Road

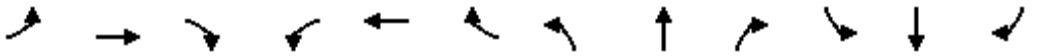




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	27	37	13	122	60	64	388	63	32	399	26
v/c Ratio	0.15	0.15	0.06	0.68	0.26	0.09	0.31	0.06	0.04	0.33	0.03
Control Delay	35.9	35.3	34.1	60.4	41.8	3.5	8.3	7.1	3.3	9.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	35.3	34.1	60.4	41.8	3.5	8.3	7.1	3.3	9.1	7.2
Queue Length 50th (ft)	14	19	6	59	28	8	101	14	4	105	5
Queue Length 95th (ft)	38	46	23	#135	61	17	153	29	10	159	15
Internal Link Dist (ft)		529			3833		792			1770	
Turn Bay Length (ft)	80		60	165		240		50	130		100
Base Capacity (vph)	202	283	228	202	258	822	1247	1037	903	1196	994
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.13	0.06	0.60	0.23	0.08	0.31	0.06	0.04	0.33	0.03

Intersection Summary

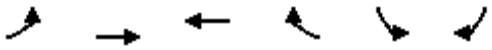
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	35	20	115	35	35	60	365	95	30	375	40
Future Volume (veh/h)	25	35	20	115	35	35	60	365	95	30	375	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1936	1936	1885	1895	1895	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	27	37	13	122	37	23	64	388	63	32	399	26
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	213	247	198	231	138	86	698	1232	1022	675	1191	988
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.05	0.65	0.65	0.04	0.64	0.64
Sat Flow, veh/h	1381	1936	1549	1363	1079	671	1795	1885	1564	1781	1870	1551
Grp Volume(v), veh/h	27	37	13	122	0	60	64	388	63	32	399	26
Grp Sat Flow(s),veh/h/ln	1381	1936	1549	1363	0	1749	1795	1885	1564	1781	1870	1551
Q Serve(g_s), s	1.6	1.5	0.7	7.9	0.0	2.8	1.0	8.1	1.3	0.5	8.9	0.6
Cycle Q Clear(g_c), s	4.4	1.5	0.7	9.4	0.0	2.8	1.0	8.1	1.3	0.5	8.9	0.6
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	247	198	231	0	223	698	1232	1022	675	1191	988
V/C Ratio(X)	0.13	0.15	0.07	0.53	0.00	0.27	0.09	0.31	0.06	0.05	0.33	0.03
Avail Cap(c_a), veh/h	240	284	227	257	0	257	872	1232	1022	995	1191	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	34.9	34.5	39.1	0.0	35.5	4.9	6.8	5.6	5.1	7.5	6.0
Incr Delay (d2), s/veh	0.3	0.3	0.1	1.9	0.0	0.6	0.0	0.7	0.1	0.0	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	1.3	0.4	4.7	0.0	2.1	0.6	5.3	0.7	0.3	5.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	35.2	34.7	41.0	0.0	36.1	5.0	7.5	5.7	5.1	8.3	6.1
LnGrp LOS	D	D	C	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		77			182			515			457	
Approach Delay, s/veh		36.0			39.4			6.9			7.9	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	64.9		18.3	8.3	63.4		18.3				
Change Period (Y+Rc), s	3.5	6.1		6.8	3.5	6.1		6.8				
Max Green Setting (Gmax), s	19.5	40.9		13.2	13.5	46.9		13.2				
Max Q Clear Time (g_c+I1), s	2.5	10.1		6.4	3.0	10.9		11.4				
Green Ext Time (p_c), s	0.0	4.6		0.1	0.0	4.7		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		13.9	
HCM 6th LOS		B	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	50	115	110	130	75	45
Future Volume (vph)	50	115	110	130	75	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	0
Storage Lanes	0			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850	0.949	
Flt Protected		0.985			0.970	
Satd. Flow (prot)	0	3452	1881	1599	1732	0
Flt Permitted		0.985			0.970	
Satd. Flow (perm)	0	3452	1881	1599	1732	0
Link Speed (mph)		45	45		25	
Link Distance (ft)		420	4375		604	
Travel Time (s)		6.4	66.3		16.5	
Confl. Peds. (#/hr)	1			1	1	1
Confl. Bikes (#/hr)				1		1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	3%	3%	1%	1%	1%	1%
Adj. Flow (vph)	58	134	128	151	87	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	192	128	151	139	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.3%		ICU Level of Service A	
Analysis Period (min) 15			

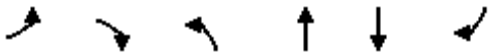
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	115	110	130	75	45
Future Vol, veh/h	50	115	110	130	75	45
Conflicting Peds, #/hr	1	0	0	1	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	3	3	1	1	1	1
Mvmt Flow	58	134	128	151	87	52

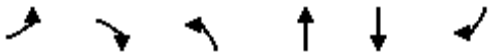
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	280	0	-	0	313	130
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	184	-
Critical Hdwy	4.145	-	-	-	6.615	6.215
Critical Hdwy Stg 1	-	-	-	-	5.415	-
Critical Hdwy Stg 2	-	-	-	-	5.815	-
Follow-up Hdwy	2.2285	-	-	-	3.5095	3.3095
Pot Cap-1 Maneuver	1275	-	-	-	670	922
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1274	-	-	-	636	920
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	831	-

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1274	-	-	-	719
HCM Lane V/C Ratio	0.046	-	-	-	0.194
HCM Control Delay (s)	8	0.1	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	200	225	405	630	115
Future Volume (vph)	80	200	225	405	630	115
Ideal Flow (vphpl)	1910	1900	1900	1900	1900	1900
Storage Length (ft)	0	175	250			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor	1.00	0.98	1.00		1.00	
Frt		0.850			0.977	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1712	1524	1736	3471	3480	0
Flt Permitted	0.950		0.288			
Satd. Flow (perm)	1708	1500	526	3471	3480	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	4375			744	804	
Travel Time (s)	66.3			11.3	12.2	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	62%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	4%	4%	1%	1%
Adj. Flow (vph)	88	136	247	445	692	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	136	247	445	818	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.99	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	20	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	20	6	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Detector Phase	4	4	1	6	2	
Switch Phase						
Minimum Initial (s)	8.0	8.0	6.0	12.0	12.0	
Minimum Split (s)	13.5	13.5	10.5	17.8	17.8	
Total Split (s)	18.0	18.0	22.0	72.0	50.0	
Total Split (%)	20.0%	20.0%	24.4%	80.0%	55.6%	
Maximum Green (s)	12.5	12.5	17.5	66.2	44.2	
Yellow Time (s)	3.5	3.5	3.5	4.3	4.3	
All-Red Time (s)	2.0	2.0	1.0	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	4.5	5.8	5.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	1.5	1.5	1.5	3.3	3.3	
Minimum Gap (s)	3.0	3.0	3.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	22.0	22.0	
Time To Reduce (s)	0.0	0.0	0.0	18.0	18.0	
Recall Mode	None	None	None	C-Max	C-Max	
Act Effct Green (s)	11.1	11.1	68.9	67.6	55.4	
Actuated g/C Ratio	0.12	0.12	0.77	0.75	0.62	
v/c Ratio	0.42	0.74	0.49	0.17	0.38	
Control Delay	42.1	61.7	6.5	3.5	9.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.1	61.7	6.5	3.5	9.8	
LOS	D	E	A	A	A	
Approach Delay	54.0			4.6	9.8	
Approach LOS	D			A	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 46 (51%), Referenced to phase 2:SBT and 6:NBTL, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 400: Grandview Blvd & Golf Road

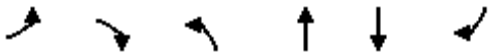




Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	88	136	247	445	818
v/c Ratio	0.42	0.74	0.49	0.17	0.38
Control Delay	42.1	61.7	6.5	3.5	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	61.7	6.5	3.5	9.8
Queue Length 50th (ft)	48	76	33	32	116
Queue Length 95th (ft)	93	#154	54	47	167
Internal Link Dist (ft)	4295			664	724
Turn Bay Length (ft)		175	250		
Base Capacity (vph)	237	208	638	2608	2141
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.65	0.39	0.17	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	80	200	225	405	630	115
Future Volume (veh/h)	80	200	225	405	630	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1821	1811	1841	1841	1885	1885
Adj Flow Rate, veh/h	88	136	247	445	692	126
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	4	4	1	1
Cap, veh/h	189	167	555	2677	1955	356
Arrive On Green	0.11	0.11	0.07	0.77	0.65	0.65
Sat Flow, veh/h	1734	1535	1753	3589	3109	548
Grp Volume(v), veh/h	88	136	247	445	411	407
Grp Sat Flow(s),veh/h/ln	1734	1535	1753	1749	1791	1772
Q Serve(g_s), s	4.3	7.8	3.9	3.1	9.4	9.4
Cycle Q Clear(g_c), s	4.3	7.8	3.9	3.1	9.4	9.4
Prop In Lane	1.00	1.00	1.00			0.31
Lane Grp Cap(c), veh/h	189	167	555	2677	1161	1149
V/C Ratio(X)	0.47	0.81	0.45	0.17	0.35	0.35
Avail Cap(c_a), veh/h	241	213	778	2677	1161	1149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	39.2	4.8	2.8	7.2	7.2
Incr Delay (d2), s/veh	0.7	13.4	0.2	0.1	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	6.1	1.6	1.2	5.5	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.3	52.6	5.0	3.0	8.1	8.1
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	224			692	818	
Approach Delay, s/veh	47.0			3.7	8.1	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.5	64.2		15.3		74.7
Change Period (Y+Rc), s	4.5	5.8		5.5		5.8
Max Green Setting (Gmax), s	17.5	44.2		12.5		66.2
Max Q Clear Time (g_c+I1), s	5.9	11.4		9.8		5.1
Green Ext Time (p_c), s	0.2	5.9		0.1		3.3

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Appendix D
Warrant Analysis

Left-turn Lane Warrant

Right-turn Lane Warrant

OPERATIONAL WARRANTS FOR LEFT-TURN LANES AT INTERSECTIONS ON TWO-LANE HIGHWAYS

Project: Willow Run Residential Development
Scenario: Full Build
Analyst: DJL
Date: 11/6/2024

Location	Operating Speed (mph)	Opposing Volume (veh/hr)	Advancing Volume (veh/hr)	Left-Turn Volume (veh/hr)	Calculated Left-Turn Percentage**	Advancing Volume Threshold* (veh/hr)	Is Advancing Volume Threshold Met?	By How Much?
Golf Road at D/W - AM Peak	50	105	125	10	8.0%	509	NO	short 384 veh/hr
Golf Road at D/W - PM Peak	50	240	165	50	30.3%	253	NO	short 88 veh/hr

** Advanced volume threshold based on exponential trendlines fit to the data in WisDOT FDM 11-25 Table 5.1. As a result, thresholds may differ slightly from data provided in Table 5.1.*

*** Calculated left-turn percentage must be between 5 and 40 percent to provide threshold.*

Notes

Operating speed is posted speed limit plus 5-mph.
Opposing volume = Opposing Through and Right
Advancing Volume = Advancing Left, Through, and Right

igure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

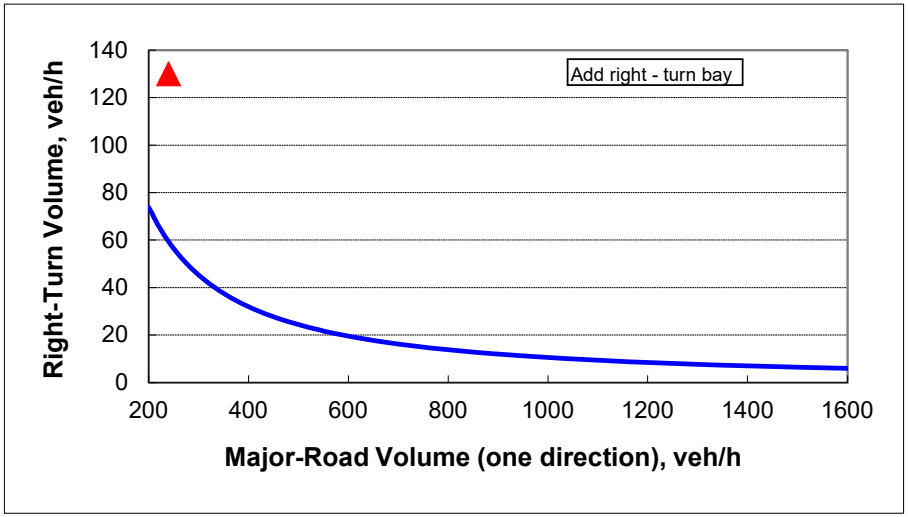
INPUT

Roadway geometry:	2-lane roadw ay

Variable	Value
Major-road speed, mph:	50
Major-road volume (one direction), veh/h:	240
Right-turn volume, veh/h:	130

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	59
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Add right-turn bay.	



TRAFFIC ANALYSIS & DESIGN, INC.

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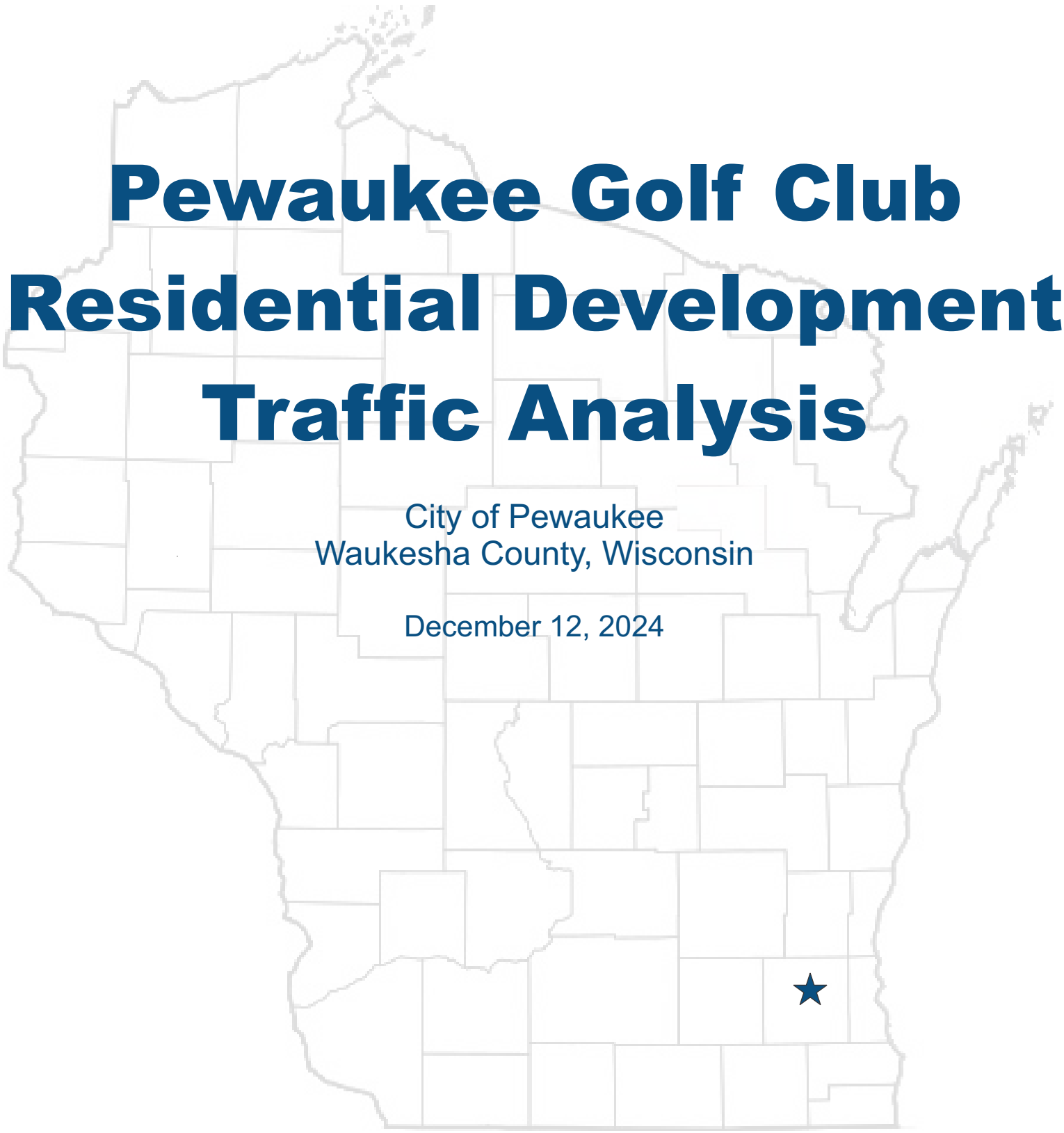
Pewaukee Golf Club Residential Development Traffic Analysis

City of Pewaukee
Waukesha County, Wisconsin

December 12, 2024



TRAFFIC IMPACT ANALYSIS
FOR:

PEWAUKEE GOLF CLUB
RESIDENTIAL DEVELOPMENT

CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

DATE SUBMITTED: December 12, 2024

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Phone: (800) 605-3091
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John Bieberitz, P.E., PTOE (WisDOT TIA Certification # SE05-804-044)

"I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering."

_____

Donald J. Lee, P.E.
Wisconsin Registration #35214-006
Traffic Analysis & Design, Inc.

Pewaukee Golf Club Residential Development
Traffic Impact Analysis
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Left-turn Lane Warrant
Right-turn Lane Warrant

CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

A residential development comprised of multifamily units and single-family homes is being proposed on the former Pewaukee Golf Club Course site and the remnant land from phase II of the Meadowbrook Village condominiums, located in the City of Pewaukee, Waukesha County, Wisconsin. Traffic Analysis & Design, Inc. has been retained to determine the additional traffic expected to be generated by the development and to identify roadway modifications, if any, attributed to the new development for the opening year (2025) full build traffic scenario.

This report documents the procedures, findings, and conclusions of the traffic impact analysis. The analysis identifies recommended modifications based on existing intersection geometrics, background traffic volumes and additional traffic expected to be generated by the proposed development within the limits of the study area.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, description of the proposed development areas and conclusions based on the findings of the TIA.

B1. Location of Study Site with Respect to Area Roadway Network

Based on discussions with Waukesha County and as shown in Exhibit 1-1, the study area for the proposed residential development includes the following intersections:

- Meadowbrook Road/CTH G intersection with Fieldhack Drive (existing two-way stop control)
- Golf Road/CTH DR intersection with Meadowbrook Road/CTH G (existing traffic signal control)
- Golf Road/CTH DR intersection with Pewaukee Golf Club Drive (existing two-way stop control)
- Golf Road/CTH DR intersection with Grandview Boulevard/CTH T (existing traffic signal control)

B2. On-Site Development Description and Timings

The following land uses are expected for the proposed on-site residential development:

Full Build

- Multifamily Housing (Low-Rise/Not Close to Rail)/LU220 – 283 units
- Single-Family Detached Housing/LU210 – 118 units
- Single-Family Detached Housing/LU210 (Rental) – 75 units

As shown on the conceptual site plan in Exhibits 1-2A&B, the on-site residential development is proposed on the site of the former Pewaukee Golf Club site. A total of 193 lots and 13 apartment buildings (283 apartment units) are proposed for the property on the approximately 160-acre site. The apartment buildings are proposed in the northeast quadrant of the site. Single-family parcels are proposed on the southern portion of the site and single-family rental parcels are proposed on the northwestern portion of the site, near the Meadowbrook Farms neighborhood. Full build out of the parcel is expected over the next several years; however, for traffic study purposes, build out of the residential development site was assumed for opening year and is expected to be included in the year 2025 build traffic scenario.

B3. Off-Site Development Description and Timings

No off-site developments have been identified for this study.

B4. Generated Traffic

Upon full build out, the proposed on-site development is expected to generate 250 new trips (60 entering/190 exiting) during a typical weekday morning peak hour. During a typical weekday evening peak hour, the proposed development is expected to generate 330 new trips (205 entering/125 exiting). On a typical weekday, the proposed development is expected to generate approximately 3,840 new trips (1,920 entering/1,920 exiting) under full build conditions.

B5. Site Access

Two access driveways are being proposed for the residential development. The main north/south access drive is proposed via the existing Pewaukee Golf Club driveway accessing Golf Road from the south. A secondary access drive is proposed to connect into the existing cul-de-sac along Milkweed Lane, immediately southeast of Fieldhack Drive.

B6. Year 2024 Existing Traffic – Recommended Modifications

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM), *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, LOS D or better was used to define desirable peak hour operating conditions.

The Year 2024 existing traffic volumes do not include any development. The analysis was conducted using existing intersection geometrics and traffic control. No modifications are recommended to accommodate the Year 2024 existing traffic volumes.

All movements at the study area intersections are currently operating acceptably at LOS D or better under the Year 2024 existing traffic volume conditions under current traffic volume conditions.

B7. Year 2025 Build Traffic – Recommended Modifications

Year 2025 build (with development) traffic volumes include full build out of the residential development site located along the north side of Golf Road as described above. The following modifications, as shown in Exhibit 1-3, are recommended to accommodate the full build traffic volumes.

General

- Provide a cross-access connection within the site to Fieldhack Drive at a location just north of Milkweed Lane.

Node 100: Meadowbrook Road/CTH G & Fieldhack Drive

- No modifications recommended.

Node 200: Golf Road/CTH DR & Meadowbrook Road/CTH G

- No modifications recommended.

Node 300: Golf Road/CTH DR & Pewaukee Golf Club Drive

- Provide a dedicated right-turn lane into the site on the east approach.
- Construct an eastbound bypass lane along the south side of Golf Road at the main roadway connection.

Node 400: Golf Road/CTH DR & Grandview Boulevard/CTH T

- Consider adjusting signal timings.

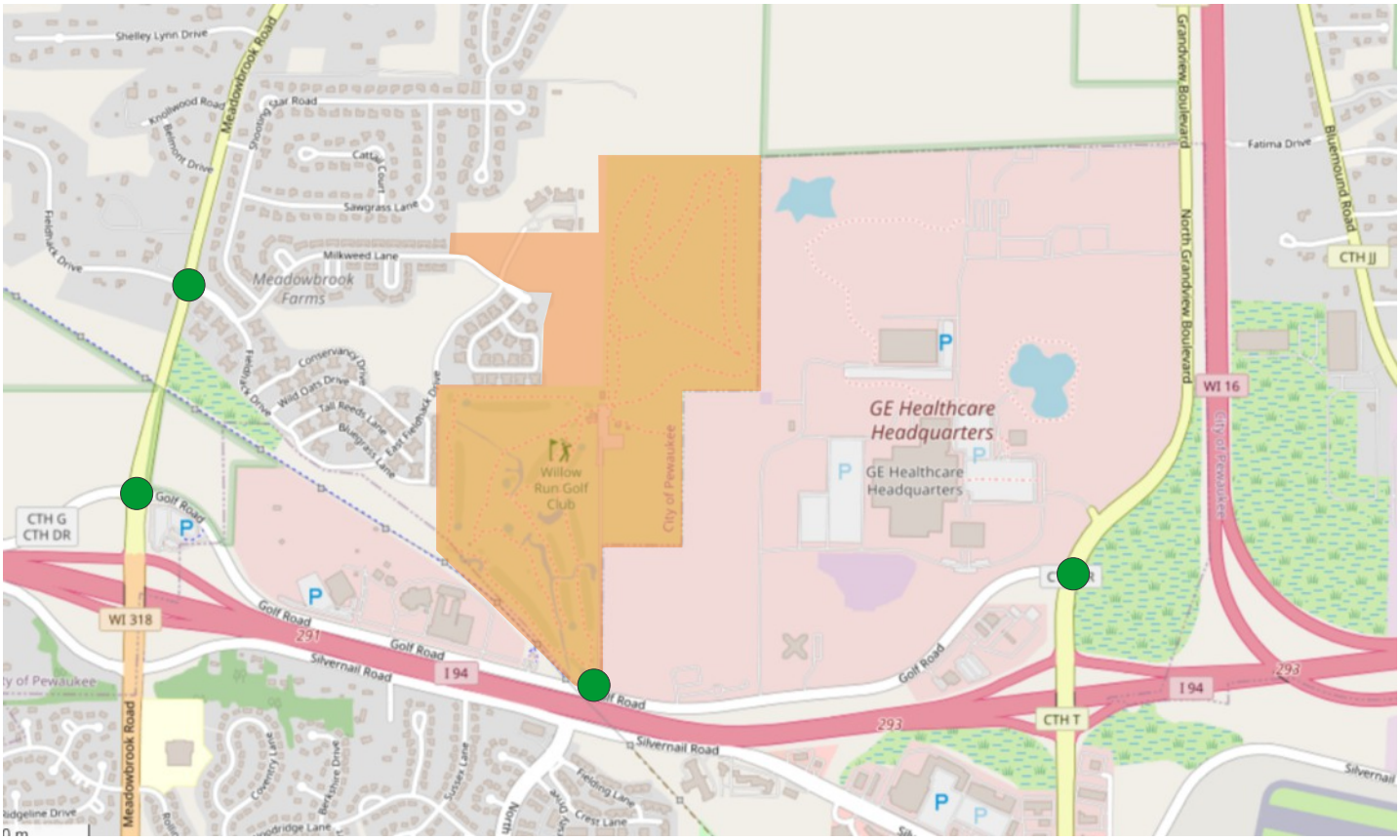
Based on the site layout and its relation to the existing Meadowbrook Farms neighborhood, some traffic is expected to utilize Milkweed Lane via Fieldhack Drive to access Meadowbrook Road/CTH G; however, this traffic is expected to be relatively low. With the main access drive onto Golf Road, the majority of the traffic to/from the site is expected to utilize the Golf Road access. The new trips for any specific turning movement at the Meadowbrook Road intersection with Fieldhack Drive are expected to be relatively low (about 20 vehicles or less during any peak period). With the expected volumes, all movements at the Meadowbrook Road intersection with Fieldhack Drive are expected to operate with relatively minor delays (less than 25 seconds) and minimal queueing (1 to 2 vehicles) during all peak periods.

The recommendation for a bypass lane at the main access drive along Golf Road/CTH DR is based on the Waukesha County Driveway Permit Guidelines (*Section 5m; Access Point Design Criteria*) that requires a bypass lane at any new "T" type intersection when the mainline AADT volumes are greater than 2,500 vehicles per day (vpd). Based on historic WisDOT AADT count information, the Golf Road/CTH DR AADT within the limits of the roadway connection under the existing (no development) conditions is approximately 7,100-vpd. Therefore, a bypass lane is recommended at the roadway connection per the Waukesha County code.

With the recommended modifications, all movements at the study area intersections are expected to continue to operate at acceptable levels at LOS D or better under the year 2025 build (with proposed development) traffic conditions.

B8. Conclusion

All movements at the study area intersections are expected to operate safely and efficiently through the opening year with the full build out of the development and the modifications identified in this TIA.



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LEGEND

- Study Intersection
- Site Location

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EXHIBIT 1-1
PROJECT OVERVIEW MAP

PEWAUKEE, WI

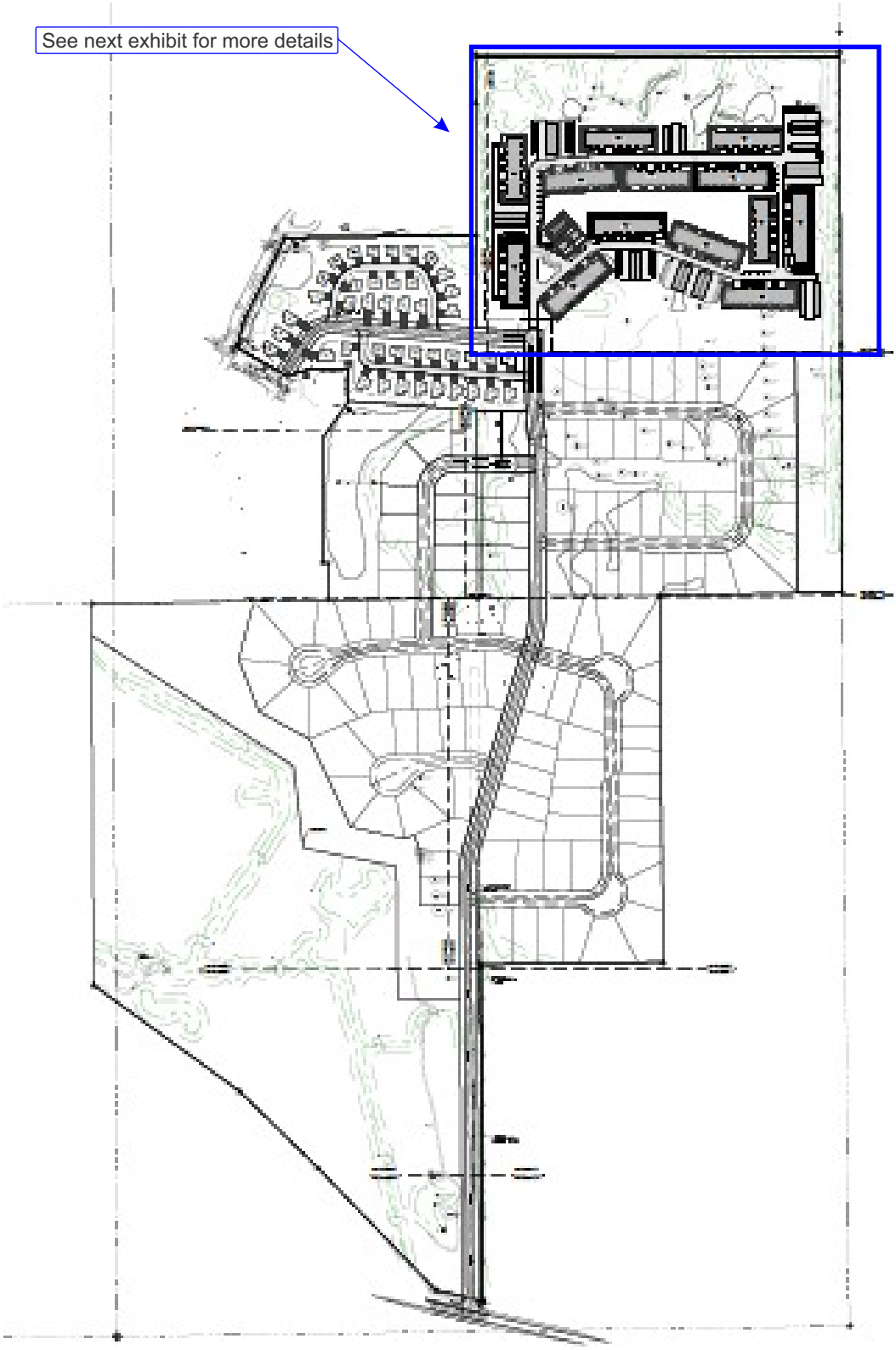

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EXHIBIT 1-2A
CONCEPTUAL SITE PLAN
OVERALL SITE PLAN

PEWAUKEE, WI

SITE PLAN – CURRENT

UNIT MATRIX - CENTRAL GREEN

TOTAL UNIT COUNT - 283

23 UNIT BUILDING - 9
19 UNIT BUILDING - 4

UNIT MIX:
JR 1 BED - 36 (13 %)
1 BED - 104 (37%)
2 BED - 117 (41%)
3 BED - 26 (9%)

DESIRED MIX:
JR 1 BED - 10%
1 BED - 40%
2 BED - 40%
3 BED - 10 %

PARKING COUNT:
170 - DETACHED GARAGES
220 - SURFACE STALLS
117 - ATTACHED STALLS
TOTAL: 507

CLUBHOUSE: 25

RINKA+



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EXHIBIT 1-2B
CONCEPTUAL SITE PLAN
MULTI-FAMILY PARCEL

PEWAUKEE, WI

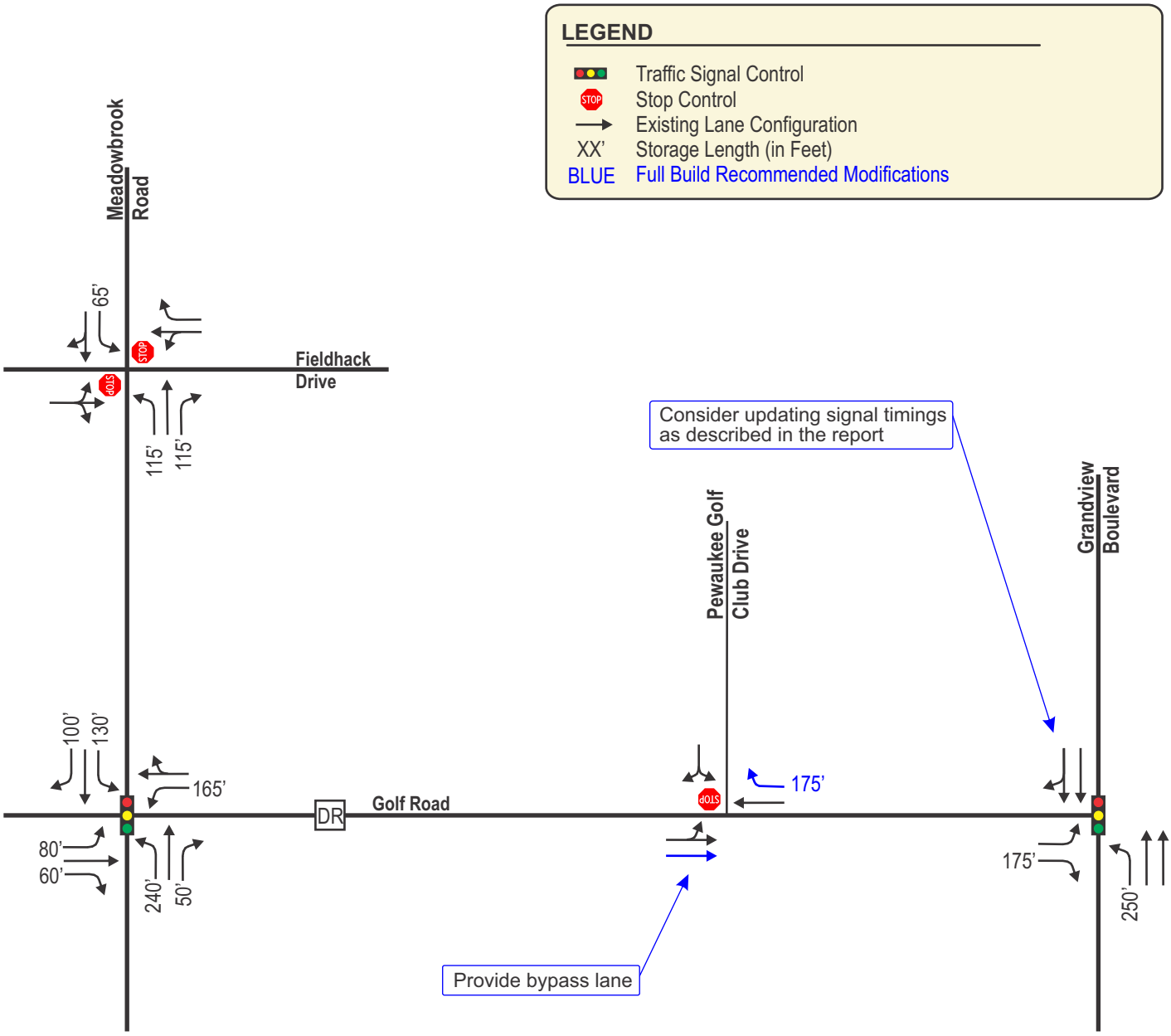

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EXHIBIT 1-3
RECOMMENDED MODIFICATIONS

PEWAUKEE, WI

CHAPTER II – PROPOSED DEVELOPMENT

PART A – PROPOSED DEVELOPMENT

A1. Development Description and Site Location

A residential development comprised of multifamily units and single-family homes is being proposed on the former Pewaukee Golf Club Course site and the remnant land from phase II of the Meadowbrook Village condominiums, located in the City of Pewaukee, Waukesha County, Wisconsin. There are two access driveways being proposed for the residential development. The main north/south access drive is proposed via the existing Pewaukee Golf Club driveway accessing Golf Road from the south. A secondary access drive is proposed to connect into the existing cul-de-sac along Milkweed Lane, immediately southeast of Fieldhack Drive. A street map illustrating the location of the proposed development is shown in Exhibit 2-1.

A2. Land Use and Development Timing

The development site is located within the northern portion of the approximately 160-acre former Pewaukee Golf Club site on the north side of Golf Road. Directly west of the proposed development are the Meadowbrook Village condominiums, the Meadowbrook Farms neighborhood, and The Ingleside Hotel. Directly east of the proposed development is the GE Healthcare campus and the Lake Country Surgery Center/ Orthopedics center. Just under one mile east of the main north/south access drive is the Grandview Boulevard/CTH T and I-94 interchange. Also, just under one mile west of the main north/south access drive is the Meadowbrook Road/CTH G and I-94 interchange.

The following land uses are expected for the proposed on-site residential development:

Full Build

- Multifamily Housing (Low-Rise/Not Close to Rail)/LU220 – 283 units
- Single-Family Detached Housing/LU210 – 118 units
- Single-Family Detached Housing/LU210 (Rental) – 75 units

As shown on the conceptual site plan in Exhibits 2-2A&B, the on-site residential development is proposed on the site of the former Pewaukee Golf Club site. A total of 193 lots and 13 apartment buildings (283 apartment units) are proposed for the property on the approximately 160-acre site. The apartment buildings are proposed in the northeast quadrant of the site. Single-family parcels are proposed on the southern portion of the site and single-family rental parcels are proposed on the northwestern portion of the site, near the Meadowbrook Farms neighborhood.

Full build out of the parcel is expected over the next several years; however, for traffic study purposes, build out of the residential development site was assumed for opening year and is expected to be included in the year 2025 build traffic scenario.

PART B – STUDY AREA

B1. Influence Area

The proposed development is expected to draw trips both locally and within a larger regional area. The areas of significant influence include the City of Pewaukee, City of Waukesha, and the other surrounding communities within southeast Wisconsin.

B2. Area of Significant Traffic Impact

Based on discussions with Waukesha County and as shown in Exhibit 2-1, the study area for the proposed residential development includes the following intersections:

- Meadowbrook Road/CTH G intersection with Fieldhack Drive (existing two-way stop control)
- Golf Road/CTH DR intersection with Meadowbrook Road/CTH G (existing traffic signal control)
- Golf Road/CTH DR intersection with Pewaukee Golf Club Drive (existing two-way stop control)
- Golf Road/CTH DR intersection with Grandview Boulevard/CTH T (existing traffic signal control)

PART C – SITE ACCESSIBILITY

C1. Study Area Roadways

The study area roadways are discussed below:

Golf Road (CTH DR) is a two-lane east/west minor arterial highway with a 45 miles per hour (mph) speed limit. According to WisDOT, the year 2018 annual average daily traffic (AADT) volume on Golf Road near the site is 7,100 vehicles per day (vpd). Sidewalks exist along the south side of Golf Road for a short stretch from Meadowbrook Road to the Park-N-Ride lot located immediately east of Meadowbrook Road. In addition, the Lake County Recreational Trail terminates at Golf Road immediately west of the proposed development site main access road onto Golf Road.

Meadowbrook Road (CTH G) is a north/south two-lane divided principal arterial highway that transitions to a two-lane undivided highway immediately north of Golf Road. The posted speed limit on Meadowbrook Road is 35-mph within the limits of the study area. The Year 2022 WisDOT AADT volume on Meadowbrook Road was approximately 5,800-vpd north of Golf Road and 10,200-vpd to the south of Golf Road. Sidewalks exist along the east side of Meadowbrook Road from the south project limits up to a point about 850-feet north of Golf Road where the sidewalk terminates at the Lake County Recreational Trail crossing.

Grandview Boulevard (CTH T) is a north/south two-lane divided minor arterial highway with a posted speed limit of 45-mph within the limits of the study area. The Year 2022 WisDOT AADT volume on Grandview Boulevard was approximately 9,800-vpd north of Golf Road and 14,400-vpd to the south of Golf Road. CTH T does not have any sidewalks within the study area.

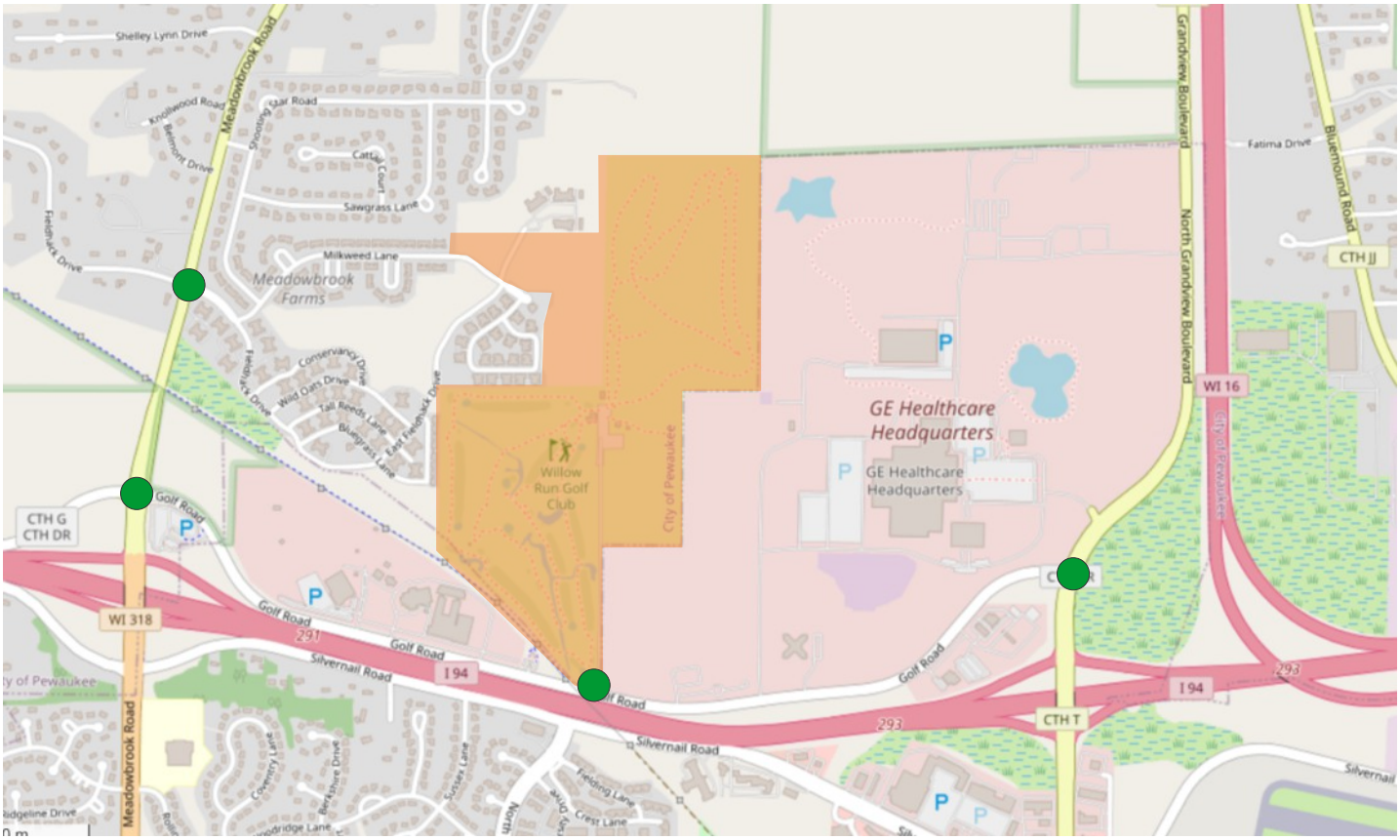
Fieldhack Drive is a winding local residential street that eventually connects to Meadowbrook Road to the west. Fieldhack Drive is curbed and is approximately 30-feet wide with a 25-mph speed limit. There are no sidewalks along Fieldhack Drive.

The Lake County Recreational Trail, which terminates at Golf Road, is located adjacent to the overall site along the southwest edge of the site. Other than at and adjacent to the Golf Road intersection with Meadowbrook Road as described above, sidewalks are not currently provided along any of the roadways within the limits of the study area. Narrow paved shoulders are provided along both sides of Golf Road within the limits of the proposed site; however, no other bike facilities are provided along any of the roadways within the limits of the study area.

C2. Alternative Modes of Transportation

Pedestrians and bicyclists may use their respective modes to access the area, though these alternate modes are expected to make up a very small portion of the overall trips to/from the study area. Therefore, for the purpose of this analysis, all traffic to and from the proposed residential development area was assumed to be by motor vehicle.

Transit is not present within the community.



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LEGEND

- Study Intersection
- Site Location

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EXHIBIT 2-1
PROJECT OVERVIEW MAP

PEWAUKEE, WI

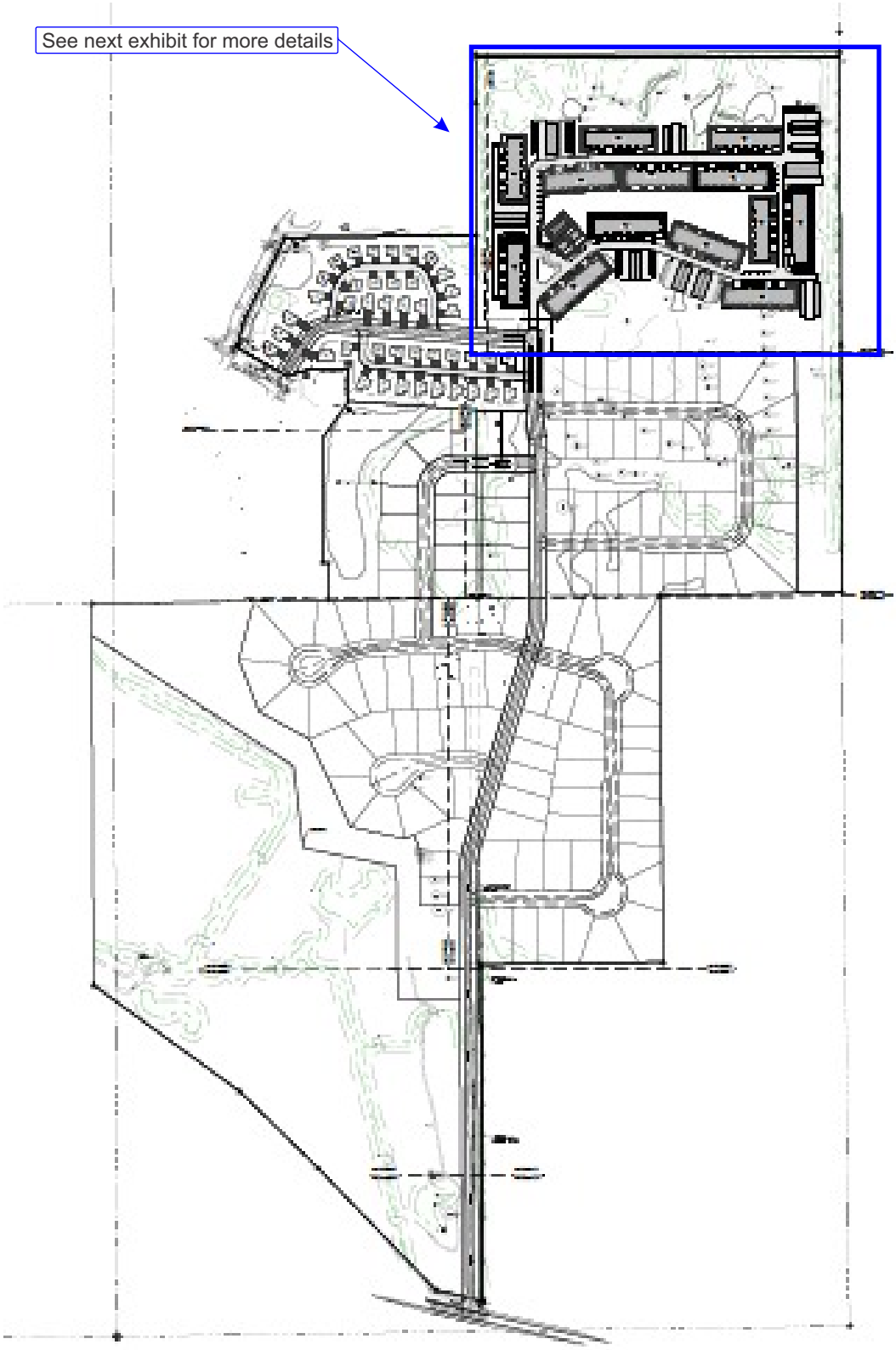

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EXHIBIT 2-2A
CONCEPTUAL SITE PLAN
OVERALL SITE PLAN

PEWAUKEE, WI

SITE PLAN – CURRENT

UNIT MATRIX - CENTRAL GREEN

TOTAL UNIT COUNT - 283

23 UNIT BUILDING - 9
19 UNIT BUILDING - 4

UNIT MIX:
JR 1 BED - 36 (13 %)
1 BED - 104 (37%)
2 BED - 117 (41%)
3 BED - 26 (9%)

DESIRED MIX:
JR 1 BED - 10%
1 BED - 40%
2 BED - 40%
3 BED - 10 %

PARKING COUNT:
170 - DETACHED GARAGES
220 - SURFACE STALLS
117 - ATTACHED STALLS
TOTAL: 507

CLUBHOUSE: 25

RINKA+



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EXHIBIT 2-2B
CONCEPTUAL SITE PLAN
MULTI-FAMILY PARCEL

PEWAUKEE, WI

CHAPTER III – ANALYSIS OF EXISTING CONDITIONS

PART A – PHYSICAL CHARACTERISTICS

Exhibit 3-1 shows the existing transportation detail for the study area intersections. More specifically, the exhibit illustrates intersection lane configurations, intersection traffic controls, posted speed limits and approximate intersection spacing.

