CITY OF CEDARBURG
JOINT MEETING OF COMMON COUNCIL
AND PLAN COMMISSION
MAY 8, 2017 – 7:00 P.M.

A joint meeting of the Common Council and Plan Commission of the City of Cedarburg, Wisconsin, will be held on Monday, May 8, 2017 at 7:00 p.m. at City Hall, W63 N645 Washington Avenue, Cedarburg, WI, in the Council Chambers.

AGENDA

1. CALL TO ORDER - Mayor Kip Kinzel

2. MOMENT OF SILENCE

3. PLEDGE OF ALLEGIANCE

4. ROLL CALL: Present – Common Council – Mayor Kip Kinzel, Council Members John Czarnecki, Jack Arnett, Dick Dieffenbach, Rick Verhaalen, Mitch Regenfuss, Patricia Thome, Mike O'Keefe

   Plan Commission – Mayor Kip Kinzel, Council Member John Czarnecki, Dan von Bargen, Heather Cain, Mark Poellot, Mark Burgoyne, and Greg Zimmerschied

5. STATEMENT OF PUBLIC NOTICE

6. APPROVAL OF MINUTES* - April 18, 2017, April 24, 2017, and April 25, 2017

7. COMMENTS AND SUGGESTIONS FROM CITIZENS** Comments from citizens on a listed agenda item will be taken when the item is addressed by the Council. At this time individuals can speak on any topic not on the agenda for up to 5 minutes, time extensions at the discretion of the Mayor. No action can be taken on items not listed except as a possible referral to committees, individuals or a future Council agenda item.

8. PRESENTATIONS

* A. Consider Resolution No. 2017-10 commending retiring Detective/Sergeant Jeffrey Vahsholtz for his years of service; and action thereon

* B. Presentation of the 2016 Audit Report; and direction thereon

* C. Presentation of the 2016 Library Report

* D. Presentation of the Arrabelle traffic study; and possible action thereon

The Plan Commission will be excused after this item

9. NEW BUSINESS

* A. Consider approval of a Revolving Loan Fund loan for TemperaturePro; and action thereon (ad hoc Debt/Investment Committee, 05/02/17)

* B. Consider proposal from Ruekert and Mielke for Cedarburg to participate in the Mid Moraine Water Quality Collective; and action thereon

* C. Consider engineering proposal from GRAEF for additional testing and analysis of the Columbia Mills Dam per DNR requirements; and action thereon

* D. Consider request from WE Energies to rent the former remote receiving station at N144 W5888 Pioneer Road from June 1, 2017 to April 20, 2018 for outdoor storage of power poles, cable, and switchgear; and action thereon

* E. Consider appeal of the WPDES permit and request for contested case hearing; and action thereon

* F. Consider Resolution No. 2017-11 declaring May 13, 2017 as International Migratory Bird Day; and action thereon

* G. Consider request for additional funding for purchase of a front end loader; and action thereon

H. Consider Mayor Kinzel's appointments to various Boards, Committees, and Commissions; and action thereon

* I. Consider payment of bills dated 04/28/17, transfers for the period 04/20/17 through 05/02/17, and payroll for the period 04/09/17 through 04/22/17; and action thereon

*** J. Consider License Applications; and action thereon

1. Authorize issuance of 2017-2018 new and renewal Operators License applications (see attached list); and action thereon

2. Consider approval of new Operators License applications for the period ending June 30, 2017 for Elizabeth A. Albers, Kimberly R. Eggleston, Diane M. Lane, Saul Benjamin Morales McQuaid; and action thereon

3. Consider issuance of a 6-month Class B Beer license to C. Wiesler's Inc., Michael G. Jackson, Agent, for the Cedar Creek Park Concession Stand, N52 W5925 Portland Road, from May 8, 2017 to November 8, 2017; and action thereon

10. REPORTS OF CITY OFFICERS AND DEPARTMENT HEADS

* A. Administrator's Report
* B. Building Inspector's Report – April 2017

11. COMMUNICATIONS

** A. Comments and suggestions from citizens
B. Comments and announcements by Council Members
C. Mayor's Report
1. Proclamation – Older Americans Month - May

12. ADJOURNMENT – CLOSED SESSION

It is anticipated the Common Council will adjourn to closed session pursuant to State Statutes 19.85(1)(g) to confer with legal counsel for the Council who is rendering oral or written advice concerning strategy to be adopted with respect to litigation in which it is or is likely to become involved, more specifically, to discuss the Prochnow Landfill. Approval of closed session minutes of 04/18/17 and 04/25/17.

13. RECONVENE TO OPEN SESSION

14. ADJOURNMENT

Individual members of various boards, committees, or commissions may attend the above meeting. It is possible that such attendance may constitute a meeting of a City board, committee or commission pursuant to State ex. rel. Badke v. Greendale Village Board, 173 Wis. 2d 553, 494 NW 2d 408 (1993). This notice does not authorize attendance at either the above meeting or the Badke Meeting, but is given solely to comply with the notice requirements of the open meeting law.

* *Information attached for Council; available through City Clerk's Office.*

** *Citizen comments should be primarily one-way, from citizen to the Council. Each citizen who wishes to speak shall be accorded one opportunity at the beginning of the meeting and one opportunity at the end of the meeting. Comments should be kept brief. If the comment expressed concerns a matter of public policy, response from the Council will be limited to seeking information or acknowledging that the citizen has been understood. It is out of order for anyone to debate with a citizen addressing the Council or for the Council to take action on a matter of public policy. The Council may direct that the concern be placed on a future agenda. Citizens will be asked to state their name and address for the record and to speak from the lectern for the purposes of recording their comments.*

*** *Information available through the Clerk's Office.*

UPON REASONABLE NOTICE, EFFORTS WILL BE MADE TO
ACCOMMODATE THE NEEDS OF INDIVIDUALS WITH DISABILITIES.
PLEASE CONTACT THE CITY CLERK'S OFFICE AT (262) 375-7606
E-MAIL: cityhall@ci.cedarburg.wi.us

05/04/17 ckm

Authorize issuance of new Operator's Licenses for period ending June 30, 2018:

Wendy S. Bolz
Alex M. Hauschel
Tyler T. Schemenauer

Authorize issuance of renewal Operator's Licenses for period ending June 30, 2018:

Emma M. Allison
Hannah C. Aronson
Kevin J. Bachmann
Deborah Bath
Lisa F. Bender
Lindsey J. Berndt
Michael C. Besaw
Nan J. Bolker
Caitlyn C. Burns
Abigail R. Carpenter
Pamela M. Caserta Hugdahl
Annette L. Chiddister Woods
Christine Christon
Joel M. Christophersen
Andrew W. Conley
Bill W. Conley
Megan T. Czisny
Mary E. Dolezal
Tricia A. Dooley
Monica J. Dorsey
Shelley M. Doxtator
Gordon K. Dreblow
Jonathan P. Dunne
Eric W. Engstrom
Suzanne V. Ernst
Judi K. Even
Robert J. Flom
Kathlyn T. Geracie
Blaine E. Gibson
Daniel D. Gogin
Kim M. Gordon
Eric E. Grassel
Jeremy M. Gruenweller
Christopher S. Haywood
Andrew W. Heidtke
Gerald J. Henning
Jill Hepburn
Sarah L. Hepburn
Leslie E. Heppe
Bradley J. Herian
James M. Hintz
Elizabeth D. Hoffman
Teri Jackson
Matthew C. Jackson
Kristin V. Kamke
Mikayla F. Keough
Charles A. Kison
Nekana L. Kitzerow
Bruce K. Knutson
Shannon M. Kolbach
Bruce A. Krenzke
Shirley K. Krenzke
Daniel W. Kropidlowski
Terry B. Krueger
Pamela S. LaBouve
Diane M. Lane
James A. Lee
Dennis H. Loberger
Karissa J. Mathias
Brandon J. McCarthy
Cheyenne C. McDaniel
Saul Benjamin Morales McQuaid
Jason D. Mutza
Sharon L. Nelson
Richard H. Nielsen
Daniel S. Pals
Sheryl L. Pals
Maureen M. Peck
David J. Polacek
Krystal L. Poppe
Bryan J. Price
Nicholas J. Rech
Kenneth W. Reid II
Ronald H. Reimer
Troy D. Reissmann
Erin A. Riley
Mark D. Roberts
Ann M. Ruska
Elizabeth M. Sattler
Rhyann E. Schottler
Susan E. Schrader
Alan M. Schroeder
Richard S. Siefert
Jean M. Snow-Lambo
Steven K. Stauske
Julie M. Streicher
Laura M. Struebing
Gene Szudrowitz
Jeff M. Theisen
Jodie E. Thierfelder
Scott R. Thomas
Clayton A. Tietz
Kelly E. Timple
Karie L. Todd
Gerald E. Truchan
Abby M. Tucholka
Richard L. von Trebra
Frank N. Vroman
Clarey Wamhoff
Larry D. Weidmann
Patrick R. Weyer
Jeffrey A. Wrobbel
John E. Zarling

CITY OF CEDARBURG **CC20170424-1**
COMMON COUNCIL **UNAPPROVED**
April 24, 2017

A regular meeting of the Common Council of the City of Cedarburg, Wisconsin, was held on Monday, April 24, 2017, at City Hall, W63 N645 Washington Avenue, second floor, Council Chambers. Mayor Kinzel called the meeting to order at 7:00 p.m.

ROLL CALL: Present - Common Council: Mayor Kip Kinzel, Council Members John Czarnecki, Jack Arnett, Dick Dieffenbach, Rick Verhaalen, Mitch Regenfuss, Patricia Thome, Mike O'Keefe

Also Present - City Administrator/Treasurer Christy Mertes, City Clerk Constance McHugh, Parks, Recreation and Forestry Director Mikko Hilvo, Deputy Treasurer/Payroll Officer Kelly Livingston, Light and Water General Manager Dale Lythjohan, retired Parks and Forestry crewperson Jim Grube, Building Maintenance Engineer John Oswald, Assistant City Attorney Tim Schoonenberg, Economic Development Coordinator Mary Sheffield, Economic Development Board Members Greg Zimmerschied, Mike Pahl, and Lynn Knutson, interested citizens and news media

STATEMENT OF PUBLIC NOTICE

At Mayor Kinzel's request, City Clerk McHugh verified that notice of this meeting was provided to the public by forwarding the agenda to the City's official newspaper, the *News Graphic*, to all news media and citizens who requested copies, and by posting in accordance with the Wisconsin Open Meetings law. Citizens present were welcomed and encouraged to provide their input during the citizen comment portion of the meeting.

RESOLUTION NO. 2017-07 COMMENDING RETIRING DPW CREWPERSON JIM GRUBE FOR HIS YEARS OF SERVICE

Motion made by Council Member O'Keefe, seconded by Council Member Czarnecki, to adopt Resolution No. 2017-07 commending retiring DPW crewperson Jim Grube for his 33 years of service to the City. Motion carried unanimously.

Mr. Grube said the City has a great Public Works crew and facility. He thanked the Council for this acknowledgement.

RESOLUTION NO. 2017-08 COMMENDING RETIRING BUILDING MAINTENANCE ENGINEER JOHN OSWALD FOR HIS YEARS OF SERVICE

Motion made by Council Member Thome, seconded by Council Member Czarnecki, to adopt Resolution No. 2017-08 commending retiring Building Maintenance Engineer John Oswald for his 37 years of service to the City. Motion carried unanimously.

Mr. Oswald thanked the Council for the recognition.

CONSIDER FUNDING A BRAND STRENGTHENING INITIATIVE

Economic Development Coordinator Mary Sheffield made the following presentation on a possible brand strengthening initiative:

- Your brand is what people say about you when you are not around.
- BRANDING is what you do about it.
- Cedarburg already has a BRAND, and people make decisions based on it.

The Economic Development Board has been discussing Cedarburg's brand for several years and most recently…

- Cedarburg School District's interest in a cohesive marketing strategy to attract students.
- Exposure to community branding efforts through Wisconsin Economic Development Corporation and Tourism:
    - Columbus, IN website
    - Green County, WI site visit
    - Lake Bluff, IL site visit
- Cedarburg Chamber of Commerce branding interest
- Support from key Cedarburg organizations

Last year as the Economic Development Board became more project focused, a Branding Project sub-committee was formed with Lynn Knutson, Michael Pahl, Greg Zimmerschied, and Mary Sheffield.

Why Brand Strengthening for Cedarburg?

- Reinforce Cedarburg's commitment to its residents, businesses and tourists.
- To convey the warmth and sense of family that defines Cedarburg.
- Obtain research to support decision making.
- Improve cohesiveness among Cedarburg organizations.
- Increase effective communication.
- Surrounding communities are doing more in terms of investing, beautification, and marketing.

Steps to Brand Strengthening – The Process

- Education
- Research
- Insights and Strategy
- Creativity and Design
- Action
- Evaluation and Results Tracking

Lynn Knutson, owner of Frill and Economic Development Board Member, discussed why this initiative is important to her as a downtown business owner. Ms. Knutson said she worked for Harley Davidson for 15 years on branding projects. She asked for the support of the Council on this

matter because the information and knowledge that is gathered will be invaluable. Brand strengthening will allow the community to focus on marketing needs and will provide the tools to market the City in a unified voice. She said the City cannot afford to do nothing.

Economic Development Board Member Mike Pahl said he was skeptical about this project at the beginning. He said members of the Economic Development Board took a field trip to Green County, WI and Lake Bluff, IL. Both entities did a great job with brand strengthening and he was impressed with work that was done for both by the branding company. He said branding will connect people to this community and will bring everyone together.

Jennifer Andreas, Executive Director of the Chamber, said she was employed by the Girl Scouts for 18 years. The Girl Scouts did a major rebranding in 2012. During this process the organization found that there were a lot of inconsistent perceptions and the organization needed to increase its brand relevancy. Brand strengthening defined who the Girl Scouts are. She said brand strengthening will ingrain how the community articulates who we are and how to present ourselves in a better, more precise way.

Ms. Andreas said this initiative can only be done with the support of and from the City. It is estimated to cost $90,000. The entities to be involved include:

- The City of Cedarburg
- The Cedarburg School District
- Cedarburg Light and Water
- The Cedarburg Landmarks Preservation Society
- The Ozaukee Bank Gift to the Future Fund
- Cornerstone Buildings, LLC.

The initiative will be stronger when everyone works together said Ms. Andreas.

Council Member Thome stated it is the idea that brand strengthening will determine who we are really hits home. She said the knowledge that will be gained from this initiative will allow everyone to plan more accurately. The City's efforts towards business and residential development will be based on research. She said the City has just gone through long debates on the needs regarding residential development. Research can more accurately define the needs.

Council Member Thome further stated that this endeavor will help the community to work cohesively and proactively together over the long term. If every organization talks about Cedarburg in a similar manner, it's a stronger message. That is not to remove our individual identities or efforts but to be unified in how we present Cedarburg and how we describe who we are. Council Member Thome said this is an investment into the future of Cedarburg that will help ensure that our business community thrives and grows. This will strengthen and diversify the tax base.

Council Member Thome said it took her a while to be on board with this effort but she is a strong advocate of pro-active economic development efforts. Strong partners stepping up to share the costs as well as the oversight are the final steps for her. She thanked all entities who have stepped forward.

Council Member Verhaalen asked what the goals are and how the goals will be measured.

Mr. Pahl said if the community can build an identity that is attractive or powerful and commands affection and wonder, a sense of belonging and confidence and trust, it will help to identify many of the challenges that face the community. It can motivate citizens and stakeholders to work together. It can make people and firms reluctant to leave even if the competition is fierce.

Economic Development Board Member Greg Zimmerschied said the goal is to achieve a message that attracts people, tourism, and business. He said this is a great opportunity for all organizations to work together to lessen the financial burden to the City.

Jill Hepburn, W62 N736 Riveredge Drive, said the ultimate goal is to maintain the wonderful quality of life in the City.

Council Member O'Keefe asked if a certain demographic is being targeted.

Mr. Zimmerschied said he believes the School District is looking to attract families with young children. He said this project will tell the community what segments are underserved.

Council Member O'Keefe asked if the proposed $90,000 is an initial investment.

Ms. Sheffield said the $90,000 will cover all the steps mentioned in the presentation and also follow up in one year.

Mayor Kinzel said there likely will be costs to implement the initiatives.

Ms. Sheffield said the branding sub-committee of the Economic Development Board saw a presentation at a Wisconsin Economic Development Corporation event from a company called North Star in Tennessee. Members viewed the communities on-line where the firm had done work. The sub-committee contacted North Star and received a proposal.

Mr. Zimmerschied said there will be a steering committee with representatives from each group involved. The City will be one member. The contribution will be $15,000 from each member. He said it is likely the project will be dead if there not a contribution from the City.

Council Member Verhaalen asked who would select the brand, and whether the Town of Cedarburg has been asked to participate. Council Member Arnett agreed the Town could benefit from this.

Mr. Zimmerschied said the steering committee will select the brand. He said the Town was not asked to be involved because the assets are in the City. He said this will be a City of Cedarburg branding effort.

Council Member Regenfuss asked how the committee will obtain resident input.

Mr. Zimmerschied said Lake Bluff, IL had town hall meetings and contacted groups in the community for input. He said the group will reach out to community leaders and possibly visitors to the Visitor Center.

Council Member Czarnecki said he is not comfortable with this idea or cost. He said he does not agree that if the City is not involved, the project is dead. He said he is not saying this is good or bad, but that every group in the community has different ideas, as do the residents. He said the Council saw this during the discussions on the proposal to redevelop the St. Francis Borgia property when a large anti-development group came forward. He asked what the costs will be to implement this.

Council Member Verhaalen said he is trying to understand what this initiative will do for the City. He asked what the return on investment will be.

Bruce Knutson, W63 N680 Washington Avenue, said brands sometimes do not know how to communicate brands. He said this process will assist in gathering information and data for the stakeholders of the community to help provide a consistent message.

Brian Collins, W61 N479 Washington Avenue and member of the Cedarburg Landmarks Preservation Society, said it is very competitive to attract residents and businesses to the City. This project is a way to determine what brings people to Cedarburg and will market Cedarburg directly.

Council Member Arnett said his constituents will pay for half the costs of this. He asked how the City will benefit financially.

Mr. Zimmerschied asked what this will cost the City. City Administrator/Treasurer Mertes said $15,000 will add just over one penny to the City's tax rate.

Mr. Zimmerschied said the outcome will be a common template to increase the power of marketing and advertising in the City.

Mayor Kinzel said this initiative will strengthen the community's message and get it out there. The end result will be a tool that will be helpful for the City.

Council Member Dieffenbach asked if money for this is included in the 2017 budget. City Administrator/Treasurer Mertes said money is not included in the budget for this, but funds could come from the Fund Balance.

Council Member Arnett said there are likely many residents in the City with marketing experience that could help out with this. He asked if more groups could be involved.

Mike Farley, W72 N903 Harrison Avenue, agreed with Council Member Arnett that there are marketing people in the City. He suggested these people not be overlooked. He said there will be a return on investment but the community must take a leap of faith. If one business is attracted it will be worth the cost.

Jack Henke, 10635 Foxcroft Drive, Cedarburg, said a professional is needed for this project, but the local talent in the community can be tapped for this. This is not just about who we are, but who we are perceived to be.

Mr. Zimmerschied said a decision tonight by Council to support the initiative is being asked. He asked the Council to respect the work of the Economic Development Board.

General Manager Lythjohan said if Cedarburg Light and Water participates in this, it will not be funded through rates. He said it would be done knowing there will be a return on the investment.

Council Member Verhaalen asked if any businesses have been consulted about this.

Ms. Sheffield said she talked to a few businesses. The idea was also discussed at several Economic Development Board meetings.

Council Member Regenfuss said this needs to be done and is a big deal, but at this time he is not on board with the dollar amount or the process. He said he thinks there needs to be more discussion about it at the Council level and he needs to spend more time on it.

Mayor Kinzel said the project will pay for itself.

Council Member Thome said she cannot imagine not participating in this. She said the City does not spend much money for economic development.

Council Member Arnett said he can support this but he is concerned about the costs of implementation. He suggested it be put in next year's budget and paid for over two years, and that an RFP process be followed.

Council Member Regenfuss said this is a good thing, but he is unclear about the process. He said he will do more follow up on his end.

Todd Sprenger, N66 W6506 Cleveland Street, said this is a $15,000 investment that will impact many decisions that cannot be pulled back once made. He said the Council is doing due diligence by asking for more information.

Motion made by Council Member Thome, seconded by Council Member O'Keefe, to approve contributing one-sixth of the cost of the brand strengthening initiative in an amount not to exceed $15,000, with funds to come from the 2018 budget, and subject to sending out RFPs. The motion carried with Council Members Arnett, Regenfuss, Thome, and O'Keefe voting aye and Council Members Czarnecki, Dieffenbach, and Verhaalen voting nay.

The Council welcomed any additional information that can be provided.

CONSIDER GRANTING AN EASEMENT TO CEDARBURG LIGHT AND WATER FOR A PORTION OF THE PROPERTY LOCATED AT N144 W5888 PIONEER ROAD

Motion made by Council Member Arnett, seconded by Council Czarnecki, to grant an easement to Cedarburg Light and Water for a portion of the property located at N144 W5888 Pioneer Road. Motion carried unanimously.

CONSIDER RESOLUTION NO. 2017-09 DESIGNATING AND AUTHORIZING SIGNATURES FOR THE CITY OF CEDARBURG CHECKING AND SAVINGS ACCOUNTS FOR THE ENSUING YEAR

Motion made by Council Member O'Keefe, seconded by Council Member Thome, to adopt Resolution No. 2017-09 designating and authorizing signatures for the City checking and savings accounts for the ensuing year. Motion carried unanimously.

CONSIDER MAYOR KINZEL'S APPOINTMENTS TO VARIOUS BOARDS, COMMITTEES, AND COMMISSIONS

Motion made by Council Member Thome, seconded by Council Member O'Keefe, to approve Mayor Kinzel's appointment of Todd Bugnacki as School Representative on the Library Board and Mayor Kinzel's appointment of DeWayna Cherrington as a member of the Library Board. Motion carried unanimously.

The remainder of appointments will be made at the May 8 Common Council meeting.

CONSIDER ORDINANCE NO. 2017-12 INCREASING THE ALLOCATED FUNDS IN THE GENERAL FUND AND CAPITAL IMPROVEMENT FUND

Motion made by Council Member Dieffenbach, seconded by Council Member Arnett, to adopt Ordinance No. 2017-12 increasing the allocated funds in the General Fund and Capital Improvement Fund. Motion carried unanimously.

CONSIDER MAYOR KINZEL'S COUNCIL MEMBER APPOINTMENTS

Motion made by Council Member O'Keefe, seconded by Council Member Czarnecki, to approve Mayor Kinzel's Council Member appointments to Boards, Committees and Commissions as follows. Motion carried unanimously.

Council Member John Czarnecki (1st District)
- (Plan Commission Rep)
- Personnel Committee
- Ad hoc Debt/Investment Advisory Committee

Council Member Jack Arnett (2nd District)
- Personnel Committee
- Economic Development Board
- Public Art Commission

Council Member Dick Dieffenbach (3rd District)
- Library Board
- Ad hoc Debt/Investment Advisory Committee
- Mid-Moraine Legislative Committee

Council Member Rick Verhaalen (4th District)
Parks, Recreation and Forestry Board
Ad hoc Mayors Enhancement Award Committee

Council Member Mitch Regenfuss (5th District)
Community Development Authority
Ad hoc Debt/Investment Advisory Committee
Ad hoc Creekwalk Committee

Council Member Patricia Thome (6th District)
Light and Water Commission
Landmarks Commission
Ad hoc Cedar Creek Cleanup Committee

Council Member Mike O'Keefe (7th District)
(Council President)
Personnel Committee
Public Works & Sewerage Commission
Festival Committee Liaison
Mid-Moraine Legislative Committee (Alt.)

CONSIDER POSSIBLE POLICY REGARDING CONTACTING THE MUNICIPAL ATTORNEY(S)

City Administrator/Treasurer Mertes said Council Member Czarnecki expressed interest in the development of policy as to who can contact the Municipal Attorney. She said that the Mayor, Council Members, and Department Heads are able to contact the Municipal Attorney; however, it is best to contact her prior to determine if the matter has already been addressed or if the question can be answered by someone else. This will help to cut down on legal bills.

Council Member Czarnecki said a policy will ensure the Municipal Attorney is clear as to who can contact his/her office. He said there have been instances of residents contacting the Municipal Attorney for legal advice.

Assistant City Attorney Tim Schoonenberg said his office prefers a chain of command. He said it is more efficient if the City Administrator aggregates the questions and issues and forwards them to his office. When his office is contacted by a resident, Council Member, or Department Head it is made known that the office is representing the City, not the individual.

The Council directed City Administrator/Treasurer Mertes and the City Attorney's office to draft a policy regarding the contacting of the Municipal Attorney(s) for review and adoption at a future meeting.

PAYMENT OF BILLS

Motion made by Council Member Arnett, seconded by Council Member Thome, to approve the payment of the bills for the period dated 04/13/17, transfers for the period 04/15/17 through 04/19/17, and Fire Department payroll dated 04/18/17. The motion carried unanimously.

CITY ADMINISTRATOR'S REPORT

City Administrator/Treasurer Mertes said the dissolution of the WPPI Insurance Trust has occurred. The City received a check in the amount of $3,930 that will be forwarded to the City's current health insurance provider, WCA, to lower the monthly premium.

City Administrator/Treasurer Mertes said she met with the auditors today. The 2016 audit will be presented at the May 8 Council meeting.

COMMENTS AND ANNOUNCEMENTS BY COUNCIL MEMBERS

Council Member Thome invited Council Members to attend the Cedarburg Foundation Civic event that will be held on May 11.

Council Member Dieffenbach said he is interested in a tour of the portion of Cedar Creek that is being cleaned up.

Council Member Verhaalen said Behling Field was graded and will be seeded soon.

MAYOR'S REPORT

Mayor Kinzel issued a proclamation for Municipal Clerk's Week – May 7-13.

ADJOURNMENT

Motion made by Council Member Dieffenbach, seconded by Council Member O'Keefe, to adjourn the meeting at 9:16 p.m. Motion carried unanimously.

Constance K. McHugh, MMC/WCPC
City Clerk

CITY OF CEDARBURG **CC20170418-1**
COMMON COUNCIL **UNAPPROVED**
April 18, 2017

A regular meeting of the Common Council of the City of Cedarburg, Wisconsin, was held on Tuesday, April 18, 2017, at City Hall, W63 N645 Washington Avenue, second floor, Council Chambers. Acting Mayor O'Keefe called the meeting to order at 7:00 p.m.

ROLL CALL: Present - Common Council – Council Members John Czarnecki, Jack Arnett, Dick Dieffenbach, Rick Verhaalen, Mitch Regenfuss, Patricia Thome, Mike O'Keefe

Excused - Mayor Kip Kinzel

Also Present - City Administrator/Treasurer Christy Mertes, City Attorney Michael Herbrand, Deputy City Clerk Amy Kletzien, Director of Engineering and Public Works Tom Wiza, Director of Parks, Recreation & Forestry Mikko Hilvo, interested citizens and news media

STATEMENT OF PUBLIC NOTICE

At Acting Mayor O'Keefe's request, Deputy City Clerk Kletzien verified that notice of this meeting was provided to the public by forwarding the agenda to the City's official newspaper, the *News Graphic*, to all news media and citizens who requested copies, and by posting in accordance with the Wisconsin Open Meetings law. Citizens present were welcomed and encouraged to provide their input during the citizen comment portion of the meeting.

Council Member O'Keefe stated that as Acting Mayor, he retains his right to vote as Council Member of the 7th Aldermanic District.

APPROVAL OF MINUTES

Motion made by Council Member Thome, seconded by Council Member O'Keefe, to approve the minutes from the March 27, 2017 meeting. Motion carried without a negative vote.

