Office of the Clerk/Treasurer

W240N3065 Pewaukee Road
Pewaukee, WI 53072
(262) 691-0770 Fax 691-1798

COMMON COUNCIL
MEETING NOTICE AND AGENDA
Monday, June 15, 2020
7:00 PM

Common Council Chambers ~ Pewaukee City Hall KEEP
W240 N3065 Pewaukee Road ~ Pewaukee, Wisconsin

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1. Call to Order and Pledge of Allegiance
2. Public Comment - Please limit your comments to two (2) minutes, if further time for discussion is needed please contact your District Alderperson prior to the meeting.
3. Consent Agenda
   - 3.1. Approval of the Common Council Meeting Minutes Dated June 1, 2020
   - 3.2. Approval of the Accounts Payable Listing
   - 3.3. Approval of Bartender Listing
4. Discussion and Possible Action Regarding **Resolution 20-06-09** Updating the Investment Policy [Tami Olszewski - Ehlers]
5. **PUBLIC HEARING** Regarding the 2020-2021 Class A and Class B Liquor License Requests and Possible Action to Issue Same [Tarczewski]
6. Discussion and Possible Action Regarding the Clean Water Fund Program (CWFP) for FRWPCC Phosphorus Reduction Project.
   - 6.1 **Resolution 20-06-11** Declaring Official Intent to Reimburse Expenditures for Clean Water Fund Program Update the FWRPCC for Phosphorus Reduction.
   - 6.2 **Resolution 20-06-10** Acknowledging Magdelene Wagner, Director of Public Works, as authorized Representative for the City of Pewaukee Update of the FRWPCC for Phosphorus Reduction and all related activities.
7. Discussion and Possible Action regarding the Special Assessment Policy for all projects in the City of Pewaukee.
   - 7.1 Road and Curb Special Assessment Policy
   - 7.2 Sanitary Sewer Assessment Policy
   - 7.3 Water Main Assessment Policy
   - 7.4 Policy to Revise Existing Assessments, Specifically for Sanitary Sewer and Water Main Assessments.
8. Lindsay Road and Redford Boulevard (CTH F) intersection Study [Wagner]
   - 8.1 Discussion and Possible Action to Begin Discussions with Waukesha County Regarding Final Design of the Intersection Improvements and Establishing Funding or Other Partnership

Agreements for the Intersection Improvements.

8.2 Discussion and Possible Action to Authorize Traffic Analysis & Design, Inc. to Complete an amended Study in accordance with the Agreement in the amount of $15,912.

9. Discussion and Possible Action Regarding the Request for Temporary Beer Licenses for July 17th and August 21st at Nettesheim Park Located at N26 W27495 Prospect Avenue as Requested by Buddies of Environmental Enjoyment and Recreation (BEER) for the Pewaukee Park & Recreation Roll-Up Beer Garden [Tarczewski]

10. Public Comment - Please limit your comments to two (2) minutes, if further time for discussion is needed please contact your district Alderperson prior to the meeting.

11. Adjournment

Kelly Tarczewski
Clerk/Treasurer

June 12, 2020

NOTICE

This in-person meeting will have the option to attend virtually or by phone due to the Governor's Emergency Safer At Home order due to the COVID-19 virus.

To attend this meeting virtually or by phone please stop by Pewaukee City Hall or contact Kelly Tarczewski, City Clerk, 262-691-0770, tarczewski@pewaukee.wi.us **before 3 P.M. on the date of the meeting** for directions. Meeting materials are available at https://pewaukee.novusagenda.com/AgendaPublic/.

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.

CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 3.1.

DATE: June 15, 2020

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Approval of the Common Council Meeting Minutes Dated June 1, 2020

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 3.2.

DATE: June 15, 2020

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Approval of the Accounts Payable Listing

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

A/P 6/15/2020

INVOICE NUMBER	DESCRIPTION	AMOUNT
VENDOR NAME: ADP, LLC		
557259015	HR HCM SUITE	1,207.80
TOTAL VENDOR ADP, LLC		1,207.80
VENDOR NAME: ASSESSMENT TECH		
8959	IT MARKET DRIVE RENEWAL	4,553.24
8962	IT WEB PUBLISHING OF DATA	1,206.24
TOTAL VENDOR ASSESSMENT TECH		5,759.48
VENDOR NAME: ASSESSMENTS USA		
220023	HR EXAMS	239.00
TOTAL VENDOR ASSESSMENTS USA		239.00
VENDOR NAME: BREDAN MECHANIC		
65773	IT HVAC INSPECTION	1,333.50
TOTAL VENDOR BREDAN MECHANIC		1,333.50
VENDOR NAME: BS&A SOFTWARE		
129812	IT GEN LEDGER, AP, CR, MR SOFTWARE	24,830.00
TOTAL VENDOR BS&A SOFTWARE		24,830.00
VENDOR NAME: CHICAGO TITLE		
REFUND 0907997025	CT REFUND OVERPAYMENT	27.65
TOTAL VENDOR CHICAGO TITLE		27.65
VENDOR NAME: COEN, GERI		
04072020 - 2	CT VOTING	87.00
TOTAL VENDOR COEN, GERI		87.00
VENDOR NAME: D.F. TOMASINI,		
DFT#2136-23	SW WATER SERVICE REPAIR	9,649.00
TOTAL VENDOR D.F. TOMASINI,		9,649.00
VENDOR NAME: DAN PLAUTZ CLEA		
4841	HR CLEANING	2,790.00
TOTAL VENDOR DAN PLAUTZ CLEA		2,790.00
VENDOR NAME: DIVERSIFIED BEN		
306167	CT HRA JUNE 2020	314.80
TOTAL VENDOR DIVERSIFIED BEN		314.80
VENDOR NAME: ELLIOTT ACE HAR		
826198	COVID FELT PAD BRN 2PK	6.59
826190	COVID BOLTS AND NUTS FOR PARTITIONS	73.46
TOTAL VENDOR ELLIOTT ACE HAR		80.05
VENDOR NAME: FERGUSON WATERW		
0295580	SW SAFETY STEM COUPLER	96.00
TOTAL VENDOR FERGUSON WATERW		96.00
VENDOR NAME: GESTRA ENGINEER		
12171	SW PIPE BURSTING PROJECT	3,660.00
TOTAL VENDOR GESTRA ENGINEER		3,660.00
VENDOR NAME: HAWKINS, INC.		
4713582	SW SODIUM SILICATE	3,091.04
4719544	SW RING SEAL	180.80
4722556	SW CHEMICALS	2,488.51
TOTAL VENDOR HAWKINS, INC.		5,760.35
VENDOR NAME: HEARTLAND BUSIN		
376266-H	IT NETWORK MONITORING	184.00
TOTAL VENDOR HEARTLAND BUSIN		184.00
VENDOR NAME: HYDROCORP		
0057495-IN	SW MCC 2 YR	1,084.00

INVOICE NUMBER	DESCRIPTION	AMOUNT
VENDOR NAME: HYDROCORP		
TOTAL VENDOR HYDROCORP		1,084.00
VENDOR NAME: INFO TECH PROS		
20221	IT MONITORING EXCHANGE MS 365	2,722.50
TOTAL VENDOR INFO TECH PROS		2,722.50
VENDOR NAME: JACOBUS ENERGY		
2056755	SW ULSD DYED	175.26
TOTAL VENDOR JACOBUS ENERGY		175.26
VENDOR NAME: JAMES GILL		
REFUND PROGRAM	P&R REFUND PROGRAM	145.00
TOTAL VENDOR JAMES GILL		145.00
VENDOR NAME: JENSEN EQUIPMEN		
J-666831	SW BOOT PULLOVER	25.25
TOTAL VENDOR JENSEN EQUIPMEN		25.25
VENDOR NAME: JOHN'S DISPOSAL		
YARD WASTE 06/02/2	CT YARD WASTE STICKERS	48.75
TOTAL VENDOR JOHN'S DISPOSAL		48.75
VENDOR NAME: LIFE-ASSIST INC		
1003304	COVID TEMPLE TOUCH THERMOMETER	192.30
TOTAL VENDOR LIFE-ASSIST INC		192.30
VENDOR NAME: MENARDS		
64022	SW WHIP HOSE FLEXZIL	15.67
90938	SW AIR COMPRESSOR	299.99
TOTAL VENDOR MENARDS		315.66
VENDOR NAME: MIDWEST METER I		
0121714-IN	SW BRONZE COUPLING, BOLTS, TWIST TIGHT	1,823.75
TOTAL VENDOR MIDWEST METER I		1,823.75
VENDOR NAME: MUNICIPAL LAW &		
13140	CT LEGAL FEES	5,334.20
TOTAL VENDOR MUNICIPAL LAW &		5,334.20
VENDOR NAME: MUNICIPAL WELL		
16834	SW WELL #6 REPAIR	42,360.00
TOTAL VENDOR MUNICIPAL WELL		42,360.00
VENDOR NAME: NATIONWIDE RETI		
PD 5/22/20	CT RETIREMENT PD 5/22	1,260.09
RETIREMENT PD 5-8	CT RETIREMENT PD 5-8	1,260.09
TOTAL VENDOR NATIONWIDE RETI		2,520.18
VENDOR NAME: NORTHERN LAKE S		
377187	SW CHLORINE	60.00
377463	SW CHLORINE	80.00
377945	SW CHLORINE	80.00
378484	SW CHLORINE	80.00
378809	SW CHLORINE	60.00
TOTAL VENDOR NORTHERN LAKE S		360.00
VENDOR NAME: OFFICE DEPOT		
466828373001	COVID WIPES	118.19
489083820001	CT OFFICE SUPPLIES	18.45
489935005001	ASR OFFICE SUPPLIES	16.78
TOTAL VENDOR OFFICE DEPOT		153.42
VENDOR NAME: PEWAUKEE PROFES		
2020 CABLE BILL	CT CABLE BILL 2020	287.64
TOTAL VENDOR PEWAUKEE PROFES		287.64
VENDOR NAME: PEWAUKEE, VILLA		

INVOICE NUMBER	DESCRIPTION	AMOUNT
VENDOR NAME: PEWAUKEE, VILLA		
JUNE JOINT LIBRARY CT	JUNE JOINT LIBRARY	69,501.00
TOTAL VENDOR PEWAUKEE, VILLA		69,501.00
VENDOR NAME: PITNEY BOWES		
3311209903	SW RELAY 3000 INSERTING SYSTEM	1,681.53
TOTAL VENDOR PITNEY BOWES		1,681.53
VENDOR NAME: PUBLIC SERVICE		
2004-I04625	SW PSC DIRECT ASSESSMENT	483.80
TOTAL VENDOR PUBLIC SERVICE		483.80
VENDOR NAME: R&R INSURANCE S		
2273421	CT LWMMI JULY BILLING	25,171.00
TOTAL VENDOR R&R INSURANCE S		25,171.00
VENDOR NAME: STRAND ASSOCIAT		
0160126	SW GEOTECHNICAL INVESTIGATION	522.06
TOTAL VENDOR STRAND ASSOCIAT		522.06
VENDOR NAME: TD AMERITRADE		
LOAN REPMT PD 5-22 CT	LOAN REPAYMENT PD 5-22	50.00
LOAN REPMT PD 5-8 CT	LOAN REPAYMENT PD 5-8	50.00
TOTAL VENDOR TD AMERITRADE		100.00
VENDOR NAME: WATER REMEDIATI		
017766	SW BASE TREATMENT CHG	3,534.57
TOTAL VENDOR WATER REMEDIATI		3,534.57
VENDOR NAME: WAUK CO TREAS		
2020-00000033 DOA3 CT	TAX BILLING	6,396.00
2020-00000057 SHF5 CT	MUNICIPAL PATROL	217,220.25
TOTAL VENDOR WAUK CO TREAS		223,616.25
VENDOR NAME: WAUKESHA CO DEP		
06102020	PERMIT APPLICATION	145.00
TOTAL VENDOR WAUKESHA CO DEP		145.00
VENDOR NAME: WI ASSOCIATION		
05142001	HR JOB AD	150.00
TOTAL VENDOR WI ASSOCIATION		150.00
VENDOR NAME: WI DEPT NATURAL		
RENEWAL 060120	ERIK HANSON WASTEWATER OPERATOR CERT RE	45.00
TOTAL VENDOR WI DEPT NATURAL		45.00
VENDOR NAME: WI DNR		
WU89544	SW WATER USE FEES	125.00
TOTAL VENDOR WI DNR		125.00
GRAND TOTAL:		438,641.75

CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 3.3.

DATE: June 15, 2020

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Approval of Bartender Listing

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Bartender Listing 6/15/2020

Bartender License List **Meeting Date: June 15, 2020**

Individual Name	Establishment Name	Type
Adel, Thomas T	Pewaukee Golf Club	New
Ader, Craig A	Smokies Muskie Shop	New
Beatty, Steele R	Sunset/Edgewater	Renewal
Beatty, Trish M	Sunset/Edgewater	New
Bierce, Zoe	Sunset/Edgewater	New
Borenz, David R	The Beer Depot	Renewal
Bosman, Erika L	Pewaukee Golf Club	New
Brand, James A	5'O'clock Club	Renewal
Buchanan, Dustin HE	The Machine Shed	New
Bush, Tracy L	The Machine Shed	Renewal
Chase, Kristi	Red Rooster/Wonderland	New
Chycinski, Danielle N	Curly's Waterfront	New
Clark, Lauren N	Point Burger Bar	Renewal
Cook, Kristin A	Mugshotz	New
Elftman, Patricia E	5 O'Clock Club	Renewal
Emser, Tyler T	The Beer Depot	Renewal
Engle, Jamie F	The Machine Shed	Renewal
Gerbensky, Karen S	Waukesha Gun Club	Renewal
Gerbensky, Patrick A	Waukesha Gun Club	Renewal
Heck-Picard, Erin C	Gina's Sports Dock	Renewal
Henschel, Steven R	Waukesha Gun Club	Renewal
Hill, Christine M	5 O'clock Club	Renewal

Holub, Veronica J	Wonderland Tap	Renewal
Kilps, Patrick J	Smokeys Muskie Shop	New
Klicka, Stacey L	Gina's Sports Dock	Renewal
Kozminski, Carly M	Michaels House of Prime	Renewal
Magolan, Ian G	Andreas Red Rooster	New
Marx, Diane	Waukesha Gun Club	Renewal
McPhail, Angela M	Wonderland Tap	New
Merz, Gordon C	Smokey Muskie Shop	New
Muehlbauer, Annie	Point Burger Bar	New
Natalizio, Gabrielle S	Pewaukee Golf Course	New
Palmersheim, Steven D	The Machine Shed	Renewal
Quinn, Emma A	Gina's Sports Dock	New
Rhodes, Gina M	Gina's Sports Dock	Renewal
Rohde, Andria L	Gina's Sports Dock	Renewal
Schoettel, Peter D	Thunder Bay	Renewal
Slater, Kaitlyn M	Gina's Sports Dock	New
Thomas, John C	Gina's Sports Dock	Renewal
Thomas, Susan M	Waukesha Gun Club	New
Vanderboom, Patricia	The Machine Shed	Renewal
Vazquez-Rosa, Angela J	Boomers	New
Wakeman, Andrew	Smokies Muskie Shop	New
Walczak, Joel R	Smokeys Muskie Shop	New
Williams, Heather M	The Beer Depot	Renewal

Youngbauer, Steve	Milwaukee Marriott West	Renewal

CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 4.

DATE: June 15, 2020

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Discussion and Possible Action Regarding **Resolution 20-06-09** Updating the Investment Policy [Tami Olszewski - Ehlers]

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

Inestment Summary

Resolution 20-06-09

Investment Summary

01/01/2020 - 06/10/2020

Pewaukee Investment Holdings (104051)

Dated: 06/11/2020

Investment Summary

	Portfolio
Account	Pewaukee Investment Holdings
Beginning Market Value	11,740,436.65
Beginning Accrued Balance	50,991.57
Ending Accrued Balance	50,924.01
Ending Market Value	11,966,326.45
Ending Market Value + Accrued	12,017,250.46

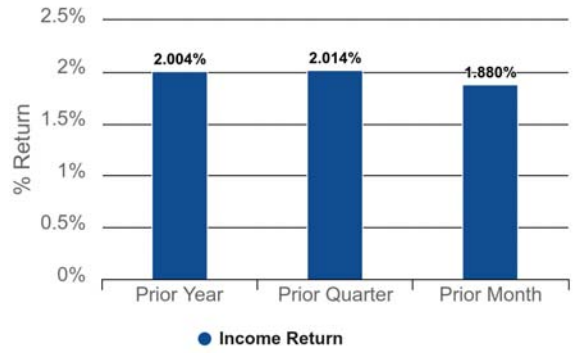
Footnote: 1

GAAP Income Detail

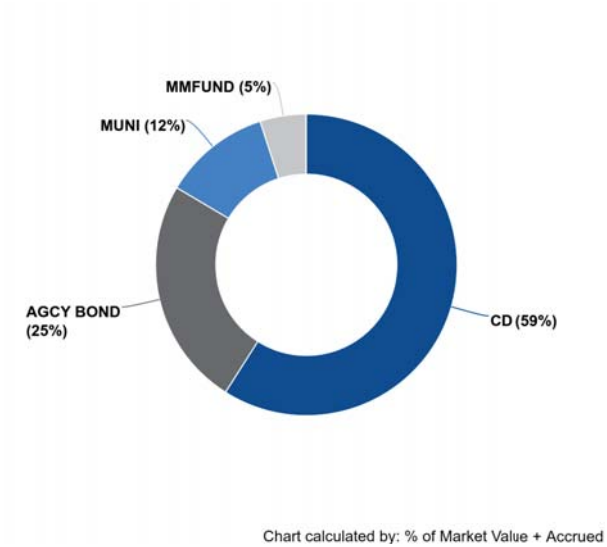
	Portfolio
Account	Pewaukee Investment Holdings
MMF Payment Received Income	291.50
Coupon Received Income	122,888.53
Realized Gain	21.46
Other Income	0.00
Total Income	123,201.49

Footnotes: 1,2

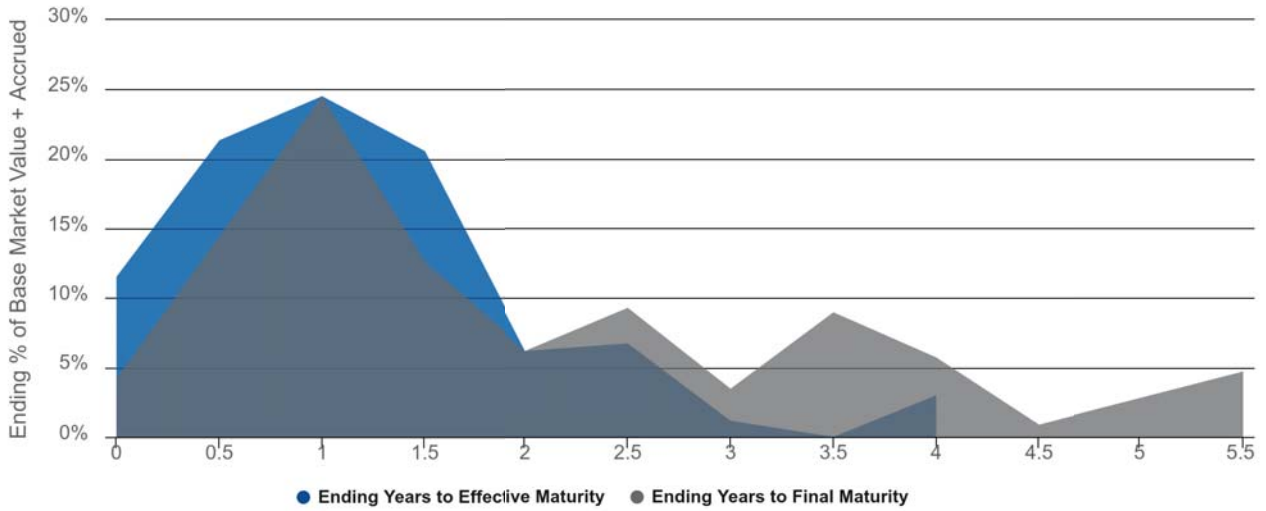
Performance Summary



Portfolio Composition



Time To Maturity



STATE OF WISCONSIN CITY OF PEWAUKEE WAUKESHA COUNTY

RESOLUTION NO. 20-03-06

RESOLUTION REVISING THE INVESTMENT POLICY FOR THE CITY OF PEWAUKEE

WHEREAS, the Finance Committee reviewed and made recommendation to the City of Pewaukee's Financial Policies and Procedures on June 8, 2010; and

WHEREAS, the Common Council adopted Resolution 10-07-18 entitled "Establishing Financial Policies and Procedures for the City of Pewaukee" on July 7, 2010

WHEREAS, the policy should be reviewed at least every three (3) years or sooner at the discretion of the Common Council.

BE IT HEREBY RESOLVED by the Common Council of the City of Pewaukee that it hereby revises the following investment policy in the public interest:

INVESTMENT POLICY

General: The purpose of these investment guidelines is to formalize the framework for the City's daily investment activities. The guidelines are intended to be broad enough to allow the investment officer to function properly within the parameters of responsibility and authority, yet specific enough to adequately safeguard the investment assets.

I. PUBLIC DEPOSITS

A. **Depository.** The Common Council hereby designates J.P. Morgan Chase Bank as its public depository effective July 20, 2009, or as soon as practicable to facilitate the transition between depositories, in which the City Clerk/Treasurer shall deposit all public monies received by him/her on a daily basis in the name of the City of Pewaukee without any restriction as to the amount of deposit.

B. **Limitations.** Not more than five hundred thousand dollars ($500,000) shall be deposited in any one public depository unless properly collateralized or specifically authorized by the Common Council. The limit shall not include funds held for collection or in transit; accounts established for tax collections; escrow or other accounts requiring segregated funds as specified in City agreements (For example, Developer Escrow Agreements).

C. **Deposit of Tax Payments.** In addition to the public depository denoted in Section I (A) above, the City Clerk/Treasurer, at his/her discretion, shall be authorized to establish and maintain accounts with local financial institutions for the purpose of accepting tax payments on behalf of the City of Pewaukee.

D. **Withdrawals.** Withdrawals or disbursements by the City Clerk/Treasurer of monies deposited in a public depository shall be made as provided by sec. 66.0607, Wisconsin Statutes. The City Clerk/Treasurer is authorized at his/her discretion, to process periodic payments through the use of money transfer techniques as set forth in sec. 66.0607(3m),

Wisconsin Statutes.

II. INVESTMENTS

A. **Funds.** Subject to the provisions of this policy, the City Clerk/Treasurer or his/her designee shall have control of and discretion in the investment of all City funds that are not immediately needed and are available for investment. These funds are accounted for in the Financial Statements of the Annual Auditor's Report and include: General Fund; Special Revenue Funds; Debt Service Funds; Capital Project Funds; Enterprise Funds; Trust & Agency Funds; and any new fund created by the legislative body unless specifically exempt.

B. **Intent.** It is the intent of the Common Council that the City Clerk/Treasurer utilize a wise and prudent cash management system within the level of his/her expertise in such a manner to ensure maximum investment earnings, while at the same time be able to respond promptly to authorized expenditures. The primary objectives, in priority order, of the City's investment activities shall be:

I. *Safety:* Safety of principal is the foremost objective of the investment program. Investments of the City shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. Diversification and collateralization are two methods that may be used to attain this objective.

2. *Liquidity:* The City's investment portfolio will remain sufficiently liquid to enable the City to meet all operating requirements that might be reasonably anticipated.

3. *Return on Investment:* The City's investment portfolio shall be designed with the objective of attaining a market average rate of return throughout budgetary and economic cycles, taking into account the City's investment risk constraints and the cash flow characteristics of the portfolio.

Subject to requirements of the above objectives, it is the policy of the City of Pewaukee to offer financial institutions within the City of Pewaukee the opportunity to bid on investments; however, the City of Pewaukee will seek the best investment yields *and lowest costs.*

C. **Scope.** The policy is limited in its application to funds that are not immediately needed and are available for investment. Other funds, the investment of which is subject to special federal and/or state laws and regulations, shall be invested in accordance with such laws and regulations to the extent they may be inconsistent with the provisions of this policy.

D. **Responsibility.** In exercising his/her investment responsibilities, the City Clerk/Treasurer shall exercise the care, skill, prudence and diligence under the circumstances then prevailing that a prudent person acting in a similar capacity, with the same resources, and familiar activity, with a like purpose would use.

E. **Diversification.** The City will attempt to diversify its investments according to type, maturity and institution. The portfolio, as much as possible, should contain both short-term and long-term investments. The City shall attempt to match its investments with anticipated cash flow requirements. Extended maturities may be utilized to take advantage of higher

yields, however, the average weighted maturity of the portfolio should not be longer than 5 years. For the purpose of this section, the City's cash balance as of each June 30 shall be used to determine the percentage of funds available for investment. With the exception of U.S. Treasury bonds and securities, and U.S. Government Agency bonds the City's total investment portfolio shall not be overly concentrated in a single security type or with a single financial institution.

F. **Investments.** The investment of City funds shall be in accordance with Sections. 34.01 & 66.0603, Wisconsin Statutes, *see appendix A.*

G. **Collateralization.** Collateralization will be required on two types of investments: certificates of deposit that exceed the State and FDIC insurance limits and repurchase agreements. In order to anticipate changes and provide a level of security for all funds, the collateralization level will be one hundred two percent (102%) of the market value of principal and accrued interest. Collateral shall be limited to securities of the U.S. Treasury and securities which are direct obligations of or guaranteed as to principal and interest by the federal government; and securities which are obligations of an agency, commission, board or other instrumentality of the federal government, where principal and interest are guaranteed by the federal government. Collateral shall always be held by an independent third party and evidenced by safekeeping receipts.

H. **Safekeeping.** When investments purchased by the City are held in safekeeping by a broker/dealer they must provide asset protection of $500,000 through the Securities Investor Protection Corporation (SIPC) and at least another $49,500,000 supplemental insurance protection.

III. **MISCELLANEOUS**

A. Any surplus funds of the City shall be invested by the City Clerk/Treasurer in compliance with this Investment Policy and Wisconsin Statutes in any public depository in such a manner that the highest yield can be obtained from these investments.

B. In order to safeguard investments and deposits, the City's Finance Committee, City Administrator, or City Clerk/Treasurer shall periodically review all depositories utilized by the City.

C. **Liability.** Notwithstanding any other provision of law, the City Clerk/Treasurer who deposits public monies in any public depository, in compliance with Section 34.05, Wisconsin Statutes, is under the provisions of Section 34.06, Wisconsin Statutes, relieved of any liability for any loss of public monies which results from the failure of any public depository to repay to the public depositor the full amount of its deposits, thus causing a loss as defined in Sec. 34.01(2), Wisconsin Statutes.

D. **Definitions.** Words and phrases shall, insofar as applicable, have the meanings set forth in Section 34.01, Wisconsin Statutes, as amended.

E. **Conflict.** This policy is enacted in accordance with the provisions of Chapter 34 and Sections 66.0603 and 66.0607, Wisconsin Statutes, or as amended. In case of conflict, state laws shall prevail.

F. **Duration.** This policy shall continue in force until repealed or superseded by action of the

Common Council.

G. **Reporting.** The City Clerk/Treasurer shall provide the Finance Committee chairperson with a quarterly investment report that provides a summary of the City's current investments. The quarterly report shall include a listing of the individual securities held at the end of the reporting period; final maturity of all investments listed; rate of return being earned on each individual security or investment; and total dollar amount held by each financial institution to ensure all funds are fully protected.

H. **Considerations.** Any investment currently held that would not meet the guidelines of this policy shall be exempt from the requirements of the policy. At maturity or liquidation, such monies shall be reinvested only as provided under this policy.

Investment Policy Considerations:

The investment policy will be reviewed every three (3) years by the Finance Committee or sooner at the discretion of the Common Council.

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 15th DAY OF JUNE, 2020.

CITY OF PEWAUKEE

_____

Steve Bierce, Mayor

ATTEST:

_____

Kelly Tarczewski, Clerk/Treasurer

Appendix A

66.0603 Investments.

(1g) DEFINITION. In this section, "governing board" has the meaning given under s. 34.01 (1) but does not include a local exposition district board created under subch. II of ch. 229 or a local cultural arts district board created under subch. V of ch. 229.

(1m) INVESTMENTS.

(a) A county, Village, village, town, school district, drainage district, technical college district or other governing board, other than a local professional football stadium district board created under subch. IV of ch. 229, may invest any of its funds not immediately needed in any of the following:

1. Time deposits in any credit union, bank, savings bank, trust company, or savings and loan association which is authorized to transact business in this state.

2. Bonds or securities issued or guaranteed as to principal and interest by the federal government, or by a commission, board or other instrumentality of the federal government.

3. Bonds or securities of any county, Village, drainage district, technical college district, village, town or school district of this state.

3m. Bonds issued by a local exposition district under subch. II of ch. 229.

3p. Bonds issued by a local professional baseball park district created under subch. III of ch. 229.

3q. Bonds issued by a local professional football stadium district created under subch. IV of ch. 229.

3s. Bonds issued by the University of Wisconsin Hospitals and Clinics Authority.

3t. Bonds issued by a local cultural arts district under subch. V of ch. 229.

3u. Bonds issued by the Wisconsin Aerospace Authority.

4. Any security which matures or which may be tendered for purchase at the option of the holder within not more than 7 years of the date on which it is acquired, if that security has a rating which is the highest or 2nd highest rating category assigned by Standard & Poor's corporation, Moody's investors service or other similar nationally recognized rating agency or if that security is senior to, or on a parity with, a security of the same issuer which has such a rating.

5. Securities of an open-end management investment company or investment trust, if the investment company or investment trust does not charge a sales load, if the investment company or investment trust is registered under the investment company act of 1940, 15 USC 80a-1 to 80a-64, and if the portfolio of the investment company or investment trust is limited to the following:

(a.) Bonds and securities issued by the federal government or a commission, board or other instrumentality of the federal government.

(b.) Bonds that are guaranteed as to principal and interest by the federal government or a commission, board or other instrumentality of the federal government.

(c.) Repurchase agreements that are fully collateralized by bonds or securities under subd. 5. a. or b.

CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 5.