PART B – TRAFFIC VOLUMES

The weekday morning and weekday evening peak hours are expected to drive the improvements needed to adequately accommodate the proposed residential development, as they represent the highest trip generation for the site and the highest volumes along the adjacent highways. Therefore, in early November of 2023, TADI conducted weekday morning peak hour (6:00 to 9:00 am) and weekday evening peak hour (3:00 to 6:00 pm) turning movement traffic counts at the Golf Road/CTH DR intersection with the Pewaukee Golf Club Access Drive. TADI supplemented this count with additional counts conducted in late January of 2024 at the Golf Road/CTH DR intersection with Grandview Boulevard/CTH T and the Fieldhack Drive intersection with Meadowbrook Road/CTH G. In addition, a 13-hour weekday turning movement count conducted in mid-April of 2023 was provided by WisDOT for the Golf Road/CTH DR intersection with Meadowbrook Road/CTH G.

Based on the turning movement counts; the weekday morning and weekday evening peak hours were identified as being 7:00 to 8:00 am and 3:45 to 4:45 pm; respectively. The existing traffic volumes are shown in Exhibit 3-2. The traffic counts used to determine peak hour factors and truck percentages have been included in the appendix of this study.

PART C – CAPACITY LEVEL OF SERVICE

C1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) *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, LOS D was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are as follows:

> ***LOS A*** is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized intersections, average delays are less than 10 seconds. At unsignalized intersections, average delays are less than 10 seconds.
>
> ***LOS B*** represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.
>
> ***LOS C*** still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.
>
> ***LOS D*** represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

C2. Year 2024 Existing Traffic Operations – No Modifications

Exhibit 3-3 shows the Year 2024 existing traffic peak hour operating conditions at the study area intersections. The Year 2024 existing traffic analysis was conducted using the existing lane configurations shown in Exhibit 3-1 and the Year 2024 existing traffic volumes shown in Exhibit 3-2.

As shown in Exhibit 3-3, all study area intersections are currently operating acceptably at LOS D or better operations under the Year 2024 existing traffic volumes and current conditions during the weekday morning and weekday evening peak periods.

PART D – SOURCES OF DATA

The following sources of data were obtained for use in conducting this traffic study:

- Turning movement traffic counts – TADI and WisDOT
- Existing traffic signal timings – Waukesha County
- Existing transportation detail – TADI and Google™ Earth
- On-site development information – Land by Label Development Co.

LEGEND

- Traffic Signal Control
- Stop Control
- Existing Lane Configuration
- XX' Existing Storage Length (in Feet)
- ***XX'*** Distance Between Roadways (in Feet)



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EXHIBIT 3-1
EXISTING TRANSPORTATION DETAIL

PEWAUKEE, WI

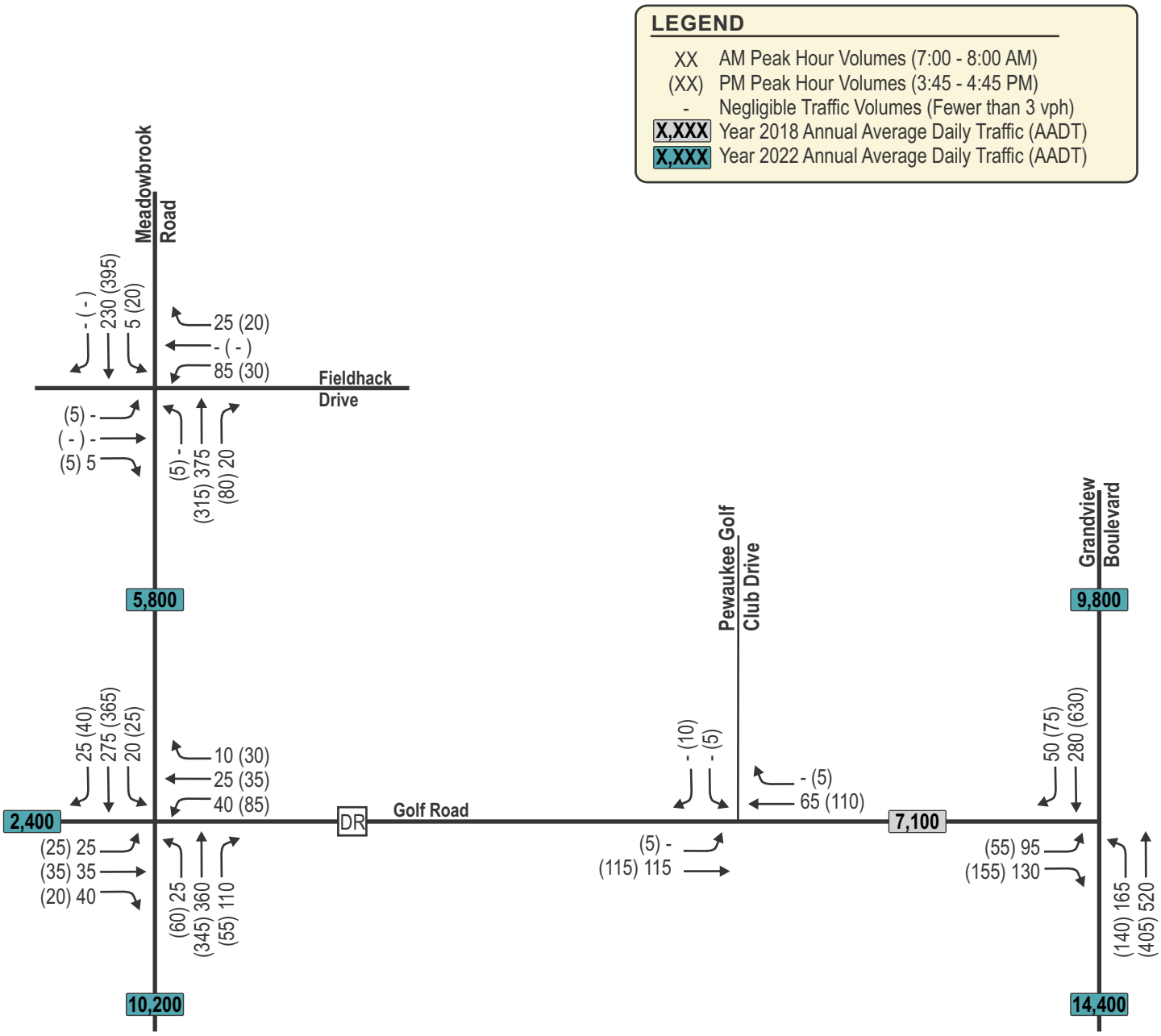

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EXHIBIT 3-2
YEAR 2024 EXISTING TRAFFIC VOLUMES

PEWAUKEE, WI

Exhibit 3-3
Year 2024 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: Fieldhack Drive & Meadowbrook Road *Two-Way Stop Control*		*Lanes->*	*1*			*1*		*1*	*1*	*1*	*1*	*1*	*1*		
	AM	LOS	B			C		B	A	*	*	A	*		
		Delay	11.2			17.2		10.0	7.8	*	*	8.2	*		
		Queue	25'			25'		25'	25'	*	*	25'	*		
	PM	LOS	C			C		A	A	*	*	A	*		
		Delay	16.4			20.3		9.6	8.2	*	*	8.3	*		
		Queue	25'			25'		25'	25'	*	*	25'	*		
Node 200: Golf Road & Meadowbrook Road *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*1*	*1*		*1*	*1*	*1*	*1*	*1*	*1*	
	AM	LOS	D	D	D	D	D		A	A	A	A	A	A	B
		Delay	40.1	38.9	38.8	41.1	38.9		3.5	5.6	4.3	3.7	5.3	4.2	11.1
		Queue	40'	50'	40'	55'	45'		25'	150'	30'	25'	110'	25'	
	PM	LOS	D	D	D	D	D		A	A	A	A	A	A	B
		Delay	39.6	37.1	36.5	41.7	38.1		4.2	6.3	4.8	4.5	7.3	5.4	13.0
		Queue	40'	45'	25'	95'	55'		25'	145'	25'	25'	155'	25'	
Node 300: Golf Road & Access Driveway *One-Way Stop Control*		*Lanes->*	*1*		-	-	*1*		-			*1*			
	AM	LOS	A		-	-	*		-			A			
		Delay	7.4		-	-	*		-			9.1			
		Queue	25'		-	-	*		-			25'			
	PM	LOS	A		-	-	*		-			A			
		Delay	7.5		-	-	*		-			9.4			
		Queue	25'		-	-	*		-			25'			
Node 400: Golf Road & Grandview Boulevard *Traffic Signal Control*		*Lanes->*	*1*	-	*1*	-			*1*	*2*	-	*2*			
	AM	LOS	D	-	D	-			A	A	-	A			A
		Delay	37.7	-	37.3	-			3.6	3.0	-	6.5			9.2
		Queue	95'	-	85'	-			40'	60'	-	65'			
	PM	LOS	D	-	D	-			A	A	-	A			A
		Delay	39.3	-	46.8	-			3.7	2.5	-	6.9			9.3
		Queue	70'	-	115'	-			30'	45'	-	140'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

CHAPTER IV – DEVELOPMENT TRAFFIC

PART A – TRAFFIC FORECASTING

To address any potential future traffic impacts along study area roadways and at the intersections adjacent to the site, it is necessary to identify the hourly and daily volume of traffic generated by the proposed residential development. The traffic volumes expected to be generated by the proposed development are based on the size and type of the proposed uses, and on the fitted curve equations (FCE) as published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*.

A1. On-Site Trip Generation

The expected trip generation for the on-site residential development is shown in Exhibit 4-3. As shown, upon full build out, the proposed on-site development is expected to generate 250 new trips (60 entering/190 exiting) during a typical weekday morning peak hour. During a typical weekday evening peak hour, the proposed development is expected to generate 330 new trips (205 entering/125 exiting). On a typical weekday, the proposed development is expected to generate approximately 3,840 new trips (1,920 entering/1,920 exiting) under full build conditions.

A2. Linked and Pass-by Trip Reductions

Due to the nature of the planned land use type, no internal linked or pass-by trips are assumed for the site. A linked trip occurs when a patron of one tenant visits another tenant within the site prior to exiting the site. Pass-by trips occur when motorists already on the highway system stop at a development site prior to continuing on their intended route (e.g., an existing motorist eastbound on Golf Road/CTH DR stops at the site prior to continuing eastbound on Golf Road/CTH DR). With no linked or pass-by trips, this study represents a worst-case or highest volume scenario for the traffic analysis.

A3. Trip Distribution

The trip distribution for the proposed on-site residential development, listed below, shown in table format in Exhibit 4-3, and graphically in Exhibit 4-4, was determined based on the existing traffic counts, the type of proposed land uses, the location of existing populations, and anticipated growth areas outside the immediate study area.

- 10 percent to/from the north on Meadowbrook Road/CTH G
- 30 percent to/from the south on Meadowbrook Road/CTH G
- 20 percent to/from the north on Grandview Boulevard/CTH T
- 40 percent to/from the south on Grandview Boulevard/CTH T

A4. Trip Assignment

Traffic was distributed to the study area intersections based on the above trip distribution. The build new trips for the proposed on-site residential development were assigned to the study area and are shown in Exhibit 4-5. It is noted that due to the location of the residential parcels in relation to the existing transportation system, some traffic is expected to utilize Milkweed Lane via Fieldhack Drive to access Meadowbrook Road/CTH G.

PART B – BUILD TRAFFIC

The year 2025 build traffic volumes are shown in Exhibit 4-11. The existing traffic volumes, Exhibit 3-2, were added to the build new trips, illustrated in Exhibit 4-5, to determine the year 2025 build traffic volumes.

Exhibit 4-3
On-Site Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Multifamily Housing (Low-Rise) (Not Close to Rail Transit)	220	283 Units	1,890 FCE	25 (24%)	85 (76%)	110 FCE	90 (63%)	50 (37%)	140 FCE
Single-Family Detached Housing - Southern Area	210	118 Units	1,180 FCE	20 (26%)	65 (74%)	85 FCE	70 (63%)	45 (37%)	115 FCE
Single-Family Detached Housing - Western Area	210	75 Units	770 FCE	15 (26%)	40 (74%)	55 FCE	45 (63%)	30 (37%)	75 FCE
Total New Trips			**3,840**	**60**	**190**	**250**	**205**	**125**	**330**

TRIP DISTRIBUTION

North on Meadowbrook Road	10%	390	5	15	20	15	
South on Meadowbrook Road	30%	1150	15	60	60	40	
North on Grandview Boulevard	20%	770	15	40	40	25	
South on Grandview Boulevard	40%	1530	25	75	85	45	
	100%	***3840***	***60***	***190***	***205***	***125***	

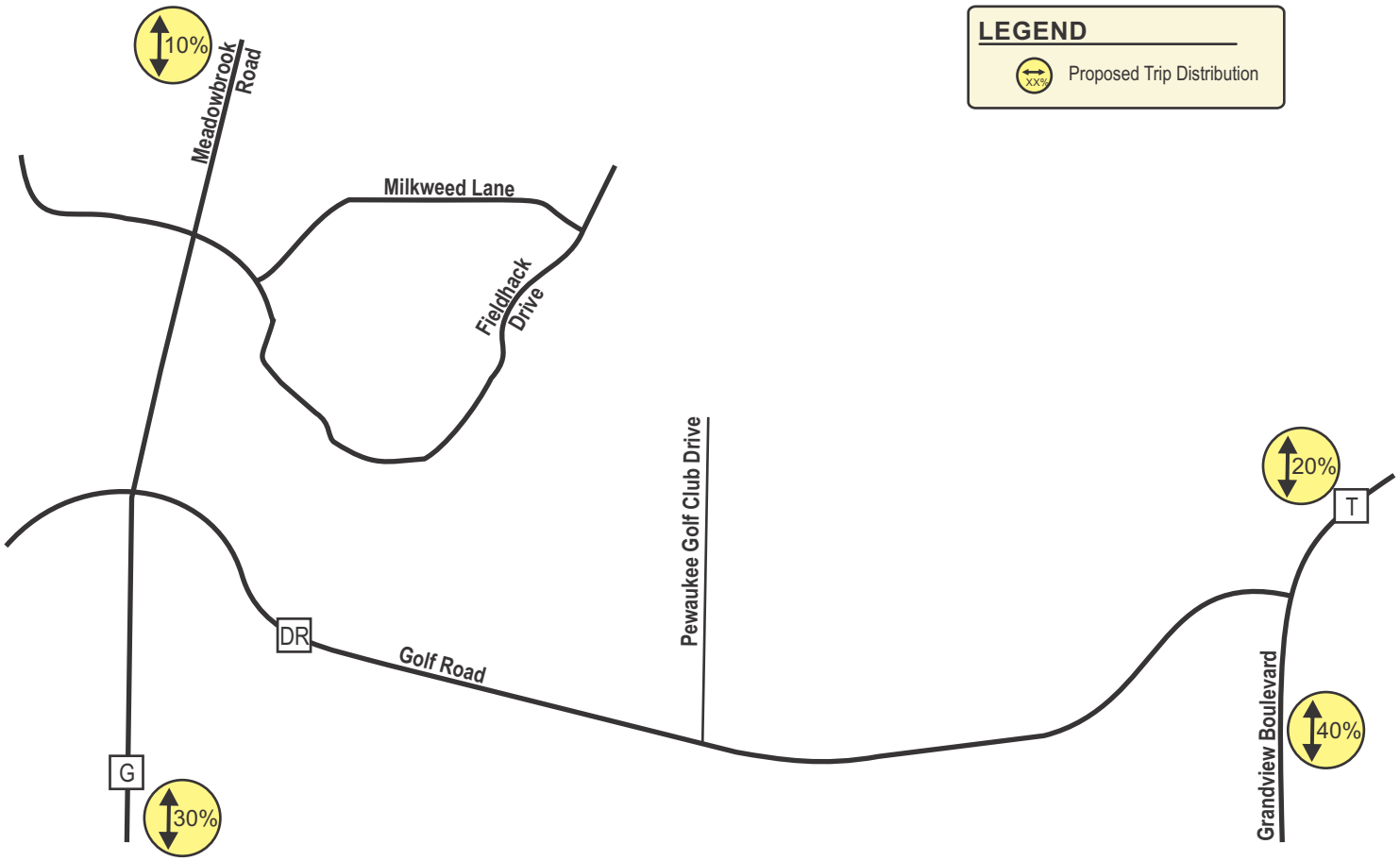

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EXHIBIT 4-4
TRIP DISTRIBUTION

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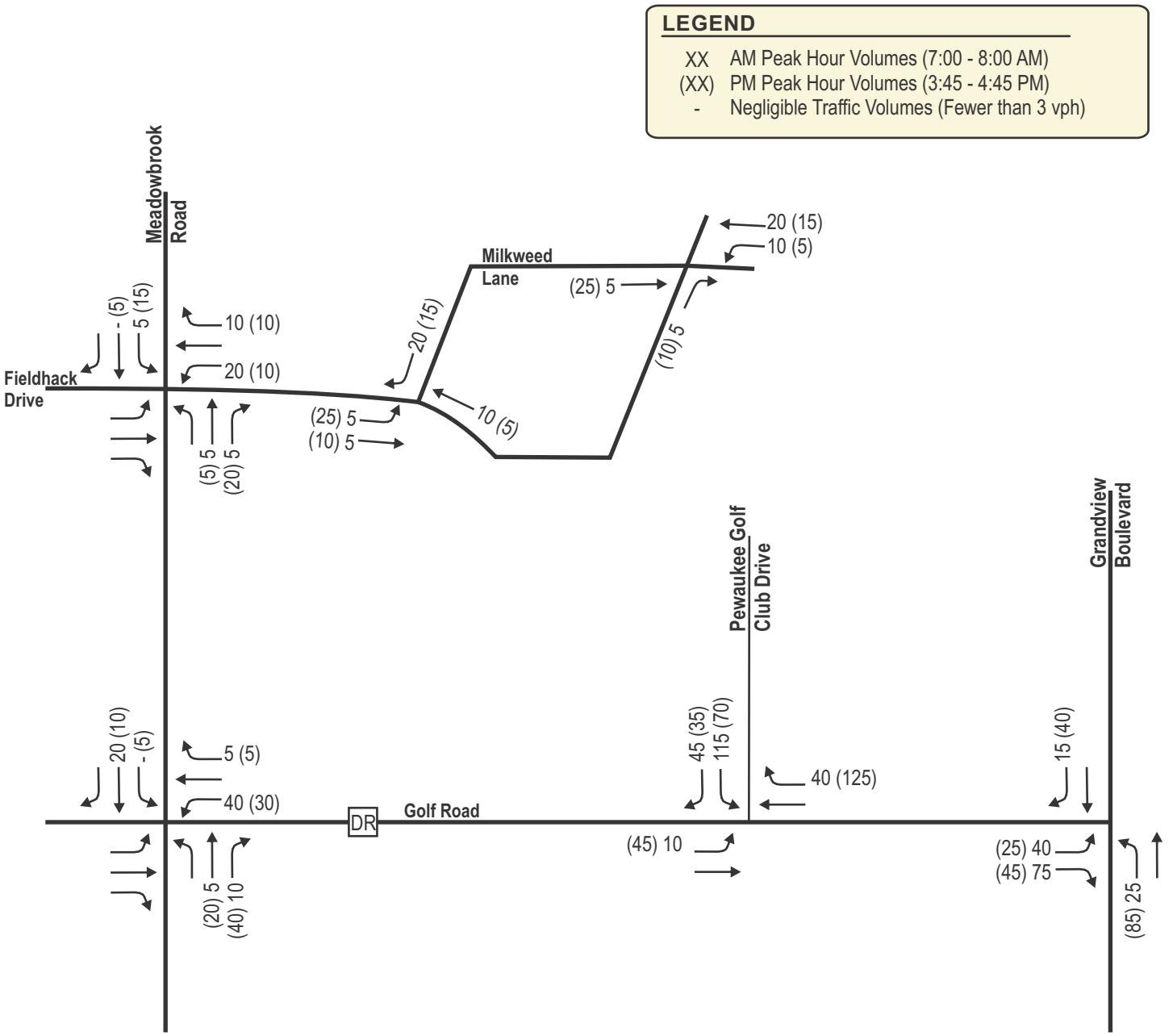

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EXHIBIT 4-5
NEW TRIPS

PEWAUKEE, WI

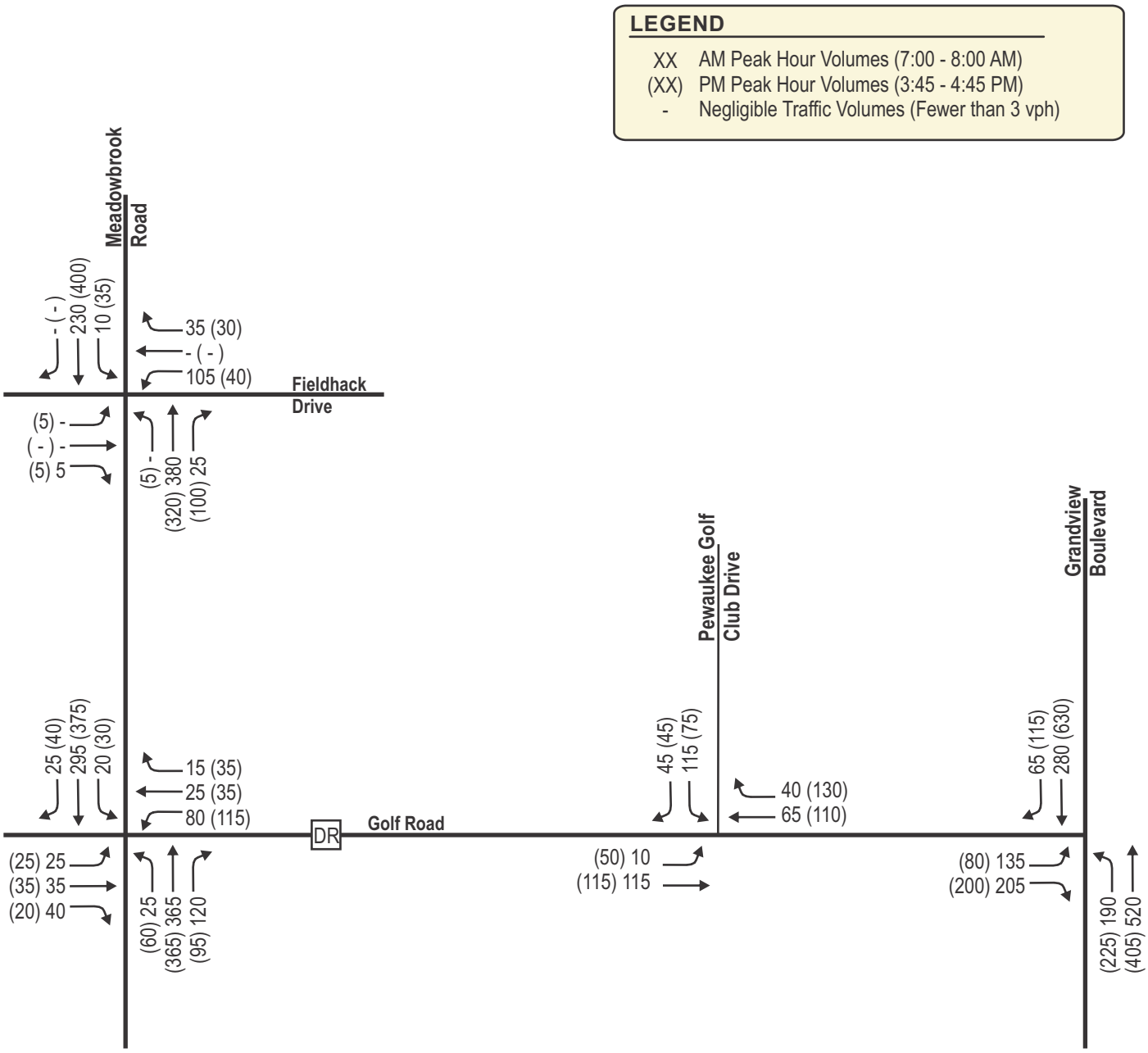

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EXHIBIT 4-11
BUILD TRAFFIC VOLUMES

PEWAUKEE, WI

CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS

PART A – SITE ACCESS

Two access driveways are being proposed for the residential development. The main north/south access drive is proposed via the existing Pewaukee Golf Club driveway accessing Golf Road from the south. A secondary access drive is proposed to connect into the existing cul-de-sac along Milkweed Lane, immediately southeast of Fieldhack Drive.

PART B – CAPACITY LEVEL OF SERVICE ANALYSIS

B1. Year 2025 build Traffic Operating Conditions – No Modifications

Exhibit 5-3 shows the year 2025 build traffic peak hour operating conditions at the study area intersections. The year 2025 build traffic analysis was conducted using existing intersection configurations and traffic control with full buildout of the proposed development.

As shown, all movements are expected to continue to operate at LOS D or better conditions during the typical weekday morning and weekday evening peak periods except the eastbound right-turn movements at the Golf Road/CTH DR intersection with Grandview Boulevard/CTH T which are expected to operate at LOS E during the typical weekday evening peak period under the year 2025 build traffic peak hour operating conditions.

B2. Year 2025 build Traffic Operating Conditions – *With Modifications*

Modifications, which include minor traffic signal timing modifications, to accommodate the year 2025 build traffic volumes (with development) are summarized in *Chapter VI – Recommendations and Conclusion*.

As shown in Exhibit 5-12, all movements are expected to operate at LOS D or better conditions during the typical weekday morning and weekday evening peak periods under the year 2025 build traffic volumes with the recommended modifications implemented.

PART C – QUEUEING ANALYSIS

To estimate storage length requirements for turn bays at the study area intersections with modifications, a queuing analysis has been conducted. Note that the 95th percentile probable queue lengths were used for the design of turn bay storage at stop sign controlled intersections. The following is a list of where the results of the queuing analysis can be found.

- Year 2024 Existing Traffic Expected Maximum Queues – Exhibit 3-3 & 5-18
- Year 2025 build Traffic Expected Maximum Queues – Exhibit 5-12 & 5-21

PART D – PEDESTRIAN, BICYCLE AND TRANSIT CONSIDERATIONS

The Lake County Recreational Trail, which terminates at Golf Road, is located adjacent to the overall site along the southwest edge of the site. Other than at and adjacent to the Golf Road intersection with Meadowbrook Road as described above, sidewalks are not currently provided along any of the roadways within the limits of the study area. Narrow paved shoulders are provided along both sides of Golf Road within the limits of the proposed site; however, no other bike facilities are provided along any of the roadways within the limits of the study area.

Pedestrians and bicyclists may use their respective modes to access the area, though these alternate modes are expected to make up a very small portion of the overall trips to/from the study area. Therefore, for the purpose of this analysis, all traffic to and from the proposed residential development area was assumed to be by motor vehicle.

Transit is not present within the community.

PART E – TURN LANE AND BYPASS LANE WARRANTS

Left-turn Lane Analysis - Facilities Development Manual

FDM Section 11-25-5, Table 5.2, provides guidance on warranting left-turn lanes at intersections on two-lane highways. Based on the volume criteria provided and using a design speed of 5-mph over the posted speed, or 50-mph, a dedicated eastbound left-turn lane is not expected to be warranted at the main north/south access drive along Golf Road under full build traffic volume conditions. Advancing (eastbound through) volumes along the highway would need to increase by over 380 vehicles during the AM peak hour and over 85 vehicles during the PM peak hour for the warrant to be met. Calculation spreadsheets/tables are provided in the appendix of this report.

Bypass Lane Analysis

Specific volume criteria are not provided in the FDM for inclusion of bypass lanes at intersections on two-lane highways. However, based on the Waukesha County Driveway Permit Guidelines (*Section 5m; Access Point Design Criteria*), a bypass lane is required at any new "T" type intersection when the mainline AADT volumes are greater than 2,500 vehicles per day (vpd). Based on historic WisDOT AADT count information, the Golf Road/CTH DR AADT within the limits of the roadway connection under the existing (no development) conditions is approximately 7,100-vpd. Therefore, a bypass lane is required at the roadway connection per the Waukesha County code.

Right-turn Lane Analysis - NCHRP Report 457

As referenced in the FDM, NCHRP Report 457 provides guidance for inclusion of a right-turn lane on a high-speed roadway based on the expected peak hour right-turn volume in relation to the major road peak hour through volume as well as the 85th percentile speed limit. Since the posted speed limit at the proposed roadway is 45-mph, a 50-mph speed was assumed for the 85th percentile speed. As shown in the graph in the Appendix, utilizing a PM peak hour volume of 240 and a right-turn volume of 130 (projected), the right-turn warrant is expected to be met. With about 130 right-turn movements expected during the weekday PM peak hour, a dedicated right-turn lane is warranted at the main north/south access drive.

Exhibit 5-3
Year 2024 Full Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

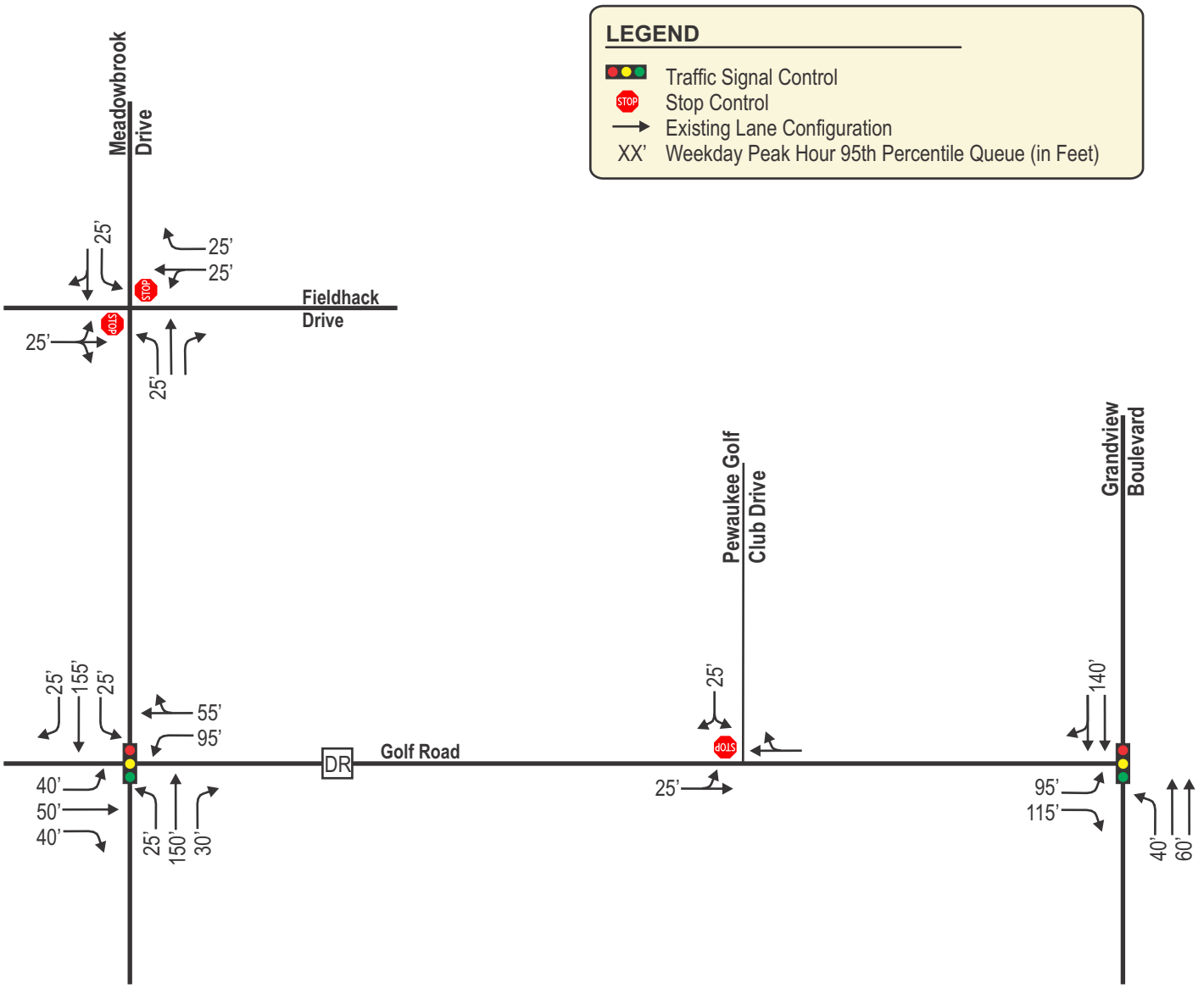
Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: Fieldhack Drive & Meadowbrook Road *Two-Way Stop Control*		*Lanes->*	*1*			*1*		*1*	*1*	*1*	*1*	*1*	*1*		
	AM	LOS	B			C		A	A	*	*	A	*		
		Delay	11.3			18.5		9.9	7.8	*	*	8.3	*		
		Queue	25'			35'		25'	25'	*	*	25'	*		
	PM	LOS	C			C		A	A	*	*	A	*		
		Delay	17.8			23.2		9.7	8.3	*	*	8.5	*		
		Queue	25'			25'		25'	25'	*	*	25'	*		
Node 200: Golf Road & Meadowbrook Road *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*1*	*1*		*1*	*1*	*1*	*1*	*1*	*1*	
	AM	LOS	D	D	D	D	D		A	A	A	A	A	A	B
		Delay	38.6	37.1	37.0	41.7	37.3		4.0	6.4	4.9	4.2	6.1	4.7	12.6
		Queue	40'	50'	40'	95'	45'		25'	160'	35'	25'	125'	25'	
	PM	LOS	D	D	C	D	D		A	A	A	A	A	A	B
		Delay	37.7	35.2	34.7	41.0	36.1		5.0	7.5	5.7	5.1	8.3	6.1	13.9
		Queue	40'	45'	25'	135'	60'		25'	155'	30'	25'	160'	25'	
Node 300: Golf Road & Access Driveway *One-Way Stop Control*		*Lanes->*	*1*		-	-	*1*		-			*1*			
	AM	LOS	A		-	-	*		-			B			
		Delay	7.5		-	-	*		-			10.8			
		Queue	25'		-	-	*		-			25'			
	PM	LOS	A		-	-	*		-			B			
		Delay	8.0		-	-	*		-			12.5			
		Queue	25'		-	-	*		-			25'			
Node 400: Golf Road & Grandview Boulevard *Traffic Signal Control*		*Lanes->*	*1*	-	*1*	-			*1*	*2*	-	*2*			
	AM	LOS	D	-	D	-			A	A	-	A			B
		Delay	46.5	-	50.0	-			4.7	3.9	-	7.8			14.3
		Queue	150'	-	155'	-			45'	60'	-	70'			
	PM	LOS	D	-	E	-			A	A	-	A			B
		Delay	38.3	-	56.2	-			5.0	3.0	-	8.1			11.6
		Queue	95'	-	165'	-			50'	45'	-	160'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Exhibit 5-12
Year 2024 Full Build Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: Fieldhack Drive & Meadowbrook Road *Two-Way Stop Control*		*Lanes->*	*1*			*1*		*1*	*1*	*1*	*1*	*1*	*1*		
	AM	LOS	B			C		A	A	*	*	A	*		
		Delay	11.3			18.5		9.9	7.8	*	*	8.3	*		
		Queue	25'			35'		25'	25'	*	*	25'	*		
	PM	LOS	C			C		A	A	*	*	A	*		
		Delay	17.8			23.2		9.7	8.3	*	*	8.5	*		
		Queue	25'			25'		25'	25'	*	*	25'	*		
Node 200: Golf Road & Meadowbrook Road *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*1*	*1*		*1*	*1*	*1*	*1*	*1*	*1*	
	AM	LOS	D	D	D	D	D		A	A	A	A	A	A	B
		Delay	38.6	37.1	37.0	41.7	37.3		4.0	6.4	4.9	4.2	6.1	4.7	12.6
		Queue	40'	50'	40'	95'	45'		25'	160'	35'	25'	125'	25'	
	PM	LOS	D	D	C	D	D		A	A	A	A	A	A	B
		Delay	37.7	35.2	34.7	41.0	36.1		5.0	7.5	5.7	5.1	8.3	6.1	13.9
		Queue	40'	45'	25'	135'	60'		25'	155'	30'	25'	160'	25'	
Node 300: Golf Road & Access Driveway *One-Way Stop Control*		*Lanes->*	*2*		-	-	*1*	*1*	-			*1*			
	AM	LOS	A		-	-	*	*	-			B			
		Delay	7.5		-	-	*	*	-			10.2			
		Queue	25'		-	-	*	*	-			25'			
	PM	LOS	A		-	-	*	*	-			B			
		Delay	8.0		-	-	*	*	-			11.2			
		Queue	25'		-	-	*	*	-			25'			
Node 400: Golf Road & Grandview Boulevard *Traffic Signal Control*		*Lanes->*	*1*	-	*1*	-			*1*	*2*	-	*2*			
	AM	LOS	D	-	D	-			A	A	-	A			B
		Delay	46.5	-	50.0	-			4.7	3.9	-	7.8			14.3
		Queue	150'	-	155'	-			45'	60'	-	70'			
	PM	LOS	D	-	D	-			A	A	-	A			B
		Delay	38.3	-	52.6	-			5.0	3.0	-	8.1			11.3
		Queue	95'	-	155'	-			55'	45'	-	165'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.



TADI
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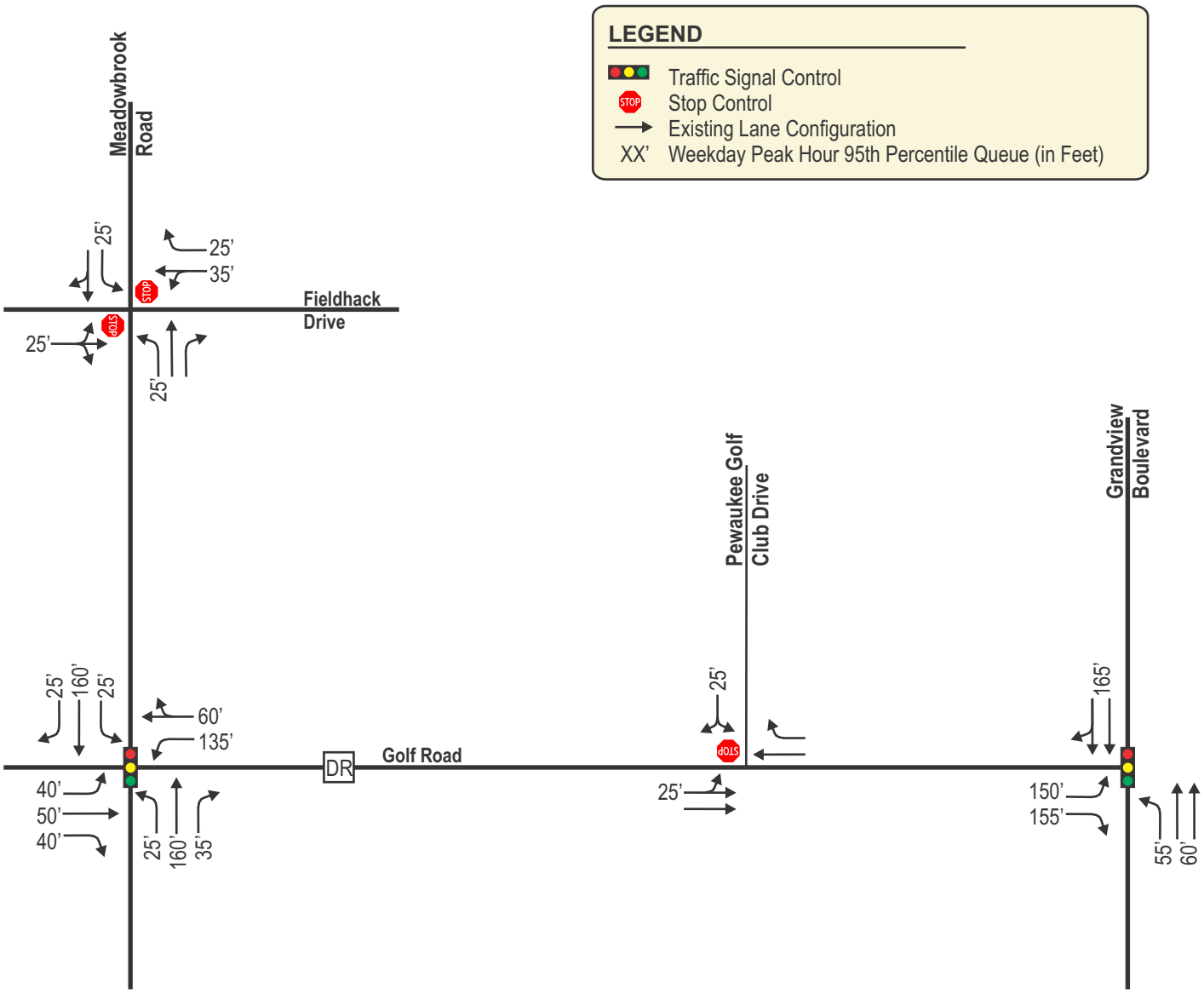
3165 ~ 12/12/24

N
NOT TO SCALE

EXHIBIT 5-18
EXISTING TRAFFIC
MAXIMUM QUEUE LENGTHS

PEWAUKEE, WI



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3165 ~ 12/12/24

N
NOT TO SCALE

EXHIBIT 5-21
FULL BUILD TRAFFIC
MAXIMUM QUEUE LENGTHS

PEWAUKEE, WI

CHAPTER VI – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDATIONS

A1. Year 2024 Existing Traffic – Recommended Modifications

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM), *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, LOS D or better was used to define desirable peak hour operating conditions.

The Year 2024 existing traffic volumes do not include any development. The analysis was conducted using existing intersection geometrics and traffic control. No modifications are recommended to accommodate the Year 2024 existing traffic volumes.

All movements at the study area intersections are currently operating acceptably at LOS D or better under the Year 2024 existing traffic volume conditions under current traffic volume conditions.

A2. Year 2025 build Traffic – Recommended Modifications

Year 2025 build (with development) traffic volumes include full build out of the residential development site located along the north side of Golf Road as described above. The following modifications, as shown in Exhibit 1-3, are recommended to accommodate the full build traffic volumes.

General

- Provide a cross-access connection within the site to Fieldhack Drive at a location just north of Milkweed Lane.

Node 100: Meadowbrook Road/CTH G & Fieldhack Drive

- No modifications recommended.

Node 200: Golf Road/CTH DR & Meadowbrook Road/CTH G

- No modifications recommended.

Node 300: Golf Road/CTH DR & Pewaukee Golf Club Drive

- Provide a dedicated right-turn lane into the site on the east approach.
- Construct an eastbound bypass lane along the south side of Golf Road at the main roadway connection.

Node 400: Golf Road/CTH DR & Grandview Boulevard/CTH T

- Consider adjusting signal timings.

Based on the site layout and its relation to the existing Meadowbrook Farms neighborhood, some traffic is expected to utilize Milkweed Lane via Fieldhack Drive to access Meadowbrook Road/CTH G; however, this traffic is expected to be relatively low. With the main access drive onto Golf Road, the majority of the traffic to/from the site is expected to utilize the Golf Road access. The new trips for any specific turning movement at the Meadowbrook Road intersection with Fieldhack Drive are expected to be relatively low (about 20 vehicles or less during any peak period). With the expected volumes, all movements at the Meadowbrook Road intersection with

Fieldhack Drive are expected to operate with relatively minor delays (less than 25 seconds) and minimal queueing (1 to 2 vehicles) during all peak periods.