COMMENTS & SUGGESTIONS FROM CITIZENS - None

OATHS OF OFFICE

Deputy City Clerk Kletzien administered the oaths of office to Council Members Jack Arnett (2nd Aldermanic District), Rick Verhaalen, (4th Aldermanic District), and Patricia Thome (6th Aldermanic District).

ELECTION OF COMMON COUNCIL PRESIDENT

Council Member Thome nominated Council Member O'Keefe as Council President. The nomination was seconded by Council Member Czarnecki.

Motion made by Council Member Arnett, seconded by Council Member Dieffenbach, to close the nominations. Motion carried without a negative vote.

With Council Members Czarnecki, Arnett, Dieffenbach, Verhaalen, Regenfuss, Thome and O'Keefe voting for Council Member O'Keefe, Council Member O'Keefe was elected as Council President.

ELECTION OF COMMON COUNCIL REPRESENTATIVE TO PLAN COMMISSION

Council Member Thome nominated Council Member Czarnecki as Council Representative to the Plan Commission. The nomination was seconded by Council Member Arnett.

Motion made by Council Member Dieffenbach, seconded by Council Member Czarnecki, to close the nominations. Motion carried without a negative vote.

With Council Members Czarnecki, Arnett, Dieffenbach, Verhaalen, Regenfuss, Thome, and O'Keefe voting for Council Member Czarnecki, Council Member Czarnecki was elected as the Common Council Representative to the Plan Commission.

UNFINISHED BUSINESS

CONSIDER ORDINANCE NO. 2017-05 CREATING SEC. 7-18 OF THE CODE OF ORDINANCES: REGULATION OF MOBILE VENDORS AND MOBILE FOOD ESTABLISHMENTS; AND ACTION THEREON

City Attorney Herbrand explained that this is a revised Ordinance based upon discussion at the last Common Council meeting. The current revisions include: expanded to include all mobile vendors, exempted home parties or catering events, removed the limitation on the number of trucks, and finally there are locational restrictions (a portion of Mill Road and Portland Road).

In answer to Council Member Czarnecki's question, City Attorney Herbrand stated the location was determined by Planner Censky in conjunction with City Administrator/Treasurer Mertes and him. This may have been determined by the fact that the Common Council wanted the trucks located off Washington Avenue and parking is already an issue on some streets off Washington Avenue.

In answer to Council Member Dieffenbach's question, City Attorney Herbrand explained that trucks would be allowed on Mill Street between Hanover Avenue and east to the Cultural Center.

In answer to Council Member Verhaalen's question, City Attorney Herbrand stated that this area was chosen because it would be conducive to trucks.

City Attorney Herbrand added that trucks would be allowed on all private commercial property with no locational restrictions. A $100 license fee is being proposed. And finally, one direct seller permit has been issued under the old ordinance to Yellow Bellies and he proposes that this new ordinance would be effective January 1, 2018.

Council Member Czarnecki was in favor of banning food trucks from all City streets because it is still a competitive advantage to be on the road.

Council Member Verhaalen agreed because he received a call from a restaurant owner stating that people who are walking the streets are stopping and turning around to go to the food truck. This creates another barrier.

Council Member Regenfuss was not in favor of food trucks on Mill Street because they would still be too visible to tourists.

In answer to Council Member Verhaalen's question, City Attorney Herbrand stated that parking on Portland Road would be allowed outside the times for Summer Sounds. Licenses would exclude the Friday nights of Summer Sounds.

Council Member Czarnecki asked if there was a consensus to keep the trucks off City streets.

Council Member Thome stated that she did not want to ban food trucks from City streets; only Washington Avenue. She confirmed with City Attorney Herbrand that any food trucks parking on Portland Road on Friday nights would need to be contractually involved with Summer Sounds to participate.

Director Hilvo brought attention to other activities that occur in the area of Portland Road such as a planned bike festival. He does not want food trucks competing against those venues. Also the concession stand for softball is important to the City. He suggested that the permit be restricted for these events.

City Attorney Herbrand stated that it would be tricky to draft for every single event. Would softball games be an event that would eliminate food trucks?

Council Member Thome suggested omitting Portland Road except for contracting with Summer Sounds.

Festivals Director Homayouni stated that Festivals is running on very low revenue right now and anyone competing outside the footprint would add to this problem.

City Attorney Herbrand stated that the current proposal states that Festival participation is not allowed with the permit. Festivals has control over the footprint.

Director Homayouni stated that they do not close the street for Winter Festival and the event already loses money (approximately $37,000). The festival is held primarily to give an economic boost to the Cedarburg Merchants during a slow time of the year. They have a food booth during Winter Festival, Oktoberfest and Cedar Brew Fest in April. Any competition during these events could be more detrimental for them.

In answer to Council Member Dieffenbach's question, Council Member Czarnecki explained that banning them from all public streets would clean up the situation. Food trucks on the street create

an unfair advantage to the commercial buildings that need to abide by certain rules. He is okay with Food Trucks vending on commercial property.

In response to discussion by the Council Members, City Attorney Herbrand stated that he could make sure that it is clearly defined that food trucks would be allowed in parking lots, such as private non-residential (i.e., Cultural Center) with their permission.

Council Member Thome stated she still believes food trucks would add vitality and would bring people into the City. It would bring people who would not necessarily eat in a restaurant. She would like to have a spot where food trucks could park.

Council Member Arnett stated he agreed with Council Member Thome and is not in favor of an outright ban. He understood the unfair advantage argument on Washington Avenue as well. He agrees with the concerns expressed by the Council on Mill Street in regard to too many food trucks and the future business that will be located on the corner of Mill Street and Washington Avenue; along with the concerns on Portland Road.

Amy Radtke, W54 N254 Van Buren Drive, stated that she would not be opposed to food trucks on City streets. She suggested that food trucks be allowed on the street by the Cedarburg High School. Students are only allowed thirty minutes for lunch and they are not allowed to leave the parking lot in their car during the day. Food trucks would provide another option for the students.

Council Member Dieffenbach stated that he represents this district and years ago students ate lunch at their car and left garbage behind on Evergreen Blvd. and that is why the privilege was taken away. The neighbors would not like this to happen again.

In answer to Council Member Dieffenbach's question, City Attorney Herbrand explained that a Direct Sellers permit refers to the current transient merchant license that allows people to sell door-to-door.

In answer to Council Member Regenfuss' question, City Attorney Herbrand's latest understanding is that the Council did not want to limit the number of food truck vendors.

The pros and cons of limiting the number of food trucks were discussed. It was expressed that food trucks would self-regulate.

Steve Leonard, N91 W5939 Dorchester Drive, stated that there is a current ordinance that regulates Direct Sellers stating that the licensee has to move every 15 minutes and they cannot return within 100 feet of a previous position within four hours. He was told that this was not enforced because the Police Chief had a conversation with a previous mayor and the decision was made to enforce this time limit on carts only and not vehicles, as written. Those vendors who come here have a history with no resistance. He stated that food truck websites indicate that trucks are anxious to come to Cedarburg.

City Attorney Herbrand stated the Council is discussing food trucks tonight because the City is trying to clarify the difference between a direct seller and a food truck vendor.

Council Member Arnett stated that the current ordinance is inadequate and encouraged the Common Council to move forward.

Mr. Leonard stated that he has reviewed the history of the Direct Seller's permit that was initiated in 1978. He did not see any Plan Commission details leading up to this permit; however, the Common Council minutes spoke about the carts and wagons coming to the City vying for business in Cedarburg. He stated that the current ordinance should be enforced.

In answer to Council Member O'Keefe's question, City Attorney Herbrand stated that the proposed Ordinance would supersede what is currently in the Code. Because the Direct Seller permit is currently being used for food truck vendors, he proposed that the new ordinance take effect on January 1, 2018, which would provide a clear line on who is a food vendor and who is a direct seller with a new set of rules.

Mr. Leonard hears that the current ordinance is not sufficient; however, he felt that if the current ordinance was enforced it would be adequate. He said that he is not sure that they should be banned. There is a use for them somewhere and some time.

Mr. Leonard presented a sign, "Support Your Local Business 4-18," and spoke about the proposed ordinance. He questioned Sec. 7-18-3(b) *Any Mobile Food Vendor or Mobile Food Establishment acting by, through or under Summer Sounds at Cedar Creek Park organized by Cedarburg Music Festivals* by asking if this regulates mobile food vendors at Cedar Creek Park or away from Cedar Creek Park. He would like the language tightened to not allow a food truck operating under Summer Sounds to post elsewhere in the City.

Mr. Leonard also questioned Sec. 7-18-6 regarding location restrictions. As described it does not match the overlay between the description and the map. The area has food trucks allowed in No Parking zones along with two and one hour zones. He questioned whether the parking restrictions will be changed to match the accommodations for food trucks.

Mr. Leonard addressed fairness and stated that he would not be allowed to post his "Support Your Local Business 4-18" sign in front of a current business. However, a food truck can have whatever signage they wish to have on their trucks. Current business owners are limited by the City of Cedarburg Sign Code that protects the historic district. This Ordinance disfavors Cedarburg businesses to assist people coming from out of town. This is a detriment to the Community and historic district. He stated that a reasonable compromise would allow trucks in certain situations that are specified such as the fairgrounds, festivals, Summer Sounds, etc. Even this will give the food trucks access to a huge amount of the business revenue in a very revenue sensitive period. He reiterated what the Economic Development Board said that food trucks are bad for Cedarburg businesses and economics and the City decided otherwise. The Economic Development Board brought other ideas forward and the Council is considering going even further than their proposal. Food trucks will be taking money out of the pockets of businesses that are here year round. Mr. Leonard is against allowing non-citizens of Cedarburg speak on this topic. He felt that people living outside of Cedarburg should not be allowed to tell Cedarburg people what to do. There is a process if they have added value. He stated that there is a place for food trucks but not on a daily basis.

Joan Dorsey, W65 N705 St. John Avenue, is the owner of Settler's Inn for 24 years. She spoke in regard to the current ordinance and the history of hot dog carts in the City. Previous to hot dog carts in Cedarburg, Settler's Inn had a good business of offering Chicago style hot dogs and once the cart came in their business dropped off and they no longer offer them because they could not compete. She thought the same thing might happen with food trucks. She expressed concern about not limiting the number of food truck vendors. The City has no idea how many people will apply the first year. Another concern is allowing food trucks on private commercial property. Providing the property to the north of their business is still zoned commercial, she could have a food truck parked four feet from her north entrance. On Cleveland Street, to the south of her business is a parking lot for the JAVA House and the resale store that could allow a food truck. This could directly involve Settler's Inn in two instances. Joan Dorsey expressed concern for the $100 fee and questioned the amount. All her license fees have increased and she felt that $100 was too low. She added that if the Ordinance does not take effect until 2018, Cedarburg businesses will have to get through another summer and fall of food trucks and she asked that the current law be enforced.

Jack Barta, W59 N910 Sheboygan Road, was encouraged by his neighbor to speak tonight. He questioned whether any data was available from business owners stating how much business they lose when food trucks are in the City. He questioned why Cedarburg needs outside vendors. He thought the Council was spending a lot of time on this issue and the decision should be easier for the Common Council to decide.

Shannon Whitworth, W59 N965 Essex Drive, was also encouraged to attend tonight's meeting. He took the time to listen to everyone and appreciated the discussion that has taken place. He asked the Common Council what the incentive or gain is for a brick and mortar restaurant in Cedarburg who has a tight margin, pays taxes or has a lease, has regulations regarding signage, liquor sales, occupancy, etc. Restaurants live on extremely tight margins even in the best of times. Business tends to be slow in winter in Cedarburg and the businesses rely on summertime to make up the lost revenue. It also seems that the businesses are being put into direct competition with vendors who are not required to practice under the same rules as the brick and mortar restaurants. He is in favor of options and choices; however, he has not heard a discussion on what is being done to keep the current people in Cedarburg. He is in favor of the proposed Arabelle Development and bringing the right people to Cedarburg, however, we should also want the right people to stay. He asked the Common Council how this conversation will reach that goal.

Christin Leonard, W61 N502A Washington Avenue, has attended many meetings on this topic. He would have appreciated a forum where interested parties could have a debate and make decisions. This topic is very important to his business. It is also a nationwide issue that he has been following. He is surprised the debate has reached this far because food trucks do not meet the ambience that Cedarburg projects. He said that food trucks are essentially signs that do not meet the current Sign Code for brick and mortar businesses. What he sells is based on what he can communicate to the foot traffic that passes in front of his store. He is very restricted on what is allowed. After listening to the dialog he feels as though he is being discriminated against as a brick and mortar business because he has so many rules and no one has talked about how the trucks will look. The food trucks from out of town will be competing for the same customers that he tries to bring into his restaurant. They will have an inherent advantage with their signs because they are bright and colorful and their lettering is large with their menu displayed prominently. He cannot have his phone number or

website anywhere on the front of his restaurant. He would like a chance to discuss this issue with other business owners to come up with a reasonable solution.

Chris Morton, N56 W6339 Center Street, stated that he has been in business for 28 years. Summer Sounds is a fantastic venue for the community; however, it is 11 or 12 Friday nights that are cut in half for his business. Friday is his biggest day and that is a lot of money. Bringing food trucks into the City would add to this competition. The Art Museum has an event on Thursday nights with a food truck which is two blocks north, food trucks on Mill Street would be one block south, Yellow Bellies parks on Washington Avenue and he is surrounded by competition and it eats into business and it is hard to compete with.

Mike Maher, 397 W. Thornapple Lane, Grafton, stated that he took offense to a comment from Steven Leonard. He was a resident of Cedarburg for 12 years, a Council Member for four terms, his children are in the Cedarburg School District, he serves on the Cedarburg Education Foundation, and is a member of the Thorson PTO. He is still a member of this community and his comment was ridiculous. He said this issue began on May 31, 2016 and the Common Council needs to make a decision.

Motion made by Council Member Czarnecki to ban mobile food vendors in the City of Cedarburg.

City Attorney Herbrand suggested that he come back one more time with a revised ordinance because it easy to ban food trucks but Summer Sounds and Festivals should be addressed and how the ban might work.

Council Member Czarnecki stated that his motion was made to start discussion and possibly making amendments for what the Council wants to allow. He asked that a decision be made.

City Attorney Herbrand stated that an ordinance will help the Police Department and staff to understand exactly what a ban means. Points have been made on both sides and staff is looking for direction. If the Council decides on yes but for those exceptions, he will come forth with an ordinance that states what is or is not allowed.

Council Member Arnett stated it was important to get it right rather than force a decision tonight. He is in favor of another meeting and unfortunately it is the process.

Council Member Verhaalen seconded the motion to ban mobile food trucks.

City Attorney Herbrand asked if the Council wanted to revise the existing ordinance to ban mobile food vendors and food trucks on any public and private property.

Council Member Czarnecki said yes; however amendments can be made.

Council Member O'Keefe was not in favor of throwing out all the work put forth by City Attorney Herbrand. It is a workable ordinance that can be tweaked. He did not agree with banning food trucks and then adding things back in. The present proposed Ordinance is a good template to work from.

Council Member Verhaalen expressed that the exemptions in Sec. 7-18-3 are valid and would not require a permit.

In answer to Council Member Thome's question, Council Member Verhaalen stated that exemption (f) would allow food trucks on private property.

Council Member Arnett sensed that there was a consensus to allow food trucks on private property and he suggested amending the current Ordinance.

Council Member Thome stated that Christian Leonard made a good point in regard to signage restrictions and this is an issue. She eats at area restaurants and she may not be a fan of mobile food trucks; however, she has had many people approach her who are looking for variety. She wants the right decision made and this may take longer. She does not want to take away all options from the Community. She wants the Cultural Center, Art Museum and others to have the opportunity to use food trucks.

Motion failed with Council Members Czarnecki, Verhaalen and Dieffenbach voting in favor and Council Members Arnett, O'Keefe, Regenfuss and Thome opposed.

Council Member Arnett stated that his constituents want the option of mobile food trucks. He will compromise and take them off the public streets but allow them on private property per the provisions provided in the proposed Ordinance. This can always be revisited.

Council Member Thome stated that she cannot see the Plan Commission allowing someone to park a food tuck on their lawn.

City Attorney Herbrand stated that it could be added that a food truck must be parked on a paved surface.

Council Member Arnett stated that food trucks are social media driven and they will bring people to Cedarburg. He stated that all delivery trucks have signs and the food trucks are not parked that long, it is a temporary issue.

Council Member Regenfuss suggested limiting the number of permits to five.

Council Member Arnett suggested that the ordinance be effective immediately and to allow the one permit that was issued to continue under the old rules or refund their money and have them apply for a new permit.

After discussion, it was decided not to limit the number of food trucks at this time.

Motion made by Council Member Arnett, seconded by Council Member Thome, to adopt Ordinance No. 2017-05 creating Sec. 7-18 of the Code of Ordinances: Regulation of Mobile Vendors and Mobile Food Establishments as amended by the Common Council to include the following:

- Mobile vendors and mobile food establishments are prohibited on public streets;
- Ordinance will be in effect upon posting and publication;

- Redefine ordinance to allow trucks on non-residential private property with the permission of the owner;
- Fee is $100 annually;
- Exemptions from license and location requirements would apply under all those listed under 7-18-3 (Trucks are prohibited anywhere within the City during Festivals except for those allowed by Festivals within the footprint).

Motion carried with Council Members Arnett, Regenfuss, Thome, and O'Keefe voting in favor and Council Members Czarnecki, Dieffenbach, and Verhaalen opposed.

NEW BUSINESS

CONSIDER AWARD OF CONTRACT FOR THE CONCRETE SIDEWALK PROGRAM; AND ACTION THEREON

Director Wiza explained that two bids were received for the 2017 concrete sidewalk sawing program. The low bid was received from Hardrock Concrete Cutters, Inc. of Wheeling, IL in the amount of $10,726.00. The second bidder was Safe Step, LLC at $14,993.18.

The City has not previously worked with Hard Rock Concrete Cutters, but they met with the Superintendent and the equipment they propose to use and their plan of action look good. They anticipate that the work will take one week to complete.

Director Wiza stated that the City has done small sidewalk sawing projects in the past, but this year the City will not have a remove and replace sidewalk contract. The cost to saw a slab typically runs about 40% of the remove and replace cost, and this was in-part a cost savings measure. He intends to bid out a conventional remove/replace sidewalk program next year. Staff is recommending this award along with the Public Works and Sewerage Commission.

In answer to Council Member Czarnecki's question, Director Wiza explained that sawing consists of using a sawblade to bevel the edge of the walk and gradually taper it to an even slab.

In answer to Council Member Verhaalen's question, Director Wiza stated that it will taper a slab from five inches thick to 4 inches thick. Often times sawing is done on sidewalk sections near street trees whose roots have upheaved the concrete. When the tree dies, the concrete slab is replaced.

In answer to Council Member O'Keefe's question, Director Wiza explained that there is a list of good candidates this year and this does not always happen. He could mix some sawing in with next year's replacement program.

In answer to Council Member Verhaalen's question, Director Wiza does not know anyone who has used this company.

In answer to Council Member O'Keefe's question, Director Wiza stated that the cost difference is $68 for sawing compared to $170 to replace a section of sidewalk.

In answer to Council Member Thome's question, Director Wiza stated that the City does do some mud jacking.

Motion made by Council Member Dieffenbach, seconded by Council Member Czarnecki, to award the contract for the concrete sidewalk program to Hardrock Concrete Cutters, Inc. in the amount of $10,726.00 Motion carried without a negative vote.

REVIEW OF 2016 ANNUAL REPORT FOR NR216 MUNICIPAL STORMWATER COMPLIANCE; AND ACTION THEREON

Director of Engineering and Public Works Wiza explained that as part of the City's NR216 stormwater permit, the City must prepare an annual compliance report for submission to the DNR which documents our storm water program accomplishments. As in previous years, AECOM has been retained to assist in compiling the necessary information and performing the required water quality testing.

Director Wiza stated that the DNR requires that the report be reviewed with the governing body. Because the document is very lengthy, Director Wiza passed around the bound report copies at the meeting and provided the following review:

Permit Conditions Imposed on the City:

- Implement a storm water public education and outreach program – accomplished with Cedar Post articles brochures and commercials.
- Must inform the public of activities required under the permit – accomplished through the City website and Engineering Department brochures.
- Maintain a program to detect and remove illicit discharges – AECOM assists with dry weather sampling at outfalls.
- Enforce erosion and sediment control for construction sites.
- Monitor post construction water quality controls – best management practices checked/ponds.
- Continue a pollution prevention program.
- Achieve compliance with target of 40% suspended solids reduction.
- Maintain and update the City storm sewer mapping – the GIS mapping is current.

Annual Accomplishments:

- Cleaned virtually all catch basin sumps as well as six hydrodynamic separators (approximately 100 tons were removed that would have gone into Cedar Creek).
- Issued thirty-seven erosion control permits and three storm water management permits.
- Provided a full display rack of storm water related information brochures at City Hall.
- Published storm water articles in the Spring and Fall Cedar Post issues.
- Maintained and updated a storm water webpage.
- Provided the rotating display rack with storm water literature to the County Fair.
- Assisted AECOM with illicit discharge investigations.
- Swept downtown streets weekly and residential streets monthly.
- Collected and disposed of approximately 120 tons of street sweepings.
- Collected and composted approximately 1,366 tons of leaves, brush and yard waste.

- Collected and recycled (or burned) 2,720 gallons of used motor oil.
- Installed 26 new catch basins with two foot sumps which incorporate the "Dump No Waste Drains to Stream" logo on the cast iron curb head.
- Updated storm sewer mapping on GIS.
- Participated in the Sweetwater "Respect Our Waters" program for metropolitan Milwaukee.

CONSIDER REQUEST OF SCOTT SIDNEY OF THE JAVA HOUSE CAFÉ & MICRO ROASTER, LLC TO AMEND THE PREMISE DESCRIPTION OF THE CLASS "B" BEER AND "CLASS C" WINE LICENSE OF THE JAVA HOUSE, W63 N653 WASHINGTON AVENUE, TO SELL AND SERVE BEER AND WINE OUTSIDE OF THEIR PREMISES DURING STRAWBERRY AND WINE AND HARVEST FESTIVALS; AND ACTION THEREON

Request was withdrawn.

CONSIDER REQUEST TO FILL VACANT PARKS DEPARTMENT CREW PERSON POSITION; AND ACTION THEREON

Director Hilvo explained that due to the recent retirement of Crewperson Jim Grube, he would like to fill the position as soon as possible to maintain a three person crew in the Department.

Motion made by Council Member Dieffenbach, seconded by Council Member Regenfuss, to approve filling the vacant Parks Department Crew Person position. Motion carried without a negative vote.

DESIGNATION OF CITY'S OFFICIAL NEWSPAPER FOR ENSUING YEAR; AND ACTION THEREON

City Administrator/Treasurer Mertes explained that the City is required to designate a newspaper for the publication of Council proceedings and other legal notices each year.

In answer to Council Member Dieffenbach's question, City Attorney Herbrand stated that the proposed legislation will provide a cost savings to municipalities; however, official actions will still need to be published.

Motion made by Council Member Czarnecki, seconded by Council Member Thome, to designate the *News Graphic* as the official newspaper for the ensuing year. Motion carried without a negative vote.

CONSIDER RESOLUTION NO. 2017-06: 2016 BUDGET AMENDMENT TRANSFERRING FUNDS FROM PUBLIC WORKS TO PUBLIC SAFETY, CULTURE & RECREATION, CONSERVATION AND DEVELOPMENT AND TRANSFERS OUT; AND ACTION THEREON

City Administrator/Treasurer Mertes explained that this action is a year-end procedure to balance the budget to actual numbers. The Public Works and Parks and Forestry side transfer is an annual adjustment between tree work and planting vs. storm sewer work. The remaining changes are due

to an accounting change from the recent audit and their preference for recording. Deposit accounts for the fuel system, recycling gate and card system, senior center tours, and fire alarm monitoring have been eliminated so the City will need to start budgeting for these items. The Trust and Agency accounts (Library donations, Senior Center and van, and Parks) have been moved out to the General Fund or Special Revenue programs because the auditors did not feel they qualified for this description. The Fire Department's retirement plan is the only item left in the Trust and Agency Fund. Moving some of these accounts caused certain areas to be over budget. Transfers out were over budget due to the additional funding necessary to support the swimming pool operation of $13,503.

Council Member Regenfuss clarified that the General Government was over budget for the year due to the unrealized loss from the change in market value of the US Bank investments.

In answer to Council Member Dieffenbach's question, City Administrator/Treasurer Mertes explained that these changes made a lot of extra work for the Department; however, the audit will be much easier for 2017 because the changes will be implemented. She agreed that the re-designation and reclassification of the Trust and Agency accounts as operative funds is positive; however, they will still need to be recorded separately because people are donating money for a certain use.

Motion made by Council Member Dieffenbach, seconded by Council Member Arnett, to adopt Resolution No. 2017-06: 2016 budget amendment transferring funds from Public Works to Public Safety, Culture & Recreation, Conservation and Development and transfers out. Motion carried without a negative vote.

CONSIDER ORDINANCE NO. 2017-11 INCREASING THE ALLOCATED FUNDS IN THE GENERAL FUND; AND ACTION THEREON

City Administrator/Treasurer Mertes explained that this item is also a result from the audit. In 2015, there were some projects and purchases that were not completed so Department Heads did a purchase order to carry the funds over to the new year when the project was finished. The auditors requested that these transactions be done by ordinance and to have them approved by the Common Council. City Administrator/Treasurer Mertes will be presenting the 2016 encumbrances that were carried over to 2017 at the next meeting.

Motion made by Council Member Dieffenbach, seconded by Council Member Arnett, to adopt Ordinance No. 2017-11 increasing the allocated funds in the General Fund. Motion carried without a negative vote.

CONSIDER PAYMENT OF BILLS FOR THE PERIOD 03/22/17 THROUGH 04/11/17, TRANSFERS FOR THE PERIOD 03/26/17 THROUGH 04/08/17, AND PAYROLL FOR THE PERIOD 03/12/17 THROUGH 04/08/17; AND ACTION THEREON

Motion made by Council Member Regenfuss, seconded by Council Member Czarnecki, to approve payment of bills for the period 3/22/17 through 4/11/17, transfers for the period 3/26/17 through 4/8/17, and payroll for the period 3/12/17 through 4/8/17. Motion carried without a negative vote.

CONSIDER LICENSE APPLICATIONS

AUTHORIZE ISSUANCE OF A FESTIVAL CELEBRATION PERMIT TO FESTIVALS OF CEDARBURG, INC., FOR STRAWBERRY FESTIVAL TO BE HELD ON SATURDAY, JUNE 24, 2017 FROM 10:00 A.M. – 6:00 P.M. AND ON SUNDAY JUNE 25, 2017 FROM 10:00 A.M. TO 5:00 P.M.

Festivals Director Homayouni asked for a correction to be made to the licensing hours on Saturday, June 24, 2017 from 10:00 a.m. – 6:00 p.m. to 10:00 a.m. – 8:30 p.m.

Motion made by Council Member Czarnecki, seconded by Council Member Arnett, to approve the issuance of a Festival Celebration Permit to Festivals of Cedarburg, Inc. for Strawberry Festival to be held on Saturday, June 24, 2017 from 10:00 a.m. – 8:30 p.m. and on Sunday June 25, 2017 from 10:00 a.m. to 5:00 p.m. Motion carried without a negative vote.

AUTHORIZE ISSUANCE OF A FESTIVAL CELEBRATION PERMIT TO FESTIVALS OF CEDARBURG, INC., FOR WINE AND HARVEST FESTIVAL TO BE HELD ON SATURDAY, SPETEMBER 16, 2017 FROM 10:00 A.M. TO 8:30 P.M. AND ON SUNDAY, SEPTEMBER 17, 2017 FROM 10:00 A.M. TO 5:00 P.M.