DATE: June 15, 2020

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

PUBLIC HEARING Regarding the 2020-2021 Class A and Class B Liquor License Requests and Possible Action to Issue Same [Tarczewski]

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

License Requests

	C	D	E	F	G	H	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF
2	**Doing Business As**	**Location**	**Owner/Applicant or Agent**	**Phone**	**Application Type**	**Renewal Type**	**2019 - 2020 Premises Request**	**2020 - 2021 Premises Request Items in RED are changes to the 2019 - 2020 premise description**	**Outdoor Activity Permit**	**Cigarette Application**	**Amusement Application**	**Total Amuse Items**	**Hotel Application**	**Health Inspect.**	**Sheriff Inspect.**	**Fire Inspect.**	**Building Inspect.**	**Agent Check**	**Outstanding Taxes Due**	**Delinquent Vendor Notifications**	**Fees Due**	**Amount Paid**	**Balance Due**	**Requested Action**
3	5 O'Clock Club of Pewaukee LTD	N28 W26658 Peterson Dr.	Richard D. Knutson	(262) 691-9960	RENEWAL	Class B Beer & Class B Liquor	Storage Liquor: Basement 2 rooms, 1 with beer cooler, 1 with liquor storage cage, kitchen and 1st floor hallway, bar. Storage of Records: 2nd floor - 2 offices, 1 store room, 3rd floor attic - old record storage. Service Areas: main bar room, three dining rooms, outdoor deck and lower patio entry area, back lawn area towards garden (East)	Storage Liquor: Basement 2 rooms, 1 with beer cooler, 1 with liquor storage cage, kitchen and 1st floor hallway, bar. Service Areas: main bar room, three dining rooms, outdoor deck and lower patio entry area, back lawn area towards garden (East) Storage of Records: 2nd floor - 2 offices, 1 store room, 3rd floor attic - old record storage.	Going Before Plan Comm 6/18/2020	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$630	$630	$0	Approve
4	Andrea's Red Rooster	N14 W22032 Watertown Rd.	Natasha Koput	(262) 574-1230	RENEWAL	Class B Beer & Class B Liquor	Restaurant, Bar, Deck/Patio, Office, Garage	Bar and dining room area, patio area, liquor storage closet, beer cooler, back storage area, racks outside beer cooler	NO	NO	YES	6	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$660	$660	$0	Approve
5	The Beer Depot	N27 W26980 Prospect Ave.	Patrick J. Mischker	(262) 696-4602	RENEWAL	Class A Beer & Class A Liquor	Sold & Stored Upstairs, Additional Storage in the Basement	Sold & Stored Upstairs, Additional Storage in the Basement	NO	YES	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$700	$700	$0	Approve
6	Boomers Sports Pub & Grill	N29 W24483 Watertown Rd.	Tyler E. Pasdera	(262) 691-2558	RENEWAL	Class B Beer & Class B Liquor	Bar, Restaurant, Lounge, Cabana Bar, 3 Volleyball Courts, Outdoor Grass Area (field), ~~Enclosed Deck~~, Smoking Deck, ~~Liquor Closets, Basement Storage, Walk In Coolers.~~	Main Bar, Restaurant, Lower Bar, Cabana Bar, Liquor Room, Back Bar, Indoor & Outdoor Volleyball, Parking Lot, Back Field, Smoking Deck	Going Before Plan Comm 7/20/2020	NO	YES	9	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$720	$720	$0	Approve contingent upon revising premise description; "Outdoor grass area (field)" needs to be more specific. Applicant is also missing storage areas. No alcohol in the parking lot
7	Crossings Restaurant	N20 W22951 Watertown Rd.	Tracey Denise Evans	(262) 513-2008	RENEWAL	Class B Beer & Class C Wine	Kitchen, walk in cooler dining room and cooler	Kitchen walk in cooler and dining room cooler	NO	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$200	$200	$0	Approve
8	Curly's Waterfront	W272 N2696 Lakeview Blvd.	Ryan P. Gardner	(262) 691-4343	RENEWAL	Class B Beer & Class B Liquor	Main Bar Level, Outside Patio & Lower Level Cooler	Main Bar Level, Lower Level Cooler Storage and Outside Patio	Going Before Plan Comm 6/18/2020	NO	YES	7	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$700	$700	$0	Approve
9	Docs Dry Dock Inc.	N38 W27091 Parkside Rd.	Joshua K. Goodman	(262) 691-9947	RENEWAL	Class B Beer & Class B Liquor	14 Seat Bar & 5 Tables for Sales, Storage Downstairs, Behind Bar & Storage Cabinet	14 Seat Bar & 5 Tables for Sales, Storage Downstairs, Behind Bar & Storage Cabinet, 2 small picnic tables out	Going Before Plan Comm 6/18/2020	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$630	$630	$0	Approve
10	The Station Pub & Grill	W226 N3013 Duplainville Rd.	Jason Zinda	(262) 695-5300	RENEWAL	Class B Beer & Class B Liquor	Basement Storage, Ground Floor Bar & Restaurant Area, Kitchen, Cooler, Liquor Storage, Office, Patio, Horseshoe Pits, Soccer Golf & Soccer Pool Areas.	Basement Storage, Ground Floor Bar & Restaurant Area, Kitchen, Cooler, Freezers Liquor Storage, Office, Patio, Horseshoe Pits, Soccer Golf Areas.	Going Before Plan Comm 6/18/2020	NO	YES	10	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$730	$730	$0	Approve
11	Edgewater of Pewaukee Lake LLC	W296 N2315 Prospect Ave.	Bernie Kook	(262) 696-4578	RENEWAL	Class B Beer & Class B Liquor	Lower Level: 4126 Square feet, includes the pub area, kitchen, bathrooms and bar area. Main Level: 4126 square feet, includes main restaurant, kitchen, bar area (2), bathrooms, outside deck and entry area. Outside area: 2,880 square foot paved patio area and a 1,880 square foot garden area.	Lower Level: 4125 Square feet, which is comprised of private rental room, walk in cooler & freezer, dry storage area, beer cooler and liquor room, this level also has a patio area, beach area and existing outside bar. Main Level: 4126 square feet, includes main restaurant, kitchen, bar area (2), bathrooms, outside deck and entry area 2 wine/liquor display areas for display and storage.	Going Before Plan Comm 6/18/2020	NO	YES	6	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	YES	$690	$690	$0	Approval contingent upon premise description being revised to include office and storage areas and outstanding vendor bills be satisfied.
12	Gina's Sports Dock	W278 N2345 Prospect Ave.	Gina M. Schwister	(262) 695-9600	RENEWAL	Class B Beer & Class B Liquor	Main Bar, Beach Bar & Basement in locked rooms	Main Bar, Beach Bar & Basement in locked rooms, records are stored in office	Going Before Plan Comm 6/18/2020	NO	YES	5	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$680	$680	$0	Approve
13	Battle House MKE LLC	W229 N1400 Westwood Dr.	Stacy L. Gonzales	(262)258-9003	RENEWAL	Class B Beer & Class C Wine	Indoor laser tag (facility) with lounge area	Indoor laser tag (facility) with lounge area, beverages stored in walk in refrigerator	NO	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$200	$200	$0	Approve
14	Holiday Inn	N14 W24140 Tower Pl.	Terry A. Waite	(262) 506-6300	RENEWAL	Class B Beer & Class B Liquor	Three-story hotel with basement & outdoor area.	Three-story hotel with basement & outdoor area.	NO	NO	NO	0	YES	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$625	$625	$0	Approve
15	Jack's Café	N4 W22496 Bluemound Rd	John M. Cameron	(262) 521-2444	RENEWAL	Class B Beer & Class C Wine	In Store & outside patio (spring - fall)		NO	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$200	$200	$0	Approve - Contingent upon getting a proper premise description
16	The Loft & Chapel at Cedar Ridge	N7 W23827 Bluemound Rd	Jeffery R. Becker	(262) 547-2300	RENEWAL	Class B Beer & Class B Liquor	Reception Halls, Bar Areas, Dance Floors, Outdoor Gazebo & Patio	Reception Halls, Bar Areas, Dance Floors, Outdoor Gazebo & Patio	NO	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$600	$600	$0	Approve
17	Machine Shed	N14 W24145 Tower Pl.	Terry A. Waite	(262) 523-1322	RENEWAL	Class B Beer & Class B Liquor	Single Story Restaurant	Single Story Restaurant	NO	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$600	$600	$0	Approve
18	Marriott GE Medical Systems	N16 W22419 Watertown Rd.	Maribel Adam	(262) 574-8840	RENEWAL	Class B Beer & Class C Wine	All meeting rooms, pre-function areas, restaurant, kitchen & storerooms	All meeting rooms, pre-function areas, restaurant, kitchen & storerooms	NO	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$200	$200	$0	Approve
19	Marriott - Milwaukee West	W231 N1600 Corporate Ct.	Francis Edward Dorsey III	(262) 574-0888	RENEWAL	Class B Beer & Class B Liquor	Lounge, restaurant, banquet rooms and hotel rooms. Storage in main liquor room off of the kitchen, walk-in cooler in kitchen, lobby lounge (coolers & cabinets) and banquet stand-up cooler used for beer & wine only.	Lounge with 40 seats, 9 stools, restaurant with 124 seats, Room Service for 281 guest rooms, Banquet consist of 9980 square feet. Storage in main liquor room off of the kitchen, walk-in cooler in kitchen, lobby lounge (coolers & cabinets) and banquet stand-up cooler used for beer & wine only.	NO	NO	NO	0	YES	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$625	$625	$0	Approve
20	Michael's House of Prime	W278 N2316 Prospect Ave.	Richard C. Buckley	(262) 691-1450	RENEWAL	Class B Beer & Class B Liquor	Bar Room, cooler behind the bar, Storage Cabinet, Restaurant, Dining Room, basement of the restaurant, including the basement cooler, wine cellar and liquor closet.	Alcohol is served throughout first floor restaurant and bar room. Will also serve beverages in the back yard from the gazebo to tables in back. Alcohol is stored at the 1st floor bar, Basement in Liquor Room and walk in cooler,	Going Before Plan Comm 6/18/2020	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$630	$630	$0	Approve
21	Mug Shotz Bar & Grill	W270 N2793 Elm Ave.	Craig Werner	262-696-4177	RENEWAL	Class B Beer & Class B Liquor	Bar Area & Back Dining Room, Walk in Cooler and Liquor Room	Bar and Liquor Room in basement, Walk in Cooler for beer	NO	YES	YES	14	NO	PASSED	PASSED	N/A	N/A	PASSED	YES	NO	$840	$840	$0	Approve - Contingent Upon Paying Delinquent Personal Property Taxes & Revising premise description
22	Pewaukee Golf Club	N12 W26506 Golf Rd.	Frank Romano	(262) 544-8585	RENEWAL	Class B Beer & Class B Liquor	Back room colors, behind bar, locked cabinets on north wall, in restaurant, golf course and beverage carts		NO	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$600	$600	$0	Approve - Contingent upon getting a premise description
23	Point Burger Bar	W229 N1400 Westwood Dr.	Brian J. Ward	(262) 955-9192	RENEWAL	Class B Beer & Class B Liquor	First Floor, Patio & Parking lot for approved special events only	First Floor, Patio & Parking lot for approved special events only	NO	NO	YES	50	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$1,100	$1,100	$0	Approve - Contingent Upon Removing "Parking Lot for approved special events only" - Applicant has to apply for special event permits and will be granted that privilege if a permit is issued.

	C	D	E	F	G	H	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF
2	**Doing Business As**	**Location**	**Owner/Applicant or Agent**	**Phone**	**Application Type**	**Renewal Type**	**2019 - 2020 Premises Request**	**2020 - 2021 Premises Request Items in RED are changes to the 2019 - 2020 premise description**	**Outdoor Activity Permit**	**Cigarette Application**	**Amusement Application**	**Total Amuse Items**	**Hotel Application**	**Health Inspect.**	**Sheriff Inspect.**	**Fire Inspect.**	**Building Inspect.**	**Agent Check**	**Outstanding Taxes Due**	**Delinquent Vendor Notifications**	**Fees Due**	**Amount Paid**	**Balance Due**	**Requested Action**
24	Queen of Apostles Church	N35 W23360 Capitol Dr.	Marita Pietrykowski	(262) 695-1535	ORIGINAL	Class B Beer & Class C Wine	Parish Hall, Gathering Space	Parish Hall, Gathering Space	NO	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$200	$200	$0	Approve
25	Smokey's Bait Shop	N27 W27250 Woodland Dr.	Lois Laimon	(262) 691-9659	RENEWAL	Class B Beer	In store & ~~Patio Area~~	in store	Going Before Plan Comm 6/18/2020	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$130	$130	$0	Approve - Contingent Upon Updating Premise Description to Include the Patio Area
26	Thunder Bay Grille	N14 W24130 Tower Pl.	Terry A. Waite	(262) 523-4244	RENEWAL	Class B Beer & Class B Liquor	Single Story Restaurant w/ Basement and Outdoor Patio Area	Single Story Restaurant w/ Basement and Outdoor Patio Area	NO	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$600	$600	$0	Approve
27	Waukesha Gun Club	N22 W23170 Watertown Rd.	Patrick A. Gerbensky	(262) 547-9785	ORIGINAL	Class B Beer & Class C Wine	Club House, Summer Kitchen & Patio Next to Summer Kitchen	Club House, Summer Kitchen & Patio Next to Summer Kitchen	Going Before Plan Comm 7/20/2020	NO	NO	0	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$230	$230	$0	Approve
28	Wildwood Lodge	N14 W24121 Tower Pl.	Terry A. Waite	(262) 506-2000	RENEWAL	Class B Beer & Class B Liquor	Three Story Hotel with Basement	Three Story Hotel with Basement	NO	NO	NO	0	YES	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$625	$625	$0	Approve
29	Wonderland Tap	W233 N536 CTH 164	Robert J. Boehnen	(262) 547-6788	RENEWAL	Class B Beer & Class B Liquor	Bar, Cooler, Liquor Room, Office, Horseshoe Pits	Bar, Cooler, Liquor Room, Office, Warm Storage, Horseshoe Pits	Going Before Plan Comm 6/18/2020	NO	YES	8	NO	PASSED	PASSED	N/A	N/A	PASSED	NO	NO	$710	$710	$0	Approve
30	Kwik Trip #396	W229 N2086 Redford Blvd.	Paul Johnson	(262) 446-2032	RENEWAL	Class A Beer & Class A Liqueur	One story frame construction with storage in lockable walk in cooler & cabinetry	One story frame construction with storage in lockable walk in cooler & cabinetry	N/A	YES	NO	N/A	NO	N/A	PASSED	N/A	N/A	N/A	NO	NO	$300	$300	$0	Approve
31	BP Pantry 41 #265 - Pewaukee Lake	W265 N2693 Meadowbrook Rd.	Punjab Walia	(262) 691-9710	RENEWAL	Class B Beer & Class C Wine	Stored in walk in cooler, wine sold on shelves outside of cooler, sales made at register inside store	Stored in walk in cooler, wine sold on shelves outside of cooler, sales made at register inside store	N/A	YES	NO	N/A	NO	N/A	PASSED	N/A	N/A	N/A	NO	NO	$300	$300	$0	Approve
32	Stoneridge Market LLC	W240 N1485 Pewaukee Rd.	Sukhdeep Garcha	(262) 549-5099	RENEWAL	Class A Beer & Class C Wine	Coolers, Basement storage	Coolers, Basement storage	N/A	YES	NO	N/A	NO	N/A	PASSED	N/A	N/A	N/A	NO	NO	$300	$300	$0	Approve

CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 6.

DATE: June 15, 2020

DEPARTMENT: PW - Water/Sewer

PROVIDED BY: Magdelene Wagner

SUBJECT:

Discussion and Possible Action Regarding the Clean Water Fund Program (CWFP) for FRWPCC Phosphorus Reduction Project.

BACKGROUND:

In order to comply with new Department of Natural Resources regulations, teh City of Brookfield needs to update the Fox River Water Pollution Control Center (FRWPCC). The City of Pewaukee owns approximately 18% of this plant and therefore needs to pay for its share of the project which is estimated at $1,400,000. The City of Brookfield applied and received a loan from the Clean Water Fund Program (CWFP) for its portion of the cost, but decided not to include all partial owners of the plant this time. Given this, recall you previously approved an Intent to Apply for this project on October 7, 2019 for the City's own CWFP Loan. Our application scored fairly well and we are moving foward with the application. The program reduces interest rats on loans for projects that qualify, ultimately saving the Utility money. For example, the CWFP has an interest rate for loans in 2020 of 1.76% compared to a market rate of 3.2%.

The application requires the 2 resolutions attached. The first resolution allows the City to be reimbursed for costs incurred for the project prior to the actual loan closing. Some types of expenditures that would be reimbursed is the application,costs associated with the design of the treatment and bidding, and possibly some construction costs. The second resolution allows the Director of Public Works to sign documents and act as the representative for the City on this specific project.

FINANCIAL IMPACT:

If received, the loan will result in reduced interest rates on the project, thereby reducing the overall cost of the project to the Utility.

RECOMMENDED MOTION:

Common Council adopt Resolutions 20-06-XX and 20-06-XX.

ATTACHMENTS:

Description

Resolution 20-06-11

Resolutuion 20-06-10

STATE OF WISCONSIN CITY OF PEWAUKEE WAUKESHA COUNTY

RESOLUTION NO. 20-06-11

RESOLUTION DECLARING OFFICIAL INTENT TO REIMBURSE EXPENDITURES FOR CLEAN WATER FUND PROGRAM UPDATE FRWPCC FOR PHOSPHORUS REDUCTION

WHEREAS, the City of Pewaukee, Wisconsin hereinafter referred to as (the "Municipality") owns and operates a wastewater management collection system hereinafter referred to as (the "System") as a public utility, and

WHEREAS, the City of Brookfield who operates the FRWPCC plans to update the FRWPCC for Phosphorus Reduction (the "Project"); and

WHEREAS, the Municipality owns a share of the FRWPCC and is responsible for its share of the Project costs; and

WHEREAS, the Municipality expects to finance the Project on a long-term basis through the issue of tax-exempt bonds (hereinafter referred to as the "Bonds"); and

WHEREAS, because the Bonds will not be issued prior to March of 2021, the Municipality must provide interim financing to cover the cost of the Project, which costs will be incurred prior to receipt of the proceeds of the Bonds; and

WHEREAS, it is necessary, desirable, and in the best interests of the Municipality to advance moneys from its funds on hand on an interim basis to pay the costs of the Project until the Bonds are issued.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pewaukee that:

Section 1. **Expenditure of Funds**. The Municipality will make expenditures as needed from its funds on hand to pay the costs of the Project until Bond proceeds become available.

Section 2. **Declaration of Official Intent**. The Municipality hereby officially declares its intent under Treasury Regulation Section 1.150-2 to reimburse said expenditures with proceeds of the Bonds, the principal amount of which is not expected to exceed $1,400,000.

Section 3. **Unavailability of Long-Term Funds**. No funds or payment of the Project from sources other than the Bonds are, or are reasonably expected to be, reserved, allocated on a long-term basis, or otherwise set aside by the Municipality pursuant to its budget or financial policies.

Section 4. **Public Availability of Official Intent Resolution**. This Declaration of Official Intent is a public record, which shall be maintained in the files of the Municipality and is available for public inspection pursuant to subchapter II of Chapter 19 of the Wisconsin Statutes,

and shall remain available for public inspection until the Bonds are issued.

Section 5. **Effective Date**. This resolution shall be effective upon its adoption and approval.

Approved this 15th day of June, 2020.

CITY OF PEWAUKEE

_____

ATTEST: Steve Bierce, Mayor

_____

Kelly Tarczewski, City Clerk/Treasurer

Vote: Aye _____
Nay _____
Abstain _____
Absent _____

Posted: _____ , 2020

STATE OF WISCONSIN CITY OF PEWAUKEE WAUKESHA COUNTY

RESOLUTION 20-06-10

**RESOLUTION ACKNOWLEDGING MAGDELENE WAGNER,
DIRECTOR OF PUBLIC WORKS,
AS AUTHORIZED REPRESENTATIVE FOR THE CITY OF PEWAUKEE
UPDATE OF FRWPCC FOR PHOSPHORUS REDUCTION AND ALL RELATED ACTIVITIES**

WHEREAS, the City of Pewaukee, Waukesha County, Wisconsin (the "Municipality") plans to undertake the update of FRWPCC for Phosphorus Reduction (the "Project"); and

WHEREAS, it is necessary, desirable, and in the best interests of the Municipality to designate one person as representative for the Project;

NOW, THEREFORE, BE IT RESOLVED that the City of Pewaukee Council hereby acknowledges and appoints Magdelene Wagner, Director of Public Works, as the authorized representative for the City of Pewaukee anticipated update of FRWPCC for Phosphorus Reduction project and related activities as follows:

1) Authorized representative to the Wisconsin Department of Natural Resources including all technical and financial matters for the update of FRWPCC for Phosphorus Reduction project.
2) Authorized representative to the Environmental Protection Agency.
3) Authorized representative to any and all departments, agencies of corporations involved, currently or in the future, with the City of Pewaukee update of FRWPCC for Phosphorus Reduction project.

This resolution was introduced, and its adoption was moved by _____ and seconded by _____.

ADOPTED THIS 15th DAY OF JUNE, 2020.

CITY OF PEWAUKEE

_____
Steve Bierce, Mayor

ATTEST:

_____
Kelly Tarczewski, City Clerk/Treasurer

I, Kelly Tarczewski, City Clerk/Treasurer of the City of Pewaukee, do hereby certify that the above Resolution was duly adopted by a vote of _____ in favor and _____ opposed of the City Council of the City of Pewaukee on the 15th day of June, 2020. I further certify that the above Resolution was duly posted by me in three public places likely to give notice of its content on the _____th day of June.

_____
Kelly Tarczewski, City Clerk/Treasurer

CITY OF PEWAUKEE
COMMON COUNCIL AGENDA ITEM 7.

DATE: June 15, 2020

DEPARTMENT: Public Works

PROVIDED BY: Magdelene Wagner

SUBJECT:

Discussion and Possible Action regarding the Special Assessment Policy for all projects in the City of Pewaukee.

BACKGROUND:

The City of Pewaukee currently assesses for roadways, curbs, sanitary sewer, and water main. The assessment policies for each of these have not been updated since 1991 for the sewer and water and 2006 for the road and curb. It should be noted, the City previously assessed for storm water projects, but this practice ceased with the adoption of the Storm Water Utility in 2010 although the policy was not updated.

The policy's that are included in this item are in draft form (admittedly a rather rough draft). We've incorporated our current assessing practices and practices we are recommending moving forward to ensure a sound financial recovery for the City and the Utilities. We've noted numerous code references which we still need to work with our Attorney on to ensure compliance with any new or revised regulations.

You will note that we have added the unit assessment into the Water and Sewer Assessment Policies as this has been used in practice for the last 10+ years. However, we have limited when this can be used to ensure re-capture of all the funds in the assessment districts. We can no longer rely on the future zoning or land use to assist in the determination of future units on large undeveloped parcels as the actual development is changing significantly resulting in less units than planned. This translates to less units collectible under the assessments and ultimately a deficit in the recovery of the funds used to extend the infrastructure.

We have also limited the use of the front footage assessment method based on what we have seen in practice for the last 10+ years. The City has many areas where there are large lots that have only a very small front footage and small lots that have a large front footage. When you review the assessments against the parcels, it does not fairly equate the benefit of the infrastructure to the use of the land.

The primary assessment method will be the assessable acreage. The aceage within an assessment district will not change no matter how the zoning or land use changes or how the land development occurs. This ensures a re-capture of the funds spent to extend the infrastructure to the areas. It should be noted that the assessable acreage will exclude floodplain, wetland or other land that is considered non-developable.

For Sanitary Sewer and Water Main, we added a mandatory connection in 15 years. The sanitary sewer currently has a mandatory connection at 15 years. It is my understanding 15 years is the typical life of a mound system so previous Council (or Board) opted for a mandatory connection of 15 years so anyone who recently put a new system in would get the typical life of the system before they are required to connect. Given we already had a mandatory connection time for sanitary sewer and trying to keep the policies consistent, we opted for a mandatory connection to the water system at 15 years.

If the Council would like to reduce both of the sewer and water mandatory connection times to 10 years, Staff would support that. In addition, if the Council would like to eliminate the 5 year deferment window for sewer and water, Staff would support that as well. Both of these changes would make a cleaner and easier to implement policy and tracking of the assessments and connection times, but we decided not to propose these changes from the current policy without further discussion from the Council.

All of the assessment policies have a deferred assessment policy, mainly for the large, undeveloped agricultural lands. Each deferral will be reviewed at the time of the assessments and resolutions. We added some additional language regarding the payment of these deferred assessments. We also need to work with the Attorney to ensure we are in compliance with all applicable codes.

The curb and road assessment policy was updated to remove the references to assessing storm water projects. We also changed the curb assessment to assess 50% of the cost only as the remaining 50% is paid for by the Storm Water Utility. We've also updated the policy to exclude surface treatments from the assessment policy as these are considered maintenance treatments on the roadway to extend the life of the pavement, but do not provide any structural improvement to the roadway. We also clarified that deferred assessments will not be capped when future lands develop and additional units become due. We specifically made this change because it is our opinion that the development will cause additional wear and tear on the roadway during the development of the parcel due to the trucking required to support it.

As part of the review of the assessment policies, we would like to offer a policy on payment, deferment, and interest on all special assessments. This will establish consistency on all assessment moving forward allowing for easier tracking and reporting.

For the above discussion and policies, each policy will come in the form of a resolution. This will allow for changes to occur quickly without the requirement of 2 readings for an ordinance change. The risk is that a resolution is not as strong as an ordinance. If the Council prefers an ordinance, please let Staff know.

The final piece of this discussion revolves around assessments that have previously been levied for water and sewer. We are not addressing roads as the only deferrals allowed on those is for large, undeveloped lands (ie. farms).We should also caution that these are very preliminary numbers. It is our recommendation that we revise current resolutions to come into alignment with the current policy being adopted. This will require a public hearing for all the assessment districts. We will be working with our Attorney to determine the format and notifications of this hearing and whether we can do all the assessment district at once or if we have to hold separate hearings for each one. We currently have approximately 500 properties within existing assessment districts. Approximately 126 are actively paying off the assessments with the remaining 374 properties in deferment (this includes 59 properties that are in a developer financed 10.10 agreement).

Sanitary Sewer: We currently have approximately 102 properties in active assessment collection (meaning they are being paid) or scheduled for collections after the 5 year deferment window expires for a total amount of $510,531.01 as of 12/2019. We have 136 properties in a deferred status according to our current Auditor with a value of $1,301,326.41. 59 properties are actually part of a 10.10 agreement which we refund to the developer when it is paid so I will be leaving this portion out. For the record though, this 10.10 developer amount is approximately $279,147.22 and will lapse in 2021. The remaining deferred assessments for sewer is against approximately 77 properties of which a value of $754,059.48 would likely be collected and $268,119.71 which are deferred for large undeveloped parcels which would likely be collected at the time of future development.

Water Main: We currently have approximately 24 properties in active assessment collection (meaning they are being paid) for a total amount of $95,076.99 as of 12/2019. We have 195 properties in a deferred status according to our current Auditor with a value of $3,844,018.66. Approximately $1,903,021.28 are assessment in deferment due to not requiring the parcels to connect and the payment is not required until they connect. The remaining $1,940,997.38 are deferred assessment against larger parcel that could have future development.

I should caution that even if we change these resolutions, this entire value may not be collected as some are based on units. As discussed above, we have found land developing now are developing well below our estimated units at the time of the Engineer's reports and resolutions. We will need to evaluate each individual parcel at the time of development to determine the actual assessment, but this was not completed for this current task.

FINANCIAL IMPACT:

Revising the policies to be consistent with current practices will protect the City from challenges to our assessments. This will also create efficiency with the Staff tracking and managing the assessments going forward.

Finally, in regards to the water and sewer specifically, this will result in the collection of long, outstanding assessments which will help stabilize the Utilities financially. The Water Utility, especially with its current status, will be assisted greatly if we are able to collect even a portion of the approximately $3.8 Million dollars in unpaid assessments. The PSC has also suggested we change our policy to begin the collection of these assessments.

RECOMMENDED MOTION:

Concur with the policy revisions which Staff will bring back for formal adoption in a Resolution.

Request Staff to move forward with the revisions to the current assessments resolutions to require payment of the assessments and connection requirement in conformance with the new policies.

ATTACHMENTS:

Description

Assessment Policy

Street Assessment Policy

Sewer Assessment Policy

Water Assessment Policy

Sewer Assessment Financials

Water Assessment Financials

RESOLUTION 20-06-

ESTABLISHMENT OF A POLICY FOR THE SPECIAL ASSESSMENT PAYMENT, DEFERMENT, AND INTEREST IN THE CITY OF PEWAUKEE

WHEREAS, following an extensive review of the special assessments policies and resolutions and an Organizational Study, the Common Council of the City of Pewaukee determined there was a need to establish a policy on the payment, deferment, and interest on the special assessment of streets, roads, water, sewer, and related improvements; and,

NOW, THEREFORE, the Common Council of the City of Pewaukee does hereby create and establish the following policy and procedures for the payment, deferment, and interest on special assessment of streets, roads, water, sewer, and related improvements within the City.

1. **ASSESSMENTS DUE**
   The City of Pewaukee determine when assessments are due for each project by a resolution levying the assessments. The intent of this policy is to make this consistent for all future assessments.

   1) Assessments are due at the following events:
      a) Time of Sale of Property
         i) Transfer of property to an immediate family member (daughter, son, husband, wife, sister, brother, mother, father), Trust of the current owner, Estate of the current owner, or refinancing does not constitute a sale of the property.
      b) Prior to signature of CSM, Plat, or other land division approval
      c) Prior to signature of re-zoning approval
      d) Time of connection to water/sewer
      e) By October 31st of the year of the final resolution of the road assessment.[1]

2. **DEFERRED ASSESSMENTS**
   The City of Pewaukee defers assessments against large undevelopment parcels or lots with a potential of future development per the Assessment Policies. The deferments are units that do not currently exist, but will likely at some point in the future. This policy will clarify the deferments related to interest, determination of final assessment, when payment is due, and when they become active.

   (1) Do not accrue interest.
   (2) Final Assessments will be determined at the:
      (a) Time of Connection to water/sewer.

[1] If October 31st is a Saturday, Sunday or other non-working day, the due date will be the Monday after October 31st.
[2] If October 31st is a Saturday, Sunday, or other non-working day, the interest will be added the Tuesday after October 31st.

(b) Time of presentation of a preliminary or final CSM, preliminary or final Plat, or other land division approval.
(c) If the use of the property, without a land division, has changed resulting in more units (water/sewer) being utilized.

(3) If property is sold as is (no land division or change in use), only the main assessment is due. The deferred assessment remain a deferred assessment against the property until 1 or 2 above occur.
(4) When deferred assessments become active, the assessment rate is the original rate per the Engineer's Report (ie. no interest or inflation added).

3. <u>ASSESSMENT PAYMENT</u>

A. Sewer
   a. Payments due by October 31st [1] of the year of the final assessment resolution or they will be added to the annual tax bill in 10 annual payments
   b. May defer payment 5 years with annual compounding interest (annual interest becomes part of principal if not paid by October 31st [1]).
   c. Payments may be made over 10 years with annual simple interest on the unpaid balance
   d. May be paid in full at any time without penalty.

B. Water
   a. Payments due by October 31st [1] of the year of the final assessment resolution or they will be added to the annual tax bill in 10 annual payments
   b. May defer payments 5 years with annual compounding interest (annual interest becomes part of principal if not paid by October 31st [1]).
   c. Payments may be made over 10 years with annual simple interest on the unpaid balance
   d. May be paid in full at any time without penalty

C. Road
   a. Payments due by October 31st [1] of the year of the final assessment resolution or they will be added to the annual tax bill in 10 annual payments
   b. Payments may be made over 10 years with annual simple interest on unpaid balance
   c. May be paid in full at any time without penalty

D. Early Payments
   a. The City will only accept payment of the assessment once the Final Resolution of the Assessment has been passed. The assessment remains with the property. If a property wants to pay before the final resolution, they should be told to pursue opening an escrow account between the two private parties, a separate savings account, or other means so payment can be made at the time of the final resolution.

4. <u>INTEREST</u>

A. 1% over the rate borrowed at for the project, if applicable, or the most recent borrowing for the City
B. Annual Simple Interest (interest calculated once per year based upon the outstanding balance as of November 1st [2] at the set interest rate). No daily or monthly

compounding interest or the proration of the interest rate is allowed once the assessment is in the payment process.

C. Annual Compounding Interest (interest calculated once per year on the outstanding balance as of November 1st [2] at the set interest rate which is then added to the principal of the outstanding balance for the following year unless paid by October 31st [1]) will be used only for sewer/water assessments in the 5 year deferral period. No daily or monthly compounding interest or the proration of the interest rate is allowed if paid before October 31st [1] of any given year.

5. RCA'S, SCA'S, AND ICA'S

A. Payment is due in full at the time of connection to the sewer or water system only.

B. Rates are adjusted annually in January based upon a study, if applicable, report, or inflation as established periodically by the Common Council by Resolution.

   a. Sewer RCA – Increases 3.706% per study
   b. Water RCA – Adjusted per Municipal Cost Index (MCI) per Resolution
   c. Hill n Dale ICA – Increases $100 annually
   d. Green Rd W ICA – Increases $204 annually
   e. Capitol Dr N ICA – Increases $124 annually
   f. West Side ICA – Increases $30 annually
   g. Bluemound ICA – Increases 3.39% annually per Resolution
   h. STH 74 ICA – 10.10 agreement

6. THIS POLICY UNRELATED TO OTHER ASSESSMENT POLICY

This policy is intended to be the policy for public street, sanitary sewer extension, water main extensions, and street related improvements as enumerated herein and in no way is to be construed as a substitute or abrogation for other improvement policies not addressed in this policy.

7. ASSESSMENT POLICY NOT EXCLUSIVE

The Common Council recognizes that unique situations may arise that may not be contemplated under this policy. In such circumstances, the Common Council is authorized by law to levy special assessments for street, sanitary sewer, water main, and related improvements upon any reasonable basis.

8. SEVERABILITY

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

DATED THIS _____ DAY OF _____,2020.