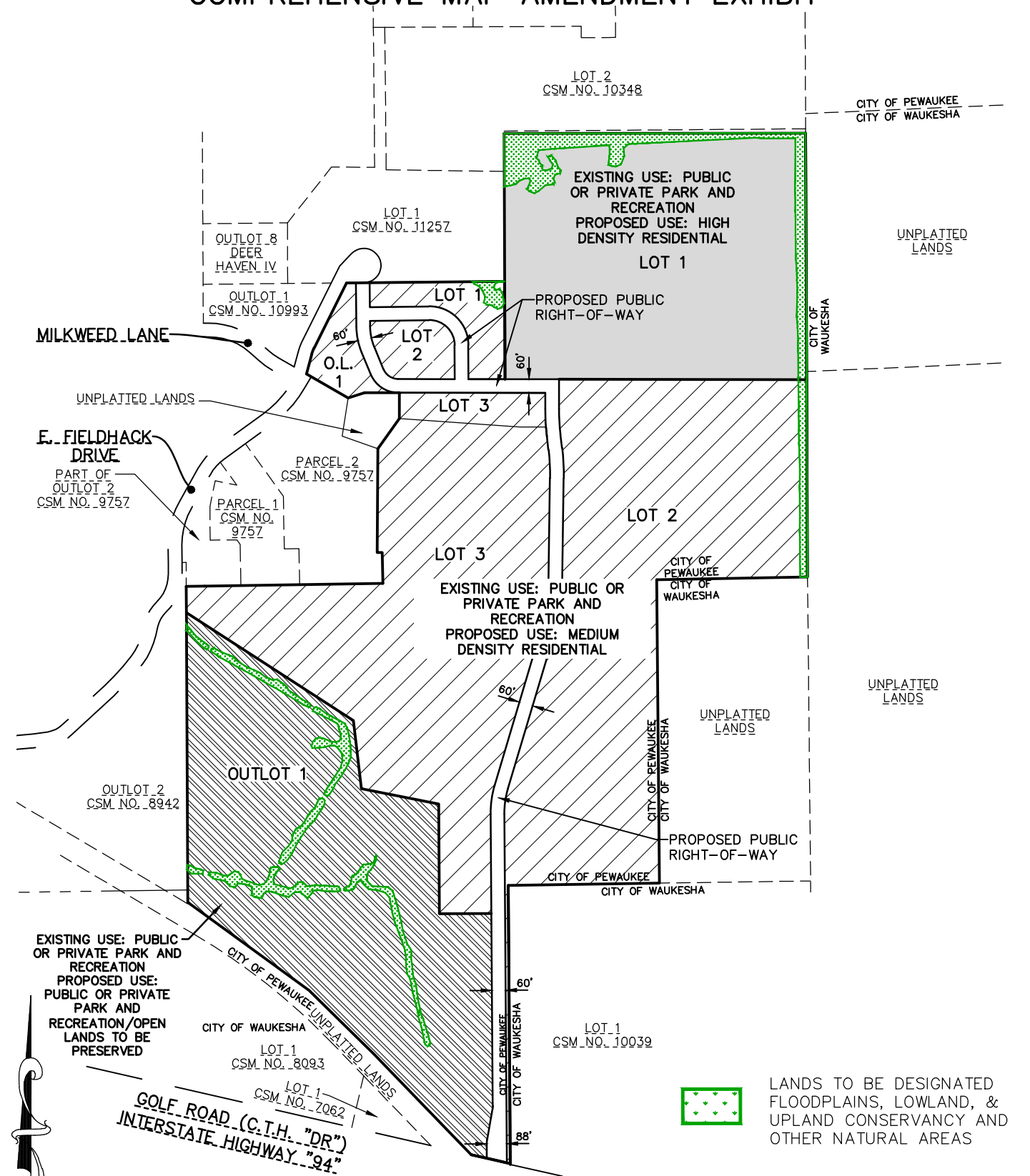
The recommendation for a bypass lane at the main access drive along Golf Road/CTH DR is based on the Waukesha County Driveway Permit Guidelines (*Section 5m; Access Point Design Criteria*) that requires a bypass lane at any new "T" type intersection when the mainline AADT volumes are greater than 2,500 vehicles per day (vpd). Based on historic WisDOT AADT count information, the Golf Road/CTH DR AADT within the limits of the roadway connection under the existing (no development) conditions is approximately 7,100-vpd. Therefore, a bypass lane is recommended at the roadway connection per the Waukesha County code.

With the recommended modifications, all movements at the study area intersections are expected to continue to operate at acceptable levels at LOS D or better under the year 2025 build (with proposed development) traffic conditions.

PART B – CONCLUSION

All movements at the study area intersections are expected to operate safely and efficiently through the opening year with the full build out of the development and the modifications identified in this TIA.

COMPREHENSIVE MAP AMENDMENT EXHIBIT



SHEET 1 OF 1 SHEETS

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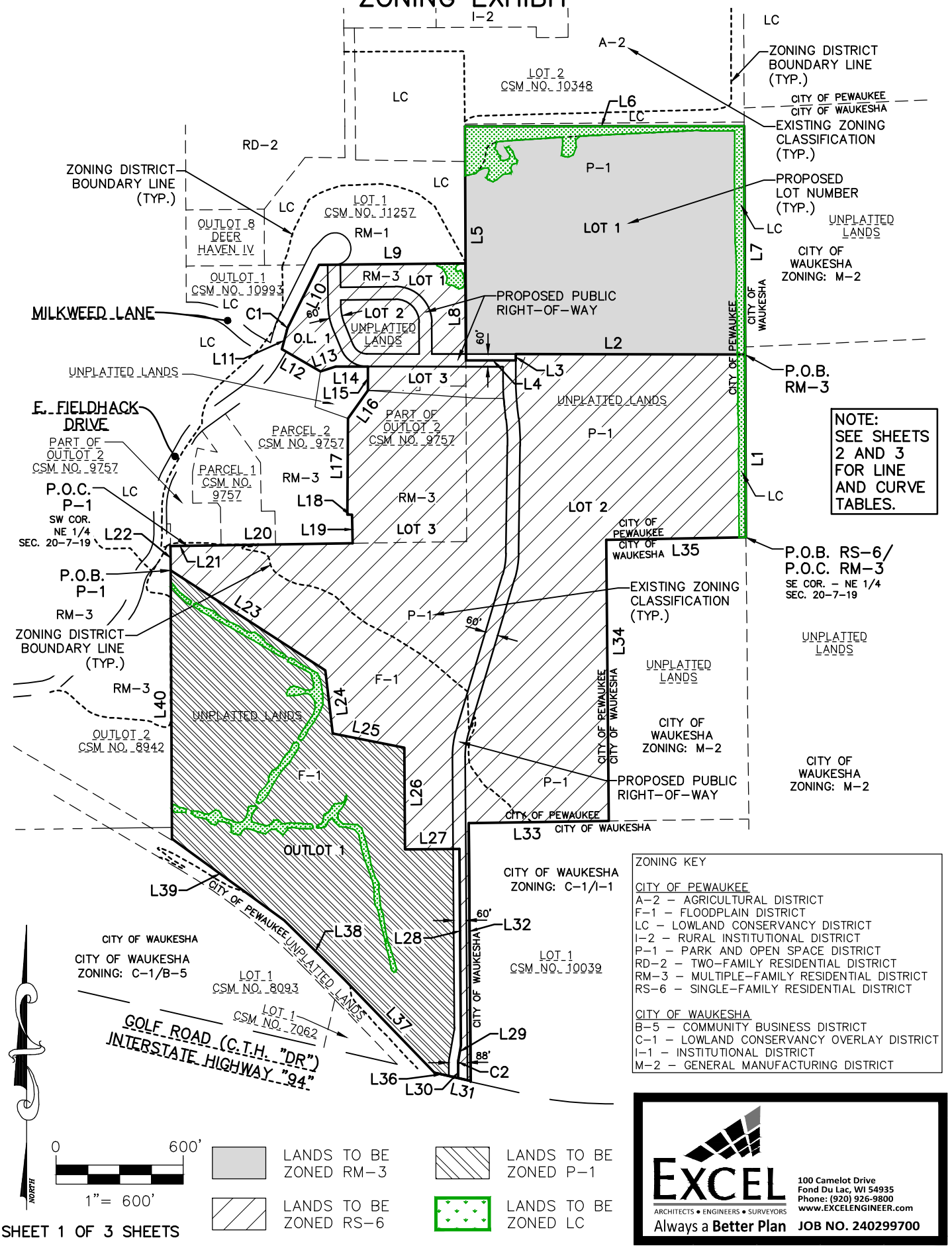
ZONING EXHIBIT



ZONING KEY

CITY OF PEWAUKEE
- A-2 – AGRICULTURAL DISTRICT
- F-1 – FLOODPLAIN DISTRICT
- LC – LOWLAND CONSERVANCY DISTRICT
- I-2 – RURAL INSTITUTIONAL DISTRICT
- P-1 – PARK AND OPEN SPACE DISTRICT
- RD-2 – TWO-FAMILY RESIDENTIAL DISTRICT
- RM-3 – MULTIPLE-FAMILY RESIDENTIAL DISTRICT
- RS-6 – SINGLE-FAMILY RESIDENTIAL DISTRICT

CITY OF WAUKESHA
- B-5 – COMMUNITY BUSINESS DISTRICT
- C-1 – LOWLAND CONSERVANCY OVERLAY DISTRICT
- I-1 – INSTITUTIONAL DISTRICT
- M-2 – GENERAL MANUFACTURING DISTRICT

SHEET 1 OF 3 SHEETS

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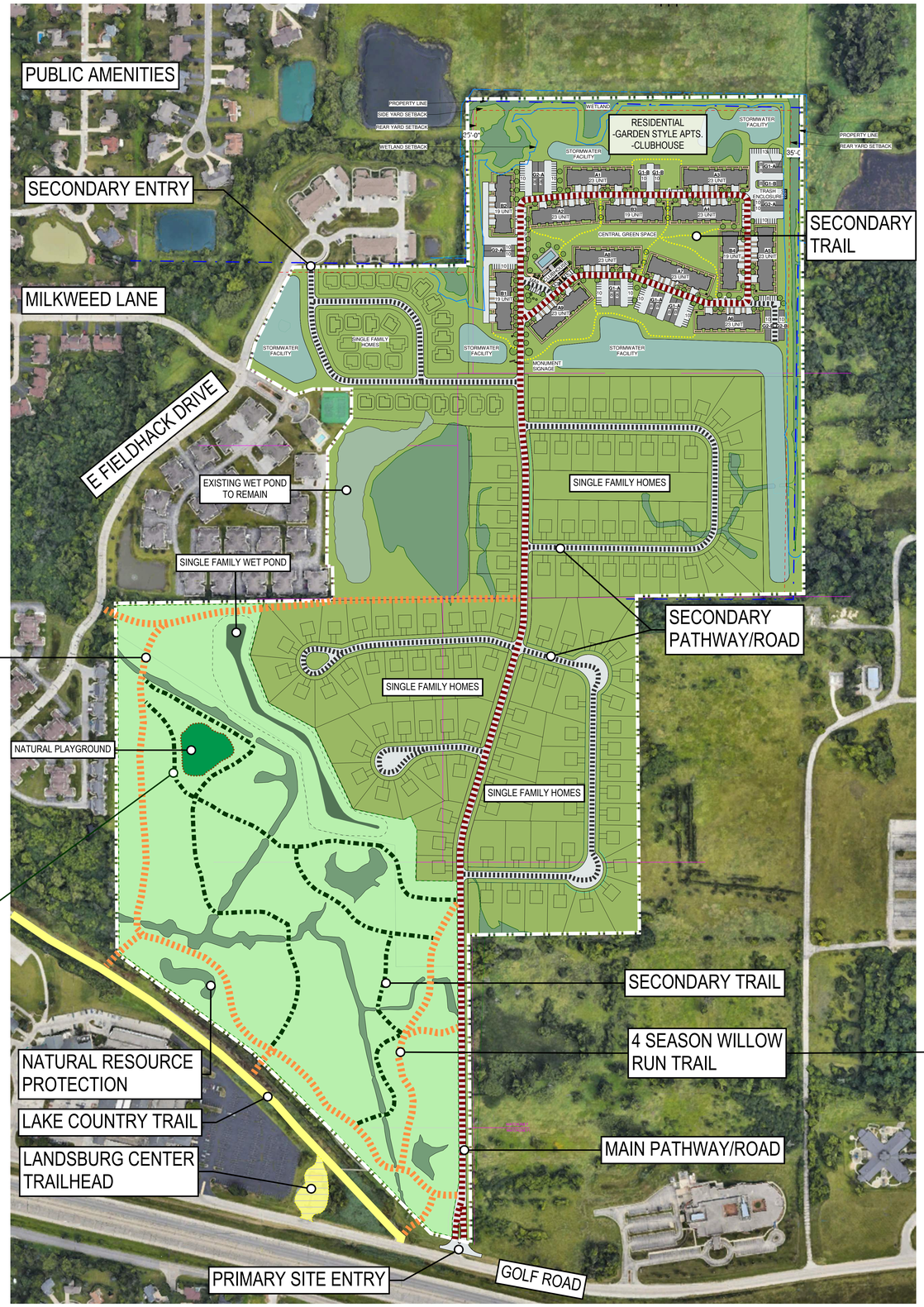



1 OVERALL SITE PLAN - TRAIL EXHIBIT
1" = 200'-0"

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756 North Milwaukee Street, Suite 250
Milwaukee, Wisconsin 53202
p 414.431.8101

△ Revisions

ARCHITECTURAL COMMISSION

WILLOW RUN - MULTIFAMILY

W26506 GOLF ROAD, PEWAUKEE, WI 53072

Date Issued: 12/13/2024

RINKA project #: 23070

Sheet Title

OVERALL SITE PLAN - TRAIL EXHIBIT

Sheet # PC-14

Legal Description of Lands to be Zoned Rs-6

Part of Outlot 2 of Certified Survey Map No. 9757, recorded in Volume 90 of Certified Survey Maps on Page 139 in the Waukesha County Register of Deeds Office as Document No. 3146899, part of the Southeast 1/4 and Southwest 1/4 of the Northeast 1/4, part of the Northeast 1/4, Northwest 1/4 and Southwest 1/4 of the Southeast 1/4 and part of the Northeast 1/4 of the Southwest 1/4 of Section 20, Township 7 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin being more particularly described as follows:

Beginning at the Southeast corner of the Northeast 1/4 of said Section 20; thence North 00°-14'-25" West along the East line of said Northeast 1/4, a distance of 862.54 feet; thence North 89°-53'-30" West, a distance of 1,082.40 feet; thence South 00°-06'-30" West, a distance of 30.00 feet; thence North 89°-53'-30" West, a distance of 235.38 feet to the West line of the Southeast 1/4 of said Northeast 1/4; thence North 00°-15'-31" West along said West line, a distance of 458.34 feet to the North line of said Southeast 1/4; thence South 89°-25'-18" West along the North line of the Southwest 1/4 of said Northeast 1/4, a distance of 690.87 feet to the Easterly right-of-way line of E. Fieldhack Drive; thence South 26°-31'-05" West along said Easterly line, a distance of 319.94 feet; thence Southwesterly 28.38 feet along said Easterly line on a curve to the left having a radius of 140.00 feet, the chord of said curve bears South 20°-42'-37" West, a chord distance of 28.33 feet; thence South 14°-54'-08" West along said Easterly line, a distance of 88.41 feet; thence South 60°-08'-13" East, a distance of 210.51 feet; thence North 72°-16'-20" East, a distance of 75.00 feet; thence South 89°-53'-30" East, a distance of 152.32 feet; thence South 00°-08'-27" West, a distance of 113.25 feet to the Northwest corner of said Outlot 2; thence South 35°-35'-50" West along a Westerly line of said Outlot 2, a distance of 161.52 feet; thence South 00°-25'-27" West along a Westerly line of said Outlot 2, a distance of 453.99 feet; thence North 89°-05'-40" East along a Westerly line of said Outlot 2, a distance of 22.89 feet; thence South 00°-54'-20" East along a Westerly line of said Outlot 2 and its Southerly extension, a distance of 135.49 feet to the South line of the Northeast 1/4 of said Section 20; thence South 89°-08'-33" West along said South line, a distance of 779.01 feet to the Southwest corner of said Northeast 1/4; thence South 89°-09'-50" West along the North line of the Southwest 1/4 of said Section 20, a distance of 80.00 feet to the East line of Certified Survey Map No. 8942, recorded in Volume 80 of Certified Survey Maps on Page 73 in the Waukesha County Register of Deeds Office as Document No. 2549466; thence South 00°-16'-30" East along said East line, a distance of 115.30 feet; thence South 57°-07'-50" East, a distance of 869.35 feet; thence South 06°-40'-39" East, a distance of 300.00 feet; thence South 78°-46'-22" East, a distance of 344.09 feet; thence South 00°-25'-36" East, a distance of 480.00 feet; thence North 89°-34'-29" East, a distance of 256.70 feet; thence South 00°-25'-36" East, a distance of 927.64 feet; thence South 10°-08'-49" West, a distance of 69.40 feet; thence Southwesterly 13.75 feet on a curve to the left having a radius of 74.50 feet, the chord of said curve bears South 04°-51'-37" West, a chord distance of 13.73 feet; thence South 00°-25'-36" East, a distance of 71.11 feet to the Northerly right-of-way line of Golf Road/Interstate Highway "94" per State Highway Commission of Wisconsin Plat of Right of Way Project I 056-1(12); thence South 77°-05'-30" East along said Northerly line, a distance of 60.63 feet to the East line of the Southwest 1/4 of the Southeast 1/4 of said Section 20; thence North 00°-25'-36" West along said East line, a distance of 1,216.99 feet to the Southwest corner of the Northeast 1/4 of said Southeast 1/4; thence North 89°-10'-11" East along the South line of said Northeast 1/4, a distance of 660.62 feet; thence North 00°-30'-08" West along the East line of the West 1/2 of said Northeast 1/4, a distance of 1,326.90 feet; thence North 88°-59'-12" East, a distance of 658.88 feet to the point of beginning and containing 90.329 acres (3,934,719 sq. ft.) of land more or less.

Legal Description of Lands to be Zoned Rm-3

Part of the Northeast 1/4 and Southeast 1/4 of the Northeast 1/4 of Section 20, Township 7 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin being more particularly described as follows:

Commencing at the Southeast corner of the Northeast 1/4 of said Section 20; thence North 00°-14'-25" West along the East line of said Northeast 1/4, a distance of 862.54 feet to the point of beginning; thence North 89°-53'-30" West, a distance of 1,082.40 feet; thence South 00°-06'-30" West, a distance of 30.00 feet; thence North 89°-53'-30" West, a distance of 235.38 feet to the West line of the Southeast 1/4 of said Northeast 1/4; thence North 00°-15'-31" West along said West line and the West line of the Northeast 1/4 of said Northeast 1/4, a distance of 1,105.15 feet; thence North 89°-59'-31" East, a distance of 1,318.30 feet to the East line of the Northeast 1/4 of said Section 20; thence South 00°-14'-25" East along said East line, a distance of 1,077.82 feet to the point of beginning and containing 32.736 acres (1,425,999 sq. ft.) of land more or less.

Legal Description of Lands to be Zoned P-1

Part of the Northwest 1/4 and Southwest 1/4 of the Northeast 1/4 and part of the Northeast 1/4 of the Southwest 1/4 of Section 20, Township 7 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin being more particularly described as follows:

Commencing at the Southwest corner of the Northeast 1/4 of said Section 20; thence South 89°-09'-50" West along the North line of the Southwest 1/4 of said Section 20, a distance of 80.00 feet to the East line of Certified Survey Map No. 8942, recorded in Volume 80 of Certified Survey Maps on Page 73 in the Waukesha County Register of Deeds Office as Document No. 2549466; thence South 00°-16'-30" East along said East line, a distance of 115.30 feet to the point of beginning; thence South 57°-07'-50" East, a distance of 869.35 feet; thence South 06°-40'-39" East, a distance of 300.00 feet; thence South 78°-46'-22" East, a distance of 344.09 feet; thence South 00°-25'-36" East, a distance of 480.00 feet; thence North 89°-34'-29" East, a distance of 256.70 feet; thence South 00°-25'-36" East, a distance of 927.64 feet; thence South 10°-08'-49" West, a distance of 69.40 feet; thence Southwesterly 13.75 feet on a curve to the left having a radius of 74.50 feet, the chord of said curve bears South 04°-51'-37" West, a chord distance of 13.73 feet; thence South 00°-25'-36" East, a distance of 71.11 feet to the Northerly right-of-way line of Golf Road/Interstate Highway "94" per State Highway Commission of Wisconsin Plat of Right of Way Project I 056-1(12); thence North 77°-05'-30" West along said Northerly line, a distance of 115.60 feet to the Northerly line of the Wisconsin Electric Power Company right-of-way; thence North 44°-00'-06" West along said Northerly line, a distance of 610.84 feet; thence North 45°-30'-06" West along said Northerly line, a distance of 397.52 feet; thence North 54°-00'-06" West along said Northerly line, a distance of 655.40 feet to the East line of said Certified Survey Map No. 8942; thence North 00°-16'-30" West along said East line, a distance of 1,266.54 feet to the point of beginning and containing 38.489 acres (1,676,565 sq. ft.) of land more or less.

Tax Parcel Nos. PWC 0944994 and PWC 0941988104

A COVENANT
REGARDING THE ISSUANCE OF A
CONDITIONAL USE PERMIT
BY THE
CITY OF PEWAUKEE

TAX KEY NUMBER(S) OR PARCEL(S) INVOLVED:

CONDITIONAL USE PERMIT: NO. CUP-25-5-2

PWC 0941988104 & 0944994

Recording area

Name & Return Address

City of Pewaukee
W240N3065 Pewaukee Rd
Pewaukee, WI 53072

LEGAL DESCRIPTION:

Part of Outlot 2 of Certified Survey Map No. 9757, recorded in Volume 90 of Certified Survey Maps on Page 139 in the Waukesha County Register of Deeds Office as Document No. 3146899, part of the Southeast 1/4 and Southwest 1/4 of the Northeast 1/4, part of the Northeast 1/4, Northwest 1/4 and Southwest 1/4 of the Southeast 1/4 and part of the Northeast 1/4 of the Southwest 1/4 of Section 20, Township 7 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin being more particularly described as follows: Beginning at the Southeast corner of the Northeast 1/4 of said Section 20; thence North 00°-14'-25" West along the East line of said Northeast 1/4, a distance of 862.54 feet; thence North 89°-53'-30" West, a distance of 1,082.40 feet; thence South 00°-06'-30" West, a distance of 30.00 feet; thence North 89°-53' -30" West, a distance of 235.38 feet to the West line of the Southeast 1/4 of said Northeast 1/4; thence North 00° -15' -31" West along said West line, a distance of 458.34 feet to the North line of said Southeast 1/4; thence South 89°-25'-18" West along the North line of the Southwest 1/4 of said Northeast 1/4, a distance of 690.87 feet to the Easterly right-of-way line of E. Fieldhack Drive; thence South 26°-31'-05" West along said Easterly line, a distance of 319.94 feet; thence Southwesterly 28.38 feet along said Easterly line on a curve to the left having a radius of 140.00 feet, the chord of said curve bears South 20°-42'-37" West, a chord distance of 28.33 feet; thence South 14°-54'-08" West along said Easterly line, a distance of 88.41 feet; thence South 60°-08'-13" East, a distance of 210.51 feet; thence North 72°-16'-20" East, a distance of 75.00 feet; thence South 89°-53'-30" East, a distance of 152.32 feet; thence South 00°-08'-27" West, a distance of 113.25 feet to the Northwest corner of said Outlot 2; thence South 35°-35'-50" West along a Westerly line of said Outlot 2, a distance of 161.52 feet; thence South 00°-25'-27" West along a Westerly line of said Outlot 2, a distance of 453.99 feet; thence North

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89°-05'-40" East along a Westerly line of said Outlot 2, a distance of 22.89 feet; thence South 00°-54'-20" East along a Westerly line of said Outlot 2 and its Southerly extension, a distance of 135.49 feet to the South line of the Northeast 1/4 of said Section 20; thence South 89°-08'-33" West along said South line, a distance of779.0l feet to the Southwest corner of said Northeast 1/4; thence South 89°-09'-50" West along the North line of the Southwest 1/4 of said Section 20, a distance of 80.00 feet to the East line of Certified Survey Map No. 8942, recorded in Volume 80 of Certified Survey Maps on Page 73 in the Waukesha County Register of Deeds Office as Document No. 2549466; thence South 00°-16'-30" East along said East line, a distance of 115.30 feet; thence South 57°-07'-50" East, a distance of 869.35 feet; thence South 06°-40'-39" East, a distance of 300.00 feet; thence South 78°-46'-22" East, a distance of 344.09 feet; thence South 00°-25'-36" East, a distance of 480.00 feet; thence North 89°-34'-29" East, a distance of 256.70 feet; thence South 00°-25'-36" East, a distance of 927.64 feet; thence South 10°-08'-49" West, a distance of 69.40 feet; thence Southwesterly 13.75 feet on a curve to the left having a radius of 74.50 feet, the chord of said curve bears South 04 ° -51' -37" West, a chord distance of 13. 73 feet; thence South 00°-25'-36" East, a distance of 71.11 feet to the Northerly right-of-way line of Golf Road/Interstate Highway "94" per State Highway Commission of Wisconsin Plat of Right of Way Project I 056-1(12); thence South 77°-05'-30" East along said Northerly line, a distance of 60.63 feet to the East line of the Southwest 1/4 of the Southeast 1/4 of said Section 20; thence North 00°-25'-36" West along said East line, a distance of 1,216.99 feet to the Southwest corner of the Northeast 1/4 of said Southeast 1/4; thence North 89°-10'-11" East along the South line of said Northeast 1/4, a distance of 660.62 feet; thence North 00°-30'-08" West along the East line of the West 1/2 of said Northeast 1/4, a distance of 1,326.90 feet; thence North 88° -59' -12" East, a distance of 658.88 feet to the point of beginning and containing 90.329 acres (3,934,719 sq. ft.) of land more or less.

PERSON(S), AGENT(S) OR CORPORATION(S) PETITIONING FOR PERMIT:

Land by Label

WHEREAS, It is understood by all parties to this covenant that Section 62.23 of WIS. Statutes prescribes the legal basis for the granting of a conditional use permit by a City and Chapter 17 of the City Codes and Ordinances provides for the issuance of such permits as well as the standards by which all such uses will be measured; and,

WHEREAS, The City Plan Commission has held a meeting on May 15, 2025; has reviewed the various elements of the petitioner's proposal; and has recommended that a Conditional Use Permit be granted to the above-named petitioner for the property/parcel identified above; and,

WHEREAS, The City Common Council held a public hearing meeting on June 2, 2025.

NOW, THEREFORE, let it be known that the City Common Council by its action on June 2, 2025 has, hereby, granted a Conditional Use Permit for the following use(s):

A proposed residential planned unit development (PUD) to allow for a condominium and single-family residential development.

FURTHER, such approved use of the above designated parcel(s) are hereby allowed based on the following conditions being continually met:

1. Final grading, erosion control and storm water management plans shall be reviewed and approved by the Engineering Department prior to any land disturbance.
2. Final utility plans shall be reviewed and approved by the Engineering Department prior to any land disturbance.
3. A revised site plan shall be submitted to the City Planner, for review and approval, providing a minimum of fifteen parking spaces adjacent to the 4 Season Willow Run Trail, or a quantity as recommended by the Plan Commission.
4. The gate at the Fieldhack Drive connection shall be eliminated.
5. The existing stubbed drive to property bearing Tax Key No.0941988104 from Milkweed Lane shall be removed and returned to greenspace.
6. All recommendations of the Traffic Impact Analysis dated December 12, 2024 shall be met, unless otherwise directed by the Plan Commission.
7. Wisconsin Department of Natural Resources approval of wetland exemptions shall be granted prior to any land disturbance and impacts to wetlands onsite.
8. Southeastern Wisconsin Regional Planning Commission Environmental Corridor delineations shall be completed prior to land disturbance activities.
9. All improvements shall be located outside of non-exempt natural resources onsite, including wetland boundaries and the 25-foot wetland setback.
10. All mechanicals shall be screened from public view as approved by the City Planner.
11. Signs shall be subject to Section 17.0700 of the Zoning Code and staff review of sign permits.
12. A connection shall be provided to the Lake Country Recreation Trail.

The parties hereto, namely the City of Pewaukee and the Equitable Owner of the property for which this conditional use has been sought, set their signatures or the signatures of their representatives below, thereby agreeing to the provisions and conditions set forth in this covenant.

_____	_____
Attest:	Signature of equitable owner
	_____
	Date
_____	_____
Kelly Tarczewski City Clerk	Steve Bierce Mayor, City of Pewaukee

DRAFT

_____
Date

State of Wisconsin
County of Waukesha

Signed or attested before me on _____, 2025 by Steve Bierce, Mayor and Kelly Tarczewski, Clerk.

_____
(Seal) Ami Hurd
My Commission expires _____

This instrument was drafted by Ami Hurd, Deputy Clerk

DRAFT

A COVENANT
REGARDING THE ISSUANCE OF A
CONDITIONAL USE PERMIT
BY THE
CITY OF PEWAUKEE

TAX KEY NUMBER(S) OR PARCEL(S) INVOLVED:

CONDITIONAL USE PERMIT: NO. CUP-25-5-1

PWC 0944994

Recording area

Name & Return Address

City of Pewaukee
W240N3065 Pewaukee Rd
Pewaukee, WI 53072

LEGAL DESCRIPTION:

Part of the Northeast 1/4 and Southeast 1/4 of the Northeast 1/4 of Section 20, Township 7 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin being more particularly described as follows:
Commencing at the Southeast corner of the Northeast 1/4 of said Section 20; thence North 00°-14'-25" West along the East line of said Northeast 1/4, a distance of 862.54 feet to the point of beginning; thence North 89°-53'-30" West, a distance of 1,082.40 feet; thence South 00°-06'-30" West, a distance of 30.00 feet; thence North 89°-53'-30" West, a distance of 235.38 feet to the West line of the Southeast 1/4 of said Northeast 1/4; thence North 00°-15' -31" West along said West line and the West line of the Northeast 1/4 of said Northeast 1/4, a distance of 1,105.15 feet; thence North 89°-59'-31" East, a distance of 1,318.30 feet to the East line of the Northeast 1/4 of said Section 20; thence South 00°-14'-25" East along said East line, a distance of 1,077.82 feet to the point of beginning and containing 32.736 acres {1,425,999 sq. ft.) of land more or less.

PERSON(S), AGENT(S) OR CORPORATION(S) PETITIONING FOR PERMIT:

Land by Label

WHEREAS, It is understood by all parties to this covenant that Section 62.23 of WIS. Statutes prescribes the legal basis for the granting of a conditional use permit by a City and Chapter 17 of the City Codes and Ordinances provides for the issuance of such permits as well as the standards by which all such uses will be measured; and,

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WHEREAS, The City Plan Commission has held a meeting on May 15, 2025; has reviewed the various elements of the petitioner's proposal; and has recommended that a Conditional Use Permit be granted to the above-named petitioner for the property/parcel identified above; and,

WHEREAS, The City Common Council held a public hearing meeting on June 2, 2025.

NOW, THEREFORE, let it be known that the City Common Council by its action on June 2, 2025 has, hereby, granted a Conditional Use Permit for the following use(s):

A proposed residential planned unit development (PUD) to allow for multi-family residential development.

FURTHER, such approved use of the above designated parcel(s) are hereby allowed based on the following conditions being continually met:

1. Final grading, erosion control and storm water management plans shall be reviewed and approved by the Engineering Department prior to any land disturbance.
2. Final utility plans shall be reviewed and approved by the Engineering Department prior to any land disturbance.
3. A revised site plan shall be submitted to the City Planner, for review and approval, providing a minimum of fifteen parking spaces adjacent to the 4 Season Willow Run Trail, or a quantity as recommended by the Plan Commission.
4. All recommendations of the Traffic Impact Analysis dated December 12, 2024 shall be met, unless otherwise directed by the Plan Commission.
5. Wisconsin Department of Natural Resources approval of wetland exemptions shall be granted prior to any land disturbance and impacts to wetlands onsite.
6. Southeastern Wisconsin Regional Planning Commission Environmental Corridor delineations shall be completed prior to land disturbance activities.
7. All improvements shall be located outside of non-exempt natural resources onsite, including wetland boundaries and the 25-foot wetland setback.
8. All mechanicals shall be screened from public view as approved by the City Planner.
9. Signs shall be subject to Section 17.0700 of the Zoning Code and staff review of sign permits.
10. Attics of the multi-family buildings shall include a sprinkler system as recommended by the Fire Department. Alternatively, the separation distance between buildings may be increased as recommended by the Fire Chief.
11. A connection shall be provided to the Lake Country Recreation Trail.

The parties hereto, namely the City of Pewaukee and the Equitable Owner of the property for which this conditional use has been sought, set their signatures or the signatures of their representatives below, thereby agreeing to the provisions and conditions set forth in this covenant.

_____ _____

Attest: Signature of equitable owner

_____

Date

DRAFT

Kelly Tarczewski
City Clerk

Steve Bierce
Mayor, City of Pewaukee

Date

State of Wisconsin
County of Waukesha

Signed or attested before me on _____, 2025 by Steve Bierce, Mayor and Kelly Tarczewski, Clerk.

(Seal)

Ami Hurd
My Commission expires _____

This instrument was drafted by Ami Hurd, Deputy Clerk

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To the Mayor, Planner, and Council members of the City of Pewaukee:

(Please feel free to share with any other interested parties)

Since the Planning Commission hearing last Thursday, I've been taking a more detailed look at the Willow Run proposal - Land By Label's proposal to develop the Pewaukee Golf Course property. I regret the Waukesha Freeman's innuendo than I might favor a sidewalk along Milkweed Lane — I DO NOT!!

Going back to my former life as a soil scientist, I consulted the published soil survey covering this area. The detailed soil map shows that the "Luxury Apartments" in the NE part of the proposed development are almost entirely sited on Palms Muck, a poorly drained soil described as having 12 to 50 inches of Muck over a loamy subsoil. It is rated as having **severe limitations** for residential development due to a high water table, and the organic muck being subject to severe shrinkage.

In my days as a soil scientist, we would have characterized this soil type as having strong "hydric" properties, which would make it highly indicative of "wetlands".

I do recall the developer mentioning that they would likely install footings down to a more stable subsurface in order to support these buildings.

Whether or not this area is officially classified as wetland, I find a density of 283 dwelling units concentrated in this small area to be concerning.

Moving south, to the northern half of the single-family, owner-occupied homes: The soil here is mapped Pella silt loam, which is also poorly drained, usually with a high water table. Not as severe as the Palms Muck, it would probably need to be elevated with a considerable thickness of fill in order to make a decent building site.

The other areas, the southern parts of the owner-occupied, and the rental single-family homes, appear, to the developer's credit, to be sited on good, well-drained soils.

My MAJOR Concern with this project proposal has become the number of housing units, the density of the apartments at the Northeast end of the property. It seems unwise to me to allow as many as **283** dwelling units into this relatively small area on such a naturally wet site. For comparison, the Meadow Grass Apartment complex, as I understand, contains a total of **46** apartments.

I also remain concerned about increasing traffic along Milkweed Lane and Fieldhack Drive. The latest version of the plan map (that I've seen) shows the possible access connecting with the loop in front of the Prairie Grass Apartments. Given that access location, I might be able to accept (with some reservations) that the majority of traffic generated by the new development might access by way of Golf Road. And also, perhaps it might divert some of the Prairie Grass traffic that way. Perhaps the gate should be placed there, with option to close and lock if increased traffic onto Fieldhack-Milkweed is noted.

Respectfully submitted 21 May, 2025
Walter E. Russell (Walt) - - N19W26655A Milkweed Lane, Pewaukee

Outlook

Re: Subject: Request for Modifications to the Willow Run Development Plan

From John Ardis <jardisvc@yahoo.com>
Date Thu 5/22/2025 8:11 AM
To Fuchs, Nick <fuchs@pewaukee.wi.us>

1 attachment (605 KB)
Mockup.jpg;

(This time with the illustration attached)

On Wednesday, May 21, 2025 at 04:55:18 PM CDT, John Ardis <jardisvc@yahoo.com> wrote:

Dear Mr. Fuchs, I'm cc'ing you on the letter below which I have sent to the Mayor and each of the council members, in advance of the 6/2 meeting on the Willow Run development, which I support - with modifications.

==========
May 21, 2025

To:
Mayor and Members of the City Council
City of Pewaukee
W240 N3065 Pewaukee Road
Pewaukee, WI 53072

Dear City Council Members,

My wife and I are writing as engaged residents who support responsible growth, and we recognize that this development can bring value to the community. We agree with the Mayor's comments at the most recent planning meeting that successful city planning requires that new growth be integrated with careful thought, as he noted Pewaukee has historically strived to do. We're confident that you would agree that includes respect for existing neighborhood conditions, infrastructure limitations, impact to municipal services and public safety. To that end, we respectfully urge the Council to approve the development, but in doing so to adopt three key modifications to the current proposal for the benefit of both existing and future residents.

1. Designate the Fieldhack Drive Connection as Emergency-Use Only

The proposed secondary road linking Willow Run to Fieldhack Drive runs directly into existing neighborhoods that lack sidewalks and serve as daily routes for walkers,

joggers, children, and pet owners. Opening this road to regular traffic would create unnecessary safety risks, especially given the area's high pedestrian activity and the absence of sidewalks or other pedestrian accommodations.

We understand some staff concerns about emergency response and connectivity, and believe that these can be fully addressed with proven, modern solutions:

- **Gated emergency access using automated responder systems.** We've learned that the National Fire Protection Association (NFPA) and International Fire Code support the use of radio-controlled gates, Opticom, and Knox Box systems to ensure 24/7 emergency access. Transponder-activated retractable bollards or similar systems could provide guaranteed emergency vehicle access without requiring general daily general traffic flow. Just a couple of examples we've found:

    - Fairfax County, Virginia mandates accessible emergency routes for fire apparatus, including private service drives, without requiring full public access. (fairfaxcounty.gov)

    - Colton, California implemented a citywide 'E-Key' gate access system to ensure quick emergency response in gated communities. (westerncity.com)

    - Eden Prairie, Minnesota has proactively implemented emergency planning with access protocols supporting limited-access roads in residential developments. (edenprairie.org)

- **Neighborhood Connectivity.** Fostering community connections is an understandable and admirable mission for the city, one that we fully embrace. We believe that can still be achieved by designing the emergency connection to allow full pedestrian and bicycle access, while restricting general daily vehicular traffic. This could be done by simply allowing pedestrian and bicycle access on the road, or by explicitly including a separate, well-lit, and publicly accessible pedestrian and bicycle path. This provides the desired connectivity between new and existing neighborhoods without compromising safety on our streets.

- **Managed Traffic Flow:** The Traffic Impact Analysis (TIA) already indicates that the *majority* of traffic will utilize the main access to Golf Road, and that with recommended improvements to primary access points, overall traffic flow will operate safely and efficiently. This appears to demonstrate that the main access is sufficient for daily traffic. An emergency-only secondary road prevents unnecessary cut-through traffic from inundating quiet residential streets.

We believe this approach offers a compromise—ensuring emergency accessibility and community connectivity, while preserving safety and peace of mind for current residents as well as our new neighbors to the east.

2. Responsibly Reduce the Total Unit Count

The current plan includes 470 units—283 apartments, 27 condominiums, and up to 160 single-family homes. We understand and support housing diversity, but this scale

of density could strain public infrastructure, schools, municipal services, and road capacity.

We respectfully propose a modest 10–12% unit reduction, focused on the apartment and single-family components. Specifically, this would mean reducing apartments to 240 units and single-family homes to 130. The condominium count would remain unchanged, unless the city proposes those be reduced as well.

- This would reduce daily vehicle trips by more than 600, which should ease any concerns about the primary road being sufficient to handle the traffic.

- Lower density often means higher property values, alleviating concerns about the value of the project to the city's tax base, while still allowing the developers to meet market demand and preserve their financial viability. Our vision is that the result is properties that are more valuable but less resource-intensive.

- Adherence to the city's conventional standard of 12,500 sq ft in portions of the single-family section, and slightly reducing multifamily density, ensures that the plan will better reflect Pewaukee's planning goals. The small reduction in multi-family units could be replaced with additional open space or other community benefits/amenities.

- Making these modifications would have the additional benefit of reducing the environmental impact of the project.

3. Ease Integration with Park-Adjacent Condo Properties Through Park and Trail Placement

We greatly appreciate that everyone from the developers to the city staff to the Planning Commission have emphasized the importance of smooth integration with existing communities. In that vein, as owners/residents of one of the 16 condominium units directly adjacent to the western boundary of the proposed development, we ask that additional consideration be given to the plans for the park and trails, in order to optimize the integration.

- The proposed 'Natural Playground,' as depicted in the packet from the most recent Planning Commission meeting, is shown as being directly across from, and in close proximity to, several of the condos that border the golf course. We propose that this playground should be relocated from the location in the current plan to, ideally, the southernmost portion of the park or, alternatively, to center of the park, on the east side of the existing creek, away from these existing condo units. This would help mitigate noise, preserve privacy, and ensure better community integration, while having no discernible negative impact on the park or the residents of the new development. Our proposed placements are depicted through our mediocre image-editing skills in the illustration attached to this email, marked A for the ideal location, and B for the alternate.

- Any trails should be no closer to our homes than the current golf cart paths and, given the expected increase in foot/bike traffic on these paths with our many new neighbors, should even ideally be moved further away than the

current cart path, to provide more buffer between our units and the new trails and provide greater privacy and less disruption.

In closing, we are not at all opposed to development. We recognize the need for housing in our community and the economic benefits this project brings. The proposals in our letter are our attempt to offer a balanced compromise that honors Pewaukee's goals, Land By Label's vision, and the concerns of nearby residents. We welcome a project that contributes positively to Pewaukee's growth, but one that genuinely integrates with existing communities rather than overwhelms them. We are happy to work collaboratively with the City and the developer to ensure Willow Run becomes a long-term success.

Thank you for your time and careful consideration of our requests.

Respectfully,

John and Angela Ardis
N15W26510 Golf View Lane, Unit A
Pewaukee, WI 53072

cc: Nick Fuchs, Planner & Community Development Director
Emily Cialdini, Land by Label


SECONDARY ENTRY
MILKWEED LANE
E FIELDHACK DRIVE
RESIDENTIAL
-GARDEN STYLE APTS.
-CLUBHOUSE
SECONDAR
TRAIL
EXISTING WET POND
TO REMAIN
SINGLE FAMILY WET POND
SINGLE FAMILY HOMES
SINGLE FAMILY HOMES
SINGLE FAMILY HOMES
SECONDARY
PATHWAY/ROAD
NATURAL PLAYGR
B
A
SECONDARY TRAIL
4 SEASON WILLOW
RUN TRAIL
NATURAL RESOURCE
PROTECTION
LAKE COUNTRY TRAIL
LANDSBURG CENTER
TRAILHEAD
MAIN PATHWAY/ROAD
PRIMARY SITE ENTRY
GOLF ROAD

From: Jamala Edwards Nilsen
To: Brown, Colleen; Fuchs, Nick; Mayor
Subject: Opposition Land by Label Project re Pewaukee Golf Club/Willow Run
Date: Tuesday, February 18, 2025 11:02:55 AM

Good morning,

I am restating my opposition to the Land by Label project (please see below my previous submission). I continue to be an avid user of the golf course and resident of the area.

I read the revised plans and traffic reports. The traffic estimation seems disingenuous at best. It is not clear to me why residents in the north area of the plans would drive all the way to Golf road when they could cut through Milkweed. Thus disrupting the Meadowbrook Farms community.

PGC also offers many jobs to local residents and youth. In fact, the mayor's daughter Lily is an awesome cart girl at the course! The resident groundskeeper and golf course manager all live on site.

Rather than destroy the golf course and natural animal habitat, I suggest the course be updated and perhaps even made into a city course. Its location near the freeway and the hotel would be ideal for collaboration and tourism.

Please consider denying the LBL plans. Part of the charm of living in this area of Pewaukee is the natural beauty, this overdevelopment plan would destroy that beauty and devalue the surrounding real estate.

With concern,

Jamala Edwards Nilsen
206-853-8256

(Resend with pictures resized)

On Thu, Dec 21, 2023 at 12:45 PM Jamala Edwards Nilsen <luckylaw@gmail.com> wrote:

> Dear Mr. Mayor and Planning Commission Members,
>
> My husband and I am a resident of the Meadowbrook Farms subdivision. We have lived here for seven years and love the peaceful nature of Pewaukee. I have recently become an avid golfer and belong to the Pewaukee Golf Club. It is a beautiful respite from our daily lives to be able to have the golf club so close by. I have met many friends at PGC and it is enjoyed by people of all backgrounds and ages. It is an affordable golf course in our area. In fact, I would argue that it is cheaper than going out to dinner or to the movies. It provides a needed green space recreation and sports facility to Pewaukee. I think the golf club attracts folks to our area as well that spend money in Pewaukee at local businesses.
>
> In addition, as a woman, it is one of the local golf courses, that I feel comfortable, going to by myself and playing alone. I am aware that there are other golf courses nearby, but these are more expensive and I don’t feel as comfortable playing alone there. Golf has become increasingly popular as a recreational pastime for both men and women. I think having a

golf course in Pewaukee is a desirable offering for both local residents and tourists. In fact, we moved here from Seattle, Washington, and the Pewaukee Golf Club was one of the motivating factors for us to purchase a home in Pewaukee. When friends have visited from the Pacific Northwest, we have brought them to this golf course. They have loved the natural beauty and animals they have seen there. Wisconsin is known for being a golf lover's paradise, it would be a shame for Pewaukee to miss out on that trend by taking away this local resource.

The golf club also provides a safe haven for many animals that would otherwise crowd into the residential area. On the golf course, I have seen many species of birds, of course deer, woodchucks, minks, fish, huge snapping turtles, small aquatic turtles, rabbits, coyotes and squirrels (even a rare white one!). There are probably even more animals that I can't recall. Some of these animals could even be protected species. I am overjoyed to see the vast variety of animals literally in my backyard and would be devastated to see their habitat destroyed. Right now, humans and animals are able to coexist on the golf course.

I also believe the proposed development would destroy the country beauty of Pewaukee, the lake country trail, and create mass congestion. The lake country trailhead is directly next to this planned development, which means it would be likely overrun with the over one thousand new people who would live in the development (460 units with conservative estimate of 2.5 occupants per unit). Golf road would be nonstop traffic. The beauty of Pewaukee is the rural feel, this development would largely erase that feeling.

In short, we feel the Pewaukee Golf Club is an incredible asset to the community and should remain a golf course. It would displace the natural wildlife and destroy the quaint nature of our town.

I understand the development will be considered at tonight's planning commission meeting. I wanted to prepare this letter before the meeting to let you know local residents are not happy about the proposal. We urge you to deny the proposed development and keep PGC as the local golf treasure we are fortunate to have in our own hometown. I'm attaching several photos of wildlife, myself, and the course to show how happy it makes me!