Motion made by Council Member Czarnecki, seconded by Council Member Arnett, to approve the issuance of a Festival Celebration Permit to Festivals of Cedarburg, Inc. for Wine and Harvest Festival to be held on Saturday, September 16, 2017 from 10:00 a.m. to 8:30 p.m. and on Sunday, September 17, 2017 from 10:00 a.m. to 5:00 p.m. Motion carried without a negative vote.

AUTHORIZE ISSUANCE OF A FESTIVAL CELEBRATION PERMIT TO FESTIVALS OF CEDARBURG, INC., FOR OKTOBERFEST TO BE HELD ON SATURDAY, OCTOBER 14, 2017 FROM 11:00 A.M. TO 8:00 P.M. AND SUNDAY, OCTOBER 15, 2017 FROM 10:00 A.M. TO 5:00 P.M.

Motion made by Council Member Czarnecki, seconded by Council Member Arnett, to approve the issuance of a Festival Celebration Permit to Festivals of Cedarburg, Inc. for Oktoberfest to be held on Saturday, October 14, 2017 from 11:00 a.m. to 8:00 p.m. and Sunday, October 15, 2017 from 10:00 a.m. to 5:00 p.m. Motion carried without a negative vote.

ADMINISTRATOR'S REPORT

City Administrator/Treasurer Mertes reminded the Common Council of two meetings next week (a regular Common Council meeting on Monday, April 24 and a Joint Common Council and Community Development Authority meeting on Tuesday, April 25).

COMMENTS AND SUGGESTIONS FROM CITIZENS - None

COMMENTS & ANNOUNCEMENTS BY COUNCIL MEMBERS

Council Member Dieffenbach stated that TP&D came forward and paid for the painting of 10 trash cans.

Council Member Verhaalen encouraged the Common Council to stop by or participate in a Mel's Charity bowling event at Cedar's III on May 13, as he is sponsoring two teams.

Council Member Czarnecki requested a review of the procedure for contacting the City Attorney at the next Common Council meeting.

Council Member Verhaalen asked that the City lean on Mercury Marine to complete the restoration of Behling Field. The baseball season has been pushed to start late on June 1 and there is a lot of work to be done. If there is reason for the delay, the City should know what that is. This is a revenue source for Parks and Recreation and it is unacceptable that the City will lose revenue and possibly lose teams.

Council Member O'Keefe stated that the Public Works recycling drop-off is working well. Director Wiza stated that 700 cards have been sold to-date.

MAYOR'S REPORT

Acting Mayor O'Keefe presented a Proclamation issued by Mayor Kinzel in honor of Arbor Day, April 28, 2017.

ADJOURNMENT – CLOSED SESSION

Motion made by Council Member Thome, seconded by Council Member Czarnecki, to adjourn to closed session at 9:28 p.m. pursuant to State Statutes 19.85(1)(e) to deliberate or negotiate the purchase of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session, more specifically, to discuss possible negotiations with BMO Harris Bank for the purchase of property on Columbia Road. Approval of closed session minutes of March 27, 2017. Motion carried unanimously on a roll call vote.

RECONVENE TO OPEN SESSION

Motion made by Council Member Dieffenbach, seconded by Council Member Thome, to reconvene to open session at 9:59 p.m. Motion carried unanimously on a roll call vote.

ADJOURNMENT

Motion made by Council Member Arnett, seconded by Council Member Thome, to adjourn the meeting at 9:59 p.m. Motion carried without a negative vote.

Amy D. Kletzien, MMC/WCPC
Deputy City Clerk

CITY OF CEDARBURG **CC20170425-1**
COMMON COUNCIL **UNAPPROVED**
COMMUNITY DEVELOPMENT AUTHORITY
April 25, 2017

A joint meeting of the Common Council and Community Development Authority of the City of Cedarburg, Wisconsin, was held on Tuesday, April 25, 2017, at City Hall, W63 N645 Washington Avenue, second floor, Council Chambers. Mayor Kinzel called the meeting to order at 7:00 p.m.

ROLL CALL: Present - Common Council: Mayor Kip Kinzel, Council Members John Czarnecki, Jack Arnett, Dick Dieffenbach, Rick Verhaalen, Mitch Regenfuss, Patricia Thome, Mike O'Keefe

Community Development Authority: Mayor Kip Kinzel, Council Member Mitch Regenfuss, Eric Stelter (left meeting at 8:20 p.m.), Eric Arvold, Joe Kassander, Dale Lythjohan, Andy Dettro

Also Present - City Administrator/Treasurer Christy Mertes, City Clerk Constance McHugh, City Attorney Michael Herbrand, Attorney Buck Sweeney of Axley Brynelson, and Chris Bonniwell of Wilcox Environmental Engineering

STATEMENT OF PUBLIC NOTICE

At Mayor Kinzel's request, City Clerk McHugh verified that notice of this meeting was provided to the public by forwarding the agenda to the City's official newspaper, the *News Graphic*, to all news media and citizens who requested copies, and by posting in accordance with the Wisconsin Open Meetings law.

ADJOURNMENT – CLOSED SESSION

Motion made by Council Member Thome, seconded by Council Member Czarnecki, the Common Council and Community Development Authority adjourned to closed session at 7:02 p.m. pursuant to State Statutes 19.85(1)(e) to deliberate or negotiate the purchasing of public properties, the investing of public funds, or conducting other specified public business whenever competitive or bargaining reasons require a closed session, more specifically, for purposes of discussing a Developer's Agreement with regard to the redevelopment of the Amcast property. Motion carried on a roll call vote with Council Members Czarnecki, Arnett, Dieffenbach, Verhaalen, Regenfuss, Thome and O'Keefe voting aye and CDA Members Kinzel, Stelter, Arvold, Kassander, Lythjohan and Dettro voting aye.

RECONVENE TO OPEN SESSION

Motion made by Council Member Arnett, seconded by Council Member O'Keefe, to reconvene to open session at 9:23 p.m. Motion carried on a roll call vote with Council Members Czarnecki, Arnett, Dieffenbach, Verhaalen, Regenfuss, Thome and O'Keefe voting aye and CDA Members

Kinzel, Arvold, Kassander, Lythjohan and Dettro voting aye and CDA Member Eric Stelter excused.

ADJOURNMENT

Motion made by Council Member Arnett, seconded by Council Member Czarnecki, to adjourn the meeting at 9:24 p.m. Motion carried unanimously with CDA Member Stelter excused.

Constance K. McHugh, MMC/WCPC
City Clerk

RESOLUTION NO. 2017-10

A Resolution Honoring Detective/Sergeant Jeffrey Vahsholtz

WHEREAS, Jeffrey Vahsholtz has completed thirty-five years of service with the Cedarburg Police Department; beginning his employment as a Patrol Officer on May 3, 1982; and

WHEREAS, during his thirty-five years of service, Jeff Vahsholtz has conscientiously and capably served the Cedarburg Police Department, the City of Cedarburg, and its citizenry; and has demonstrated the highest principles of community service while exhibiting high moral and ethical standards; and

WHEREAS, Detective Vahsholtz demonstrated sound judgment and decision-making in matters involving the Cedarburg Police Department; and his integrity, courtesy, and professionalism earned him the respect of the community, his co-workers, and peers; and

WHEREAS, during his service as a member of the Cedarburg Police Department, Detective Vahsholtz served as a Drug Abuse Resistance Education (D.A.R.E.) instructor; was promoted to Detective/Juvenile Officer in July of 2000, serving in that position for six years; was promoted to Detective/Sergeant in April 2006, serving in that position for eleven years; and excelled in major investigations; and was instrumental in the implementation of Automatic External Defibrillators (AEDs) in our squad cars; and assisted in the policies and implementation of the County-wide Emergency Medical Dispatch program; and made possible the administration of Epi-Pens and Narcan via a cooperative effort between the Cedarburg Police and Cedarburg Fire Departments; and

WHEREAS, the Cedarburg Police Department and the City of Cedarburg have benefited significantly from the dedicated law enforcement skills and services of Detective Vahsholtz;

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Cedarburg, members of the Cedarburg Police and Fire Commission, the men and women of the Cedarburg Police Department, and the citizens of the City of Cedarburg join in expressing their sincere appreciation to Jeffrey J. Vahsholtz for his many years of law enforcement service, and extend to him best wishes for a happy and healthy retirement.

Passed and adopted this 8thth day of May, 2017.

_____
Kip D. Kinzel, Mayor

Attest:

_____
Constance K. McHugh, City Clerk

2016 Financial Highlights Presented to the City of Cedarburg

Paul J. Frantz, CPA, Senior Manager
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BAKER TILLY

Presentation to the Common Council of the City of Cedarburg

May 8, 2017

- **Audit Objective**
  - The objective of our audit was to express our opinion on the financial statements of the City of December as December 31, 2016.

- **Reports Issued - DRAFT**
  - Financial Statements
    - Includes expressed audit opinion
  - Communication to Those Charged with Governance and Management
    - Includes all communications required under professional standards
    - Includes comments and recommendations resulting from our audit
    - Includes Information applicable to future audits

- **Financial Statements**
  - Audit opinion (pages 1 – 3)
    - Unmodified opinion, commonly referred to as a “clean” opinion
    - Highest level of assurance you can receive from your auditor.
    - The financial statements are fairly presented in accordance with generally accepted accounting principles.
    - Emphasis of Matter – restatements and noncompliance investment vehicle
    - All appropriate disclosures have been properly reflected in the financial statements.
  - Management’s Discussion and Analysis (pages 4 – 19)

BAKER TILLY

Presentation to the Common Council of the City of Cedarburg

May 8, 2017

- **Financial Statements**
  - Financial Highlights
    - Governmental Funds

	General Fund	Capital Improvement Fund	Debt Service Fund	Nonmajor Govt Funds
Revenues	$ 7,874,191	$ 1,246,815	$ 730,560	$ 2,117,517
Expenditures	8,457,378	10,505,020	989,500	1,926,943
Excess (deficiency)	(583,187)	(9,258,205)	(258,940)	190,574
Other sources/(uses)	780,592	8,611,152	431,387	(70,952)
Change in fund balance	197,405	(647,053)	172,447	119,622
Fund balance				
Beginning of year (as restated)	2,248,575	2,531,566	32,595	2,499,147
End of year	$ 2,445,980	$ 1,884,513	$ 205,042	$ 2,618,769
Fund Balance consist of:				
Nonspendable	$ 82,041	$ -	$ -	$ -
Restricted	-	212,500	205,042	1,671,552
Assigned	298,371	1,672,013	-	1,003,127
Unassigned (deficit)	2,065,568	-	-	(55,910)
Total	$ 2,445,980	$ 1,884,513	$ 205,042	$ 2,618,769

Health of General Fund Reserves:

Budgeted Expenditures for 2017	$ 8,792,678	
Uassigned Fund Balance in GF	2,065,568	
	23%	Recommended range 10-25%

Budgetary Compliance

A summary of the general fund budget to actual results follows:

	Final Budget	Actual	Variance
Revenues	7,652,503	7,874,191	221,688
Expenditures	8,520,519	8,457,378	(63,141)
Other sources/(uses)	787,712	780,592	(7,120)
Change in fund balance	(80,304)	197,405	277,709
Fund balance:			
Beginning of year	2,248,575	2,248,575	
End of year	$ 2,168,271	$ 2,445,980	

BAKER TILLY

Presentation to the Common Council of the City of Cedarburg

May 8, 2017

- **Financial Statements**
  - Financial Highlights
    - Proprietary Funds

	Light and Water Utility	Sewer Utility	Internal Service Fund - Risk
Operating Revenues	$ 14,068,905	$ 2,306,290	$ 337,147
Operating Expenditures (includes depreciation)	(12,251,600)	(2,553,726)	(392,780)
Operating Income	1,817,305	(247,436)	(55,633)
Nonoperating Revenues (Expenses), net	69,154	(19,123)	47,147
Capital Contributions	1,055,946	-	-
Transfers out	(754,150)	-	-
Change in net position	2,188,255	(266,559)	(8,486)
Net Position			
Beginning of year	39,533,237	16,991,092	899,509
End of year	$ 41,721,492	$ 16,724,533	$ 891,023
Available Cash in Utilities			
Unrestricted Cash	$ 7,880,104	$ 2,831,959	$ 898,307
Restricted Cash	239,983	2,909,306	-
	$ 8,120,087	$ 5,741,265	$ 898,307

BAKER TILLY

Presentation to the Common Council of the City of Cedarburg

May 8, 2017

- **Financial Statements**
  - Financial Highlights
    - Long-Term Debt

Type of debt	Governmental Activities	Business-type Activites	Total
General obligation bonds and notes	$ 16,951,111	$ 1,005,000	$ 17,956,111
Premiums	256,189	26,857	283,046
Accumulated sick pay	487,369	360,663	848,032
Pollution remediation liability	487,200	-	487,200
Other long-term liabilities	-	62,665	62,665
Net pension liability	539,835	223,392	763,227
	$ 18,721,704	$ 1,678,577	$ 20,400,281
Statutory debt limit (5% of equalized value)	$ 62,723,900		
Capacity for additional general obligation debt	$ 44,767,789		

- **Communication to those charged with governance and management**
  - Material weaknesses
    - Internal Controls over Financial Reporting
    - Restatement of Prior Year Financial Statements – Correction of Prior Period Errors
  - Two way communication regarding your audit
  - Other comments and recommendations
  - Required communication to those charged with governance

BAKER TILLY

Presentation to the Common Council of the City of Cedarburg

May 8, 2017

It is a pleasure to serve you. While we work with the City's management and staff in reviewing the financial data and preparing the financial statements, our contract is with the Council and our responsibility is to report to the Council. Accordingly, if any Council member has any questions or comments concerning our audit, the financial statements, any of the reports presented, or any thing else covered, please contact me at 414.777.5506 or paul.frantz@bakertilly.com.

BAKER TILLY

CITY OF CEDARBURG

Cedarburg, Wisconsin

COMMUNICATION TO THOSE CHARGED WITH GOVERNANCE AND MANAGEMENT

As of and for the Year Ended December 31, 2016

DRAFT

CITY OF CEDARBURG

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REQUIRED COMMUNICATION OF INTERNAL CONTROL RELATED MATTERS IDENTIFIED IN THE AUDIT TO THOSE CHARGED WITH GOVERNANCE

DRAFT

To the Common Council
City of Cedarburg
Cedarburg, Wisconsin

In planning and performing our audit of the financial statements of the City of Cedarburg (City) as of and for the year ended December 31, 2016, in accordance with auditing standards generally accepted in the United States of America, we considered the City's internal control over financial reporting (internal control) as a basis for designing our auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of its internal control. Accordingly, we do not express an opinion of the effectiveness of its internal control.

A separate report on internal control was issued to the utility commission. The information contained in that report is not included with this letter.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that were not identified. However, as discussed below, we identified certain deficiencies in internal control that we consider to be material weaknesses.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency or combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. We consider the following deficiencies in the City's internal control to be material weaknesses:

> Internal Controls over Financial Reporting
> Restatement of Prior Year Financial Statements

This communication is intended solely for the information and use of management, the Common Council, and others within the organization and is not intended to be, and should not be, used by anyone other than these specified parties.

Milwaukee, Wisconsin
May XX, 2017

DRAFT

Auditing standards require that we perform procedures to obtain an understanding of your government and its internal control environment as part of the annual audit. This includes an analysis of significant transaction cycles and an analysis of the City's year-end financial reporting process and preparation of your financial statements.

INTERNAL CONTROLS OVER FINANCIAL REPORTING

Properly designed systems of internal control provide your organization with the ability to process and record accurate monthly and year-end transactions and annual financial reports.

Our audit includes a review and evaluation of the internal controls relating to financial reporting. Common attributes of a properly designed system of internal control for financial reporting are as follows:

- There is adequate staffing to prepare financial reports throughout the year and at year-end.
- Material misstatements are identified and corrected during the normal course of duties.
- Complete and accurate financial statements, including footnotes, are prepared.
- Financial reports are independently reviewed for completeness and accuracy.

Our evaluation of the internal controls over financial reporting has identified control deficiencies that are considered material weakness surrounding the preparation of financial statements and footnotes, adjusting journal entries identified by the auditors, and an independent review of financial reports.

This level of internal control over financial reporting can be a difficult task for governments that operate with only enough staff to process monthly transactions and reports, and often rely on their auditors to prepare certain year-end audit entries and financial statements.

DRAFT

RESTATEMENT OF PRIOR YEAR FINANCIAL STATEMENTS – CORRECTION OF PRIOR PERIOD ERRORS

The City's internal controls over financial reporting should be designed to prepare financial statements in accordance with United States Generally Accepted Accounting Principles (GAAP). Subsequent discovery of material financial reporting errors and the required correction of previously issued financial statements indicate that there is a material weakness in the City's financial reporting system.

As described in Note III.J. of the City's financial statements, a restatement of prior year financial statements was necessary to:

- Eliminate deposit on the balance sheet that should have been reported as revenue at point of collection
- Eliminate prepaid expenditure for the City's unfunded pension liability; should have been an expenditure when paid
- To recognize loan receivable proceeds shown as unavailable in the fund statements
- Record pollution remediation liability
- Eliminate recognized revenues for special assessments that are contingent on future events

	Governmental Activities
Net Position as presented December 31, 2015	$ 54,092,354
Correction of Prior Period Errors	(770,098)
Restated Net Position as of January 1, 2016	$ 53,322,256

	General Fund
Fund Balance as presented December 31, 2015	$ 2,518,758
Correction of Prior Period Errors	(270,183)
Restated Fund Balance as of January 1, 2016	$ 2,248,575

The proper internal controls were not in place at the City to ensure that all activity and the appropriate accounting information was reflected in the City's general ledger and ultimately in its financial statements. The City does not have a functioning system of controls over external financial reporting. The absence of these controls resulted in errors not being detected in the December 31, 2015 financial statements which resulted in the restatements as described above.

DRAFT

OTHER COMMUNICATIONS TO THOSE CHARGED WITH GOVERNANCE

DRAFT

TWO WAY COMMUNICATION REGARDING YOUR AUDIT

As part of our audit of your financial statements, we are providing communications to you throughout the audit process. Auditing requirements provide for two-way communication and are important in assisting the auditor and you with more information relevant to the audit.

As this past audit is concluded, we use what we have learned to begin the planning process for next year's audit. It is important that you understand the following points about the scope and timing of our next audit:

a. We address the significant risks of material misstatement, whether due to fraud or error, through our detailed audit procedures.

b. We will obtain an understanding of the five components of internal control sufficient to assess the risk of material misstatement of the financial statements whether due to error or fraud, and to design the nature, timing, and extent of further audit procedures. We will obtain a sufficient understanding by performing risk assessment procedures to evaluate the design of controls relevant to an audit of financial statements and to determine whether they have been implemented. We will use such knowledge to:

   > Identify types of potential misstatements.
   > Consider factors that affect the risks of material misstatement.
   > Design tests of controls, when applicable, and substantive procedures.

   We will not express an opinion on the effectiveness of internal control over financial reporting or compliance with laws, regulations, and provisions of contracts or grant programs.

c. The concept of materiality recognizes that some matters, either individually or in the aggregate, are important for fair presentation of financial statements in conformity with generally accepted accounting principles while other matters are not important. In performing the audit, we are concerned with matters that, either individually or in the aggregate, could be material to the financial statements. Our responsibility is to plan and perform the audit to obtain reasonable assurance that material misstatements, whether caused by errors or fraud, are detected.

DRAFT

TWO WAY COMMUNICATION REGARDING YOUR AUDIT (cont.)

We are very interested in your views regarding certain matters. Those matters are listed here:

a. We typically will communicate with your top level of management unless you tell us otherwise.
b. We understand that the Common Council has the responsibility to oversee the strategic direction of your organization, as well as the overall accountability of the entity. Management has the responsibility for achieving the objectives of the entity.
c. We need to know your views about your organization's objectives and strategies, and the related business risks that may result in material misstatements.
d. Which matters do you consider warrant particular attention during the audit, and are there any areas where you request additional procedures to be undertaken?
e. Have you had any significant communications with regulators or grantor agencies?
f. Are there other matters that you believe are relevant to the audit of the financial statements?

Also, is there anything that we need to know about the attitudes, awareness, and actions of the City concerning:

a. The City's internal control and its importance in the entity, including how those charged with governance oversee the effectiveness of internal control?
b. The detection or the possibility of fraud?

We also need to know if you have taken actions in response to developments in financial reporting, laws, accounting standards, governance practices, or other related matters, or in response to previous communications with us.

With regard to the timing of our audit, here is some general information. If necessary, we may do preliminary financial audit work during the months of October-December, and sometimes early January. Our final financial fieldwork is scheduled during the spring to best coincide with your readiness and report deadlines. After fieldwork, we wrap up our financial audit procedures at our office and may issue drafts of our report for your review. Final copies of our report and other communications are issued after approval by your staff. This is typically 6-12 weeks after final fieldwork, but may vary depending on a number of factors.

Keep in mind that while this communication may assist us with planning the scope and timing of the audit, it does not change the auditor's sole responsibility to determine the overall audit strategy and the audit plan, including the nature, timing, and extent of procedures necessary to obtain sufficient appropriate audit evidence.

We realize that you may have questions on what this all means, or wish to provide other feedback. We welcome the opportunity to hear from you.

DRAFT

COMMUNICATION OF OTHER CONTROL DEFICIENCIES, RECOMMENDATIONS AND INFORMATIONAL POINTS TO MANAGEMENT THAT ARE NOT MATERIAL WEAKNESSES OR SIGNIFICANT DEFICIENCIES

DRAFT

CONTROL DEFICIENCIES AND PROCEDURAL RECOMMENDATIONS

DEPARTMENTAL CONTROLS

As part of our annual audit process, we focus our efforts on the primary accounting systems, internal controls, and procedures used by the City. This is in keeping with our goal to provide an audit opinion which states that the financial statements of the City are correct in all material respects.

In some cases, the primary system of accounting procedures and controls of the City are supported by smaller systems which are decentralized, and reside within a department or location. In many cases, those systems are as simple as handling cash collections and remitting those collections to the City treasurer. (For example, this would be the case in a typical municipal swimming pool.) In other cases, the department may send invoices or statements of amounts due, and track collections of those amounts in a standalone accounts receivable system.

Generally, the more centralized a function is, the easier it is to design and implement accounting controls that provide some level of checks and balances. That is because you are able to divide certain tasks over the people available to achieve some segregation of duties. For those tasks that are decentralized, it is usually very difficult to provide for proper segregation of duties. Therefore, with one person being involved in most or all aspects of a transaction, you lose the ability to rely on the controls to achieve the safeguarding of assets and reliability of financial records.

As auditors, we are required to communicate with you on a variety of topics. Since there is now more emphasis on internal controls and management's responsibilities, we believe it is appropriate to make sure that you are informed about the lack of segregation of duties that may occur at departments or locations that handle cash or do miscellaneous billing. Examples in your City that fit this situation include the following:

Parks and Recreation
Library
Police department
DPW
Fire department

As you might expect, similar situations are common in most governments.

As auditors, we are required to focus on the financial statements at a highly summarized level and our audit procedures support our opinion on those financial statements. Departments or locations that handle relatively smaller amounts of money are not the primary focus of our audit. Yet, because of the lack of segregation of duties, the opportunity for loss is higher there than in centralized functions that have more controls.

Because management is responsible for designing and implementing controls and procedures to detect and prevent fraud, we believe that is important for us to communicate this information to you. We have no knowledge of any fraud that has occurred or is suspected to have occurred within the departments mentioned above. However, your role as the governing body is to assess your risk areas and determine that the appropriate level of controls and procedures are in place. As always, the costs of controls and staffing must be weighed against the perceived benefits of safeguarding your assets.

Without adding staff or splitting up the duties, your own day-to-day contact and knowledge of the operation are also important mitigating factors.

DRAFT

CONTROL DEFICIENCIES AND PROCEDURAL RECOMMENDATIONS (cont.)

General Fund Advance To Other Funds

The General Fund has paid costs which were for the benefit of the Capital Project Fund - TIF No.3. The total advance to the TIF No. 3 Fund as of December 31, 2016 was $23,447. This is recorded as an advance from the General Fund to the TIF No. 3 Fund and it is also reflected as non-spendable fund balance in the General Fund.

The TIF No. 3 Fund does not presently have the ability to repay this advance.

If the district is successful in collecting enough tax increments in the future, the general fund will receive repayment of the advance. If the district is not successful, these costs will be absorbed by the general fund. Many municipalities consider charging interest on advances. To the TIF district this shows up as interest expense and becomes a recoverable cost. To date, no interest has been charged on this advance.

We recommend the City consider whether charging interest would be appropriate (i.e., will the TIF generate enough TIF increment to pay the interest?). If the City decides to charge interest, this would need to be authorized by the Common Council.

Updating Fund Balance Policy

During our review of the City's financial policies and resolutions, we identified missing information within the fund balance policy (adopted January 9, 2012). We recommend that the City update to commit fund balances in the following funds; Capital Improvement Fund, Special Revenue Fund – Cemetery, Special Revenue Fund – Room Tax, Special Revenue Fund – Recreation Programs, Special Revenue Fund – Swimming Pool, Special Revenue Fund – Library, Special Revenue Fund – Rescue/EMS and Special Revenue Fund – LOSAP. We have available examples if needed.

DRAFT

INFORMATIONAL POINTS

Cyber Security

It's no surprise that cybersecurity continues to be a top concern for management and those charged with governance across governments of all sizes and types. Protecting citizen's data is critical for any government. In addition, there have been several incidents of critical malware or ransomware threats to communities of various sizes.

We recommend performing a cyber-risk assessment to identify the types and location of data on your system as well as considering the sensitivity or potential regulations associated with your data. This will allow you to make informed decisions about spending on cyber risk mitigation.

Our professionals are also available to assist with your cybersecurity questions, assessments, and programs.

Resources for State and Local Government Boards

Expectations and accountability are at all-time high and the knowledge required to be an effective board member is substantial. As a benefit to our clients, we have compiled a number of resources dedicated to educating state and local government board members. Go to our Board Governance Resource Center at www.bakertilly.com/board-governance.

The Resource Center includes the following short informative videos:

1. Government financial statements 101
2. Understanding your government's fraud risk
3. Financial ratios and benchmarks
4. Fund balance and other financial policies
5. Benefits of a fraud risk assessment
6. Understanding utility finances

Government Fraud Prevention and Detection: Now is the Time to Act

When it comes to preventing and detecting fraud in government, being proactive is critical. In fact, government is the second most likely industry to be impacted by fraud. According to the audit standards, the primary responsibility for the prevention and detection of fraud rests with both those charged with governance of the entity and management. To get started, your government should conduct a fraud risk assessment to identify where and how fraud might occur and what individuals may be in a position to commit fraud. Once you've identified your entity's fraud risk areas, the next step is to develop a fraud risk assessment and investigation policy.

As you begin your fraud risk assessment or develop tools to prevent and detect fraud, it is important to keep in mind the following information provided by the Association of Certified fraud Examiners:

- Misappropriation of assets accounts for 80 percent of fraud
- The primary internal control weaknesses observed are lack of internal controls, lack of management review, override of existing internal controls and poor tone at the top
- A tip is the most effective tool to catch a fraudster followed by management review
- The professional requirements and objectives of a financial audit are different than a forensic audit. Due to the nature of a financial audit, less than 10 percent of frauds have been discovered as a result of a financial audit conducted by an independent accounting firm.

DRAFT

INFORMATIONAL POINTS (cont.)