CITY OF PEWAUKEE

_____
STEVE BIERCE, MAYOR

_____
KELLY TARZEWSKI, CLERK/TREASURER

[1] * Does not include utility, storm sewer or curb and gutter improvements.

RESOLUTION 20-06-

ESTABLISHMENT OF A POLICY FOR THE SPECIAL ASSESSMENT OF STREET AND STREET RELATED IMPROVEMENTS IN THE CITY OF PEWAUKEE

WHEREAS, following over two years of extensive review and study on the advantages and disadvantages of special assessing street, road or highway and related improvements, and the comparison of the long term ramifications of special assessment versus general assessment, the Town Board of the Town of Pewaukee, on September 15, 1986, determined there was a need to establish a policy on the special assessment of streets, roads and related improvements, and established such policy by Resolution #86-7-1; and,

WHEREAS, the City of Pewaukee adopted a revised policy by Resolution 06-02-01; and

WHEREAS, in promulgating the assessment policy it was determined that traffic from agricultural, single and two-family residential, and open space uses do not place as heavy a burden on streets and related street improvements as do commercial, industrial and institutional uses and, therefore, commercial, industrial and institutional uses should pay for the full resolve of problems brought about by the heavier traffic burden; and,

WHEREAS, in the course of applying the assessment policy over the past two decades, the Town Board of the former Town of Pewaukee, and the Common Council of the successor City of Pewaukee have had occasion to recognize special circumstances where additional or alternative assessment methodology should be utilized so as to assess costs of street and street related improvements in an equitable and fair manner.

NOW, THEREFORE, the Common Council of the City of Pewaukee does hereby amends the former policy and creates and establishes the following additional policy and procedures for the special assessment of streets and street related improvements within the City.

1. **PAVING, REPAVING AND RECONSTRUCTION OF EXISTING STREETS**

   All paving, repaving, or reconstruction improvements[1] of existing streets, excluding surface treatments as determined by the City Engineer, shall be assessed to owners of the abutting property, as follows:

   a. Where the street abuts a lot zoned or used as a single-family or two-family residential property, farm property or upland conservancy property which has direct access to the street, the full cost of the street improvement shall be special assessed to the properties by one of the three following formulae:

(1) By dividing the full cost of the improvement(s) by the total number of individual parcels, lots or units which have primary access or potential access to the street, and assessing the quotient, to a maximum of $1,806, effective January 1, 2006, plus annual adjustment thereafter, per parcel, lot or unit.

(2) By dividing the full cost of the improvement by the total street front footage of all parcels, lots or units abutting the street improvement and which have primary access or potential access to the street, and assessing each parcel, lot or unit, to a maximum of $1,806, effective January 1 2006, plus annual adjustment thereafter, per parcel, lot or unit.

(3) By dividing the full cost of the improvement(s) by the total acreage of all lots or parcels abutting the street or street related improvement and which have primary access or potential access to the street to determine the per-acre cost and then assessing the per-acre cost to each parcel or lot based on lot acreage, to a maximum of $1,806, effective January 1, 2006, plus annual adjustment thereafter, per parcel or lot.

Formula (1) should ordinarily be used where all or most of the lots or parcels abutting the improvement are approximately the same size such, as in a subdivision.

Formula (2) should ordinarily be used where there is wide variance in the size of the lots or parcels abutting the improvement.

Formula (3) should ordinarily be used in those development situations where lot size and street frontage mix would make the use of the first two alternative formulae unfair or impractical.

A combination of the assessment formulae may be used where warranted to ensure a fair and equitable assessment.

Corner Lots shall only be assessed for the street improvement on the street to which the lot or parcel has primary access. Any and all project costs not required to be paid by the abutting property owners under par. 1.a. shall be placed on the next general tax levy.

The cost of paving, repaving or reconstruction improvements on all streets designated as "through" or arterial streets may be assessed to abutting properties at no more than 50 percent of the full assessment rate and, therefore, on such streets the “full cost” as set forth above shall be reduced to “one-half of full cost”.

The maximum payment applicable to single-family or two-family residential properties, farm properties or upland conservancy properties ("special assessment cap") shall be adjusted on an annual basis in accord with the "Construction Cost Index" as published in the preceding October issue of the *American City and County* magazine.

In the event that street or street related improvements are recommended for any assessment district by City engineering staff, and such improvements are rejected by majority vote of the property owners within the assessment district, such that the Common Council rejects the proposed improvement project, any future assessments relating to the street or street related improvements shall not be limited by the special assessment cap, and the property owners shall bear the full cost of the proposed improvements. Similarly, in the event that sewer, water, storm sewer or other public improvements in conjunction with street or street related improvements are recommended for any assessment district by City engineering staff, and such non-street improvements are rejected by majority vote of the property owners within the assessment district, such that the Common Council rejects the non-street portion of the proposed improvement project, any future assessments relating to the street or street related improvements associated with sewer, water, storm sewer or other public improvements shall not be limited by the special assessment cap, and the property owners shall bear the full cost of such improvements.

b. Where the street abuts a lot zoned or used as multi-family, commercial, industrial, institutional or governmental property which has direct access to the street, the full cost of the street improvement shall be special assessed to the properties by one of the three following formulae:

(1) By dividing the full cost of the improvement by the total number of individual parcels, lots or units which have primary access or potential access to the street, and assessing the quotient to each parcel, lot or unit.

(2) By dividing the full cost of the improvement by the total street front footage of all parcels, lots or units abutting the street improvement and which have primary access or potential access to the street, and assessing each parcel, lot or unit owner the result of multiplying the quotient from such division by the abutting footage of each parcel, lot or unit.

(3) By dividing the full cost of the improvement(s) by the total acreage of all lots or parcels abutting the street or street related improvement and which have primary access or potential access to the street to determine the per-acre cost and then assessing the per-acre cost to each lot or parcel based on lot acreage.

Formula (1) should ordinarily be used where all or most of the lots or parcels abutting the improvement are approximately the same size, such as in subdivision.

Formula (2) should ordinarily be used where there is wide variance in the size of the lots or parcels abutting the improvement.

Formula (3) should ordinarily be used in those development situations where lot size and street frontage mix would make the use of the first two alternative formulae unfair or impractical.

A combination of the assessment formulae may be used where warranted to ensure a fair and equitable assessment.

Corner lots shall only be assessed for the street improvement on the street to which the parcel, lot or unit has primary access. Any and all project costs not required to be paid by the abutting property owners under par. 1.b. shall be placed on the next general tax levy.

The cost of paving, repaving or reconstruction improvements on all streets designated as "through" or arterial streets may be assessed to abutting properties at no more than 50 percent of the full assessment rate and, therefore, on such streets, "full cost" as set forth above, shall be reduced to "one-half of full cost".

c. Where the street abuts floodplain or lowland conservancy property which has direct access to the streets, the full cost of the street improvement shall be special assessed to the properties by one of the three following formulae:

(1) By dividing the full cost of the improvement by the total number of individual parcels, lots or units which have primary access or potential access to the street, and assessing the quotient, to a maximum of $569, effective January 1, 2006, plus annual adjustment thereafter, per parcel, lot or unit.

(2) By dividing the full cost of the improvement by the total street front footage of all parcels, lots or units abutting the street improvement and which have primary access or potential access to the street, and assessing each lot or parcel owner the result of multiplying the quotient from such division by the abutting footage of each parcel, lot or unit, to a maximum of $569, effective January 1, 2006, plus annual adjustment thereafter, per parcel, lot or unit.

(3) By dividing the full cost of the improvement(s) by the total acreage of all lots or parcels abutting the street or street related

improvement and which have primary access or potential access to the street to determine the per-acre cost and then assessing the per-acre cost to each lot or parcel based on lot acreage to a maximum of $569 effective January 1, 2006, plus annual adjustment thereafter, per parcel or lot.

Formula (1) should ordinarily be used where all or most of the lots or parcels abutting the improvement are approximately the same size, such as in subdivision.

Formula (2) should ordinarily be used where there is wide variance in the size of the lots or parcels abutting the improvement.

Formula (3) should ordinarily be used in those development situations where lot size and street frontage mix would make the use of the first two alternative formulae unfair or impractical.

A combination of the assessment formulae may be used where warranted to ensure a fair and equitable assessment.

Corner lots shall only be assessed for the street improvement on the street to which the lot or parcel has primary access. Any and all project costs not required to be paid by the abutting property owners under par. 1.c. shall be placed on the next general tax levy.

The cost of paving, repaving or reconstruction improvements on all streets designated as "through" or arterial streets may be assessed to abutting properties at no more than 50 percent of the full assessment rate and, therefore, on such streets, "full cost" as set forth above, shall be reduced to "one-half of full cost".

The maximum payment ("special assessment cap") applicable to floodplain or lowland conservancy properties shall be adjusted on an annual basis in accord with the "Construction Cost Index" as published in the preceding ~~December~~ October issue of the *American City and County* magazine.

In the event that street or street related improvements are recommended for any assessment district by City engineering staff, and such improvements are rejected by majority vote of the property owners within the assessment district, such that the Common Council rejects the proposed improvement project, any future assessments relating to the street or street related improvements shall not he limited by the special assessment cap. Similarly, in the event that sewer, water, storm sewer or other public improvements in conjunction with street or street related improvements are recommended for any assessment district by City engineering staff, and such non-street improvements are rejected by majority vote of the property owners within the assessment district, such that the Common Council rejects the non-street portion of the proposed improvement

project, any future assessments relating to the street or street related improvements associated with sewer, water, storm sewer or other public improvements shall not be limited by the special assessment cap.

d. The determination of street frontage shall be made by the Common Council on recommendation of the City staff. Where a parcel fronts on more than one street (such as a comer lot) the owner of that parcel shall be special assessed for those street improvements on the street to which the parcel has primary access. Primary access shall be determined by the staff based on 1)-Location of the Driveway and/or 2)-Address and/or 3)-Principle building frontage.

2. CONSTRUCTION OR RECONSTRUCTION OF CURB-AND-GUTTER

Half of a~~A~~ll construction or reconstruction of curb-and-gutter within the right-of- way of existing City streets of any classification shall be assessed to the owners of the abutting properties in the same manner, and using the same applicable formula as set forth for paving, repaving or reconstruction of streets in 1, above. Special assessment for curb-and-gutter will be in addition to any other special assessment. The remaining half will be paid by the Storm Water Utility.

3. ~~CONSTRUCTION OR RECONSTRUCTION OF STORM SEWERS, STORM DITCHES AND RELATED FACILITIES~~

~~The full cost of storm sewer or ditch construction or reconstruction shall be assessed to each lot or parcel or unit within the drainage basin served by such facility based on the calculations of the area proportion of each lot or parcel to the entire drainage basin. Special assessment for storm sewer and storm ditches will be in addition to any other special assessment. The City will bear the calculated proportional cost for all lands within the drainage basin lying outside the City boundaries and such cost shall be placed on the next general tax levy. In addition, project costs will include driveway and access culverts as a necessary part of the storm drainage system.~~

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4. CONSTRUCTION OR RECONSTRUCTION OF STREETS AND STREET RELATED IMPROVEMENTS ADJACENT TO A NEW DEVELOPMENT

The Common Council may require that the developer or owner of land under development in or adjacent to the City upgrade, expand, reconstruct or repave existing streets or street related improvements in the City which are outside but adjacent to the development parcel in order to accommodate or alleviate additional traffic, heavier vehicles, storm drainage or safety concerns. In such case, the costs of such improvements shall be specially assessed to the developer or owner of the parcel(s) under development.

5. ASSESSMENT OF STREET AND STREET RELATED IMPROVEMENTS TO FUTURE URBAN DEVELOPMENT

When street and street related improvements have been made and special assessed to large parcels of land where such special assessment does not include the entire actual cost of the improvement due to the provision for the maximum cost as set forth in 1-a and 1-c, above, and the land is developed for urban land use purposes within five (5) years from the completion of the project, the City will assess, to the developer or owner of the lands being developed, those costs (at the full assessment rate) for such project improvement which were previously paid as a part of the general tax levy and which are attributable to the abutting property.

6. IMPROVEMENT COSTS ON NEWLY DEVELOPED STREETS

The developer/owner of any new development within the City shall pay the full cost of all street and other improvements within the proposed public right-of-way of any abutting street as set forth in other City ordinances and resolutions.

7. WORK DURING LIFE EXPECTANCY OF STREETS

Streets in the City of Pewaukee are designed and constructed so as to have a functional life of 20 years. In the event any street within the City is repaved or replaced due to poor workmanship, or the installation of sewer or water improvements that were not available to the assessment district at the time of the earlier street or street related improvements, the assessment for the work performed during the life-expectancy of the street shall be reduced in accordance with the following formula:

$$\text{original assessment} \times \frac{\text{[year of new work-year of original work]}}{\text{20 years}} = \text{credit}$$

assessment for new work – credit = amount of new assessment

The credit shall not be applied in instances where the special assessment cap has been lifted through rejection of proposed improvements in accordance with the provisions of paragraphs 1.a. and 1.c.

8. THIS POLICY UNRELATED TO OTHER ASSESSMENT POLICY

This policy is intended to be the policy for public street and street related improvements as enumerated herein and in no way is to be construed as a substitute or abrogation for other improvement policies not addressed in this policy.

9. ASSESSMENT POLICY NOT EXCLUSIVE

The Common Council recognizes that unique situations may arise that may not be contemplated under this policy. In such circumstances, the Common Council is authorized by law to levy special assessments for street and street related improvements upon any reasonable basis.

10. SEVERABILITY

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

DATED THIS _____ DAY OF _____,2020.

CITY OF PEWAUKEE

_____
STEVE BIERCE, MAYOR

_____
KELLY TARZEWSKI, CLERK/TREASURER

[1] * Does not include utility, storm sewer or curb and gutter improvements.

CITY OF PEWAUKEE SANITARY UTILITY
ASSESSMENT POLICY FOR SANITARY SEWER INSTALLATIONS

1. The basis for sanitary sewer assessments shall be the unit basis, by the assessable linear footage of frontage, or by the assessable acreage of each benefited property within an assessment district, computed as per the following requirements.

2. Sanitary Sewer and appurtenances assessable costs.

A. The assessment for residential, commercial and industrial zoned properties shall be based on the equivalent size sanitary sewer required to serve the respective assessment district. The assessment rates shall be as determined by the Common Council and as recommended by the City Engineer. The minimum equivalent diameter size main for residential properties shall be 8 inches and the minimum size commercial, industrial or institutional shall be 10 inches. Sanitary Sewers in public right-of-ways and within easements shall be assessed back to the respective assessment district as directed by the Sanitary Sewer Utility.

B. Assessable sanitary sewer costs shall include the total costs for sanitary sewers, manholes, pump stations, force mains and related appurtenances. Costs involving property or easement acquisition, inspection, engineering, legal, restoration costs, such as pavement repair and landscaping, and necessary administration costs to complete a project shall also be assessed back to the respective assessment district.

C. Costs that benefit an area shall not be assessed the basis of a front foot assessment, acreage assessment, or unit assessment but shall be assessed separately as an area-wide assessment. The type of cost that would benefit an area include main oversizing, pump stations, system controls, and treatment systems.

D. The unit assessment method shall only be used when it is determined by the Common Council as recommended by the City Engineer when all or most of the lots or parcels to be serviced by the improvement are approximately the same size and use, such as a platted subdivision, with little to no undevelopable lands within the assessment district.

E. The front footage method shall be used when it is determined by the Common Council as recommended by the City Engineer when all or most of the lots or parcels to be serviced by the improvement are approximately the same width and use with little to no developable lands within the assessment district.

F. The acreage method shall be used when it is determined by the Common Council as recommended by the City Engineer the unit and front footage methods cannot be utilized.

G. If so warranted and determined by the Common Council as recommended by the City Engineer a combination of unit, frontage, acreage or areawide assessments may

levied within a project when applicable.

3. The assessable linear footage shall be determined as follows:

A. For corner lots:

1) If the sanitary sewer is installed in both streets, add the two side dimensions and divide by two to obtain the assessable frontage.

2) If the sanitary sewer is installed in one street, add the two side dimensions and divide by two to obtain the assessable frontage.

3) If the owner is given his option for the lateral location and as a result of his decision along with certain design decisions for the project the sanitary sewer is not installed on one of the sides, the assessable frontage shall be calculated as per Item 1 of this section for corner lots.

B. On lots with frontage on three streets, use the longest and shortest side and compute as a corner lot.

C. On lots with frontage on two streets, use frontage on the street with the service connection only if the lot cannot be subdivided into an additional lot or lots complying with the present zoning ordinance.

D. For lots on cul-de-sacs, use the chord dimension at the building setback line as measured tangent to the curve as its mid-point, if said setback line is formed by a curved line.

E. For lots on curves with an exterior angle over 45 degrees as measured between the side lot lines of each lot, use the chord dimension at the building setback line for the inside lots on the curve.

F. On large tracts of land which are on corners, assume a future corner lot that complies with the minimum present zoning ordinance and apply the corner lot policy. The balance of the frontage shall be considered at full linear footage. Deferment of assessments for large tracts of land will be reviewed by the Common Council on an individual basis upon a written request for deferment by the respective property owner.

G. All deferments end when connection is made to the facility or land division (CSM, Plat, or other method) or rezoning is made to the land. When a sanitary sewer passes a large tract of land zoned agricultural that would be eligible for deferment, the cost of the assessment for the homesite will be assessed for the number of feet that would be required on the minimum width required by zoning. The remaining assessment will be deferred as a Homestead Deferral.

H. Lots which do not meet the above criteria will be handled on an individual basis; as each special situation is decided, it will become policy for future decision of a similar nature.

4. The assessable acreage shall be determined as follows:

   a) For actual acreage of all parcels within the Assessment District excluding acreage reserved for road right-of-ways and land zoned in conservancy (wetland, floodplain, etc.).

   b) All deferments end when connection is made to the facility or land division (CSM, Plat, or other method) or rezoning is made to the land. When a sanitary sewer passes a large tract of land zoned agricultural that would be eligible for deferment, the cost of the assessment for the homesite will be assessed for the acreage that would be required on the minimum lot required by zoning. The remaining assessment will be deferred as a Homestead Deferral.

5. The assessable units shall be determined as follows:
   a) A single family residential home (zoned residential) will be 1 unit.
   b) A duplex residential dwelling will be 2 units.
   c) Multifamily residential units greater than 2 units, but less than 7 units will be 0.80 units each.
   d) Multifamily residential units greater than 8 units will be 0.75 units each.
   e) Non-residential (commercial, industrial, & public authority) will have the number of residential equivalent units determined by the Notice of Intent to Discharge Wastewater and Plan of Operations on file with the Sewer Utility or City with a minimum of 2 residential equivalent units.

5. Sanitary Sewer laterals will be assessed back to each respective property for the entire expense on a unit or lump sum basis when installed within public right-or-ways or easements.

6. Deferments: Generally deferments are allowed in the Final Resolution of an assessment project. All deferments end when a parcel is connected to the facility or land division (CSM, Plat, or other method) or rezoning is made to the land. However, the owner of a large residential or agricultural parcel may elect to pay or begin paying for the minimum frontage required in the zoning district in which the parcel is located and defer the remainder for the duration of the deferment period.

   Special assessments for sewer improvements levied upon agricultural lands which are actually devoted to agriculture or farming purposes and are not used for any other purposes shall be deferred on the following basis.

   A. If said land is used for other than agricultural or farming purposes and any use of the improvement is made, the assessment will become due and payable in full upon the next instal1ment payment date for said district in which said property lies as determined by the Final Resolution or the first November 1st after said use is made if there is no installment date in said district, and interest established by the Final Resolution shall be charged from the first November 1st after the date of the Final Resolution. The interest rate will be established in the Final Resolution for deferred

assessments and if there is no separate rate established for deferred assessments, it shall be the same rate as established for installments and if there is none established for either deferred assessments or installments, the rate shall be at the rate of 1 percent per annum over the last City borrowing rate. If within five (5) years from the date of the Final Resolution a parcel of said land is divided by certified survey or final subdivision plat, is used for other than agricultural or farming purposes and any use of the improvement is made, the Common Council, at its sole option, may negotiate with such a property owner an agreement by which less than the entire assessment might be paid when only a portion of the property is used for other than agricultural or farming purposes and any use of the improvement is made.

B. Any assessment deferred pursuant to this resolution may nevertheless be prepaid upon the same terms as installment assessments are allowed to be prepaid and as provided for in the Final Assessment Resolution.

7. Assessment Calculations on "Ordinance 10.10" Installations: When a developer/landowner extends the sanitary sewer facilities under Ordinance 10.10, the City Engineer will determine the estimated cost of these facilities to service said parcel requiring the facilities. The cost for the installation beyond what would be required for that parcel (development) will be assessed to all potential benefited properties by the methods stated in the assessment policy or as established by the Final Resolution of the project.

8. Land Splits, Sales or Transfer of Property Ownership: When there is a land split or sale of property on which an assessment exists, the following will apply:

A. If the assessment is currently being paid in installments, the assessments must be paid in full except as noted in "C. & D." below.

B. If the assessment is deferred, the deferment period ends and the buyer will have the option of lump sum or installment payment regardless of whether a connection exists except as noted in “C. & D.” below.

C. When the facility was installed and assessments made under the provisions of Ordinance 10.10, the provisions of the 10.10 agreement and resolution dictate the payment of the assessments.

D. If the property is a transfer to an immediate family member (daughter, son, husband, wife, sister, brother, mother, father), Trust of the current owner, Estate of the current owner, or refinancing, this does not constitute a sale of the property and therefore the assessments may continue as installment payments or deferred.

9. Exclusions: All properties located within the assessment district will be subject to the police power assessment herein unless the Council makes a determination that a parcel of real estate receives no police power determination of benefit. The Council shall make

benefit determinations on all properties being assessed prior to the assessment being levied.

10. Mandatory Connection to Facilities

A. Upon Expansion: Should an unconnected improved parcel of land which abuts existing sanitary sewer expand or construct new facilities on said parcel of land, connection to the sanitary sewer shall be made. Such connection shall be made prior to occupancy of the expanded or newly constructed facility. If more than one facility or building exists on the site, all facilities or buildings shall connect to the sanitary sewer. Expansion shall be defined as improvements costing $10,000.00 or more, or an increase equal to or greater than 25 percent of the volume of the existing facilities or buildings.

B. 15 years from the date of the final resolution of the utility extension.

ORDINANCE NO.

AN ORDINANCE TO AMEND THE CITY OF PEWAUKEE SANITARY SEWER UTILITY ASSESSMENT POLICY FOR SANITARY SEWER INSTALLATIONS.

The Common Council of the City of Pewaukee does ordain as follows:

SECTION 1.

Paragraph number 6 of the Assessment Policy for Sanitary Sewer Installations is hereby amended to read as follows:

6. Deferments: Generally deferments are allowed in the Final Resolution of an assessment project where no connection is desired or available. All deferments end when a parcel is connected to the facility. However, the owner of a large residential parcel may elect to pay or begin paying for the minimum frontage required in the zoning district in which the parcel is located and defer the remainder for the duration of the deferment period.

   Farmland: Pursuant to Section 66.60(6m) of the Wisconsin Statutes, no assessments shall be levied against agricultural lands if those lands meet the definition of "eligible farmland" as set forth in Section 66.60(6m)(a)2, Wisconsin Statutes Assessments shall, however, be levied as follows:

   a. If any eligible farmland contains a structure that is to be connected to the system as a part of the assessment project for which the assessments are being levied, an assessment may be levied against that structure pursuant to the terms of this assessment policy and shall be subject to the provisions of this policy. Interest may be charged as provided in Section 66.60(6m)(c)1, Wisconsin Statutes. The assessment for any such structure shall be equal to the assessment for the maximum size of any lot in the service area that is not devoted exclusively to agricultural use.

   b. A special assessment may be levied against any land which does not initially receive a special assessment due to its status as “eligible farmland” if that land is subsequently divided into two or more parcels as least one of which is not devoted exclusively to “agricultural use” as that term is defined in Section 91.01(1), Wisconsin Statutes. This includes land which was initially subject to an assessment under sub-paragraph (a) above. The special assessment shall be levied pursuant to the terms of this policy, and any special assessment shall be apportioned among the parcels resulting from the division in proportion to their area. Interest on any special assessment shall be charged to the extent permitted under Section 66.60(6m)(c)2, Wisconsin Statutes.

c. A special assessment may be levied against any "eligible farmland" if that land is not devoted exclusively to "agricultural use", as that term is defined in Section 91.01(1), Wisconsin Statutes, for a period of one year or more. Any such special assessment shall be levied pursuant to the terms of this policy and any such assessment shall be equal to that assessment which would have been levied initially against the "eligible farmland" if it had not been exempted from assessment pursuant to State Law. Interest may be charged on the special assessment to the extent permitted by Section 66.60(6m)(c)3**,** Wisconsin Statutes.

d. In order to preserve its rights to levy special assessments against eligible farmland pursuant to this policy and pursuant to State Law, the Sanitary Utility shall record a lien on all eligible farmland within assessment districts describing that the farmland in question has been exempted from special assessments pursuant to Section 66.60(6m)(d), Wisconsin Statutes and further describing the potential for a special assessment pursuant to this policy and Section 66.60(6m)(c), Wisconsin Statutes. Said liens shall be filed in the Register of Deeds office of Waukesha County within 90 days after the District first levies a special assessment for the construction of a sewerage system in the service area in which the eligible farmland is located.

SECTION 2. SEVERABILITY.

The several sections 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 not affect the validity of all other provisions, sections or portions thereof of the ordinance which shall remain in full force and effect. Any other ordinance whose terms are in conflict with the provisions of this ordinance are hereby repealed as to those terms that conflict.

SECTION 3. EFFECTIVE DATE.

This ordinance shall take effect immediately upon passage and posting or publication as provided by law.

Passed and adopted this _____day of _____, 2020.

BY THE CITY OF PEWAUKEE COMMON COUNCIL

_____

Steve Bierce, Mayor

ATTEST:

_____

Kelly Tarczewski, Clerk/Treasurer

RESOLUTION 20-

CITY OF PEWAUKEE - DRAFT ASSESSMENT POLICY FOR WATER MAIN INSTALLATIONS

1. The basis for water main assessments shall be by the unit basis, by the assessable acreage, or by the assessable linear footage of frontage of each benefited property within an assessment district, computed as per the following requirements.

2. Water main and appurtenances assessable costs.

   A. The assessment for properties shall be based on the equivalent size water main required to serve that area in accordance with Sections NR 811 and PSC 185 Wisconsin Administrative Code to service all properties within the assessment district. The assessment rates shall be as determined by the Common Council and as recommended by the City Engineer. The minimum equivalent diameter size main for residential properties shall be 8 inches and the minimum size commercial, industrial or institutional shall be 8 inches. Water mains in public right-of-ways and within easements shall be assessed back to the respective assessment district as directed by the City.

   B. Assessable water main costs shall include the total costs for water mains, valves, hydrants and related appurtenances. Costs involving property or easement acquisition, inspection, engineering, legal restoration costs, such as pavement repair and landscaping, and necessary administration costs to complete a project shall also be assessed back to the respective assessment district.

   C. Costs that benefit an area shall not be assessed the basis of a front foot assessment, acreage assessment, or unit assessment but shall be assessed separately as an area-wide assessment. The type of cost that would benefit an area include main oversizing, pump stations, water towers, reservoirs, system controls, wells, treatment systems, and pressure boosting station.

   D. The unit assessment method shall only be used when it is determined by the Common Council as recommended by the City Engineer when all or most of the lots or parcels to be serviced by the improvement are approximately the same size and use, such as a platted subdivision, with little to no undevelopable lands within the assessment district.

   E. The front footage method shall be used when it is determined by the Common Council as recommended by the City Engineer when all or most of the lots or parcels to be serviced by the improvement are approximately the same width and use with little to no developable lands within the assessment district.

   F. The acreage method shall be used when it is determined by the Common Council as recommended by the City Engineer the unit and front footage methods cannot be utilized.

G. If so warranted and determined by the Common Council as recommended by the City Engineer a combination of unit, frontage, acreage or areawide assessments may levied within a project when applicable.

3. The assessable linear footage shall be determined as follows:

A. For corner lots:

1) If the water main is installed in both streets, add the two side dimensions and divide by two to obtain the assessable frontage.

2) If the water main is installed in one street, add the two side dimensions and divide by two to obtain the assessable frontage.

3) If the owner is given his option for the lateral location and as a result of his decision, along with certain design decisions for the project, the water main is not installed on one of the sides, the assessable frontage shall be figured as per Item 1 of this section for comer lots.

B. On lots with frontage on three streets, use the longest and shortest side and compute as a corner lot.

C. On lots with frontage on two streets, use frontage on the street with the service connection only if the lot cannot be subdivided into an additional lot or lots complying with the present zoning ordinance.

D. For lots on cul-de-sacs, use the chord dimension at the building setback line as measured tangent to the curve as its mid-point, if said setback line is formed by a curved line.

E. For lots on curves with an exterior angle over 45degrees as measured between the side lot line as measured between the side lot lines of each lot, use the chord dimension at the building setback line for the inside lots on the curve.

F. On large tracts of land which are on comers, assume a future comer lot that complies with the minimum present zoning ordinance and apply the comer lot policy. The balance of the frontage shall be considered at full linear footage. Deferment of assessments for large tracts of land will be reviewed by the Common Council on an individual basis upon a written request for deferment by the respective property owner

G. All deferments end when connection is made to the facility or land division (CSM, Plat, or other method) or rezoning is made to the land. When a water main passes a large tract of land zoned agricultural that would be eligible for deferment, the cost of the assessment for the homesite will be assessed for the number of feet that

would be required on the minimum width required by zoning. The remaining assessment will be deferred as a Homestead Deferral.

H. Lots which do not meet the above criteria will be handled on an individual basis; as each special situation is decided, it will become policy for future decision of a similar nature.

4. The assessable acreage shall be determined as follows:

a) For actual acreage of all parcels within the Assessment District excluding acreage reserved for road right-of-ways and land zoned in conservancy (wetland, floodplain, etc.).

b) All deferments end when connection is made to the facility or land division (CSM, Plat, or other method) or rezoning is made to the land. When a sanitary sewer passes a large tract of land zoned agricultural that would be eligible for deferment, the cost of the assessment for the homesite will be assessed for the acreage that would be required on the minimum lot required by zoning. The remaining assessment will be deferred as a Homestead Deferral.

5. The assessable units shall be determined as follows:

a) A single family residential home (zoned residential) will be 1 unit.
b) All other residential units will be determined by the City Water RCA Worksheet.
c) Non-residential (commercial, industrial, & public authority) will have the number of units determined by domestic lateral size in accordance with the City Water RCA Worksheet.

4. Water laterals will be assessed back to each respective property for the entire expense on a unit or lump sum basis when installed with in public right-of-ways or easements.

5. Deferments: Generally deferments are allowed in the Final Resolution of an assessment project. All deferments end when a parcel is connected to the facility or land division (CSM, Plat, or other method) or rezoning is made to the land. However, the owner of a large residential or agricultural parcel may elect to pay or begin paying for the minimum frontage required in the zoning district in which the parcel is located and defer the remainder for the duration of the deferment period.

A. If any eligible farmland contains a structure that is to be connected to the system as part of the assessment project for which the assessments are being levied, an assessment may be levied against that structure pursuant to the terms of this assessment policy and shall be subject to the provisions of this policy. Interest may be charged as provided in Section 66.60(6m)(c)1, Wisconsin Statutes. The assessment for any such structure shall be equal to the assessment for the maximum size of any lot in the service area that is not devoted exclusively to agricultural use.

B. A special assessment may be levied against any land which does not initially

receive a special assessment due to its status as "eligible farmland" if that land is subsequently divided into two or more parcels as least one of which is not devoted exclusively to "agricultural use" as that term is defined in Section 91.01(1), Wisconsin Statutes. This includes land which was initially subject to an assessment under sub-paragraph (a) above. The special assessment shall be levied pursuant to the terms of this policy, and any special assessment shall be apportioned among the parcels resulting from the division in proportion to their area. Interest on any special assessment shall be charged to the extent permitted under Section 66.60(6m)(c)2, Wisconsin Statutes.

C. A special assessment may be levied against any "eligible farmland" if that land is not devoted exclusively to "agricultural use", as that term is defined in Section 91.01(1), Wisconsin Statutes, for a period of one year or more. Any such special assessment shall be levied pursuant to the terms of this policy and any such assessment shall be equal to that assessment which would have been levied initially against the "eligible farmland" if it had not been exempted from assessment Pursuant to State Law. Interest may be charged on the special assessment to the extent permitted by Section 66.60(6m)(c)3**,** Wisconsin Statutes.