Thank you for considering our plea,

Jamala (and Craig) Nilsen
N20W26731 Sawgrass Lane
Pewaukee WI 53072
206-853-8256

v

WAUKESHA COUNTY CITY OF PEWAUKEE STATE OF WISCONSIN

RESOLUTION NO. PC 25-05-10

A RESOLUTION RECOMMENDING THE ADOPTION OF AN ORDINANCE TO AMEND THE CITY OF PEWAUKEE 2035 COMPREHENSIVE MASTER PLAN AND NEIGHBORHOOD PLANS 2015-2050 TO CHANGE THE YEAR 2050 LAND USE/TRANSPORTATION PLAN OF A PROPERTY BEARING TAX KEY NO. PWC 0941-988-104 FROM HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.) AND FLOODPLAINS, LOWLAND & UPLAND CONSERVANCY AND OTHER NATURAL AREAS TO MEDIUM DENSITY RESIDENTIAL (6,500 SQ. FT. - 1/2 AC. / D.U.) AND FLOODPLAINS, LOWLAND & UPLAND CONSERVANCY AND OTHER NATURAL AREAS, PURSUANT TO WIS. STAT. § 66.1001(4)(b)

WHEREAS, pursuant to Wis. Stat. §§ 62.23(2) and (3) and 66.1001(4), the City of Pewaukee is authorized to prepare and adopt and to amend a comprehensive plan as defined in Wis. Stat. §§ 66.1001(1)(a) and 66.1001(2); and

WHEREAS, pursuant to Wis. Stat. § 66.1001(4)(b), the Plan Commission may recommend the amendment of the Comprehensive Master Plan to the Common Council by adopting a resolution by a majority vote of the entire Commission, which vote shall be recorded in the official minutes of the Plan Commission; and

WHEREAS, The Applicant, Land By Label LLC, has applied for an amendment to the Comprehensive Master Plan to change the Year 2050 Land Use/Transportation Plan of a property bearing Tax Key No. PWC 0941-988-104 from High Density Residential (< 6,500 Sq. Ft. / D.U.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas to Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas, more particularly described as follows:

PT PARCEL 2 & PT OUTLOT 2 CERT SURV 9757 VOL 90/139 REC AS DOC# 3146899 PT NE1/4 SEC 20 T7N R19E (DESCRIBED AS REMAINDER PROPERTY IN DOC# 4102630) COM NW COR NE1/4 SEC 20; S00°16'13"E 1319.53 FT THE BGN; S00°16'13"E 169.99 FT; N89°43'04"E 22.20 FT; SELY 240.80 FT ALG ARC OF CURVE RADIUS 330.00 FT LIES TO SW CHORD BEARING S69°22'41"E 235.49 FT; S48°28'26"E 56.43 FT; SELY 54.92 FT ALG ARC OF CURVE RADIUS 270.00 FT LIES TO NE CHORD BEARING S54°18'03"E 54.82 FT; S60°07'41"E 164.28 FT; S30°03'55"W 54.80 FT; SWLY 222.38 FT ALG ARC OF CURVE RADIUS 530.00 FT TO NW CHORD BEARING S42°05'07"W 220.75 FT; S54°06'19"W 32.82 FT; S35°53'39"E 185.84 FT; N54°06'19"E 185.84 FT; N54°06'19"E 16.48 FT; S35°53'41"E 115.00 FT; S21°23'15"W 78.17 FT; S48°31'13"E 55.00 FT; S00°53'46"E 165.00 FT; N89°06'14"E 284.80 FT; S00°26'01"W 34.53 FT; N89°06'14"E 22.89 FT; S00°53'46"E 135.49 FT TO S LI NE1/4 SEC 20; N89°09'07"E 539.23 FT;

N00°15'37"W 1313.21 FT; S89°25'36"W 1318.42 FT TO BGN :: EX MEADOWBROOK VILLAGE CONDOMINIUMS PHASE III & IV :: DOC# 3146935 & DOC# 3380639 & DOC# 3380640

WHEREAS, the Plan Commission having determined that the proposed amendment in form and content as presented to the Commission on May 15, 2025, is consistent with the Comprehensive Master Plan's goals, objectives and policies and in proper form and content for adoption by the Common Council as an amendment to the Comprehensive Master Plan, subject to such modifications the Common Council may consider reasonable and necessary, following public hearing, in order to protect and promote the health, safety and welfare of the City of Pewaukee.

NOW, THEREFORE, BE IT RESOLVED, by the Plan Commission of the City of Pewaukee, Wisconsin, that the application for and the proposed ordinance to amend the City of Pewaukee Comprehensive Master Plan to change the Year 2050 Land Use/Transportation Plan of a property bearing Tax Key No. PWC 0941-988-104 from High Density Residential (< 6,500 Sq. Ft. / D.U.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas to Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas, be and the same is hereby recommended for adoption and incorporation into the Comprehensive Master Plan by the Common Council:

Passed and adopted this 15th day of May, 2025.

FOR THE PLAN COMMISSION OF THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

ATTEST:

_____
Steve Bierce, Mayor

_____
Colleen Brown, Plan Commission Secretary

WAUKESHA COUNTY CITY OF PEWAUKEE STATE OF WISCONSIN

ORDINANCE NO. 25-07

AN ORDINANCE TO AMEND THE CITY OF PEWAUKEE 2035 COMPREHENSIVE MASTER PLAN AND NEIGHBORHOOD PLANS 2015-2050 TO CHANGE THE YEAR 2050 LAND USE/TRANSPORTATION PLAN OF A PROPERTY BEARING TAX KEY NO. PWC 0941-988-104 FROM HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.) AND FLOODPLAINS, LOWLAND & UPLAND CONSERVANCY AND OTHER NATURAL AREAS TO MEDIUM DENSITY RESIDENTIAL (6,500 SQ. FT. - 1/2 AC. / D.U.) AND FLOODPLAINS, LOWLAND & UPLAND CONSERVANCY AND OTHER NATURAL AREAS

WHEREAS, pursuant to Wis. Stat. §§ 62.23(2) and (3) and 66.1001(4), the City of Pewaukee is authorized to prepare and adopt and to amend a comprehensive plan as defined in Wis. Stat. §§ 66.1001(1)(a) and 66.1001(2); and

WHEREAS, The Applicant, Land By Label LLC, has applied for an amendment to the Comprehensive Master Plan to change the Year 2050 Land Use/Transportation Plan of a property bearing Tax Key No. 0941988104 from High Density Residential (< 6,500 Sq. Ft. / D.U.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas to Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas; and

WHEREAS, the Plan Commission of the City of Pewaukee by a majority vote of the entire Commission on May 15, 2025, recorded in its minutes, has adopted a resolution recommending to the Common Council the adoption of the Ordinance to Amend the City of Pewaukee Comprehensive Master Plan to change the Year 2050 Land Use/Transportation Plan of a property bearing Tax Key No. 0941988104 from High Density Residential (< 6,500 Sq. Ft. / D.U.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas to Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas; and

WHEREAS, the City of Pewaukee held a public hearing upon this proposed Ordinance, in compliance with the requirements of Wis. Stat. § 66.1001(4)(d); the Common Council having received input from the public at a duly noticed public hearing on June 2, 2025; and

NOW THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Pewaukee, Wisconsin, do ordain as follows:

SECTION 1: Adoption

The City of Pewaukee Comprehensive Master Plan is hereby amended to change the Year 2050 Land Use/Transportation Plan of a property bearing Tax Key No. 0941988104 from High Density Residential (< 6,500 Sq. Ft. / D.U.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas to Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.) and Floodplains, Lowland & Upland Conservancy and Other Natural Areas.

SECTION 2: Document Transmittal

The City Common Council hereby directs the City Clerk/Treasurer to transmit a copy of the amendment as well as a signed copy of both the **Resolution No. PC 25-05-10** and this **Ordinance No. 25-07** to the Wisconsin Department of Administration, the Southeastern Wisconsin Regional Planning Commission, the Waukesha Park and Land Use Department, the Pewaukee Public Library and to each town, village and city that abuts the City of Pewaukee.

SECTION 3: Severability

The several sections and portions of this ordinance are declared to be severable. If any section or portion thereof shall be declared by a decision of a court of competent jurisdiction to be invalid, unlawful, or unenforceable, such decision shall apply only to the specific section or portion thereof directly specified in the decision, and shall not affect the validity of all other provisions, sections, or portions thereof of the ordinance. The remainder of the ordinance shall remain in full force and effect. Any other ordinances whose terms are in conflict with the provisions of this ordinance are hereby repealed as to those terms that conflict.

SECTION 4: Effective Date

This ordinance shall take effect immediately upon passage and posting of publication as provided by law.

Passed and adopted this 2nd day of June, 2025.

FOR THE COMMON COUNCIL OF THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

ATTEST:

_____
Steve Bierce, Mayor

_____
Kelly Tarczewski, Clerk/Treasurer

STATE OF WISCONSIN CITY OF PEWAUKEE WAUKESHA COUNTY

ORDINANCE 25-08

TO AMEND THE ZONING MAP OF THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

The Common Council of the City of Pewaukee, Waukesha County, Wisconsin do ordain that the Zoning Map of the City of Pewaukee, Wisconsin is hereby amended to change the zoning classification of the property described below as follows:

FROM: **RM-3 MULTI-FAMILY RESIDENTIAL**

TO**:** **RS-6 SINGLE-FAMILY RESIDENTIAL PLANNED UNIT DEVELOPMENT AND LC LOWLAND CONSERVANCEY DISTRICT**

SECTION 1 - DESCRIPTION

Common Description:

Part of Outlot 2 of Certified Survey Map No. 9757, recorded in Volume 90 of Certified Survey Maps on Page 139 in the Waukesha County Register of Deeds Office as Document No. 3146899, part of the Southeast 1/4 and Southwest 1/4 of the Northeast 1/4, part of the Northeast 1/4, Northwest 1/4 and Southwest 1/4 of the Southeast 1/4 and part of the Northeast 1/4 of the Southwest 1/4 of Section 20, Township 7 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin being more particularly described as follows:

Beginning at the Southeast corner of the Northeast 1/4 of said Section 20; thence North 00°-14'-25" West along the East line of said Northeast 1/4, a distance of 862.54 feet; thence North 89°-53'-30" West, a distance of 1,082.40 feet; thence South 00°-06'-30" West, a distance of 30.00 feet; thence North 89°-53'-30" West, a distance of 235.38 feet to the West line of the Southeast 1/4 of said Northeast 1/4; thence North 00°-15'-31" West along said West line, a distance of 458.34 feet to the North line of said Southeast 1/4; thence South 89°-25'-18" West along the North line of the Southwest 1/4 of said Northeast 1/4, a distance of 690.87 feet to the Easterly right-of-way line of E. Fieldhack Drive; thence South 26°-31'-05" West along said Easterly line, a distance of 319.94 feet; thence Southwesterly 28.38 feet along said Easterly line on a curve to the left having a radius of 140.00 feet, the chord of said curve bears South 20°-42'-37" West, a chord distance of 28.33 feet; thence South 14°-54'-08" West along said Easterly line, a distance of 88.41 feet; thence South 60°-08'-13" East, a distance of 210.51 feet; thence North 72°-16'-20" East, a distance of 75.00 feet; thence South 89°-53'-30" East, a distance of 152.32 feet; thence South 00°-08'-27" West, a distance of 113.25 feet to the Northwest corner of said Outlot 2; thence South 35°-35'-50" West along a Westerly line of said Outlot 2, a distance of 161.52 feet; thence South 00°-25'-27" West along a Westerly line of said Outlot 2, a distance of 453.99 feet; thence North 89°-05'-40" East along a Westerly line of said Outlot 2, a distance of 22.89 feet; thence South 00°-54'-20" East along a Westerly line of said Outlot 2 and its Southerly extension, a distance of 135.49 feet to the South line of the Northeast 1/4 of said Section 20; thence South 89°-08'-33" West along said South line, a distance of 779.01 feet to the Southwest corner of said Northeast 1/4; thence South 89°-09'-50" West along the North line of

the Southwest 1/4 of said Section 20, a distance of 80.00 feet to the East line of Certified Survey Map No. 8942, recorded in Volume 80 of Certified Survey Maps on Page 73 in the Waukesha County Register of Deeds Office as Document No. 2549466; thence South 00°-16'-30" East along said East line, a distance of 115.30 feet; thence South 57°-07'-50" East, a distance of 869.35 feet; thence South 06°-40'-39" East, a distance of 300.00 feet; thence South 78°-46'-22" East, a distance of 344.09 feet; thence South 00°-25'-36" East, a distance of 480.00 feet; thence North 89°-34'-29" East, a distance of 256.70 feet; thence South 00°-25'-36" East, a distance of 927.64 feet; thence South 10°-08'-49" West, a distance of 69.40 feet; thence Southwesterly 13.75 feet on a curve to the left having a radius of 74.50 feet, the chord of said curve bears South 04°-51'-37" West, a chord distance of 13.73 feet; thence South 00°-25'-36" East, a distance of 71.11 feet to the Northerly right-of-way line of Golf Road/Interstate Highway "94" per State Highway Commission of Wisconsin Plat of Right of Way Project I 056-1(12); thence South 77°-05'-30" East along said Northerly line, a distance of 60.63 feet to the East line of the Southwest 1/4 of the Southeast 1/4 of said Section 20; thence North 00°-25'-36" West along said East line, a distance of 1,216.99 feet to the Southwest corner of the Northeast 1/4 of said Southeast 1/4; thence North 89°-10'-11" East along the South line of said Northeast 1/4, a distance of 660.62 feet; thence North 00°-30'-08" West along the East line of the West 1/2 of said Northeast 1/4, a distance of 1,326.90 feet; thence North 88°-59'-12" East, a distance of 658.88 feet to the point of beginning and containing 90.329 acres (3,934,719 sq. ft.) of land more or less.

Tax Key Number: PWC 941-988-104

Property Address: Vacant Land

This Amendment to the Zoning Map (Change in zoning) is being proposed for the purpose of: permitting condominium and single-family for residential development.

SECTION 2 –SEVERABILITY

The several sections of this Ordinance are declared to be severable. If any section shall be declared by a decision of a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the other provisions of the Ordinance.

SECTION 3 - ACTION

This Ordinance shall take effect upon passage and posting.

Dated this 2nd day of June, 2025.

COMMON COUNCIL OF THE CITY OF PEWAUKEE

WAUKESHA COUNTY, WISCONSIN

_____

Attest: Steve Bierce, Mayor

_____

Kelly Tarczewski, Clerk/Treasurer

WAUKESHA COUNTY CITY OF PEWAUKEE STATE OF WISCONSIN

RESOLUTION NO. PC 25-05-11

A RESOLUTION RECOMMENDING THE ADOPTION OF AN ORDINANCE TO AMEND THE CITY OF PEWAUKEE 2035 COMPREHENSIVE MASTER PLAN AND NEIGHBORHOOD PLANS 2015-2050 TO CHANGE THE YEAR 2050 LAND USE/TRANSPORTATION PLAN OF A PROPERTY LOCATED AT N12W26506 GOLF ROAD BEARING TAX KEY NO. PWC 0944-994 FROM PUBLIC OR PRIVATE PARK AND RECREATION, FLOODPLAINS, LOWLAND & UPLAND CONSERVANCY AND OTHER NATURAL AREAS, AND WATER TO HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.), MEDIUM DENSITY RESIDENTIAL (6,500 SQ. FT. - 1/2 Ac. / D.U.), PUBLIC OR PRIVATE PARK AND RECREATION, AND FLOODPLAINS, LOWLAND & UPLAND CONSERVANCY AND OTHER NATURAL AREAS, PURSUANT TO WIS. STAT. § 66.1001(4)(b)

WHEREAS, pursuant to Wis. Stat. §§ 62.23(2) and (3) and 66.1001(4), the City of Pewaukee is authorized to prepare and adopt and to amend a comprehensive plan as defined in Wis. Stat. §§ 66.1001(1)(a) and 66.1001(2); and

WHEREAS, pursuant to Wis. Stat. § 66.1001(4)(b), the Plan Commission may recommend the amendment of the Comprehensive Master Plan to the Common Council by adopting a resolution by a majority vote of the entire Commission, which vote shall be recorded in the official minutes of the Plan Commission; and

WHEREAS, The Applicant, Land By Label LLC, has applied for an amendment to the Comprehensive Master Plan to change the Year 2050 Land Use/Transportation Plan of a property located at N12W26506 Golf Road bearing Tax Key No. PWC 0944-994 from Public or Private Park and Recreation, Floodplains, Lowland & Upland Conservancy and Other Natural Areas, and Water to High Density Residential (< 6,500 Sq. Ft. / D.U.), Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.), Public or Private Park and Recreation, and Floodplains, Lowland & Upland Conservancy and Other Natural Areas, more particularly described as follows:

PT NE1/4, SE1/4 & SW1/4 SEC 20 T7N R19E; COM SE COR NE1/4; N 1940.36 FT; S89°59'W 1315.11 FT; S 1959.90 FT; S89°08'W 1318.06 FT; S89°08'W 80.00 FT; S 1381.86 FT; S54°E 655.37 FT; S45°30'E 397.52 FT; S44°E 615.00 FT; S76°19'E 173.82 FT; N 1221.45 FT; N89°10'E 660.69 FT; N 1326.90 FT; N88°58'E 659.95 FT TO BGN

WHEREAS, the Plan Commission having determined that the proposed amendment in form and content as presented to the Commission on May 15, 2025, is consistent with the Comprehensive Master Plan's goals, objectives and policies and in proper form and content for adoption by the Common Council as an amendment to the

Comprehensive Master Plan, subject to such modifications the Common Council may consider reasonable and necessary, following public hearing, in order to protect and promote the health, safety and welfare of the City of Pewaukee.

NOW, THEREFORE, BE IT RESOLVED, by the Plan Commission of the City of Pewaukee, Wisconsin, that the application for and the proposed ordinance to amend the City of Pewaukee Comprehensive Master Plan to change the Year 2050 Land Use/Transportation Plan of a property located at N12W26506 Golf Road from Public or Private Park and Recreation, Floodplains, Lowland & Upland Conservancy and Other Natural Areas, and Water to High Density Residential (< 6,500 Sq. Ft. / D.U.), Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.), Public or Private Park and Recreation, and Floodplains, Lowland & Upland Conservancy and Other Natural Areas, such property bearing Tax Key No. PWC 0944-994, be and the same is hereby recommended for adoption and incorporation into the Comprehensive Master Plan by the Common Council:

Passed and adopted this 15th day of May, 2025.

FOR THE PLAN COMMISSION OF THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

ATTEST:

_____
Steve Bierce, Mayor

_____
Colleen Brown, Plan Commission Secretary

WAUKESHA COUNTY CITY OF PEWAUKEE STATE OF WISCONSIN

ORDINANCE NO. 25-09

AN ORDINANCE TO AMEND THE CITY OF PEWAUKEE 2035 COMPREHENSIVE MASTER PLAN AND NEIGHBORHOOD PLANS 2015-2050 TO CHANGE THE YEAR 2050 LAND USE/TRANSPORTATION PLAN OF A PROPERTY LOCATED AT N12W26506 GOLF RD BEARING TAX KEY NO. PWC 0944-994 FROM PUBLIC OR PRIVATE PARK AND RECREATION, FLOODPLAINS, LOWLAND & UPLAND CONSERVANCY AND OTHER NATURAL AREAS, AND WATER TO HIGH DENSITY RESIDENTIAL (< 6,500 SQ. FT. / D.U.), MEDIUM DENSITY RESIDENTIAL (6,500 SQ. FT. - 1/2 Ac. / D.U.), PUBLIC OR PRIVATE PARK AND RECREATION, AND FLOODPLAINS, LOWLAND & UPLAND CONSERVANCY AND OTHER NATURAL AREAS

WHEREAS, pursuant to Wis. Stat. §§ 62.23(2) and (3) and 66.1001(4), the City of Pewaukee is authorized to prepare and adopt and to amend a comprehensive plan as defined in Wis. Stat. §§ 66.1001(1)(a) and 66.1001(2); and

WHEREAS, The Applicant, Land By Label Development LLC, has applied for an amendment to the Comprehensive Master Plan to change the Year 2050 Land Use/Transportation Plan of a property located at N12W26506 Golf Road bearing Tax Key No. 0944994 from Public or Private Park and Recreation, Floodplains, Lowland & Upland Conservancy and Other Natural Areas, and Water to High Density Residential (< 6,500 Sq. Ft. / D.U.), Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.), Public or Private Park and Recreation, and Floodplains, Lowland & Upland Conservancy and Other Natural Areas; and

WHEREAS, the Plan Commission of the City of Pewaukee by a majority vote of the entire Commission on May 15, 2025, recorded in its minutes, has adopted a resolution recommending to the Common Council the adoption of the Ordinance to Amend the City of Pewaukee Comprehensive Master Plan to change the Year 2050 Land Use/Transportation Plan of a property located at N12W26506 Golf Road bearing Tax Key No. 0944994 from Public or Private Park and Recreation, Floodplains, Lowland & Upland Conservancy and Other Natural Areas, and Water to High Density Residential (< 6,500 Sq. Ft. / D.U.), Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.), Public or Private Park and Recreation, and Floodplains, Lowland & Upland Conservancy and Other Natural Areas; and

WHEREAS, the City of Pewaukee held a public hearing upon this proposed Ordinance, in compliance with the requirements of Wis. Stat. § 66.1001(4)(d); the Common Council having received input from the public at a duly noticed public hearing on June 2, 2025; and

NOW THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Pewaukee, Wisconsin, do ordain as follows:

SECTION 1: Adoption

The City of Pewaukee Comprehensive Master Plan is hereby amended to change the Year 2050 Land Use/Transportation Plan of a property located at N12W26506 Golf Road bearing Tax Key No. 0944994 from Public or Private Park and Recreation, Floodplains, Lowland & Upland Conservancy and Other Natural Areas, and Water to High Density Residential (< 6,500 Sq. Ft. / D.U.), Medium Density Residential (6,500 Sq. Ft. - 1/2 Ac. / D.U.), Public or Private Park and Recreation, and Floodplains, Lowland & Upland Conservancy and Other Natural Areas.

SECTION 2: Document Transmittal

The City Common Council hereby directs the City Clerk/Treasurer to transmit a copy of the amendment as well as a signed copy of both the **Resolution No. PC 25-05-11** and this **Ordinance No. 25-09** to the Wisconsin Department of Administration, the Southeastern Wisconsin Regional Planning Commission, the Waukesha Park and Land Use Department, the Pewaukee Public Library and to each town, village and city that abuts the City of Pewaukee.

SECTION 3: Severability

The several sections and portions of this ordinance are declared to be severable. If any section or portion thereof shall be declared by a decision of a court of competent jurisdiction to be invalid, unlawful, or unenforceable, such decision shall apply only to the specific section or portion thereof directly specified in the decision, and shall not affect the validity of all other provisions, sections, or portions thereof of the ordinance. The remainder of the ordinance shall remain in full force and effect. Any other ordinances whose terms are in conflict with the provisions of this ordinance are hereby repealed as to those terms that conflict.

SECTION 4: Effective Date

This ordinance shall take effect immediately upon passage and posting of publication as provided by law.

Passed and adopted this 2nd day of June, 2025.

FOR THE COMMON COUNCIL OF THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

ATTEST:

_____
Steve Bierce, Mayor

_____

Kelly Tarczewski, Clerk/Treasurer

STATE OF WISCONSIN CITY OF PEWAUKEE WAUKESHA COUNTY

ORDINANCE 25-10

TO AMEND THE ZONING MAP OF
THE CITY OF PEWAUKEE, WAUKESHA COUNTY, WISCONSIN

The Common Council of the City of Pewaukee, Waukesha County, Wisconsin do ordain that the Zoning Map of the City of Pewaukee, Wisconsin is hereby amended to change the zoning classification of the property described below as follows:

FROM: **P-1 PARK AND OPEN SPACE, F-1 FLOODPLAIN, & LC LOWLAND CONSERVANCY DISTRICT**

TO**:** **RM-3 MULTI-FAMILY RESIDENTIAL PLANNED UNIT DEVELOPMENT AND RS-6 SINGLE-FAMILY RESIDENTIAL PLANNED UNIT DEVELOPMENT, P-1 PARK AND OPEN SPACE, & LC LOWLAND CONSERVANCEY DISTRICT**

SECTION 1 - DESCRIPTION

Common Description:

Legal Description of Lands to be Zoned Rm-3

Part of the Northeast 1/4 and Southeast 1/4 of the Northeast 1/4 of Section 20, Township 7 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin being more particularly described as follows:

Commencing at the Southeast corner of the Northeast 1/4 of said Section 20; thence North 00°-14'-25" West along the East line of said Northeast 1/4, a distance of 862.54 feet to the point of beginning; thence North 89°-53'-30" West, a distance of 1,082.40 feet; thence South 00°-06'-30" West, a distance of 30.00 feet; thence North 89°-53'-30" West, a distance of 235.38 feet to the West line of the Southeast 1/4 of said Northeast 1/4; thence North 00°-15'-31" West along said West line and the West line of the Northeast 1/4 of said Northeast 1/4, a distance of 1,105.15 feet; thence North 89°-59'-31" East, a distance of 1,318.30 feet to the East line of the Northeast 1/4 of said Section 20; thence South 00°-14'-25" East along said East line, a distance of 1,077.82 feet to the point of beginning and containing 32.736 acres (1,425,999 sq. ft.) of land more or less.

Legal Description of Lands to be Zoned P-1

Part of the Northwest 1/4 and Southwest 1/4 of the Northeast 1/4 and part of the Northeast 1/4 of the Southwest 1/4 of Section 20, Township 7 North, Range 19 East, City of Pewaukee, Waukesha County, Wisconsin being more particularly described as follows:

Commencing at the Southwest corner of the Northeast 1/4 of said Section 20; thence South 89°-09'-50" West along the North line of the Southwest 1/4 of said Section 20, a distance of 80.00 feet to the East line of Certified Survey Map No. 8942, recorded in Volume 80 of Certified Survey Maps on Page 73 in the Waukesha County Register of Deeds Office as Document No. 2549466; thence South 00°-16'-30" East along said East line, a distance of

115.30 feet to the point of beginning; thence South 57°-07'-50" East, a distance of 869.35 feet; thence South 06°-40'-39" East, a distance of 300.00 feet; thence South 78°-46'-22" East, a distance of 344.09 feet; thence South 00°-25'-36" East, a distance of 480.00 feet; thence North 89°-34'-29" East, a distance of 256.70 feet; thence South 00°-25'-36" East, a distance of 927.64 feet; thence South 10°-08'-49" West, a distance of 69.40 feet; thence Southwesterly 13.75 feet on a curve to the left having a radius of 74.50 feet, the chord of said curve bears South 04°-51'-37" West, a chord distance of 13.73 feet; thence South 00°-25'-36" East, a distance of 71.11 feet to the Northerly right-of-way line of Golf Road/Interstate Highway "94" per State Highway Commission of Wisconsin Plat of Right of Way Project I 056-1(12); thence North 77°-05'-30" West along said Northerly line, a distance of 115.60 feet to the Northerly line of the Wisconsin Electric Power Company right-of-way; thence North 44°-00'-06" West along said Northerly line, a distance of 610.84 feet; thence North 45°-30'-06" West along said Northerly line, a distance of 397.52 feet; thence North 54°-00'-06" West along said Northerly line, a distance of 655.40 feet to the East line of said Certified Survey Map No. 8942; thence North 00°-16'-30" West along said East line, a distance of 1,266.54 feet to the point of beginning and containing 38.489 acres (1,676,565 sq. ft.) of land more or less.

Tax Key Number: PWC 0944-994

Property Address: N12 W26506 Golf Road

This Amendment to the Zoning Map (Change in zoning) is being proposed for the purpose of: permitting multi-family residential development, condominium and single-family for residential development and parkland.

SECTION 2 –SEVERABILITY
The several sections of this Ordinance are declared to be severable. If any section shall be declared by a decision of a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the other provisions of the Ordinance.

SECTION 3 - ACTION
This Ordinance shall take effect upon passage and posting.

Dated this 2nd day of June, 2025.

COMMON COUNCIL OF THE CITY OF PEWAUKEE

WAUKESHA COUNTY, WISCONSIN

_____

Attest: Steve Bierce, Mayor

_____

Kelly Tarczewski, Clerk/Treasurer

City of Pewaukee - New Agenda Item

Agenda Language:
Discussion and possible action regarding capping assessments for connecting to municipal water and sanitary sewer.

Sub Item Agenda Language:

Background Provided By:
Magdelene Wagner

Background:
FROM CC AGENDA 10/7/2024
The Water and Sewer Utilities have assessed for utility extensions since the inception of the utilities. The cost of the extensions are allocated to the benefited properties. Each project has an engineer's report where costs are broken down and allocated to each property based on 1 of 3 methods (unit, front footage, and acreage). There are some projects which a portion of the costs are allocated as Utility cost when the water main or sewer size is oversized for a benefit to the Utility as a whole. When oversizing occurs, the assessments to the properties are based on an 8 inch equivalent which is the minimum size for our system. It should be noted that each assessment project is different and costs allocated to each project is different based on each project circumstance which are outlined in the Engineer's Report.

The assessment policy is based on the premise that it is equitably applied to all benefited parcels. Recent actions taken by the Common Council are putting this long standing policy at risk while they try to balance the immediately affected citizens of Pewaukee and the long term goals and needs of the Community as a whole. This is a difficult decision for everyone involved.

Over the last several years, the Utility has spent thousands of dollars on designing water and sewer extensions as part of road reconstruction projects per the City's policy and for utility extensions for system operation, fire protection and reliability. Several of these projects were ultimately rejected by the Common Council due to the assessments for the water and sewer extensions exceeding a tolerable level. The assessments are directly related to the cost of extending the utilities to the area and are based on the lowest qualified bids per State Law.

The Utilities have two funding sources: their rates and special assessments. Any cost not special assessed must be paid for within the rates for the utilities. Rates for the Water Utility are set by the Public Service Commission (PSC) based upon information provided in a Rate Case Study. Rates for the Sewer Utility are set by the Common Council, typically based on a financial analysis completed. Each utility must provide documentation to support the rates. If extensions are not special assessed, the rate

payers, who previously paid for their own utility extensions, are paying for new extensions. Please be aware that current water and sewer rates are on the rise due to escalating costs for operations and maintenance. Current water rates are a $30.00 base charge plus $4.75 per 1,000 gallons of water use which is from Step 1 of a 2 step increase authorized by the PSC last year. The second step will increase to $5.45 per 1,000 gallons of water use. See the attached Water Rate Comparison which shows Pewaukee rates are currently in the middle of surrounding communities. The second step will push us towards the high end of the surrounding rates. Keep in mind these rates (Step 1 or Step 2) do not include upcoming treatments for radium and PFAS. They also do not include any future well development to meet our future water demands.

The Utility also reviews all options to fund projects through grants or low interest loans. Unfortunately, the City does not qualify for many of these grants due to its high median household income. These programs are also competitive programs which often will require additional restrictions, such as Build American Buy American, Disadvantage Business Enterprise (DBE), Davis Bacon Wages, and additional reporting requirements, which typically increase the cost of these projects. We will weigh if the benefit of the low-interest loan outweighs these additional project costs when projects are evaluated for funding options. We also weigh the availability of products that meet these requirements as many of them have significantly longer lead times than standard products.

With the need to close these water main loops within our system, extend utilities to unserved areas and future developable areas of the City, and the Common Council rejecting the Utility project due to high costs, it is time to again reconsider how the Utility can provide reliable, safe services to City residents. Perhaps we need to consider some type of water and sewer main special assessment cap similar to paving caps that have been set for residential properties or other funding. Though the Utility and its rate payers cannot absorb all the costs for utility extensions, hopefully, we can strike a balance between escalating project costs and the threshold that property owners who are benefiting from these extensions and Council members can accept.

With all this in mind, the Public Works Committee (PWC) has been working with Staff to establish a policy for municipal sewer and water extensions. The intent of the discussions were to find a way to make the assessments more affordable to support the extensions. The PWC had previous discussion on this topic on 2/22/2024. See attached agenda and minutes. The discussion continued at the June 13, 2024 meeting. See attached agenda and draft minutes.

Staff completed a review of previous assessments for water main and sewer main extensions (see attached assessment analysis). Each assessment was adjusted by a construction cost index from the time the assessments were levied to the current year. Looking at the previous assessments, the average water main assessment is $14,357.62 per REU and 1-1/4" water service assessment is $7,656.24. The average sanitary sewer assessment is $19,749.23 per REC and 6" sewer lateral is $9,063.85.

If a cap is proposed, we would recommend creating a cap for the assessments at the above rates and include a construction cost index increase annually. The PWC recommended these assessment caps be adopted by the Common Council.

Before we end the discussion regarding the assessments, two additional alternatives were discussed at a Staff level that should be considered.
1. PILOT: The City voluntarily elects to have the Water Utility pay a Payment In Lieu of Taxes (PILOT) every year. In 2022, the value of the PILOT was $514,560. The City could allocate these funds to offset assessment costs, whether it is on a project basis or a residents "needs" basis. Secondarily, the City could elect not to collect the PILOT and direct the Water Utility to use these funds to create a fund to offset individual assessments. This option does not exist for the sanitary sewer utility.
2. PERCENTAGE: Rather than setting a specific dollar cap, the assessments could be a percentage of the project. Since each project is unique, this would be more reflective of the current assessment policy. The remaining cost would be absorbed by the rate payers of the respective utility.

Final note on assessments. The Utilities also assess for Reserve Capacity Assessments (RCA's) and Interceptor Capacity Assessments (ICA - sewer only). These are due when a resident connects to the system (at plumbing permit issuance). These assessments help pay for lift stations, pumps, oversizing costs, wells, towers, treatment systems, and other overall system requirements. The current Water RCA is $6.006, Sewer RCA $3,632, and Sewer ICA's differ for each area.

UPDATED FOR 5/19/2025 CC Meeting:
2025 RCA & ICA rates are $6,073 for the Water RCA, $3,632 for the Sewer RCA, and $307.35 to $7,030 (depending on area) for the Sewer ICA.

Please note minutes are not available from the 10/7/2024 Common Council meeting so you will need to listen to the audio if you need to refresh your memory on the discussion from this meeting. The item begins around minute 10:20.

Over the last several months, Staff has been working on creating maps to show areas that have municipal sewer and water and which areas do not. In addition, we have been working on determining the total number of parcels that are not connected to municipal sewer and/or water. We are still reviewing the final documents, but they give you enough perspective to consider while we refine the data further.

As of 2025, the City has a total of 6,985 parcels.
For Municipal Sanitary Sewer: 5,998 parcels have sewer available to the parcel. 611 parcels (9%) are not connected to the available municipal sewer. 987 parcels (14%) do not have sewer available to them.

For Municipal Water: 5,362 parcels have water available to the parcel. 860 parcels (16%) are not connected to the available water. 1,623 parcels (23%) do not have water

available to them.

We have attached maps showing this data. This is by section in order to make it visible to you in a reasonable format. The hatched areas are the areas in which municipal sewer or water are not available to the parcel. The shaded (or highlighted) parcels have sewer or water available to the parcel but are not connected. Just a reminder, we know we have some errors on these maps which we are working to refine, but it gives you a scale of the number of parcels that are not connected or have the utilities available to them.

The current connection policy for the sewer is a mandatory connection in 5 years for non-residential properties and in 15 years for residential properties. Payment of the assessment may be made over 10 years with an optional 5-year deferral. Interest accrues on any unpaid balance.

The current connection policy for water is a mandatory connection at the time of sale (one-time first degree relative exemption is available). Payment of the assessment may be made over 10 years with an optional 5-year deferral. Interest accrues on any unpaid balance. The existing well must be abandoned at the time of connection.

Once we formalize the policy, the staff are planning to hold a public hearing for all older water assessments to update them to the current policy.

Finally, once we have a policy set and a determination if the Council desires to continue providing sewer and water to all parcels in the City, Staff will also be working to create a septic and well relief plan for the community so we can effectively communicate a timeline for these projects to our residents.

Update for 6/2/2025 CC Meeting:
The Council requested Staff contact some Developer's to determine costs associated with bringing municipal sewer and water to lots they are developing. These costs are included in the lot prices that are paid when someone purchases a new lot. I contacted a few developers and also reviewed some of the data we receive from the developer for the donated assets computations. It is important to note the size of the lots which the information is based off of. Many of them are 1/4 acre lots which are much smaller than most of the lots in Pewaukee. Costs for 1/4 acre lots are much lower due to the higher density (more lots) sharing in the cost of the infrastructure.

Swan View Farms Ph 2 Cost from data provided for donated asset computations:
2021 Construction for ~1/2 acre lots
Sewer: $37,794.17 per lot
Water: $10,942.71 per lot

Belinski - Water & Sewer Cost:
2025 Waukesha Subdivision (1/4 acre Lots): $26,775 per lot
2025 Mukwonago Subdivision (1/3 acre Lots): $36,032 per lot

2024/2025 Port Washington Subdivision (1/4 acre Lots): 24,976 per lot

Neumann Water & Sewer Cost:
75' wide lot, 10,000 SF lot (~1/5 acre Lots): $25,000 per lot
Sewer Main: $140 per linear foot
Sewer Lateral: $2,500 per lot
Water Main: $120 per linear foot
Water Service: $1,700 per lot

Based upon the linear foot, lateral, and service costs from Neumann, we calculated the cost for the Hickory Grove Subdivision. Most lots within this subdivision are about 1 acre. The average cost per lot for municipal water is $22,247.21 and for municipal sewer is $26,471.75. I would also caution that these are developer costs, not municipal bid costs. Municipal bidding requirements typically increase the cost due to the bonding and other regulatory requirements. These costs also do not include any restoration (landscaping or roadway). They are strictly just for pipe installation for each utility.

If the Council pursues an assessment cap, I recommend the caps for the mains on a per REU or REC basis. This would equate any non-residential use back to a single-family residential unit. This is how we calculate our RCA charges and allows some equity for use throughout the system. I would also recommend the caps be adjusted annually by a construction cost index. The following are my suggested rates for 2025:
Water Main: $14,500 per REU
Water Service (1 1/4"): $8,000
Sewer Main: $20,000 per REC
Sewer Lateral (6"): $9,000

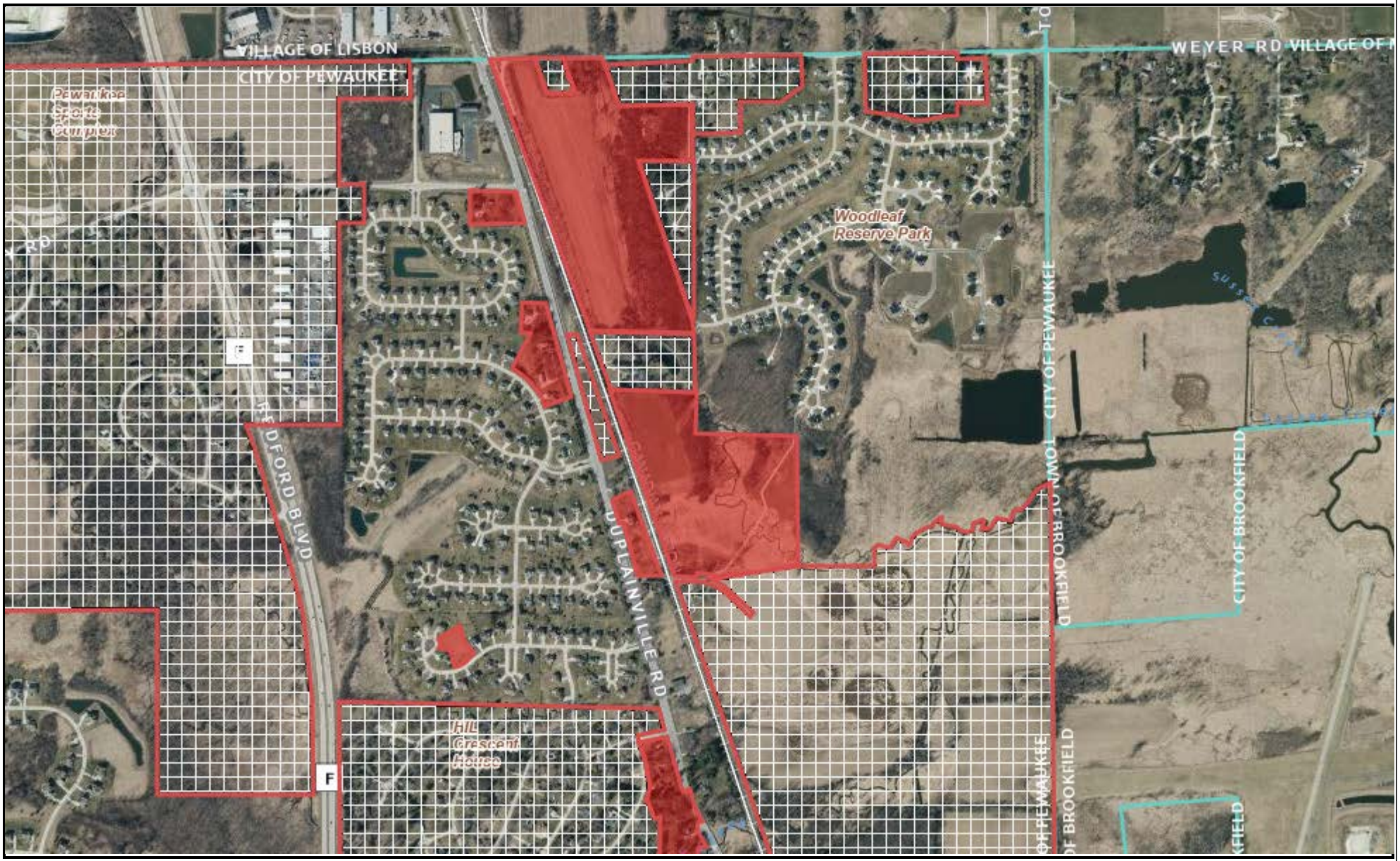
Fiscal Impact:
The financial impact is difficult to estimate as each project has a different cost. If we assume $40,000 assessment for sewer and $25,0000 assessment for water, and we cap the assessments at $22,000 for water and $28,000 for sewer (total $50,000), the total potential cost the utilities will need to cover is $3,000 for water and $13,000 for sewer for each property. The number of parcels that do not have sewer and water accessible is 987 and 1,623 respectively. This results in an estimated cost of $12,831,000 for sewer and $4,869,000 for water. This would obviously be over a number of years since we cannot build all this infrastructure at once.