GASB UPDATES

The Government Accounting Standard Board (GASB) has been very active in recent years, issuing new standards at a fast pace. Over the next few years, your government will have many new standards to evaluate and implement. Here are the standards likely to impact you the most in the upcoming year:

- GASB 73 includes accounting and reporting for pension plans that are not reported in a trust
- GASB 74 and 75 are Other Post Employment Benefit (OPEB) standards that parallel the recent pension standards
- GASB 80 clarifies the presentation requirements for some component units
- GASB 81 provides guidance for accounting for irrevocable split interest agreements

There are two significant GASB projects drawing to conclusion in 2017. While the implementation dates for these are a few years away, both are anticipated to have significant impacts on many government financial statements:

- Fiduciary Activities
- Leases

Looking even further ahead, one of the most significant current GASB projects is the financial reporting model reexamination. The GASB is currently revisiting GASB Statement No. 34, *Basic Financial Statements – and Management's Discussion and Analysis for State and Local Governments*, as well as reporting model-related pronouncements including Statements Nos. 37, 41, and No. 46 and Interpretation No. 6. The GASB has indicated that they are revisiting the following major provisions of these standards: management's discussion and analysis, government-wide financial statements, fund financial statements, proprietary fund and business-type activity financial statements, fiduciary fund financial statements, budgetary comparisons, and other issues. The first of a series of Invitations to Comment was issued in December 2016. This Invitation to Comment addresses governmental fund topics.

Through our firm involvement on AICPA committees, Baker Tilly follows these developments closely so that we can help you prepare for the changes as they evolve. This participation also allows us to share with GASB the experiences and perspectives of our clients to potentially influence the direction of future projects.

Full lists of projects, as well as many resources, are available on GASB's website which is located at www.gasb.org.

DRAFT

INFORMATIONAL POINTS (cont.)

WISCONSIN RETIREMENT SYSTEM AND GASB NO. 68

As you begin your second year reporting your pension activity under the requirements of GASB Statement No. 68, let's review how this information affects your financial statements.

Wisconsin Retirement System (WRS) pension information is reported on a one year lag in your financial statements, so current year balances are the WRS amounts reported for the plan year ended December 31, 2015. The following is a summary of the status of the WRS for the current and previous year (amounts are in billions).

	Current Year 2015	Previous Year 2014	Change
Total Pension Liability	$ 90.1	$ 89.7	$ 0.4
Net Assets Available for Benefits	88.5	92.1	(3.6)
Net Pension Liability (Asset)	1.6	(2.4)	4.0

As noted above, for the current year, WRS reports a net pension liability compared to a net pension asset for the previous year. Although 2015 contributions to WRS from employers and employees was consistent with the 2014 amounts, net investment income for 2015 decreased from $4.9 billion to a net loss of $0.7 billion, a $5.6 billion swing. This decrease in net investment income was primarily due to declines in investment returns and market values as a result of the 2015 market closing at its lowest point since 2008. In addition, benefit payments increased $0.3 billion or 6.3% from 2014 to 2015 partially as a result of an additional 6,200 retirees receiving benefits. Your government's proportionate share of the current year net pension liability is reported in your government-wide financial statements.

It should be noted that since the net pension liability (asset) is heavily dependent upon the market value of the net assets available for benefits, increases and decreases in the market can and will significantly change the amounts reported on your financial statements in the future.

DRAFT

REQUIRED COMMUNICATIONS BY THE AUDITOR TO THOSE CHARGED WITH GOVERNANCE

DRAFT

To the Common Council
City of Cedarburg
Cedarburg, Wisconsin

Thank you for using Baker Tilly Virchow Krause, LLP as your auditor.

We have completed our audit of the financial statements of the City of Cedarburg for the year ended December 31, 2016, and have issued our report thereon dated May XX, 2017. This letter presents communications required by our professional standards.

Our Responsibility under Auditing Standards Generally Accepted in the United States of America

The objective of a financial statement audit is the expression of an opinion on the financial statements. We conducted the audit in accordance with auditing standards generally accepted in the United States of America. These standards require that we plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements prepared by management with your oversight are free of material misstatement, whether caused by error or fraud. Our audit included examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing accounting principles used and significant estimates made by management, and evaluating the overall financial statement presentation. Our audit does not relieve management or the Common Council of their responsibilities.

As part of the audit we obtained an understanding of the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing and extent of further audit procedures. The audit was not designed to provide assurance on internal control or to identify deficiencies in internal control.

Other Information in Documents Containing Audited Financial Statements

Our responsibility does not extend beyond the audited financial statements identified in this report. We do not have any obligation to and have not performed any procedures to corroborate other information contained in client prepared documents, such as official statements related to debt issues.

Planned Scope and Timing of the Audit

We performed the audit according to the planned scope and timing previously communicated to you in our letter about planning matters dated October 13, 2016.

DRAFT

Qualitative Aspect of Accounting Policies

Accounting Policies

Management is responsible for the selection and use of appropriate accounting policies. In accordance with the terms of our engagement letter, we will advise management about the appropriateness of accounting policies and their application. The significant accounting policies used by the City are described in Note I to the financial statements. No new policies were adopted and the application of existing policies was not changed during 2016. We noted no transactions entered into by the City of Cedarburg during the year that were both significant and unusual, and of which, under professional standards, we are required to inform you, or transactions for which there is a lack of authoritative guidance or consensus.

Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the financial statements are:

- Management's estimate of the net pension liability and the deferred outflows and deferred inflows related to pensions which impact the reported pension expense are based on information provided by the Wisconsin Retirement System.
- Management's estimate of the City's portion of the pollution remediation liability with Prochnow Landfill.

We evaluated the key factors and assumptions used to develop this estimate in determining that it is reasonable in relation to the financial statements taken as a whole.

Financial Statement Disclosures

The disclosures in the notes to the financial statements are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no difficulties in dealing with management in performing our audit.

DRAFT

To the Common Council
City of Cedarburg

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management.

Management has corrected all such misstatements.

The following is a summary of the material financial statement misstatements (audit adjustments):

	Amount
To record current year activity for the EMS	$ 808,478
To record current year activity for the Fire Department	808,608
To breakout netted revenue against expenditures in the General Fund	248,100
To record retainage payable	396,263
To report insurance proceeds where expenditures were incurred	63,795
To remove the interfund activity related to cash collected for taxes	3,249,244
To record restatement related to prepaid expenditure	303,671

In addition, we prepared the GASB No. 34 conversion entries which are summarized in the "Reconciliation of the Balance Sheet of Governmental Funds to the Statement of Net Position" and the "Reconciliation of the Statement of Revenues, Expenditures, and Changes in Fund Balances of Governmental Funds to the Statement of Activities" in the financial statements.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter that could be significant to the financial statements or the auditors' report. We are pleased to report that no such disagreements arose during the course of our audit.

Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditors' opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Management Representations

We have requested certain representations from management that are included in the management representation letter. This letter follows this required communication.

DRAFT

To the Common Council
City of Cedarburg

Independence

We are not aware of any relationships between Baker Tilly Virchow Krause, LLP and the City of Cedarburg that, in our professional judgment, may reasonably be thought to bear on our independence.

Relating to our audit of the financial statements of the City for the year ended December 31, 2016, Baker Tilly Virchow Krause, LLP hereby confirms that we are, in our professional judgment, independent with respect to the City of Cedarburg in accordance with the Code of Professional Conduct issued by the American Institute of Certified Public Accountants. We provided no services to the City of Cedarburg other than services provided in connection with the audit of the current year's financial statements and the following non-audit services which in our judgment do not impair our independence.

- Financial statement preparation
- Adjusting journal entries
- Compiled TIF financial statements
- Compiled regulatory reports

None of these nonaudit services constitute an audit under generally accepted auditing standards, including *Government Auditing Standards*.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the City's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

The city may invest city funds as restricted by Wisconsin state statue 66.0603 (1m). The city during 2016 had funds invested in equity securities that are an un-allowed investment under the referenced statue.

Other Matters

We applied certain limited procedures to the required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the supplementary information which accompanies the financial statements but is not RSI. With respect to the supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

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To the Common Council
City of Cedarburg

RESTRICTIONS ON USE

This information is intended solely for the use of the Common Council and management and is not intended to be, and should not be, used by anyone other than these specified parties.

We welcome the opportunity to discuss the information included in this letter and any other matters. Thank you for allowing us to serve you.

Milwaukee, Wisconsin
May XX, 2017

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MANAGEMENT REPRESENTATIONS

DRAFT

May XX, 2017

Baker Tilly Virchow Krause, LLP
777 E Wisconsin Ave
32nd Floor
Milwaukee, WI 53202

Dear Baker Tilly Virchow Krause, LLP:

We are providing this letter in connection with your audit of the financial statements of the City of Cedarburg as of December 31, 2016 and for the year then ended for the purpose of expressing an opinions as to whether the financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Cedarburg and the respective changes in financial position and cash flows, where applicable, in conformity with accounting principles generally accepted in the United States of America. We confirm that we are responsible for the fair presentation of the previously mentioned financial statements in conformity with accounting principles generally accepted in the United States of America. We are also responsible for adopting sound accounting policies, establishing and maintaining internal control over financial reporting, and preventing and detecting fraud.

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in the light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

We confirm, to the best of our knowledge and belief, the following representations made to you during your audit.

Financial Statements

1. We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter.

2. The financial statements referred to above are fairly presented in conformity with accounting principles generally accepted in the United States of America. We have engaged you to advise us in fulfilling that responsibility. The financial statements include all properly classified funds of the primary government required by accounting principles generally accepted in the United States of America to be included in the financial reporting entity.

3. We acknowledge our responsibility for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

4. We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.

5. Significant assumptions we used in making accounting estimates, if any, are reasonable.

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6. All events subsequent to the date of the financial statements and for which accounting principles generally accepted in the United States of America require adjustment or disclosure have been adjusted or disclosed. No other events, including instances of noncompliance, have occurred subsequent to the balance sheet date and through the date of this letter that would require adjustment to or disclosure in the aforementioned financial statements.

7. All material transactions have been recorded in the accounting records and are reflected in the financial statements.

8. All known audit and bookkeeping adjustments have been included in our financial statements, and we are in agreement with those adjustments.

9. The effects of all known actual or possible litigation, claims, and assessments have been accounted for and disclosed in accordance with accounting principles generally accepted in the United States of America.

10. Guarantees, whether written or oral, under which the City is contingently liable, if any, have been properly recorded or disclosed.

Information Provided

11. We have provided you with:

    a. Access to all information, of which we are aware, that is relevant to the preparation and fair presentation of the financial statements, such as financial records and related data, documentation, and other matters.
    b. Additional information that you have requested from us for the purpose of the audit.
    c. Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.
    d. Minutes of the meetings of Common Council or summaries of actions of recent meetings for which minutes have not yet been prepared.

12. We have not completed an assessment of the risk that the financial statements may be materially misstated as a result of fraud.

13. We have no knowledge of any fraud or suspected fraud that affects the entity and involves:

    a. Management,
    b. Employees who have significant roles in internal control, or
    c. Others where the fraud could have a material effect on the financial statements.

14. We have no knowledge of any allegations of fraud or suspected fraud affecting the entity received in communications from employees, former employees, regulators, or others.

15. We have no knowledge of known instances of noncompliance or suspected noncompliance with provisions of laws, regulations, contracts, or grant agreements, or abuse, whose effects should be considered when preparing financial statements.

16. There are no known related parties or related party relationships and transactions of which we are aware.

Other

17. There have been no communications from regulatory agencies concerning noncompliance with, or deficiencies in, financial reporting practices.

18. We have a process to track the status of audit findings and recommendations.

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19. We have identified to you any previous financial audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.

20. The City has no plans or intentions that may materially affect the carrying value or classification of assets, liabilities, or equity.

21. We are responsible for compliance with federal, state, and local laws, regulations, and provisions of contracts and grant agreements applicable to us, including tax or debt limits, debt contracts, and IRS arbitrage regulations; and we have identified and disclosed to you all federal, state, and local laws, regulations and provisions of contracts and grant agreements that we believe have a direct and material effect on the determination of financial statement amounts or other financial data significant to the audit objectives, including legal and contractual provisions for reporting specific activities in separate funds.

22. There are no:

    a. Violations or possible violations of budget ordinances, federal, state, and local laws or regulations (including those pertaining to adopting, approving and amending budgets), provisions of contracts and grant agreements, tax or debt limits, and any related debt covenants whose effects should be considered for disclosure in the financial statements or as a basis for recording a loss contingency, or for reporting on noncompliance, except those already disclosed in the financial statement, if any.

    b. Other liabilities or gain or loss contingencies that are required to be accrued or disclosed by accounting principles generally accepted in the United States of America.

    c. Nonspendable, restricted, committed, or assigned fund balances that were not properly authorized and approved.

    d. Rates being charged to customers other than the rates as authorized by the applicable authoritative body.

    e. Violations of restrictions placed on revenues as a result of bond resolution covenants such as revenue distribution or debt service funding.

23. In regards to the nonattest services performed by you listed below, we have 1) accepted all management responsibility; 2) designated an individual with suitable skill, knowledge, or experience to oversee the services; 3) evaluated the adequacy and results of the services performed, and 4) accepted responsibility for the results of the services.

    a. Financial statement preparation
    b. Adjusting journal entries
    c. Compiled TIF financial statements
    d. Compiled regulatory reports

    None of these nonattest services constitute an audit under generally accepted auditing standards, including *Government Auditing Standards*.

24. The City of Cedarburg has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset been pledged as collateral.

25. The City of Cedarburg has complied with all aspects of contractual agreements that would have a material effect on the financial statement in the event of noncompliance.

26. The financial statements include all component units as well as joint ventures with an equity interest, and properly disclose all other joint ventures and other related organizations, if any.

27. The financial statements properly classify all funds and activities.

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28. All funds that meet the quantitative criteria in GASB Statement No. 34 and No. 37 for presentation as major are identified and presented as such and all other funds that are presented as major are particularly important to financial statement users.

29. Components of net position (net investment in capital assets; restricted; and unrestricted) and components of fund balance (nonspendable, restricted, committed, assigned and unassigned) are properly classified and, if applicable, approved.

30. The City of Cedarburg has no derivative financial instruments such as contracts that could be assigned to someone else or net settled, interest rate swaps, collars or caps.

31. Provisions for uncollectible receivables, if any, have been properly identified and recorded.

32. Expenses have been appropriately classified in or allocated to functions and programs in the statement of activities, and allocations have been made on a reasonable basis.

33. Revenues are appropriately classified in the statement of activities within program revenues and general revenues.

34. Interfund, internal, and intra-entity activity and balances have been appropriately classified and reported.

35. Deposits and investments are properly classified, valued, and disclosed (including risk disclosures, collateralization agreements, valuation methods, and key inputs, as applicable).

36. Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated/amortized. Any known impairments have been recorded and disclosed.

37. Tax-exempt bonds issued have retained their tax-exempt status.

38. We have appropriately disclosed the City of Cedarburg's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position are available and have determined that net position were properly recognized under the policy. We have also disclosed our policy regarding which resources (that is, restricted, committed, assigned or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available.

39. We acknowledge our responsibility for the required supplementary information (RSI). The RSI is measured and presented within prescribed guidelines and the methods of measurement and presentation have not changed from those used in the prior period. We have disclosed to you any significant assumptions and interpretations underlying the measurement and presentation of the RSI.

40. With respect to the supplementary information, (SI):

    a. We acknowledge our responsibility for presenting the SI in accordance with accounting principles generally accepted in the United States of America, and we believe the SI, including its form and content, is fairly presented in accordance with accounting principles generally accepted in the United States of America. The methods of measurement and presentation of the SI have not changed from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.

    a. If the SI is not presented with the audited financial statements, we will make the audited financial statements readily available to the intended users of the supplementary information no later than the date we issue the supplementary information and the auditor's report thereon.

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41. We assume responsibility for, and agree with, the findings of specialists in evaluating the Pollution remediation liability and have adequately considered the qualifications of the specialists in determining the amounts and disclosures used in the financial statements and underlying accounting records. We did not give or cause any instructions to be given to specialists with respect to the values or amounts derived in an attempt to bias their work, and we are not otherwise aware of any matters that have had impact on the independence or objectivity of the specialists.

42. We agree with the restatement presented in the current year's financial statements.

43. We assume responsibility for, and agree with, the information provided by the Wisconsin Retirement System as audited by the Legislative Audit Bureau relating to the net pension asset/liability and related deferred outflows and deferred inflows and have adequately considered the reasonableness of the amounts and disclosures used in the financial statements and underlying accounting records. We also assume responsibility for the census data that has been reported to the plan.

Sincerely,

City of Cedarburg

Signed: _____
Christy Mertes, City Administrator

Signed: _____
Kip Kinzel, Mayor

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CITY OF CEDARBURG

Cedarburg, Wisconsin

FINANCIAL STATEMENTS

Including Independent Auditor's Report

As of and for the Year Ended December 31, 2016

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CITY OF CEDARBURG

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CITY OF CEDARBURG

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As of and for the Year Ended December 31, 2016

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INDEPENDENT AUDITORS' REPORT

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INDEPENDENT AUDITORS' REPORT

To the Common Council
City of Cedarburg
Cedarburg, Wisconsin

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Cedarburg, Wisconsin, as of and for the year ended December 31, 2016, and the related notes to the financial statements, which collectively comprise the City of Cedarburg's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control over financial reporting relevant to the City of Cedarburg's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the City of Cedarburg's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

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To the Common Council
City of Cedarburg

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Cedarburg, Wisconsin, as of December 31, 2016 and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

As discussed in Note II.E. to the financial statements, the City of Cedarburg had funds invested in equity securities that are not an allowed investment under Wisconsin state statue 66.0603 (1m). Our opinions are not modified with respect to this matter.

Other Matters

The financial statements of the City of Cedarburg as of December 31, 2015, prior to restatement, were audited by other auditors whose report dated May 2, 2016, expressed unmodified opinions on those statements.

As part of the audit of the December 31, 2016 financial statements, we also audited the adjustments described in Note III. J. that were applied to restate the December 31, 2015 financial statements. In our opinion, such adjustments are appropriate and have been properly applied. We were not engaged to audit, review, or apply any procedures to the December 31, 2015 financial statements of the City of Cedarburg other than with respect to the adjustments and, accordingly, we do not express an opinion or any other form of assurance on the December 31, 2015 financial statements as a whole.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the required supplementary information as listed in the table of contents be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

DRAFT

To the Common Council
City of Cedarburg

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City of Cedarburg's basic financial statements. The supplementary information as listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information is fairly stated in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated _____ on our consideration of the City of Cedarburg's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City of Cedarburg's internal control over financial reporting and compliance.

Milwaukee, Wisconsin
May XX, 2017

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MANAGEMENT'S DISCUSSION AND ANALYSIS

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City of Cedarburg
Ozaukee County, Wisconsin

Management's Discussion and Analysis
As of and for the Year Ended December 31, 2016
(unaudited)

As management of the City of Cedarburg, we offer readers of the City of Cedarburg's financial statements this narrative overview and analysis of the financial activities of the City of Cedarburg for the fiscal year ended December 31, 2016. We encourage the reader to consider the information presented here in conjunction with the City's financial statements, which begin on page 20 of this report.

THE FINANCIAL HIGHLIGHTS

When revenues exceed expenses, the result is an increase in net position. When expenses exceed revenues, the result is a decrease in net position. This relationship between revenues and expenses reflects the City's operating results. The City's net position as shown in the statement of net position is used to measure the City's financial health or financial position. Over time, increases or decreases in the City's net position, as measured in the statement of activities, are one indicator of whether its financial health is improving or deteriorating. However, the City's goal is to provide services that improve the quality of life for our residents, not to generate profits as companies do. For this reason, you will need to consider many other non-financial factors, such as the condition of our roads, parks, etc., in assessing the overall health of our City.

- The assets and deferred outflows of resources of the City of Cedarburg exceeded liabilities and deferred inflows of resources as of December 31, 2016, by $112,114,959 (net position). Of this amount, $17,282,172 (unrestricted net position) may be used to meet the government's ongoing obligations to citizens and creditors. Total net position includes all infrastructure and other capital assets of the City as a whole. There were prior year restatements made totaling $770,098 that changed beginning net position and beginning fund balance. For the purpose of comparative data, the 2015 presented data has not been adjusted for the restatements, unless otherwise noted. Please see Note III.J. for further details on the restatements.
- The City of Cedarburg's total net position increased by $2,268,374. Of this amount, $346,678 was from the governmental activities; the balance $1,921,696 was from business-type activities. Sewer Utility net position decreased by $266,559 and the Light & Water Utility net position increased by $2,188,255.
- As of December 31, 2016, the City of Cedarburg's governmental funds reported a combined ending fund balance of $7,154,304, a decrease of $157,579 from the prior year. The decrease was due to the Capital Improvement projects that were funded in 2015 through debt proceeds and expended in 2016. As of December 31, 2016, the unassigned fund balance for the General Fund was $2,065,568. There were funds budgeted as use of the fund balance for 2017 in the amount of $155,743. The funds will be used for the purchase of tactical medical supplies, handguns and holsters for the Police Department, repair and painting of a fence at the Police Department, a pool heater and a transfer to Capital Improvements for Fire Department projects. The City policy states that unassigned General Fund Balance should be between two and three months of General Fund expenditures, or approximately $1.5 million and $2.2 million.
- The City borrowed $9,705,000 in 2016 for the public works building. The City paid $770,097 of principal on outstanding debt this year. The combined effect of those transactions increased the City's outstanding General Obligation debt to $17,956,111.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the City of Cedarburg's basic financial statements. These basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves. These statements include all assets and liabilities using the accrual basis of accounting, which is similar to the accounting used by most private-sector companies. All of the current year's revenues and expenses are taken into account regardless of when cash is received or paid. Certain amounts presented in the prior year data may have been reclassified in order to be consistent with the current year's presentation.

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OVERVIEW OF THE FINANCIAL STATEMENTS (Continued)

Government-wide financial statements

The *government-wide financial statements* are designed to provide readers with a broad overview of the City of Cedarburg's finances, in a manner similar to a private-sector business.

The *statement of net position* presents information on all of the City of Cedarburg's assets, deferred outflows of resources, liabilities and deferred inflows of resources, with the difference between the four reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the City of Cedarburg is improving or deteriorating.

The *statement of activities* presents information showing how the City's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., delinquent personal property taxes and earned but unused vacation and sick leave).

Both of the government-wide financial statements distinguish functions of the City of Cedarburg that are principally supported by taxes and intergovernmental revenues (governmental activities) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities of the City of Cedarburg include general government, public safety, health and human services, public works, culture, recreation and education, conservation and development, and public service. Other funds included are Capital Improvements, Debt Service, and Internal Service. Non-major governmental funds include cemetery, room tax, recreation programs, CDBG Fund, swimming pool, park impact fees, library rescue/EMS, LOSAP Fund and TIF No. 3. The business-type of activities of the City of Cedarburg include the Cedarburg Light & Water Commission, and Sewerage Commission.

The government-wide financial statements can be found on pages 20-22 of this report.

Fund financial statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The City of Cedarburg, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the City of Cedarburg can be divided into three categories: governmental funds, propriety funds and agency fund.

Governmental funds

Most of the City's basic services are reported in governmental funds, which focus on how money flows into and out of those funds and the balances left at year-end that are available for spending. The governmental fund statements provide a detailed short-term view of the City's general government operations and the basic services it provides. Governmental fund information helps you determine whether there are more or fewer financial resources that can be spent in the near future to finance the City's programs.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the City's near-term financing decisions.

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OVERVIEW OF THE FINANCIAL STATEMENTS (Continued)

Fund financial statements (continued)

Governmental funds (continued)

Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The City of Cedarburg maintains thirteen individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures, and changes in fund balances for the General Fund, Capital Improvements Fund and Debt Service Fund. Data from the remaining ten governmental funds are combined into a single, aggregated presentation. Individual fund data for each of these non-major governmental funds is provided in the form of combining statements found in the section titled Required Supplementary Information at the end of the report.

The City of Cedarburg adopts an annual appropriated budget for its General Fund. A budgetary comparison statement has been provided for the General Fund to demonstrate compliance with this budget. The basic governmental fund financial statements can be found on pages 23-28 of this report.

Proprietary funds

Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. Proprietary funds provide the same type of information as the government-wide financial statements, only in more detail. The proprietary fund financial statements provide separate information for the electric and water utilities (Light and Water Commission), the sewer utility (Sewerage Commission), and the Internal Service Fund which are considered major funds of the City of Cedarburg. The basic proprietary fund financial statements can be found on pages 29-33 of this report.

Agency funds

Agency funds are used to account for resources held for the benefit of parties outside the government. Agency funds are not reflected in the government-wide financial statements because the resources of those funds are not available to support the City of Cedarburg's programs. The agency fund maintained by the City of Cedarburg is for the year-end tax collections for other taxing jurisdictions. The basic agency fund financial statement can be found on page 34.

Notes to the financial statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 36-81 of this report.

Other information

The combining statements referred to earlier in connection with non-major governmental funds and other information related to the individual funds is presented immediately following the required supplementary information. Individual fund statements and schedules can be found on pages 85-88 of this report.

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GOVERNMENT-WIDE FINANCIAL ANALYSIS

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. In the case of the City of Cedarburg, assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by $112,114,959 at the end of 2016.

Infrastructure assets of the governmental activities are included within this report. The general capital assets (e.g., land, buildings, machinery, infrastructure, and equipment) of the governmental activities of the City of Cedarburg less outstanding debt equal $45,516,180. The majority of the outstanding debt of the governmental activities funds was incurred for the construction of the Library building in 2013 and the construction of the Public Works garage in 2016.

The largest portion of the City of Cedarburg's net position (80 percent) reflects its investment in capital assets (e.g., land, buildings, building improvements, improvements other than buildings, equipment, infrastructure and construction in progress); less any related debt used to acquire those assets that are still outstanding. The City of Cedarburg uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the City of Cedarburg's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

CITY OF CEDARBURG'S NET POSITION

	Governmental Activities		Business-type Activities		Total	
	2016	2015	2016	2015	2016	2015
Assets and Deferred Outflows of Resources:						
Current and other assets	$ 18,980,069	$ 18,723,838	$ 15,729,937	$ 16,590,822	$ 34,710,006	$ 35,314,660
Capital assets	62,386,597	53,267,865	45,466,003	41,518,413	107,852,600	94,786,278
Deferred outflows of resources	3,153,241	996,416	1,222,989	334,757	4,376,230	1,331,173
Total assets and deferred outflows of resources	84,519,907	72,988,119	62,418,929	58,443,992	146,938,836	131,432,111
Liabilities and Deferred Inflows of Resources:						
Long-term debt outstanding	17,207,300	9,021,208	1,031,857	-	18,239,157	9,021,208
Other liabilities	3,329,149	1,276,991	2,461,134	1,721,828	5,790,283	2,998,819
Deferred inflows of resources	10,314,524	8,597,566	479,913	197,835	10,794,437	8,795,401
Total liabilities and deferred inflows of resources	30,850,973	18,895,765	3,972,904	1,919,663	34,823,877	20,815,428
Net position:						
Net investment in capital assets	45,516,180	45,243,073	44,434,146	41,853,170	89,950,326	87,096,243
Restricted	1,733,172	5,963,384	3,149,289	1,148,860	4,882,461	7,112,244
Unrestricted	6,419,582	2,885,897	10,862,590	13,522,299	17,282,172	16,408,196
Total net position	53,668,934	54,092,354	58,446,025	56,524,329	112,114,959	110,616,683
Total liabilities, deferred inflows of resources and net position	$ 84,519,907	$ 72,988,119	$ 62,418,929	$ 58,443,992	$ 146,938,836	$ 131,432,111

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GOVERNMENT-WIDE FINANCIAL ANALYSIS (Continued)

An additional portion of the City of Cedarburg's net position (3.9 percent) represents resources that are subject to external restrictions on how they may be used. The remaining balance of unrestricted fund balance or $17,977,684 may be used to meet the government's ongoing obligations to citizens or creditors. Of this unrestricted amount, funds are designated for the Revolving Loan Fund, capital improvement projects, cemetery maintenance, and other special revenue fund projects.