D. In order to preserve its rights to levy special assessments against eligible farmland pursuant to this policy and pursuant to State law, the Common Council shall record a lien on all eligible farmland within assessment districts describing that the farmland in question has been exempted form special assessments pursuant to Section 66.60(6m)(c), Wisconsin Statutes. Said liens shall be filed in the Register of Deeds office of Waukesha County within 90 days after the District first levies a special assessment for the construction of a water main in the service area in which the eligible farmland is located.

E. Any assessment deferred pursuant to this resolution may nevertheless be prepaid upon the same terms as installment assessments are allowed to be prepaid and as provided for in the Final Assessment Resolution.

6. Assessment Calculations on "Ordinance 10.10" Installations: When a developer/landowner extends the water facilities under Ordinance 10.10, the City Engineer will determine the estimated cost of these facilities to service said parcel requiring the facilities. The cost for the installation beyond what would be required for that parcel (development) will be assessed to all potential benefited properties by the methods stated in the assessment policy or as established by the final Resolution of the project.

7. Land Splits. Sales or Transfer of Property Ownership: When there is a land split or sale of property on which an assessment exists, the following will apply:

A. If the assessment is currently being paid in installments, the assessment must be paid in full except as noted in (C. & D.) below.

B. If the assessment is deferred, the deferment period ends and the buyer will have the

option of lump sum or installment payment regardless of whether a connection exists except as noted in (C. & D.) below.

C. When the facility was installed and assessments made under the provisions of Ordinance 10.10, the provisions of the 10.10 agreement and resolution dictate the payment of the assessments.

D. If the property is a transfer to an immediate family member (daughter, son, husband, wife, sister, brother, mother, father), Trust of the current owner, Estate of the current owner, or refinancing, this does not constitute a sale of the property and therefore the assessments may continue as installment payments or deferred.

8. Exclusions: "All properties located within the assessment district will be subject to the police power assessment herein unless the Council makes a determination that a parcel of real estate receives no police power determination of benefit. The Council shall make benefit determinations on all properties being assessed prior to the assessment being levied."

9. Mandatory Connection to Facilities

A. Upon Expansion: Should an unconnected improved parcel of land which abuts existing water mains expand or construct new facilities on said parcel of land, connection to the water main shall be made. Such connection shall be made prior to occupancy of the expanded or newly constructed facility. If more than one facility or building exists on the site, all facilities or buildings shall connect to the water main. Expansion shall be defined as improvements costing $10,000.00 or more, or an increase equal to or greater than 25 percent of the volume of the existing facilities or buildings.

B. 15 years from the date of the final resolution of the utility extension.

C. All private wells on the site must be abandoned in accordance with current regulations at the time of connection.

City of Pewaukee - Water and Sewer Division
Special Assessments Receivable - Sewer

Project		Developer	Final Balance 12/31/19	2020 (Before Tax Roll) Additions	P Payoffs	Refunds/ Adjustmts	Preliminary Balance 12/31/2020	2020 Tax Roll P	I	Balance After Tax Roll	Less: Subsequent Payoffs	Final Balance 12/31/2020
79A HILL 'N DALE SEWER	S079A		981.18				981.18					
79B HILL 'N DALE SEWER	S079B		185.46				185.46					
130 ROLLING RIDGE-UNIVERSITY SEWER	S130		0.00				0.00					
130A ROLLING RIDGE-UNIVERSITY SEWER	S130A		0.00				0.00					
156 ARROWHEAD SEWER	S156		46,384.83				46,384.83					
157 ARROWHEAD SEWER LATERAL	S157		10,574.56				10,574.56					
158 ARROWHEAD SEWER	S158		18,694.94				18,694.94					
159 ARROWHEAD SEWER	S159		4,379.60				4,379.60					
164 GREEN ROAD SEWER PUMP STATION	S164		10,753.35				10,753.35					
165 GREEN ROAD SEWER	S165		120,458.42				120,458.42					
166 GREEN ROAD SEWER LATERAL	S166		18,058.43				18,058.43					
167 GREEN ROAD SEWER LATERAL	S167		3,171.68				3,171.68					
168 GREEN ROAD FORCE MAIN LATERAL	S168		2,506.47				2,506.47					
172 BROKEN HILL SEWAGE PUMP STATION	S172		0.00				0.00					
173 BROKEN HILL TRUNK SEWER	S173		0.00				0.00					
176 HIGHFIELD CT SEWER	S176		23,144.04				23,144.04					
177 HIGHFIELD CT SEWER LATERAL	S177		2,597.86				2,597.86					
SCA-WS STILL RIVER PUMP STATION & FORCE MAIN SEWER			7,608.73				7,608.73					
201WS BLUEMOUND ROAD TRUNK SEWER	S201WS		2,662.10				2,662.10					
202WS BLUEMOUND ROAD LOCAL SEWER LATERAL	S202WS		2,232.78				2,232.78					
203AB STILL RIVER-BLUEMOUND LOCAL SEWER LATERAL	S203AB		614.78				614.78					
204A BLUEMOUND WAMSER LOCAL SEWER	S204A		5,642.19				5,642.19					
204B BLUEMOUND WAMSER LOCAL SEWER	S204B		2,167.84				2,167.84					
211A SUNNYRIDGE LANE SEWER MAIN	S211A		83,140.04				83,140.04					
211B SUNNYRIDGE LANE SEWER LATERAL	S211B		25,376.67				25,376.67					
218A VALLEYVIEW SEWER MAIN	S218A		10,724.35		2,165.97		8,558.38					
218AD VALLEYVIEW SEWER MAIN	S218AD		58,335.78				58,335.78					
218B VALLEYVIEW SEWER LATERAL	S218B		1,860.62				1,860.62					
218BD VALLEYVIEW SEWER LATERAL	S218BD		12,682.41				12,682.41					
228S GREEN ROAD SEWER	S228S		35,591.90			1,163.86	36,755.76					
Total Active Assessments			510,531.01	0.00	2,165.97	1,163.86	509,528.90	0.00	0.00	0.00	0.00	0.00
10A CTH M LIFT STATION	S010A		41,603.72				41,603.72					
11A SPRINGDALE S SEWER INTERCEPT	S011A		6,800.00				6,800.00					
11B SPRINGDALE S SEWER INTERCEPT	S011B		700.00				700.00					
11C SPRINGDALE S SEWER INTERCEPT	S011C		2,795.30				2,795.30					
20A UNCOLLECTED OVERSIZING SEWER	S020A		3,534.77				3,534.77					
27A ROUNDY'S INTERCEPT SEWER	S027A	253-1000	116.22				116.22					
32E BLUEMOUND INS SEWER	S032E		34,906.24				34,906.24					
34A GREEN RD INTERCEPTOR SEWER	S034A	253-1010	473.47				473.47					
41A CTH M INTERCEPTOR SEWER	S041A	253-1110	23,005.61				23,005.61					
41B CTH M INTERCEPTOR SEWER	S041B		17,820.00				17,820.00					
50A JERICHO ACRES SEWER	S050A		15,247.14				15,247.14					
53 JERICHO AREA LIFT STATION SEWER	S053		153,647.25				153,647.25					
55A TAKOMA HILLS SEWER	S055A		4,906.86				4,906.86					
55B TAKOMA HILLS SEWER	S055B		415.93				415.93					
56 SPRINGDALE INTERCEPTOR #2 SEWER	S056		46,192.29				46,192.29					
56CD SPRINGDALE INTERCEPTOR #2 SEWER	S056CD		0.00				0.00					
56INT SPRINGDALE INTERCEPTOR #2 SEWER	S056INT		105,251.41	3,670.91			108,922.32					
76C TOWN HALL SEWER EXT	S076C	253-500	11,737.73				11,737.73					
79X HILL 'N DALE SEWER	S079X		0.00				0.00					
130AD ROLLING RIDGE-UNIVERSITY SEWER	S130AD		0.00				0.00					
130B ROLLING RIDGE-UNIVERSITY SEWER	S130B		41,320.53			1,309.61	42,630.14					
130D ROLLING RIDGE-UNIVERSITY SEWER	S130D		0.00				0.00					
146 CTH J SANITARY SEWER	S146		76,245.75				76,245.75					
156D ARROWHEAD SEWER	S156D		18,277.18			1,096.63	19,373.81					
157D ARROWHEAD SEWER LATERAL	S157D		4,687.57			281.25	4,968.82					
164D GREEN ROAD SEWER PUMP STATION	S164D		177,053.15				177,053.15					
166D Green Road Sewer Lateral	S166D		4,470.00				4,470.00					
167D GREEN ROAD SEWER LATERAL	S167D		60,934.09				60,934.09					
169 GREEN ROAD SPECIAL SANITARY LATERAL	S169		0.00				0.00					
170 GREEN ROAD DEV SEWER LATERAL	S170		0.00				0.00					
171D NETTESHEIM TRUST SEWER	S171D		29,765.70				29,765.70					
172D			0.00				0.00					
173D		253-1170	0.00				0.00					
174		253-1170	0.00				0.00					
SCA-D STILL RIVER PUMP STATION & FOR MAIN SEWER		253-1180	93,840.14				93,840.14					
201D BLUEMOUND ROAD TRUNK SEWER DEFERRED	S201D	253-1180	49,806.34				49,806.34					
202A BLUEMOUND ROAD LOCAL SEWER	S202A	253-1180	118,594.40				118,594.40					
203A STILL RIVER-BLUEMOUND LOCAL SEWER	S203A	253-1180	16,906.34				16,906.34					
204AD BLUEMOUND WAMSER LOCAL SEWER	S204AD		20,647.90			699.96	21,347.86					
204BD BLUEMOUND WAMSER LOCAL SEWER LATERAL	S204BD		18,869.82			639.68	19,509.50					
205A BLUEMOUND ROAD NORTH LOCAL SEWER	S205A		20,097.16			681.30	20,778.46					
205B BLUEMOUND ROAD NORTH LOCAL SEWER	S205B		29,422.70			997.42	30,420.12					
220B CLOVERLAND SEWER	S220B		37,756.59			2,265.39	40,021.98					
228SD GREEN ROAD SEWER	S228SD		13,477.11				13,477.11					
Total Deferred			1,301,326.41	3,670.91	0.00	7,971.24	1,312,968.56	0.00	0.00	0.00	0.00	0.00
Total Assessments			1,811,857.42	3,670.91	2,165.97	9,135.10	1,822,497.46	0.00	0.00	0.00	0.00	0.00

Balance per database columns AR THRU AY 1,811,857.42 1,822,497.46

Great Plains 650-000124-1000 1,647,990.41 508,365.04
-1,135,892.63 1,312,968.56 Deferrals
-1,566.77 1,163.86 adj not posted yet
after 12/31/19 a 510,531.01 1,822,497.46

1,814,122.81 -
Cloverland Farm -2,265.39
1,811,857.42

ALL BALANCED AS OF 5/11/20

	Database	BSA	
sewer	1,822,497.46	1,811,956.84	
sewer		10,540.62	ADJ NOT POSTED YET
water	3,919,125.36	3,918,649.13	
water		476.23	ADJ NOT POSTED YET
road	1,210,888.19	1,364,110.75	
road		-107,112.72	221D ELMWOOD ROAD W/O 2020
road		-46,109.84	223D CARMELITE ROAD W/O 2020
	6,952,511.01	6,952,511.01	

deferrals(ABOVE)
compound interest

City of Pewaukee - Water and Sewer Division
Special Assessments Receivable - Water

Project	Developer		Final Balance 12/31/19	2020 (Before Tax Roll) Additions	P Payoffs	Refunds/ Adjustmts	Preliminary Balance 12/31/2020	2020 Tax Roll P	I	Balance After Tax Roll	Less: Subsequent Payoffs	Final Balance 12/31/2020
54AA WATERTOWN-NORTH AVE WATI	W054AA		880.22				880.22					
55CA TAKOMA HILLS WATER	W055CA		734.25				734.25					
55DA TAKOMA HILLS WATER	W055DA		82.31				82.31					
79C HILL 'N DALE WATER	W079C		4,664.06				4,664.06					
79D HILL 'N DALE WATER	W079D		1,437.32				1,437.32					
145B CTH J WATERMAIN	W145B		83,843.25				83,843.25					
207A BLUEMOUND-WAMSER DR TRAI	W207A		1,215.25				1,215.25					
207B BLUEMOUND-WAMSER DR TRAI	W207B		299.00				299.00					
228W GREEN ROAD WATER	W228W		1,921.33				1,921.33					
Total Active Assessments			95,076.99	0.00	0.00	0.00	95,076.99	0.00	0.00	0.00	0.00	0.00
13 WATERTOWN RD WATER MAIN	W013	253-1000	2,838.50				2,838.50					
14A HIGHLANDS WATERMAIN	W014A		4,110.50				4,110.50					
14B HIGHLANDS WATERMAIN	W014B		1,777.71				1,777.71					
35A S & OAK ST WATERMAIN	W035A		23,091.39				23,091.39					
35B S & OAK ST WATERMAIN	W035B		7,546.80				7,546.80					
52A CARMELITE & MEADOWBROOK W	W052A	253-1050	55,416.52				55,416.52					
52B CARMELITE & MEADOWBROOK W	W052B	253-1050	2,754.00				2,754.00					
54 WATERTOWN-NORTH AVE WATER	W054		15,275.32				15,275.32					
54A WATERTOWN-NORTH AVE WATEI	W054A		85,847.97				85,847.97					
54B WATERTOWN-NORTH AVE WATEI	W054B		7,920.72				7,920.72					
54F WATERTOWN-NORTH AVE WATEI	W054F		5,684.80				5,684.80					
54H WATERTOWN-NORTH AVE WATEI	W054H		11,628.00				11,628.00					
55C TAKOMA HILLS WATER	W055C		36,712.50		3,671.25		33,041.25					
55D TAKOMA HILLS WATER	W055D		4,115.10		411.51		3,703.59					
74A CTH G WATERMAIN	W074A	253-1120	36,401.70				36,401.70					
74B CTH G WATERMAIN	W074B	253-1120	2,889.52				2,889.52					
79CD HILL 'N DALE WATER	W079CD		17,490.27				17,490.27					
79DD HILL 'N DALE WATER	W079DD		5,389.92				5,389.92					
85A WATERTOWN-SPRINGDALE LOOF	W085A		36,160.35				36,160.35					
85B WATERTOWN-SPRINGDALE LOOF	W085B		2,572.08				2,572.08					
87C HILL 'N DALE CIRCLE WATER	W087C		28,746.42				28,746.42					
87D HILL 'N DALE CIRCLE WATER	W087D		6,974.88				6,974.88					
87G HILL 'N DALE CIRCLE WATER	W087G		-				-					
87H HILL 'N DALE CIRCLE WATER	W087H		-				-					
116 CTH G WATERMAIN	W116		46,835.05				46,835.05					
116A CTH G WATERMAIN	W116A		-				-					
116B CTH G WATERMAIN	W116B		11,767.60				11,767.60					
117 DUPLAINVILLE WATERMAIN	W117		4,209.88				4,209.88					
117A DUPLAINVILLE WATERMAIN	W117A		3,198.93				3,198.93					
117B	W117B		28,497.70				28,497.70					
141 BLUEMOUND-BUSSEE WATERMAI	W141	253-1140	167,734.27				167,734.27					
141A BLUEMOUND-BUSSEE WATERM/	W141A	253-1140	2,886.36				2,886.36					
141B BLUEMOUND-BUSSEE WATERM/	W141B	253-1140	13,098.35				13,098.35					
145 CTH J WATERMAIN	W145		181,951.50				181,951.50					
145A CTH J LATERAL	W145A		7,345.20				7,345.20					
206 STILL RIVER-BLUEMOUND RD TRA	W206	253-1180	7,302.66				7,302.66					
206B STILL RIVER-BLUEMOUND RD TR	W206B	253-1180	-				-					
207C BLUEMOUND-WAMSER DR TRAI	W207C		-				-					
215AD BLUEMOUND ROAD WATER MA	W215AD		-				-					
215BD BLUEMOUND ROAD WATER LA	W215BD		-				-					
215A BLUEMOUND ROAD WATER MAI	W215A		35,909.50				35,909.50					
215AD BLUEMOUND ROAD WATER MA	W215AD		43,091.40				43,091.40					
215B BLUEMOUND ROAD WATER LATI	W215B		25,179.04				25,179.04					
215BD BLUEMOUND ROAD WATER LA	W215BD		-				-					
219A VALLEYVIEW WATER MAIN	W219A		11,698.29			379.02	12,077.31					
219B VALLEYVIEW WATER LATERAL	W219B		3,000.22			97.21	3,097.43					
222A ELMWOOD WATER MAIN	W222A		44,603.56				44,603.56					
222B ELMWOOD WATER LATERAL	W222B		16,070.64				16,070.64					
228W GREEN ROAD WATER	W228W		24,702.93				24,702.93					
228WD	W228WD		32,656.00				32,656.00					
232A SWAN WATER MAIN	W232A		98,328.00				98,328.00					
232B SWAN WATER LATERAL	W232B		93,279.79				93,279.79					
232D SWAN WATER LATERAL	W232D		759,092.16				759,092.16					
233A LINDSAY WATER MAIN	W233A		51,374.62				51,374.62					
233B LINDSAY WATER LATERAL	W233B		41,181.06				41,181.06					
233D LINDSAY WATER MAIN	W233D		513,746.20				513,746.20					
235A LAKEFIELD WATER MAIN	W235A		292,678.32		13,303.56		279,374.76					
235B LAKEFIELD WATER LATERAL	W235B		67,324.40		3060.2		64,264.20					
237A DUPLAINVILLE-WEYER WATER M	W237A		178,899.38				178,899.38					
237B DUPLAINVILLE-WEYER WATER L	W237B		33,278.22				33,278.22					
237D DUPLAINVILLE-WEYER WATER M	W237D		601,752.46				601,752.46					
			-									
Total Deferred			3,844,018.66	0.00	20,446.52	476.23	3,824,048.37	0.00	0.00	0.00	0.00	0.00
			-									
			3,939,095.65	0.00	20,446.52	476.23	3,919,125.36	0.00	0.00	0.00	0.00	0.00
Balance per database columns			3,939,095.65				3,919,125.36					
Great Plains 124-0000			1,887,403.59				95,076.99					
			-1,764,318.49	audit adj			3,824,048.37	deferrals				
			-28,008.11	audit adj								
			95,076.99				3,919,125.36					
			3,939,095.65									

DATE: June 15, 2020

DEPARTMENT: PW - Engineering

PROVIDED BY: Magdelene Wagner

SUBJECT:

Lindsay Road and Redford Boulevard (CTH F) intersection Study [Wagner]

BACKGROUND:

Previously, the Common Council authorized the City to fund an intersection study of Lindsay Road and Redford Boulevard (CTH F) being completed on our behalf by Waukesha County. The study was completed and a draft report provided to the City in November of 2019. See the study attached. Also in November, the Consultant, along with Waukesha County Staff, presented the Study results to City Staff. At the March 2nd Common Council meeting, Traffic Analysis and Design Inc (TADI) presented the study to the Council Members.

On Monday, February 17, 2020, there was another severe accident at this intersection. Waukesha County, the Sheriff's Department, and the Engineering office received follow up phone calls regarding this accident and the status of the intersection study prompting Staff to bring the presentation to the City Common Council on March 2nd. Unfortunately the day after our presentation (Tuesday March 3rd), there was another severe accident at this intersection.

During the discussion regarding the Study, the Common Council requested a proposal for further analysis of the intersection that included traffic projections from future developable lands near the intersection. Staff also asked for a re-evaluation of alternatives for this intersection beyond the Restricted Crossing U-Turn (RCUT). See the attached Proposal and Agreement. The proposal would include all the information necessary to apply for the Highway Safety Improvement Program (HSIP) grant for funding the improvements at this intersection.

FINANCIAL IMPACT:

There is currently no funds budgeted in 2020 for design or construction improvements for this intersection in the City budget nor in the County budget.

In discussions with Waukesha County, their budget programming typically has a 3-5 year window. In addition, the project would likely include a substantial partnership with the City to assist in the funding of the project.

If the amended study by Traffic Analysis & Design, Inc. is authorized, $15,912 will need to be re-allocated to allow for this study. It is recommended these funds be re-allocated from the Roundy's Industrial Park Road project previously authorized to be delayed to 2021 or from Contingency Funds.

RECOMMENDED MOTION:

Authorize the Director of Public Works and City Administrator, if desired, to begin discussions with Waukesha County regarding final design of the intersection improvements and establishing funding or other partnership agreements for the intersection improvements including applying for the HSIP grant.

Authorize Traffic Analysis & Design, Inc. to complete an amended study in accordance with the Agreement in the amount not to exceed $15,912 with funds re-allocated from the account of your choice.

ATTACHMENTS:

Description

TADI Agreement

Intersection Study

AGREEMENT FOR ENGINEERING SERVICES

THIS AGREEMENT is entered into between the **City of Pewaukee** (Client) and **Traffic Analysis & Design, Inc.** (Engineer), based upon Client's intention to perform a traffic impact study and intersection control evaluation for the intersection of CTH F & Lindsay Road in The City of Pewaukee, Wisconsin (the Project) and Client's requirement for certain engineering services in connection with the Project (the Services) which Engineer is prepared to provide.

1. Engineer shall provide the Services described in Attachment A, "Scope of Services", according to Attachment A, "Schedule".

2. Client shall pay Engineer in accordance with Attachment A, "Compensation". Invoices shall be due and payable upon receipt. Invoice amounts not paid within 30 days after receipt shall accrue interest at the rate of 1.5% per month (or the maximum rate permitted by law, if less), with payments applied first to accrued interest and then to unpaid principal.

3. The same degree of care, skill, and diligence shall be exercised in the performance of the Services as is ordinarily possessed and exercised by a member of the same profession, currently practicing, under similar circumstances. No other warranty, express or implied, is included in this Agreement or in any drawing, specification, report, opinion, or other instrument of service, in any form or media, produced in connection with the Services.

4. Engineer shall not be liable to Client for any consequential damages resulting in any way from the performance of the Services. To the fullest extent permitted by law, Engineer's liability under this Agreement shall not exceed Engineer's total compensation actually received under this Agreement.

5. Engineer and Client waive all rights against each other for damages covered by property insurance during and after the completion of the Services.

6. Not withstanding anything to the contrary in any Attachments hereto, Engineer has no responsibility for (a) construction means, methods, techniques, sequences, procedures, or safety precautions and programs in connection with the Project; or (b) the failure of any contractor, subcontractor, vendor, or other Project participant, not under contract to Engineer, to fulfill contractual responsibilities to Client or to comply with federal, state, or local laws, regulations, and codes.

7. Engineer does not guarantee that proposals, bids, or actual Project costs will not vary from Engineer's cost estimates or that actual schedules will not vary from Engineer's projected schedules.

8. This Agreement may be terminated upon written notice at Client's convenience or by either party in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement. Engineer shall terminate performance of Services on a schedule acceptable to Client, and Client shall pay Engineer for all Services performed and reasonable termination expenses. Paragraphs 4 and 5 shall survive any termination or completion of this Agreement.

9. All documents prepared by Engineer pursuant to this Agreement are instruments of service in respect to the Project. Any use except for the specific purpose intended by this Agreement will be at the user's sole risk and without liability or legal exposure to Engineer. Engineer shall retain its ownership in its data bases, computer software, and other proprietary property. Intellectual property developed, utilized, or modified in the performance of the Services shall remain the property of Engineer.

10. The Services provided for in this Agreement are for the sole use and benefit of Client and Engineer. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than Client and Engineer.

11. Any notice required by this Agreement shall be made in writing to the address specified below:

Client: City of Pewaukee
W240 N3065 Pewaukee Road
Pewaukee, WI 53072
Attn: Magdelene Wagner, P.E.
Public Works Director

Engineer: Traffic Analysis & Design, Inc.
PO Box 128
Cedarburg, WI 53012
Attn: John A. Bieberitz, P.E., PTOE

IN WITNESS WHEREOF, Client and Engineer have executed this Agreement, effective as of March 6, 2020.

City of Pewaukee (Client)

By:_____

Title: _____

Date: _____

Traffic Analysis & Design, Inc. (Engineer)

By: _____
John A. Bieberitz, P.E., PTOE

Date: 3/6/20

ATTACHMENT A

SCOPE OF SERVICES

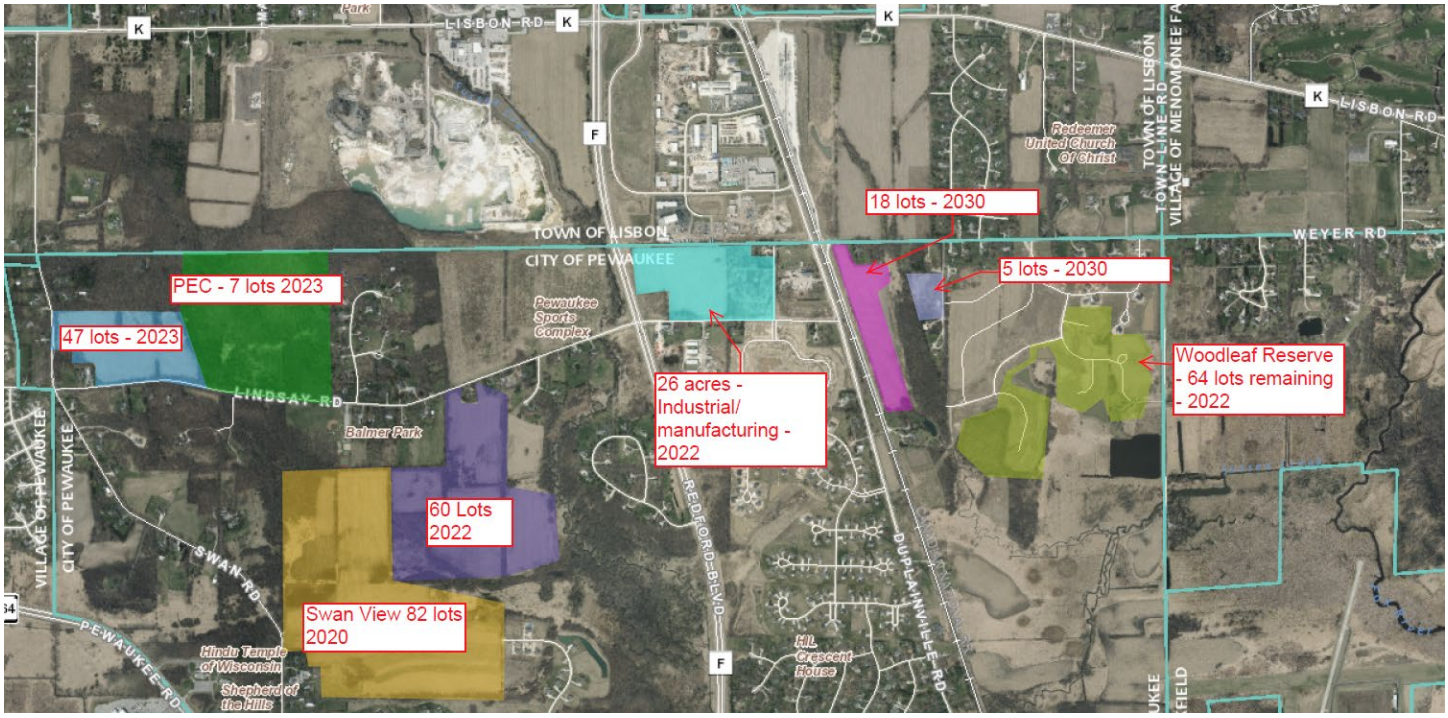
Engineer shall provide the Services described below. As indicated, Tasks 1-6 include activities involved with preparation of a Traffic Impact Analysis (TIA) and intersection control evaluation (ICE) for the intersection of CTH F and Lindsay Road. The TIA and ICE analysis will be completed to Waukesha County standards and that of the Highway Safety Improvement Program, but will not be completed to WisDOT standards as WisDOT will not review the TIA or ICE.

Engineer will prepare the traffic impact study analysis in accordance with the Institute of Transportation Engineers Traffic Impact Analysis (TIA) Guidelines and current Waukesha County TIA Guidelines. The study area will include the intersection of CTH F & Lindsay Road. Surrounding developments and potential developments, as provided by the CLIENT, will be included in the analysis.

The study will analyze the following scenarios:

1. Existing 2020 conditions, which will include:
    a. Traffic from weekday turning movement count in October 2019
    b. Traffic projected from the Pewaukee Sports Complex and the Swan View 82 Lot development
2. Future 2030 conditions, which will include:
    a. Background traffic growth
    b. Traffic projected from the Pewaukee Sports Complex, the Swan View 82 Lot development, and the other potential developments shown in Figure 1 below

Figure 1 – Potential Future Developments Provided by Client



The TIA submittal will consist of a report with exhibits illustrating the traffic counts, traffic projections, level of service operations, trip generation, trip distribution, site plan, text, analysis procedures, recommendations, conclusions and appendix of all intersection capacity calculations.

Task 1 – Traffic Projections

Engineer will utilize TADI's historical traffic database of ADT's on arterials and collectors from WisDOT within the study area from 1976 to present to determine expected growth rates in future traffic. Engineer will use the growth rate to factor the existing traffic turning movement counts to the Year 2030 background traffic volumes. Engineer will then determine the weekday AM and PM peak hour traffic turning movements for the Year 2030 background conditions for the traffic analysis.

Task 2 – 2020 Traffic Analysis

Trip Generation and Distribution

Engineer will estimate the volume of traffic expected to be generated by Pewaukee Sports Complex and the Swan View 82 Lot development based on the known uses and utilizing the fitted curve equations in the *ITE Trip Generation Manual, 10th Edition*. Traffic will be generated for the weekday daily, weekday AM and PM peak hours. The traffic generated will be distributed to the study area intersections for the total build conditions based on the existing traffic patterns. The traffic assignment will be added to the existing traffic volumes (counted in October 2019) at the study area intersection.

Traffic Operational Analysis

Engineer will analyze the study area intersection as previously described for the typical weekday AM and PM peak hours for Year 2020 build conditions. The following configurations will be analyzed:

1. Two-way stop control
2. Restricted-Crossing-U-Turn (RCUT)
3. Traffic Signal
4. Roundabout

Based on this analysis, Engineer will make recommendations on traffic control, intersection geometrics, turn bay length extensions, channelization, by-pass lanes and other improvements required to provide LOS ‘D’ or better for all traffic movements at the study area intersections.

Task 3 – 2030 Traffic Analysis

Trip Generation and Distribution

In addition to generating traffic for the Pewaukee Sports Complex and the Swan View 82 Lot development, Engineer will generate traffic for the other potential developments shown previously in Figure 1 based on the known uses and sizes by utilizing the fitted curve equations in the *ITE Trip Generation Manual, 10th Edition*. Traffic will be generated for the weekday daily, weekday AM and PM peak hours. The traffic generated will be distributed and assigned to the study area intersection and added to the projected Year 2030 background traffic volumes to determine the Year 2030 total build conditions traffic volumes.

Traffic Operational Analysis

Engineer will analyze the study area intersection as previously described for the Year 2030 total build conditions for the typical weekday AM and PM peak hours for Year 2030. The following configurations will be analyzed:

1. Two-way stop control

2. Restricted-Crossing-U-Turn (RCUT)
3. Traffic Signal
4. Roundabout

Based on the analysis, Engineer will make recommendations on traffic control, intersection geometrics, turn bay length extensions, channelization, by-pass lanes and other improvements required to provide LOS 'D' or better for all traffic movements at the study area intersections.

Task 4 – ICE Analysis

For each of the traffic control options analyzed in Task 3, Engineer will document the traffic queues, approach delays, and level of service for each of the traffic control scenarios. Intersection improvements will be made for each traffic control option. Engineer will provide recommendations for type of traffic control and intersection geometric recommendations based on this analysis.

Engineer will then prepare a traffic signal warrant/investigation study in accordance with the WisDOT TSDM as part of the intersection control evaluation report document. Traffic signal Warrants: Eight Hour Vehicular Volumes; Four Hour Volumes; Peak Hour Volumes; and Crash Warrant shall be evaluated for both the Year 2020 build and the 2030 total build conditions at the CTH F intersection with Lindsay Road. A left turn conflict check will also be performed, which will determine the need for left turn phasing/lanes.