Recommended Motion:
If the Council pursues an assessment cap, I recommend the following rates with an annual construction cost index adjustment:
Water Main: $14,500 per REU
Water Service (1 1/4"): $8,000
Sewer Main: $20,000 per REC
Sewer Lateral (6"): $9,000

Total Pewaukee Parcels	6985
Total Sewer Accessible	5998
Total Sewer Connected	5387
Total Sewer Inaccessible	987
Percent Sewer Inaccessible	14%
Total Unconnected to accessible sewer	611
Percent Unconnected to accessible sewer	9%
Total Water Accessible	5362
Total Water Connected	4502
Total Water Inaccessible	1623
Percent Water Inaccessible	23%
Total Unconnected to accessible water	860
Percent Unconnected to accessbile water	16%

WAUKESHA COUNTY LAND INFORMATION SYSTEMS DIVISION

Section 1 Sewer Accessibility



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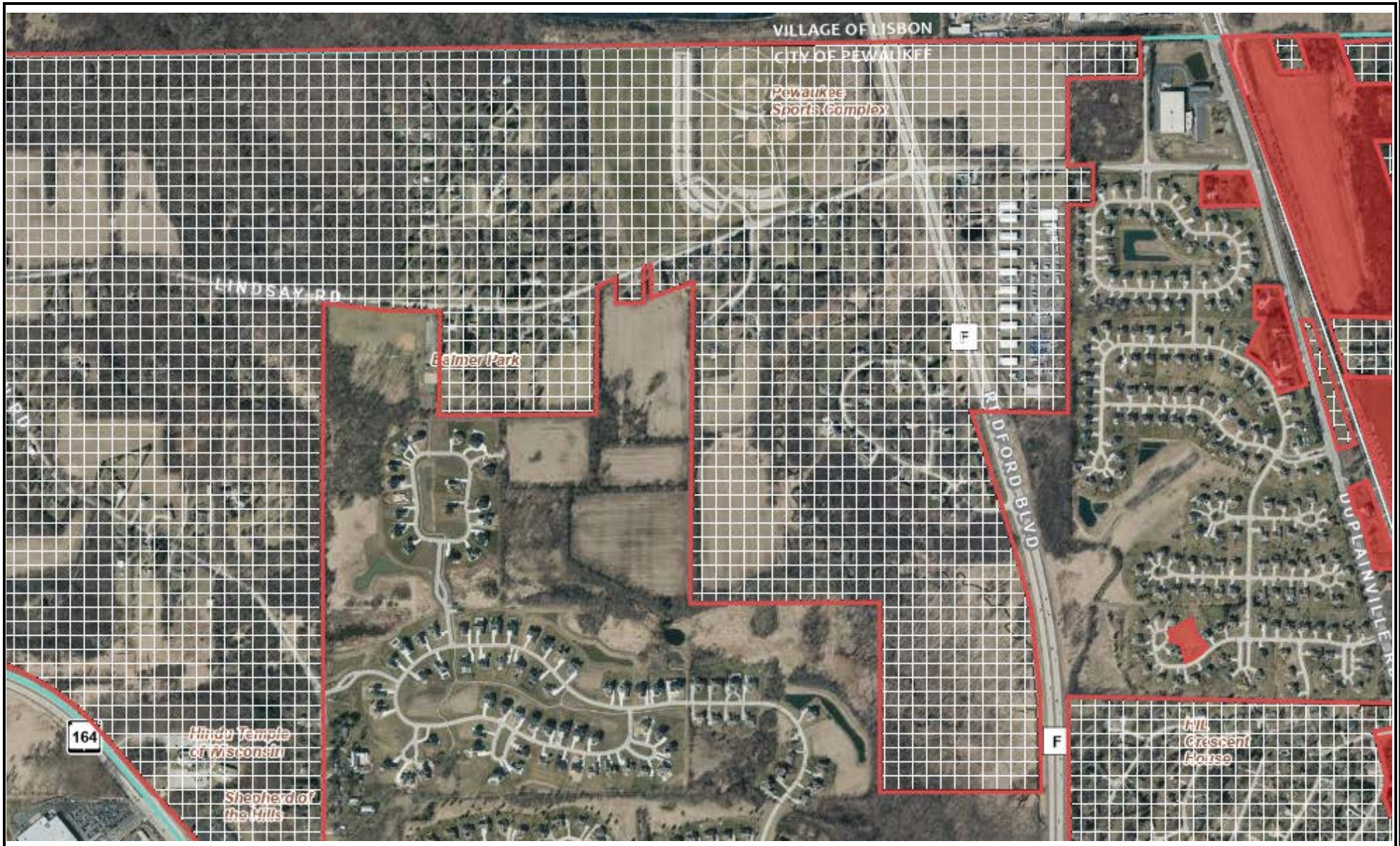
Section 2 Sewer Accessibility



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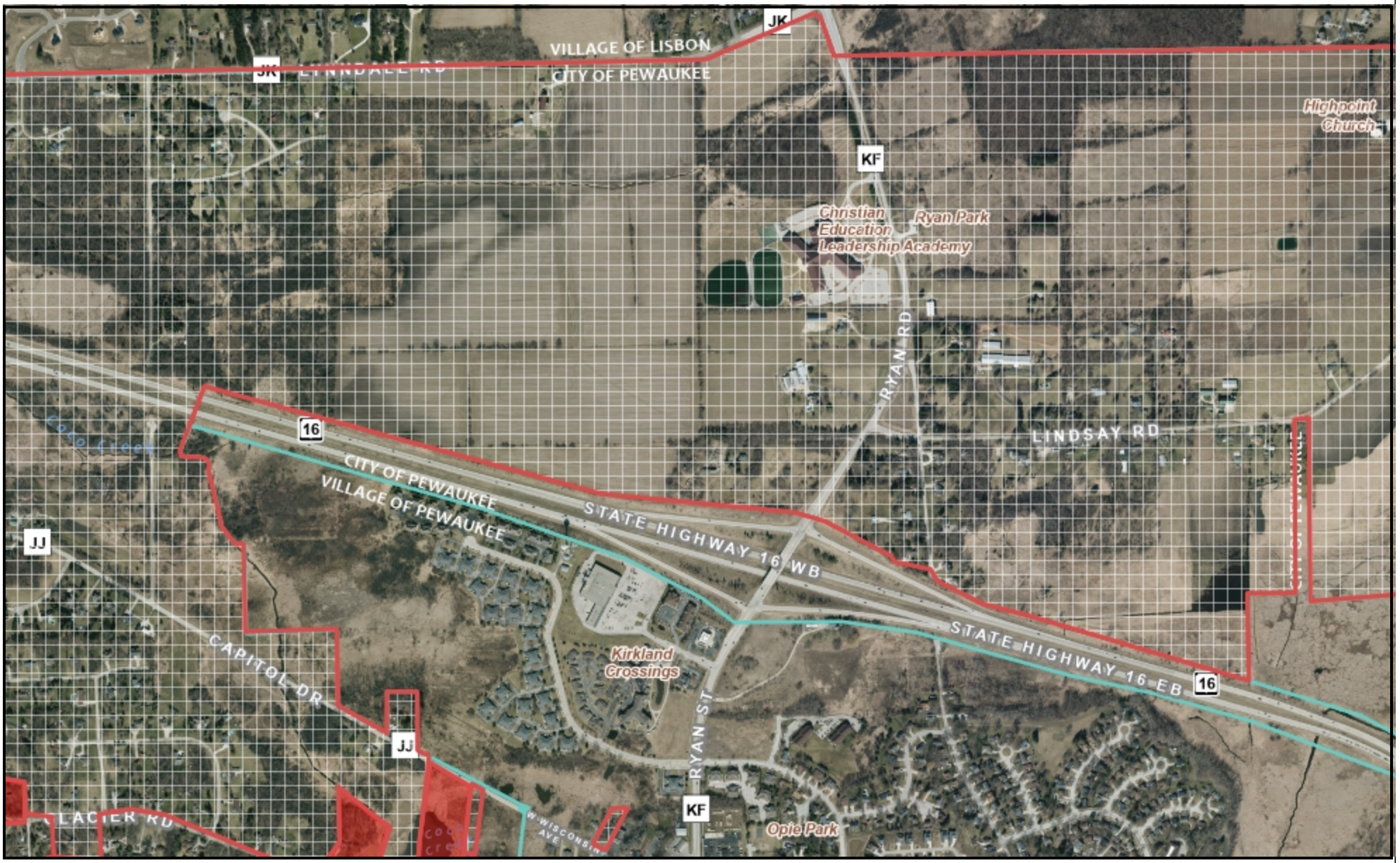
Section 5 Sewer Accessibility



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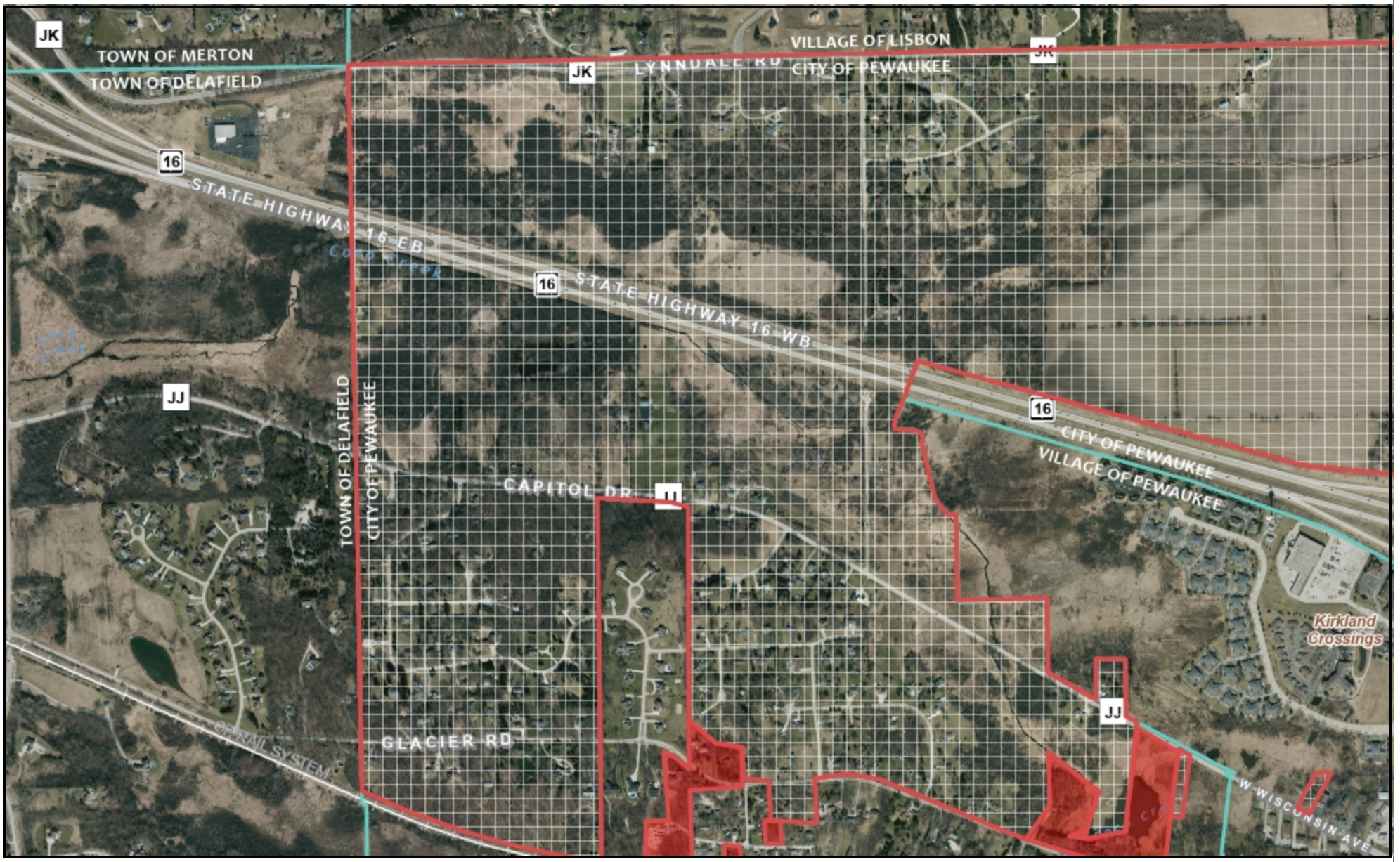
Section 6 Sewer Accessibility



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Section 7 Sewer Accessibility



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Section 8 Sewer Accessibility



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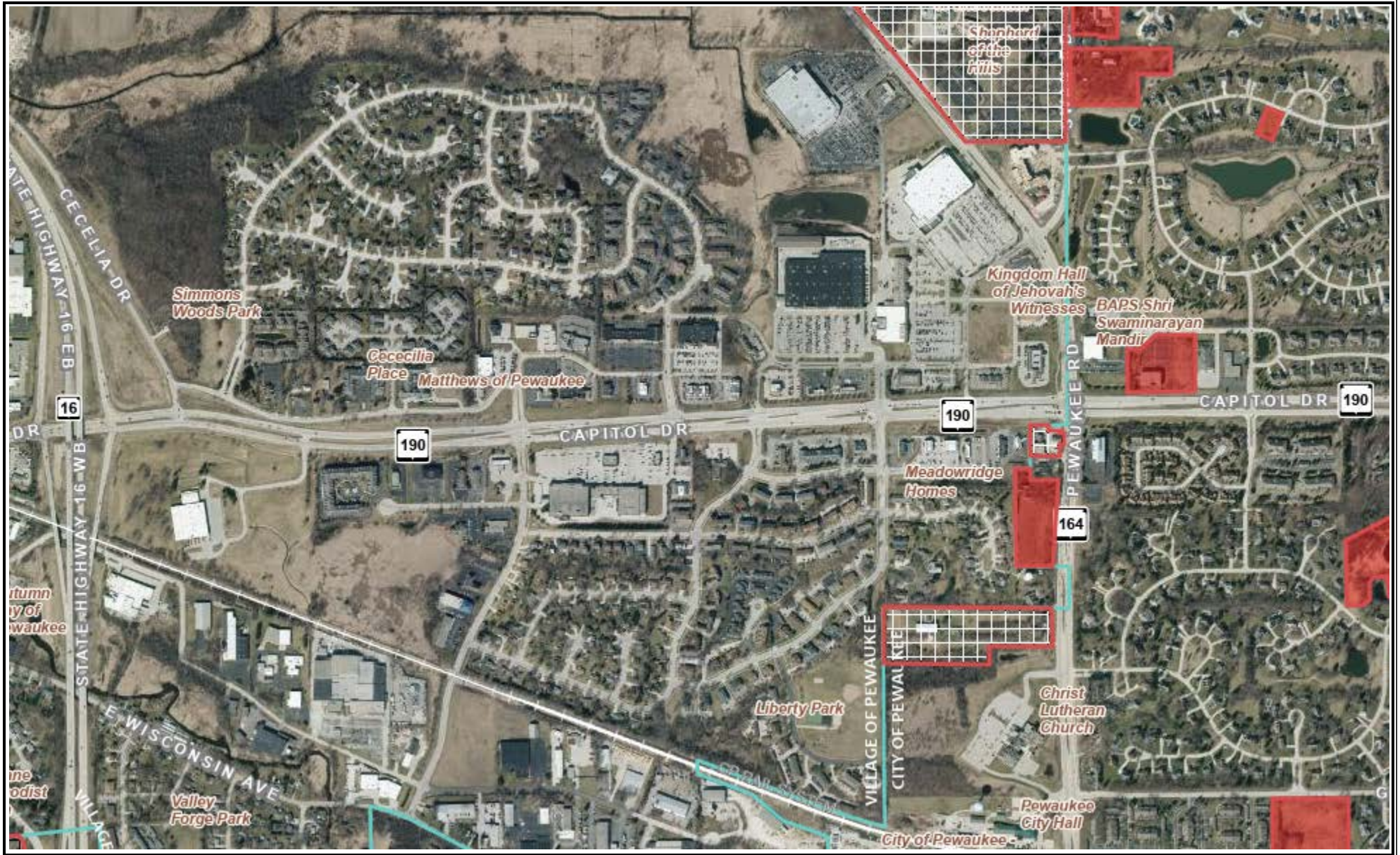
WAUKESHA COUNTY

LAND INFORMATION SYSTEMS DIVISION

Section 10 Sewer Accessibility



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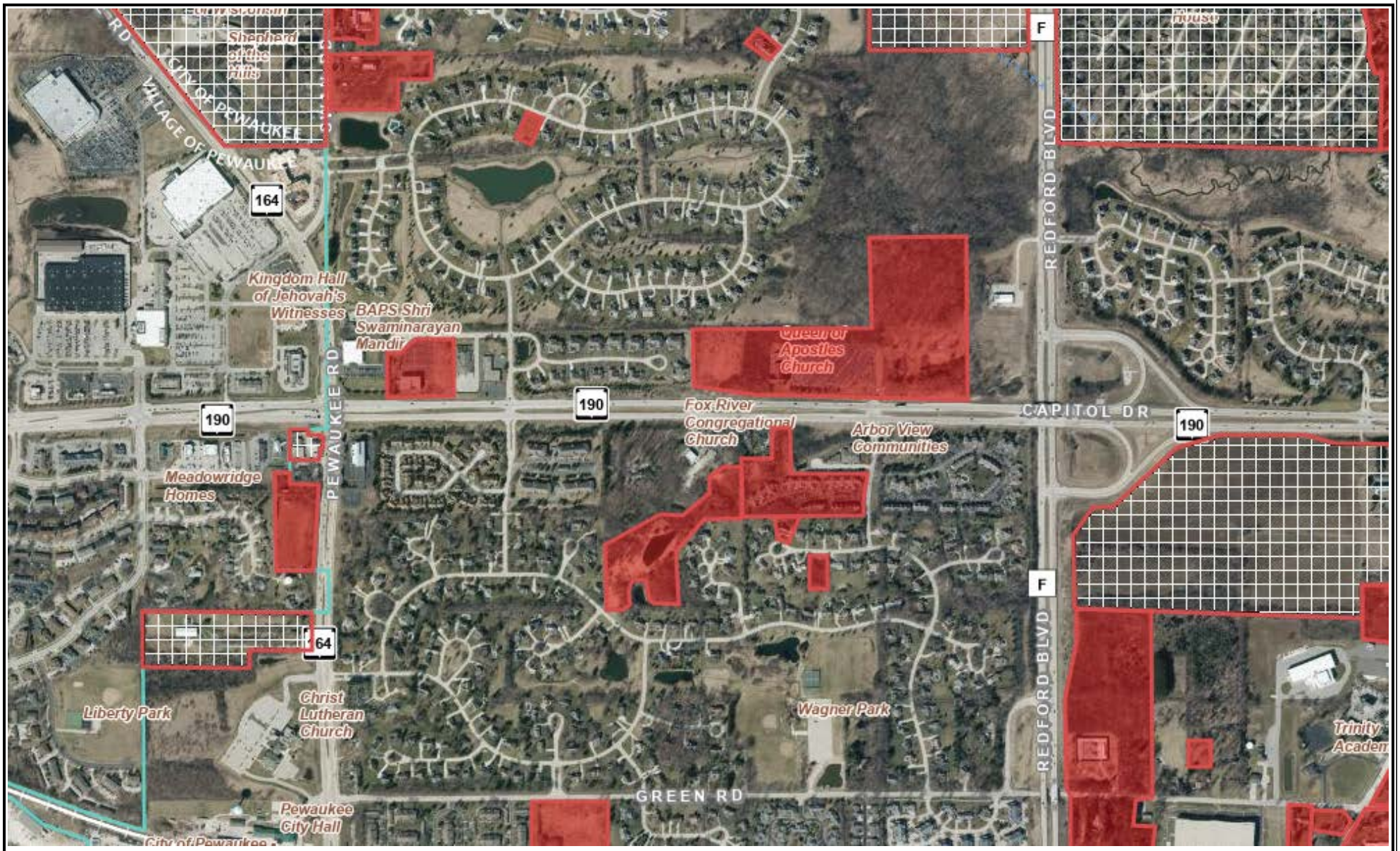
Section 11 Sewer Accessibility



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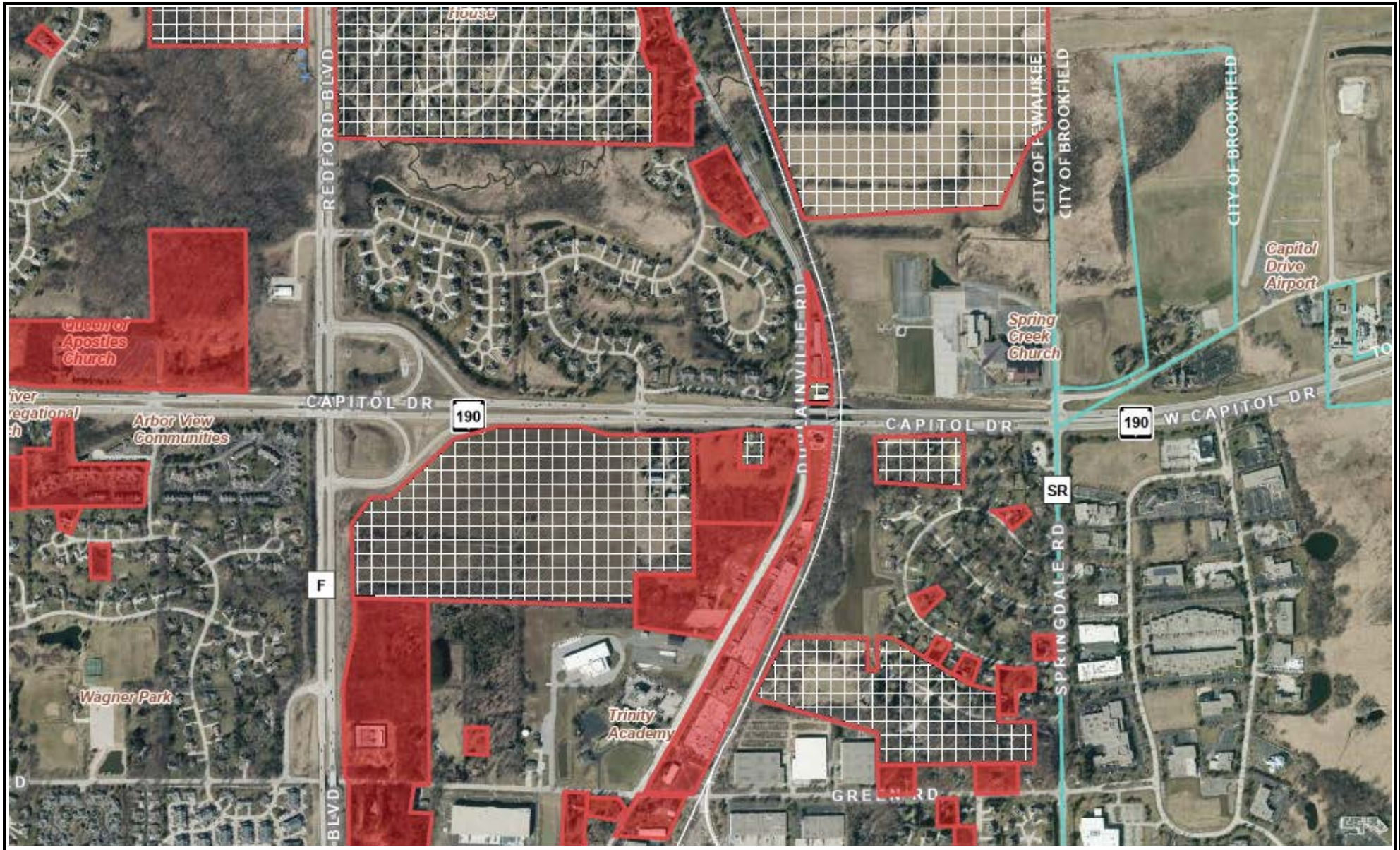
Section 12 Sewer Accessibility



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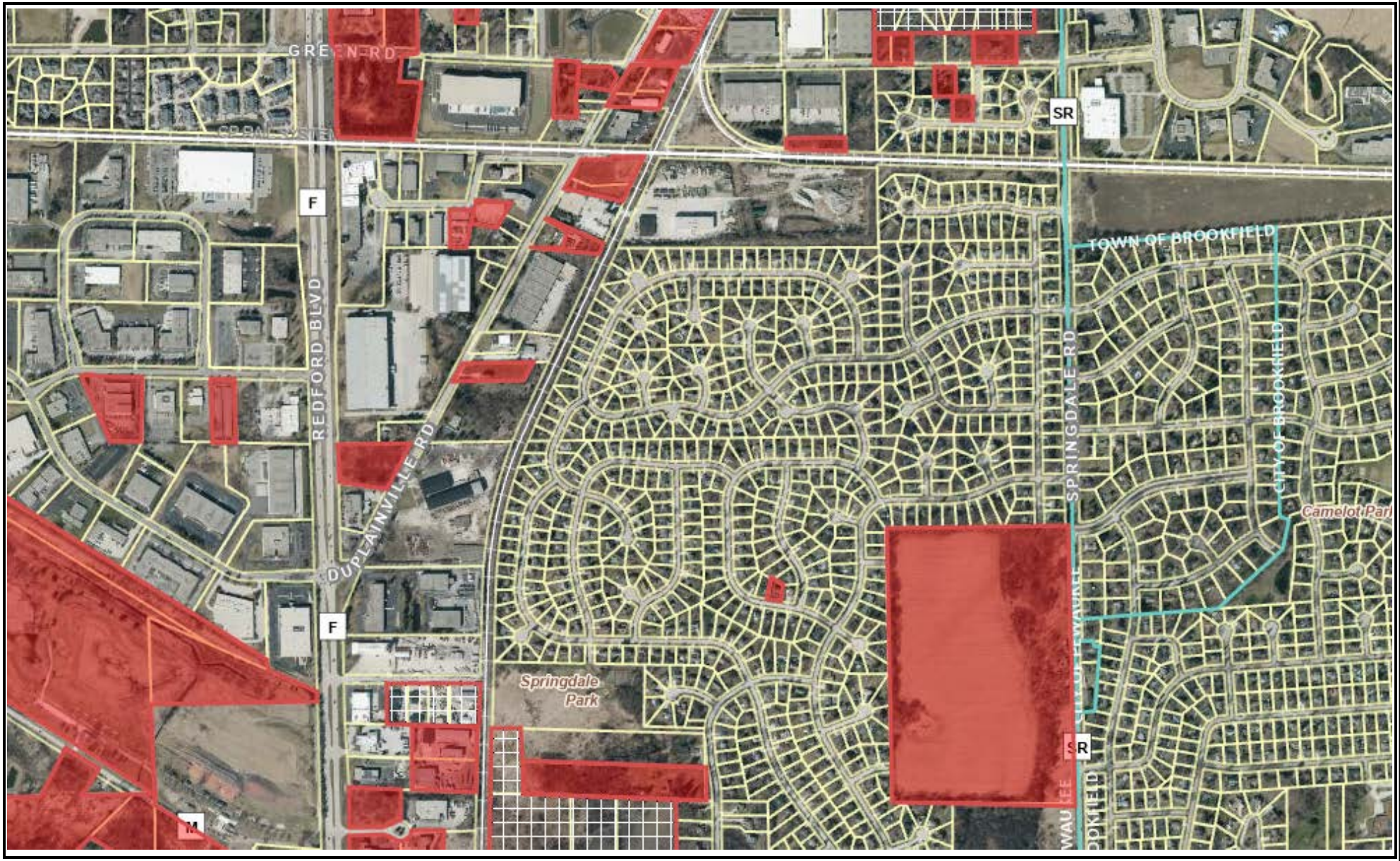
Section 13 Sewer Accessibility



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Section 15 Sewer Accessibility



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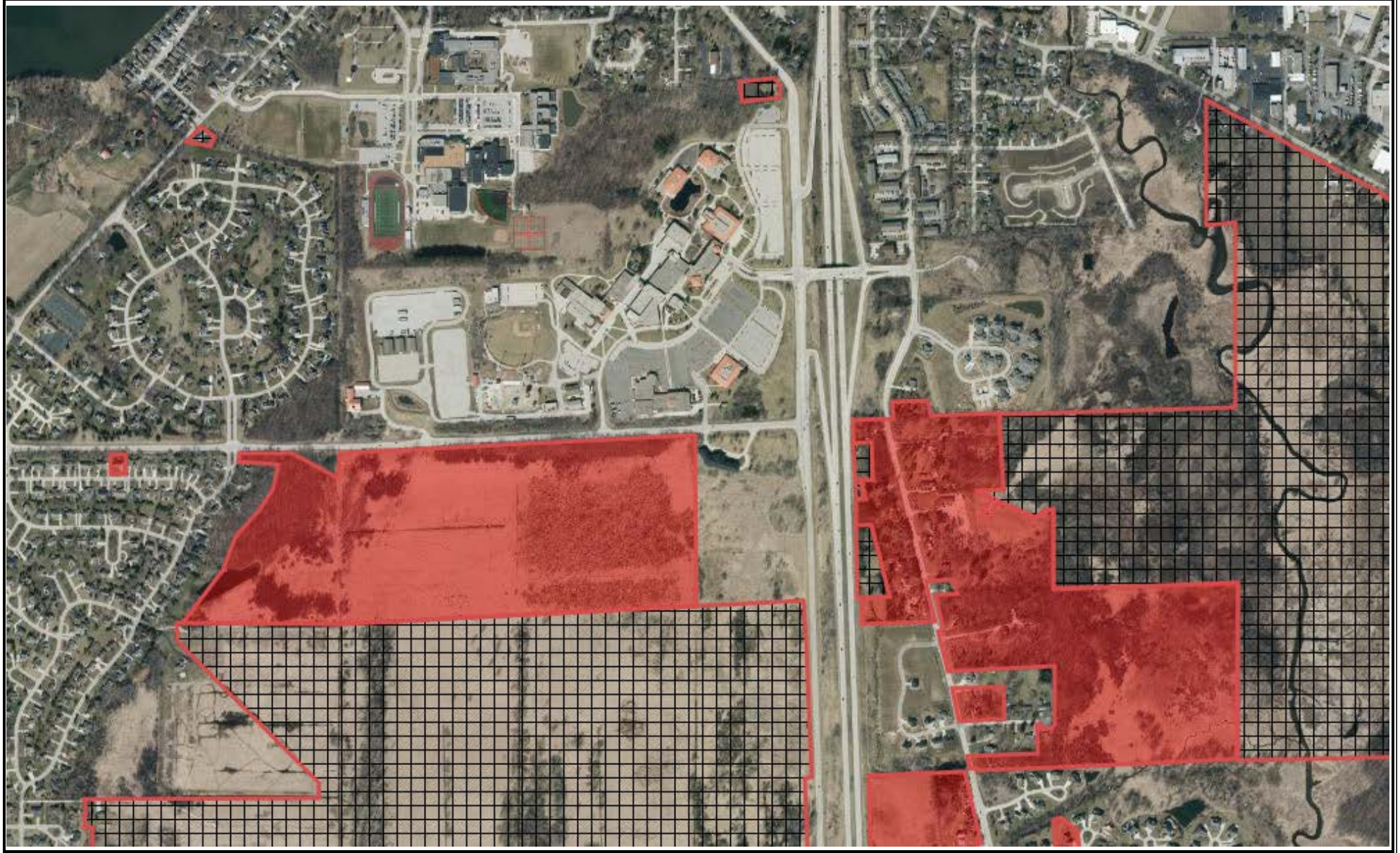
LAND INFORMATION SYSTEMS DIVISION

Section 16 Sewer Accessibility



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Section 17 Sewer Accessibility



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LAND INFORMATION SYSTEMS DIVISION

Section 18 Sewer Accessibility



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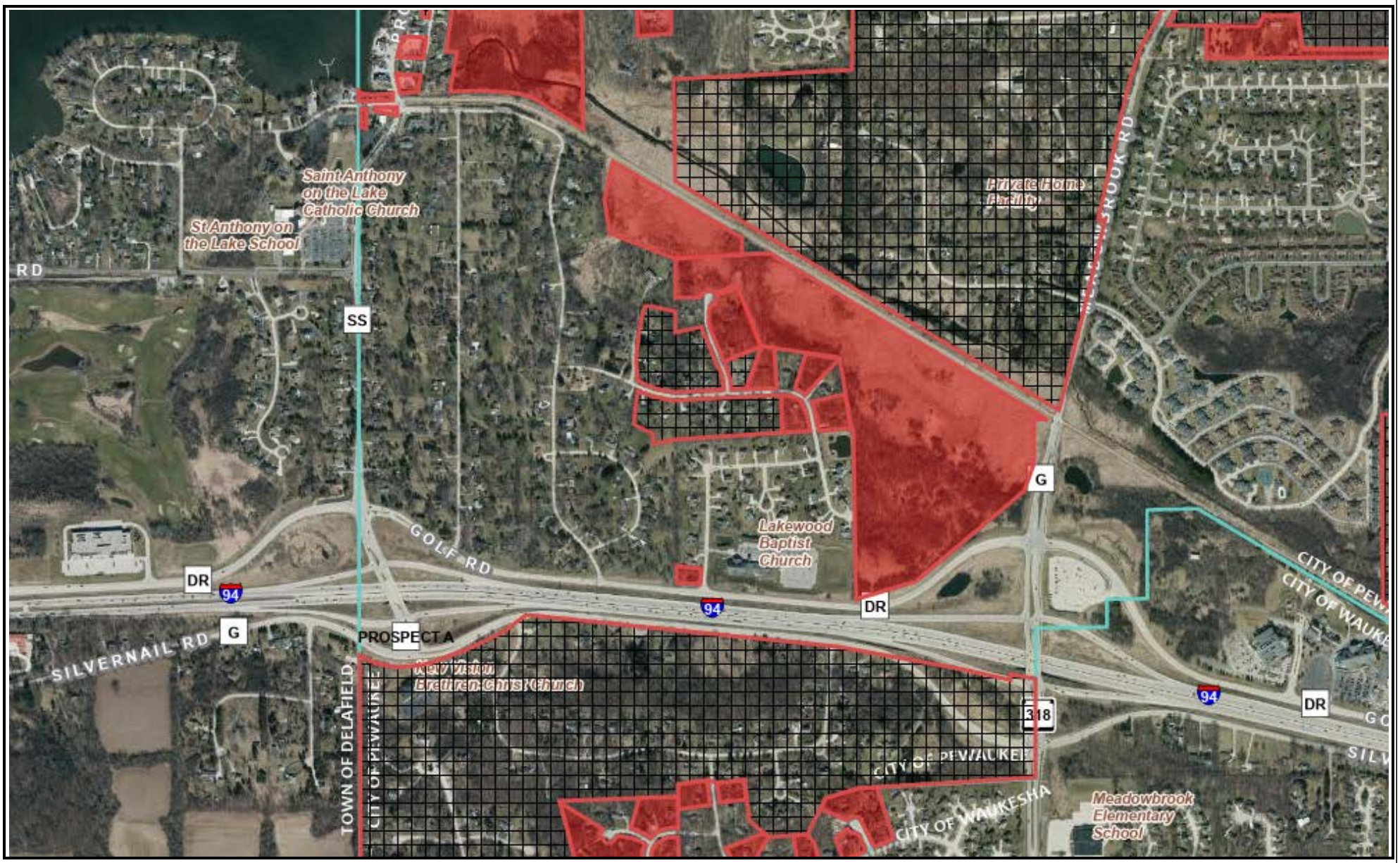
WAUKESHA COUNTY LAND INFORMATION SYSTEMS DIVISION

Section 19 Sewer Accessibility



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WAUKESHA COUNTY

LAND INFORMATION SYSTEMS DIVISION

Section 20 Sewer Accessibility



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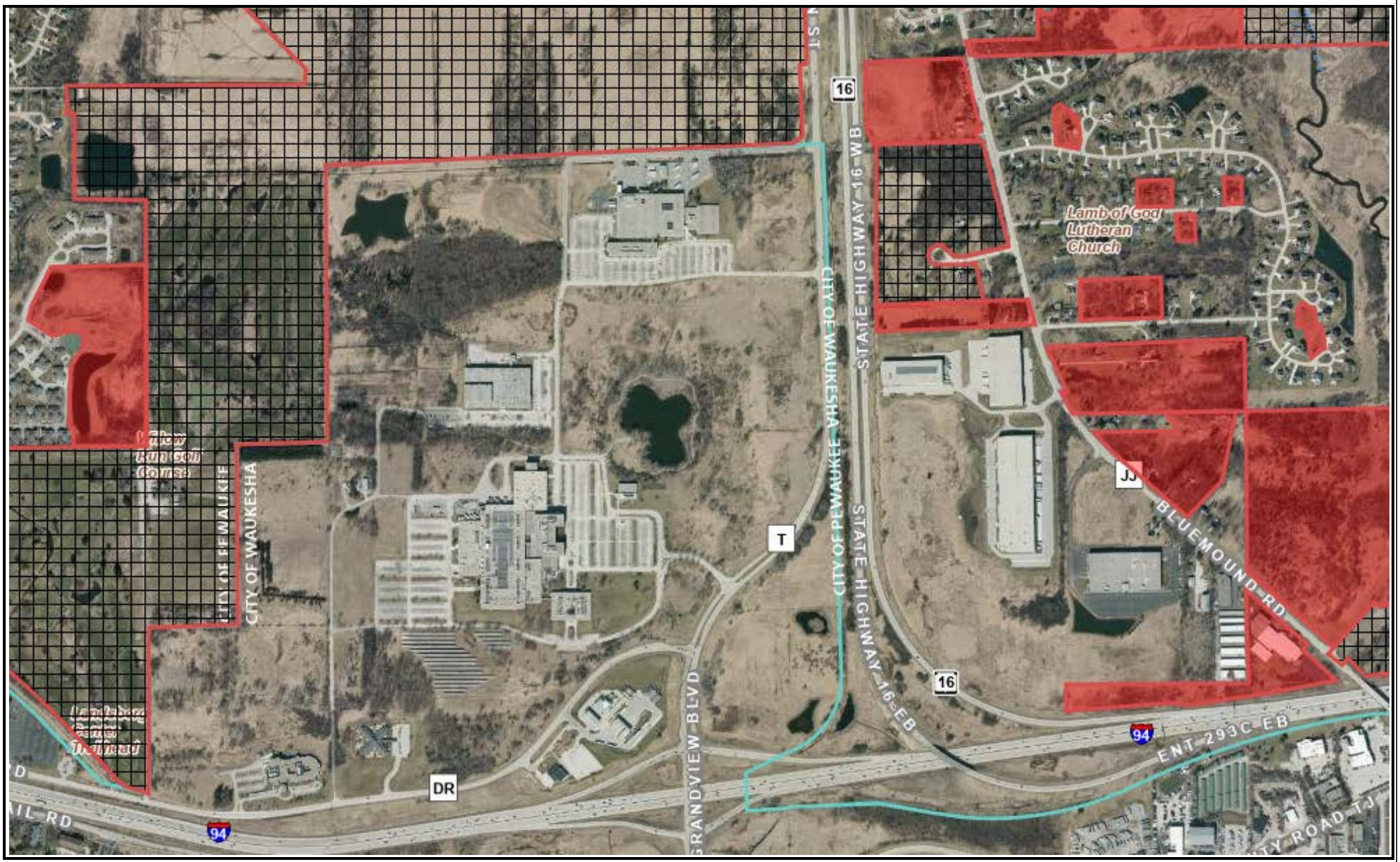
LAND INFORMATION SYSTEMS DIVISION

Section 21 Sewer Accessibility



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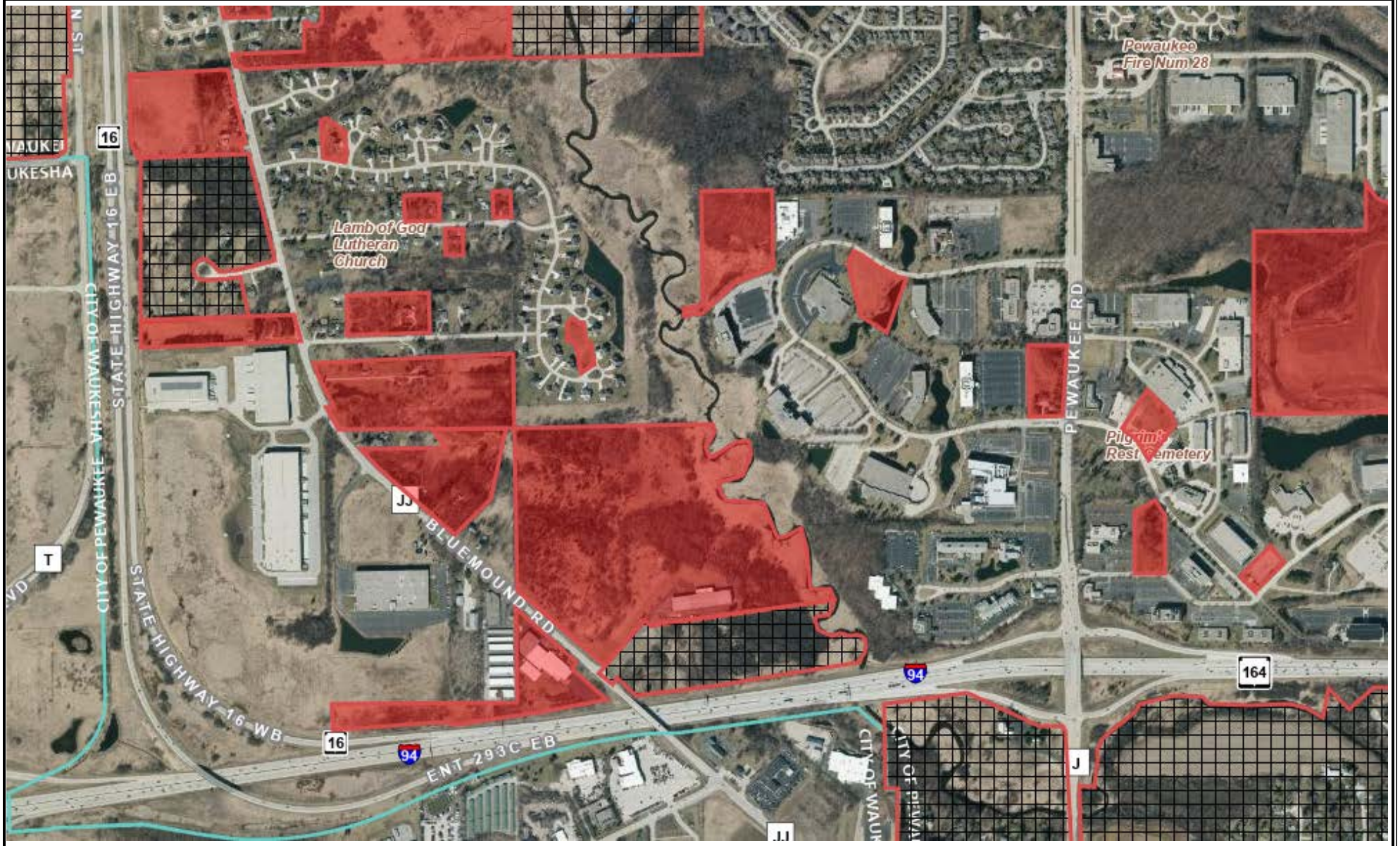
LAND INFORMATION SYSTEMS DIVISION

Section 22 Sewer Accessibility



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LAND INFORMATION SYSTEMS DIVISION

Section 23 Sewer Accessibility



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LAND INFORMATION SYSTEMS DIVISION

Section 24 Sewer Accessibility



0 978.64 Feet

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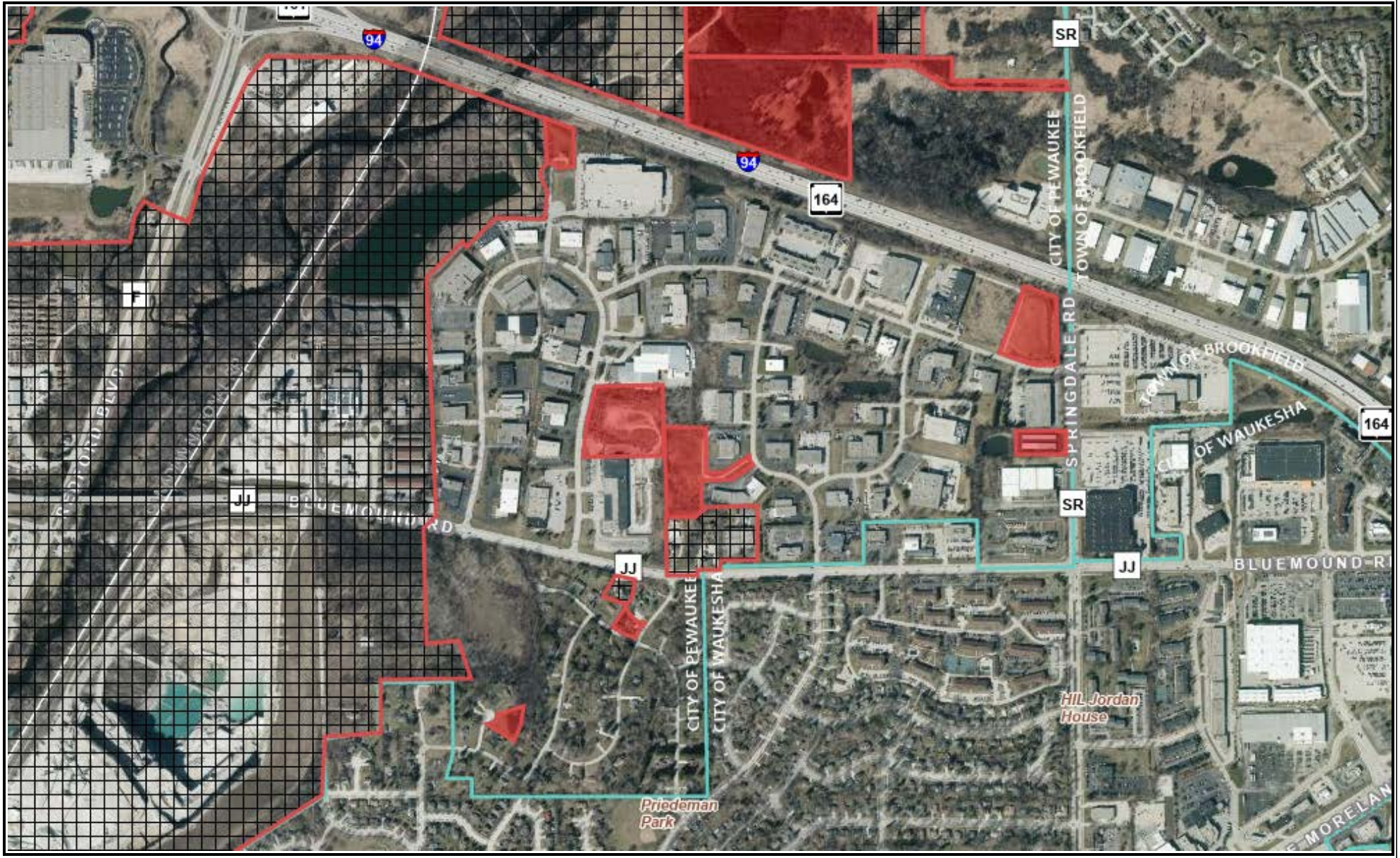
Notes: Hashed-Sewer inaccessible
Shaded-Unconnected to accessible sewer

Printed: 4/18/2025

LAND INFORMATION SYSTEMS DIVISION

Section 25 Sewer Accessibility



0 978.64 Feet

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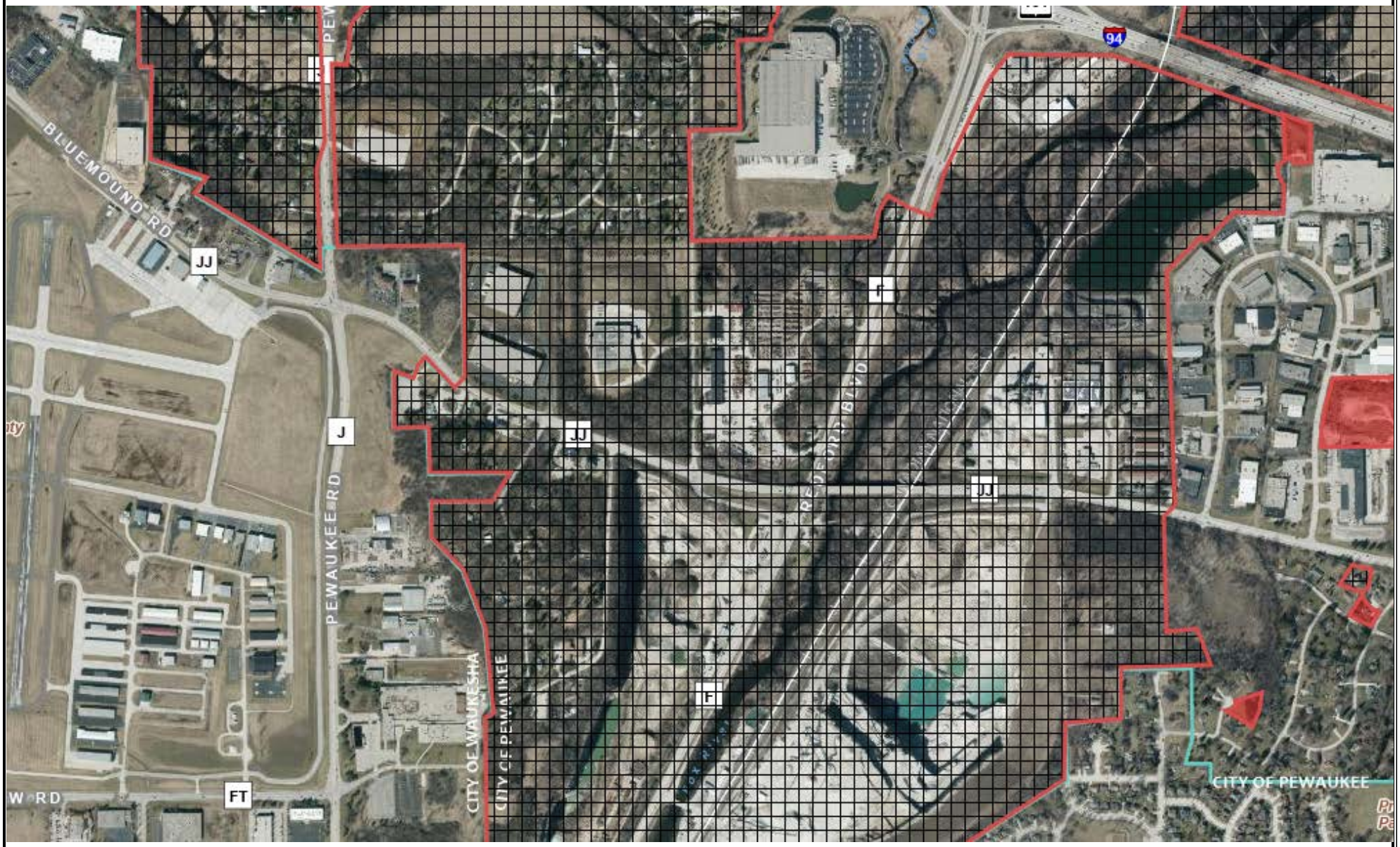
Notes: Hashed-Sewer inaccessible
Shaded-Unconnected to accessible sewer

Printed: 4/18/2025

LAND INFORMATION SYSTEMS DIVISION

Section 26 Sewer Accessibility



0 978.64 Feet

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Notes: Hashed-Sewer inaccessible
Shaded-Unconnected to accessible sewer

Printed: 4/18/2025

LAND INFORMATION SYSTEMS DIVISION

Section 27 Sewer Accessibility



0 978.64 Feet

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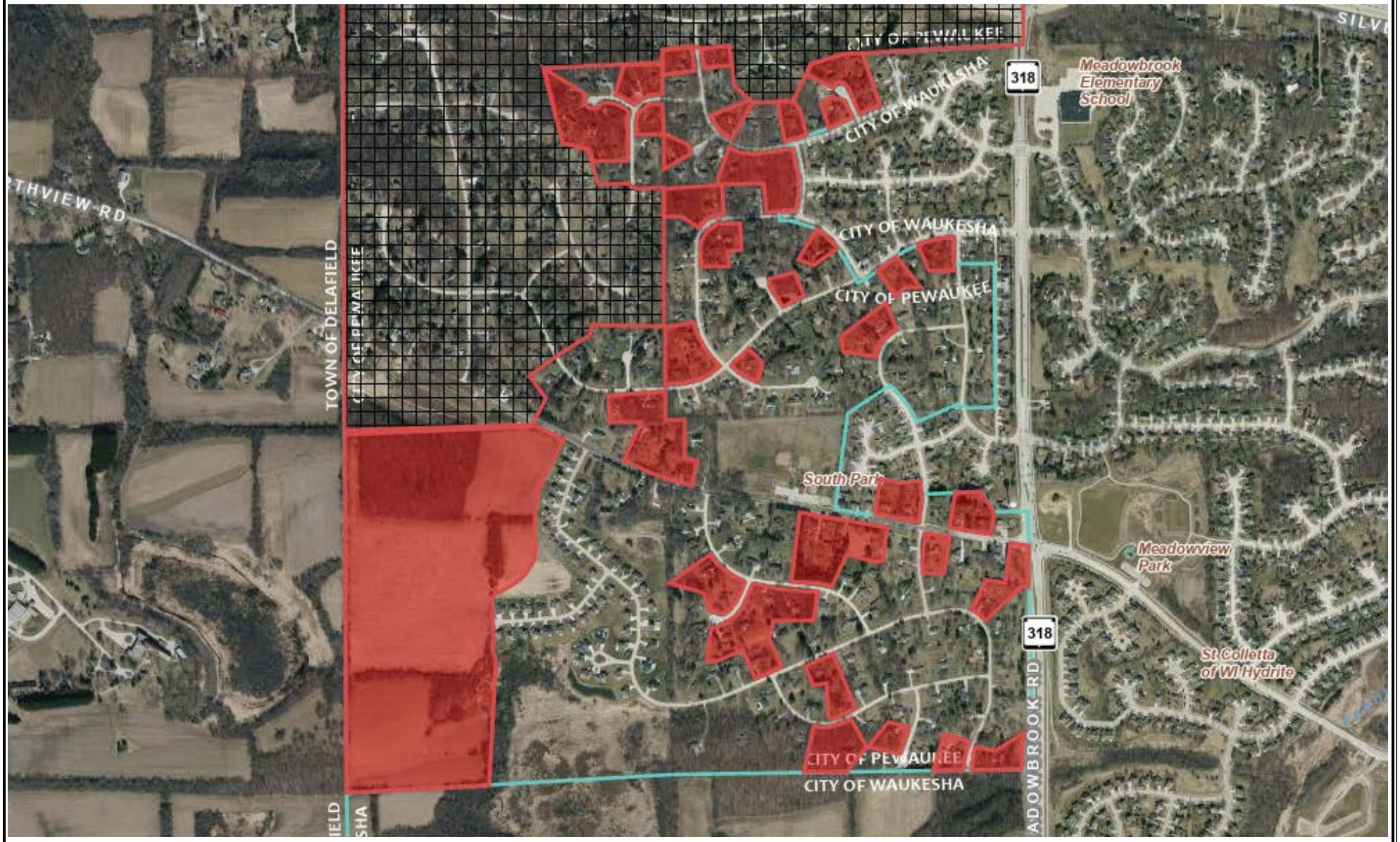
Notes: Hashed-Sewer inaccessible
Shaded-Unconnected to accessible sewer