The City's net position increased $2,268,374 during the year. The Governmental activities' net position increased by $346,678 while the business-type activities' net position increased by $1,921,696.

CITY OF CEDARBURG'S CHANGES IN NET POSITION

	Governmental Activities		Business-type Activities		Total	
	2016	2015	2016	2015	2016	2015
Revenues:						
Program Revenues:						
Charges for Services	$ 2,104,415	$ 1,924,013	$ 16,375,195	$ 16,411,797	$ 18,479,610	$ 18,335,810
Operating Grants & Contributions	1,052,176	1,347,161	-	-	1,052,176	1,347,161
Capital Grants & Contributions	677,081	163,490	1,055,946	238,567	1,733,027	402,057
General Revenues:						
Property Taxes	8,430,459	8,338,892	-	-	8,430,459	8,338,892
Other Taxes	88,418	82,412	-	-	88,418	82,412
Grants & Contributions Not Restricted to Specific Programs	-	389,516	-	-	-	389,516
Other	671,947	1,414,554	78,999	47,094	750,946	1,461,648
Transfers	754,150	718,732	(754,150)	(718,732)	-	-
Total Revenues	13,778,646	14,378,770	16,755,990	15,978,726	30,534,636	30,357,496
Expenses:						
General Government	1,584,876	1,341,486	-	-	1,584,876	1,341,486
Public Protection	4,809,621	4,416,153	-	-	4,809,621	4,416,153
Health & Sanitation	49,147	44,120	-	-	49,147	44,120
Engineering and Public Works	3,646,369	3,320,796	-	-	3,646,369	3,320,796
Culture, Recreation and Education	2,774,968	2,716,663	-	-	2,774,968	2,716,663
Conservation and Development	176,777	156,179	-	-	176,777	156,179
Interest and Fiscal Charges	390,210	240,659	-	-	390,210	240,659
Sewer	-	-	12,251,890	2,423,385	12,251,890	2,423,385
Light & Water	-	-	2,582,404	12,231,776	2,582,404	12,231,776
Total Expenses	13,431,968	12,236,056	14,834,294	14,655,161	28,266,262	26,891,217
Increase/(Decrease) in Net Position	346,678	2,142,714	1,921,696	1,323,565	2,268,374	3,466,279
Net Position - Beginning	54,092,354	50,275,215	56,524,329	54,562,817	110,616,683	104,838,032
Adjustment due to errors in reporting & accounting principle	(770,098)	1,674,425	-	637,947	(770,098)	2,312,372
Net position - beginning, as adjusted	53,322,256	51,949,640	56,524,329	55,200,764	109,846,585	107,150,404
Net Position - Ending	$ 53,668,934	$ 54,092,354	$ 58,446,025	$ 56,524,329	$ 112,114,959	$ 110,616,683

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GOVERNMENT-WIDE FINANCIAL ANALYSIS (Continued)

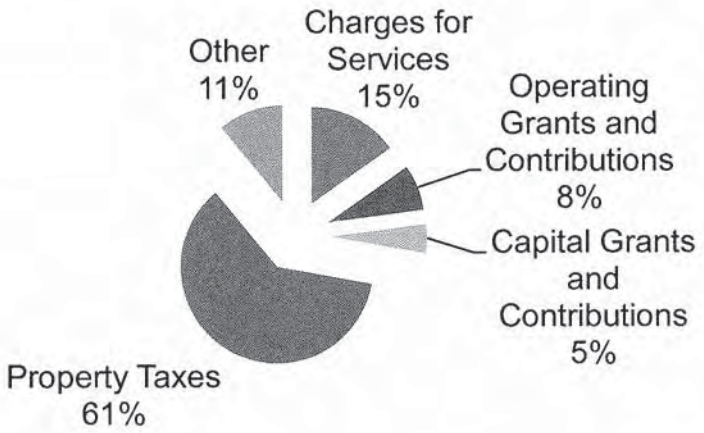
Governmental activities

Governmental activities increased the City of Cedarburg's net position by $346,678 compared to an increase of $2,142,714 in 2015. 2015 was the first year the Fire Department was included in the statements and the Library building project was completed. Some of the significant changes in revenues and expenditures from 2015 were as follows:

Revenues:

- ◊ Property taxes, the largest revenue source for governmental activities, increased $91,567 or 1.1 percent. The General Fund levy increased $176,738 and the Capital Improvement Fund levy decreased $265,000 from 2015. Over the last few years property taxes have increased as a percentage of total revenues, reflecting the declining revenues from the State of Wisconsin.
- ◊ Operating grant revenues decreased from 2015 to 2016 by $294,985; 21.9 percent. CDBG Loan repayments decreased $253,329 in 2016 due to a Revolving Loan Fund loan being repaid in full in 2015. State Shared revenues decreased by $4,946 from the previous year; 2.4 percent. Expenditure Restraint Program revenues decreased from 2015 by $3,996 or 2.4 percent. State Transportation Aids decreased by $34,082 or 6.3 percent.
- ◊ Capital grants and contributions increased $513,591 (314.14 percent) as a result of a $625,000 donated band shell.
- ◊ Charges for services increased $180,402 or 9.38 percent. The housing market in Cedarburg picked up in 2015. All building permit fees continued to increase in 2016. Fines, forfeitures and penalties increased by $32,062. Court penalties and costs were $9,529 more than 2015 and parking violations decreased by $1,285. Alarm monitoring fees were reclassified for 2016 which increased Police fine revenue by $6,820. Library fines of $23,643 were also reclassified to this revenue line for 2016. $60,212 of the increase was from Recreation Programs. The swimming pool fees also increased by $40,355. Fees and pass revenues increased from 2015.
- ◊ Other revenues decreased from 2015 by $1,205,175; 63.8 percent. In 2015, the Fire Department was included in the statements through a transfer of $1,337,684.

Revenues by Source - Governmental Activities



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GOVERNMENT-WIDE FINANCIAL ANALYSIS (Continued)

Governmental activities (Continued)

Expenditures:

- ◊ Governmental activities expenditures increased by $1,475,300 from 2015.
- ◊ The General Government accounted for $243,390 of the increase. A portion of that increase was due to elections - there were four elections in 2016 and only 2 in 2015. City Attorney fees increased from 2015 due to the work done on Amcast with the Community Development Authority and new development projects in the City. Expenditures also increased related to the internal service fund activities, changes in market value of investments, and changes in the Wisconsin Retirement System (WRS) employee pension plan.
- ◊ Public Safety expenditures were $393,468 more than 2015. The Police Department participated in a State Task Force and received reimbursement for the salaries from the State. The repair and maintenance account for the Administration was over budget and prior year because of the accounting change for the alarm monitoring maintenance fees. The Patrol equipment outlay was over budget by $11,188 of which there was grant funding to cover the overage. There were also retirements during 2016 that created the salary and benefit overages. Accrued sick leave and vacation are paid out at retirement. The WRS employee pension plan changes resulted in increased expenditures. All of these accounts attributed to the amount over the 2015 expenditures.
- ◊ Engineering and Public Works expenditures increased $325,573 from 2015. The increase was the result of the annual increase for wages and benefits for the crew in addition to recording of the WRS net pension liability.
- ◊ Health and human services was broken out from Public Works for 2016.
- ◊ Culture, recreation and education increased $58,305 from 2015. There was an increase in expenditures at the swimming pool of $47,524. The increased use of the pool caused an increase in concession expenditures and operating supplies and maintenance. In 2016 a chemical controller, new flow switch and vacuum cleaner were purchased for the pool that were not budgeted but had to be replaced. There was also an unexpected repair of the body slide. An accounting change in the Recreation Programs Special Revenue Fund from 2015 increased the expenditures for the year. Library expenditures decreased from 2015 due to the final purchases for the interior of the new library building.
- ◊ Conservation and Development increased $20,598 from 2015. In 2016 the hours for the City Planner were increased by four hours per week. There was also a hotel study completed in 2016.

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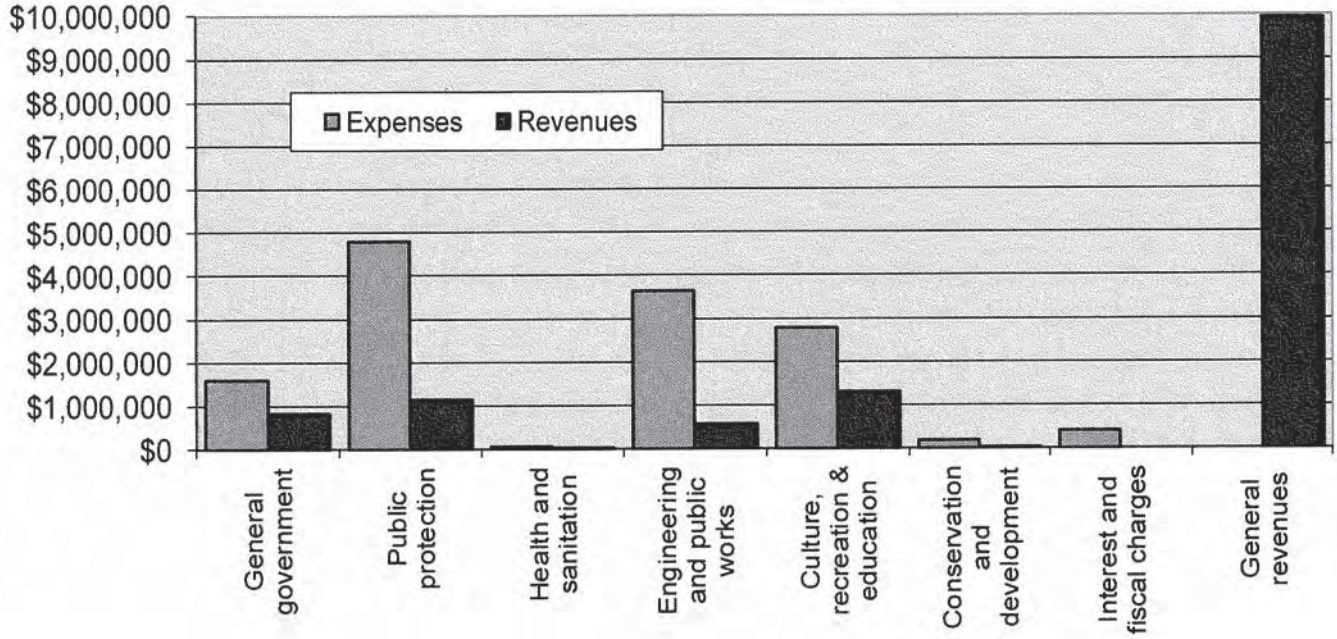
GOVERNMENT-WIDE FINANCIAL ANALYSIS (Continued)

Governmental activities (Continued)

Expenditures (Continued)

The following graph is based on the statement of activities found on pages 21-22, property taxes and other general revenues not restricted or applicable to specific programs provide the major revenue sources for governmental activities.

Expenses and Program Revenues - Governmental Activities



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GOVERNMENT-WIDE FINANCIAL ANALYSIS (Continued)

Business-type activities

Business-type activities increased the City of Cedarburg's net position by $1,921,696. Light & Water and Sewer Utilities amounts were an increase of $2,188,255 and a decrease of $266,559 respectively. The Light & Water and Sewer Utilities are supported by user charges. The Sewer Utility charge is based on water usage for residential and commercial customers, and effluent volume and strength for our industrial customers. The revenues of the Light & Water and Sewer Utilities include charges for services and other revenues. Other revenues include capital contributions of $1,055,946 to the Light & Water Utility. The charges for services accounted for 92.4 percent of total revenues for the business-type activities for 2016, compared to 98 percent in 2015 due to the increase in capital contributions for 2016.

Operating revenues for business-type activities decreased by $54,349 from 2015. Light & Water Utility electric and water revenues increased $6,836 and the Sewer Utility charges decreased by $43,438.

- ◊ Sewer Utility operating revenues totaled $2,306,290; a decrease of $43,438 from 2015. The decrease was due to the decrease in revenues from septage haulers. 2015 hauler revenues were $105,079 compared to $65,437 in 2016. Sewer connection fees and reserve capacity fees decreased $15,888 and $8,013 respectively.
- ◊ Light and Water Utility operating revenues totaled $14,068,905 for 2016, an increase of $6,836 from 2015. The electric operating revenues decreased from 2015 by $21,000 because of the decrease in sales. Water sales increased $32,000 from 2015; most of which was from the residential users.
- ◊ Interest revenue decreased from 2015 by $7,498.

Operating expenses for business-type activities, excluding depreciation, increased by $65,400 from 2015. Depreciation expenses increased $84,824 from 2015.

- ◊ Sewer Utility operating expenses, excluding depreciation, increased by $110,605 from 2015. In 2016 there were added legal fees related to the plant's State license and a retirement with the payout of accrued sick leave and vacation. There were unexpected collection system repairs that were $14,034 more than 2015. Lift Station repairs were $8,877 more than 2015 due to Keup Road lift station telemetry repairs.
- ◊ Light & Water expenses, excluding depreciation, decreased $45,205 from 2015. Electric operating expenses increased $11,000 due to the cost of electricity purchased. There were increases for maintenance of underground lines, substations and street lighting compared to 2015. Water expenditures decreased from 2015 $88,000 due to less water main and service breaks in 2016. There was added expense for maintenance of pumping equipment; $25,000 and fuel for pumping; $7,000 along with increased pension expense due to the GASB 68 requirement; $38,000.

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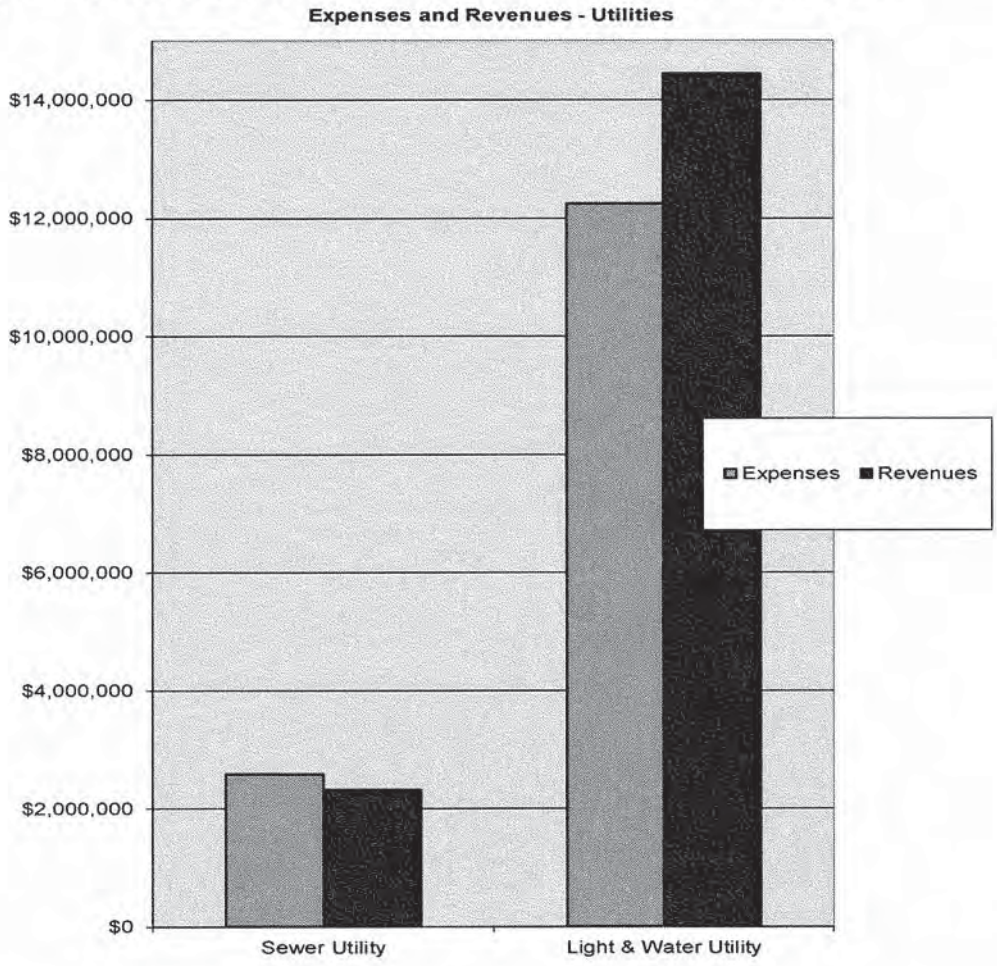
Business-type activities (Continued)

The following chart compares the total revenues and expenses by utility for the year.



FINANCIAL ANALYSIS OF THE GOVERNMENT'S FUNDS

As noted earlier, the City of Cedarburg uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds

The focus of the City of Cedarburg's governmental funds is to provide information on the flow of resources into and out of the organization in providing services. Most of the functions of the City are financed through these funds. The reported fund balance of a governmental fund represents a measure of the available spendable resources.

As of December 31, 2016, the City of Cedarburg's governmental funds reported combined ending fund balances of $7,154,304, a decrease of $157,579 from 2015. The Capital Improvement Fund decreased $647,053 from 2015. The General Fund and Debt Service Fund increased by $197,405 and $172,447, respectively.

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FINANCIAL ANALYSIS OF THE GOVERNMENT'S FUNDS (Continued)

Governmental Funds (Continued)

Approximately 28 percent of the total fund balance or $2,009,658 constitutes unassigned fund balance, which is available for spending at the government's discretion. The remainder of the fund balance is assigned or restricted to indicate that it is not available for new spending because it has already been reserved or restricted to other items such as contracts and purchase orders of the prior year, debt service, legally restricted assets, impact fees, and non-current loans and notes receivable.

General Fund

The General Fund is the chief operating fund of the City of Cedarburg. As of December 31, 2016 the total fund balance of the General Fund was $2,445,980 of which $2,065,568 was unassigned. This unassigned fund balance represents approximately 23 percent of the total 2017 General Fund budgeted expenditures. Of the assigned fund balance, $155,743 was appropriated for 2017 General Fund budgeted expenditures. Police Department tactical equipment and fence painting, Fire Department projects and a pool heater are included in this amount. City policy requires a minimum of 17 percent and a maximum of 25 percent of General Fund expenditures of the ensuing year in unassigned funds.

The General Fund fund balance increased by $197,405 during 2016. The 2016 original adopted budget for the City of Cedarburg's General Fund identified $26,404 of expenditures over revenues or usage of fund balance. Actual operating expenditures and other financing uses were under budget by $63,141 after the budget amendments were made for the year. Actual operating revenues and other financing sources were over budget by $214,568 which was due the increase in intergovernmental revenues and the building permit fees. Beginning fund balance was restated. Please see Note III.J. for further details.

General Fund operating revenues decreased by $974,723 (11 percent) from 2015. Some of the significant changes in General Fund revenues from the prior year were as follows:

- Property tax revenues decreased by $534,297 (8.4 percent) from prior year due to the decrease in the payment in lieu of taxes from Light & Water. With the decrease in the assessment ratio, their taxes decrease.
- Intergovernmental revenues decreased $16,280 (1.6 percent) from prior year due in part to the $20,958 grant from the State for the Police Department's participation in a drunk driving task force offset by a decrease in state transportation aid.
- Licenses, permits and fees increased $4,677 (1.1 percent) from 2015. Operators' licenses increased $3,332; 30.2 percent. Building permits increased from 2015 by $3,073; 2.8 percent. Plumbing permits declined slightly from 2015; $1,630.
- Fines, forfeitures and penalties increased $8,419 (16.9 percent) from 2015. The change was due to the increase in the court penalties and costs received; an increase of $9,529.
- Public Charges for Services increased $32,470 (36.2 percent) over prior year. The accounting for alarm monitoring, fuel system maintenance and Senior Center tours was changed. These deposits for monitoring, maintenance and tours was moved to revenue accounts for 2016.
- Intergovernmental charges for services increased $18,538 (9.4 percent) over 2015. The Fire Department refunded the City and Town $20,000 from their budget due to the donation of the emergency medical dispatch software being funded by a local hospital.

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FINANCIAL ANALYSIS OF THE GOVERNMENT'S FUNDS (Continued)

Governmental Funds (Continued)

General Fund (Continued)

◊ Investment Income and Miscellaneous Revenues increased $49,402 from 2015 due to the change in accounting of donations for the Senior Center, Senior Van and Police Department. Previously these revenues were recorded in non-major governmental funds.

General Fund expenditures increased by $470,472 from 2015. Some of the significant changes in General Fund expenditures from the prior year were as follows:

◊ General Government expenditures increased $194,363 (20.9 percent) in part due to the Elections expenditures. There was an increase in the number of elections from 2015. The attorney fees were $50,848 more in 2016 than 2015. The fees were incurred for the preparation of a developer's agreement for the clean-up and redevelopment of the Amcast site which may in the future be reimbursed through a Tax Incremental District.

◊ Public Safety increased by $197,918 from 2015 due to an increase in Police Administration repair and maintenance expenditures. An additional $9,452 was expended to install the donated software for emergency medical dispatching. An accounting change for recording the alarm monitoring program resulted in an additional $21,586 in expenditures. The Patrol Division expenditures increased $153,093 from 2015 of which $149,619 was personnel. There were two retirements which included a payout of accrued sick and vacation leave.

◊ Public Works expenditures increased $78,744 (3.4 percent) from 2015. The increase in expenditures was due to salaries and benefit increases. The Machinery & Equipment/Garage Department increased $43,940 of which $14,098 was salaries. Operating supplies increased $7,219 due to purchases for setting up the new garage and working with a temporary site. Equipment outlay increased $13,570 for the purchase of a tire balancing machine for the garage. The Street Lighting expenditures decreased from 2015 by $8,696. Storm Sewer expenditures decreased from 2015 by $14,020 due to salaries and repair and maintenance accounts being under spent due to available man hours.

◊ Culture, Recreation and Education increased $4,426 from 2015. The Senior Center expenditures increased due to a change in accounting for senior center tours, rummage sales and van transactions. All are now recorded in the General Fund rather than Trust & Agency which was a non- major fund. Celebrations expenditures decreased from 2015 by $2,227. Salaries and benefits increased slightly; however, supplies decreased. In 2015 the bedding for the flower baskets was replaced. Parks, Recreation and Forestry repair and maintenance and contracted services declined $5,615 and $8,570 respectively. In 2015 there was a compressor repaired and a park light replaced. $10,215 more was spent on Emerald Ash Borer treatment in 2015 than in 2016.

◊ Conservation and Development increased $20,297 due to hours added to the planner's schedule for 2016, an increase in the rate of pay and a hotel study that was completed in 2016.

As identified earlier, actual operating revenues were over budgeted revenues by $231,048 due to the accounting changes; elimination of donation accounts, deposit accounts and the unfunded pension liability. The final budget outcome for 2016 was an increase in fund balance of $197,405, compared to the amended budgeted use of fund balance of $80,304.

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FINANCIAL ANALYSIS OF THE GOVERNMENT'S FUNDS (Continued)

Governmental Funds (Continued)

Capital Improvements Fund

The Capital Improvement expenditures for 2016 included street and stormwater improvements, environmental remediation, equipment purchases, park improvements and construction of the new DPW building. Total expenditures were $10,505,020 and $3,719,671 in 2016 and 2015 respectively. Expenditures in 2016 included the construction of the new Public Works building. In 2016 there were building project expenditures of $7,922,833 compared to $78,749 in 2015.

At the Police Department, station improvements for 2016 included dispatch recording system and asphalt repairs in the parking lot. Officer protective equipment was a new purchase for 2016 that totaled $45,335. There were three squads purchased in 2016 and only one in 2015.

The Fire Department retaining wall project for 2016 was not completed and moved into the 2017 budget. There were repairs to the HVAC system in 2015 and 2016; $65,871 and $35,000 respectively. Engineering work for the retaining wall replacement was completed in 2016 for $2,640. There were no Fire Department vehicle or self-contained breathing apparatus replacements in 2016, but $905,960 for replacements in 2015.

Emergency Management siren replacement continued in 2016. The 2015 replacement was $35,110 and the 2016 replacement was only $20,892.

In 2016, there was a street sweeper purchased for Public Works but no expenditure in 2015; an increase of $233,604. There were two pickup truck replacements in 2016 and only one in 2015. Street improvements for 2016 were $406,568 less than the 2015 projects. In 2015 major improvements to McKinley Boulevard and Sheboygan Road which totaled $1.17 million were completed while in 2016, major work was done on Bridge Road for a total of $761,047.

Sidewalk replacement expenditures were more than 2015 by $19,552 due to the accounting change for the replacement of residents' sidewalks.

Storm Water improvements were $76,258 more in 2016 than 2015 due to the storm sewer issues discovered in Bridge Road during the construction.

Environmental expenditures included the continuing legal and monitoring fees for Prochnow Landfill along with dam engineering costs. There was an increase of $9,334 due to reporting and additional meetings with the DNR to try to move towards a remediation plan.

Parks, Recreation and Forestry expenditures were down $114,455 from 2015. A bucket lift truck was purchased in 2015. Park improvements in 2015 included Prairie View playground, Zeunert Park parking lot resurfacing, bathroom partitions and an aeration system for Willowbrooke Park and equipment at Georgetown Park. The 2016 projects included the Zeunert path resurfacing, Cedar Creek Park net climber, an aerial lift truck that was not received until 2017, a mower/snow blower and a dump truck. Equipment purchases were $108,423 in 2015 and only $50,392 in 2016. Park Improvements were $68,433 more in 2015 than 2016.

Debt service paying agent fee was for the 2015 borrowing for 2015 and 2016 capital projects and the 2016 fee was for the Public Works building borrowing.

There was $140,000 transferred out of the Library reserve account to Debt Service to offset the principal and interest payments on the building debt in 2015 and $200,000 in 2016 for the same purpose.

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GENERAL FUND BUDGETARY HIGHLIGHTS

Differences between the original budget and the final amended budget are from purchase orders carried over from 2015 into 2016 and any appropriations made during the year. In 2015, there were no additional appropriations made by the Common Council; however, for 2016 there were appropriations to balance the budget due to the accounting changes made for the year and the Parks, Recreation and Forestry Department overages.

As previously mentioned, the 2017 adopted budget included the use of $155,743 of fund balance to fund the purchase of Police Department equipment, painting of the Police Department fence, a pool heater and a transfer to Capital Improvements for Fire Department projects. The net change in the fund balance for 2016 was an increase of $197,405. Revenues for the year were over budget $231,048 due to increases in intergovernmental revenues and building permit fees. Additionally, the City brought in approximately $32,000 more in donations than anticipated in the budget.

Operating expenditures were $63,141 under budget for the year. Public Works expenditures were under budget due to less available man hours for repairs and maintenance than anticipated. Capital Outlay accounts attributed to $14,208 of the savings as actual project costs were less than budgeted across the board.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The City of Cedarburg's investment in capital assets for its governmental and business-type activities as of December 31, 2016 amounts to $107,852,600 net of accumulated depreciation. This investment in capital assets includes land, buildings and improvements, infrastructure, machinery and equipment, and construction in progress. The City of Cedarburg implemented the infrastructure component of GASB Statement No. 34 for the year ended December 31, 2003.