Engineer will complete the WisDOT ICE analysis table for each scenario, which will be used by the County for review and approval.

Task 5 – Report

Engineer will prepare a traffic analysis ICE DRAFT report detailing the operational analysis and potential impacts utilizing two-way stop, RCUT, traffic signal and roundabout control scenarios. The report will contain text, tables, exhibit mark-ups and appendix documenting the traffic counts, data collection, field observations, traffic projections, traffic generation/assignment, traffic analysis, signal warrant analysis, ICE analysis, results and recommendations. Standards, specifications and reference materials used in the evaluation will be included in the report. The Client shall provide comments to Engineer so Engineer can finalize the report and submit a final electronic copy to the Client and Waukesha County.

Task 6 - Meetings

One meeting with the City is included in the base scope of this contract. If an additional meeting, or meetings, are required with attendance by the Engineer, it will be considered as additional services and will be billed at time and materials (meeting time, travel time, preparation time, mileage and handouts).

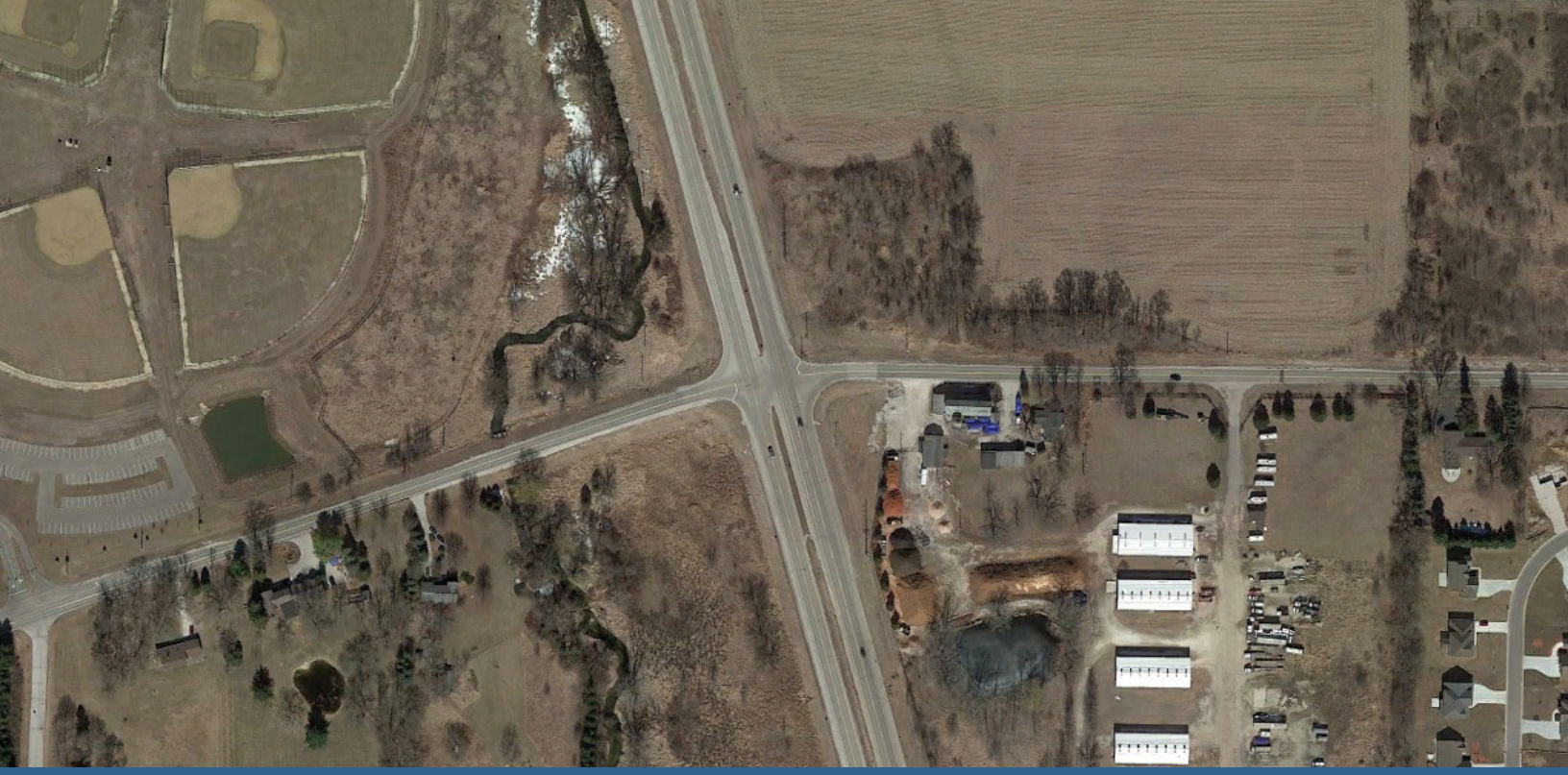
SCHEDULE

Engineer will submit a draft TIA report to the Client within three weeks of receiving authorization. The Engineer will finalize the report and submit a final electronic pdf copy to the Client within three days of receiving comments from the Client.

COMPENSATION

For the services described in Tasks 1, 2, 3, 4, 5, & 6: Client shall pay Engineer the lump sum fee of Fifteen Thousand Nine Hundred and Twelve Dollars ($15,912.00).

All services not cited in the Scope of Services, will be conducted as additional services under an Amendment to this Agreement.



TRAFFIC AND SAFETY INTERSECTION ANALYSIS
CTH F AT LINDSAY ROAD

YEARS 2014 - 2019
DATE SUBMITTED: NOVEMBER 7, 2019

PREPARED FOR:
Carolynn Gellings, P.E.
Engineering Services Manager, Waukesha County

Jeffrey Weigel, P.E.
Public Works Director, City of Pewaukee

PREPARED BY:
Traffic Analysis and Design, Inc. (TADI)
P.O. Box 128
Cedarburg, WI 53012
Authors: John Campbell, P.E., RSP1
Christian R. Sternke, P.E., RSP1
Phone: (800) 605-3091

TRAFFIC ANALYSIS & DESIGN, INC.

Date: November 7, 2019

Technical Memorandum

To: Carolynn Gellings, P.E., Engineering Services Manager, Waukesha County
Jeffrey Weigel, P.E., Public Works Director, City of Pewaukee

From: John Campbell, P.E., RSP1
Christian R. Sternke, P.E., RSP1

CC: Bruce Barnes, P.E., Waukesha County
Magdelene Wagner, P.E., Assistant City Engineer, City of Pewaukee

Subject: Traffic and Safety Intersection Analysis
CTH F at Lindsay Road
City of Pewaukee, Waukesha County, Wisconsin

PART A – INTRODUCTION

At the request of the City of Pewaukee, Waukesha County arranged a safety and operational analysis of the County Trunk Highway (CTH) F intersection with Lindsay Road within the City of Pewaukee, Waukesha County, Wisconsin. The traffic study is being conducted to determine if modifications to the roadway geometry and/or traffic control would improve the safety and operations of the intersection. Currently, the intersection observes delays during peak hours on its side-street approaches and has experienced numerous severe right-angle crashes in recent years.

This technical memorandum has been prepared to analyze the intersection under Year 2019 existing traffic conditions.

PART B – EXISTING CONDITIONS

The CTH F intersection with Lindsay Road is located approximately 1.3 miles north of State Trunk Highway (STH) 190/Capitol Drive in the City of Pewaukee, Wisconsin. An aerial map showing the study area intersection is shown in Figure B1 on the following page.

Figure B1
CTH F and Lindsay Road Aerial

CTH F, also designated as Redford Boulevard, is a four-lane north/south divided highway with a posted speed limit of is 55 miles per hour (mph) in this area. The Wisconsin Department of Transportation (WisDOT) Year 2018 average annual daily traffic (AADT) volumes on CTH F were approximately 21,200 vehicles per day (vpd) south of Lindsay Road and 26,700-vpd north of Lindsay Road. WisDOT classifies CTH F as a principal arterial.

Figure B2
CTH F Looking North Approaching Lindsay Road

Lindsay Road is a two-lane east/west undivided roadway with a posted speed limit of 35-mph. The WisDOT Year 2018 AADT volumes on Lindsay Road were approximately 1,600-vpd west of CTH F. East of CTH F, WisDOT lists an AADT from Year 2015 of 960-vpd. WisDOT classifies Lindsay Road as a collector road.

Figure B3
Lindsay Road Looking East Approaching CTH F

Based on the 13-hour traffic turning movement count conducted for this study, the entering AADT of the CTH F intersection with Lindsay Road is estimated to be approximately 23,800-vpd.

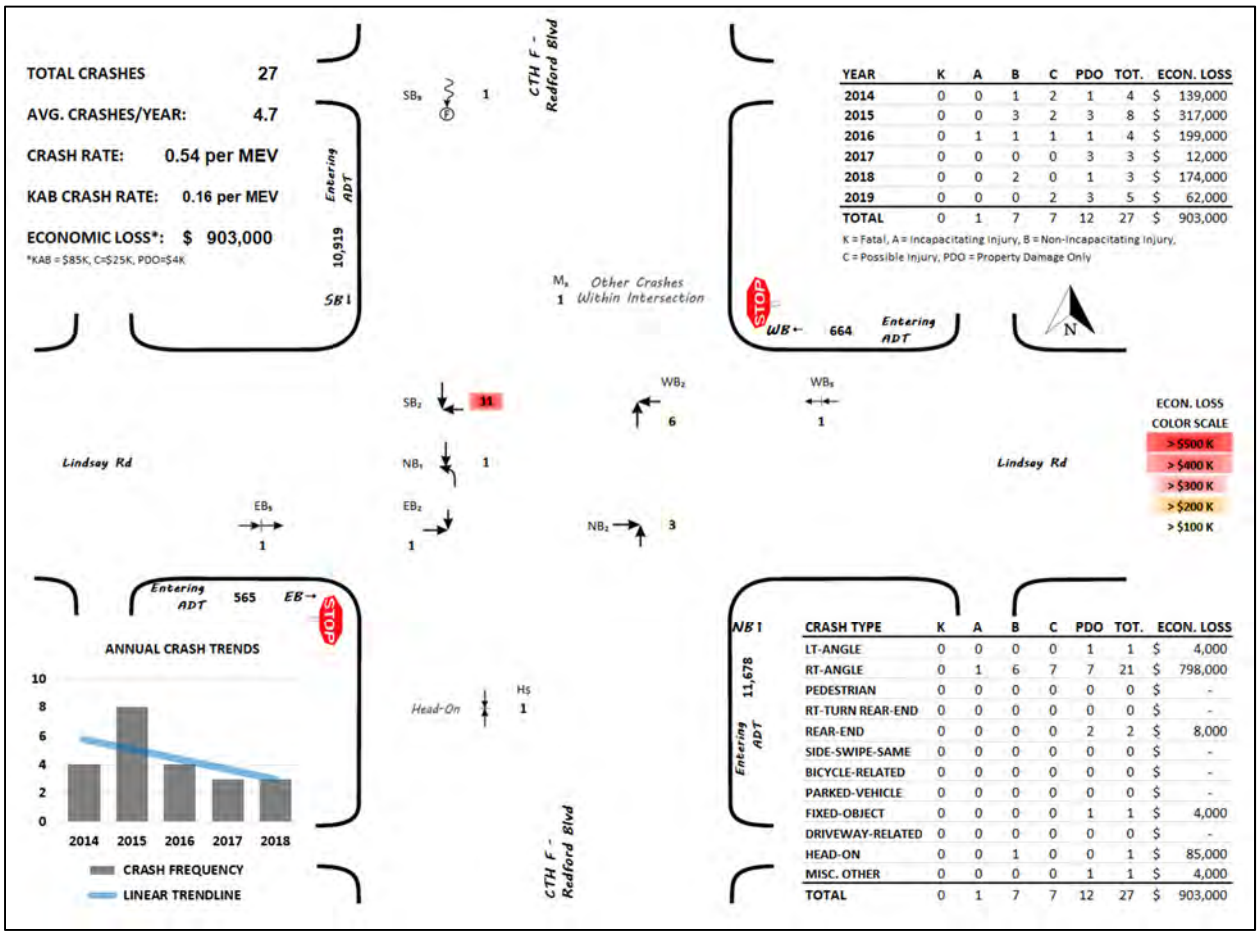
B1. Crash Analysis

A review of the crash records indicated that twenty-seven (27) non-deer crashes occurred at the intersection of CTH F with Lindsay Road between January 2014 and September 2019. The intersection crash rate was calculated to be 0.54 crashes per million entering vehicles (MEV) and the intersection averaged 4.7 crashes per year.

Most concerning at this location is the severity of the crashes observed. Seven (7) crashes resulted in Type C injury, another seven (7) resulted in Type B injury, and one (1) resulted in Type A injury. The remaining crashes (12) resulted in property damage only.

Figure B4 shows the intersection crash plot, while full crash diagram and statistics have been included in the appendix.

Figure B4
Crash Diagram



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2014	0	0	1	2	1	4	$ 139,000
2015	0	0	3	2	3	8	$ 317,000
2016	0	1	1	1	1	4	$ 199,000
2017	0	0	0	0	3	3	$ 12,000
2018	0	0	2	0	1	3	$ 174,000
2019	0	0	0	2	3	5	$ 62,000
TOTAL	0	1	7	7	12	27	$ 903,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury,
C = Possible Injury, PDO = Property Damage Only

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	1	1	$ 4,000
RT-ANGLE	0	1	6	7	7	21	$ 798,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	2	2	$ 8,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 4,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	1	0	0	1	$ 85,000
MISC. OTHER	0	0	0	0	1	1	$ 4,000
TOTAL	0	1	7	7	12	27	$ 903,000

Seventy eight percent (78%) of the crashes were right-angle crashes. Drivers have difficulty crossing CTH F from Lindsay Road, particularly in the westbound direction where 17 right-angle crashes occurred (11 struck by southbound vehicles and 6 by northbound vehicles). Factors leading to these angle crashes include:

- Lindsay Road drivers misjudging available gaps
- Drivers not seeing oncoming northbound/southbound CTH F vehicles
- The higher speeds of CTH F (55-mph posted speed)

In reviewing the accident report forms, drivers often stated they stopped in the median and did not see the approaching southbound vehicle. Because sight distance is adequate, it is suspected that drivers are overloaded with information navigating this intersection. Furthermore, the high speeds on CTH F increase the likelihood and severity of collisions.

B2. Level of Service Definitions

The study area intersection was analyzed based on the procedures set forth in the *Highway Capacity Manual, 6th Edition* (HCM) using Synchro 10 traffic models. 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 has been identified as the acceptable LOS for peak hour operating conditions. It is noted that this threshold is the industry standard for urban areas used by WisDOT and many municipalities. 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 and 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.

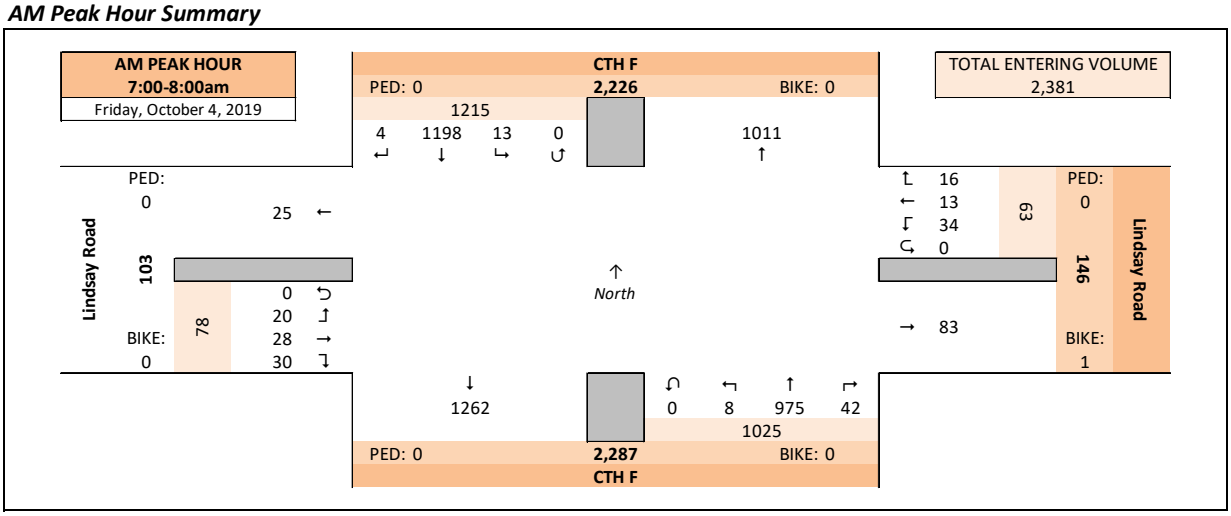
LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

B3. Year 2019 Existing Traffic Operations – Existing Geometry & Traffic Control

The weekday morning and weekday afternoon peak hours are expected to drive the improvements necessary to adequately accommodate the overall intersection volumes. A thirteen-hour (6:00 am to 7:00 pm) weekday turning movement count was conducted in late-September and early-October of 2019 at the study area intersection. 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 4:30 to 5:30 pm, respectively. The existing traffic volumes at the study area intersection are shown below for the morning and evening peak hours. The traffic counts used to determine peak hour factors and truck percentages have been included in the appendix of this study.

Figure B5
Peak Hour Turning Movement Traffic Volumes

AM Peak Hour Summary



PM Peak Hour Summary

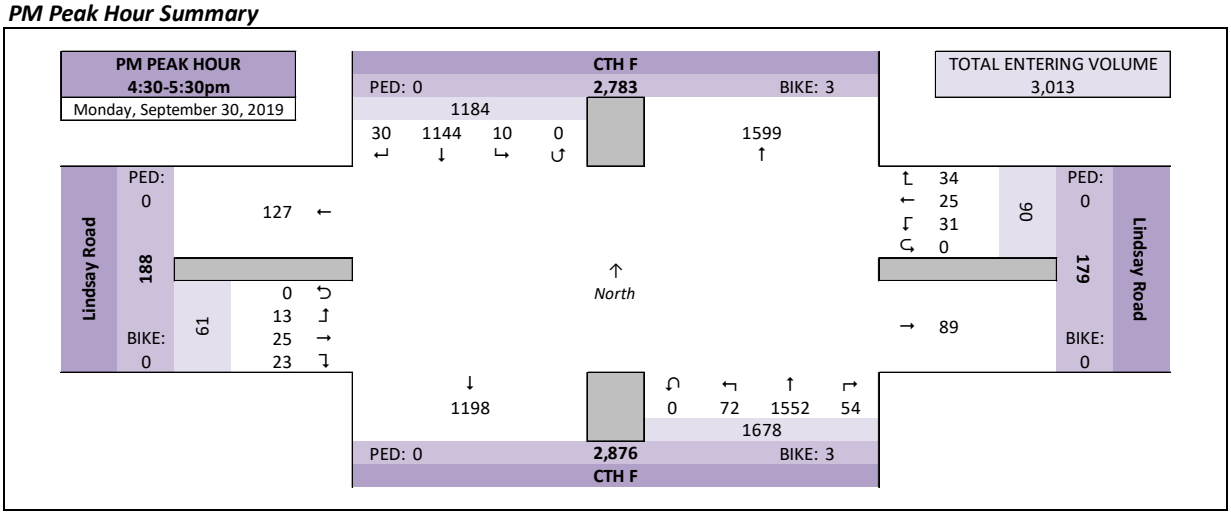


Table B3 shows the results of the Year 2019 existing weekday morning and weekday evening peak hour operational analysis at the study area intersection. The existing intersection geometry and traffic volumes were used for the analysis.

Table B3
Year 2019 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Existing Geometrics with Two-Way Stop Control	AM	LOS	**E**			D			B	*	*	B	*	*
		Queue	50			40			5	*	*	5	*	*
		Delay	36.4			34.0			12.5	*	*	11.3	*	*
	PM	LOS	**F**			**F**			B	*	*	C	*	*
		Queue	95			180			15	*	*	5	*	*
		Delay	96.3			239.0			13.5	*	*	16.7	*	*

(--) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Queue is maximum of the 50th & 95th percentile queue, measured in feet.
Delay is HCM control delay, measured in seconds.

As shown in Table B3, the eastbound shared lane is currently operating at LOS E conditions in the morning peak hour and the eastbound and westbound shared lanes are both operating at LOS F conditions in the evening peak hour. All other movements are operating acceptably at LOS D or better conditions. The existing traffic control analysis outputs are included in the appendix.

PART C – ALTERNATIVE ANALYSIS

Two alternatives were evaluated as part of this study: a traffic signal alternative and a restricted crossing U-turn (RCUT) alternative.

C1. Alternative One – Traffic Signal

Note that traffic signal warrants should be viewed as guidelines to help decide whether a traffic signal may be installed. Meeting traffic signal warrants does not translate to a legal requirement for their installation. Warrant descriptions and completed warrant analysis worksheets are included in the appendix of this study.

A traffic signal warrant analyses was performed at the CTH F intersection with Lindsay Road as part of this study. Chapter 4C of the 2009 *Manual on Uniform Traffic Control Devices* (MUTCD) outlines the standards for determining the need for traffic signals at a particular location. For a traffic signal to be installed, at least one of the following warrants must be satisfied. The eight signal warrants are listed below:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Hour
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal Systems
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network

All warrants except Warrant 5 have been evaluated for this location. The posted speed limit along CTH F is 55-mph at the Lindsay Road intersection, so it was analyzed using the 70-percent minimum vehicular volumes per standard practice since the speed is greater than 40-mph.

The warrant analysis assumes the intersections to include two-lane approaches northbound and southbound on CTH F (major street) and a one-lane approaches eastbound and westbound along Lindsay Road (minor street). Right-turn movements on the Lindsay Road approaches were excluded from the approach volume per the MUTCD.

The traffic signal warrant study was conducted using the existing 13-hour turning movement counts collected at the intersection as part of this study.

Based on the warrant analysis, no warrants are expected to be met under Year 2019 existing traffic volumes. Therefore, traffic signals are not currently warranted at this intersection.

A sensitivity analysis was performed and for Warrant 7 to be met, Lindsay Road traffic would have to increase by at least fifteen percent (15%), and for Warrant 1 to be met, Lindsay Road traffic would have to increase by at least forty-five percent (45%).

Capacity analysis of the traffic signal alternative was performed using a Synchro 10 traffic model. Table C1 shows the results of the Year 2019 weekday morning and weekday evening peak hour operational analysis at the study area intersection under traffic signal control.

Table C1
Year 2019 Existing Traffic Peak Hour Operating Conditions
Traffic Signal Control with Existing Geometrics

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Existing Geometrics with Traffic Signal Control	AM	LOS	B			B			B	A	A	B	A	A
		Queue	65			55			5	140	10	10	195	5
		Delay	15.9			15.7			13.0	7.1	4.8	10.3	8.2	4.7
	PM	LOS	C			C			B	B	A	B	A	A
		Queue	55			75			45	325	15	10	190	10
		Delay	20.8			21.3			13.4	10.0	4.2	17.2	6.8	4.1

(--) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Queue is maximum of the 50th & 95th percentile queue, measured in feet.
Delay is HCM control delay, measured in seconds.

As shown in Table C1, under traffic signal control with existing geometrics, all movements are expected to operate at LOS C or better conditions under the Year 2019 existing traffic volumes. Traffic signal control analysis outputs are included in the appendix.

C2. Alternative Two – Restricted Crossing U-Turn (RCUT)

A restricted crossing U-turn (RCUT) intersection design restricts through and left-turn movements from the minor street at the intersection and forces the vehicles desiring those movements to turn right and make a U-turn downstream. Figure C1 shows an aerial of an RCUT intersection located in Plymouth, WI at the intersection of STH 23 and CTH M.

Figure C1

Example RCUT Intersection – STH 23/CTH M in Plymouth, WI

The goal of an RCUT is to reduce conflict points at the intersection to improve overall safety. Compared to a conventional 4-legged intersection, an RCUT intersection drastically decreases the number of angle crashes, due to removing the minor street through and left-turn movements.

The CTH F intersection with Lindsay Road is a candidate for an RCUT because there is a history of angle crashes from the Lindsay Road approaches and it does not meet any traffic signal warrants. An RCUT would not impede the CTH F through movements. STH 23/CTH M intersection in Plymouth, WI is an intersection that had a similar angle crash issue and has similar volumes. After the installation of the RCUT design, crashes drastically decreased at the intersection. In the 12 years prior to the RCUT installation, STH 23/CTH observed two fatal crashes, three A-level (incapacitating injury) crashes, and eight B-level (non-incapacitating injury) crashes, and 15 other crashes. In the five years after installation, only five property damage only crashes were observed.

In order to perform an accurate capacity analysis of the RCUT intersection design at CTH F and Lindsay Road, a microsimulation software, such as VISSIM, would need to be used, but it was outside the scope of this study to perform such analysis.

PART D – ALTERNATIVES COMPARISON

Two alternatives were looked at for the CTH F intersection with Lindsay Road: a traffic signal alternative and an RCUT alternative. Both have advantages and disadvantages, which are summarized in the table below. Both alternatives are expected to have a similar range of costs, between $300,000 and $600,000, but the estimates would need to be verified by a detailed cost estimate performed by roadway designers.

TRAFFIC SIGNAL	ADVANTAGES	DISADVANTAGES
Access	Full access maintained. Convenient access from side-street.	
Operations	Acceptable level-of-service traffic operations. Vastly improved level-of-service on side-street approaches.	Reduced level-of-service for northbound and southbound traffic. Previously free-flow through movements, which make approximately 90 percent of traffic at this intersection during the peak hours, would be subjected to delays averaging 8.2 sec/vehicle in peak hours.
Safety	Expected to reduce risk of right-angle crashes.	Expected to increase the likelihood of high-speed rear-end crashes. Right-angle crashes, although less likely than in existing conditions, would still be expected to occur as a result of red-light-running.
Federal Aid		Very unlikely to qualify for Federal Aid due to traffic signal warrants not being met.
RCUT	**ADVANTAGES**	**DISADVANTAGES**
Access		Through and left-turn movements from Lindsay Road restricted at intersection and forced to turn right and make U-turn downstream. These movements make up approximately 3.5 percent of the total traffic during the peak hours.
Operations	Expected to operate acceptably, however microsimulation model, such as VISSIM, should be used to verify.	Through and left-turn movements from Lindsay Road restricted at intersection and forced to turn right and make U-turn downstream, which increases travel distance and may increase delay.
Safety	Expected to reduce risk of right-angle crashes as through and left-turn movements from Lindsay Road would be restricted.	
Federal Aid	Good chance for Federal Aid through HSIP program due to the crash reduction benefits of RCUT intersections. Eligibility should be verified with SE Region Safety Engineer.	

PART E – SUMMARY

At the request of the City of Pewaukee, Waukesha County arranged a safety and operational analysis of the CTH F intersection with Lindsay Road. TADI performed capacity analysis of the existing conditions and looked at two alternatives to improve safety and operations at the intersection. Alternative One was to signalize the intersection, while Alternative Two was to install a Restricted Crossing U-Turn (RCUT) intersection design. Both improvements would be expected to reduce the risk of angle crashes, but with the traffic signal alternative, an increase in high-speed rear-end crashes would be expected and a risk for angle crashes caused by red-light-running would still exist. Traffic signal warrants are currently not met, and substantially more traffic Lindsay Road would be needed to meet the 8-hour volume warrant. Because warrants are not met, the traffic signal would not be a likely candidate for Federal Aid through the HSIP program. However, the RCUT intersection design appears to have a good chance of qualifying for Federal Aid (90 percent match through the HSIP program). It is suggested that HSIP eligibility be verified with he WisDOT SE Region safety engineer.