Printed: 4/18/2025

LAND INFORMATION SYSTEMS DIVISION

Section 30 Sewer Accessibility



0 978.64 Feet

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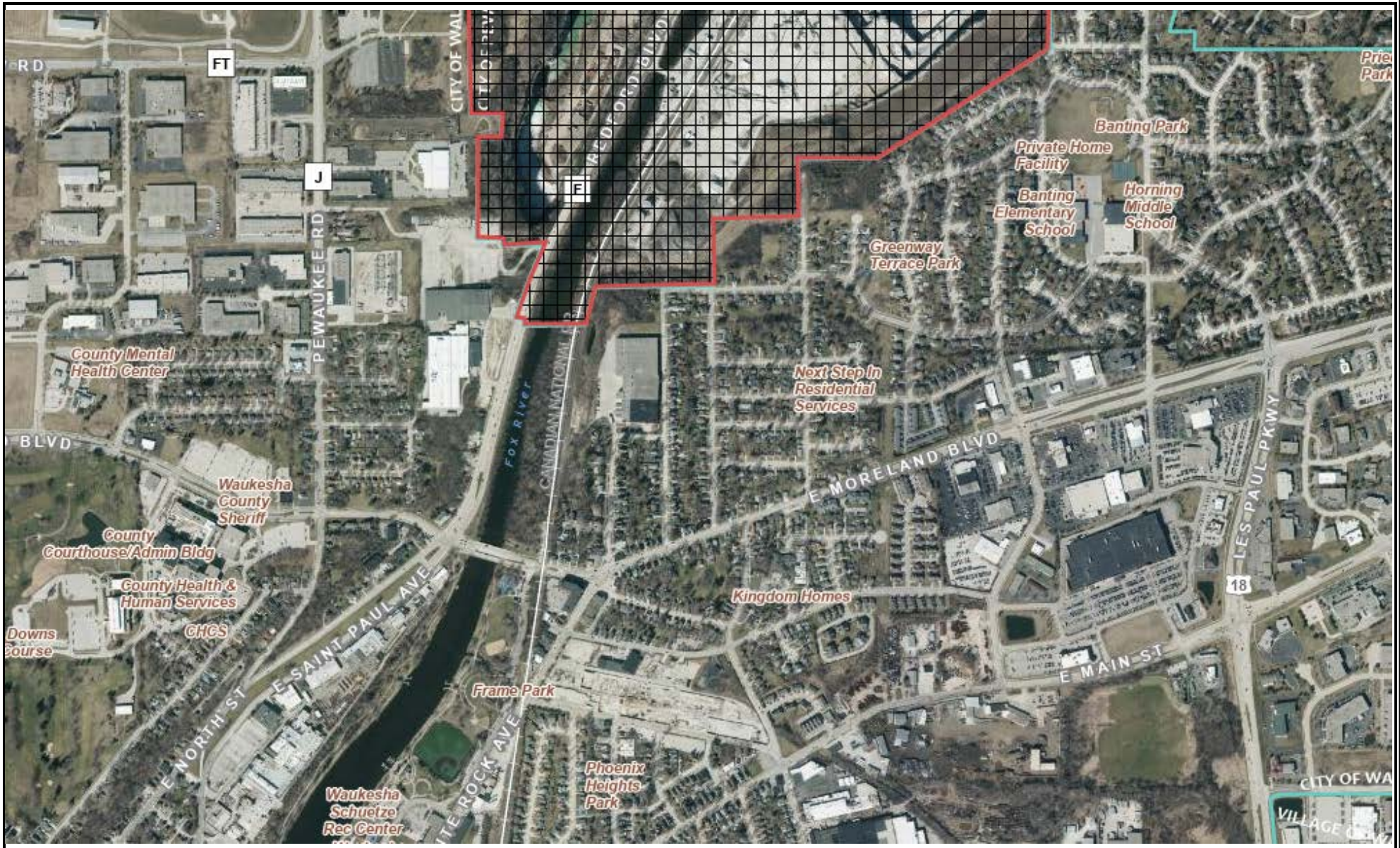
Notes: Hashed-Sewer Inaccessibile

Printed: 4/18/2025

LAND INFORMATION SYSTEMS DIVISION

Section 35 Sewer Accessibility



0 978.64 Feet

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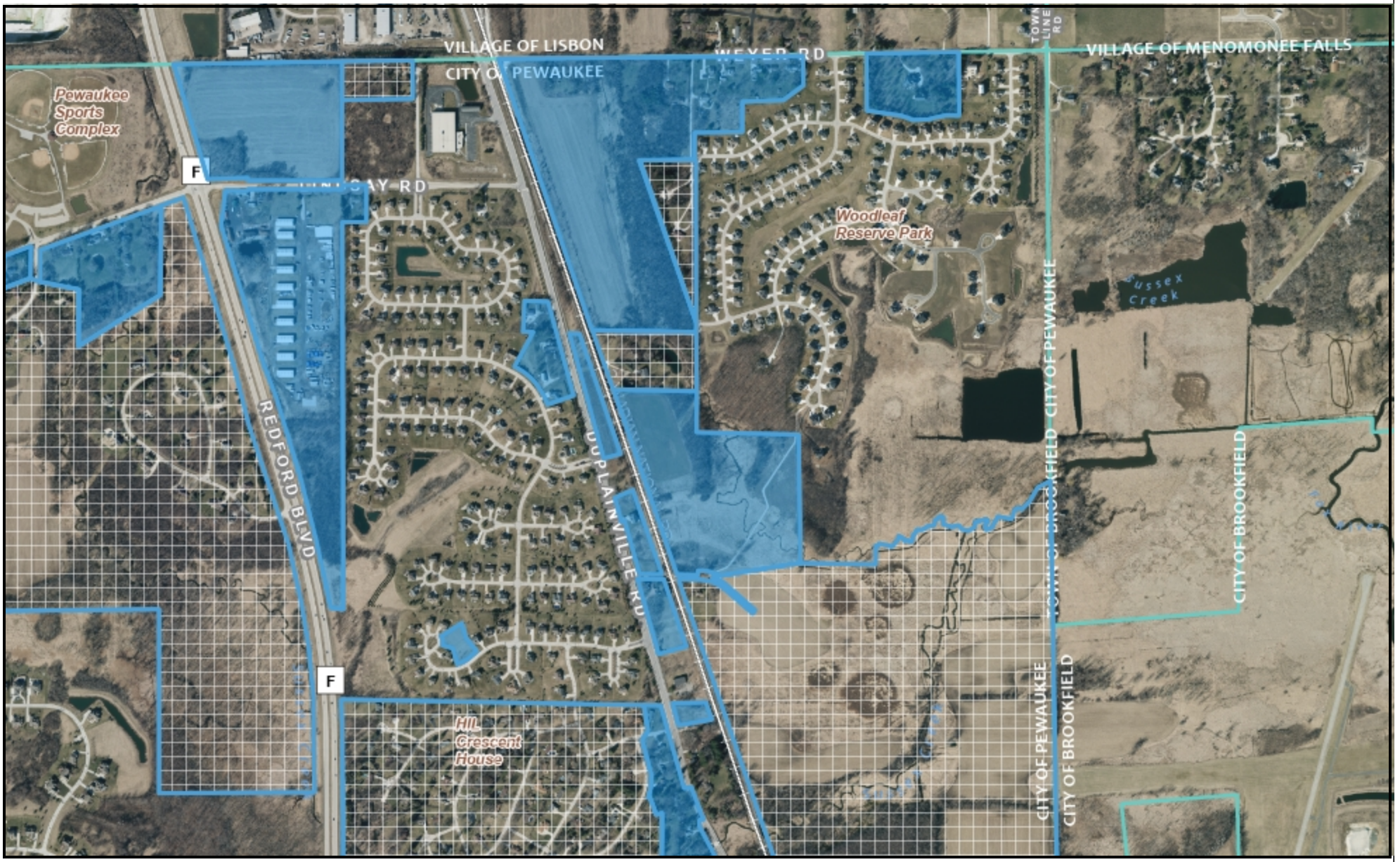
Notes: Hashed-Sewer Inaccessibile

Printed: 4/18/2025

WAUKESHA COUNTY LAND INFORMATION SYSTEMS DIVISION

Section 1 Water Accessibility



0 975.30 Feet

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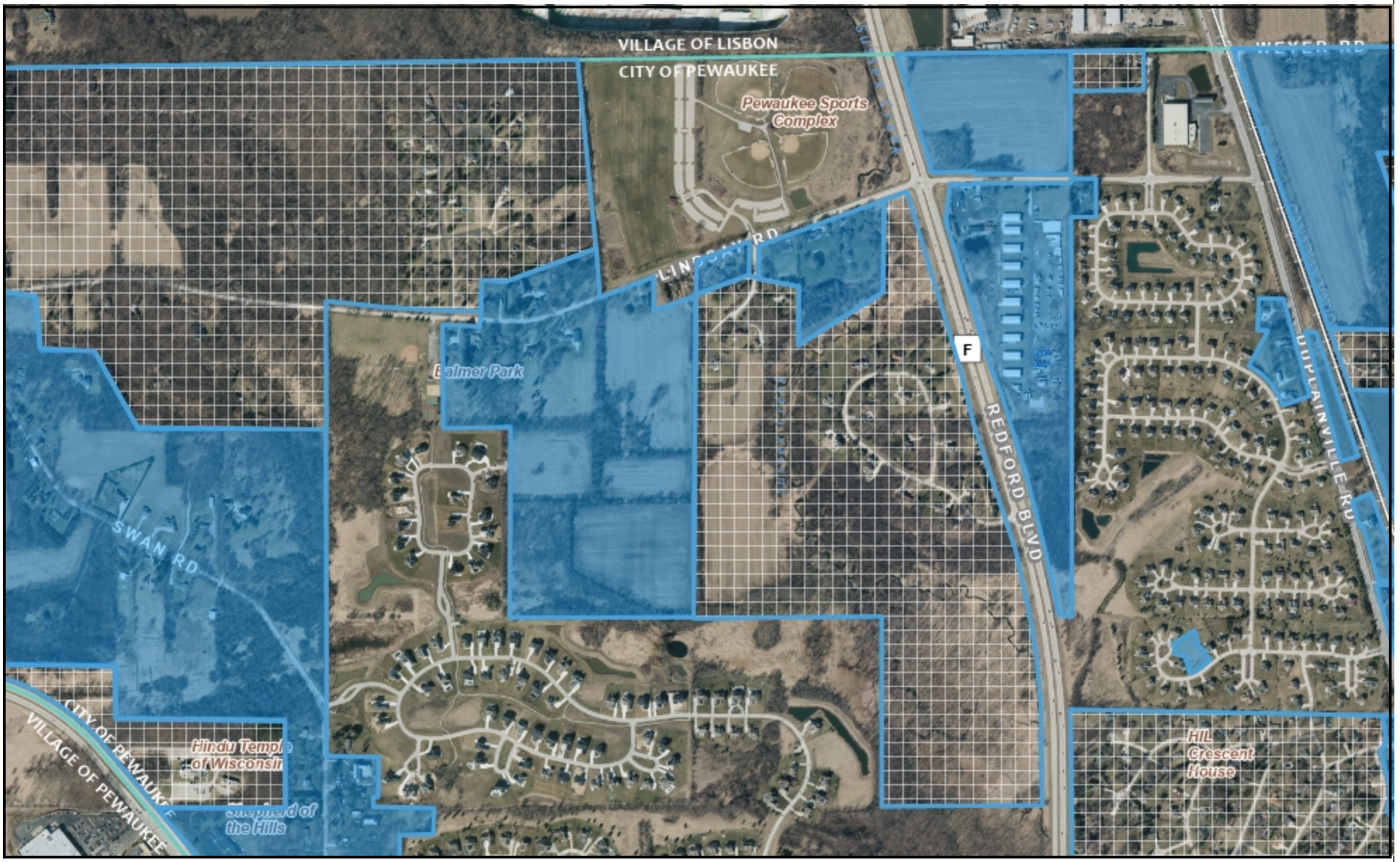
Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/25/2025

LAND INFORMATION SYSTEMS DIVISION

Section 2 Water Accessibility



0 944.36 Feet

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LAND INFORMATION SYSTEMS DIVISION

Section 3 Water Accessibility



0 928.17 Feet

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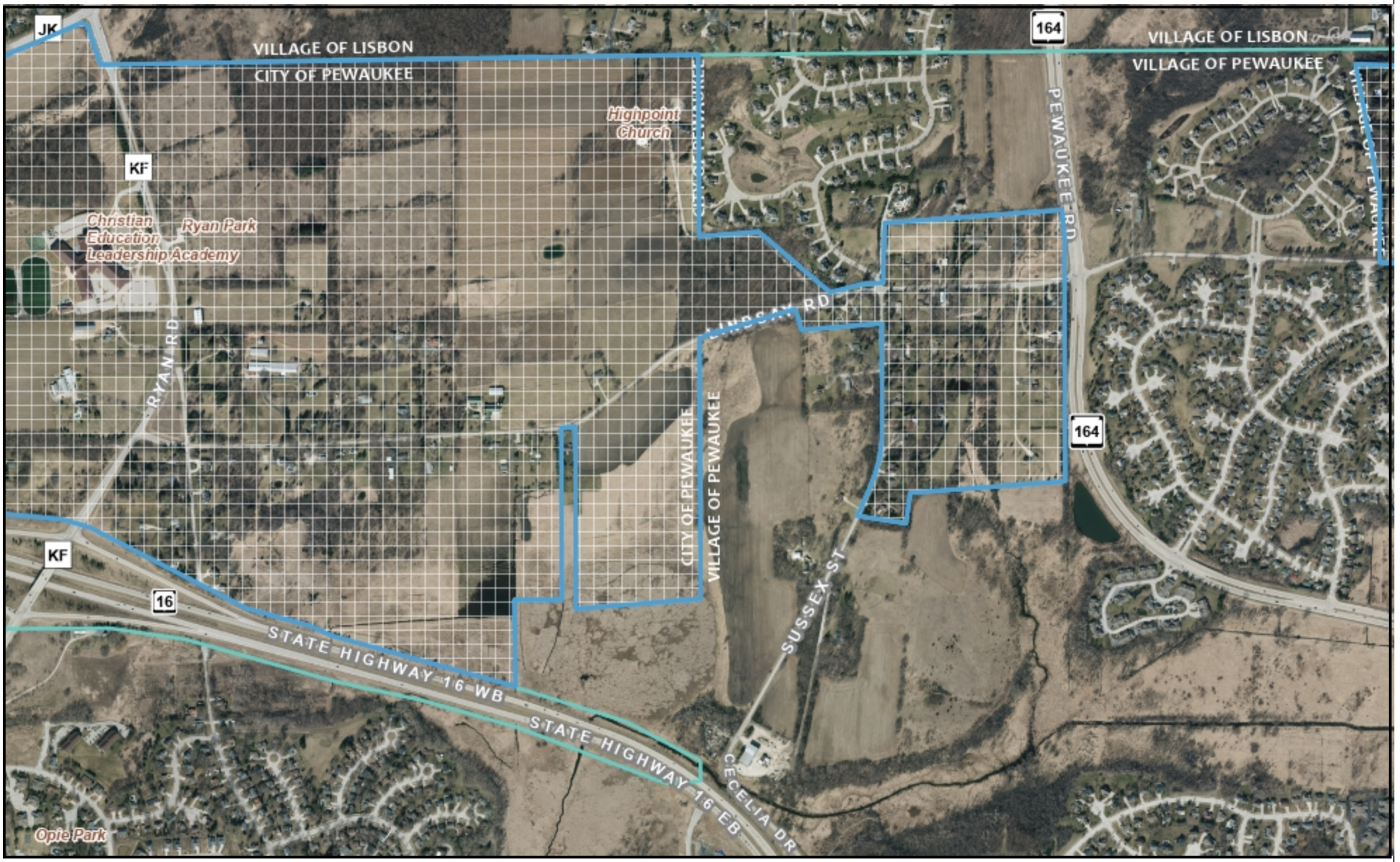
Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/25/2025

LAND INFORMATION SYSTEMS DIVISION

Section 4 Water Accessibility



0 983.96 Feet

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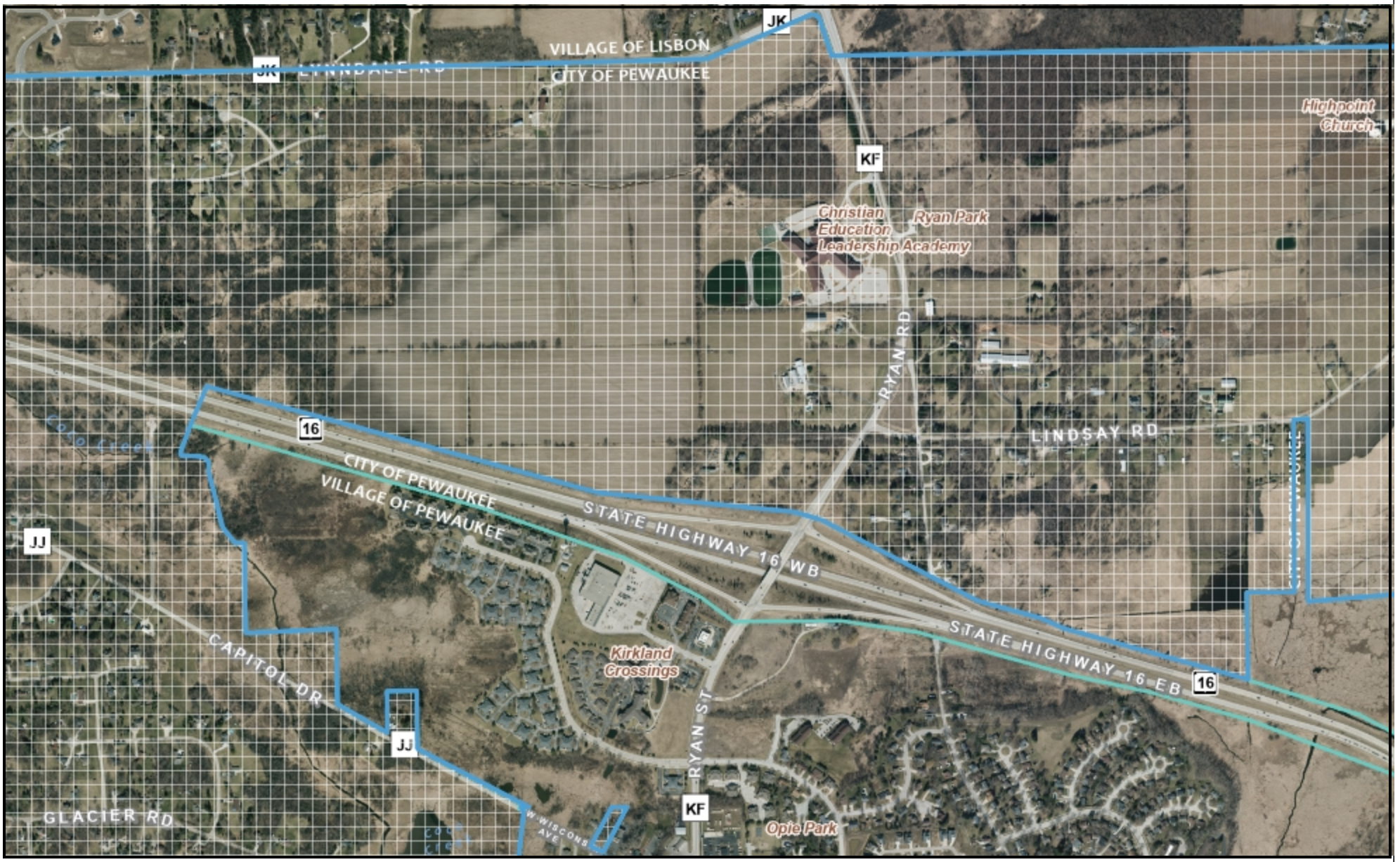
Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/25/2025

WAUKESHA COUNTY LAND INFORMATION SYSTEMS DIVISION

Section 5 Water Accessibility



0 981.24 Feet

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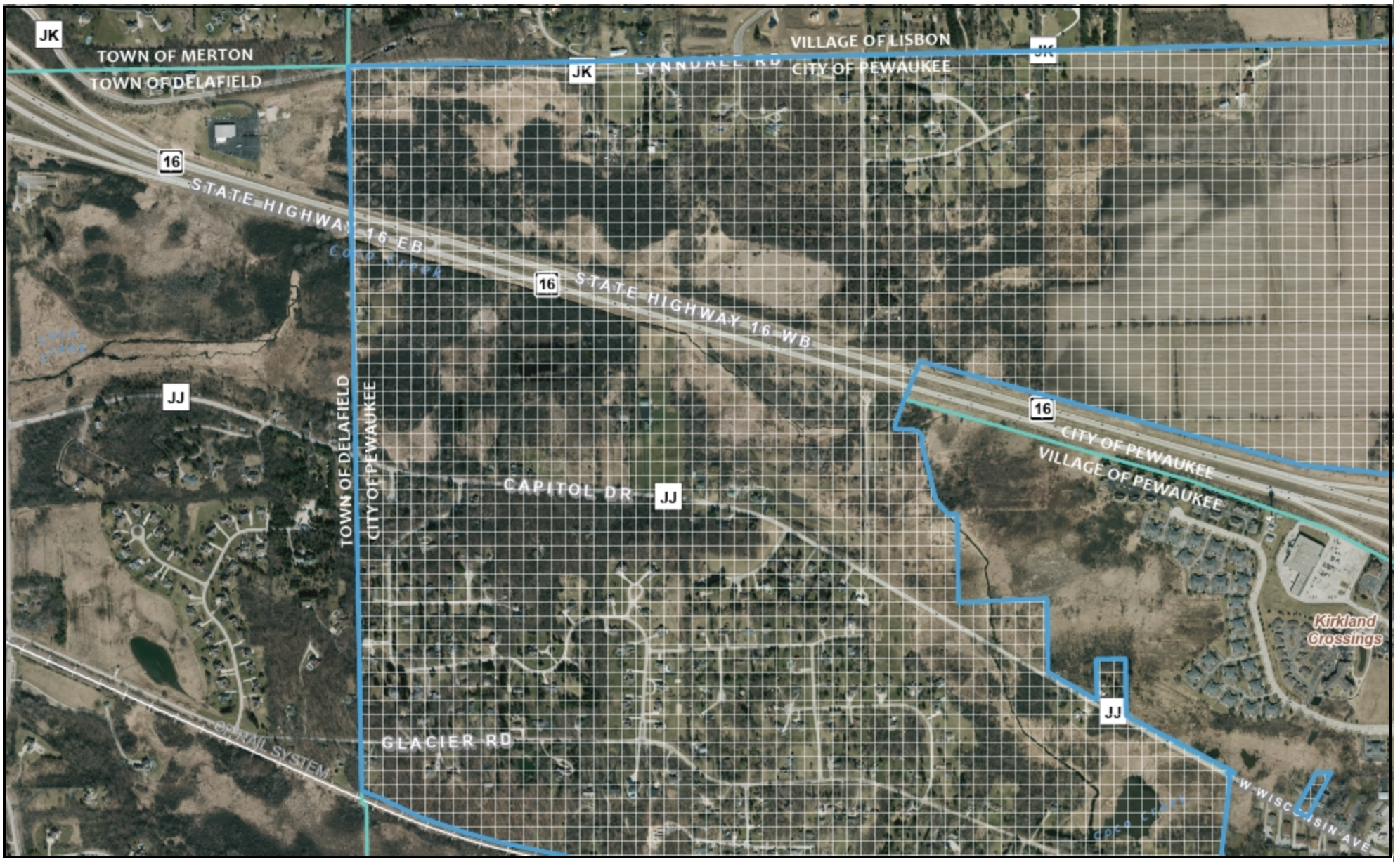
Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/25/2025

LAND INFORMATION SYSTEMS DIVISION

Section 6 Water Accessibility



0 1,003.9 Feet

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LAND INFORMATION SYSTEMS DIVISION

Section 7 Water Accessibility



0 985.78 Feet

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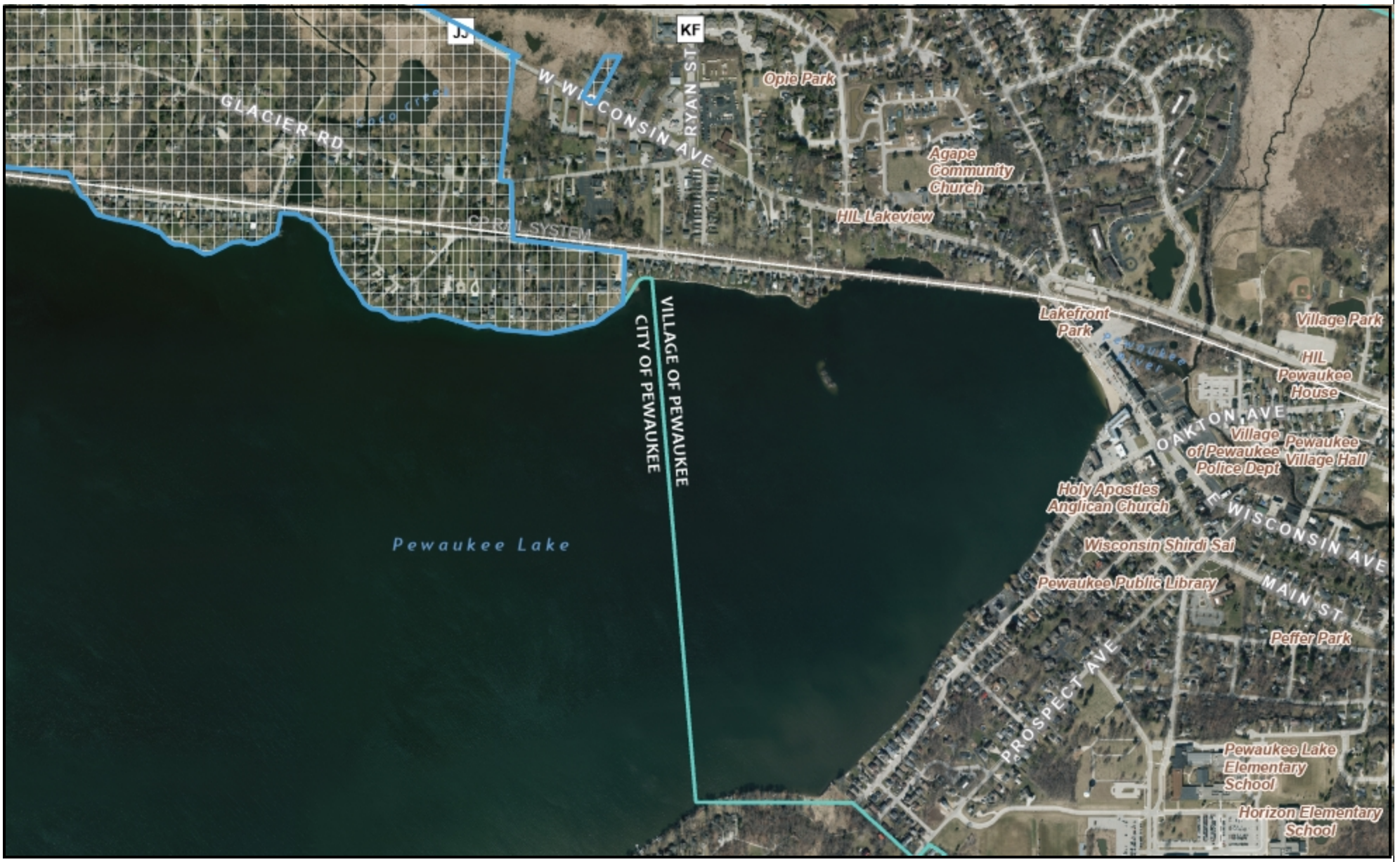
Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/25/2025

LAND INFORMATION SYSTEMS DIVISION

Section 8 Water Accessibility



0 951.35 Feet

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Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

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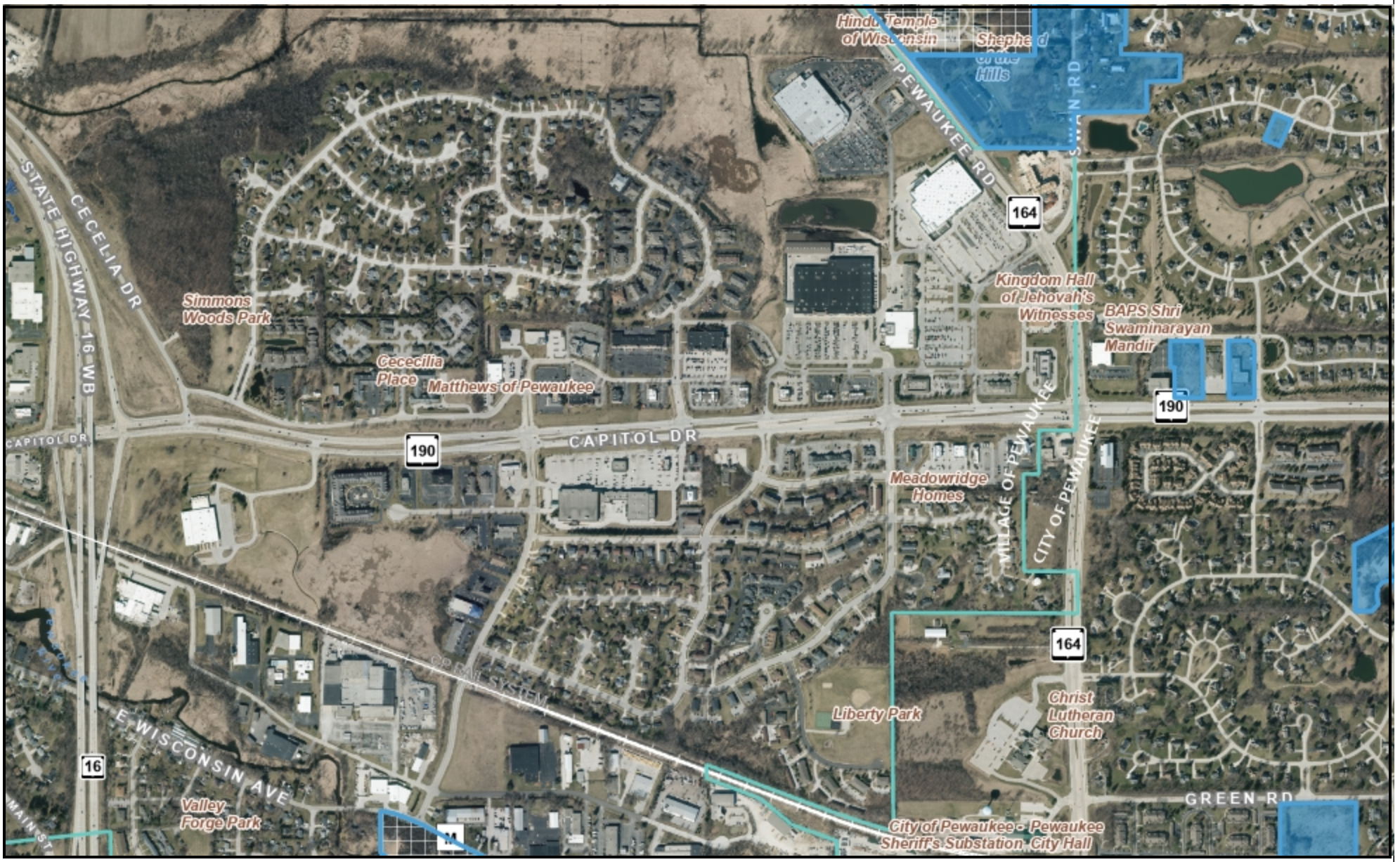
WAUKESHA COUNTY

LAND INFORMATION SYSTEMS DIVISION

Section 10 Water Accessibility



0 963.60 Feet

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Notes: Hashed-Water Inaccessible
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WAUKESHA COUNTY LAND INFORMATION SYSTEMS DIVISION

Section 11 Water Accessibility



0 950.75 Feet

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Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

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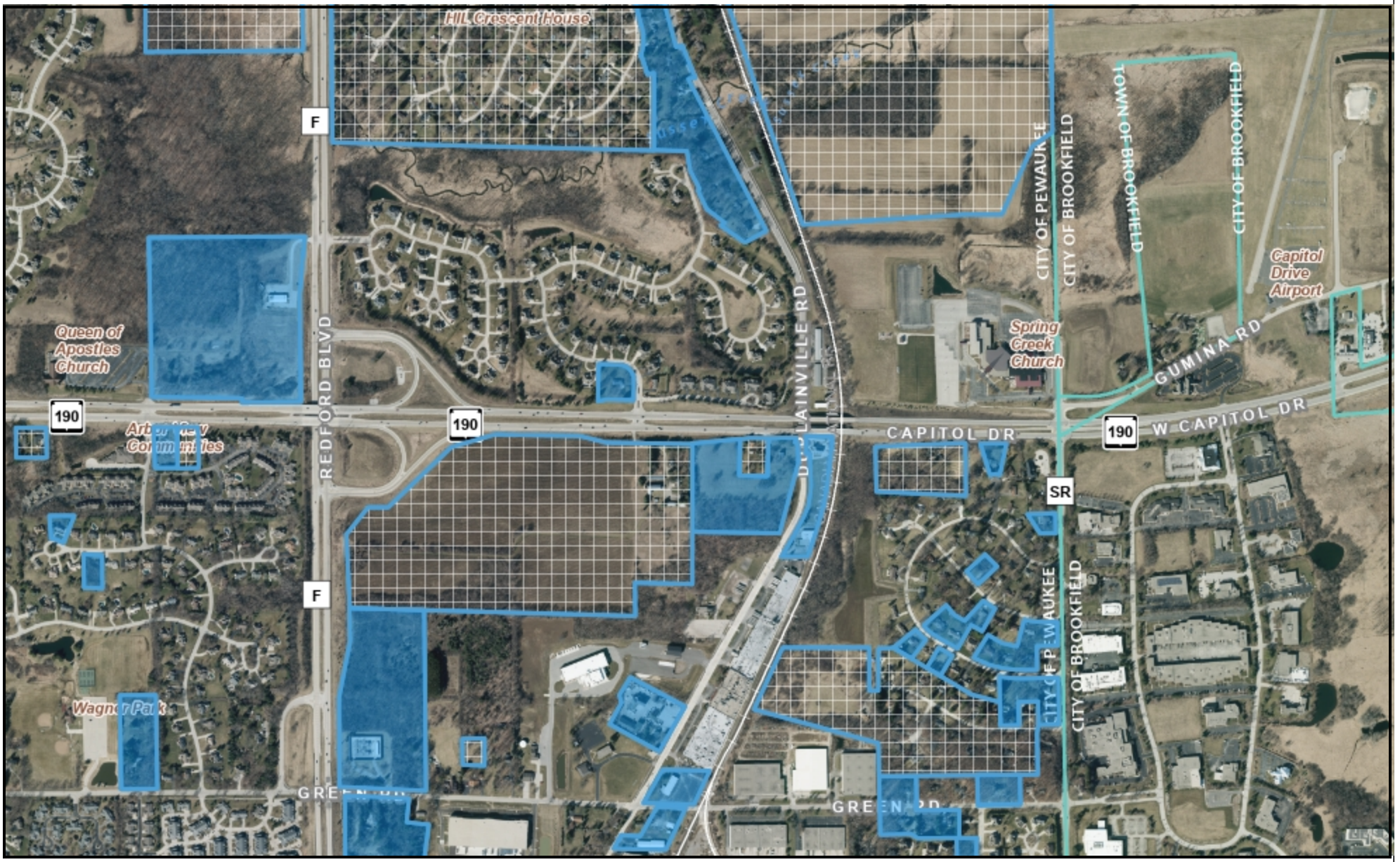
WAUKESHA COUNTY LAND INFORMATION SYSTEMS DIVISION

Section 12 Water Accessibility



0 965.52 Feet

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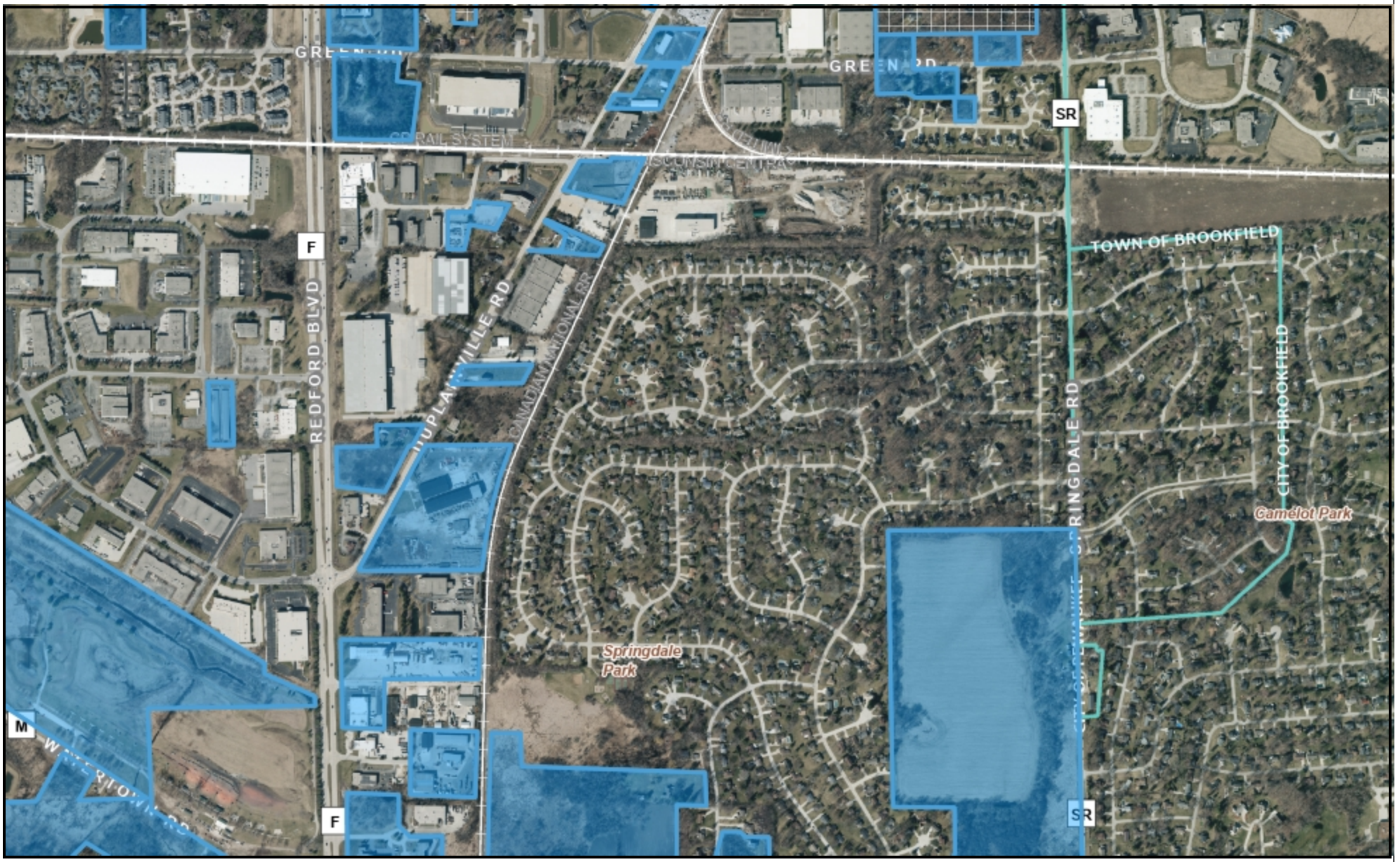
Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/29/2025

LAND INFORMATION SYSTEMS DIVISION

Section 13 Water Accessibility



0 951.97 Feet

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Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

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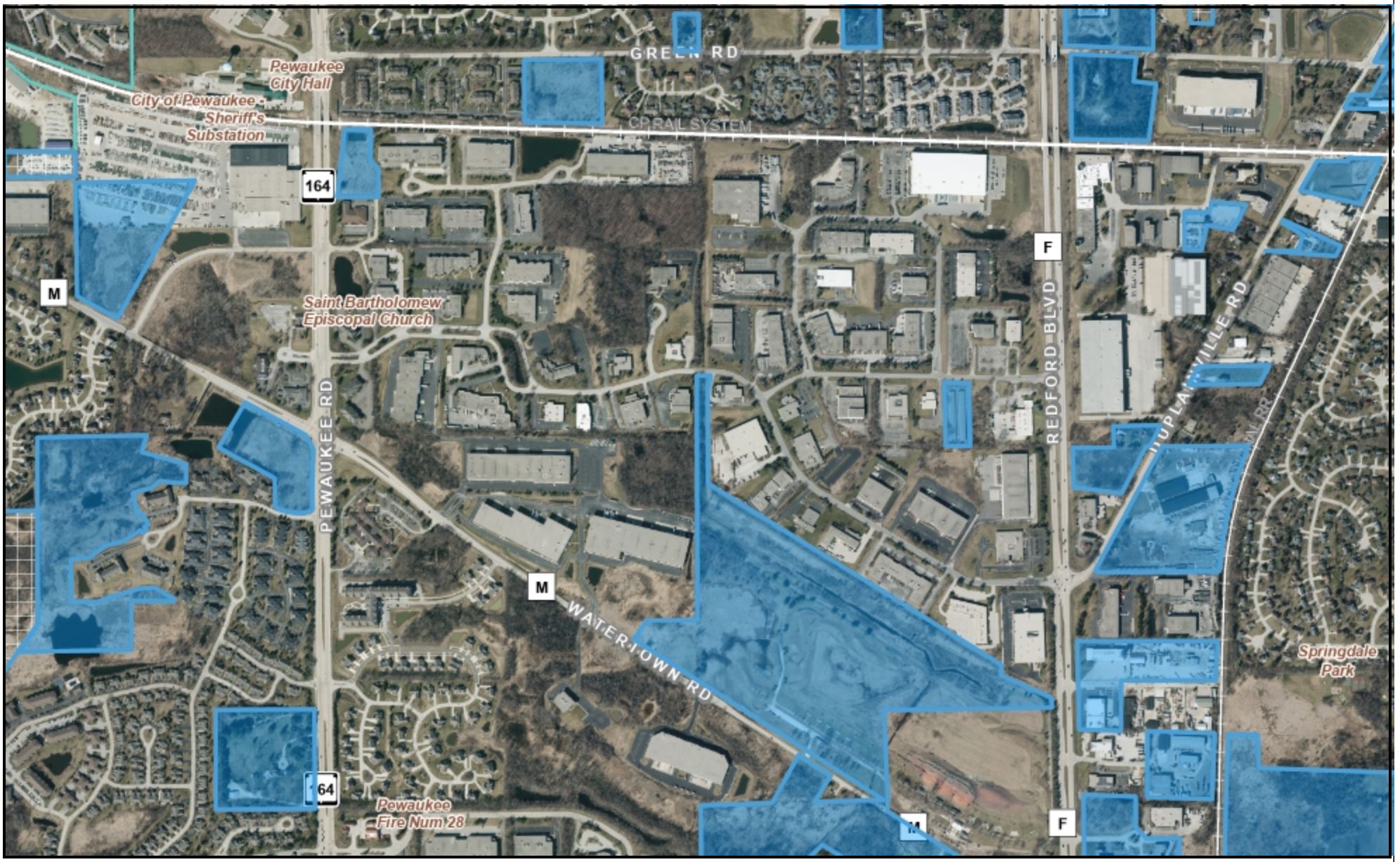
LAND INFORMATION SYSTEMS DIVISION

Section 14 Water Accessibility



0 949.60 Feet

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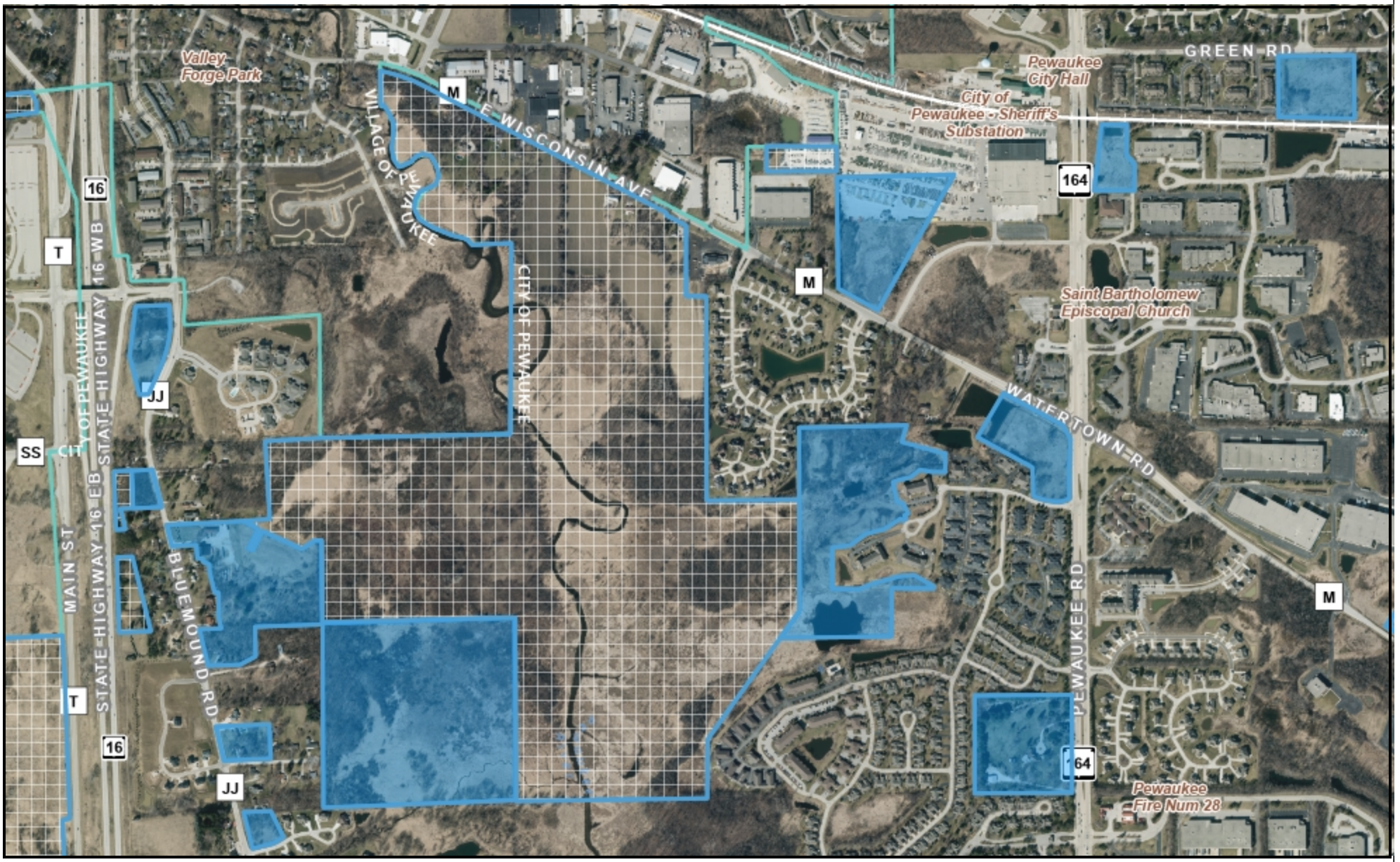
Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/29/2025