Major capital asset events that occurred during the year included the following:

- Paving of the parking lot at City Hall, $54,581, roof and tower repairs on the Lincoln Building of $14,912 and engineering services on the feasibility of building a monopole of $43,683
- Police dispatch call recorder equipment of $20,089, asphalt repairs of $4,303, officer equipment of $45,335 and vehicle replacements of $148,417
- Emergency Management siren replacement; $20,892
- Fire Department HVAC system replacement; $35,000
- Public Works vehicle replacements; $550,040, construction of DPW building; $7,922,833
- Street improvements – Bridge Road; $761,047
- Storm sewer projects related to street projects; $492,850, NR216 compliance of $20,465
- Prochnow Landfill remediation legal, testing and reporting expenditures; $27,244
- Parks, Recreation and Forestry expenditures included equipment replacements of $79,660, playground equipment at Cedar Creek Park of $47,934, Zeunert Park parking lot paving of $73,888

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CAPITAL ASSET AND DEBT ADMINISTRATION (continued)

Capital Assets (continued)

City of Cedarburg's Capital Assets

	Governmental Activities		Business-type Activities		Total	
	2016	2015	2016	2015	2016	2015
Land	$ 8,239,524	$ 7,945,304	$ 2,115,434	$ 2,110,434	$ 10,354,958	$ 10,055,738
Buildings and improvements	15,794,293	15,460,481	80,085,230	62,308,617	95,879,523	77,769,098
Infrastructure	45,136,103	44,208,718	-	-	45,136,103	44,208,718
Vehicles	6,699,214	6,246,139	-	-	6,699,214	6,246,139
Machinery and equipment	3,998,811	3,887,785	-	13,528,458	3,998,811	17,416,243
Construction in progress	8,228,707	234,947	1,321,310	89,106	9,550,017	324,053
Accumulated depreciation	(25,710,055)	(24,715,509)	(38,055,971)	(36,518,201)	(63,766,026)	(61,233,710)
Total Capital Assets	$ 62,386,597	$ 53,267,865	$ 45,466,003	$ 41,518,414	$ 107,852,600	$ 94,786,279

Long-Term Debt

At the end of the fiscal year, the City of Cedarburg had a total general obligation debt outstanding of $17,956,111 entirely backed by the full faith, credit, and resources of the City. The 2016 borrowing funded the Public Works building. Principal payments for 2016 totaled $770,097.

State statutes limit the amount of general obligation debt a governmental entity may issue to 5 percent of its total equalized valuation. The current debt limitation for the City of Cedarburg is $62,723,900, which significantly exceeds the City's current outstanding general obligation debt. The City has established a policy whereby the City will not issue debt in excess of 4 percent of its total equalized valuation and the total annual debt service for general obligation debt shall not exceed 50 percent of the City's total annual general operating revenues (inclusive of all property tax levies and exclusive of revenues from proprietary entities). As of December 31, 2016 the City of Cedarburg's outstanding debt equaled 28.6 percent of the State authorized debt.

City of Cedarburg's Outstanding Debt

	Governmental Activities		Business-type Activities		Total	
	2016	2015	2016	2015	2016	2015
General obligation long-term bonds and notes payable	$16,951,111	$9,021,208	$1,005,000	$ -	$17,956,111	$9,021,208

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ECONOMIC FACTORS AND NEXT YEAR'S BUDGET AND RATES

The City's elected and appointed officials considered many factors when setting the fiscal year 2017 budget, the State legislative changes, general economic conditions, and public sentiments toward taxation. The City increased the assessed tax rate from $6.97/$1,000 in 2015 to $7.46/$1,000 in 2016; a 7 percent increase. $0.48 of the increase was due to the borrowing for the Library and the Public Works buildings.

The City's total equalized value for 2016 was $1,254,478,000, 4.2 percent more than 2015.

The Ozaukee County unemployment rate as of December 2016 was 3.0 percent down from 3.4 percent in December 2015. The State unemployment rate for December 2016 was 3.7 percent and 4.7 percent nationally. The County is doing well compared to the rest of the State and nation.

Funds were appropriated in the 2017 General Fund budget for one-time capital purchases using the fund balance. There is $5,000 for fence repair and painting at the Police Department, a transfer to the Swimming Pool for a pool heater, and $100,000 transfer to Capital Improvements to fund 2017 street projects for a total of $155,743 budgeted as a use of these funds.

Sewer flow rate remained at $5.22/1,000 gallons for 2017 but the monthly connection fee increased from $12/month to $14/month. Holding tank septage haulers' fees remained at the 2016 rate of $8.70/1,000 gallons. The septage tank haulers' rate also remained at the same rate as 2016 of $44.91/1,000 gallons.

Due to the Common Council's sentiment to keep the tax rate down, over the years the funding levels for capital items that were previously paid for by cash will have to be funded by borrowing. This practice is not one the City wants to continue, but was necessary to get through the tough economic times. As construction resumes and the City sees growth in its assessed value, the hope is to get back to the pre-funding of street and storm water capital projects.

With increasing costs, State revenue cuts, and State legislative changes it will be another difficult budget preparation year. In 2017 the City was not able to meet the expenditure restraint program requirement of less than a 1.70 percent increase in expenditures. Any and all expenditures funded by the tax levy needed to be included in the calculation. With the increase in Debt Service the City was over the limit. The new development the City is currently seeing will hopefully help fund the future expenditure increases and lost revenues. The State levy limit legislation makes it difficult to fund operations as necessary and is part of the need for the capital borrowing which was not a common practice in prior years.

CONTACTING THE CITY'S FINANCIAL MANAGEMENT

This financial report is designed to provide our citizens, taxpayers, customers, and investors and creditors with a general overview of the City's finances and to show the City's accountability for the money it receives. If you have any questions about this report or need additional financial information, contact the City Treasurer's Office at the City of Cedarburg, P.O. Box 49, Cedarburg, WI 53012. Other City contact information may be found on our website at www.ci.cedarburg.wi.us.

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BASIC FINANCIAL STATEMENTS

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CITY OF CEDARBURG

STATEMENT OF NET POSITION
As of December 31, 2016

	Governmental Activities	Business - type Activities	Totals
ASSETS			
Cash and investments	$ 12,570,497	$ 10,712,063	$ 23,282,560
Receivables:			
Taxes	3,715,704	-	3,715,704
Delinquent personal property taxes	40,215	-	40,215
Accounts	327,340	1,594,620	1,921,960
Interest	1,368	6,763	8,131
Internal balances	495,856	(495,856)	-
Materials and supplies	18,379	594,605	612,984
Prepaid items	-	4,597	4,597
Restricted Assets:			
Cash and investments	1,718,566	3,149,289	4,867,855
Loans	92,144	-	92,144
Other assets	-	163,856	163,856
Capital Assets:			
Land	8,239,524	2,115,434	10,354,958
Construction in progress	8,228,707	1,321,310	9,550,017
Other capital assets, net of depreciation	45,918,366	42,029,259	87,947,625
Total Assets	81,366,666	61,195,940	142,562,606
DEFERRED OUTFLOWS OF RESOURCES			
Unamortized loss on refunding	124,383	-	124,383
Deferred outflows related to pensions	3,028,858	1,222,989	4,251,847
Total Deferred Outflows of Resources	3,153,241	1,222,989	4,376,230
LIABILITIES			
Accounts payable and accrued liabilities	1,558,541	1,743,743	3,302,284
Deposits	107,301	55,309	162,610
Due to other governments	5,481	-	5,481
Accrued interest payable	143,422	15,362	158,784
Noncurrent Liabilities			
Compensated absences	487,369	360,663	848,032
Customer advances for construction	-	35,002	35,002
Deferred compensation	-	27,663	27,663
Pollution remediation liability	487,200	-	487,200
Net pension liability	539,835	223,392	763,227
Due within one year	1,303,551	55,000	1,358,551
Due in more than one year	15,903,749	976,857	16,880,606
Total Liabilities	20,536,449	3,492,991	24,029,440
DEFERRED INFLOWS OF RESOURCES			
Unearned revenue	9,171,275	6,931	9,178,206
Deferred inflows related to pensions	1,143,249	472,982	1,616,231
Total Deferred Inflows of Resources	10,314,524	479,913	10,794,437
NET POSITION			
Net investment in capital assets	45,516,180	44,434,146	89,950,326
Restricted	1,733,172	3,149,289	4,882,461
Unrestricted	6,419,582	10,862,590	17,282,172
TOTAL NET POSITION	$ 53,668,934	$ 58,446,025	$ 112,114,959

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See accompanying notes to the financial statements.

CITY OF CEDARBURG

STATEMENT OF ACTIVITIES
For the Year Ended December 31, 2016

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions
Governmental Activities				
General government	$ 1,584,876	$ 625,632	$ 188,424	$ -
Public safety	4,809,621	932,999	148,176	52,081
Public works	3,646,369	14,481	545,901	-
Health and human services	49,147	11,940	-	-
Culture, recreation and education	2,774,968	519,045	169,675	625,000
Conservation and development	176,777	318	-	-
Interest and fiscal charges	390,210	-	-	-
Total Governmental Activities	13,431,968	2,104,415	1,052,176	677,081
Business-type Activities				
Light and Water Utility	12,251,890	14,068,905	-	1,055,946
Sewer Utility	2,582,404	2,306,290	-	-
Total Business-type Activities	14,834,294	16,375,195	-	1,055,946
Total	$ 28,266,262	$ 18,479,610	$ 1,052,176	$ 1,733,027

General revenues
Taxes
Property taxes levied for general purposes
Property taxes levied for debt service
Property taxes, levied for capital projects
Property taxes levied for library
Property taxes, levied for other purposes
Other taxes
Intergovernmental revenues not restricted to specific programs
Investment income
Miscellaneous
Total general revenues

Transfers

Change in net position

NET POSITION - Beginning of Year (as restated)

NET POSITION - END OF YEAR

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See accompanying notes to the financial statements.

Net (Expenses) Revenues and Changes in Net Position		
Governmental Activities	Business - type Activities	Totals
$ (770,820)	$ -	$ (770,820)
(3,676,365)	-	(3,676,365)
(3,085,987)	-	(3,085,987)
(37,207)	-	(37,207)
(1,461,248)	-	(1,461,248)
(176,459)	-	(176,459)
(390,210)	-	(390,210)
(9,598,296)	-	(9,598,296)
-	2,872,961	2,872,961
-	(276,114)	(276,114)
-	2,596,847	2,596,847
(9,598,296)	2,596,847	(7,001,449)
5,803,256	-	5,803,256
705,776	-	705,776
1,170,000	-	1,170,000
707,306	-	707,306
44,121	-	44,121
88,418	-	88,418
440,438	-	440,438
110,032	37,026	147,058
121,477	41,973	163,450
9,190,824	78,999	9,269,823
754,150	(754,150)	-
346,678	1,921,696	2,268,374
53,322,256	56,524,329	109,846,585
$ 53,668,934	$ 58,446,025	$ 112,114,959

See accompanying notes to the financial statements.

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CITY OF CEDARBURG

BALANCE SHEET
GOVERNMENTAL FUNDS
As of December 31, 2016

	General Fund	Capital Improvements Fund
ASSETS		
Unrestricted cash and investments	$ 6,029,921	$ 3,356,209
Restricted cash and investments	-	-
Receivables:		
Taxes	2,389,933	486,365
Delinquent personal property taxes	40,215	-
Accounts	150,086	68,111
Interest	-	684
Loans	-	-
Due from other funds	470,314	127,684
Materials and supplies	18,379	-
Advance to other fund	23,447	-
TOTAL ASSETS	$ 9,122,295	$ 4,039,053
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES		
Liabilities		
Accounts payable	$ 266,253	$ 901,119
Accrued liabilities	287,258	-
Deposits	93,877	13,424
Due to other funds	103,574	47,997
Due to other governments	5,481	-
Advance from other fund	-	-
Total Liabilities	756,443	962,540
Deferred Inflows of Resources		
Unavailable revenues	-	-
Unearned revenues	5,919,872	1,192,000
Total Deferred Inflows of Resources	5,919,872	1,192,000
Fund Balances		
Nonspendable	82,041	-
Restricted	-	212,500
Assigned	298,371	1,672,013
Unassigned (deficit)	2,065,568	-
Total Fund Balances	2,445,980	1,884,513
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES	$ 9,122,295	$ 4,039,053

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See accompanying notes to the financial statements.

Debt Service Fund	Nonmajor Governmental Funds	Total Governmental Funds
$ 965,304	$ 1,320,756	$ 11,672,190
-	1,718,566	1,718,566
524,018	315,388	3,715,704
-	-	40,215
-	102,883	321,080
-	684	1,368
-	92,144	92,144
-	98,841	696,839
-	-	18,379
-	-	23,447
$ 1,489,322	$ 3,649,262	$ 18,299,932
$ -	$ 36,900	$ 1,204,272
-	24,298	311,556
-	-	107,301
-	78,581	230,152
-	-	5,481
-	23,447	23,447
-	163,226	1,882,209
-	92,144	92,144
1,284,280	775,123	9,171,275
1,284,280	867,267	9,263,419
-	-	82,041
205,042	1,671,552	2,089,094
-	1,003,127	2,973,511
-	(55,910)	2,009,658
205,042	2,618,769	7,154,304
$ 1,489,322	$ 3,649,262	$ 18,299,932

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See accompanying notes to the financial statements.

CITY OF CEDARBURG

RECONCILIATION OF THE BALANCE SHEET OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF NET POSITION
As of December 31, 2016

Total Fund Balances - Governmental Funds	$ 7,154,304
Amounts reported for governmental activities in the statement of net position are different because different because:	
Capital assets used in governmental funds are not financial resources and therefore are not reported in the funds	
Land	8,239,524
Construction in progress	8,228,707
Other capital assets, net of depreciation	45,918,366
Other long-term assets are not available to pay for current-period expenditures and therefore are unavailable in the funds	
Loan receivables	92,144
Internal service funds are used by the City to charge the cost of insurance to individual funds. The assets and liabilities of the internal service funds are included in governmental activities in the statement of net position.	891,023
The net pension liability does not related to current financial resources and is not reported in the governmental funds.	(539,835)
Deferred outflows of resources related to pensions do not relate to current financial resources and are not reported in the governmental funds.	3,028,858
Deferred inflows of resources related to pensions do not relate to current financial resources and are not reported in the governmental funds.	(1,143,249)
Some liabilities, including long-term debt, are not due and payable in the current period and therefore, are not reported in the funds.	
Bonds, notes payable and unamortized premium/(discount)	(17,207,300)
Compensated absences	(487,369)
Unamortized loss on refunding	124,383
Pollution remediation liability	(487,200)
Accrued interest	(143,422)
NET POSITION OF GOVERNMENTAL ACTIVITIES	$ 53,668,934

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CITY OF CEDARBURG

STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS
For the Year Ended December 31, 2016

	General Fund	Capital Improvements Fund
REVENUES		
Taxes	$ 5,812,613	$ 1,170,000
Intergovernmental	1,033,858	-
Licenses and permits	412,981	-
Fines, forfeitures and penalties	58,292	-
Public charges for services	122,202	25,801
Intergovernmental charges for services	215,020	-
Investment income	21,151	13,568
Miscellaneous	198,074	37,446
Total Revenues	7,874,191	1,246,815
EXPENDITURES		
Current		
General government	1,125,772	-
Public safety	3,885,255	-
Public works	2,387,735	-
Health and human services	-	-
Culture, recreation and education	871,005	-
Conservation and development	92,919	-
Capital Outlay	94,692	10,439,021
Debt Service		
Principal	-	-
Interest and fees	-	65,999
Total Expenditures	8,457,378	10,505,020
Excess (deficiency) of revenues over expenditures	(583,187)	(9,258,205)
OTHER FINANCING SOURCES (USES)		
Transfers in	791,671	47,934
Transfers out	(14,503)	(200,000)
Debt issued	-	8,700,000
Premium on debt issued	-	-
Proceeds from sale of capital assets	3,424	63,218
Total Other Financing Sources (Uses)	780,592	8,611,152
Net Change in Fund Balances	197,405	(647,053)
FUND BALANCES - Beginning of Year (as restated)	2,248,575	2,531,566
FUND BALANCES - END OF YEAR	$ 2,445,980	$ 1,884,513

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See accompanying notes to the financial statements.

Debt Service Fund	Nonmajor Governmental Funds	Total Governmental Funds
$ 705,776	$ 830,488	$ 8,518,877
6,064	165,874	1,205,796
-	-	412,981
-	23,643	81,935
18,126	910,355	1,076,484
-	18,922	233,942
594	47,490	82,803
-	120,745	356,265
730,560	2,117,517	11,969,083
-	-	1,125,772
-	364,082	4,249,337
-	-	2,387,735
-	47,076	47,076
-	1,409,082	2,280,087
-	83,858	176,777
-	22,845	10,556,558
770,097	-	770,097
219,403	-	285,402
989,500	1,926,943	21,878,841
(258,940)	190,574	(9,909,758)
200,000	23,716	1,063,321
-	(94,668)	(309,171)
-	-	8,700,000
231,387	-	231,387
-	-	66,642
431,387	(70,952)	9,752,179
172,447	119,622	(157,579)
32,595	2,499,147	7,311,883
$ 205,042	$ 2,618,769	$ 7,154,304

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See accompanying notes to the financial statements.

CITY OF CEDARBURG

RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF ACTIVITIES
For the Year Ended December 31, 2016

Net change in fund balances - total governmental funds	$ (157,579)
Amounts reported for governmental activities in the statement of activities are different because:	
Governmental funds report capital outlays as expenditures. However in the statement of net position, the cost of these assets is capitalized and they are depreciated over their estimated useful lives and reported as depreciation expense. in the statement of activities	
Capital outlay is reported as an expenditure in the fund financial statements, but is capitalized in the government-wide statements	10,556,558
Some items reported as outlay were not capitalized	(219,291)
Contributed capital assets	625,000
Some items reported as operating expenditures in the fund financial statements but are capitalized in the government-wide statements	116,654
Depreciation is reported in the government-wide statements	(1,750,095)
Net book value of assets retired	(210,094)
Debt issued provides current financial resources to governmental funds, but issuing debt increases long-term liabilities in the statement of net position. Repayment of debt principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the statement of net position.	
Debt issued	(8,700,000)
Principal repaid	770,097
Some expenses in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds.	
Compensated absences	12,456
Accrued interest on debt	(86,834)
Net pension liability	(1,370,433)
Deferred outflows of resources related to pensions	2,178,457
Deferred inflows of resources related to pensions	(1,139,848)
Governmental funds report debt premiums and discounts as other financing sources (uses) or expenditures. However, in the statement of net position, these are reported as additions or deductions from long-term debt. These are allocated over the period the debt is outstanding in the statement of activities and are reported as interest expense	
Premium on new debt	(231,387)
Amortization of debt premiums	6,226
Amortization of loss on refunding	(21,632)
Amortization of debt discount	(2,568)
Receivables not currently available are reported as revenue when collected or currently available in the fund finanical statements but are recognized as revenue when earned in the government-wide financial statements	(20,523)
Internal service funds are used by the City to charge the cost of insurance to individual funds. The net revenue of the internal service fund is reported in the governmental activities.	(8,486)
CHANGE IN NET POSITION OF GOVERNMENTAL ACTIVITIES	$ 346,678

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See accompanying notes to the financial statements.

CITY OF CEDARBURG

STATEMENT OF NET POSITION
PROPRIETARY FUNDS
As of December 31, 2016

	Business-type Activities - Enterprise Funds			Governmental Activities
	Light and Water Utility	Sewer Utility	Totals	Internal Service Fund - Risk Management
ASSETS				
CURRENT ASSETS				
Cash and investments	7,880,104	2,831,959	10,712,063	898,307
Receivables:				
Accounts	1,380,435	214,185	1,594,620	6,260
Interest	5,482	1,281	6,763	-
Due from other funds	61,372	227,106	288,478	29,169
Materials and supplies	594,605	-	594,605	-
Prepayments	4,597	-	4,597	-
Other Assets - Commitment to community	41,613	-	41,613	-
Total Current Assets	9,968,208	3,274,531	13,242,739	933,736
NON-CURRENT ASSETS				
Restricted Assets - cash and investments	239,983	2,909,306	3,149,289	-
Preliminary survey and investigation	60,343	-	60,343	-
Non-utility property	61,900	-	61,900	-
Capital Assets				
Land	378,837	1,736,597	2,115,434	-
Construction in progress	32,716	1,288,594	1,321,310	-
Property, plant, and equipment	49,371,221	30,714,009	80,085,230	-
Less: Accumulated depreciation	(16,356,293)	(21,699,678)	(38,055,971)	-
Total Noncurrent Assets	33,788,707	14,948,828	48,737,535	-
Total Assets	43,756,915	18,223,359	61,980,274	933,736
DEFERRED OUTFLOWS OF RESOURCES				
Deferred outflows related to pensions	897,247	325,742	1,222,989	-

See accompanying notes to the financial statements.

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	Business-type Activities - Enterprise Funds			Governmental Activities
	Light and Water Utility	Sewer Utility	Totals	Internal Service Fund
LIABILITIES				
CURRENT LIABILITIES				
Accounts payable	$ 1,193,484	$ 405,849	$ 1,599,333	$ 42,713
Accrued payroll	-	23,147	23,147	-
Accrued interest payable	1,677	13,685	15,362	-
Deposits	55,309	-	55,309	-
Due to other funds	674,199	110,135	784,334	-
Current portion of general obligation debt	-	55,000	55,000	-
Other current liability	121,263	-	121,263	-
Total Current Liabilities	2,045,932	607,816	2,653,748	42,713
NONCURRENT LIABILITIES				
Compensated absences	308,163	52,500	360,663	-
Customer advances for construction	35,002	-	35,002	-
Deferred compensation	27,663	-	27,663	-
Net pension liability	163,327	60,065	223,392	-
General obligation debt	-	976,857	976,857	-
Total Noncurrent Liabilities	534,155	1,089,422	1,623,577	-
Total Liabilities	2,580,087	1,697,238	4,277,325	42,713
DEFERRED INFLOWS OF RESOURCES				
Unearned revenues	6,931	-	6,931	-
Deferred inflows related to pensions	345,652	127,330	472,982	-
Total Deferred Inflows of Resources	352,583	127,330	479,913	-
NET POSITION				
Net investment in capital assets	33,426,481	11,007,665	44,434,146	-
Restricted	239,983	2,909,306	3,149,289	-
Unrestricted	8,055,028	2,807,562	10,862,590	891,023
TOTAL NET POSITION	$ 41,721,492	$ 16,724,533	$ 58,446,025	$ 891,023

See accompanying notes to the financial statements.

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CITY OF CEDARBURG

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN FUND NET POSITION
PROPRIETARY FUNDS
For the Year Ended December 31, 2016

	Business-type Activities - Enterprise Funds			Governmental Activities
	Light and Water Utility	Sewer Utility	Totals	Internal Service Fund - Risk Management
OPERATING REVENUES				
Charges for services	13,913,711	2,306,290	16,220,001	315,849
Other operating revenues	155,194	-	155,194	21,298
Total Operating Revenues	14,068,905	2,306,290	16,375,195	337,147
OPERATING EXPENSES				
Operation and maintenance	10,915,682	1,504,777	12,420,459	392,780
Depreciation	1,335,918	1,048,949	2,384,867	-
Total Operating Expenses	12,251,600	2,553,726	14,805,326	392,780
Operating Income (Loss)	1,817,305	(247,436)	1,569,869	(55,633)
NONOPERATING REVENUES (EXPENSES)				
Investment income	31,371	5,655	37,026	47,147
Interest expense	(290)	(28,678)	(28,968)	-
Nonoperating revenues	38,073	3,900	41,973	-
Total Nonoperating Revenues (Expense)	69,154	(19,123)	50,031	47,147
Income (Loss) Before Capital Contributions and Transfers	1,886,459	(266,559)	1,619,900	(8,486)
CAPITAL CONTRIBUTIONS AND TRANSFERS				
Capital contribution	1,055,946	-	1,055,946	-
Transfers	(754,150)	-	(754,150)	-
Total Capital Contributions and Transfers	301,796	-	301,796	-
Change in Net Position	2,188,255	(266,559)	1,921,696	(8,486)
NET POSITION - Beginning of Year	39,533,237	16,991,092	56,524,329	899,509
NET POSITION - END OF YEAR	$ 41,721,492	$ 16,724,533	$ 58,446,025	$ 891,023

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See accompanying notes to the financial statements.

CITY OF CEDARBURG

STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
For the Year Ended December 31, 2016

	Business - type Activities - Enterprise Funds			Governmental Activities
	Light and Water Utility	Sewer Utility	Totals	Internal Service Fund - Risk Management
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers	$ 13,711,532	$ 2,169,280	$ 15,880,812	$ -
Paid to suppliers for goods and services	(9,587,053)	(539,684)	(10,126,737)	(419,414)
Paid to employees for services	(1,156,139)	(768,179)	(1,924,318)	-
Receipts from municipality	301,115	3,089,312	3,390,427	374,282
Net Cash Flows From Operating Activities	3,269,455	3,950,729	7,220,184	(45,132)
CASH FLOWS FROM INVESTING ACTIVITIES				
Purchase of investment securities	(1,549,267)	(3,601,606)	(5,150,873)	(1,585,906)
Proceeds from sale and maturities of investment securities	1,538,129	1,819,385	3,357,514	799,063
Investment income	31,320	11,506	42,826	47,390
Net Cash Flows From Investing Activities	20,182	(1,770,715)	(1,750,533)	(739,453)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES				
Paid to municipality for tax equivalent	(747,000)	-	(747,000)	-
Payments received on advance to other fund	-	121,466	121,466	-
Transfers in (out)	(9,360)	-	(9,360)	-
Net Cash Flows From Noncapital Financing Activities	(756,360)	121,466	(634,894)	-
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Proceeds from debt issued	-	1,005,000	1,005,000	-
Premium from debt issued	-	26,857	26,857	-
Debt issuance costs	-	(14,993)	(14,993)	-
Acquisition and contraction of capital assets	(2,786,402)	(2,279,641)	(5,066,043)	-
Salvage on retirement of plant	86,626	-	86,626	-
Cost of removal of property retired	(102,851)	-	(102,851)	-
Impact fees received	28,671	-	28,671	-
Contributions in-aid-of construction	230,354	-	230,354	-
Net Cash Flows From Capital and Related Financing Activities	(2,543,602)	(1,262,777)	(3,806,379)	-
Net Change in Cash and Cash Equivalents	(10,325)	1,038,703	1,028,378	(784,585)
CASH AND CASH EQUIVALENTS - Beginning of Year	6,581,145	2,920,341	9,501,486	896,049
CASH AND CASH EQUIVALENTS - END OF YEAR	$ 6,570,820	$ 3,959,044	$ 10,529,864	$ 111,464

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See accompanying notes to the financial statements.

	Business - Type Activities - Enterprise Funds			Governmental Activities
	Light and Water Utility	Sewerage Department	Totals	Internal Service Fund - Risk Management
RECONCILIATION OF OPERATING INCOME TO NET CASH FLOWS FROM OPERATING ACTIVITIES				
Operating income (loss)	$ 1,817,305	$ (247,436)	$ 1,569,869	$ (55,633)
Miscellaneous nonoperating activities	37,783	3,900	41,683	-
Adjustments to Reconcile Operating Income to Net Cash Flows From Operating Activities				
Depreciation	1,335,918	1,048,949	2,384,867	-
Depreciation charged to clearing accounts	96,646	(96,646)	-	-
Changes in assets and liabilities:				
Accounts receivable	(84,151)	(44,264)	(128,415)	2,384
Due from other funds	(977)	3,089,312	3,088,335	(29,044)
Prepayments	2,793	-	2,793	-
Materials and supplies	7,343	-	7,343	-
Accounts payable	27,910	55,517	83,427	41,625
Accrued payroll and related benefits	(25,406)	1,645	(23,761)	-
Liability for future claims	-	-	-	(4,464)
Due to other funds	(7,863)	107,190	99,327	-
Deposits	(3,442)	-	(3,442)	-
Accrued interest on deposit	146	-	146	-
Pension related deferrals	90,767	32,365	123,132	-
Other current liabilities	(25,317)	197	(25,120)	-
NET CASH FLOWS FROM OPERATING ACTIVITIES	$ 3,269,455	$ 3,950,729	$ 7,220,184	$ (45,132)
RECONCILIATION OF CASH AND CASH EQUIVALENTS TO THE STATEMENT OF NET POSITION - PROPRIETARY FUNDS				
Current - cash and investments - unrestricted	$ 7,880,104	$ 2,831,959	$ 10,712,063	$ 898,307
Non-current - cash and investments - restricted	239,983	2,909,306	3,149,289	-
Non-cash equivalents	(1,549,267)	(1,782,221)	(3,331,488)	(786,843)
CASH AND CASH EQUIVALENTS	$ 6,570,820	$ 3,959,044	$ 10,529,864	$ 111,464
NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES				
Developer financed additions to utility plant	$ 768,935	$ -	$ 768,935	$ -
Construction related accounts payable	$ -	$ 320,981	$ 320,981	$ -

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See accompanying notes to the financial statements.