APPENDIX A

CRASH DIAGRAM AND STATISTICS

Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH F & Lindsay Rd
Municipality: Pewaukee
County: Waukesha
Traffic Control: Minor Street Stop

Duration
From: 1/1/2014 — 5 Years
To: 9/17/2019 — 8 Months
AADT: 23,826
Area Type: Urban
GPS Coordinates: 43.102288, -88.208759

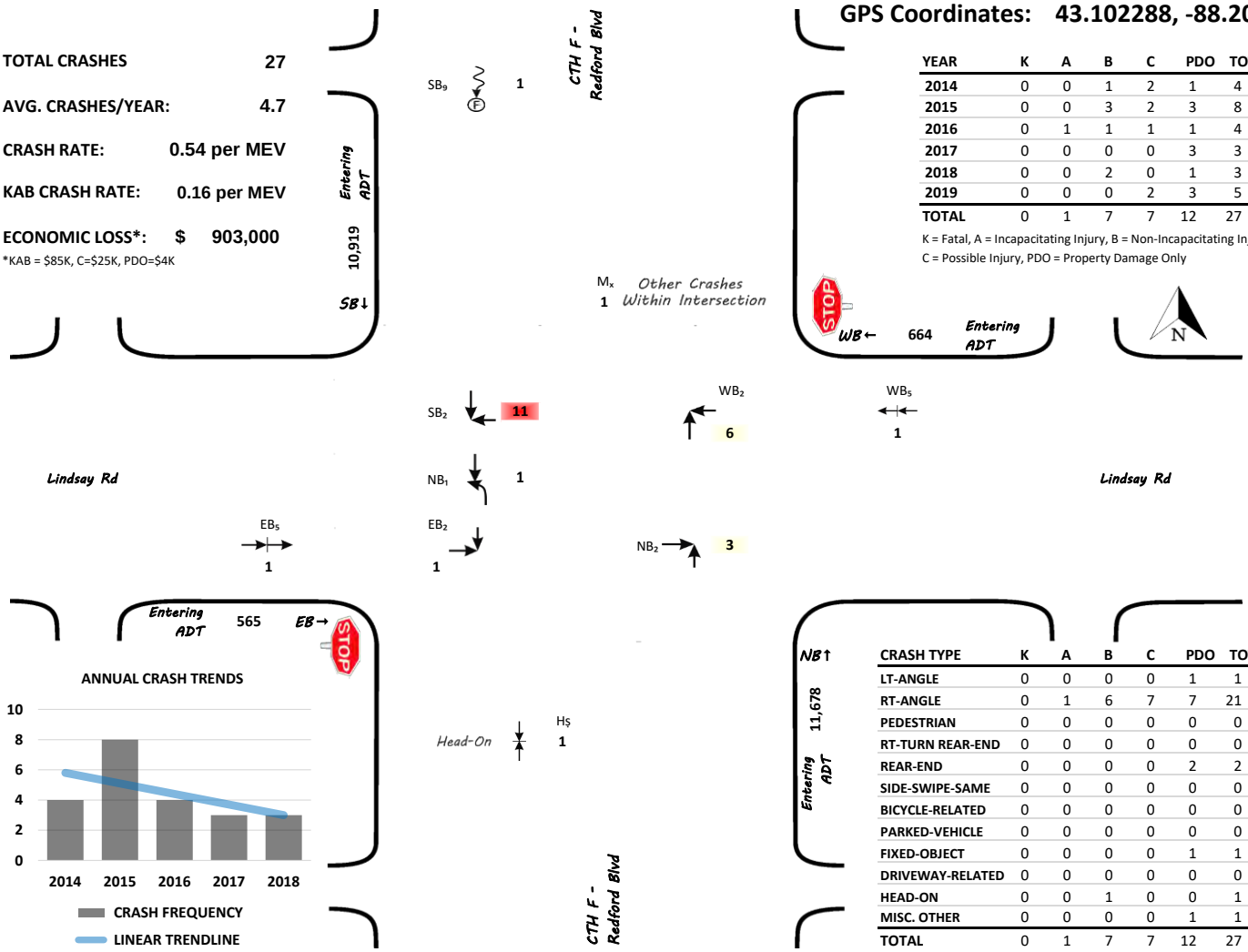
MAP

TOTAL CRASHES	27
AVG. CRASHES/YEAR:	4.7
CRASH RATE:	0.54 per MEV
KAB CRASH RATE:	0.16 per MEV
ECONOMIC LOSS*:	$ 903,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2014	0	0	1	2	1	4	$ 139,000
2015	0	0	3	2	3	8	$ 317,000
2016	0	1	1	1	1	4	$ 199,000
2017	0	0	0	0	3	3	$ 12,000
2018	0	0	2	0	1	3	$ 174,000
2019	0	0	0	2	3	5	$ 62,000
TOTAL	0	1	7	7	12	27	$ 903,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury,
C = Possible Injury, PDO = Property Damage Only



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	1	1	$ 4,000
RT-ANGLE	0	1	6	7	7	21	$ 798,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	2	2	$ 8,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 4,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	1	0	0	1	$ 85,000
MISC. OTHER	0	0	0	0	1	1	$ 4,000
TOTAL	0	1	7	7	12	27	$ 903,000

ROAD CONDITIONS		
DRY	22	81%
WET	2	7%
SNOW	2	7%
ICE	1	4%
OTH.	0	0%
TOT.	27	

LIGHT CONDITIONS		
DAY	24	89%
DARK	3	11%
TOT.	27	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	2	7%

SEASON		
SPRING	8	30%
SUMMER	6	22%
FALL	7	26%
WINTER	6	22%
TOT.	27	

FAILURE TO YIELD		
NB	1	4%
SB	0	0%
EB	3	11%
WB	12	44%
TBD	0	0%
TOT.	16	

BLOWN CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	2	4%
VERY MINOR	0	0%
MINOR	5	11%
MODERATE	12	26%
SEVERE	26	55%
VERY SEVERE	2	4%
TOTAL VEHICLES	47	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	MON	2
TUE	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	TUE	5
WED	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	WED	5
THU	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	THU	6
FRI	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	2	0	2	0	0	0	0	0	0	0	FRI	7
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	1	3	2	4	2	1	0	0	4	0	7	1	1	1	0	0	0	0	TOT.	27

Crash Data

Corresponds to Collision Diagram

Location:	**CTH F & Lindsay Rd**	**From:**	**1/1/2014**		
Municipality:	**Pewaukee**	**To:**	**9/17/2019**	**Duration**	
County:	**Waukesha**	**AADT:**	**23,826**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**8**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	3WL0LCTJQQ	10/6/2017	RT-ANGLE	3 PM		WET					
2	EB_1	3WL0LF2L6S	9/17/2019	REAR-END	7 AM							Pulled ahead and stoppe
3	WB_2	DJCLXF9	1/10/2014	RT-ANGLE	5 PM		ICE	DARK				
4	WB_2	DHZMNHJ	4/10/2015	RT-ANGLE	5 PM	B						
5	WB_2	DJ0G3X2	6/16/2016	RT-ANGLE	7 PM	C						Medical issue, swerved i
6	WB_2	3WL0LF2L0P	5/17/2018	RT-ANGLE	8 AM							
7	WB_2	3WL0LCTJXS	6/18/2019	RT-ANGLE	12 PM			DAY				
8	WB_2	3WL0MLVN1L	7/23/2019	RT-ANGLE	5 PM	C						
9	WB_1	DHZ72TK	5/1/2015	REAR-END	8 AM							Pulled ahead and backe
10	NB_1	DHZ72VH	8/5/2015	LT-ANGLE	9 AM							
11	NB_2	DHZ8K5Z	11/6/2014	RT-ANGLE	10 AM	C						
12	NB_2	DHZ8K7B	1/21/2015	RT-ANGLE	5 PM	C		DARK				
13	NB_2	DJ00RSK	1/13/2016	RT-ANGLE	3 PM	B	SNOW				Y	
14	Hs	3WL0NFKDHN	9/21/2018	HEAD-ON	10 AM	B						Swerved to avoid WB ve
15	SB_2	DHZ72NG	5/29/2014	RT-ANGLE	8 AM	B						
16	SB_2	DHZ72R2	12/12/2014	RT-ANGLE	3 PM	C		DAY				
17	SB_2	DHZ8K72	1/10/2015	RT-ANGLE	3 PM	B	UNKN					
18	SB_2	DHZ7T27	4/22/2015	RT-ANGLE	5 PM	C						
19	SB_2	DHZ7T36	8/12/2015	RT-ANGLE	5 PM							Missing Report
20	SB_2	DHZTL9M	9/29/2015	RT-ANGLE	9 AM	B	WET					
21	SB_2	DJ0G3WX	5/30/2016	RT-ANGLE	11 AM	A						
22	SB_2	3WL0LCTJNZ	5/4/2017	RT-ANGLE	6 PM			DAY				
23	SB_2	3WL0M0C3CM	10/27/2017	RT-ANGLE	11 AM							
24	SB_2	3WL0NFKDGF	7/12/2018	RT-ANGLE	10 AM	B						
25	SB_2	3WL0NFKDL9	3/3/2019	RT-ANGLE	10 AM	C						
26	SB_3	DJ0G3V4	2/9/2016	FIXED-OBJECT	8 PM		SNOW	DARK			Y	Gust of wind, icy road
27	M_4	3WL0LVN066	9/9/2019	MISC. OTHER	5 PM			DAY				SSO in median

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
101												
102												
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APPENDIX B

EXISTING TRAFFIC COUNTS

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 13
Start Date:	Monday, September 30, 2019	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

Intersection of: CTH F and Lindsay Road

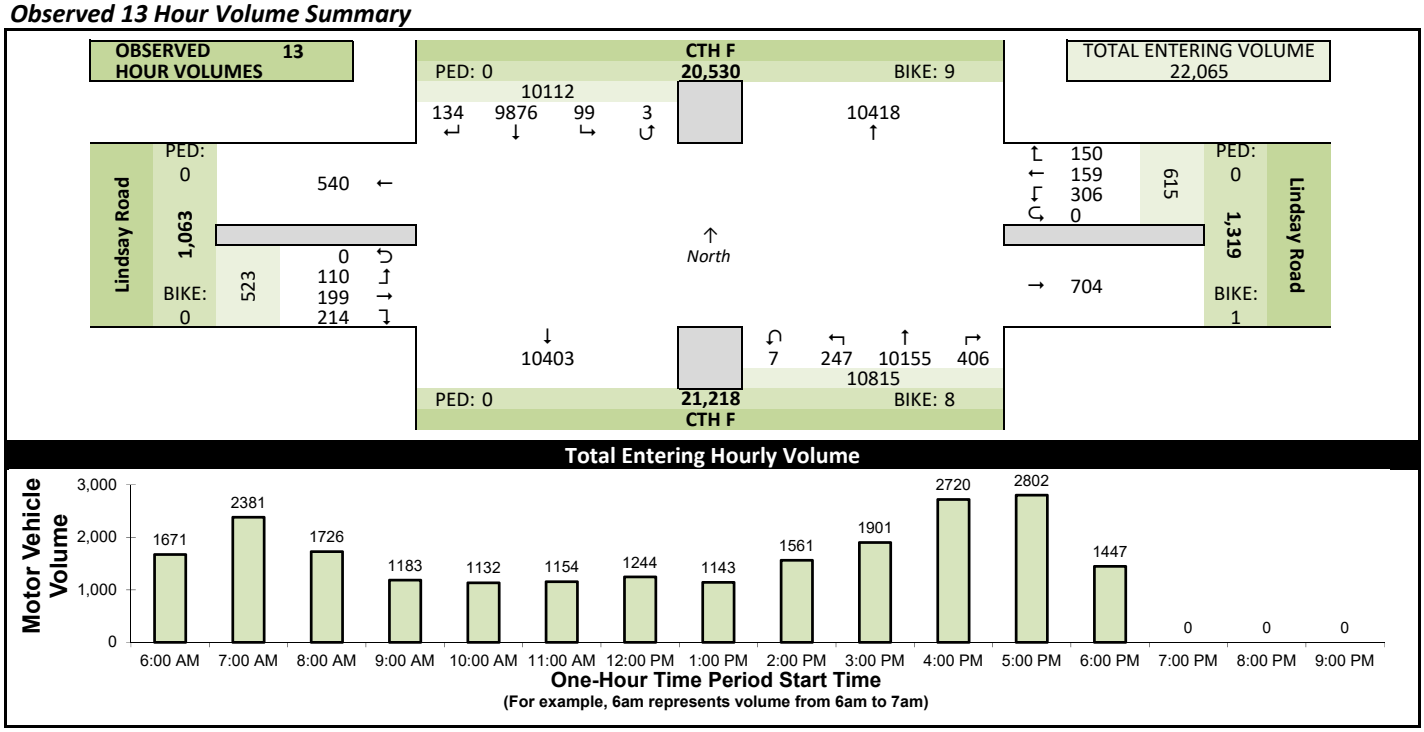
Site Information

Municipality	Pewaukee		
County	Waukesha	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	CTH F		
East Leg	Lindsay Road		
South Leg	CTH F		
West Leg	Lindsay 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	None	

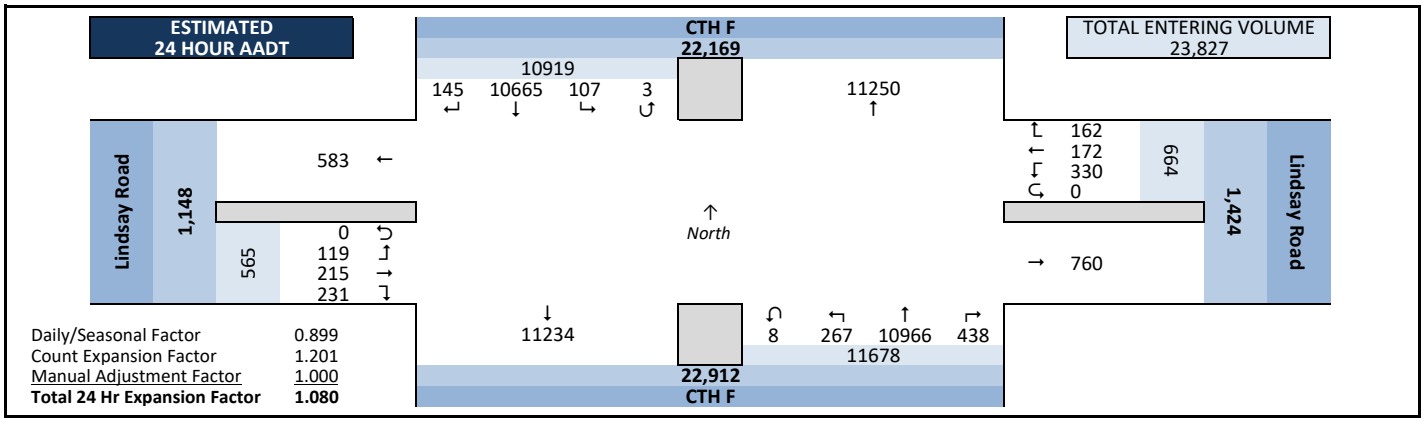
Count Information

Hrs Counted:	6:00 AM-7:00 PM				
1st Day of Count	Monday, September 30, 2019			Weather	
AM Peak Period	Friday, October 4, 2019			Clear & Dry	
Midday Peak Period	Monday, September 30, 2019			Clear & Dry	
PM Peak Period	Monday, September 30, 2019			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD	11:30-12:30am	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD	11:30-12:30am	PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(4) Rural Arterials & Collectors				
Count Expansion Group	(4) Rural Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.899	Count Expansion Factor	1.201		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Ted Atwell			
	PM Peak Period	Wendy Picard			
Comments	2018 DOT Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

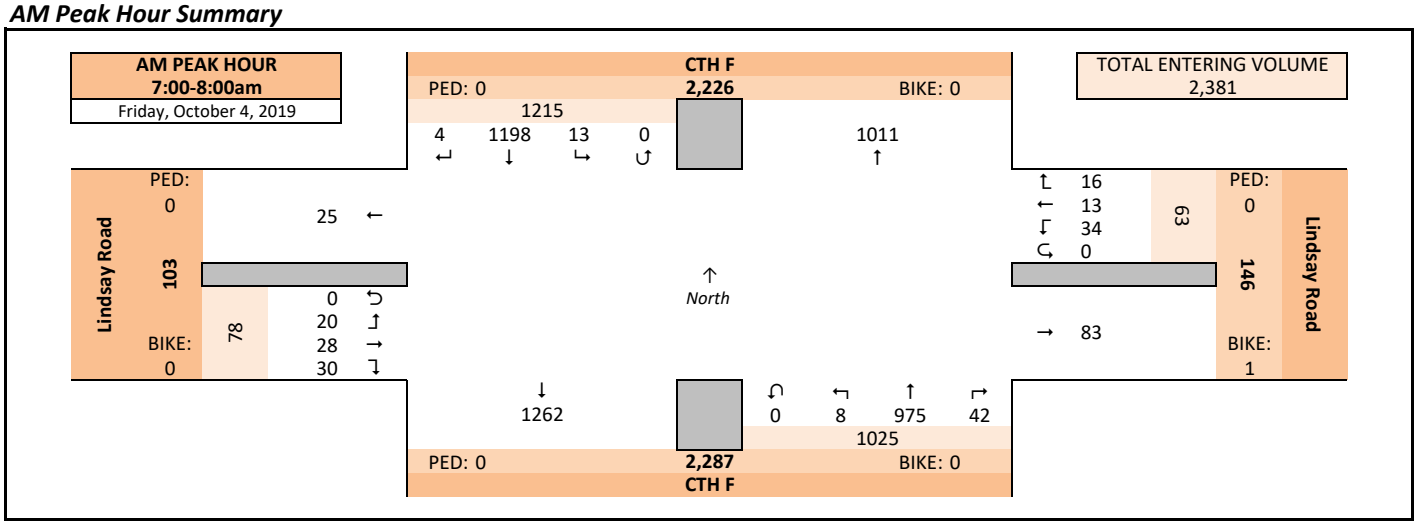
Count Basics			Page 2 of 13
Start Date:	Monday, September 30, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

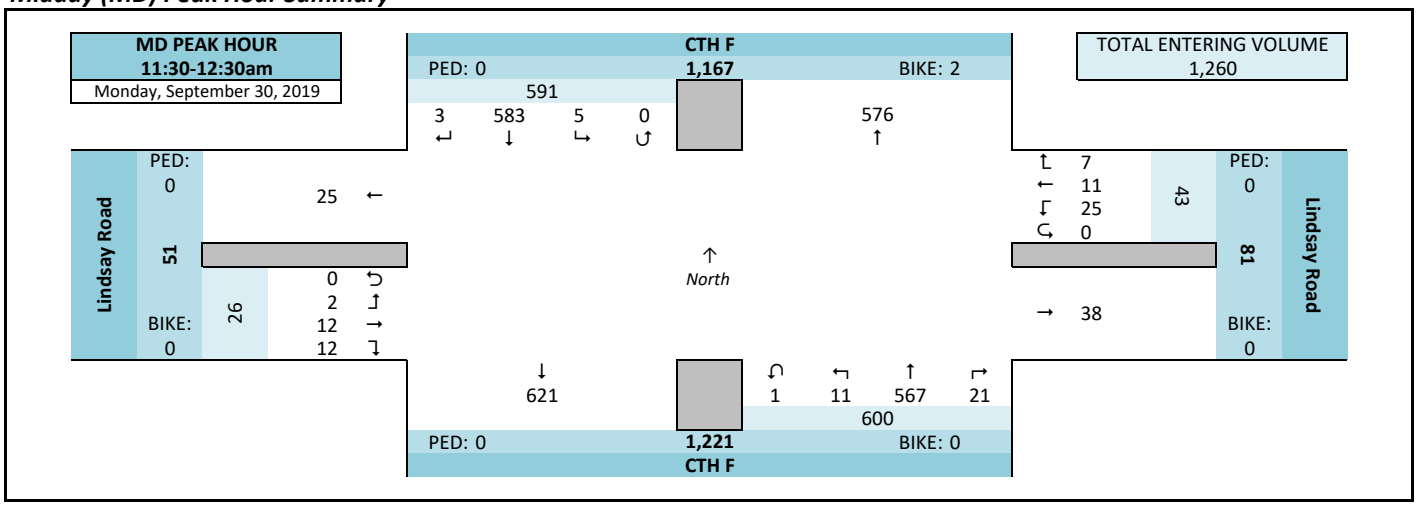
All Motor Vehicles

CTH F and Lindsay Road

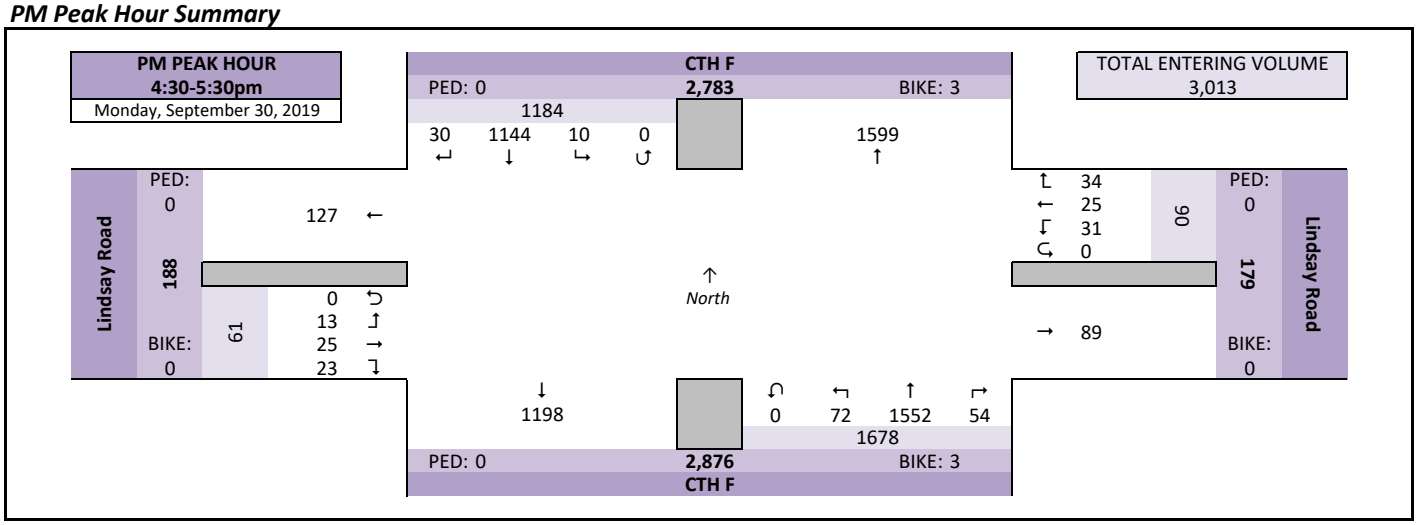
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Monday, September 30, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

CTH F and Lindsay Road

Peak Hour Volumes, Truck Percentages, and PHFs

Friday, October 4, 2019		From North (↓)					From East (←)					From South (↑)					From West (→)					
	AM Peak Hour	CTH F					Lindsay Road					CTH F					Lindsay 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	286	2	0	288	3	2	9	0	14	7	182	2	0	191	4	6	3	0	13	506
	7:15 AM	2	299	3	0	304	1	3	7	0	11	11	246	1	0	258	8	6	4	0	18	591
	7:30 AM	0	313	4	0	317	5	4	7	0	16	9	278	3	0	290	8	8	6	0	22	645
	7:45 AM	2	300	4	0	306	7	4	11	0	22	15	269	2	0	286	10	8	7	0	25	639
	Peak Hour Volume	4	1198	13	0	1215	16	13	34	0	63	42	975	8	0	1025	30	28	20	0	78	2381
	Rounded Hourly Volume	5	1200	15	0	1220	15	15	35	0	65	40	975	10	0	1025	30	30	20	0	80	2390
	% Single Unit Trucks	0.0	7.1	7.7	0.0	7.1	12.5	7.7	0.0	0.0	4.8	7.1	5.8	0.0	0.0	5.9	0.0	3.6	0.0	0.0	1.3	6.3
	% Heavy Trucks	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	2.4	2.5	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	2.0
	% Trucks (Total)	0.0	8.9	7.7	0.0	8.9	12.5	7.7	0.0	0.0	4.8	9.5	8.3	0.0	0.0	8.3	0.0	3.6	0.0	0.0	1.3	8.3
	Peak Hour Factor (PHF)	0.50	0.96	0.81	0.00	0.96	0.57	0.81	0.77	0.00	0.72	0.70	0.88	0.67	0.00	0.88	0.75	0.87	0.71	0.00	0.78	0.92

Monday, September 30, 2019		From North (↓)					From East (←)					From South (↑)					From West (→)					
	MD Peak Hour	CTH F					Lindsay Road					CTH F					Lindsay 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	11:30 AM	1	155	1	0	157	1	2	9	0	12	5	124	4	0	133	1	2	0	0	3	305
	11:45 AM	2	127	0	0	129	2	1	5	0	8	6	157	1	0	164	5	4	0	0	9	310
	12:00 PM	0	147	1	0	148	2	6	4	0	12	7	156	5	0	168	1	4	1	0	6	334
	12:15 PM	0	154	3	0	157	2	2	7	0	11	3	130	1	1	135	5	2	1	0	8	311
	Peak Hour Volume	3	583	5	0	591	7	11	25	0	43	21	567	11	1	600	12	12	2	0	26	1260
	Rounded Hourly Volume	5	585	5	0	595	5	10	25	0	40	20	565	10	0	595	10	10	0	0	20	1250
	% Single Unit Trucks	0.0	15.6	20.0	0.0	15.6	42.9	0.0	16.0	0.0	16.3	9.5	16.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0	0.0	15.2
	% Heavy Trucks	0.0	3.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	4.0
	% Trucks (Total)	0.0	19.2	20.0	0.0	19.1	42.9	0.0	16.0	0.0	16.3	9.5	21.3	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	19.3
	Peak Hour Factor (PHF)	0.37	0.94	0.42	0.00	0.94	0.87	0.46	0.69	0.00	0.90	0.75	0.90	0.55	0.25	0.89	0.60	0.75	0.50	0.00	0.72	0.94

Monday, September 30, 2019		From North (↓)					From East (←)					From South (↑)					From West (→)					
	PM Peak Hour	CTH F					Lindsay Road					CTH F					Lindsay 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	4:30 PM	4	278	3	0	285	7	6	8	0	21	9	389	15	0	413	2	4	2	0	8	727
	4:45 PM	7	260	1	0	268	7	9	12	0	28	11	348	20	0	379	7	9	4	0	20	695
	5:00 PM	8	287	1	0	296	10	5	7	0	22	15	370	17	0	402	5	5	3	0	13	733
	5:15 PM	11	319	5	0	335	10	5	4	0	19	19	445	20	0	484	9	7	4	0	20	858
	Peak Hour Volume	30	1144	10	0	1184	34	25	31	0	90	54	1552	72	0	1678	23	25	13	0	61	3013
	Rounded Hourly Volume	30	1145	10	0	1185	35	25	30	0	90	55	1550	70	0	1675	25	25	15	0	65	3015
	% Single Unit Trucks	0.0	3.8	0.0	0.0	3.6	2.9	4.0	0.0	0.0	2.2	1.9	3.0	1.4	0.0	2.9	4.3	0.0	7.7	0.0	3.3	3.2
	% Heavy Trucks	0.0	0.9	20.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.8
	% Trucks (Total)	0.0	4.6	20.0	0.0	4.6	2.9	4.0	0.0	0.0	2.2	1.9	3.7	1.4	0.0	3.5	4.3	0.0	7.7	0.0	3.3	3.9
	Peak Hour Factor (PHF)	0.68	0.90	0.50	0.00	0.88	0.85	0.69	0.65	0.00	0.80	0.71	0.87	0.90	0.00	0.87	0.64	0.69	0.81	0.00	0.76	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 F			Lindsay Road			CTH F			Lindsay 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	1	1	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	1	1	0	0	0	0	0	0	1
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	2
	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
	Total	0	2	2	0	0	0	0	0	0	0	0	0	2
PM	4:30 PM	0	1	1	0	0	0	0	2	2	0	0	0	3
	4:45 PM	0	1	1	0	0	0	0	1	1	0	0	0	2
	5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	3	3	0	0	0	0	3	3	0	0	0	6

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Monday, September 30, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

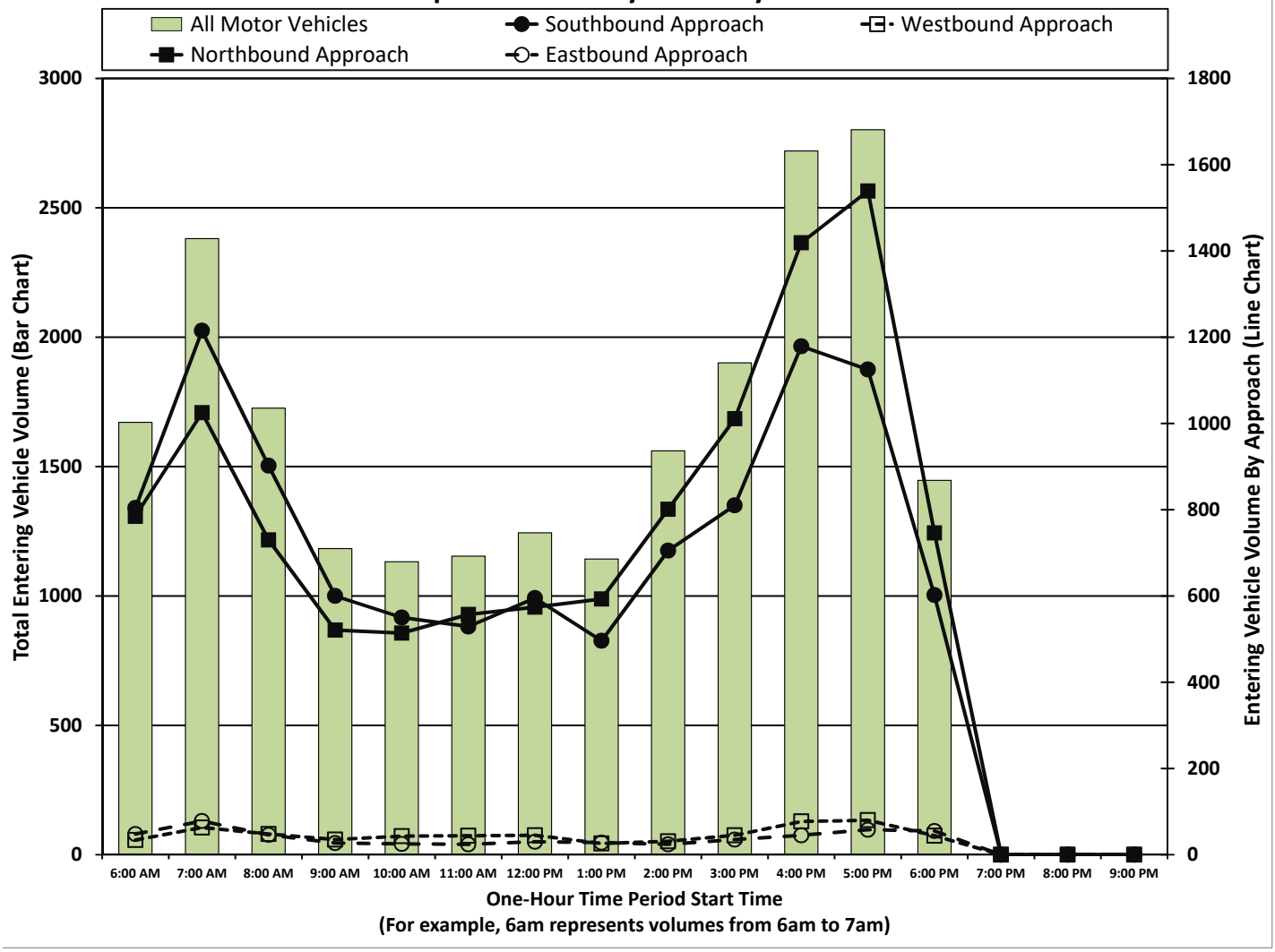
All Motor Vehicles

CTH F and Lindsay Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay Road					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		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	6:00 AM	3	794	7	0	804	9	6	19	0	34	52	731	2	0	785	26	11	11	0	48	1671	82	1589
	7:00 AM	4	1198	13	0	1215	16	13	34	0	63	42	975	8	0	1025	30	28	20	0	78	2381	141	2240
	8:00 AM	5	893	4	0	902	11	9	28	0	48	17	707	6	0	730	15	18	13	0	46	1726	94	1632
	9:00 AM	6	589	5	0	600	8	4	23	0	35	21	495	5	0	521	14	8	5	0	27	1183	62	1121
MD	10:00 AM	3	543	3	1	550	5	11	27	0	43	24	481	8	1	514	11	13	1	0	25	1132	68	1064
	11:00 AM	5	520	4	0	529	8	10	26	0	44	23	522	11	1	557	11	11	2	0	24	1154	68	1086
	12:00 PM	6	583	6	0	595	6	21	18	0	45	19	543	10	2	574	11	16	3	0	30	1244	75	1169
	1:00 PM	9	485	2	0	496	5	10	11	0	26	20	553	19	1	593	14	8	6	0	28	1143	54	1089
PM	2:00 PM	15	683	7	0	705	5	9	17	0	31	25	762	13	1	801	6	11	7	0	24	1561	55	1506
	3:00 PM	11	789	8	2	810	13	9	23	0	45	31	953	27	0	1011	14	13	8	0	35	1901	80	1821
	4:00 PM	23	1143	13	0	1179	24	23	30	0	77	40	1328	51	0	1419	17	19	9	0	45	2720	122	2598
	5:00 PM	29	1079	17	0	1125	30	18	32	0	80	60	1414	65	0	1539	28	17	13	0	58	2802	138	2664
	6:00 PM	15	577	10	0	602	10	16	18	0	44	32	691	22	1	746	17	26	12	0	55	1447	99	1348
	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		134	9876	99	3	10112	150	159	306	0	615	406	10155	247	7	10815	214	199	110	0	523	22065	1138	20927

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		Page 5 of 13
Start Date: Monday, September 30, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 13	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