LAND INFORMATION SYSTEMS DIVISION

Section 15 Water Accessibility



0 965.50 Feet

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Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

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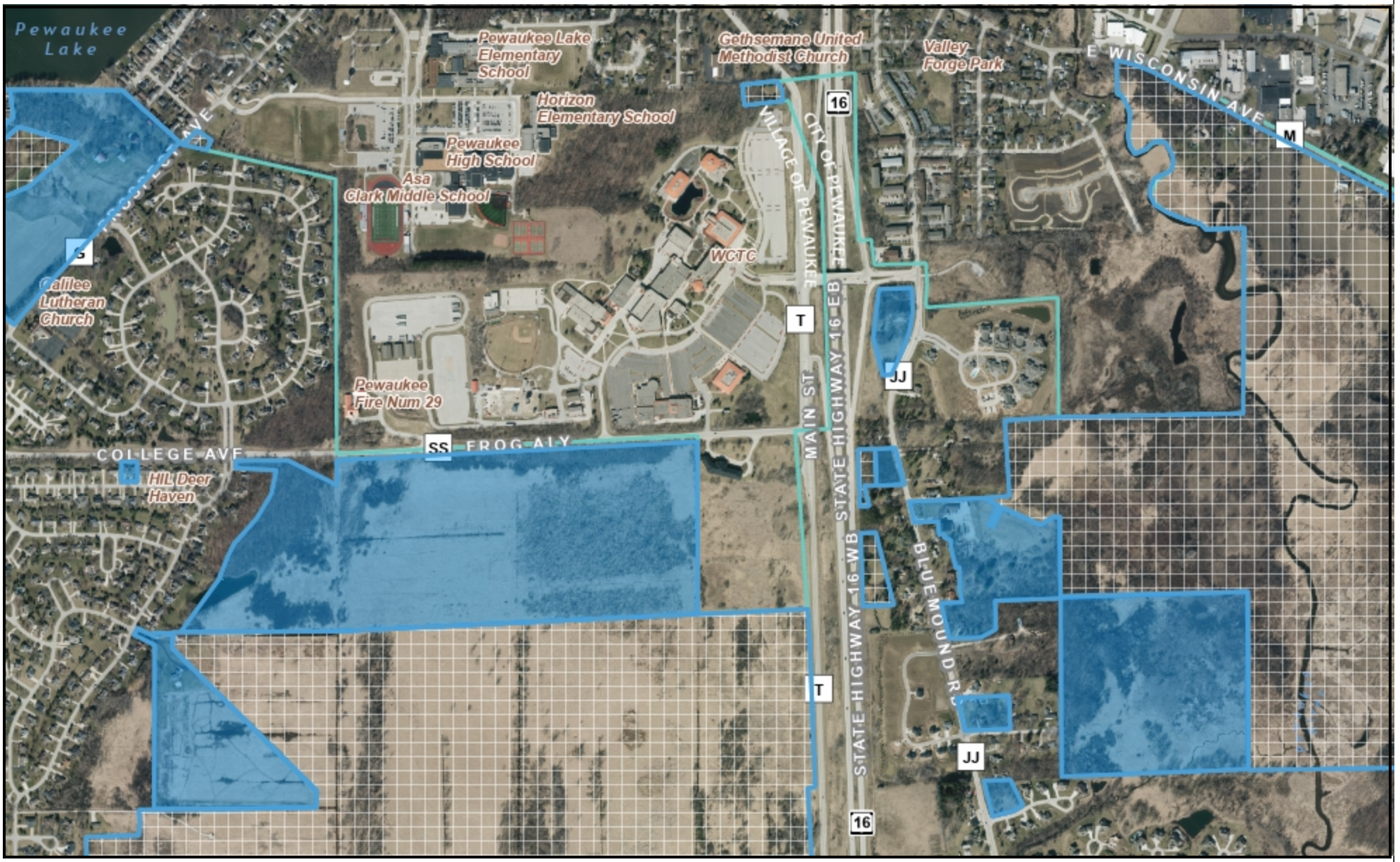
LAND INFORMATION SYSTEMS DIVISION

Section 16 Water Accessibility



0 993.40 Feet

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WAUKESHA COUNTY LAND INFORMATION SYSTEMS DIVISION

Section 17 Water Accessibility



0 947.50 Feet

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Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

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LAND INFORMATION SYSTEMS DIVISION

Section 18 Water Accessibility



0 986.34 Feet

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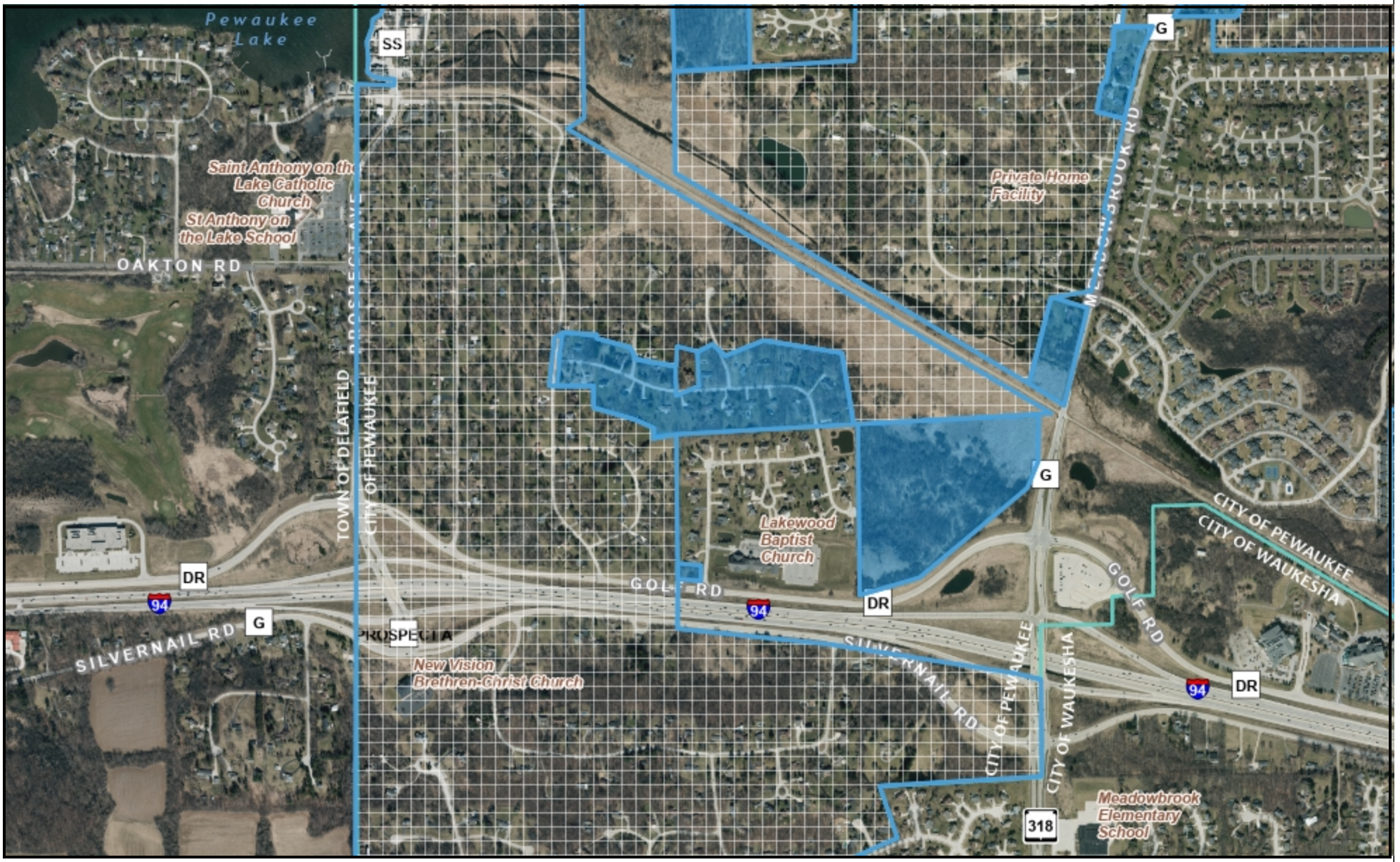
Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/28/2025

LAND INFORMATION SYSTEMS DIVISION

Section 19 Water Accessibility



0 987.53 Feet

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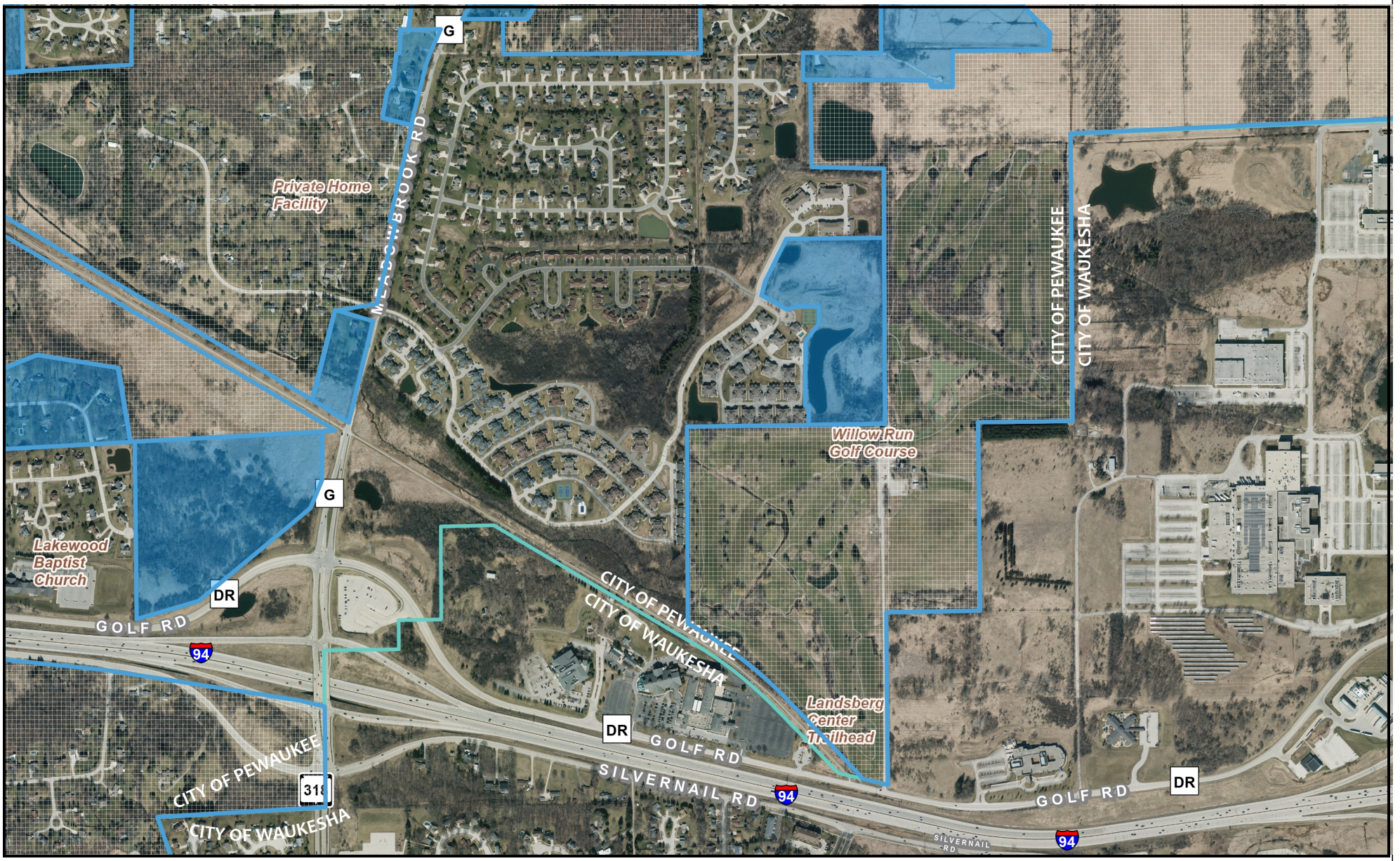
Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/28/2025

WAUKESHA COUNTY LAND INFORMATION SYSTEMS DIVISION

Section 20 Water Accessibility



0 951.22 Feet

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LAND INFORMATION SYSTEMS DIVISION

Section 21 Water Accessibility



0 979.14 Feet

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LAND INFORMATION SYSTEMS DIVISION

Section 22 Water Accessibility



0 960.68 Feet

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LAND INFORMATION SYSTEMS DIVISION

Section 23 Water Accessibility



0 965.52 Feet

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Notes: Hashed-Water Inaccessible
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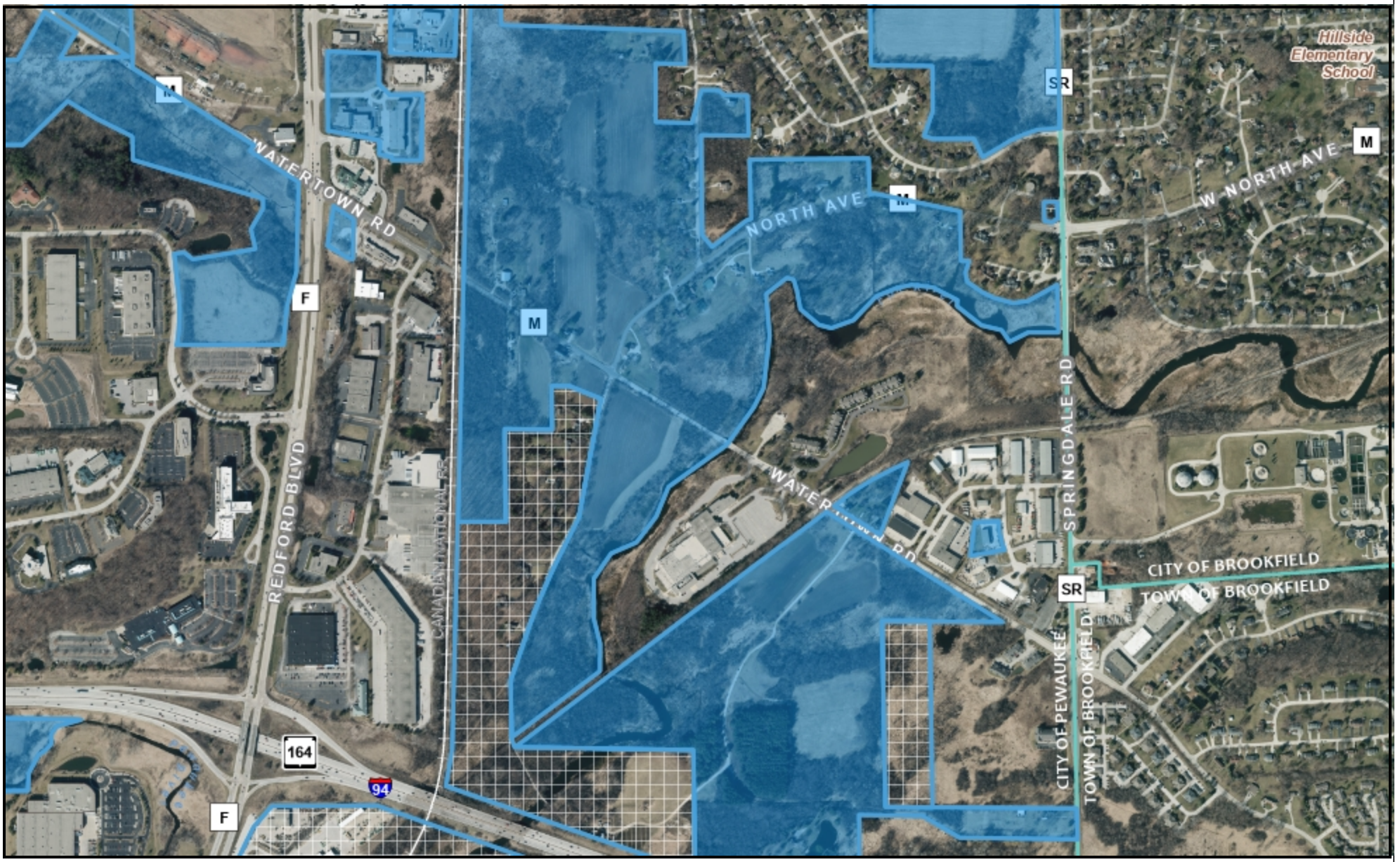
LAND INFORMATION SYSTEMS DIVISION

Section 24 Water Accessibility



0 955.93 Feet

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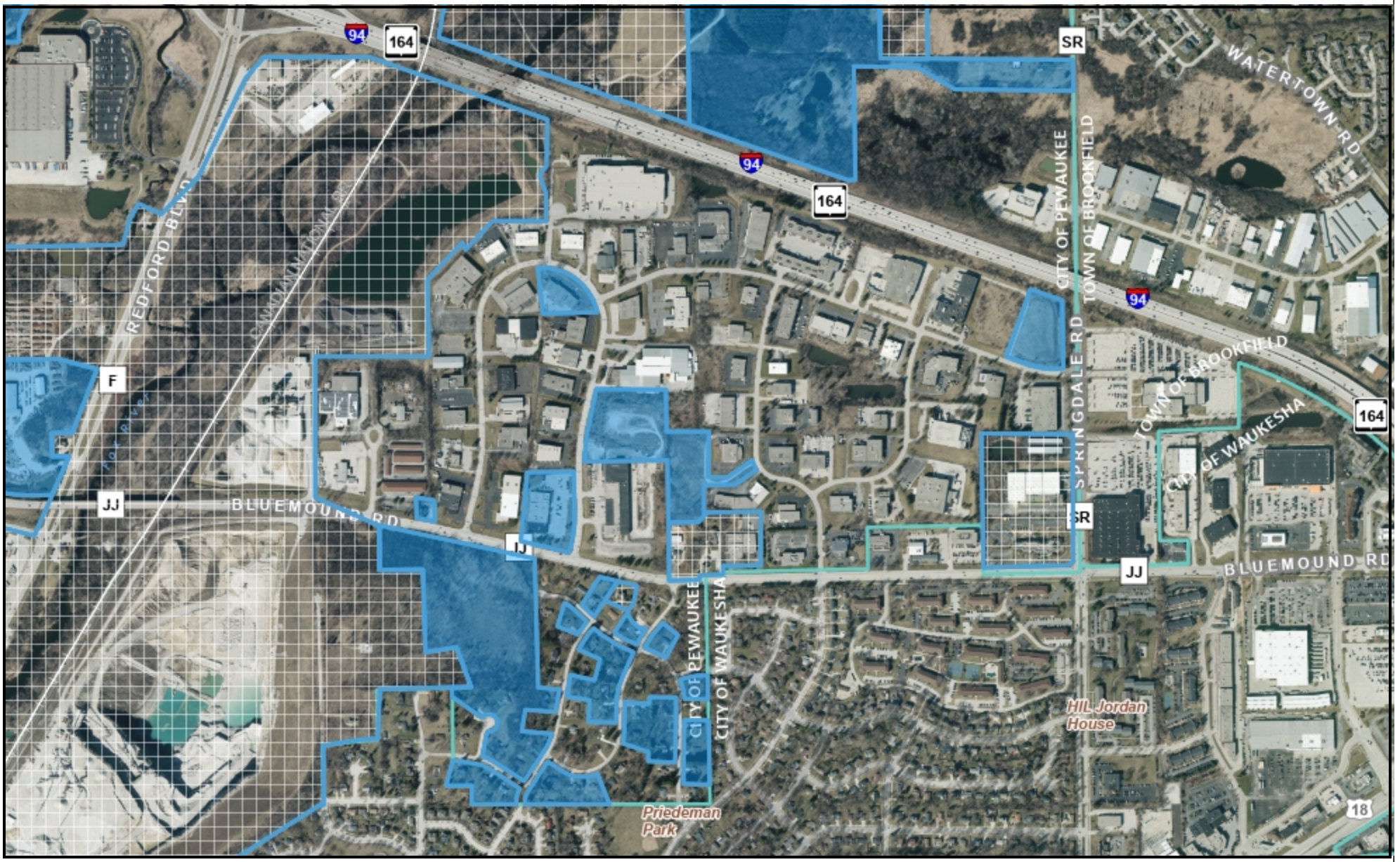
LAND INFORMATION SYSTEMS DIVISION

Section 25 Water Accessibility



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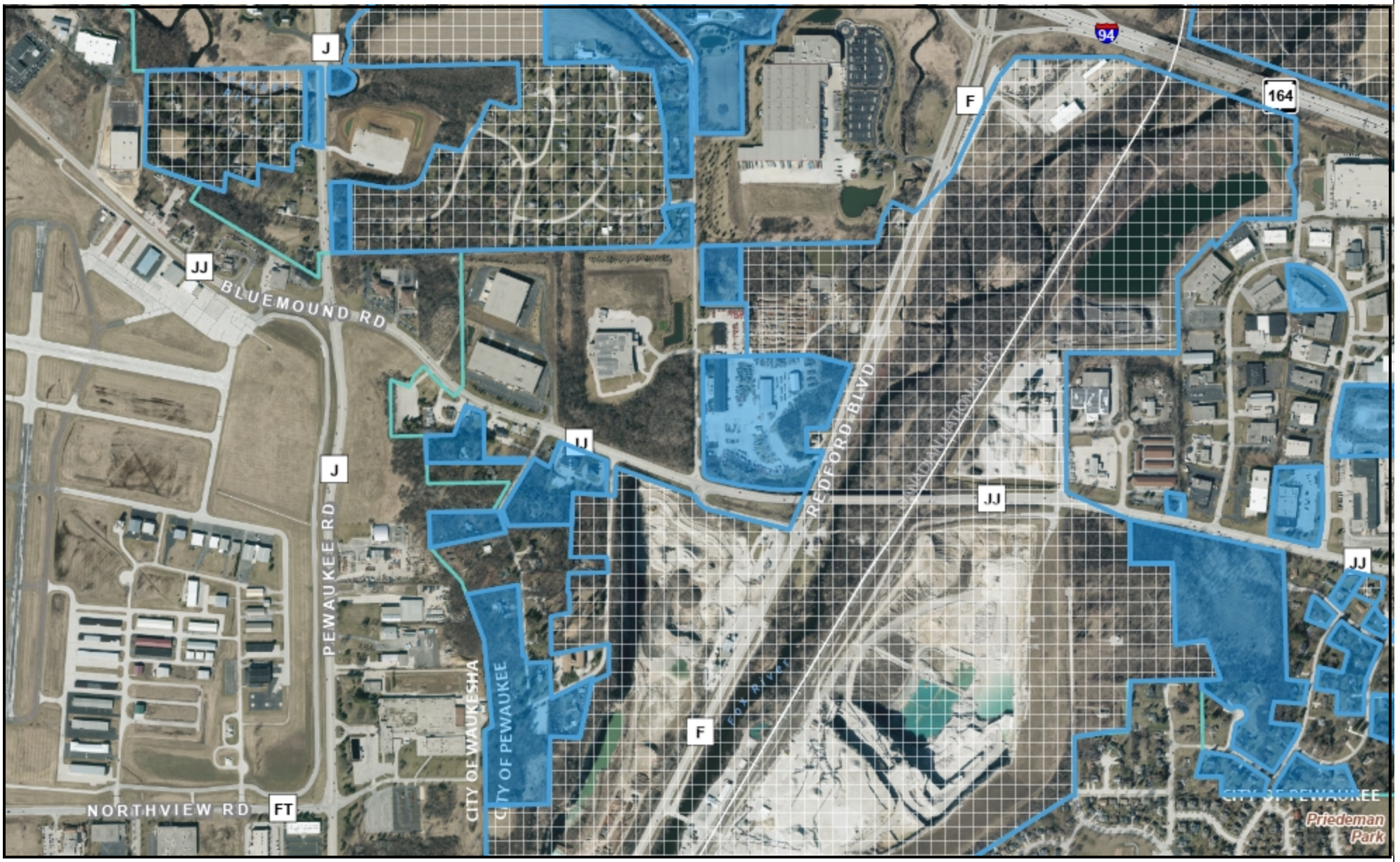
Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/29/2025

WAUKESHA COUNTY
LAND INFORMATION SYSTEMS DIVISION

Section 26 Water Accessibility



0 963.03 Feet

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LAND INFORMATION SYSTEMS DIVISION

Section 27 Water Accessibility



0 961.16 Feet

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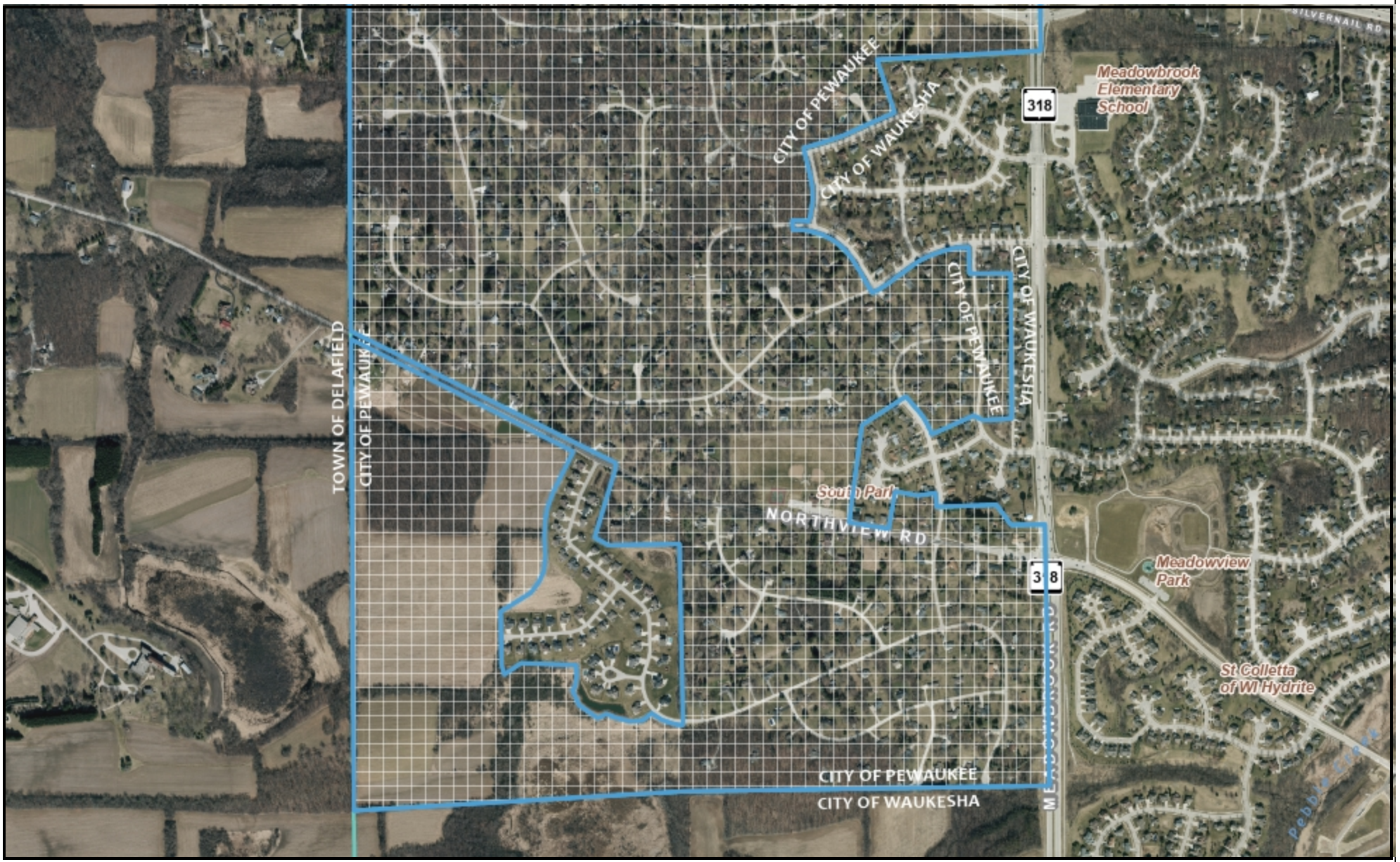
Printed: 4/29/2025

LAND INFORMATION SYSTEMS DIVISION

Section 30 Water Accessibility



0 978.64 Feet

The information and depictions herein are for informational purposes and Waukesha County specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or orther official means. Waukesha County will not be responsible for any damages which result from third party use of the information and depictions herein, or for use which ignores this warning.

Notes: Hashed-Water Inaccessible
Shaded-Unconnected to accessible main

Printed: 4/25/2025

Water Main Assessments								
	Bid Costs				Costs adjusted to 2024 by CCI****			
Project	Water Main		1 1/4" Service	2" Service	Water Main		1 1/4" Service	2" Service
Lindsay (2024)	$ 88.24	Per LF	$ 9,923.41	$ 5,515.93	$ 88.24	Per LF	$ 9,923.41	$ 5,515.93
Joseph Road* (2023 - not awarded)	$ 29,767.08	per acre		$ 6,965.34	$ 30,544.00	per acre		$ 7,147.14
Shady Lane* (2023 - not awarded)	$ 18,052.41	per unit	$ 7,894.81		$ 18,523.58	per unit	$ 8,100.86	
Oak/Peninsula** (2020)	$ 10,753.68	per unit	$ 4,104.46		$ 13,179.55	per unit	$ 5,030.37	
Duplainville/Weyer/Lindsay (2014)	$ 17,983.23	per unit	$ 4,408.80		$ 25,886.48	per unit	$ 6,346.38	
Lindsay (2015)	$ 5,083.47	per unit	$ 7,123.55	$ 3,419.03	$ 7,114.07	per unit	$ 9,969.11	$ 4,784.78
164 (Swan to Green) (2004)	$ 7,278.06	per acre			$ 14,935.31	per acre		
Sunnyridge* (2011)	$ 7,538.39	Per unit	$ 2,432.32		$ 12,300.00	Per unit	$ 3,968.66	
Bluemound*** (2014)	$ 7,702.73	Per unit	$ 7,432.88	$ 3,885.70	$ 11,087.91	Per unit	$ 10,699.48	$ 5,593.37
Average^					$ 14,357.62		$ 7,656.24	

* Project part of a sanitary sewer extension and road reconstruction project.

** Project part of a road reconstruction project.

*** Project part of a sanitary sewer extension project.

**** CCI = construction cost index published annually by American City & Country

^ Average cost eliminates the 2 projects not awarded and uses$16k as average assessment for Lindsay 2024.

All services are per unit.

Sewer Assessments						
	Bid Costs			Costs adjusted to 2024 by CCI****		
Project	Water Main		6" Service	Water Main		6" Service
Joseph Road* (2023 - not awarded)	$ 34,029.85	per acre	$ 4,730.65	$ 34,918.03	per acre	$ 4,854.12
Shady Lane* (2023 - not awarded)	$ 29,204.36	per unit	$ 11,153.89	$ 29,966.59	per unit	$ 11,445.01
Valleyview (2014)	$ 18,617.92	per unit	$ 3,764.40	$ 26,800.11	Per unit	$ 5,418.77
ArrowHead Trails (2009)**	$ 10,953.45	per unit	$ 2,392.84	$ 17,764.89	per unit	$ 3,880.83
Wamser (2006)	$ 12,886.52	per unit	$ 8,204.10	$ 23,522.90	per unit	$ 14,975.70
Green/Duplainville (2006)	$ 43.11	per foot	$ 4,470.00	$ 78.70	per foot	$ 8,159.51
Highfield (2009)	$ 12,423.09	per unit	$ 5,535.75	$ 20,148.44	per unit	$ 8,978.19
Sunnyridge* (2011)	$ 13,217.86	Per unit	$ 4,320.20	$ 21,567.00	Per unit	$ 7,050.00
Bluemound*** (2014)	$ 9,615.49	Per unit	$ 10,409.29	$ 13,841.29	Per unit	$ 14,983.94
Average^				$ 19,749.23		$ 9,063.85

* Project part of a sanitary sewer extension and road reconstruction project.

** Project cost is average of 2 phases.

*** Project part of a water main extension project.

**** CCI = construction cost index published annually by American City & Country

^ Average cost eliminates the 2 projects not awarded and uses $8k ($14,600 2024) as average assessment for Green/Duplainville.

All services are per unit.

Community	Population (2020 Census)	Household Median Income (2022 ACS)	Road	Curb	Sidewalk	Water Main	Water Service	Sanitary Sewer	Sanitary Lateral
Village of Pewaukee	8238	$ 60,202.00	General Fund	Assessed by LF, capped at $500	Fully Assessed	N/A	N/A	N/A	N/A
Village of Sussex	11487	$ 105,435.00	None	None	None	Fully Assess All Min Equivalent Water Main items of a project by LF or unit	Fully Assess All Water Service Construction Costs per unit	Fully Assess All Min Equivalent Sanitary Sewer items of a project by LF or unit, interceptor by acre	Fully Assess All Sewer Lateral Construction Costs per unit
Village of Lisbon	10477	$ 74,755.00							
City of Waukesha	71158	$ 74,675.00	Borrow	Borrow	Fully Assessed	N/A	N/A	Fully Assess All Min Equivalent Sanitary Sewer items of a project by LF or unit	Fully Assess All Sewer Lateral Construction Costs per unit
City of Delafield	7185	$ 99,239.00							
City of Brookfield	41464	$ 121,837.00	Capped at 25% project costs assessed for one concrete road in an industrial district, otherwise included in general fund	General Fund	General Fund	Fully Assess All Min Equivalent Water Main items of a project by LF or unit	Fully Assess All Water Service Construction Costs per unit	Fully Assess All Min Equivalent Sanitary Sewer items of a project by LF or unit	Fully Assess All Sewer Lateral Construction Costs per unit
City of New Berlin	40451	$ 94,769.00	N/A	N/A	N/A	$8/qtr water availability	N/A	$2.25/1000gal or $2.09/qtr	N/A
City of Oconomowoc	18203	$ 99,104.00	General Fund	General Fund	General Fund	Fully Assessed by ft	Fully Assessed	Fully Assessed by lf	Fully Assessed
City of Pewaukee	15914	$ 110,110.00	Capped for residential	Capped for residential	Impact Fee	Fully Assess All Min Equivalent Water Main items of a project by LF or unit	Fully Assess All Water Service Construction Costs per unit	Fully Assess All Min Equivalent Sanitary Sewer items of a project by LF or unit	Fully Assess All Sewer Lateral Construction Costs per unit

*New Berlin's fees start once the project is finalized and stop once the property connects to the utility (when they start receiving regular utility bill)

*In the case where municipal sewer is available but water is not, the private well will be metered to determine an acceptable charge until the property is connected to New Berlin's sewer

CITY OF PEWAUKEE
PUBLIC WORKS COMMITTEE AGENDA ITEM 6.1.

DATE: February 22, 2024

DEPARTMENT: PW - Engineering

PROVIDED BY: Magdelene Wagner

SUBJECT:

Discussion and possible action regarding the policy to extend municipal sanitary sewer and water main as part of road reconstruction projects.

BACKGROUND:

During the last few years, the Common Council has rejected municipal sewer and water extensions to existing neighborhoods as part of road reconstruction projects. The Mayor requested Staff revisit the policy to extend municipal services as part of road reconstruction projects.

To start, we need to understand a few things about these projects.
1. Staff publishes the upcoming projects in the newsletter (published in Spring and Fall) and posts the information to the City's website to alert residents in advance of projects after the 5 year plan is adopted by the Common Council in the budget cycle.

2. Municipal extensions are proposed with road reconstruction projects when the municipal utilities are nearby or directly adjacent to the road or when Staff is aware of an environmental factor (ground water contamination, quarry issues with private wells, old septic systems).

3. Property owners pay for all costs associated with the utility extensions as special assessments. Each property will pay for their share of the water, sewer, and laterals. Assessments may be paid over 10 years with interest charges. There are no caps to these assessments. At the time of connection, property owners must be additional RCA's and ICA's which pay for oversizing of systems, wells, towers, lift stations, etc. Finally, property owners must be pay for a private plumber to run the lateral from the property line to the home at their expense.

4. Assessment notices are mailed to every property within the assessment district at the same time the notice for the public hearing is mailed to them. This is also published in the paper as a class I notice. The information is also posted on the City's website.

5. At the public hearing, all who wish to speak are allowed to speak. The Common Council typically makes the decision to award or reject the project at the same meeting.

Some of the recently rejected municipal extensions appeared to be due to cost of the utilities and the assessments to the property owners. The projects are publicly bid contracts and by State Law, we are required to take the lowest qualified bidder. At this time, costs are borne entirely by the properties who benefit from the extension.

The Sewer and Water Utilities operate as enterprise funds. To date, the utilities have not absorbed the costs to extend municipal utilities to properties. If they decided to do so, the Public Service Commission would need to approve the funds in the case of the Water Utility. The Common Council would need to approve the use of these funds for both the

Water and Sewer Utilities. If the Utilities were to fund these extensions, everyone needs to be aware that other users of those systems would be funding the extensions in other areas.

Staff has reviewed possible grants or other funding to assist with the costs. Many programs do not address the municipal extensions to properties or to areas of low income on a community basis. As you may be aware, Pewaukee is considered an affluent community and therefore, does not qualify for many of the low income programs. In addition, grants associated with low income benefits require property owners to provide income statistics to qualify which will be difficult to obtain this sensitive information. Finally, Staff requested the use of ARPA funds or City funds to offset the cost of the infrastructure improvements which was denied.

It is difficult to engage residents prior to having the actual numbers for the assessments as we have seen very large swings in bids recently for this infrastructure. We do not want to provide false information which has a large impact on the property owners.

Staff is seeking input on future direction of these projects. There is substantial money spent on the design of this infrastructure which is largely unrecoverable. Staff feels strongly that these extensions should occur in the areas of environmental concerns or in older subdivisions still on well and septic. It also makes the most economical sense to complete these project ahead of the road reconstruction projects.

FINANCIAL IMPACT:

RECOMMENDED MOTION:

In Attendance
Mayor S. Bierce, Alderman J. Wamser, Committee Members: M. Kreiter, D. Swan, J. Tormey

Also in Attendance
M. Wagner-Director of Public Works, J. Mueller-Utility Manager, R. Wirtz-Chief Engineer-Utilities, M. Gabbey-Chief Engineer-Streets and Development, S. Smaxwill-Administrative Assistant

1. Call to Order and Pledge of Allegiance

Mayor Bierce called the meeting to order at 4:00 p.m. and requested everyone stand for the Pledge of Allegiance.

2. Public Comments

None

3. Discussion and Action Regarding the Minutes

3.1. Discussion and possible action regarding the meeting minutes of 12/7/2023 minutes.

A motion was made and seconded (J. Tormey, M. Kreiter) to approve the December 7, 2023 meeting minutes. Motion passed: For-5, Against-0

4. Storm Water Management Division

4.1. Discussion and possible action regarding the Springdale Estates Drainage project.

Ms. Wagner provided a status report on the project. The Council approved the project plans as provided. Staff went out with the arborists and determined which trees were going to be removed. A couple of residents came out and there was a discussion. Staff also met with the utilities that are within the lot line of the properties and are working through potential conflicts.

Ms. Wagner stated she is currently working on finalizing the project for bidding this spring. Target date for construction is this summer, depending the type of spring we have. Notices will be mailed to residents with contractor contact information and other necessary details before construction starts.

No action was taken.

5. Water and Sewer Division

5.1. Discussion and possible action regarding Public Service Commission to reclassify the City of Pewaukee Water Utility from Class C to Class AB.

Ms. Mueller reported the Public Service Commission reclassified the Utility from a Class C to a Class AB. The reclassification was instituted because the Utility met the 4,000-customer threshold. The

reclassification requires a number of additional responsibilities and more detailed reporting. She worked with the accountants to update the chart of accounts so that it covers all the new classifications in the uniform system of accounts. This was done to help integrate the new accounts seamlessly into the new accounting package. There will be much more detailed information required during the budget process.

The reclassification also required us to institute the asset management program, which Mr. Gabbey has been working hard on and teaching us - and is doing a great job at it. Now we are getting into the implementation phase. Staff is now outfitted with equipment to help in the field; it's all work we have done in the past, it just hasn't been documented. This system will allow us to report in detail to the PSC what has been collected and documented.

Ms. Wagner explained that we asked for a time extension because of switching the utility from the UMS software to BS&A. We did this to make sure we are getting the reports we will need from the asset management program, so when we have to start the reporting as a Class AB utility, we have the documentation we need already properly set up.

Ms. Mueller stated that we have some additional challenges from an accounting standpoint, as there have been some staff changes.

Ms. Mueller stated that this new process will provide more efficiency in operations with work tracking aspects. We will be putting together a front-facing portal where people can put in requests from the city website that will go directly to the department that is responsible for the work. Ms. Wagner said there will be an automated response for feedback from the requestor.

Mr. Kreier asked if there would be feedback from the city after submitting a request? Ms. Mueller said yes, if the requestor checks a box for feedback, it would be automatically generated.

No action was taken.

6. Engineering Division

6.1. Discussion and possible action regarding the policy to extend municipal sanitary sewer and water main as part of road reconstruction projects.

Ms. Wagner reported that the Mayor requested this agenda item be discussed at the Council level. She said that Scott Klein suggested a discussion should first take place by this committee to bring some potential options to the Council.

This issue stems from projects we have had in the past couple of years where we are extending municipal sewer and water to existing homes in the road construction project area. The current policy is the city assesses 100% of the costs to those property owners allocated by road, storm sewer, sanitary sewer and water main. The costs for the storm sewer is paid by the Storm Water Utility, which comes from the fee property owners pay every year. The road assessment is capped for the residential properties, but non-residential properties pay 100% and it's been that way since 1984.

The concern comes from the current costs involved in assessments for sewer and water service. The time to extend those services is when the city is reconstructing those roads, if it is available to those properties - or if

it is an area that has groundwater contamination or old septic fields that we know will eventually need to be replaced.

Ms. Wagner stated staff ran through the current process and how to move forward with these projects. They created a five-year plan that was adopted by the Council and is published on our website. There is a truncated version in our DPW newsletters to give people a heads-up when a project is coming into their area. First, we bring it to the Council to get preliminary approval, informing them we will be reconstructing a road and that there are municipal services nearby. Then we ask whether we should extend municipal services or not? We get the yea or nay from the Council as to whether this project moves forward, and most of the time it is yes, because the right choice is to extend those services before we reconstruct the roads.

Unless there is something wrong with the design, the next time it is discussed is when the project goes to bid. That is when we send the residents a notice that a public hearing has been scheduled, along with the potential costs for the sewer and water extensions. The recent Shady Lane/Shady Nook project assessments were $100K, so the Council decided they could not levy assessments to residents for more than they could bear. A healthy discussion came from that. Ms. Wagner explained that we do offer the 10-year payment plan for road, sewer and water, and it has interest assessed that is typically at what level we are borrowing, or the last borrowing that we did. Not only are those properties paying for those special assessments, but we also have our RCA and ICA charges. These "connection fees" are technically assessments that pay for the oversizing of our infrastructure, the downstream sewer capacity, the upsizing of the lift stations to be able to accommodate larger undeveloped parcels yet, and construction and maintenance of wells and towers. One of the RCA assessments increases yearly by the construction cost index, and the other one increases by a set fee that was done in a previous study that probably needs to be updated. The ICAs are project costs that we allocated to a portion of to the oversizing costs. There are only certain areas that have ICAs.

Ms. Wagner said every property is a little bit different, and every project has its own little nuances, but largely we are trying to find a way to do what is right but not price out the resident. We are looking at different ways to fund these projects. One is through the state loan program; they do have some principal forgiveness which Pewaukee typically does not qualify for because we are too affluent of a community. We would get an offset on the loan rates, but when you use the state loans, you also have to bid using state regulations, which inflate the price of the projects. Ms. Wagner discussed other possible programs with the committee. Most have an income requirement or require a great deal lot of personal financial information to apply for the grants, which most residents would not want to provide, and there is a certain amount of respondents that are required before you can apply for those grants. So because of the affluence of our community, we don't usually pursue most type of grants.

Beyond that we are looking at some other types of funding for offsetting those costs. Because we are required by the PSC, especially on the water side, to basically have a balanced budget every year, there is a only certain amount of fund balance we can maintain and it's not a lot. And if we could do something like that, you have to realize that it's other water customers that are offsetting the costs of those properties to connect to the water system. It's the same on the sewer side. So far, the Council has been pretty reticent to do that. We did try to have some ARPA funds applied to the projects these last couple years and came up with the same resistance to using those type of funds. You are only benefiting a very small area, you are not benefiting the community as a whole.

Ms. Wagner asked the committee for suggestions or a process they'd like the department to follow. We could get some pretty decent estimates put together of the projects, but we're never going to know the hard number until we bid the project and know what the costs are. Bidding out the projects and not installing

them is a waste of funds. We want to make sure that when we are moving forward that we are doing it in a way that those projects can move forward, and we can build the infrastructure that we need to build at a reasonable value.

Mr. Swan stated that he sat in that same position on the Council and had the same reaction; that getting water and sewer to the residents in Pewaukee was a great goal. Is there any other way that you can look at the financial breakdowns and check with other communities our size and find out how they do it? What kind of results do they get? Mr. Swan asked if Ms. Wagner reached out to other similar-sized communities. She said yes, they are all basically doing the same thing that we are for the projects. She doesn't know of any of them that are offsetting the projects, other than Brookfield which has larger lots - and assessing front footage is all they do. They have calculations to equate out the cul-de-sac lots and a maximum on the larger lots (280 linear feet), which the utility picks up the remaining costs. Otherwise, the rest of the communities are all straight assessments to the property owners.