CITY OF CEDARBURG

STATEMENT OF ASSETS AND LIABILITIES -
AGENCY FUND
As of December 31, 2016

	Agency Fund Tax Collection Fund
ASSETS	
Cash and investments	$ 9,482,703
Taxes receivable	6,535,840
Total Assets	16,018,543
LIABILITIES	
Due to other governments	$ 16,018,543

See accompanying notes to the financial statements.

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CITY OF CEDARBURG

INDEX TO NOTES TO FINANCIAL STATEMENTS
As of and for the Year Ended December 31, 2016

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the City of Cedarburg, Wisconsin (the "City") conform to accounting principles generally accepted in the United States of America as applicable to governmental units. The accepted standard-setting body for establishing governmental accounting and financial reporting principles is the Governmental Accounting Standards Board (GASB).

A. Reporting Entity

This report includes all of the funds of the city. The reporting entity for the city consists of the primary government and its component units. Component units are legally separate organizations for which the primary government is financially accountable or other organizations for which the nature and significance of their relationship with the primary government are such that their exclusion would cause the reporting entity's financial statements to be misleading. The primary government is financially accountable if (1) it appoints a voting majority of the organization's governing body and it is able to impose its will on that organization, (2) it appoints a voting majority of the organization's governing body and there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on, the primary government, (3) the organization is fiscally dependent on and there is a potential for the organization to provide specific financial benefits to, or impose specific financial burdens on, the primary government. Certain legally separate, tax exempt organizations should also be reported as a component unit if all of the following criteria are met: (1) the economic resources received or held by the separate organization are entirely or almost entirely for the direct benefit of the primary government, its component units, or its constituents; (2) the primary government or its component units, is entitled to, or has the ability to access, a majority of the economic resources received or held by the separate organization; and (3) the economic resources received or held by an individual organization that the primary government, or its component units, is entitled to, or has the ability to otherwise access, are significant to the primary government.

Component units are reported using one of two methods, discrete presentation or blending. Generally, component units should be discretely presented in a separate column in the financial statements. A component unit should be reported as part of the primary government using the blending method if it meets any one of the following criteria: (1) the primary government and the component unit have substantively the same governing body and a financial benefit or burden relationship exists, (2) the primary government and the component unit have substantively the same governing body and management of the primary government has operational responsibility for the component unit, (3) the component unit serves or benefits, exclusively or almost exclusively, the primary government rather than its citizens, or (4) the total debt of the component unit will be paid entirely or almost entirely from resources of the primary government.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

A. *Reporting Entity* (cont.)

Discretely Presented Component Unit

Community Development Authority of the City

The Community Development Authority of the City (CDA) is a legally separate organization. The board of the CDA is appointed by the Mayor and confirmed by the Common Council. Wisconsin Statutes provide for circumstances whereby the city can impose its will on the CDA, and also create a potential financial benefit to or burden on the city. The Community Development Authority of the City is part of the reporting entity of the City of Cedarburg. However, the CDA had no financial transactions during 2016 which are material to these financial statements. Also, the CDA does not own any assets nor is it liable for any debt. Therefore, no financial statements are presented in this report. The CDA does not issue separate financial statements.

B. *Government-Wide and Fund Financial Statements*

In February 2015, the GASB issued statement No. 72 - *Fair Value Measurement and Application*. This statement addresses accounting and financial reporting issues related to fair value measurements. It defines fair value as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. This standard was implemented January 1, 2016.

Government-Wide Financial Statements

The statement of net position and statement of activities display information about the reporting government as a whole. They include all funds of the reporting entity except for fiduciary funds. The statements distinguish between governmental and business-type activities. Governmental activities generally are financed through taxes, intergovernmental revenues, and other nonexchange revenues. Business-type activities are financed in whole or in part by fees charged to external parties for goods or services. Likewise, the primary government is reported separately from certain legally separate component units for which the primary government is financially accountable.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. The city does not allocate indirect expenses to functions in the statement of activities. Program revenues include 1) charges to customers or applicants who purchase, use or directly benefit from goods, services, or privileges provided by a given function or segment, and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not included among program revenues are reported as general revenues. Internally dedicated resources are reported as general revenues rather than as program revenues.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

B. *Government-Wide and Fund Financial Statements* (cont.)

Fund Financial Statements

Financial statements of the city are organized into funds, each of which is considered to be a separate accounting entity. Each fund is accounted for by providing a separate set of self-balancing accounts, which constitute its assets, deferred outflows of resources, liabilities, deferred inflows of resources, net position/fund balance, revenues, and expenditures/expenses.

Funds are organized as major funds or nonmajor funds within the governmental and proprietary statements. An emphasis is placed on major funds within the governmental and proprietary categories. A fund is considered major if it is the primary operating fund of the city or meets the following criteria:

a. Total assets/deferred outflows of resources, liabilities/deferred inflows of resources, revenues, or expenditures/expenses of that individual governmental or enterprise fund are at least 10% of the corresponding total for all funds of that category or type, and

b. The same element of the individual governmental or enterprise fund that met the 10% test is at least 5% of the corresponding total for all governmental and enterprise funds combined.

c. In addition, any other governmental or enterprise fund that the city believes is particularly important to financial statement users may be reported as a major fund.

Separate financial statements are provided for governmental funds, proprietary funds and fiduciary funds, even though the latter are excluded from the government-wide financial statements. Major individual governmental funds and major individual enterprise funds are reported as separate columns in the fund financial statements.

The city reports the following major governmental funds:

General Fund - accounts for the city's primary operating activities. It is used to account for and report all financial resources except those accounted for and reported in another fund.
Debt service fund - used to account for and report financial resources that are restricted, committed, or assigned to expenditure for the payment of general long-term debt principal, interest, and related costs, other than TID or enterprise debt.
Capital improvements fund - used to account for and report financial resources that are restricted, committed, or assigned to expenditures for capital outlays, including the acquisition or construction of capital facilities and other capital assets.

The city reports the following major enterprise funds:

Light & Water Utility - accounts for operations of the electrical and water system
Sewer Utility - accounts for operations of the sewer system

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

B. *Government-Wide and Fund Financial Statements* (cont.)

Fund Financial Statements (cont.)

The city reports the following nonmajor governmental funds:

Special Revenue Funds - used to account for and report the proceeds of specific revenue sources that are restricted or committed to expenditures for specified purposes (other than debt service or capital projects).

Cemetery	Room Tax
Recreation Programs	Swimming Pool
Community Development Block Grant	Library
Park Impact Fee	LOSAP
Rescue/EMS	Other

Capital Projects Fund - used to account for and report financial resources that are restricted, committed, or assigned to expenditure for capital outlays, including the acquisition or construction of capital facilities and other capital assets.

Tax Incremental Finance (TIF) District No. 3

In addition, the city reports the following fund types:

Internal Service Fund - used to account for and report the financing of goods or services provided by one department or agency to other departments or agencies of the city, or to other governmental units, on a cost-reimbursement basis.

Risk Management

Agency Fund - used to account for and report assets held by the city in a trustee capacity or as an agent for individuals, private organizations, and/or other governmental units.

Tax Collection Fund

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

Government-Wide Financial Statements

The government-wide statement of net position and statement of activities are reported using the economic resources measurement focus and the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized when earned and expenses are recorded when the liability is incurred or economic asset used. Revenues, expenses, gains, losses, assets, and liabilities resulting from exchange and exchange-like transactions are recognized when the exchange takes place. Property taxes are recognized as revenues in the year for which they are levied. Taxes receivable for the following year are recorded as receivables and deferred inflows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider are met. Special assessments are recorded as revenue when earned. Unbilled receivables are recorded as revenues when services are provided.

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements. Exceptions to this general rule are charges between the city's light and water and sewer utilities and various other functions of the government. Elimination of these charges would distort the direct costs and program revenues reported for the various functions concerned.

Fund Financial Statements

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recorded when they are both measurable and available. Available means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. For this purpose, the city considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures are recorded when the related fund liability is incurred, except for unmatured interest on long-term debt, claims, judgments, compensated absences, and pension expenditures, which are recorded as a fund liability when expected to be paid with expendable available financial resources.

Property taxes are recorded in the year levied as receivables and deferred inflows. They are recognized as revenues in the succeeding year when services financed by the levy are being provided.

Intergovernmental aids and grants are recognized as revenues in the period the city is entitled the resources and the amounts are available. Amounts owed to the city which are not available are recorded as receivables and unavailable revenues. Amounts received before eligibility requirements (excluding time requirements) are met are recorded as liabilities. Amounts received in advance of meeting time requirements are recorded as deferred inflows.

Special assessments are recorded as revenues when they become measurable and available as current assets. Annual installments due in future years are reflected as receivables and unavailable revenues. At December 31, 2016, there were $429,954 and $195,918 of City and Sewer Utility, respectively, unrecorded anticipated future assessments which are not recorded as receivables because collection is subject to certain events occurring in the future. No formal repayment schedule has been established.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (cont.)

Fund Financial Statements (cont.)

Revenues susceptible to accrual include property taxes, miscellaneous taxes, public charges for services, special assessments and interest. Other general revenues such as fines and forfeitures, inspection fees, recreation fees, and miscellaneous revenues are recognized when received in cash or when measurable and available under the criteria described above.

Proprietary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as described previously in this note. Agency funds follow the accrual basis of accounting, and do not have a measurement focus.

The proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Light and Water and Sewer Utilities are charges to customers for sales and services. Special assessments are recorded as receivables and contribution revenue when levied. Operating expenses for proprietary funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

All Financial Statements

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, and deferred inflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenditures/expenses during the reporting period. Actual results could differ from those estimates.

D. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position or Equity

1. Deposits and Investments

For purposes of the statement of cash flows, the city considers all highly liquid investments with an initial maturity of three months or less when acquired to be cash equivalents.

Investment of city funds is restricted by Wisconsin state statutes. Available investments are limited to:

a. Time deposits in any credit union, bank, savings bank or trust company maturing in three years or less.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

D. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position or Equity (cont.)

1. Deposits and Investments (cont.)

b. Bonds or securities of any county, city, drainage district, technical college district, village, town, or school district of the state. Also, bonds issued by a local exposition district, a local professional baseball park district, a local professional football stadium district, a local cultural arts district, the University of Wisconsin Hospitals and Clinics Authority, or the Wisconsin Aerospace Authority.

c. Bonds or securities issued or guaranteed by the federal government.

d. The local government investment pool.

e. Any security maturing in seven years or less and having the highest or second highest rating category of a nationally recognized rating agency.

f. Securities of an open-end management investment company or investment trust, subject to various conditions and investment options.

g. Repurchase agreements with public depositories, with certain conditions.

The city has adopted an investment policy. That policy follows the state statute for allowable investments. The Policy addresses custodial credit risk by stating that deposits shall not exceed federal and/or state insurance coverage unless (a) they are collateralized by federal government securities at a rate of 110% of the investment; b) they are collateralized by local mortgages at a rate of 135% of the investments; or c) collateralization has been waived by the Common Council.

Investments are stated at fair value, which is the amount at which an investment could be exchanged in a current transaction between willing parties. Fair values are based on methods and inputs as outlined in Note III. A. No investments are reported at amortized cost. Adjustments necessary to record investments at fair value are recorded in the operating statement as increases or decreases in investment income. Investment income on commingled investments of municipal accounting funds is allocated based on average balances. The difference between the bank statement balance and carrying value is due to outstanding checks and/or deposits in transit.

The Wisconsin Local Government Investment Pool (LGIP) is part of the State Investment Fund (SIF), and is managed by the State of Wisconsin Investment Board. The SIF is not registered with the Securities and Exchange Commission, but operates under the statutory authority of Wisconsin Chapter 25. The SIF reports the fair value of its underlying assets annually. Participants in the LGIP have the right to withdraw their funds in total on one day's notice. At December 31, 2016, the fair value of the city 's share of the LGIP's assets was substantially equal to the amount as reported in these statements.

See Note III. A. for further information.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

D. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position or Equity (cont.)

2. Receivables

Property taxes are levied in December on the assessed value as of the prior January 1. In addition to property taxes for the city, taxes are collected for and remitted to the state and county governments as well as the local school districts and technical college district. Taxes for all state and local governmental units billed in the current year for the succeeding year are reflected as receivables and due to other taxing units on the accompanying statement of assets and liabilities - agency fund.

Property tax calendar - 2016 tax roll:

Lien date and levy date	December 2016
Tax bills mailed	December 2016
Payment in full, or	January 31, 2017
First installment due	January 31, 2017
Second installment due	July 31, 2017
Personal property taxes in full	January 31, 2017
Tax sale - 2016 delinquent real estate taxes	October 2019

Delinquent real estate taxes as of July 31 are paid in full by the county, which assumes the collection thereof. No provision for uncollectible accounts receivable has been made for the water and sewer utilities because they have the right by law to place substantially all delinquent bills on the tax roll, and other delinquent bills are generally not significant.

During the course of operations, transactions occur between individual funds that may result in amounts owed between funds. Short-term interfund loans are reported as "due to and from other funds." Long-term interfund loans (noncurrent portion) are reported as "advances from and to other funds." Interfund receivables and payables between funds within governmental activities are eliminated in the statement of net position. Any residual balances outstanding between the governmental activities and business-type activities are reported in the governmental-wide financial statements as internal balances.

In the governmental fund financial statements, advances to other funds are offset equally by a nonspendable fund balance account which indicates that they do not constitute expendable available financial resources and, therefore, are not available for appropriation or by a restricted fund balance account, if the funds will ultimately be restricted when the advance is repaid.

The city has received state grant funds for economic development loan programs to various businesses and individuals. The city records a loan receivable when the loan has been made and funds have been disbursed. The amount recorded as economic development loans receivable has not been reduced by an allowance for uncollectible accounts.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

D. *Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position or Equity* (cont.)

2. *Receivables* (cont.)

It is the city's policy to record unavailable revenue for the net amount of the receivable balance. As loans are repaid, revenue is recognized. When new loans are made from the repayments, expenditures are recorded. Interest received from loan repayments is recognized as revenue when received in cash. Any unspent loan repayments at year end are presented as restricted fund balance in the fund financial statements.

3. *Materials and Supplies and Prepaid Items*

Governmental fund materials and supplies, if material, are recorded at cost based on the FIFO method using the purchases method of accounting. Proprietary fund materials and supplies are generally used for construction and/or for operation and maintenance work. They are not for resale. They are valued at cost based on weighted average, and charged to construction and/or operation and maintenance expense when used.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements.

4. *Restricted Assets*

Mandatory segregations of assets are presented as restricted assets. Such segregations are required by bond agreements and other external parties. Current liabilities payable from these restricted assets are so classified. The excess of restricted assets over current liabilities payable from restricted assets will be used first for retirement of related long-term debt. The remainder, if generated from earnings, is shown as restricted net position.

5. *Capital Assets*

Government-Wide Statements

Capital assets, which include property, plant and equipment, are reported in the government-wide financial statements. Capital assets are defined by the government as assets with an initial cost of more than $5,000 for general and sewer capital and infrastructure assets and $500 for Light and Water Utility capital assets, and an estimated useful life in excess of one year. All capital assets are valued at historical cost, or estimated historical cost if actual amounts are unavailable. Donated capital assets are recorded at their estimated fair value at the date of donation.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

D. *Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position or Equity* (cont.)

5. *Capital Assets* (cont.)

Government-Wide Statements (cont.)

Additions to and replacements of capital assets of business-type activities are recorded at original cost, which includes material, labor, overhead, and an allowance for the cost of funds used during construction when significant. For tax-exempt debt, the amount of interest capitalized equals the interest expense incurred during construction netted against any interest revenue from temporary investment of borrowed fund proceeds. No interest was capitalized during the current year. The cost of renewals and betterments relating to retirement units is added to plant accounts. The cost of property replaced, retired or otherwise disposed of, is deducted from plant accounts and, generally, together with removal costs less salvage, is charged to accumulated depreciation.

Depreciation of all exhaustible capital assets is recorded as an allocated expense in the statement of activities, with accumulated depreciation reflected in the statement of net position. Depreciation is provided over the assets' estimated useful lives using the straight-line method over the range of estimated useful lives by type of asset or is computed under that straight-line method using rates certified by the Public Service Commission for the Light and Water utility. The range of estimated useful lives by type of asset is as follows:

Buildings	25-99 Years
Land improvements	15 Years
Equipment	7-15 Years
Computer equipment	5-10 Years
Infrastructure - traffic signals	15 Years
Infrastructure - all other	60 Years
Vehicles	4-10 Years
Electric plant in service	5-40 Years
Water plant in service	4-77 Years
Sewer plant in service	10-80 Years

Fund Financial Statements

In the fund financial statements, capital assets used in governmental fund operations are accounted for as capital outlay expenditures of the governmental fund upon acquisition. Capital assets used in proprietary fund operations are accounted for the same way as in the government-wide statements.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

D. *Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position or Equity* (cont.)

6. *Other Assets*

Designated investments - the Light and Water Commission has internally designated $5,213,232 of cash and investments for future construction projects and monthly operating reserves.

Commitment to community - the Light and Water Utility charges fees to all customers as required by the 1999 Energy Reliablity Act and 2006 Act 141. Revenues generated from the fees are used to fund energy conservation and low-income energy assistance ("Committment to Community") programs. The Utility is acting as an agent administering the program so net collections and expenses associated with the program are recorded as a current liability or asset on the statement of net position.

Preliminary survey and investigation - the balance represents initial project engineering costs related to utility plant construction. The balance will be capitalized upon commencement of the project.

Non-Utility property - the Light and Water Utility in 2006, 2008, and 2015 transferred infrastructure and land no longer in utility use; specifically, the SW, Layton, and Lincoln Substations land, building and equipment and land from a well on Fair Street that was abandoned long ago. These assets, excluding land, are fully depreciated at December 31, 2016. Costs to construct a fitness area and the cost of fitness equipment and flooring was recorded as nonutility property in 2011. Costs were partially offset in 2011 and will continue to be so in future years through fees collected from users of the fitness room.

7. *Deferred Outflows of Resources*

A deferred outflow of resources represents a consumption of net position/fund balance that applies to a future period and will not be recognized as an outflow of resources (expense/expenditure) until that future time.

A deferred charge on refunding arises from the advance refunding of debt. The difference between the cost of the securities placed in trust for future payments of the refunded debt and the net carrying value of that debt is deferred and amortized as a component of interest expense over the shorter of the term of the refunding issue or the original term of the refunded debt. The unamortized amount is reported as a deferred outflow of resources in the government-wide and proprietary fund financial statements.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

D. *Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position or Equity* (cont.)

8. Compensated Absences

Under terms of employment, employees are granted sick leave and vacations in varying amounts. Only benefits considered to be vested are disclosed in these statements. Sick leave pay earned and not taken is cumulative. Sick leave is earned at the rate of 1.25 working days for each month of service up to a maximum of 15 days for police department employees and 12 days for all other employees per year and a total of 120 days. Upon retirement, disability, or death, the employee or their estate shall be paid, at the current wage rage, 50% of the accumulated unused sick leave pay benefits. All employees who have reached the maximum allotment of 120 sick days shall be compensated 30% of any sick days accumulated over 120. This compensation shall be paid in the first check of the following year at the previous year's rate. At December 31, 2016, 50% of the accumulated sick leave pay benefits estimated to be paid out for all employees is recorded as a liability in the government-wide financial statements.

All vested vacation and sick leave pay is accrued when incurred in the government-wide and proprietary fund financial statements. A liability for these amounts is reported in governmental funds only if they have matured, for example, as a result of employee resignations and retirements, and are payable with expendable resources. Employees earn vacation in varying amounts based on length of service. Generally, City employees are not allowed to accumulate vacation pay. Light and Water Utility employees are allowed to accumulate unused vacation pay, which is recorded as an expense of the Light and Water Utility Enterprise Fund when earned.

Payments for vacation and sick leave will be made at rates in effect when the benefits are used. Accumulated vacation and sick leave liabilities at December 31, 2016, are determined on the basis of current salary rates and include salary related payments.

9. Long-Term Obligations

All long-term obligations to be repaid from governmental and business-type resources are reported as liabilities in the government-wide statements. The long-term obligations consist primarily of notes and bonds payable, accrued compensated absences, net pension liability and pollution remediation liability.

Long-term obligations for governmental funds are not reported as liabilities in the fund financial statements. The face value of debts (plus any premiums) are reported as other financing sources and payments of principal and interest are reported as expenditures. The accounting in proprietary funds is the same as it is in the government-wide statements.

10. Deferred Inflows of Resources

A deferred inflow of resources represents an acquisition of net position/fund balance that applies to a future period and therefore will not be recognized as an inflow of resources (revenue) until that future time.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

D. *Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position or Equity* (cont.)

11. Equity Classifications

Government-Wide Statements

Equity is classified as net position and displayed in three components:

a. Net investment in capital assets - Consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances (excluding unspent debt proceeds) of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.

b. Restricted net position - Consists of net position with constraints placed on their use either by 1) external groups such as creditors, grantors, contributors, or laws or regulations of other governments or, 2) law through constitutional provisions or enabling legislation.

c. Unrestricted net position - All other net positions that do not meet the definitions of "restricted" or "net investment in capital assets."

When both restricted and unrestricted resources are available for use, it is the city's policy to use restricted resources first, then unrestricted resources as they are needed.

Fund Statements

Governmental fund balances are displayed as follows:

a. Nonspendable - Includes fund balance amounts that cannot be spent either because they are not in spendable form or because legal or contractual requirements require them to be maintained intact.

b. Restricted - Consists of fund balances with constraints placed on their use either by 1) external groups such as creditors, grantors, contributors, or laws or regulations of other governments or 2) law through constitutional provisions or enabling legislation.

c. Committed - Includes fund balance amounts that are constrained for specific purposes that are internally imposed by the government through formal action of the highest level of decision making authority. Fund balance amounts are committed through a formal action (resolution) of the Common Council. This formal action must occur prior to the end of the reporting period, but the amount of the commitment, which will be subject to the constraints, may be determined in the subsequent period. Any changes to the constraints imposed require the same formal action of the Common Council that originally created the commitment.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

D. *Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position or Equity* (cont.)

11. Equity Classifications (cont.)

Fund Statements (cont.)

d. Assigned - Includes spendable fund balance amounts that are intended to be used for specific purposes that do not meet the criteria to be classified as restricted or committed. The Common Council has, by resolution, adopted a financial policy authorizing the Administrator/Treasurer to assign amounts for a specific purpose. Assignments may take place after the end of the reporting period.

e. Unassigned - Includes residual positive fund balance within the general fund which has not been classified within the other above mentioned categories. Unassigned fund balance may also include negative balances for any governmental fund if expenditures exceed amounts restricted, committed, or assigned for those purposes.

Proprietary fund equity is classified the same as in the government-wide statements.

The city considers restricted amounts to be spent first when both restricted and unrestricted fund balance is available unless there are legal documents / contracts that prohibit doing this, such as in grant agreements requiring dollar for dollar spending. Additionally, the city would first use committed, then assigned and lastly unassigned amounts of unrestricted fund balance when expenditures are made.

See Note III. I. for further information.

12. Pension

For purposes of measuring the net pension asset (liability), deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Wisconsin Retirement System (WRS) and additions to/deductions from WRS' fiduciary net position have been determined on the same basis as they are reported by WRS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

13. Basis for Existing Rates

Sewer Utility

Sewer rates are changed on January 1 of each year. The rates as of January 1, 2016 were $5.22 per 1,000 gallons of flow with a $12 monthly connection fee. The rates as of January 1, 2017 will remain at $5.22 per 1,000 gallons of flow with the monthly connection fee raised to $14 per month.

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NOTE I - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

D. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position or Equity (cont.)

13. Basis for Existing Rates (cont.)

Electric Utility

Current electric rates were approved by the PSCW effective January 1, 2011. The rates are designed to provide a 6.00% return on rate base.

Water Utility

Current water rates were approved by the PSCW effective January 1, 2015 designed to provide a 5.5% return on rate base.

NOTE II - STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY

A. Budgetary Information

A budget has been adopted for the General Fund, Capital Improvement Fund, Debt Service Fund, Special Revenue Fund - Cemetery, Special Revenue Fund - Room Tax, Special Revenue Fund - Recreation Programs, Special Revenue Fund - Swimming Pool, Special Revenue Fund - Park Impact Fee and Special Revenue Fund - Library. A budget has not been formally adopted for Special Revenue Fund - Community Development Block Grant, Special Revenue Fund - Rescue/EMS, Special Revenue Fund - Other and Capital Project Fund - TIF No. 3 Fund. Wisconsin Statute 65.90 requires that an annual budget be adopted for all funds.

B. Excess Expenditures and Other Financing Uses Over Appropriations

Funds	Budgeted Expenditures	Actual Expenditures	Excess Expenditures Over Budget
Debt Service Fund	$ 926,282	$ 996,831	$ 70,549
Special Revenue Fund - Cemetery	45,911	50,707	4,796
Special Revenue Fund - Room Tax	62,000	79,061	17,061
Special Revenue Fund - Recreation Programs	119,706	202,791	83,085
Special Revenue Fund - Swimming Pool	330,712	344,764	14,052
Special Revenue Fund - Library	871,565	880,741	9,176

The city controls expenditures at the function level for the General Fund. For all other funds the City controls expenditures at the Fund level. Some individual fund experienced expenditures which exceeded appropriations. The detail of those items can be found in the city's year-end budget to actual report.

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NOTE II - STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY (cont.)

C. Deficit Balances

Generally accepted accounting principles require disclosure of individual funds that have deficit balances at year end.

As of December 31, 2016, the following individual funds held a deficit balance:

Fund	Amount	Reason
Special Revenue Fund - Library	$ 32,294	Expenditures exceeded revenues
Capital Project Fund - TIF District No. 3 Fund	23,616	Expenditures exceeded revenues

TIF district deficits are anticipated to be funded with future incremental taxes levied over the life of the districts, which is 27 years for the districts created before October 1, 1995, and 23 years for districts created thereafter through September 30, 2004. Beginning October 1, 2004, the life of new districts varies by type of district (20-27 years) and may be extended in some cases. TIF District #3 fund deficits are anticipated to be funded with future contributions, tax revenues, or long-term borrowing.

Library fund deficits are anticipated to be funded with future general tax revenues.

D. Limitations On The District's Tax Levy

Wisconsin law limits the city's future tax levies. Generally the city is limited to its prior tax levy dollar amount (excluding TIF Districts), increased by the greater of the percentage change in the city's equalized value due to new construction or zero percent. Changes in debt service from one year to the next are generally exempt from this limit with certain exceptions. The city is required to reduce its allowable levy by the estimated amount of fee revenue it collects for certain services, if those services were funded in 2013 by the property tax levy. Levies can be increased above the allowable limits if the amount is approved by referendum.

E. Non-compliance With Laws and Regulations

The city may invest city funds as restricted by Wisconsin state statue 66.0603 (1m). The city during 2016 had funds invested in equity securities that are an unallowed investment under the referenced statue.

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NOTE III - DETAILED NOTES ON ALL FUNDS

A. *Deposits and Investments*

The city maintains a cash and investment pool that is available for use by all funds. Each fund type's portion of this pool is displayed on the statement of net position and balance sheet as cash and investments.