CTH F and Lindsay Road

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	126	0	0	126	1	1	7	0	9	11	128	1	0	140	4	0	2	0	6	281	1671	0.79
	6:15 AM	0	187	2	0	189	5	2	3	0	10	12	134	1	0	147	5	5	5	0	15	361	1896	0.89
	6:30 AM	2	229	4	0	235	1	0	7	0	8	16	227	0	0	243	9	3	0	0	12	498	2126	0.90
	6:45 AM	1	252	1	0	254	2	3	2	0	7	13	242	0	0	255	8	3	4	0	15	531	2273	0.88
	7:00 AM	0	286	2	0	288	3	2	9	0	14	7	182	2	0	191	4	6	3	0	13	506	2381	0.92
	7:15 AM	2	299	3	0	304	1	3	7	0	11	11	246	1	0	258	8	6	4	0	18	591	2379	0.92
	7:30 AM	0	313	4	0	317	5	4	7	0	16	9	278	3	0	290	8	8	6	0	22	645	2242	0.87
	7:45 AM	2	300	4	0	306	7	4	11	0	22	15	269	2	0	286	10	8	7	0	25	639	1999	0.78
	8:00 AM	3	268	1	0	272	4	3	8	0	15	3	203	1	0	207	4	1	5	0	10	504	1726	0.86
	8:15 AM	1	224	1	0	226	2	4	8	0	14	6	188	4	0	198	6	9	1	0	16	454	1520	0.84
	8:30 AM	0	202	1	0	203	3	0	4	0	7	4	173	1	0	178	3	5	6	0	14	402	1354	0.84
	8:45 AM	1	199	1	0	201	2	2	8	0	12	4	143	0	0	147	2	3	1	0	6	366	1235	0.84
	9:00 AM	2	133	3	0	138	2	0	10	0	12	4	137	1	0	142	2	3	1	0	6	298	1183	0.94
	9:15 AM	0	145	1	0	146	1	1	4	0	6	5	127	1	0	133	2	0	1	0	3	288	1173	0.93
	9:30 AM	2	137	1	0	140	3	3	5	0	11	7	117	2	0	126	2	3	1	0	6	283	1156	0.92
	9:45 AM	2	174	0	0	176	2	0	4	0	6	5	114	1	0	120	8	2	2	0	12	314	1175	0.94
Midday Peak Period	10:00 AM	0	143	0	0	143	1	4	7	0	12	6	122	0	0	128	2	3	0	0	5	288	1132	0.94
	10:15 AM	1	143	2	0	146	0	3	4	0	7	5	104	4	0	113	2	3	0	0	5	271	1113	0.92
	10:30 AM	1	126	1	1	129	4	2	5	0	11	6	146	2	1	155	3	3	1	0	7	302	1112	0.92
	10:45 AM	1	131	0	0	132	0	2	11	0	13	7	109	2	0	118	4	4	0	0	8	271	1115	0.91
	11:00 AM	0	117	0	0	117	4	4	6	0	14	8	121	4	1	134	1	2	1	0	4	269	1154	0.93
	11:15 AM	2	121	3	0	126	1	3	6	0	10	4	120	2	0	126	4	3	1	0	8	270	1219	0.91
	11:30 AM	1	155	1	0	157	1	2	9	0	12	5	124	4	0	133	1	2	0	0	3	305	1260	0.94
	11:45 AM	2	127	0	0	129	2	1	5	0	8	6	157	1	0	164	5	4	0	0	9	310	1258	0.94
	12:00 PM	0	147	1	0	148	2	6	4	0	12	7	156	5	0	168	1	4	1	0	6	334	1244	0.93
	12:15 PM	0	154	3	0	157	2	2	7	0	11	3	130	1	1	135	5	2	1	0	8	311	1204	0.97
	12:30 PM	3	128	1	0	132	1	8	5	0	14	3	145	1	0	149	2	6	0	0	8	303	1167	0.96
	12:45 PM	3	154	1	0	158	1	5	2	0	8	6	112	3	1	122	3	4	1	0	8	296	1163	0.97
	1:00 PM	1	145	0	0	146	0	2	4	0	6	5	122	3	1	131	6	3	2	0	11	294	1143	0.96
	1:15 PM	4	95	0	0	99	4	4	2	0	10	4	152	6	0	162	1	1	1	0	3	274	1217	0.83
	1:30 PM	1	133	1	0	135	1	3	4	0	8	5	143	4	0	152	2	1	1	0	4	299	1309	0.89
	1:45 PM	3	112	1	0	116	0	1	1	0	2	6	136	6	0	148	5	3	2	0	10	276	1462	0.81
PM Peak Period	2:00 PM	2	171	1	0	174	0	2	2	0	4	6	175	3	0	184	1	5	0	0	6	368	1561	0.86
	2:15 PM	4	153	0	0	157	2	2	8	0	12	5	186	4	0	195	0	1	1	0	2	366	1625	0.90
	2:30 PM	3	202	4	0	209	1	2	3	0	6	8	216	3	1	228	3	2	4	0	9	452	1687	0.93
	2:45 PM	6	157	2	0	165	2	3	4	0	9	6	185	3	0	194	2	3	2	0	7	375	1761	0.84
	3:00 PM	4	200	1	0	205	5	3	5	0	13	9	194	5	0	208	2	2	2	0	6	432	1901	0.90
	3:15 PM	2	166	2	0	170	1	2	4	0	7	9	228	3	0	240	4	4	3	0	11	428	2091	0.84
	3:30 PM	4	237	3	1	245	3	3	8	0	14	6	240	11	0	257	5	4	1	0	10	526	2339	0.87
	3:45 PM	1	186	2	1	190	4	1	6	0	11	7	291	8	0	306	3	3	2	0	8	515	2540	0.87
	4:00 PM	6	292	5	0	303	3	4	3	0	10	7	282	9	0	298	5	4	2	0	11	622	2720	0.94
	4:15 PM	6	313	4	0	323	7	4	7	0	18	13	309	7	0	329	3	2	1	0	6	676	2831	0.97
	4:30 PM	4	278	3	0	285	7	6	8	0	21	9	389	15	0	413	2	4	2	0	8	727	3013	0.88
	4:45 PM	7	260	1	0	268	7	9	12	0	28	11	348	20	0	379	7	9	4	0	20	695	2986	0.87
	5:00 PM	8	287	1	0	296	10	5	7	0	22	15	370	17	0	402	5	5	3	0	13	733	2802	0.82
	5:15 PM	11	319	5	0	335	10	5	4	0	19	19	445	20	0	484	9	7	4	0	20	858	2471	0.72
	5:30 PM	8	282	5	0	295	5	5	10	0	20	15	335	18	0	368	9	3	5	0	17	700	1992	0.71
	5:45 PM	2	191	6	0	199	5	3	11	0	19	11	264	10	0	285	5	2	1	0	8	511	1636	0.80
	6:00 PM	3	184	3	0	190	3	6	5	0	14	8	171	2	0	181	6	8	3	0	17	402	1447	0.90
	6:15 PM	3	150	2	0	155	0	2	3	0	5	6	197	8	0	211	2	5	1	0	8	379		
	6:30 PM	6	126	5	0	137	5	4	2	0	11	9	169	6	0	184	5	5	2	0	12	344		
	6:45 PM	3	117	0	0	120	2	4	8	0	14	9	154	6	1	170	4	8	6	0	18	322		
	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		134	9876	99	3	10112	150	159	306	0	615	406	10155	247	7	10815	214	199	110	0	523	22065		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	4	1198	13	0	1215	16	13	34	0	63	42	975	8	0	1025	30	28	20	0	78	2381	0.92
MD	11:30 AM	3	583	5	0	591	7	11	25	0	43	21	567	11	1	600	12	12	2	0	26	1260	0.94
PM	4:30 PM	30	1144	10	0	1184	34	25	31	0	90	54	1552	72	0	1678	23	25	13	0	61	3013	0.88

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Monday, September 30, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

CTH F and Lindsay Road

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	110	0	0	110	1	1	7	0	9	11	112	1	0	124	4	0	2	0	6	249	1490
	6:15 AM	0	164	2	0	166	3	2	3	0	8	11	119	1	0	131	5	5	5	0	15	320	1702
	6:30 AM	2	207	3	0	212	1	0	4	0	5	15	203	0	0	218	9	3	0	0	12	447	1925
	6:45 AM	1	228	1	0	230	1	3	1	0	5	13	211	0	0	224	8	3	4	0	15	474	2075
	7:00 AM	0	256	2	0	258	1	2	9	0	12	7	169	2	0	178	4	6	3	0	13	461	2184
	7:15 AM	2	269	3	0	274	1	3	7	0	11	11	228	1	0	240	8	6	4	0	18	543	2170
	7:30 AM	0	294	3	0	297	5	4	7	0	16	7	252	3	0	262	8	8	6	0	22	597	2018
	7:45 AM	2	272	4	0	278	7	3	11	0	21	13	245	2	0	260	10	7	7	0	24	583	1757
	8:00 AM	3	250	1	0	254	3	3	7	0	13	3	166	1	0	170	4	1	5	0	10	447	1483
	8:15 AM	0	192	1	0	193	2	4	7	0	13	5	160	4	0	169	6	9	1	0	16	391	1282
	8:30 AM	0	185	1	0	186	2	0	3	0	5	3	127	1	0	131	3	5	6	0	14	336	1142
	8:45 AM	1	164	1	0	166	1	2	8	0	11	4	124	0	0	128	1	2	1	0	4	309	1035
	9:00 AM	1	117	3	0	121	2	0	10	0	12	2	104	1	0	107	2	3	1	0	6	246	992
	9:15 AM	0	126	0	0	126	1	1	4	0	6	5	110	1	0	116	2	0	1	0	3	251	963
	9:30 AM	2	111	1	0	114	3	3	5	0	11	6	90	2	0	98	2	3	1	0	6	229	906
	9:45 AM	2	153	0	0	155	1	0	3	0	4	5	90	1	0	96	7	2	2	0	11	266	915
Midday Peak Period	10:00 AM	0	112	0	0	112	1	3	5	0	9	4	87	0	0	91	2	3	0	0	5	217	857
	10:15 AM	1	104	2	0	107	0	3	4	0	7	5	68	3	0	76	2	2	0	0	4	194	853
	10:30 AM	1	103	1	1	106	4	1	4	0	9	5	108	2	1	116	3	3	1	0	7	238	880
	10:45 AM	1	95	0	0	96	0	2	11	0	13	5	84	2	0	91	4	4	0	0	8	208	898
	11:00 AM	0	87	0	0	87	4	3	5	0	12	7	98	4	1	110	1	2	1	0	4	213	934
	11:15 AM	2	99	3	0	104	0	3	5	0	8	2	97	2	0	101	4	3	1	0	8	221	991
	11:30 AM	1	130	1	0	132	1	2	8	0	11	4	102	4	0	110	1	2	0	0	3	256	1017
	11:45 AM	2	102	0	0	104	0	1	5	0	6	6	118	1	0	125	5	4	0	0	9	244	1006
	12:00 PM	0	122	1	0	123	2	6	3	0	11	7	118	5	0	130	1	4	1	0	6	270	982
	12:15 PM	0	117	2	0	119	1	2	5	0	8	2	108	1	1	112	5	2	1	0	8	247	948
	12:30 PM	3	104	1	0	108	1	8	5	0	14	2	114	1	0	117	2	4	0	0	6	245	927
	12:45 PM	3	111	1	0	115	0	4	2	0	6	6	81	3	1	91	3	4	1	0	8	220	929
	1:00 PM	1	114	0	0	115	0	2	3	0	5	3	98	3	1	105	6	3	2	0	11	236	933
	1:15 PM	4	87	0	0	91	4	4	1	0	9	3	114	6	0	123	1	1	1	0	3	226	989
	1:30 PM	1	103	1	0	105	1	3	4	0	8	5	121	4	0	130	2	1	1	0	4	247	1060
	1:45 PM	3	90	1	0	94	0	1	1	0	2	6	106	6	0	118	5	3	2	0	10	224	1216
PM Peak Period	2:00 PM	2	135	0	0	137	0	2	2	0	4	5	137	3	0	145	1	5	0	0	6	292	1315
	2:15 PM	4	119	0	0	123	2	2	5	0	9	4	156	4	0	164	0	0	1	0	1	297	1409
	2:30 PM	3	179	3	0	185	1	2	3	0	6	8	191	3	1	203	3	2	4	0	9	403	1498
	2:45 PM	6	135	1	0	142	1	3	4	0	8	6	158	3	0	167	2	2	2	0	6	323	1580
	3:00 PM	4	178	1	0	183	5	2	5	0	12	8	173	5	0	186	2	2	1	0	5	386	1734
	3:15 PM	1	150	1	0	152	1	2	3	0	6	7	208	2	0	217	4	4	3	0	11	386	1920
	3:30 PM	4	215	3	1	223	3	3	7	0	13	5	224	11	0	240	5	3	1	0	9	485	2162
	3:45 PM	1	171	2	1	175	4	1	6	0	11	4	271	8	0	283	3	3	2	0	8	477	2370
	4:00 PM	6	270	5	0	281	3	3	2	0	8	7	257	9	0	273	5	3	2	0	10	572	2564
	4:15 PM	6	291	3	0	300	7	3	7	0	17	10	288	7	0	305	3	2	1	0	6	628	2707
	4:30 PM	4	261	2	0	267	7	6	8	0	21	9	374	15	0	398	2	4	1	0	7	693	2895
	4:45 PM	7	251	0	0	258	7	8	12	0	27	11	336	19	0	366	7	9	4	0	20	671	2878
	5:00 PM	8	280	1	0	289	10	5	7	0	22	15	359	17	0	391	5	5	3	0	13	715	2688
	5:15 PM	11	299	5	0	315	9	5	4	0	18	18	426	20	0	464	8	7	4	0	19	816	2354
	5:30 PM	8	272	4	0	284	4	5	10	0	19	14	324	18	0	356	9	3	5	0	17	676	1902
	5:45 PM	2	176	6	0	184	5	3	11	0	19	9	252	10	0	271	5	1	1	0	7	481	1559
	6:00 PM	2	177	2	0	181	3	6	5	0	14	8	160	2	0	170	5	8	3	0	16	381	1389
	6:15 PM	3	145	2	0	150	0	2	3	0	5	6	187	8	0	201	2	5	1	0	8	364	
	6:30 PM	6	120	5	0	131	5	4	2	0	11	8	165	6	0	179	5	5	2	0	12	333	
	6:45 PM	3	115	0	0	118	2	4	8	0	14	8	146	6	1	161	4	8	6	0	18	311	
	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		130	8717	86	3	8936	133	150	281	0	564	363	8924	244	7	9538	210	189	108	0	507	19545	

Peak Hour Automobile Volume Summary

Hourly Time Period Start Time		From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	4	1091	12	0	1107	14	12	34	0	60	38	894	8	0	940	30	27	20	0	77	2184
MD	11:30 AM	3	471	4	0	478	4	11	21	0	36	19	446	11	1	477	12	12	2	0	26	1017
PM	4:30 PM	30	1091	8	0	1129	33	24	31	0	88	53	1495	71	0	1619	22	25	12	0	59	2895

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Monday, September 30, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

CTH F and Lindsay Road

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

15-Minute Time Period Start Time		From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	13	0	0	13	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	21	136
	6:15 AM	0	16	0	0	16	2	0	0	0	2	1	10	0	0	11	0	0	0	0	0	29	152
	6:30 AM	0	16	1	0	17	0	0	3	0	3	1	16	0	0	17	0	0	0	0	0	37	164
	6:45 AM	0	17	0	0	17	1	0	1	0	2	0	30	0	0	30	0	0	0	0	0	49	163
	7:00 AM	0	25	0	0	25	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	37	150
	7:15 AM	0	27	0	0	27	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	41	156
	7:30 AM	0	16	1	0	17	0	0	0	0	0	2	17	0	0	19	0	0	0	0	0	36	163
	7:45 AM	0	17	0	0	17	0	1	0	0	1	1	16	0	0	17	0	1	0	0	1	36	177
	8:00 AM	0	12	0	0	12	1	0	0	0	1	0	30	0	0	30	0	0	0	0	0	43	190
	8:15 AM	1	27	0	0	28	0	0	1	0	1	1	18	0	0	19	0	0	0	0	0	48	184
	8:30 AM	0	10	0	0	10	1	0	1	0	2	1	37	0	0	38	0	0	0	0	0	50	167
	8:45 AM	0	30	0	0	30	1	0	0	0	1	0	16	0	0	16	1	1	0	0	2	49	155
	9:00 AM	1	11	0	0	12	0	0	0	0	0	1	24	0	0	25	0	0	0	0	0	37	140
	9:15 AM	0	15	1	0	16	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	31	153
	9:30 AM	0	19	0	0	19	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	38	180
	9:45 AM	0	17	0	0	17	1	0	1	0	2	0	14	0	0	14	1	0	0	0	1	34	192
Midday Peak Period	10:00 AM	0	23	0	0	23	0	1	2	0	3	2	22	0	0	24	0	0	0	0	0	50	207
	10:15 AM	0	32	0	0	32	0	0	0	0	0	0	24	1	0	25	0	1	0	0	1	58	202
	10:30 AM	0	21	0	0	21	0	1	1	0	2	1	26	0	0	27	0	0	0	0	0	50	187
	10:45 AM	0	29	0	0	29	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	49	177
	11:00 AM	0	23	0	0	23	0	1	1	0	2	1	19	0	0	20	0	0	0	0	0	45	176
	11:15 AM	0	20	0	0	20	1	0	1	0	2	2	19	0	0	21	0	0	0	0	0	43	185
	11:30 AM	0	22	0	0	22	0	0	1	0	1	1	16	0	0	17	0	0	0	0	0	40	192
	11:45 AM	0	19	0	0	19	2	0	0	0	2	0	27	0	0	27	0	0	0	0	0	48	206
	12:00 PM	0	22	0	0	22	0	0	1	0	1	0	31	0	0	31	0	0	0	0	0	54	224
	12:15 PM	0	28	1	0	29	1	0	2	0	3	1	17	0	0	18	0	0	0	0	0	50	223
	12:30 PM	0	23	0	0	23	0	0	0	0	0	1	28	0	0	29	0	2	0	0	2	54	213
	12:45 PM	0	38	0	0	38	1	1	0	0	2	0	26	0	0	26	0	0	0	0	0	66	203
	1:00 PM	0	29	0	0	29	0	0	1	0	1	2	21	0	0	23	0	0	0	0	0	53	182
	1:15 PM	0	8	0	0	8	0	0	1	0	1	1	30	0	0	31	0	0	0	0	0	40	186
	1:30 PM	0	24	0	0	24	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	44	205
	1:45 PM	0	17	0	0	17	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	45	202
PM Peak Period	2:00 PM	0	28	1	0	29	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	57	201
	2:15 PM	0	29	0	0	29	0	0	3	0	3	1	25	0	0	26	0	1	0	0	1	59	179
	2:30 PM	0	22	1	0	23	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	41	156
	2:45 PM	0	18	1	0	19	1	0	0	0	1	0	23	0	0	23	0	1	0	0	1	44	149
	3:00 PM	0	17	0	0	17	0	1	0	0	1	1	15	0	0	16	0	0	1	0	1	35	132
	3:15 PM	1	15	1	0	17	0	0	1	0	1	2	15	1	0	18	0	0	0	0	0	36	129
	3:30 PM	0	21	0	0	21	0	0	1	0	1	1	10	0	0	11	0	1	0	0	1	34	128
	3:45 PM	0	14	0	0	14	0	0	0	0	0	2	11	0	0	13	0	0	0	0	0	27	121
	4:00 PM	0	12	0	0	12	0	1	0	0	1	0	18	0	0	18	0	1	0	0	1	32	111
	4:15 PM	0	16	1	0	17	0	1	0	0	1	3	14	0	0	17	0	0	0	0	0	35	92
	4:30 PM	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	27	95
	4:45 PM	0	8	0	0	8	0	1	0	0	1	0	7	1	0	8	0	0	0	0	0	17	87
	5:00 PM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13	88
	5:15 PM	0	18	0	0	18	1	0	0	0	1	1	17	0	0	18	1	0	0	0	1	38	92
	5:30 PM	0	7	1	0	8	1	0	0	0	1	1	9	0	0	10	0	0	0	0	0	19	65
	5:45 PM	0	10	0	0	10	0	0	0	0	0	2	5	0	0	7	0	1	0	0	1	18	54
	6:00 PM	1	7	1	0	9	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	17	42
	6:15 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	
	6:30 PM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	6	
	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	933	11	0	948	17	9	23	0	49	39	924	3	0	966	4	10	2	0	16	1979	

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

Hourly Time Period Start Time		From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	85	1	0	86	2	1	0	0	3	3	57	0	0	60	0	1	0	0	1	150
MD	11:30 AM	0	91	1	0	92	3	0	4	0	7	2	91	0	0	93	0	0	0	0	0	192
PM	4:30 PM	0	43	0	0	43	1	1	0	0	2	1	46	1	0	48	1	0	1	0	2	95

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Monday, September 30, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

CTH F and Lindsay Road

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11	45
	6:15 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12	42
	6:30 AM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14	37
	6:45 AM	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8	35
	7:00 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	47
	7:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	53
	7:30 AM	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12	61
	7:45 AM	0	11	0	0	11	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	20	65
	8:00 AM	0	6	0	0	6	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	14	53
	8:15 AM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15	54
	8:30 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16	45
	8:45 AM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	45
	9:00 AM	0	5	0	0	5	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	15	51
	9:15 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	57
	9:30 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16	70
	9:45 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14	68
Midday Peak Period	10:00 AM	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	21	68
	10:15 AM	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	19	58
	10:30 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14	45
	10:45 AM	0	7	0	0	7	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	14	40
	11:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11	44
	11:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	43
	11:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9	51
	11:45 AM	0	6	0	0	6	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	18	46
	12:00 PM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10	38
	12:15 PM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14	33
	12:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	27
	12:45 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	31
	1:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	28
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	8	42
	1:30 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	44
	1:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	44
PM Peak Period	2:00 PM	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	19	45
	2:15 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	37
	2:30 PM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8	33
	2:45 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8	32
	3:00 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	35
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	42
	3:30 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7	49
	3:45 PM	0	1	0	0	1	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	11	49
	4:00 PM	0	10	0	0	10	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	18	45
	4:15 PM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13	32
	4:30 PM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	23
	4:45 PM	0	1	1	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	21
	5:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	26
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	25
	5:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	25
	5:45 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12	23
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	16
	6:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	
	6:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	
	6:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	
	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	226	2	0	228	0	0	2	0	2	4	307	0	0	311	0	0	0	0	0	541	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	25	0	0	25	0	0	1	0	1	1	34	0	0	35	0	0	0	0	0	61
MD	11:30 AM	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	33
PM	4:30 PM	0	21	1	0	22	0	0	1	0	1	1	25	0	0	26	0	0	0	0	0	49

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Monday, September 30, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

CTH F and Lindsay Road

15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	16	0	0	16	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	32	181
	6:15 AM	0	23	0	0	23	2	0	0	0	2	1	15	0	0	16	0	0	0	0	0	41	194
	6:30 AM	0	22	1	0	23	0	0	3	0	3	1	24	0	0	25	0	0	0	0	0	51	201
	6:45 AM	0	24	0	0	24	1	0	1	0	2	0	31	0	0	31	0	0	0	0	0	57	198
	7:00 AM	0	30	0	0	30	2	0	0	0	2	0	13	0	0	13	0	0	0	0	0	45	197
	7:15 AM	0	30	0	0	30	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	48	209
	7:30 AM	0	19	1	0	20	0	0	0	0	0	2	26	0	0	28	0	0	0	0	0	48	224
	7:45 AM	0	28	0	0	28	0	1	0	0	1	2	24	0	0	26	0	1	0	0	1	56	242
	8:00 AM	0	18	0	0	18	1	0	1	0	2	0	37	0	0	37	0	0	0	0	0	57	243
	8:15 AM	1	32	0	0	33	0	0	1	0	1	1	28	0	0	29	0	0	0	0	0	63	238
	8:30 AM	0	17	0	0	17	1	0	1	0	2	1	46	0	0	47	0	0	0	0	0	66	212
	8:45 AM	0	35	0	0	35	1	0	0	0	1	0	19	0	0	19	1	1	0	0	2	57	200
	9:00 AM	1	16	0	0	17	0	0	0	0	0	2	33	0	0	35	0	0	0	0	0	52	191
	9:15 AM	0	19	1	0	20	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	37	210
	9:30 AM	0	26	0	0	26	0	0	0	0	0	1	27	0	0	28	0	0	0	0	0	54	250
	9:45 AM	0	21	0	0	21	1	0	1	0	2	0	24	0	0	24	1	0	0	0	1	48	260
Midday Peak Period	10:00 AM	0	31	0	0	31	0	1	2	0	3	2	35	0	0	37	0	0	0	0	0	71	275
	10:15 AM	0	39	0	0	39	0	0	0	0	0	0	36	1	0	37	0	1	0	0	1	77	260
	10:30 AM	0	23	0	0	23	0	1	1	0	2	1	38	0	0	39	0	0	0	0	0	64	232
	10:45 AM	0	36	0	0	36	0	0	0	0	0	2	25	0	0	27	0	0	0	0	0	63	217
	11:00 AM	0	30	0	0	30	0	1	1	0	2	1	23	0	0	24	0	0	0	0	0	56	220
	11:15 AM	0	22	0	0	22	1	0	1	0	2	2	23	0	0	25	0	0	0	0	0	49	228
	11:30 AM	0	25	0	0	25	0	0	1	0	1	1	22	0	0	23	0	0	0	0	0	49	243
	11:45 AM	0	25	0	0	25	2	0	0	0	2	0	39	0	0	39	0	0	0	0	0	66	252
	12:00 PM	0	25	0	0	25	0	0	1	0	1	0	38	0	0	38	0	0	0	0	0	64	262
	12:15 PM	0	37	1	0	38	1	0	2	0	3	1	22	0	0	23	0	0	0	0	0	64	256
	12:30 PM	0	24	0	0	24	0	0	0	0	0	1	31	0	0	32	0	2	0	0	2	58	240
	12:45 PM	0	43	0	0	43	1	1	0	0	2	0	31	0	0	31	0	0	0	0	0	76	234
	1:00 PM	0	31	0	0	31	0	0	1	0	1	2	24	0	0	26	0	0	0	0	0	58	210
	1:15 PM	0	8	0	0	8	0	0	1	0	1	1	38	0	0	39	0	0	0	0	0	48	228
	1:30 PM	0	30	0	0	30	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	52	249
	1:45 PM	0	22	0	0	22	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	52	246
PM Peak Period	2:00 PM	0	36	1	0	37	0	0	0	0	0	1	38	0	0	39	0	0	0	0	0	76	246
	2:15 PM	0	34	0	0	34	0	0	3	0	3	1	30	0	0	31	0	1	0	0	1	69	216
	2:30 PM	0	23	1	0	24	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	49	189
	2:45 PM	0	22	1	0	23	1	0	0	0	1	0	27	0	0	27	0	1	0	0	1	52	181
	3:00 PM	0	22	0	0	22	0	1	0	0	1	1	21	0	0	22	0	0	1	0	1	46	167
	3:15 PM	1	16	1	0	18	0	0	1	0	1	2	20	1	0	23	0	0	0	0	0	42	171
	3:30 PM	0	22	0	0	22	0	0	1	0	1	1	16	0	0	17	0	1	0	0	1	41	177
	3:45 PM	0	15	0	0	15	0	0	0	0	0	3	20	0	0	23	0	0	0	0	0	38	170
	4:00 PM	0	22	0	0	22	0	1	1	0	2	0	25	0	0	25	0	1	0	0	1	50	156
	4:15 PM	0	22	1	0	23	0	1	0	0	1	3	21	0	0	24	0	0	0	0	0	48	124
	4:30 PM	0	17	1	0	18	0	0	0	0	0	0	15	0	0	15	0	0	1	0	1	34	118
	4:45 PM	0	9	1	0	10	0	1	0	0	1	0	12	1	0	13	0	0	0	0	0	24	108
	5:00 PM	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	18	114
	5:15 PM	0	20	0	0	20	1	0	0	0	1	1	19	0	0	20	1	0	0	0	1	42	117
	5:30 PM	0	10	1	0	11	1	0	0	0	1	1	11	0	0	12	0	0	0	0	0	24	90
	5:45 PM	0	15	0	0	15	0	0	0	0	0	2	12	0	0	14	0	1	0	0	1	30	77
	6:00 PM	1	7	1	0	9	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	21	58
	6:15 PM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15	
	6:30 PM	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	11	
	6:45 PM	0	2	0	0	2	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	11	
	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	1159	13	0	1176	17	9	25	0	51	43	1231	3	0	1277	4	10	2	0	16	2520	

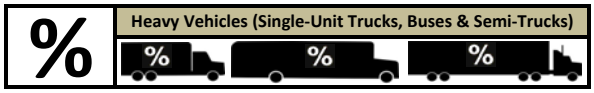
Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	107	1	0	108	2	1	0	0	3	4	81	0	0	85	0	1	0	0	1	197
MD	11:30 AM	0	112	1	0	113	3	0	4	0	7	2	121	0	0	123	0	0	0	0	0	243
PM	4:30 PM	0	53	2	0	55	1	1	0	0	2	1	57	1	0	59	1	0	1	0	2	118

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Monday, September 30, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



CTH F and Lindsay Road

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	12.7	0.0	0.0	12.7	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.0	11.4	10.8
	6:15 AM	0.0	12.3	0.0	0.0	12.2	40.0	0.0	0.0	0.0	20.0	8.3	11.2	0.0	0.0	10.9	0.0	0.0	0.0	0.0	0.0	11.4	10.2
	6:30 AM	0.0	9.6	25.0	0.0	9.8	0.0	0.0	42.9	0.0	37.5	6.2	10.6	0.0	0.0	10.3	0.0	0.0	0.0	0.0	0.0	10.2	9.5
	6:45 AM	0.0	9.5	0.0	0.0	9.4	50.0	0.0	50.0	0.0	28.6	0.0	12.8	0.0	0.0	12.2	0.0	0.0	0.0	0.0	0.0	10.7	8.7
	7:00 AM	0.0	10.5	0.0	0.0	10.4	66.7	0.0	0.0	0.0	14.3	0.0	7.1	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	8.9	8.3
	7:15 AM	0.0	10.0	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	8.1	8.8
	7:30 AM	0.0	6.1	25.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	22.2	9.4	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	7.4	10.0
	7:45 AM	0.0	9.3	0.0	0.0	9.2	0.0	25.0	0.0	0.0	4.5	13.3	8.9	0.0	0.0	9.1	0.0	12.5	0.0	0.0	4.0	8.8	12.1
	8:00 AM	0.0	6.7	0.0	0.0	6.6	25.0	0.0	12.5	0.0	13.3	0.0	18.2	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	11.3	14.1
	8:15 AM	100.0	14.3	0.0	0.0	14.6	0.0	0.0	12.5	0.0	7.1	16.7	14.9	0.0	0.0	14.6	0.0	0.0	0.0	0.0	0.0	13.9	15.7
	8:30 AM	0.0	8.4	0.0	0.0	8.4	33.3	0.0	25.0	0.0	28.6	25.0	26.6	0.0	0.0	26.4	0.0	0.0	0.0	0.0	0.0	16.4	15.7
	8:45 AM	0.0	17.6	0.0	0.0	17.4	50.0	0.0	0.0	0.0	8.3	0.0	13.3	0.0	0.0	12.9	50.0	33.3	0.0	0.0	33.3	15.6	16.2
	9:00 AM	50.0	12.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	50.0	24.1	0.0	0.0	24.6	0.0	0.0	0.0	0.0	0.0	17.4	16.1
	9:15 AM	0.0	13.1	100.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	13.4	0.0	0.0	12.8	0.0	0.0	0.0	0.0	0.0	12.8	17.9
	9:30 AM	0.0	19.0	0.0	0.0	18.6	0.0	0.0	0.0	0.0	0.0	14.3	23.1	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	19.1	21.6
	9:45 AM	0.0	12.1	0.0	0.0	11.9	50.0	0.0	25.0	0.0	33.3	0.0	21.1	0.0	0.0	20.0	12.5	0.0	0.0	0.0	8.3	15.3	22.1
Midday Peak Period	10:00 AM	0.0	21.7	0.0	0.0	21.7	0.0	25.0	28.6	0.0	25.0	33.3	28.7	0.0	0.0	28.9	0.0	0.0	0.0	0.0	0.0	24.7	24.3
	10:15 AM	0.0	27.3	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	34.6	25.0	0.0	32.7	0.0	33.3	0.0	0.0	20.0	28.4	23.4
	10:30 AM	0.0	18.3	0.0	0.0	17.8	0.0	50.0	20.0	0.0	18.2	16.7	26.0	0.0	0.0	25.2	0.0	0.0	0.0	0.0	0.0	21.2	20.9
	10:45 AM	0.0	27.5	0.0	0.0	27.3	0.0	0.0	0.0	0.0	0.0	28.6	22.9	0.0	0.0	22.9	0.0	0.0	0.0	0.0	0.0	23.2	19.5
	11:00 AM	0.0	25.6	0.0	0.0	25.6	0.0	25.0	16.7	0.0	14.3	12.5	19.0	0.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	20.8	19.1
	11:15 AM	0.0	18.2	0.0	0.0	17.5	100.0	0.0	16.7	0.0	20.0	50.0	19.2	0.0	0.0	19.8	0.0	0.0	0.0	0.0	0.0	18.1	18.7
	11:30 AM	0.0	16.1	0.0	0.0	15.9	0.0	0.0	11.1	0.0	8.3	20.0	17.7	0.0	0.0	17.3	0.0	0.0	0.0	0.0	0.0	16.1	19.3
	11:45 AM	0.0	19.7	0.0	0.0	19.4	100.0	0.0	0.0	0.0	25.0	0.0	24.8	0.0	0.0	23.8	0.0	0.0	0.0	0.0	0.0	21.3	20.0
	12:00 PM	0.0	17.0	0.0	0.0	16.9	0.0	0.0	25.0	0.0	8.3	0.0	24.4	0.0	0.0	22.6	0.0	0.0	0.0	0.0	0.0	19.2	21.1
	12:15 PM	0.0	24.0	33.3	0.0	24.2	50.0	0.0	28.6	0.0	27.3	33.3	16.9	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	20.6	21.3
	12:30 PM	0.0	18.7	0.0	0.0	18.2	0.0	0.0	0.0	0.0	0.0	33.3	21.4	0.0	0.0	21.5	0.0	33.3	0.0	0.0	25.0	19.1	20.6
	12:45 PM	0.0	27.9	0.0	0.0	27.2	100.0	20.0	0.0	0.0	25.0	0.0	27.7	0.0	0.0	25.4	0.0	0.0	0.0	0.0	0.0	25.7	20.1
	1:00 PM	0.0	21.4	0.0	0.0	21.2	0.0	0.0	25.0	0.0	16.7	40.0	19.7	0.0	0.0	19.8	0.0	0.0	0.0	0.0	0.0	19.7	18.4
	1:15 PM	0.0	8.4	0.0	0.0	8.1	0.0	0.0	50.0	0.0	10.0	25.0	25.0	0.0	0.0	24.1	0.0	0.0	0.0	0.0	0.0	17.5	18.7
	1:30 PM	0.0	22.6	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	14.5	0.0	0.0	0.0	0.0	0.0	17.4	19.0
	1:45 PM	0.0	19.6	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	22.1	0.0	0.0	20.3	0.0	0.0	0.0	0.0	0.0	18.8	16.8
PM Peak Period	2:00 PM	0.0	21.1	100.0	0.0	21.3	0.0	0.0	0.0	0.0	0.0	16.7	21.7	0.0	0.0	21.2	0.0	0.0	0.0	0.0	0.0	20.7	15.8
	2:15 PM	0.0	22.2	0.0	0.0	21.7	0.0	0.0	37.5	0.0	25.0	20.0	16.1	0.0	0.0	15.9	0.0	100.0	0.0	0.0	50.0	18.9	13.3
	2:30 PM	0.0	11.4	25.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11.6	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	10.8	11.2
	2:45 PM	0.0	14.0	50.0	0.0	13.9	50.0	0.0	0.0	0.0	11.1	0.0	14.6	0.0	0.0	13.9	0.0	33.3	0.0	0.0	14.3	13.9	10.3
	3:00 PM	0.0	11.0	0.0	0.0	10.7	0.0	33.3	0.0	0.0	7.7	11.1	10.8	0.0	0.0	10.6	0.0	0.0	50.0	0.0	16.7	10.6	8.8
	3:15 PM	50.0	9.6	50.0	0.0	10.6	0.0	0.0	25.0	0.0	14.3	22.2	8.8	33.3	0.0	9.6	0.0	0.0	0.0	0.0	0.0	9.8	8.2
	3:30 PM	0.0	9.3	0.0	0.0	9.0	0.0	0.0	12.5	0.0	7.1	16.7	6.7	0.0	0.0	6.6	0.0	25.0	0.0	0.0	10.0	7.8	7.6
	3:45 PM	0.0	8.1	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	42.9	6.9	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	7.4	6.7
	4:00 PM	0.0	7.5	0.0	0.0	7.3	0.0	25.0	33.3	0.0	20.0	0.0	8.9	0.0	0.0	8.4	0.0	25.0	0.0	0.0	9.1	8.0	5.7
	4:15 PM	0.0	7.0	25.0	0.0	7.1	0.0	25.0	0.0	0.0	5.6	23.1	6.8	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	7.1	4.4
	4:30 PM	0.0	6.1	33.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	3.6	0.0	0.0	50.0	0.0	12.5	4.7	3.9
	4:45 PM	0.0	3.5	100.0	0.0	3.7	0.0	11.1	0.0	0.0	3.6	0.0	3.4	5.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.5	3.6
	5:00 PM	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.5	4.1
	5:15 PM	0.0	6.3	0.0	0.0	6.0	10.0	0.0	0.0	0.0	5.3	5.3	4.3	0.0	0.0	4.1	11.1	0.0	0.0	0.0	5.0	4.9	4.7
	5:30 PM	0.0	3.5	20.0	0.0	3.7	20.0	0.0	0.0	0.0	5.0	6.7	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.4	4.5
	5:45 PM	0.0	7.9	0.0	0.0	7.5	0.0	0.0	0.0	0.0	0.0	18.2	4.5	0.0	0.0	4.9	0.0	50.0	0.0	0.0	12.5	5.9	4.7
	6:00 PM	33.3	3.8	33.3	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	6.1	16.7	0.0	0.0	0.0	5.9	5.2	4.0
	6:15 PM	0.0	3.3	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	4.0	
	6:30 PM	0.0	4.8	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	11.1	2.4	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	3.2	
	6:45 PM	0.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	11.1	5.2	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	3.4	
	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		3.0	11.7	13.1	0.0	11.6	11.3	5.7	8.2	0.0	8.3	10.6	12.1	1.2	0.0	11.8	1.9	5.0	1.8	0.0	3.1	11.4	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) CTH F					From East (←) Lindsay Road					From South (↑) CTH F					From West (→) Lindsay 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	8.9	7.7	0.0	8.9	12.5	7.7	0.0	0.0	4.8	9.5	8.3	0.0	0.0	8.3	0.0	3.6	0.0	0.0	1.3	8.3
MD	11:30 AM	0.0	19.2	20.0	0.0	19.1	42.9	0.0	16.0	0.0	16.3	9.5	21.3	0.0	0.0	20.5	0.0	0.0	0.0	0.0	0.0	19.3
PM	4:30 PM	0.0	4.6	20.0	0.0	4.6	2.9	4.0	0.0	0.0	2.2	1.9	3.7	1.4	0.0	3.5	4.3	0.0	7.7	0.0	3.3	3.9