Ms. Wagner went on to say that a lot of communities extended services regardless as they developed neighborhoods. Brookfield has sewer everywhere; their water main plan is laid out by the year, and they come in and put the water in. The residents don't have a vote, they are just given the bill. Oconomowoc developed their neighborhoods with water and sewer. The policies of the other communities were vastly different than Pewaukee's, and there are unique challenges for us moving forward. Most communities followed old DNR regulations, and they pay back the assessments when it comes due.

Mr. Tormey asked Ms. Wagner if the $100K assessments included the sewer, water and the road? Ms. Wagner said yes. The road was capped at $3,000, which was a very small amount of the assessment. He asked if she thought this high assessment amount was just for this project. Ms. Wagner responded that she feels this is going to be a recurring event, that she doesn't see the costs of construction going down. They may level out some, but not go back down.

Ms. Wagner stated that the way the city was laid out, we don't have the density to spread out those costs. The costs will be more for the older neighborhoods. It would have been much cheaper if the water and sewer were put in when they were developed, but many turned it down. The committee discussed the groundwater, bedrock, and other issues in some of the older neighborhoods.

The committee discussed longer payment periods, but the costs are still high and you're paying back with interest (latest borrowing rate was 5.5%).

Mr. Gabbey stated it doesn't seem to be a particularly competitive bidding environment.

Mayor Bierce said his biggest concern is wasting staff time. He feels the city might be done with these type of projects for a while, as there is no interest from the Council in charging large assessments to residents to install sewer or water main. He said another concern is if the DNR gains power again and they start making decisions like making these projects mandatory and then our hands are tied.

Mr. Tormey asked if the sewer and water services are put in during road construction projects, are the residents required to hook up? Ms. Wager responded that they are required to connect to municipal sewer in 15 years. For water, they must pay the assessment, but do not have to connect until the time of sale.

Mr. Kreiter asked which were the two older subdivisions that will require road construction projects? Ms. Wagner responded Sherwood Forest and Hickory Grove Estates. She said that these are older homes, and

some have replaced their septic systems with mound systems, and there is only so much room on the property for proper separation of septic and wells. Having so many holding tanks is something the city does not want to manage. Ms. Wagner feels strongly that these areas need the services, and she wants to do what is best for the community.

Mr. Tormey asked if we could consider a fixed fee rather than have it based on actual costs? Ms. Wagner said there is a cap on the roads and the taxpayers pick up the rest of that cost. She didn't know where the excess funds would come from or who would be paying the difference, especially on the water side. A conversation with the PSC would need to take place. She could argue that there is an overall benefit for the community as a whole by getting sewer and water to these areas. Areas with groundwater contamination and PFAS, which is in the upper aquifer where private wells draw water, affect people with private wells and the community as a whole. Ms. Wagner said she recently participated in a webinar with members of the DNR that is looking at a group of emerging contaminants. That is largely where PFAS came from, and regulations like these are only going to expand when you look at our drinking water system. The more people you have on the system the more there is to share the costs to pay for the new systems. Having the connections to the homes provides the income for our infrastructure and to maintain its operations.

Mr. Kreiter asked about the City of Waukesha. Ms. Wagner said Waukesha gets its water from Milwaukee and sends all of its wastewater back to Milwaukee; that is its mitigation system. SEWRPC was strong on the opinion that Pewaukee would always be on wells. Our wastewater goes to two different wastewater treatment plants. It would be difficult for us to pursue Waukesha or Milwaukee as an option to mitigate the contaminants.

Ms. Mueller said if your septic system fails, the contractors make you pay for their services now; they don't allow you to pay them back over many years, like the city does. We try to give residents opportunities to make it more affordable to pay it back.

Mr. Kreiter said that maybe we address areas like Shady Lane to prepare them ahead of time, and then get the estimates at that time and look for more grant money to assign to that area. Ms. Wagner stated that grants will go for PFAS or lead service line replacements; these will score higher in grants. Ground contamination has been there since the 90's and DNR didn't do anything then, why would they do it now? The opportunity for that subdivision has passed. We were extending services in that area and they rejected it. Brownfield Funding is only looking for large projects with redevelopment and parks, we wouldn't qualify with these smaller residential projects.

The committee agreed that there isn't an easy answer to this problem.

Mayor Bierce asked Ms. Wagner to bring this item back for further discussion at the next meeting. She mentioned pursuing the option of some sort of cap to the assessments, and who could fund the overages. She will also reach out to the PSC to see if we can create a fund to offset the water costs.

No action was taken.

7. Public Comment

Mr. Kreiter asked about the status of the railroad track improvements on Springdale Road. Ms. Wagner stated she hadn't heard anything yet. They are still working through the design process and have not submitted their paperwork.

8. Adjournment

A motion was made and seconded (M. Kreiter, D. Swan) to adjourn the meeting at 5:04 p.m.
Motion Passed: For-5, Against-0

Respectfully Submitted,

Magdelene Wagner
Director of Public Works

DRAFT

Utility Name	County	Utility Class	Minimum Quarterly Bill (0.750 inch meter)	6000 GAL	12000 GAL	15000 GAL	18750 GAL	75000 GAL	Effective Date	Footnote	$/1,000 GAL
Brookfield Tn Of Sanitary Dist No 4	Waukesha	C	$30.30	$40.98	$51.66	$57.00	$63.68	$163.80	9/21/2023		$1.78
City of Muskego Water Public Utility	Waukesha	C	$27.82	$49.36	$70.90	$81.67	$95.13	$276.82	1/1/2021		$3.59
Village of Pewaukee Water Utility	Waukesha	C	$24.00	$46.38	$68.76	$79.95	$93.94	$300.50	3/1/2022		$3.73
Hartland Municipal Water Utility	Waukesha	C	$28.70	$51.14	$73.58	$84.80	$98.83	$273.65	12/16/2023	1	$3.74
Brookfield Municipal Water Utility	Waukesha	AB	$20.31	$44.01	$68.73	$82.11	$98.84	$365.01	12/1/2023		$3.95
City of Oconomowoc Utilities	Waukesha	AB	$27.00	$52.20	$77.40	$90.00	$105.75	$342.00	9/1/2021		$4.20
Village of Menomonee Falls Water Utility	Waukesha	AB	$11.52	$37.38	$63.24	$76.17	$92.33	$309.97	1/1/2017		$4.31
Village of Sussex Water Public Utility	Waukesha	C	$39.00	$66.30	$93.60	$107.25	$124.31	$380.25	12/26/2019		$4.55
City of Pewaukee Water Utility	Waukesha	C	$30.00	$58.50	$87.00	$101.25	$119.06	$386.25	3/1/2024		$4.75
Mukwonago Municipal Water Utility	Waukesha	C	$33.95	$63.65	$93.35	$108.20	$126.76	$387.20	1/6/2022		$4.95
New Berlin Water Utility	Waukesha	AB	$21.00	$53.70	$86.40	$102.75	$123.19	$424.95	4/1/2024		$5.45
City of Waukesha Water Utility	Waukesha	AB	$48.00	$82.92	$123.09	$145.80	$174.19	$695.22	10/1/2023		$5.82
City of Waukesha Water Utility	Waukesha	AB	$48.00	$89.40	$130.80	$151.50	$177.38	$789.35	10/1/2023		$6.90
City of Waukesha Water Utility	Waukesha	AB	$48.00	$89.40	$130.80	$151.50	$177.38	$728.63	10/1/2023		$6.90

From: Wagner, Magdelene
To: Tabbert, Spencer
Subject: RE: Water/Sewer Policy
Date: Monday, May 19, 2025 4:32:00 PM

Hi Spencer,

These are some great questions. See my answers below in RED. Do you mind if I share this with the rest of the Council members? The other members may find these questions and answers helpful.

Thank you,
Maggie

Magdelene Wagner, P.E.
Director of Public Works/City Engineer
City of Pewaukee
W240N3065 Pewaukee Road
Pewaukee, WI 53072
262-691-0804

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From: Tabbert, Spencer <tabbert@pewaukee.wi.us>
Sent: Monday, May 19, 2025 8:37 AM
To: Wagner, Magdelene <wagner@pewaukee.wi.us>
Subject: Water/Sewer Policy

Hi Maggie,
Thank you again for compiling and sharing the detailed information related to the development of the Water and Sewer Policy. I recognize this is a complex and time-consuming process, but having access to accurate and thorough data is essential to making informed decisions and building community support.

As I've reviewed the materials, several questions have come to mind. I'm not expecting immediate answers, but I wanted to share these now as part of the ongoing dialogue.

Current Objective

- Would it be fair to say that the City's current objective regarding water and sewer service is to eventually extend access to all existing properties within the City of Pewaukee, and that these extensions typically occur in conjunction with road reconstruction projects? Yes. The goal is to ultimately serve the entire City. About 10 years ago, the Council gave direction to complete these as we complete the road

reconstruction projects if possible.

Benefitting Properties and Project Costs

- As I understand it, when water and sewer extensions are made, the Public Service Commission (PSC) requires that a significant portion of the cost be paid by the benefitting properties—is that correct? No. The PSC requires that we notify them how we pay for these projects when we go through a rate case, but they do not require us to special assess to the properties. There is a bit of history needed here. The sewer utility was started when Westwood Drive and Springdale Estates began developing. This is when Sanitary District 3 was created. The Water Utility was started when leaking underground gas tanks contaminated the well at City Hall and to the properties to the south. In addition, HUSCO (which used to be in the City of Pewaukee) and Springdale Estates was developing and needed municipal water. When these utilities were starting out, they needed income to be able to finance all the extension projects as they had no assets or leverage to borrow. Assessing the properties leverage the beginning of the utilities. So for the entire history of both utilities, they have been assessing these costs back to the rate payers. The town (now City) has never funded any of the Utility projects. The extensions have been paid 100% through the assessments, either directly to the benefited properties or through the RCA's and sewer ICA's (which are assessments as well). The Water Utility & Sanitary Districts came under the direction of the City when the Town incorporated as a City since Sanitary Districts are not allowed to operate in a City unless specifically agreed by an Intergovernmental Agreement which we currently have with LPSD. The Water Utility followed suit to have the City have authority over it rather than a stand-alone utility.
- I think it's important to clearly communicate this to residents so there's an understanding that the full cost of these projects cannot simply be absorbed by the general ratepayer base. Including a factual statement to that effect in our policy or public materials would be helpful. It could be absorbed by the rate payers. However, past president has them paying the cost (see explanation above) and it has been argued that existing rate payers paid for their sewers so why should they pay for future rate payers sewer?

Mapping

- Will large-format printed maps of the water and sewer service areas be available for in-person review? We do not have those printed, but we can.
- Additionally, do we have detailed maps that show the exact locations of existing sewer and water mains? Yes. We have our GIS mapping which is available to Staff. In addition, we have a paper map, but it is not very legible due to the size of our community and paper size limitations. We can print more legible sections if needed. We also have our Water Facility Plan which highlights the loops required or recommended. It would help to identify unlooped areas that need to be addressed, as well as zones where extensions may not be necessary. The current maps hint at these, but more precise infrastructure maps would add clarity.

Areas of Opportunity

- Do we have a prioritized list of areas within the City that could reasonably be excluded from water and sewer service due to the high cost or impracticality of

extension? No. We have had these discussions on a very high level, but Council has not dug into the data. I would also say that forever is a long time and technology changes all the time. From a planning perspective, I am always going to recommend that we include these areas in a long term planning effort. In addition, areas in which Staff identified as challenging to serve areas, are looking at possible development. A perfect example of this is the northwest quadrant of the City. Our current services are blocked out by the Village of Pewaukee. A development (new industrial park on 120 acres) is looking at the land and needs municipal water & sewer. We are currently reviewing options with providing service with assistance from the Village or creating a new water system in this area. Another complicated area is in the southwest quadrant where water & sewer would need to cross I94 to provide the service. We already have some service from Waukesha to our residents in this area and may be able to provide service through Waukesha. Obviously, these agreements to do so would take time and need additional approvals, but they are not unreasonable to pursue. Certainly this topic should be discussed further for each area and we can bring this forward as a separate discussion in the future.

- If so, could you provide that list along with a brief narrative for each area explaining the rationale? See above.

Sewer Capacity

- Is the City of Brookfield still open to allowing increased sewer capacity for Pewaukee, provided we fund the expansion? Yes. First we would request others to sell us their capacity. If no one is willing, then Brookfield would ask all members to determine if they need additional capacity and begin work on an expansion. We will be responsible to finance the project (if it is just us) or our portion if others join in.
- Looking at a 50-year horizon, are there any anticipated capacity limitations that we should plan for? Yes. Depending on how quickly we develop, we will be short on capacity. This has been a prediction for some time. We discussed this briefly at a Council meeting in the past about capacity. We are currently working on a study which provide us some direction on our water system which may impact our sewer discharge location so we've put this on a brief hold until we have some results back (expected in August/September 2025).

Testing and Inspection Requirements

- Does the City of Pewaukee or Waukesha County require regular inspections of existing private septic systems—either periodically or at the time of property sale? Waukesha County is responsible for the oversight on private septic systems. They state they require the systems to be pumped/inspected once every 3 years. I do not know what they do if they do not get an inspection back from the property owner or their maintenance company. Anecdotally, I requested assistance a while back from them for a concerned neighbor complaint regarding a possible failing septic and was told if the owner didn't grant access to the property, they would not complete an inspection of the property.
- Are there any requirements for the routine testing of private wells, either on a schedule or during property transfers? Nothing is required. However, we are aware that some lending institutions require these be tested prior to issuing a loan for the property.
- Have there been recent cases where residents requested connection to city water

due to contamination concerns in private wells (e.g., PFAS, radium, nitrates, bacteria, etc.)? I am only aware of a couple of instances, but we did not have service to the properties so they had to drill a new well. I will also add that most private wells are only tested for bacteria. Very few residents tests for any other contaminants. At times, you will have nitrates, iron, and a few more common tests, but I have not heard anyone testing for PFAS or radium in private wells. These tests are super expensive and not readily available (only a few labs are qualified to do this testing).

Sewer and Water Cap Proposal

- From what I've gathered, the likely recommendation will include caps for residential properties on sewer and water assessments, while commercial properties may be excluded from the cap—similar to our road policy. Is that accurate? Honestly, I do not know the answer to this. From the last meeting on Bluemound Road, I got the sense that commercial properties would be part of the cap. However, if this is the case, I think the cap should be on a residential equivalent unit (REU) for water and a residential equivalent connection (REC) for sewer. These equate all non-residential properties anticipated uses back to a residential use. I think this would be fair that heavier users pay their fair share of the cost.
- Do we have an estimate of how many homes could be affected by updates to our policy, particularly with respect to requiring connections from older properties where past enforcement may have been inconsistent? The total number of parcels that have water accessible to them which have not connected is 860 properties (16%) and that have sewer accessible to them but have not connected is 611 properties (9%).
- When we present this to the public, could we create a clear and simple cost summary table? I'd like to include the proposed caps as well as any additional likely costs (such as lateral connections or plumbing work). While the detailed breakdown is important, a high-level summary would make the financial impact easier for the public to understand and evaluate. This would be very difficult and I would caution not doing this. Every home is different and the connection to each home is different. The distance to the homes are vastly different and the internal plumbing of each home is vastly different. In addition, plumbing costs differ vastly depending on which plumber is selected for the job. We would not be able to capture all the scenarios in the cost estimate. I would hesitate to publish any data which has such a large variance in cost. We can certainly put together our capped assessments, the RCA's & ICA's, as well as permit costs which are all under our control.

Thank you again for all your work on this. Please let me know if you'd like to discuss any of these items further—I'm happy to help however I can.
Best regards,

Spencer Tabbert
Alderman, District 2
City of Pewaukee

262-442-9780
tabbert@pewaukee.wi.us

City of Pewaukee - New Agenda Item

Agenda Language:
Discussion and possible action regarding the required publication of the Consumer Confidence Report.

Sub Item Agenda Language:

Background Provided By:
Magdelene Wagner/Jane Mueller

Background:
The Wisconsin Department of Natural Resources (WDNR) requires the City to compile information on our municipal water quality. This information is compiled in the Consumer Confidence Report (CCR). The WDNR requires the CCR to be published annually to all water customers in the City. Staff typically meets this requirement by publishing it in a newsletter format. However, the required data required within the CCR continues to grow increasing the length of the newsletter and thereby increasing the cost of printing and postage substantially. Staff also is required to hand deliver the newsletter to customers who have a shared meter (such as an apartment building) to ensure the customers of the system receive the CCR (management companies typically receive the mailed copied of the CCR and do not share the information). In reviewing our neighboring communities, we found that we are one of the few communities that continue to print the CCR and mail them to our customers. The regulations allow us to publish this information using a link to the City's website rather than physically mailing the CCR.

Attached is last year's newsletter with the CCR included for reference.

We would like to publish our CCR using a link this year and future years. With this being the first year publishing the CCR this way, we wanted to ensure the Council finds this acceptable. We would publish the link on the quarterly utility bill as well as in the Fall DPW Newsletter. In addition, we would also publish the link on the City's Facebook page. Finally, we will have a few printed copies of the CCR which will be available for pick-up to those residents who do not have access to a computer. The other information we typically put in the Utility Newsletter would be incorporated into our bi-annual DPW Newsletter (Spring & Fall) which would reduce the overall cost to the Utility and the DPW due to the shared expense of this newsletter.

Fiscal Impact:

Recommended Motion:

Council concur with Staff to publish the Annual CCR via a link published on the quarterly utility bill, on the City's website, in a Facebook post, and in the Fall DPW Newsletter.

UTILITY MESSENGER

City of Pewaukee Water & Sewer Utility | CONSUMER CONFIDENCE REPORT | Summer 2024

Hydrant Flushing: What it is and Why we do it

What takes place during fire hydrant flushing?



During the flushing process, a Utility Operator opens each hydrant to its maximum flow. The flow scours any iron deposits and settlements from the water main and removes them from the system. The operator cleans and lubricates accessible operating parts, checks the operation of the hydrant and valve, and records any deficiencies for repair.

How often are hydrants flushed and long does flushing take?

The Water Utility flushes the entire system twice a year, generally in the beginning of April and again in early September. Flushing operations happen over a six-week period. A notice is placed in advance on the city website and on the city Facebook page.

Does hydrant flushing affect your water?

During the flushing process you may experience some water discoloration, especially when work is being done in your neighborhood. Once the hydrant flushing is complete, the water quality will improve.

What precautions should you take?

Before doing laundry or other projects that may be affected by discolored water, first make sure the water runs clear. You can also contact the Water Utility office before doing laundry to check if hydrant flushing is happening in your area. If you develop a problem with rust on laundry items, please give our office a call.

It is a good idea to keep a pitcher or two of clean drinking water in the refrigerator while flushing takes place in your area.

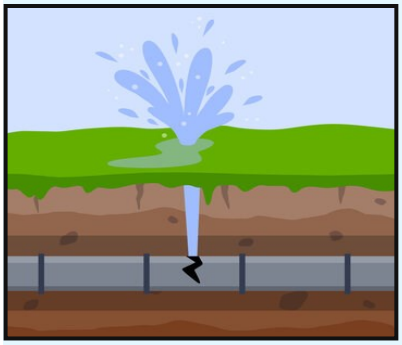
CITY OF PEWAUKEE WATER & SEWER UTILITY

W240N3065 Pewaukee Road
Pewaukee, WI 53072
Office: (262) 691-0804
Office Hours: Monday thru Friday
8:00 am to 4:30 pm
Email: publicworks@pewaukee.wi.us
Emergency Answering Service:
(866) 248-7555
24-Hr Drop Box Available in
City Hall Main Foyer

Jane Mueller, Utility Manager
Robert Kincaid, Asst. Utility Manager
Erik Hanson, Utility Superintendent

IN THIS ISSUE

- Hydrant Flushing & Main Breaks
- The Latest Information on PFAS
- Reducing PFAS with Home Filters
- Utility Customer Bill of Rights
- 2023 Consumer Confidence Report
- Are You Moving In or Out?
- Don't Flush Wipes and Other Items



Reporting a Water Main Break

A water main break is a serious problem and requires immediate attention by city Utility Operators. Main breaks happen for various reasons and are a normal part of operating a water utility. A change in temperature, or overly dry or wet weather can cause the ground to shift and result in a water main break. The age of the main or sudden fluctuations in pressure may also cause a break. If you notice water bubbling up through the ground, a wet area appearing during dry weather, or a loss of water pressure within a service area, please notify the Water Utility office at (262) 691-0804. To report a water main break after hours, please contact our Emergency Answering Service at (866) 248-7555.

The Latest Information on PFAS

The City of Pewaukee Water & Sewer Utility is committed to providing our customers with the most up-to-date information on PFAS. Updates can be found on the city website at *www.cityofpewaukee.us*.

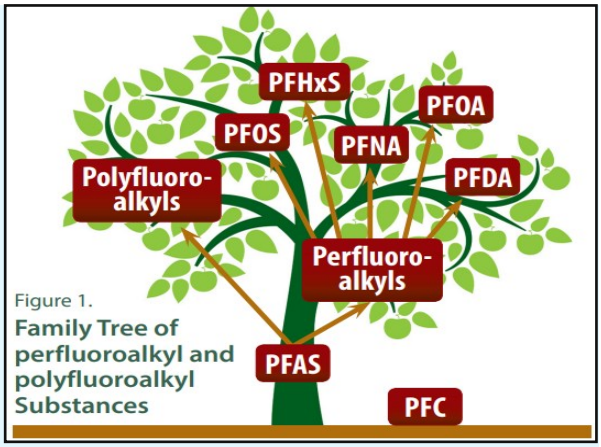


Figure 1.
Family Tree of perfluoroalkyl and polyfluoroalkyl Substances

On April 10, 2024, the U.S. Environmental Protection Agency (EPA) announced the first-ever national drinking water federal standards for several perfluoroalkyl and polyfluoroalkyl substances (PFAS) in drinking water. PFAS are a family of man-made chemicals that contain carbon, fluorine, and other elements. PFAS chemicals have been used in industry and consumer products since the 1950s. PFAS repel oil and water and resist heat, making them useful in a variety of products, including nonstick cookware, food packaging, water-proof clothing, stain-resistant furniture, and firefighting foam. People can be exposed to PFAS in many ways, including products used in your home, the environment, and contaminated drinking water supplies. Exposure to PFAS may lead to adverse health outcomes, so reducing your exposure may lower your risk. (Figure 1. does not include all PFAS subfamilies; visit EPA website at *https://www.epa.gov/pfas*.)

Reducing PFAS in Your Drinking Water with a Home Filter

Types of Filters

A home filter could be an effective way to reduce PFAS levels and there are a variety of types of filters available at different price points. There are many water filters on the market, but not all filters address PFAS. If you choose to use a filter, be sure to get one that is certified to remove or reduce PFAS in drinking water. As of April 2024, filter certifications focus on removing the chemicals PFOA and PFOS (two specific types of PFAS). A filter can cost as little as $20 or more than $1,000 (not including maintenance costs), with difference in types, brands, and whether they are pitcher filters, installed on your faucet, or for your entire home.

Here are some of the types of filters that are currently available and can be effective at reducing PFAS:

- Charcoal (Granular Activated Carbon or GAC): These filters use carbon to trap chemicals as water passes through them.
- Reverse Osmosis (RO) Systems: Reverse osmosis is a process that forces water through an extremely thin barrier that separates chemicals from the water.
- Ion Exchange Resins: Resins are tiny beads that act like powerful magnets that attract and hold the contaminated materials from passing through the water system.

Check for Certification

Certification by an independent entity is an assurance that the filter works as the manufacturer says it does. To find a certified filter, look on the product packaging for a certification by an accredited body. Certified products are monitored and subject to follow-up testing by the certifying agency to ensure that the product the consumer purchases will perform the same as the product that was tested. There are currently five American National Standards Institute (ANSI)-accredited third-party certification bodies that evaluate drinking water filters for PFAS reduction capabilities. Each has a registered trademark that is used on certified products. To make sure the filter you select is certified:

- First, check the product packaging for certification to “NSF/ANSI 53” or NSF/ANSI 58” for PFAS reduction. Note: These numbers are different than what we published previously from the DNR.
- If in doubt, check the certification’s product directory website for testing information or to see if the product has been certified to treat PFAS (such as PFOA & PFOS) found in drinking water. The certification body’s mark will typically be on the packaging.
- If still in doubt, you can contact the certification body directly from their websites.
  A filter may list claims for PFAS reduction on its outer packaging, in a performance data sheet within the package, or on the manufacturer’s website. It's important to note that the current certification standards for PFAS filters (as of April 2024) do not yet indicate that a filter will remove PFAS down to the levels EPA has now set for a drinking water standard.



Maintenance is Critical

Filters are only effective if they are maintained according to the manufacturer’s instructions. Not replacing a filter by the manufacturer’s recommend schedule can increase your risk of exposure to PFAS. For more information on the science behind different types of PFAS filters, visit the EPA’s website at *https://www.epa.gov/pfas*.

Utility Customer Bill of Rights

Public Service Commission of WISCONSIN

Your Rights as a Residential Electric, Gas, or Water Utility Customer
If you have a dispute regarding electric, gas, or water service, the PSC can help. You and the utility must first make reasonable attempts to resolve a dispute.

Did you contact your utility to resolve the dispute?

- **No:** Contact the utility using its contact information included with the bill or notice.
- **Yes:** You may contact PSC Consumer Affairs to try to resolve the issue.

Disconnections
A utility can disconnect your service for:

- Nonpayment
- Default on a deferred payment agreement
- Nonpayment of a deposit
- "Name switching" on an account where a customer did not pay their bill and continues to reside at that address
- Tampering with utility equipment
- Safety hazards or other emergencies
- Failure to provide access to a meter or utility-owned equipment

A utility must:

- Send your notice before disconnection (except where there is a safety hazard or self-reconnection)
- Include the reason(s) for disconnection, ways to contact the utility to establish a payment plan or report a medical or protective services emergency, and the dispute procedure on the notice (including contacting the Public Service Commission if the dispute remains after working with the utility)

Medical or Protective Services Emergencies
If a disconnection will aggravate a medical or protective services emergency, the utility may delay service shut-off for up to 21 days. The utility may require documentation from a professional involved with the medical emergency or crisis. Contact your utility about any such special circumstances.

Winter Disconnection Rules
If a utility service provides the primary heat source to your home or impacts the primary heat source to your home (for example, water or steam radiators), a utility cannot disconnect that service from November 1st through April 15th.

Before winter, the utility must attempt to contact customers whose service was disconnected for nonpayment. Utilities are also required to check the customer's well-being, attempt to negotiate payment plans, and inform the customer about any special assistance available to avoid disconnection.

Budget Billing & Deferred Payment Agreements (DPAs)
To manage high winter gas bills or high summer electric bills, ask your utility about budget payment plans. This allows you to average estimated annual use into even monthly payments. Every six months, your payment amount is readjusted to reflect your actual use. At the end of a budget year, your bill is adjusted to correct over-billing or under-billing.

You may also request a deferred payment agreement (DPA) to pay a current or past due balance. A DPA consists of a down payment on the balance and installment payments toward the remaining balance negotiated between you and your utility depending on your situation. If the installment payments are not paid, the utility may disconnect your service. Municipal utilities may not be required to offer a DPA to some customers.

Deposits
Utility companies may require a deposit for service to ensure payment. A standard deposit cannot exceed the sum of the two largest consecutive bills during the last twelve months. A deposit requested due to nonpayment during the winter months cannot exceed the four highest consecutive bills during the last twelve months.

The following rules apply to payment and refund of deposits:

Existing Residential Customers
A deposit can be requested if your service was disconnected during the last 12 months for nonpayment of an undisputed account or your initial application was falsified or incomplete.

Winter Moratorium
A deposit can be requested if you had debt incurred during the winter (November 1st through April 15th) that was 80 days or more past due and you had the ability to pay.

New Residential Customer
A deposit can be requested if you have an unpaid bill for utility service anywhere in Wisconsin during the last six years which remains outstanding.

Low Income Customer
You do not have to post a deposit if you can document that your income is at or below 200 percent of the federal poverty guidelines. Please contact your utility, Energy Assistance, or visit the Assistance Program page on the PSC website for additional information on low income resources.

For residential service, the deposit will be refunded, with interest, after 12 consecutive months of prompt payment.

Meter Readings
Generally, meter readings are based on actual meter readings by the utility or the customer. If a utility cannot read your meter, a customer does not provide a reading, or there is an emergency, you may receive an estimated bill. The PSC requires electric and gas utilities to read your meter at least once every six months and when there is a change of customer. You must allow utilities to perform meter readings or your service can be disconnected.

Conservation and Moving
If you would like information on conservation or are expecting to move to another location, contact your utility. The utility can provide estimated energy costs at the new location, in the form of average energy used or the largest and smallest bills in the last twelve months. As another note on conservation, it is recommended that water heater thermostats be set no higher than 125° Fahrenheit.

For more information on conservation, visit the Focus On Energy website or call 1-800-762-7077.

Delinquent Bills Levied as a Tax or Lien
Under state law, some delinquent municipal utility bills may be transferred as a tax to the property tax bill of the property owner or as a lien on a tenant's personal assets.

Contact Consumer Affairs
You can reach a Consumer Specialist between 7:45 a.m. and 4:30 p.m., Monday through Friday. Call (608) 266-2001 or Toll-Free (800) 225-7729;
Or you can log a complaint online:
https://psc.wi.gov/Pages/ForConsumers/LogAComplaint.aspx

PSC Updated 01/2018

2023 CONSUMER CONFIDENCE REPORT DATA

PEWAUKEE CITY WATER AND SEWER UTILITY, PWS ID: 26802149

Water System Information

If you would like to know more about the information contained in this report, please contact Jane E. Mueller, Utility Manager at (262) 691-0804.

Opportunity for Input on Decisions Affecting Your Water Quality

The City of Pewaukee Common Council meets the first and third Monday of the month at 6:30 p.m. at Pewaukee City Hall, Common Council Chambers, W240N3065 Pewaukee Road, Pewaukee, WI 53072, unless otherwise stated.

Health Information

Drinking water, including bottled water, may reasonably be expected to contain at least small amounts of some contaminants. The presence of contaminants does not necessarily indicate that the water poses a health risk. More information about contaminants and potential health effects can be obtained by calling the Environmental Protection Agency's (EPA) Safe Drinking Water Hotline at (800) 426-4791.

Some people may be more vulnerable to contaminants in drinking water than the general population. Immuno-compromised persons such as persons with cancer undergoing chemotherapy, persons who have undergone organ transplants, people with HIV/AIDS, or other immune systems disorders, some elderly, and infants can be particularly at risk from infections. These people should seek advice about drinking water from their health care providers. EPA/CDC guidelines on appropriate means to lessen the risk of infection by cryptosporidium and other microbial contaminants are available by calling the EPA 's Safe Drinking Water Hotline at (800) 426-4791.

Source(s) of Water

Source ID	Source	Depth (in feet)	Status
1	Groundwater	1200	Active
2	Groundwater	1075	Active
3	Groundwater	340	Active
4	Groundwater	350	Active
5	Groundwater	1000	Active
6	Groundwater	1415	Active

Source ID	Source	Depth (in feet)	Status
7	Groundwater	1344	Active
8	Groundwater	180	Active
9	Groundwater	1400	Active
10	Groundwater	182	Active
11	Groundwater	1180	Active
12	Groundwater	154	Active

To obtain a summary of the source water assessment, please contact Jane Mueller at (262) 691-0804.

Educational Information

The sources of drinking water, both tap water and bottled water, include rivers, lakes, streams, ponds, reservoirs, springs, and wells. As water travels over the surface of the land or through the ground it dissolves naturally occurring minerals and, in some cases, radioactive material, and can pick up substances resulting from the presence of animals or from human activity.

Contaminants that may be present in source water include:

- Microbial contaminants, such as viruses and bacteria which may come from sewage treatment plants, septic systems, agricultural livestock operations and wildlife.
- Inorganic contaminants, such as salts and metals which can be naturally occurring or result from urban stormwater runoff, industrial or domestic wastewater discharges, oil and gas production, mining, or farming.
- Pesticides and herbicides, which may come from a variety of sources such as agriculture, urban stormwater runoff and residential uses.
- Organic chemical contaminants, including synthetic and volatile organic chemicals which are byproducts of industrial processes and petroleum production and can also come from gas stations, urban stormwater runoff and septic systems.
- Radioactive contaminants, which can be naturally occurring or be the result of oil and gas production and mining activities.

In order to ensure that tap water is safe to drink, the EPA prescribes regulations that limit the amount of certain contaminants in water provided by public water systems. FDA regulations establish limits for contaminants in bottled water, which shall provide the same protection for public health.

Definitions

Term	Definition
AL	Action Level: The concentration of a contaminant which, if exceeded, triggers treatment or other requirements which a water system must follow.
HA and HAL	HA: Health Advisory. An estimate of acceptable drinking water levels for a chemical substance based on health effects information. HAL: Health Advisory Level is a concentration of a contaminant which, if exceeded, poses a health risk and may require a system to post a public notice. Health Advisories are determined by the US EPA.
HI	HI: Hazard Index is used to assess the potential health impacts associated with mixtures of contaminants. Hazard Index guidance for a class of contaminants or mixture of contaminants may be determined by the US EPA or Wisconsin Department of Health Services (WDHS). If a Health Index is exceeded, a system may be required to post a public notice.
Level 1 Assessment	A Level 1 assessment is a study of the water system to identify potential problems and determine, if possible, why total coliform bacteria have been found in our water system.
Level 2 Assessment	A Level 2 assessment is a very detailed study of the water system to identify potential problems and determine, if possible, why an E. coli MCL violation has occurred or why total coliform bacteria have been found in our water system, or both, on multiple occasions.
MCL	Maximum Contaminant Level: The highest level of a contaminant that is allowed in drinking water. MCLs are set as close to the MCLGs as feasible using the best available treatment technology.
MCLG	Maximum Contaminant Level Goal: The level of a contaminant in drinking water below which there is no known or expected risk to health. MCLGs allow for a margin of safety.
MFL	million fibers per liter
MRDL	Maximum residual disinfectant level: The highest level of a disinfectant allowed in drinking water. There is convincing evidence that addition of a disinfectant is necessary for control of microbial contaminants.
MRDLG	Maximum residual disinfectant level goal: The level of a drinking water disinfectant below which there is no known or expected risk to health. MRDLGs do not reflect the benefits of the use of disinfectants to control microbial contaminants.
mrem/year	millirems per year (a measure of radiation absorbed by the body)
NTU	Nephelometric Turbidity Units
pCi/l	picocuries per liter (a measure of radioactivity)
ppm	parts per million, or milligrams per liter (mg/l)
ppb	parts per billion, or micrograms per liter (ug/l)
ppt	parts per trillion, or nanograms per liter
ppq	parts per quadrillion, or picograms per liter
PHGS	Public Health Groundwater Standards are found in NR 140 Groundwater Quality. The concentration of a contaminant, which if exceeded, poses a health risk and may require a system to post a public notice.
RPHGS	Recommended Public Health Groundwater Standards. Groundwater standards proposed by the WDHS. The concentration of a contaminant which, if exceeded, poses a health risk, and may require a system to post a public notice.
SMCL	Secondary drinking water standards or Secondary Maximum Contaminant Levels for contaminants that affect taste, odor, or appearance of the drinking water. The SMCLs do not represent health standards.
TCR	Total Coliform Rule
TT	Treatment Technique: A required process intended to reduce the level of a contaminant in drinking water.

Detected Contaminants

Your water was tested for many contaminants last year. We are allowed to monitor for some contaminants less frequently than once a year. The following tables list only those contaminants which were detected in your water. If a contaminant was detected last year, it will appear in the following tables without a sample date. If the contaminant was not monitored last year, but was detected within the last 5 years, it will appear in the tables below along with the sample date.

Disinfection Byproducts

Contaminant (units)	Site	MCL	MCLG	Level Found	Range	Sample Date (if prior to 2023)	Violation	Typical Source of Contaminant
HAA5 (ppb)	MDBP - 2	60	60	2	2		No	By-product of drinking water chlorination
TTHM (ppb)	MDBP - 2	80	0	20.9	20.9		No	By-product of drinking water chlorination

Inorganic Contaminants

Contaminant (units)	MCL	MCLG	Level Found	Range	Sample Date (if prior to 2023)	Violation	Typical Source of Contaminant
ARSENIC (ppb)	10	n/a	7	0-7		No	Erosion of natural deposits; Runoff from orchards; Runoff from glass and electronics production wastes
BARIUM (ppm)	2	2	0.190	0.010-0.190		No	Discharge of drilling wastes; Discharge from metal refineries; Erosion of natural deposits
FLUORIDE (ppm)	4	4	0.4	0.3-0.4		No	Erosion of natural deposits; Water additive which promotes strong teeth; Discharge from fertilizer and aluminum factories
NICKEL (ppb)	100		5.9000	0.0000-5.9000		No	Nickel occurs naturally in soils, ground water and surface waters and is often used in electroplating, stainless steel and alloy products.
NITRATE (N03-N) (ppm)	10	10	0.23	0.00 - 0.23		No	Runoff from fertilizer use; Leaching from septic tanks, sewage; Erosion of natural deposits
SODIUM (ppm)	n/a	n/a	130.00	14.00-130.00		No	n/a

Contaminant (units)	Action Level	MCLG	90th Percentile Level Found	# of Results	Sample Date (if prior to 2023)	Violation	Typical Source of Contaminant
COPPER (ppm)	AL=1.3	1.3	0.1500	0 of 20 results were above the action level		No	Corrosion of household plumbing systems; Erosion of natural deposits; Leaching from wood preservatives
LEAD (ppb)	AL=15	0	2.60	1 of 20 results were above the action level		No	Corrosion of household plumbing systems; Erosion of natural deposits

PFAS Contaminants with a Recommended Health Advisory Level

Perfluoroalkyl and polyfluoroalkyl substances (PFAS) are a large group of human-made chemicals that have been used in industry and consumer products worldwide since the 1950s. The following table lists PFAS contaminants which were detected in your water and that have a Recommended Public Health Groundwater Standard (RPHGS) or Health Advisory Level (HAL). There are no violations for detections of contaminants that exceed the RPHGS or HAL. The RPHGS are levels at which concentrations of the contaminant present a health risk and are based on guidance provided by the Wisconsin Department of Health Services.

Typical Source of Contaminant	Drinking water is one way that people can be exposed to PFAS. In Wisconsin, two-thirds of people use groundwater as their drinking water source. PFAS can get in groundwater from places that make or use PFAS and release from consumer products in landfills.			
Contaminant (units)	**RPHGS or HAL (ppt)**	**Level Found**	**Range**	**Sample Date (if prior to 2023)**
PFBS (ppt)	450000	23.00	0.00-24.00	
PFHXS (ppt)	40	50.67	0.00-53.00	
PFHXA (ppt)	150000	30.00	0.00-33.00	
PFOS (ppt)	20	5.27	0.00-6.40	
PFOA (ppt)	20	6.27	0.00-6.80	
PFOA and PFOS Total	20	11.53	0.00-12.50	

Radioactive Contaminants

Contaminant (units)	MCL	MCLG	Level Found	Range	Sample Date (if prior to 2023)	Violation	Typical Source of Contaminant
GROSS ALPHA, EXCL. R & U (pCi/l)	15	0	17.4	2.8-20.2		Yes, Ongoing	Erosion of natural deposits
RADIUM (226 + 228) (pCi/l)	5	0	5.5	-0.1-5.5		Yes, Ongoing	Erosion of natural deposits
GROSS ALPHA, INCL. R & U (n/a)	n/a	n/a	19.5	3.2-22.2		No	Erosion of natural deposits
COMBINED URANIUM (ug/l)	30	0	3.1	0.2 -3.3		No	Erosion of natural deposits

Unregulated Contaminants

Unregulated contaminants are those for which the EPA has not established drinking water standards. The purpose of unregulated contaminant monitoring is to assist the EPA in determining the occurrence of unregulated contaminants in drinking water and whether future regulation is warranted. The EPA required us to participate in this monitoring.

Contaminant (units)	Level Found	Range	Sample Date (if prior to 2023)
ISOPROPYLBENZENE (ppb)	0.25	0.25	

Health Effects for Any Contaminants with MCL Violations/Action Level Exceedances/SMCL Exceedances/ PHGS or HAL Exceedances

Contaminant	Health Effects
GROSS ALPHA, EXCL. R&U	Certain minerals are radioactive and may emit a form of radiation known as alpha radiation. Some people who drink water containing alpha emitters in excess of the MCL over many years may have an increased risk of getting cancer.
PFHXS	Scientists are still learning about the health effects that various PFAS can have on the body. To date, studies among people have shown that high levels of certain PFAS can increase cholesterol levels, decrease antibody levels in response to vaccines, and decrease fertility in women. People can reduce their risk of health effects by reducing their exposure to PFAS.
RADIUM (226 + 228)	Some people who drink water containing radium 226 or 228 in excess of the MCL over many years may have an increased risk of getting cancer.

Additional Health Information

While your drinking water meets USEPA's standard for **arsenic**, it does contain low levels of arsenic. USEPA's standard balances the current understanding of arsenic's possible health effects against the costs of removing arsenic from drinking water. USEPA continues to research the health effects of low levels of arsenic, which is a mineral known to cause cancer in humans at high concentrations and is linked to other health effects such as skin damage and circulatory problems.

If present, elevated levels of lead can cause serious health problems, especially for pregnant women and young children. Lead in drinking water is primarily from materials and components associated with service lines and home plumbing. The City of Pewaukee Water & Sewer Utility is responsible for providing high quality drinking water, but cannot control the variety of materials used in plumbing components.

When your water has been sitting for several hours, you can minimize the potential for lead exposure by flushing your tap for 30 seconds to 2 minutes before using water for drinking or cooking. If you are concerned about lead in your water, you may wish to have your water tested. Information on lead in drinking water, testing methods, and steps you can take to minimize exposure is available by calling the Safe Drinking Water Hotline at (800) 426-4791 or at www.epa.gov/safewater/lead.

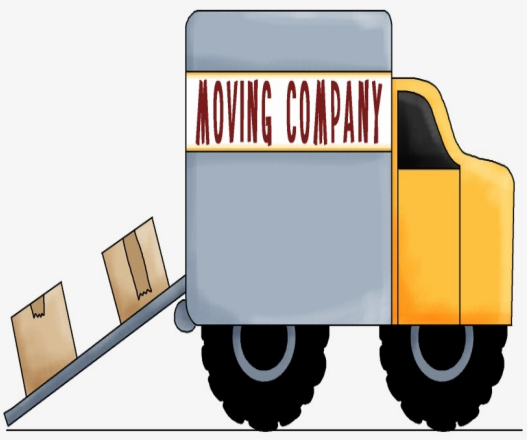
Corrective Actions Taken

The City of Pewaukee is reviewing the options available to allow the well with the radium violation to be abandoned. We are waiting on a DNR review of the purchase of an alternative well, or the construction of a $6 million water main loop.

Please contact Jane Mueller, Utility Manager, at (262) 691-0804 with questions related to this report.

Are You Moving In or Out of the City?

If you're moving, **we need to know!** Title companies and realtors are not responsible to notify the Utility office when a property changes ownership. It is your responsibility to get us the information when changes need to be made to your account. A Move-In/Move-Out Form is available on the City of Pewaukee website. Just simply complete and submit the form online, or print it and mail it to our office at Pewaukee City Hall, W240N3065 Pewaukee Road, Pewaukee, WI 53072, or email completed form to: *publicworks@pewaukee.wi.us*.



Department of Public Works
Water & Sewer Utility
W240N3065 Pewaukee Road
Pewaukee, WI 53072

Phone: (262) 691-0804 • Fax: (262) 691-5729 • email: publicworks@pewaukee.wi.us

Please put these items in the trash, *NOT the toilet!*

- Disinfecting surface wipes
- Kleenex tissues
- Baby wipes
- First aid wipes or bandages
- Disposable diapers or liners
- Fats, oil, or grease
- Paper tower or rags
- Cigarette butts
- Coffee grounds
- Cat litter
- Mop or "Swiffer"-type refills
- Toilet cleaning pads
- Cotton swabs
- Cosmetic/jewelry wipes
- Moist towelettes of any kind
- Feminine hygiene products
- Condoms or wrappers
- Hair of any kind

This is your sanitary sewer pump:



This is your sanitary sewer pump on "flushable" wipes:



NO WIPES IN THE PIPES

City of Pewaukee - New Agenda Item

Agenda Language:
Discussion and possible action to adopt Resolution 25-06-12 Preliminary Resolution for the Area-Wide Reserve Capacity Assessment for Debt Service for Treatment Plant Capacity in the Fox River Water Pollution Control Center.

Sub Item Agenda Language:

Background Provided By:
Magdelene Wagner

Background:
This resoution is the first step in adopting the Sewer Reserve Capacity Assessment (RCA). This area has not previously had the RCA adopted. The RCA pays for the improvements for our share of the Fox River Wataer Pollution Control Center (Brookfield Treatment Plant). This is the assessment commonly referred to as our connection assessment and is due only at the time of connection.

Fiscal Impact:

Recommended Motion:
Council to adopt the resolution.

STATE OF WISCONSIN CITY OF PEWAUKEE WAUKESHA COUNTY

RESOLUTION 25-06-12
PRELIMINARY RESOLUTION
LEVYING AREA-WIDE RESERVECAPACITY ASSESSMENT FOR DEBT SERVICE FOR TREATMENT PLANT CAPACITY IN THE FOX RIVER WATER POLLUTION CONTROL CENTER (BROOKFIELD PLANT)
UNDER SECTION 66.0703, WISCONSIN STATUTES

WHEREAS, The Common Council of the City of Pewaukee has determined that areas within Sections 6 and 7 of the City of Pewaukee have been judged to be in need of municipal sewer, and;

WHEREAS, The Common Council of the City of Pewaukee has determined that all property owners and developers benefited should share in the cost of such improvements.

NOW, THEREFORE, BE IT HEREBY RESOLVED: That the Common Council of the City of Pewaukee determines that it is in the best interest of the City and in the exercise of its police power under Section 66.0703, Wisconsin Statutes, to levy special assessments upon the following described property for the special benefits conferred upon properties by the improvements in the regional Fox River Water Pollution Control Center and related facilities for the entire territory to service all properties which receive service from said municipal system:

Before such improvements are made, the City Engineer is directed to prepare a report consisting of:

a. Preliminary plans and specifications for said improvements.
b. An estimate of the entire cost of the proposed reconstruction improvements.
c. A schedule of the proposed assessment against each affected parcel and a statement that all property is benefited.
d. The formula for assessing.

The exact amount of the assessment and the method of permitted payments will be determined at the public hearing, prior to the Final Resolution.

Upon receiving the report of the City Engineer, the Clerk shall publish a Class I notice to be given stating the nature of the proposed work, the general boundary lines of the proposed assessment district, a small map and the place and time at which the report can be inspected and the time of the public hearing for interested parties to appear and comment. The Clerk shall also mail the notices to the post-office address of every interested party at least 10 days before the hearing. The public hearing shall be held at the City Hall, W240N3065 Pewaukee Road not less than 10 and not more than 40 days after such publication.

SEVERABILITY
The several sections of this Resolution shall be declared to be severable. If any section shall be declared by a decision of a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the other provisions of the Resolution.

ADOPTED THIS 2nd Day of June, 2025.

CITY OF PEWAUKEE

_____
Steve Bierce, Mayor

ATTEST:

_____
Kelly M. Tarczewski, Clerk/Treasurer