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Monday, September 30, 2019	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

CTH F and Lindsay Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach CTH F			Crossing East Approach Lindsay Road			Crossing South Approach CTH F			Crossing West Approach Lindsay Road			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
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	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
	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	1	1	0	0	0	0	0	0	0	0	0	1	1
	9:30 AM	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
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	2
	11:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	1	3
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	2	2
	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	1
	12:45 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	2
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	2
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	1
	2:30 PM	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
	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	1
	3:45 PM	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	6
	4:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	7
	4:30 PM	0	1	1	0	0	0	0	2	2	0	0	0	3	6
	4:45 PM	0	1	1	0	0	0	0	1	1	0	0	0	2	3
	5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	2	2
	6:00 PM	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	
	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**	**9**	**9**	**0**	**1**	**1**	**0**	**8**	**8**	**0**	**0**	**0**	**18**	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

APPENDIX C

EXISTING TRAFFIC CONTROL ANALYSIS OUTPUTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	30	30	35	15	15	10	975	40	15	1200	5
Future Volume (vph)	20	30	30	35	15	15	10	975	40	15	1200	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		225	250		225
Storage Lanes	0		0	0		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	0.95	1.00	1.00	0.95	1.00
Frt		0.949			0.969				0.850			0.850
Flt Protected		0.988			0.974		0.950			0.950		
Satd. Flow (prot)	0	1764	0	0	1708	0	1671	3343	1495	1656	3312	1482
Flt Permitted		0.988			0.974		0.950			0.950		
Satd. Flow (perm)	0	1764	0	0	1708	0	1671	3343	1495	1656	3312	1482
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		616			668			801			747	
Travel Time (s)		12.0			13.0			9.9			9.3	
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
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	8%	8%	8%	9%	9%	9%
Adj. Flow (vph)	22	33	33	38	16	16	11	1060	43	16	1304	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	70	0	11	1060	43	16	1304	5
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	30	30	35	15	15	10	975	40	15	1200	5
Future Vol, veh/h	20	30	30	35	15	15	10	975	40	15	1200	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	225	250	-	225
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	5	5	5	8	8	8	9	9	9
Mvmt Flow	22	33	33	38	16	16	11	1060	43	16	1304	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1896	2461	652	1783	2423	530	1309	0	0	1103	0	0
Stage 1	1336	1336	-	1082	1082	-	-	-	-	-	-	-
Stage 2	560	1125	-	701	1341	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.6	6.6	7	4.26	-	-	4.28	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.6	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.6	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.55	4.05	3.35	2.28	-	-	2.29	-	-
Pot Cap-1 Maneuver	43	~ 31	413	50	31	486	494	-	-	589	-	-
Stage 1	163	222	-	227	286	-	-	-	-	-	-	-
Stage 2	483	281	-	389	214	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	37	~ 30	413	~ 37	30	486	494	-	-	589	-	-
Mov Cap-2 Maneuver	143	158	-	168	154	-	-	-	-	-	-	-
Stage 1	159	216	-	222	280	-	-	-	-	-	-	-
Stage 2	430	275	-	296	208	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.4	34	0.1	0.1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	494	-	-	199	193	589	-	-
HCM Lane V/C Ratio	0.022	-	-	0.437	0.366	0.028	-	-
HCM Control Delay (s)	12.5	-	-	36.4	34	11.3	-	-
HCM Lane LOS	B	-	-	E	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2	1.6	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	25	25	30	25	35	70	1550	55	10	1145	30
Future Volume (vph)	15	25	25	30	25	35	70	1550	55	10	1145	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		225	250		225
Storage Lanes	0		0	0		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	0.95	1.00	1.00	0.95	1.00
Frt		0.948			0.947				0.850			0.850
Flt Protected		0.988			0.984		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1736	0	1736	3471	1553	1719	3438	1538
Flt Permitted		0.988			0.984		0.950			0.950		
Satd. Flow (perm)	0	1728	0	0	1736	0	1736	3471	1553	1719	3438	1538
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		616			668			801			747	
Travel Time (s)		12.0			13.0			9.9			9.3	
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 (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	5%	5%	5%
Adj. Flow (vph)	17	28	28	34	28	40	80	1761	63	11	1301	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	102	0	80	1761	63	11	1301	34
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	9.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	25	25	30	25	35	70	1550	55	10	1145	30
Future Vol, veh/h	15	25	25	30	25	35	70	1550	55	10	1145	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	225	250	-	225
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	5	5	5
Mvmt Flow	17	28	28	34	28	40	80	1761	63	11	1301	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2378	3307	651	2608	3278	881	1335	0	0	1824	0	0
Stage 1	1323	1323	-	1921	1921	-	-	-	-	-	-	-
Stage 2	1055	1984	-	687	1357	-	-	-	-	-	-	-
Critical Hdwy	7.56	6.56	6.96	7.54	6.54	6.94	4.18	-	-	4.2	-	-
Critical Hdwy Stg 1	6.56	5.56	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.56	5.56	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.53	4.03	3.33	3.52	4.02	3.32	2.24	-	-	2.25	-	-
Pot Cap-1 Maneuver	18	~ 8	409	~ 12	~ 9	290	502	-	-	319	-	-
Stage 1	163	222	-	69	113	-	-	-	-	-	-	-
Stage 2	239	104	-	403	215	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 9	~ 6	409	~ 6	~ 7	290	502	-	-	319	-	-
Mov Cap-2 Maneuver	80	67	-	53	71	-	-	-	-	-	-	-
Stage 1	137	214	-	58	95	-	-	-	-	-	-	-
Stage 2	122	87	-	314	208	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	96.3	239	0.6	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	502	-	-	105	87	319	-	-
HCM Lane V/C Ratio	0.158	-	-	0.703	1.176	0.036	-	-
HCM Control Delay (s)	13.5	-	-	96.3	239	16.7	-	-
HCM Lane LOS	B	-	-	F	F	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-	3.7	7.2	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX D

TRAFFIC SIGNAL WARRANT DESCRIPTIONS

Traffic Signal Warrant Descriptions

Warrant 1, Eight Hour Vehicular Volume *states that a traffic signal may be considered if one of the following conditions exists for at least eight hours of an average day:*

A. *The vehicles per hour given on the major street meet or exceed 500 and the vehicles per hour on the minor street meet or exceed 150; or*

B. *The vehicles per hour given on the major street meet or exceed 750 and the vehicles per hour on the minor street meet or exceed 75.*

Or if the following two conditions exist for eight hours of an average day:

A. *The vehicles per hour on the major street and minor street meet or exceed 80% of the values stated in A (400 major, 120 minor); and*

B. *The vehicles per hour on the major street and minor street meet or exceed 80% of the values stated in B (600 major, 60 minor).*

Warrant 2, Four Hour Volume *is satisfied if during any four hours of an average day the major street and minor street volumes fall above the 100 percent four-hour curves shown on the graph in the Appendix of this report.*

Warrant 3, Peak Hour Volume *is satisfied if during any hour of an average day the major street and minor street volumes fall above the 100 percent peak hour curves shown on the graph in the Appendix of this report. Note that this signal warrant is typically applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.*

Warrant 4, Pedestrian Volume *states that a traffic signal may be considered at an intersection or midblock crossing if one of the following conditions exists for an average day:*

A. *For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in the Appendix of this report; or*

B. *For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in the Appendix of this report.*

Warrant 5, School Crossing *is satisfied if during any hour of an average day there are inadequate gaps in the traffic stream on the major street as related to the number and size of groups of school crossing children that the number of gaps during the duration when the children are crossing is less than the number of minutes in the same period and there are a minimum of 20 students during the highest crossing hour.*

Warrant 6, Coordinated Signal System *is satisfied if the adjacent traffic signals are so far apart that they do not provide adequate vehicle platooning (one-way or two-way streets), and the existing and proposed traffic signals would collectively provide a progressive operation (two-way streets). This warrant shall not be applied at locations where the nearest traffic signal on the major street is less than 300 feet.*

Warrant 7, Crash Experience *states that a traffic signal may be considered if an engineering study finds that all of the following criteria are met:*

A. *Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and*
B. *Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and*
C. *For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Warrant 1 Condition A, or the vph in both of the 80 percent columns of Warrant 1 Condition B exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection.*

Warrant 8, Roadway Network *is satisfied if the common intersection of two or more major routes meets one or both of the following criteria:*

A. *The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or*

B. *The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).*

A major route as used in this signal warrant shall have at least one of the following characteristics:

A. *It is part of the street or highway system that serves as the principal roadway network for through traffic flow.*

B. *It includes rural or suburban highways outside, entering, or traversing a city.*

C. *It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.*

Warrant 9, Intersection Near a Grade Crossing *is satisfied if none of the previous eight warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.*

APPENDIX E

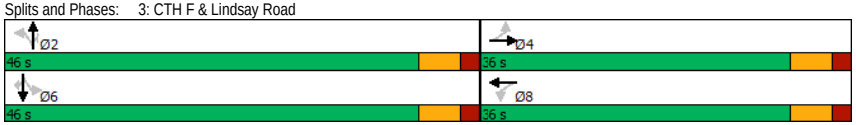
TRAFFIC SIGNAL CONTROL ANALYSIS OUTPUTS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	30	30	35	15	15	10	975	40	15	1200	5
Future Volume (vph)	20	30	30	35	15	15	10	975	40	15	1200	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		225	250		225
Storage Lanes	0		0	0		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	0.95	1.00	1.00	0.95	1.00
Frt		0.949			0.969				0.850			0.850
Flt Protected		0.988			0.974		0.950			0.950		
Satd. Flow (prot)	0	1764	0	0	1708	0	1671	3343	1495	1656	3312	1482
Flt Permitted		0.892			0.783		0.169			0.245		
Satd. Flow (perm)	0	1592	0	0	1373	0	297	3343	1495	427	3312	1482
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		616			668			801			747	
Travel Time (s)		12.0			13.0			9.9			9.3	
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%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	8%	8%	8%	9%	9%	9%
Adj. Flow (vph)	22	33	33	38	16	16	11	1060	27	16	1304	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	88	0	0	70	0	11	1060	27	16	1304	3
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	36.0	36.0		36.0	36.0		46.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	43.9%	43.9%		43.9%	43.9%		56.1%	56.1%	56.1%	56.1%	56.1%	56.1%
Maximum Green (s)	30.0	30.0		30.0	30.0		40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	Min
v/c Ratio		0.26			0.24		0.06	0.48	0.03	0.06	0.60	0.00
Control Delay		21.3			21.5		5.7	7.2	4.9	5.5	8.5	4.7
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		21.3			21.5		5.7	7.2	4.9	5.5	8.5	4.7
90th %ile Green (s)	11.6	11.6		11.6	11.6		38.2	38.2	38.2	38.2	38.2	38.2
90th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold	Hold	Gap	Gap	Gap
70th %ile Green (s)	10.0	10.0		10.0	10.0		30.1	30.1	30.1	30.1	30.1	30.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Term Code	Min	Min		Min	Min		Hold	Hold	Hold	Gap	Gap	Gap
50th %ile Green (s)	10.0	10.0		10.0	10.0		26.4	26.4	26.4	26.4	26.4	26.4
50th %ile Term Code	Min	Min		Min	Min		Hold	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	10.0	10.0		10.0	10.0		25.9	25.9	25.9	25.9	25.9	25.9
30th %ile Term Code	Min	Min		Hold	Hold		Dwell	Dwell	Dwell	Dwell	Dwell	Dwell
10th %ile Green (s)	0.0	0.0		0.0	0.0		30.0	30.0	30.0	30.0	30.0	30.0
10th %ile Term Code	Skip	Skip		Skip	Skip		Dwell	Dwell	Dwell	Dwell	Dwell	Dwell
Queue Length 50th (ft)		21			17		1	91	3	2	125	0
Queue Length 95th (ft)		64			55		7	141	11	8	195	3
Internal Link Dist (ft)		536			588			721			667	
Turn Bay Length (ft)							250		225	250		225
Base Capacity (vph)		1053			908		242	2725	1218	348	2700	1208
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.08			0.08		0.05	0.39	0.02	0.05	0.48	0.00

Intersection Summary	
Area Type:	Other
Cycle Length: 82	
Actuated Cycle Length: 49.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 61.8	
70th %ile Actuated Cycle: 52.1	
50th %ile Actuated Cycle: 48.4	
30th %ile Actuated Cycle: 47.9	
10th %ile Actuated Cycle: 36	

Splits and Phases: 3: CTH F & Lindsay Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	30	30	35	15	15	10	975	40	15	1200	5
Future Volume (veh/h)	20	30	30	35	15	15	10	975	40	15	1200	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1885	1885	1885	1826	1826	1826	1781	1781	1781	1767	1767	1767
Adj Flow Rate, veh/h	22	33	33	38	16	16	11	1060	27	16	1304	3
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	5	5	5	8	8	8	9	9	9
Cap, veh/h	142	158	121	245	100	66	262	1847	824	324	1832	817
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	224	833	634	645	527	347	401	3385	1510	490	3357	1497
Grp Volume(v), veh/h	88	0	0	70	0	0	11	1060	27	16	1304	3
Grp Sat Flow(s),veh/h/ln	1691	0	0	1519	0	0	401	1692	1510	490	1678	1497
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	9.4	0.4	1.0	13.1	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.5	0.0	0.0	14.1	9.4	0.4	10.4	13.1	0.0
Prop In Lane	0.25		0.37	0.54		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	421	0	0	411	0	0	262	1847	824	324	1832	817
V/C Ratio(X)	0.21	0.00	0.00	0.17	0.00	0.00	0.04	0.57	0.03	0.05	0.71	0.00
Avail Cap(c_a), veh/h	1187	0	0	1093	0	0	396	2980	1329	489	2956	1318
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	15.5	0.0	0.0	12.9	6.8	4.8	10.3	7.7	4.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.3	0.0	0.1	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(50%),veh/ln	0.7	0.0	0.0	0.5	0.0	0.0	0.1	1.4	0.1	0.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	0.0	0.0	15.7	0.0	0.0	13.0	7.1	4.8	10.3	8.2	4.7
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		88			70			1098			1323	
Approach Delay, s/veh		15.9			15.7			7.1			8.2	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.8		14.6		30.8		14.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		40.0		30.0		40.0		30.0				
Max Q Clear Time (g_c+I1), s		16.1		3.9		15.1		3.5				
Green Ext Time (p_c), s		7.4		0.4		9.7		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			8.2									
HCM 6th LOS			A									

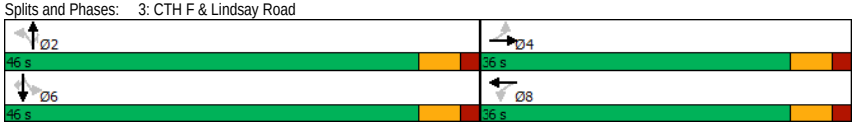
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	25	25	30	25	35	70	1550	55	10	1145	30
Future Volume (vph)	15	25	25	30	25	35	70	1550	55	10	1145	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	250		225	250		225
Storage Lanes	0		0	0		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	0.95	1.00	1.00	0.95	1.00
Frt		0.948			0.947				0.850			0.850
Flt Protected		0.988			0.984		0.950			0.950		
Satd. Flow (prot)	0	1728	0	0	1736	0	1736	3471	1553	1719	3438	1538
Flt Permitted		0.911			0.860		0.179			0.093		
Satd. Flow (perm)	0	1593	0	0	1517	0	327	3471	1553	168	3438	1538
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		616			668			801			747	
Travel Time (s)		12.0			13.0			9.9			9.3	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	5%	5%	5%
Adj. Flow (vph)	17	28	28	34	28	40	80	1761	39	11	1301	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	102	0	80	1761	39	11	1301	21
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	15.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	36.0	36.0		36.0	36.0		46.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	43.9%	43.9%		43.9%	43.9%		56.1%	56.1%	56.1%	56.1%	56.1%	56.1%
Maximum Green (s)	30.0	30.0		30.0	30.0		40.0	40.0	40.0	40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min	Min	Min	Min	Min
v/c Ratio		0.27			0.40		0.35	0.72	0.04	0.09	0.53	0.02
Control Delay		25.4			28.1		11.3	9.9	4.6	7.1	7.0	4.6
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		25.4			28.1		11.3	9.9	4.6	7.1	7.0	4.6
90th %ile Green (s)	12.8	12.8		12.8	12.8		40.0	40.0	40.0	40.0	40.0	40.0
90th %ile Term Code	Hold	Hold		Gap	Gap		Max	Max	Max	Hold	Hold	Hold
70th %ile Green (s)	10.6	10.6		10.6	10.6		40.0	40.0	40.0	40.0	40.0	40.0

Lanes, Volumes, Timings
3: CTH F & Lindsay Road
2019 Exist Signal - PM.syn
10/09/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Term Code	Hold	Hold		Gap	Gap		Max	Max	Max	Hold	Hold	Hold
50th %ile Green (s)	10.0	10.0		10.0	10.0		40.0	40.0	40.0	40.0	40.0	40.0
50th %ile Term Code	Min	Min		Min	Min		Max	Max	Max	Hold	Hold	Hold
30th %ile Green (s)	10.0	10.0		10.0	10.0		40.0	40.0	40.0	40.0	40.0	40.0
30th %ile Term Code	Hold	Hold		Min	Min		Max	Max	Max	Hold	Hold	Hold
10th %ile Green (s)	0.0	0.0		0.0	0.0		55.0	55.0	55.0	55.0	55.0	55.0
10th %ile Term Code	Skip	Skip		Skip	Skip		Dwell	Dwell	Dwell	Dwell	Dwell	Dwell
Queue Length 50th (ft)		24			35		12	209	4	1	122	2
Queue Length 95th (ft)		56			73		45	326	14	8	190	9
Internal Link Dist (ft)		536			588			721			667	
Turn Bay Length (ft)							250		225	250		225
Base Capacity (vph)		765			728		231	2462	1101	119	2438	1091
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0
Reduced v/c Ratio		0.10			0.14		0.35	0.72	0.04	0.09	0.53	0.02

Intersection Summary	
Area Type:	Other
Cycle Length: 82	
Actuated Cycle Length: 62.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
90th %ile Actuated Cycle: 64.8	
70th %ile Actuated Cycle: 62.6	
50th %ile Actuated Cycle: 62	
30th %ile Actuated Cycle: 62	
10th %ile Actuated Cycle: 61	

Splits and Phases: 3: CTH F & Lindsay Road



TADI
Synchro 10 Report
C:\Egnyte\Shared\WI\2419 CTH F with Lindsay Road (Wauk County)\Capacity Analysis\2019 Exist Signal - PM.syn

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	25	25	30	25	35	70	1550	55	10	1145	30
Future Volume (veh/h)	15	25	25	30	25	35	70	1550	55	10	1145	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
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	1856	1856	1856	1870	1870	1870	1841	1841	1841	1826	1826	1826
Adj Flow Rate, veh/h	17	28	28	34	28	40	80	1761	39	11	1301	21
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
Percent Heavy Veh, %	3	3	3	2	2	2	4	4	4	5	5	5
Cap, veh/h	111	137	106	141	107	105	289	2175	970	188	2158	962
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	196	829	637	340	648	637	408	3497	1560	256	3469	1547
Grp Volume(v), veh/h	73	0	0	102	0	0	80	1761	39	11	1301	21
Grp Sat Flow(s),veh/h/ln	1662	0	0	1624	0	0	408	1749	1560	256	1735	1547
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	8.3	21.7	0.5	1.9	12.8	0.3
Cycle Q Clear(g_c), s	2.1	0.0	0.0	2.9	0.0	0.0	21.1	21.7	0.5	23.6	12.8	0.3
Prop In Lane	0.23		0.38	0.33		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	0	0	354	0	0	289	2175	970	188	2158	962
V/C Ratio(X)	0.21	0.00	0.00	0.29	0.00	0.00	0.28	0.81	0.04	0.06	0.60	0.02
Avail Cap(c_a), veh/h	937	0	0	923	0	0	324	2476	1104	210	2456	1095
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	20.9	0.0	0.0	12.9	8.1	4.1	17.1	6.5	4.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	0.5	1.9	0.0	0.1	0.3	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(50%),veh/ln	0.8	0.0	0.0	1.1	0.0	0.0	0.6	4.0	0.1	0.1	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	0.0	21.3	0.0	0.0	13.4	10.0	4.2	17.2	6.8	4.1
LnGrp LOS	C	A	A	C	A	A	B	B	A	B	A	A
Approach Vol, veh/h		73			102			1880			1333	
Approach Delay, s/veh		20.8			21.3			10.0			6.8	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.1		15.4		41.1		15.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		40.0		30.0		40.0		30.0				
Max Q Clear Time (g_c+I1), s		23.7		4.1		25.6		4.9				
Green Ext Time (p_c), s		11.5		0.3		7.4		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		9.3	
HCM 6th LOS		A	

DATE: June 15, 2020

DEPARTMENT: Clerk/Treasurer

PROVIDED BY:

SUBJECT:

Discussion and Possible Action Regarding the Request for Temporary Beer Licenses for July 17th and August 21st at Nettesheim Park Located at N26 W27495 Prospect Avenue as Requested by Buddies of Environmental Enjoyment and Recreation (BEER) for the Pewaukee Park & Recreation Roll-Up Beer Garden [Tarczewski]

BACKGROUND:

FINANCIAL IMPACT:

RECOMMENDED MOTION:

ATTACHMENTS:

Description

BEER Applications

Application for Temporary Class "B" / "Class B" Retailer's License

See Additional Information on reverse side. Contact the municipal clerk if you have questions.

FEE $ 10.00 Application Date: 06/09/2020

☐ Town ☐ Village ☑ City of Pewaukee County of Waukesha

The named organization applies for: *(check appropriate box(es))*

☑ A Temporary Class "B" license to sell fermented malt beverages at picnics or similar gatherings under s. 125.26(6), Wis. Stats.

☐ A Temporary "Class B" license to sell wine at picnics or similar gatherings under s. 125.51(10), Wis. Stats.

at the premises described below during a special event beginning 07/17/2020 and ending 07/17/2020 and agrees to comply with all laws, resolutions, ordinances and regulations (state, federal or local) affecting the sale of fermented malt beverages and/or wine if the license is granted.

1. Organization *(check appropriate box)* → ☑ Bona fide Club ☐ Church ☐ Lodge/Society ☐ Veteran's Organization ☐ Fair Association or Agricultural Society ☐ Chamber of Commerce or similar Civic or Trade Organization organized under ch. 181, Wis. Stats.

(a) Name Buddies of Environmental Enjoyment and Recreation

(b) Address 128 Park Ave, Pewaukee, WI 53072 *(Street)* ☐ Town ☑ Village ☐ City

(c) Date organized 1/18/18

(d) If corporation, give date of incorporation

(e) If the named organization is not required to hold a Wisconsin seller's permit pursuant to s. 77.54 (7m), Wis. Stats., check this box: ☐

(f) Names and addresses of all officers:

President Jim Grabowski, 128 Park Ave, Pewaukee

Vice President Mark Grabowski, 244 Park Ave, Pewaukee

Secretary Erik Spooner, 353 Prospect Ave, Pewaukee

Treasurer Andrew Sisler, 327 High Street, Pewaukee

(g) Name and address of manager or person in charge of affair: Mark Grabowski,244 Park Ave, Pewaukee

2. Location of Premises Where Beer and/or Wine Will Be Sold, Served, Consumed, or Stored, and Areas Where Alcohol Beverage Records Will be Stored:

(a) Street number Stored - 128 Park Ave, Pewaukee, WI /// Served - Nettesheim Park N26W27495, Pewaukee

(b) Lot Block

(c) Do premises occupy all or part of building? Part

(d) If part of building, describe fully all premises covered under this application, which floor or floors, or room or rooms, license is to cover: Beer will be dispensed from mobile disensing unit located at Nettesheim Park. Storage will be at club's rented storage at 128 park Ave.

3. Name of Event

(a) List name of the event Pewaukee Park & Rec Roll-Up Beer Garden

(b) Dates of event 7/17/20

DECLARATION

An officer of the organization, declares under penalties of law that the information provided in this application is true and correct to the best of his/her knowledge and belief. Any person who knowingly provides materially false information in an application for a license may be required to forfeit not more than $1,000.

Officer *(Signature / Date)*

Buddies of Environmental Enjoyment and Recreation *(Name of Organization)*

Date Filed with Clerk

Date Reported to Council or Board

Date Granted by Council

License No.

Application for Temporary Class "B" / "Class B" Retailer's License

See Additional Information on reverse side Contact the municipal clerk if you have questions.

FEE $ 10.00 Application Date: 06/09/2020

☐ Town ☐ Village ☑ City of Pewaukee County of Waukesha

The named organization applies for: *(check appropriate box(es))*

☑ A Temporary Class "B" license to sell fermented malt beverages at picnics or similar gatherings under s. 125.26(6), Wis. Stats.

☐ A Temporary "Class B" license to sell wine at picnics or similar gatherings under s. 125.51(10), Wis. Stats.

at the premises described below during a special event beginning 8/21/20 _____ and ending 8/21/20 _____ and agrees to comply with all laws, resolutions, ordinances and regulations (state, federal or local) affecting the sale of fermented malt beverages and/or wine if the license is granted.

1. Organization *(check appropriate box)* → ☑ Bona fide Club ☐ Church ☐ Lodge/Society ☐ Veteran's Organization ☐ Fair Association or Agricultural Society ☐ Chamber of Commerce or similar Civic or Trade Organization organized under ch. 181, Wis. Stats.

(a) Name Buddies of Environmental Enjoyment and Recreation

(b) Address 128 Park Ave, Pewaukee, WI 53072 *(Street)* ☐ Town ☑ Village ☐ City

(c) Date organized 1/18/18

(d) If corporation, give date of incorporation _____

(e) If the named organization is not required to hold a Wisconsin seller's permit pursuant to s. 77.54 (7m), Wis. Stats., check this box: ☐

(f) Names and addresses of all officers:

President Jim Grabowski, 128 Park Ave, Pewaukee

Vice President Mark Grabowski, 244 Park Ave, Pewaukee

Secretary Erik Spooner, 353 Prospect Ave, Pewaukee

Treasurer Andrew Sisler, 327 High Street, Pewaukee

(g) Name and address of manager or person in charge of affair: Mark Grabowski,244 Park Ave, Pewaukee

2. Location of Premises Where Beer and/or Wine Will Be Sold, Served, Consumed, or Stored, and Areas Where Alcohol Beverage Records Will be Stored:

(a) Street number Stored - 128 Park Ave, Pewaukee, WI /// Served - Nettesheim Park N26W27495, Pewaukee

(b) Lot _____ Block _____

(c) Do premises occupy all or part of building? Part

(d) If part of building, describe fully all premises covered under this application, which floor or floors, or room or rooms, license is to cover: Beer will be dispensed from mobile disensing unit located at Nettesheim Park. Storage will be at club's rented storage at 128 park Ave.

3. Name of Event

(a) List name of the event Pewaukee Park & Rec Roll-Up Beer Garden

(b) Dates of event 8/21/20

DECLARATION

An officer of the organization, declares under penalties of law that the information provided in this application is true and correct to the best of his/her knowledge and belief. Any person who knowingly provides materially false information in an application for a license may be required to forfeit not more than $1,000.

Officer _____ *(Signature / Date)*

Buddies of Environmental Enjoyment and Recreation *(Name of Organization)*

Date Filed with Clerk _____

Date Reported to Council or Board _____

Date Granted by Council _____

License No. _____