The city's deposits and investments at year end were comprised of the following:

	Carrying Value	Statement Balances	Associated Risks
Deposits	$ 26,059,912	$ 26,393,233	Custodial credit risks
US treasuries	133,899	133,899	Custodial credit risk, interest rate risk and investments highly sensitive to interest rate changes
State and local bonds	269,897	269,897	Credit risk, custodial credit risk, interest rate risk and investments highly sensitive to interest rate changes
Equities	427,194	427,194	Custodial credit risk
LGIP	5,838,556	5,838,556	Credit risk
Mutual funds	224,267	224,267	N/A
US agencies	4,677,642	4,677,642	Custodial credit risk, interest rate risk and investments highly sensitive to interest rate changes
Petty cash	1,751	-	N/A
Total Deposits and Investments	$ 37,633,118	$ 37,964,688	

Reconciliation to financial statements	
Per statement of net position	
Unrestricted cash and investments	$ 23,282,560
Restricted cash and investments	4,867,855
Per statement of assets and liabilities - agency fund	
Agency fund	9,482,703
Total Deposits and Investments	$ 37,633,118

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

A. *DEPOSITS AND INVESTMENTS* (cont.)

Deposits in each local and area bank are insured by the FDIC in the amount of $250,000 for time and savings accounts (including NOW accounts) and $250,000 for demand deposit accounts (interest-bearing and noninterest-bearing). In addition, if deposits are held in an institution outside of the state in which the government is located, insured amounts are further limited to a total of $250,000 for the combined amount of all deposit accounts.

Bank accounts are also insured by the State Deposit Guarantee Fund in the amount of $400,000. However, due to the nature of this fund, recovery of material principal losses may not be significant to individual municipalities. This coverage has not been considered in computing custodial credit risk.

The Securities Investor Protection Corporation (SIPC), created by the Securities Investor Protection Act of 1970, is an independent government-sponsored corporation (not an agency of the U.S. government).

SIPC membership provides account protection up to a maximum of $500,000 per customer, of which $100,000 may be in cash. $500,000 of the city's investments are covered by SIPC.
The city categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The valuation methods for recurring fair value measurements are as follows:

- Market Value

	December 31, 2016			
Investment Type	Level 1	Level 2	Level 3	Total
US Agencies	$ -	$ 4,677,642	$ -	$ 4,677,642
US Treasuries	133,899	-	-	133,899
State and Local Bonds	-	269,897	-	269,897
Equities	224,267	-	-	224,267
Mutual Funds	427,194	-	-	427,194
Total	$ 785,360	$ 4,947,539	$ -	$ 5,732,899

Custodial Credit Risk

Deposits

Custodial credit risk is the risk that in the event of a financial institution failure, the city's deposits may not be returned to the city.

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

A. *DEPOSITS AND INVESTMENTS* (cont.)

Custodial Credit Risk (cont.)

Deposits (cont.)

As of December 31, 2016, $18,914,202 of the city's total bank balances were exposed to custodial credit risk as follows:

Uninsured and uncollateralized	$ 2,763,714
Uninsured and collateral held by the pledging financial institution's trust department or agent not in the city's name	16,150,488
Total	$ 18,914,202

Investments

For an investment, custodial credit risk is the risk that, in the event of the failure of the counterparty, the city will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party.

The city does not have any investments exposed to custodial credit risk.

Credit Risk

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations.

As of December 31, 2016, the city's investments were rated as follows:

Investment Type	Standard & Poors	Moody's Investors Services	Not Rated
State and Local Bonds	AA- through AA+	AA3 through AAA	Various

The city also held investments in the following external pool which is not rated:

LGIP

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

A. DEPOSITS AND INVESTMENTS (cont.)

Interest Rate Risk

Interest rate risk is the risk that changes in interest rates will adversely affect the value of an investment.

As of December 31, 2016, the city's investments were as follows:

		Maturity (In Years)		
Investment Type	Fair Value	Less than 1	1-3	4-6
US treasuries	$ 133,899	$ -	$ -	$ 133,899
US agencies	4,677,642	760,859	2,676,462	1,240,321
State and local bonds	269,897	-	-	269,897
Totals	$ 5,081,438	$ 760,859	$ 2,676,462	$ 1,644,117

Investments Highly Sensitive to Interest Rate Changes

At December 31, 2016, the city held $4,677,642, $133,899 and $269,897 in US agencies, US treasuries and State and local bonds respectively. With all fixed income securities, as interest rates rise, the values will fall. The longer the time to maturity, the more sensitive the value will be to a change in interest rates. The longest time to maturity on any holding is 6 years maturing May 31, 2023.

See Note I.D.1. for further information on deposit and investment policies and Note II.E for legal violation of allowable investments under state statue.

B. RECEIVABLES

All of the receivables on the balance sheet are expected to be collected within one year except for a receivable of $4,136.

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

B. *RECEIVABLES* (cont.)

Governmental funds report *unavailable or unearned revenue* in connection with receivables for revenues that are not considered to be available to liquidate liabilities of the current period. Property taxes levied for the subsequent year are not earned and cannot be used to liquidate liabilities of the current period. Governmental funds also defer revenue recognition in connection with resources that have been received, but not yet earned. At the end of the current fiscal year, the various components of *unavailable revenue* and *unearned revenue* reported in the governmental funds were as follows:

	Unearned	Unavailable
Property taxes receivable for subsequent year	$ 9,171,275	$ -
Loan receivables	-	92,144
Total Unearned/Unavailable Revenue for Governmental Funds	$ 9,171,275	$ 92,144

C. *RESTRICTED ASSETS*

The following represent the balances of the restricted assets:

Equipment Replacement Account

The sewer utility established an equipment replacement account to be used for significant mechanical equipment replacement as required by the Wisconsin Department of Natural Resources.

Impact Fee Account

The light and water utility and sewer utility has received impact fees which must be spent in accordance with the local ordinance and state statutes. Any unspent funds must be refunded to the current property owner.

Community Development Block Grant

Restricted assets have been reported in connection with monies from the Community Development Block Grant (CDBG) federal program. These monies have been used to fund local community development activities in the City providing loans to local businesses. Outstanding loans have an interest rate of 2.00% and repayment goes through February 1, 2022.

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

C. *Restricted Assets* (cont.)

Following is a list of restricted assets at December 31, 2016:

	Restricted Assets
Equipment replacement account	$ 2,790,983
Light and Water impact fee account	239,983
Sewer impact fee account	118,323
CDBG account	941,643
CDBG receivables	92,144
Park impact fee account	81,411
Total	$ 4,264,487

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

D. Capital Assets

Capital asset activity for the year ended December 31, 2016, was as follows:

	Beginning Balance	Additions	Deletions	Ending Balance
Governmental Activities				
Capital assets not being depreciated				
Land	$ 7,945,304	$ 294,220	$ -	$ 8,239,524
Construction in progress	234,947	7,993,760	-	8,228,707
Total Capital Assets Not Being Depreciated	8,180,251	8,287,980	-	16,468,231
Capital assets being depreciated				
Buildings and Improvements	15,460,481	671,147	337,335	15,794,293
Infrastructure	44,208,718	1,231,459	304,074	45,136,103
Vehicles	6,246,139	763,777	310,702	6,699,214
Machinery and Equipment	3,887,785	124,558	13,532	3,998,811
Total Capital Assets Being Depreciated	69,803,123	2,790,941	965,643	71,628,421
Total Capital Assets	77,983,374	11,078,921	965,643	88,096,652
Less: Accumulated depreciation for				
Buildings and Improvements	(3,263,611)	(355,296)	243,219	(3,375,688)
Infrastructure	(15,222,406)	(730,591)	304,074	(15,648,923)
Vehicles	(4,020,573)	(452,940)	194,724	(4,278,789)
Machinery and Equipment	(2,208,919)	(211,268)	13,532	(2,406,655)
Total Accumulated Depreciation	(24,715,509)	(1,750,095)	755,549	(25,710,055)
Net Capital Assets Being Depreciated	45,087,614	1,040,846	210,094	45,918,366
Total Governmental Activities Capital Assets, Net of Accumulated Depreciation	$ 53,267,865	$ 9,328,826	$ 210,094	$ 62,386,597

Depreciation expense was charged to functions as follows:

Governmental Activities	
General goverment	$ 25,700
Public safety	253,050
Public works	1,046,577
Health and human services	2,071
Culture, recreation and education	422,697
Total Governmental Activities Depreciation Expense	$ 1,750,095

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

D. CAPITAL ASSETS (cont.)

Business-type Activities

	Beginning Balance	Additions	Deletions	Ending Balance
Sewer				
Capital assets not being depreciated				
Land	$ 1,731,597	$ 5,000	$ -	$ 1,736,597
Construction in progress	-	1,288,594	-	1,288,594
Total Capital Assets Not Being Depreciated	1,731,597	1,293,594	-	3,025,191
Capital assets being depreciated				
Plant in service	29,651,128	1,403,673	340,792	30,714,009
Total Capital Assets	31,382,725	2,697,267	340,792	33,739,200
Less: Accumulated depreciation for Plant in service	(20,991,521)	(1,048,949)	340,792	(21,699,678)
Net Capital Assets Being Depreciated	8,659,607	354,724	-	9,014,331
Net Sewer Capital Assets	$ 10,391,204	$ 1,648,318	$ -	$ 12,039,522

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

D. CAPITAL ASSETS (cont.)

Business-type Activities (cont.)

	Beginning Balance	Additions	Deletions	Ending Balance
Light and Water				
Capital assets not being depreciated				
Land	$ 378,837	$ -	$ -	$ 378,837
Construction in progress	89,106	882	57,272	32,716
Total Capital Assets Not Being Depreciated	467,943	882	57,272	411,553
Capital assets being depreciated				
Plant in service	46,185,947	3,812,901	627,627	49,371,221
Total Capital Assets	46,653,890	3,813,783	684,899	49,782,774
Less: Accumulated depreciation for Plant in service	(15,526,680)	(1,560,091)	730,478	(16,356,293)
Net Capital Assets Being Depreciated	30,659,267	2,252,810	(102,851)	33,014,928
Net Light and Water Capital Assets	$ 31,127,210	$ 2,253,692	$ (45,579)	$ 33,426,481
Business-type Capital Assets, Net of Accumulated Depreciation	$ 41,518,414	$ 3,902,010	$ (45,579)	$ 45,466,003

Depreciation expense was charged to functions as follows:

Business-type Activities	
Sewer	$ 1,048,949
Light and Water	1,335,918
Total Business-type Activities Depreciation Expense	$ 2,384,867

Depreciation expense may be different from business-type activity accumulated depreciation additions because of joint metering, salvage, cost of removal, internal allocations, or costs associated with the disposal of assets.

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

E. Interfund Receivables/Payables and Transfers

Interfund Receivables/Payables

The following is a schedule of interfund receivables and payables including any overdrafts on pooled cash and investment accounts:

Receivable Fund	Payable Fund	Amount
General Fund	Special Revenue Fund - Room Tax	$ 98
General Fund	Special Revenue Fund - Library	12,662
General Fund	Special Revenue Fund - Swimming Pool	17,887
General Fund	Capital Improvement Fund	463
General Fund	Sewer Utility	191
Capital Improvement Fund	Special Revenue Fund - Park Impact Fee	47,934
Capital Improvement Fund	Sewer Utility	71,670
Special Revenue Fund - Library	General Fund	633
Special Revenue Fund - Room Tax	General Fund	1,315
Special Revenue Fund - Recreation Programs	General Fund	95,973
Special Revenue Fund - Community Development Block Grant	General Fund	920
Risk Management Fund	Capital Improvement Fund	29,169
General Fund	Light and Water Utility	439,013
Capital Improvement Fund	Light and Water Utility	8,080
Sewer Utility	Light and Water Utility	227,106
Light and Water Utility	Sewer Utility	38,274
Light and Water Utility	General Fund	4,733
Light and Water Utility	Capital Improvement Fund	18,365
Total - Fund Financial Statements		1,014,486
Less: Fund eliminations		(518,629)
Total Internal Balances - Government-Wide Statement of Net Position		$ 495,857

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

E. *INTERFUND RECEIVABLES/PAYABLES AND TRANSFERS* (cont.)

Interfund Receivables/Payables (cont.)

Receivable Fund	Payable Fund	Amount
Governmental Activities	Business-type Activities	$ 518,954
Business-type Activities	Governmental Activities	(23,098)
Total Government-Wide Financial Statements		$ 495,856

All amounts are due within one year.

The principal purpose of these interfunds is collecting items placed on tax roll. All remaining balances resulted from the time lag between the dates that (1) interfund goods and services are provided or reimbursable expenditures occur, (2) transactions are recorded in the accounting system, and (3) payments between funds are made.

Advances

The general fund is advancing funds to the Capital Project Fund - TIF District No. 3. The amount advanced is determined by the deficiency of revenues over expenditures and other financing sources since the district's inception. No repayment schedule has been established.

As of December 31, 2016, the General Fund has advanced $23,447 to the Capital Project Fund - TIF District No. 3.

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

E. INTERFUND RECEIVABLES/PAYABLES AND TRANSFERS (cont.)

Transfers

The following is a schedule of interfund transfers:

Fund Transferred To	Fund Transferred From	Amount	Principal Purpose
General Fund	Light and Water Utility	$ 754,150	Property tax equvalent
General Fund	Special Revenue Fund - Other	37,521	Close out fund
Debt Service Fund	Capital Improvement Fund	200,000	Debt service
Capital Improvement Fund	Park Impact Fee Fund	47,934	Fund capital purchases
Special Revenue Fund - Library Fund	Special Revenue Fund - Other	1,439	Close out fund
Special Revenue Fund - Cemetery	Special Revenue Fund - Other	9	Close out fund
Special Revenue Fund - Recreation Programs	Special Revenue Fund - Other	7,765	Close out fund
Special Revenue Fund - Swimming Pool	General Fund	13,503	To fund operations
Special Revenue Fund - Recreation Programs	General Fund	1,000	To fund operations
Total - Fund Financial Statements		1,063,321	
Less: Fund eliminations		(309,171)	
Total Transfers - Government-Wide Statement of Activities		$ 754,150	

Fund Transferred To	Fund Transferred From	Amount
Governmental Activities	Business-type Activities	$ 754,150
Business-type Activities	Governmental Activities	-
Total Government-wide Financial Statements		$ 754,150

Generally, transfers are used to (1) move revenues from the fund that collects them to the fund that the budget requires to expend them, (2) move receipts restricted to debt service from the funds collecting the receipts to the debt service fund, and (3) use unrestricted revenues collected in the general fund to finance various programs accounted for in other funds in accordance with budgetary authorizations.

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

F. LONG-TERM OBLIGATIONS

Long-term obligations activity for the year ended December 31, 2016, was as follows:

	Beginning Balance	Increases	Decreases	Ending Balance	Amounts Due Within One Year
Governmental Activities					
Bonds and Notes Payable					
General obligation debt	$ 9,021,208	$ 8,700,000	$ 770,097	$ 16,951,111	$ 1,303,551
(Discounts)/Premiums	28,460	231,387	3,658	256,189	-
Sub-totals	9,049,668	8,931,387	773,755	17,207,300	1,303,551
Other Liabilities					
Accumulated sick pay	499,825	-	12,456	487,369	-
Pollution remediation liability	487,200	-	-	487,200	-
Net pension liability (asset)	(830,598)	1,370,433	-	539,835	-
Total Other Liabilities	156,427	1,370,433	12,456	1,514,404	-
Total Governmental Activities Long-Term Liabilities	$ 9,206,095	$ 10,301,820	$ 786,211	$ 18,721,704	$ 1,303,551
Business-type Activities					
Bonds and Notes Payable					
General obligation debt	$ -	$ 1,005,000	$ -	$ 1,005,000	$ 55,000
(Discounts)/Premiums	-	26,857	-	26,857	-
Sub-totals	-	1,031,857	-	1,031,857	55,000
Other Liabilities					
Compensated absences	393,123	1,645	34,105	360,663	-
Other long-term liabilities	32,331	30,334	-	62,665	-
Net pension liability (asset)	(316,451)	539,843	-	223,392	-
Total Other Liabilities	109,003	571,822	34,105	646,720	-
Total Business-type Activities Long-Term Liabilities	$ 109,003	$ 1,603,679	$ 34,105	$ 1,678,577	$ 55,000

In accordance with Wisconsin Statutes, total general obligation indebtedness of the city may not exceed 5% of the equalized value of taxable property within the city's jurisdiction. The debt limit as of December 31, 2016, was $62,723,900. Total general obligation debt outstanding at year end was $17,956,111.

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

F. *LONG-TERM OBLIGATIONS* (cont.)

General Obligation Debt

All general obligation notes and bonds payable are backed by the full faith and credit of the city. Notes and bonds in the governmental funds will be retired by future property tax levies or tax increments accumulated by the debt service fund. Business-type activities debt is payable by revenues from user fees of those funds or, if the revenues are not sufficient, by future tax levies.

Governmental Activities

General Obligation Debt	Date of Issue	Final Maturity	Interest Rates	Original Indebtedness	Balance December 31, 2016
GO Notes	6/3/2015	3/1/2015	2.00%	$ 3,470,000	$ 3,270,000
GO Notes	9/5/2012	3/1/2027	0.50 - 2.20%	5,565,000	4,625,000
Build America Bonds	6/3/2010	3/15/2020	4.25%	800,000	356,111
GO Notes	5/18/2016	3/1/2036	1.50 - 3.00%	8,700,000	8,700,000
Total Governmental Activities - General Obligation Debt					$ 16,951,111

Business-type Activities

General Obligation Debt	Date of Issue	Final Maturity	Interest Rates	Original Indebtedness	Balance December 31, 2016
GO Notes	5/18/2016	3/1/2036	1.50 - 3.00%	$ 1,005,000	$ 1,005,000
Total Business-type Activities - General Obligation Debt					$ 1,005,000

Debt service requirements to maturity are as follows:

Years	Governmental Activities General Obligation Debt		Business-type Activities General Obligation Debt	
	Principal	Interest	Principal	Interest
2017	$ 1,303,551	$ 385,723	$ 55,000	$ 27,809
2018	1,287,102	308,821	40,000	20,550
2019	1,365,804	285,919	45,000	19,813
2020	1,379,652	262,209	45,000	19,138
2021	1,390,000	236,563	45,000	18,463
2022-2026	5,225,000	847,800	230,000	79,325
2027-2031	2,495,000	478,938	255,000	55,006
2032-2036	2,505,002	189,681	290,000	21,856
Totals	$ 16,951,111	$ 2,995,654	$ 1,005,000	$ 261,960

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

F. LONG-TERM OBLIGATIONS (cont.)

Other Debt Information

Estimated payments of compensated absences, pollution remediation and net pension liability/(asset) are not included in the debt service requirement schedules. The compensated absences liability, pollution remediation liability, and net pension liability/(asset) attributable to governmental activities will be liquidated primarily by the general fund.

G. LEASE DISCLOSURES

Lessor - Operating Lease

The City of Cedarburg entered into various legal agreements to use a portion of the City's water tower to attach antennae. For the year ended December 31, 2016, the City received $137,251. The terms of the leases are for five years, with a right to extend for four additional five-year terms. The following is a summary of projected revenues for the next five years.

Years	Governmental Activities Principal
2017	$ 146,313
2018	153,628
2019	161,310
2020	169,375
2021	177,844
Totals	$ 808,470

H. POLLUTION REMEDIATION OBLIGATIONS

At December 31, 2016, the city was obligated to address the future pollution cleanup activities at Prochnow Landfill, due to federal or state laws and regulations. The city's obligation is to address the pollution remediation because the pollution created an imminent endangerment to public health or welfare or the environment. Examples of expected future remediation activity costs include legal services, site investigation, and required post-remediation monitoring costs. The amount reported as a pollution remediation obligation represents the current value of the cash flows expected to be paid for these activities. Any expected recoveries would be treated separately as a receivable when such reimbursements become measurable. As of December 31, 2016, the obligation was $487,200. The city will recognize this liability and related expenses as an operating expense in the government-wide financial statements only when such costs become measurable. Because of this, the liability is subject to change as the city becomes aware of new information which may affect its estimate. Only when actual outlays are made are they recognized in the governmental fund financial statements as expenditures. This will also reduce the amount of the liability on the government-wide financial statements. Actual cost may be higher due to inflation, changes in technology, or changes in regulations.

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

I. NET POSITION/FUND BALANCES

Net position reported on the government wide statement of net position at December 31, 2016, includes the following:

Governmental Activities

Net Investment in Capital Assets	
Land	$ 8,239,524
Construction in progress	8,228,707
Other capital assets, net of accumulated depreciation	45,918,366
Less: Long-term debt outstanding	(16,951,111)
Plus: Unspent capital related debt proceeds	212,500
Less: Unamortized debt premium, discount and refunding loss	(131,806)
Total Net Investment in Capital Assets	45,516,180
Restricted	
Debt service	61,620
LOSAP	695,512
Community development	942,563
Park impact fees	33,477
Total Restricted	1,733,172
Unrestricted	6,419,582
Total Governmental Activities Net Position	$ 53,668,934

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

I. *NET POSITION/FUND BALANCES* (cont.)

Governmental Funds

Governmental fund balances reported on the fund financial statements at December 31, 2016, include the following:

	General Fund	Capital Improvement Fund	Debt Service Fund	Nonmajor Funds	Totals
Fund Balances					
Nonspendable:					
Noncurrent receivables	$ 40,215	$ -	$ -	$ -	$ 40,215
Materials and supplies	18,379	-	-	-	18,379
Advance to other fund	23,447	-	-	-	23,447
Restricted for:					
Capital improvements	-	212,500	-	-	212,500
Debt service	-	-	205,042	-	205,042
Park impact fees	-	-	-	33,477	33,477
Community development	-	-	-	942,563	942,563
LOSAP	-	-	-	695,512	695,512
Assigned to:					
Revaluations	116,949	-	-	-	116,949
Subsequent year purchases	25,679	-	-	-	25,679
Subsequent years budget	155,743	-	-	-	155,743
Cemetery	-	-	-	276,573	276,573
Room tax	-	-	-	462	462
Recreation programs	-	-	-	93,485	93,485
Recuse/EMS	-	-	-	632,607	632,607
Capital improvements	-	1,672,013	-	-	1,672,013
Unassigned (deficit):	2,065,568	-	-	(55,910)	2,009,658
Total Fund Balances	$ 2,445,980	$ 1,884,513	$ 205,042	$ 2,618,769	$ 7,154,304

Business-type Activities

Net Investment in Capital Assets	
Land	$ 2,115,434
Construction in progress	1,321,310
Other capital assets, net of accumulated depreciation	42,029,259
Less: Long-term debt outstanding	(1,005,000)
Less: Unamortized debt premium	(26,857)
Total Net Investment in Capital Assets	44,434,146

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

I. *NET POSITION/FUND BALANCES* (cont.)

Business-type Activities (cont.)

Restricted	
Light and Water impact fees	239,983
Equipment replacement	2,790,983
Sewer impact fees	118,323
Total Restricted	3,149,289
Unrestricted	10,862,590
Total Business-type Activities Net Position	$ 58,446,025

J. *RESTATEMENT OF FUND BALANCES/NET POSITION*

Fund balance has been restated to correct an error as described below.

General Fund balance - December 31, 2015 (as reported)		$ 2,518,758
Add:	To eliminate deposit on the balance sheet that should have been reported as revenue at point of collection	33,488
	To eliminate prepaid expenditure for the City's unfunded pension liability; should have been an expenditure when paid	(303,671)
Fund Balance - December 31, 2015 (as restated)		$ 2,248,575
Net income of the prior year would have been increased (decreased) by		$ (270,183)

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NOTE III - DETAILED NOTES ON ALL FUNDS (cont.)

J. *Restatement of Fund Balances/Net Position* (cont.)

Net position has been restated to correct an error as described below.

Governmental Activities Net Position - December 31, 2015 (as reported)		$ 54,092,354
Add:	To eliminate deposit on the balance sheet that should have been reported as revenue at point of collection	33,488
	To recognize loan receivable proceeds shown as unavailable in the fund statements	112,667
Less:	To record pollution remediation liability	(487,200)
	To eliminate recognized revenue for special assessments that are contingent on future events	(429,053)
Net Position - December 31, 2015 (as restated)		$ 53,322,256
Net income of the prior year would have been increased (decreased) by		$ (770,098)

NOTE IV - OTHER INFORMATION

A. *Employees' Retirement System*

Plan description. The WRS is a cost-sharing multiple-employer defined benefit pension plan. WRS benefits and other plan provisions are established by Chapter 40 of the Wisconsin Statutes. Benefit terms may only be modified by the legislature. The retirement system is administered by the Wisconsin Department of Employee Trust Funds (ETF). The system provides coverage to all eligible State of Wisconsin, local government and other public employees. All employees, initially employed by a participating WRS employer on or after July 1, 2011, and expected to work at least 1200 hours a year and expected to be employed for at least one year from employee's date of hire are eligible to participate in the WRS.

ETF issues a standalone Comprehensive Annual Financial Report (CAFR), which can be found at http://etf.wi.gov/publications/cafr.htm.

Vesting. For employees beginning participation on or after January 1, 1990, and no longer actively employed on or after April 24, 1998, creditable service in each of five years is required for eligibility for a retirement annuity. Participants employed prior to 1990 and on or after April 24, 1998, and prior to July 1, 2011, are immediately vested. Participants who initially became WRS eligible on or after July 1, 2011, must have five years of creditable service to be vested.

Benefits provided. Employees who retire at or after age 65 (54 for protective occupation employees, 62 for elected officials and State executive participants) are entitled to receive an unreduced retirement benefit. The factors influencing the benefit are: (1) final average earnings, (2) years of creditable service, and (3) a formula factor.

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NOTE IV - OTHER INFORMATION (cont.)

A. EMPLOYEES' RETIREMENT SYSTEM (cont.)

Final average earnings is the average of the participant's three highest years' earnings. Creditable service is the creditable current and prior service expressed in years or decimal equivalents of partial years for which a participant receives earnings and makes contributions as required. The formula factor is a standard percentage based on employment category.

Employees may retire at age 55 (50 for protective occupation employees) and receive reduced benefits. Employees terminating covered employment before becoming eligible for a retirement benefit may withdraw their contributions and forfeit all rights to any subsequent benefits.

The WRS also provides death and disability benefits for employees.

Post-retirement adjustments. The Employee Trust Funds Board may periodically adjust annuity payments from the retirement system based on annual investment performance in accordance with s. 40.27, Wis. Stat. An increase (or decrease) in annuity payments may result when investment gains (losses), together with other actuarial experience factors, create a surplus (shortfall) in the reserves, as determined by the system's consulting actuary. Annuity increases are not based on cost of living or other similar factors. For Core annuities, decreases may be applied only to previously granted increases. By law, Core annuities cannot be reduced to an amount below the original, guaranteed amount (the "floor") set at retirement. The Core and Variable annuity adjustments granted during recent years are as follows:

Year	Core Fund Adjustment	Variable Fund Adjustment
2006	0.8%	3%
2007	3.0	10
2008	6.6	0
2009	(2.1)	(42)
2010	(1.3)	22
2011	(1.2)	11
2012	(7.0)	(7)
2013	(9.6)	9
2014	4.7	25
2015	2.9	2

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NOTE IV - OTHER INFORMATION (cont.)

A. *EMPLOYEES' RETIREMENT SYSTEM* (cont.)

Contributions. Required contributions are determined by an annual actuarial valuation in accordance with Chapter 40 of the Wisconsin Statutes. The employee required contribution is one-half of the actuarially determined contribution rate for General category employees and Executives and Elected Officials. Required contributions for protective employees are the same rate as general employees. Employers are required to contribute the remainder of the actuarially determined contribution rate. The employer may not pay the employee required contribution unless provided for by an existing collective bargaining agreement.

During the reporting period, the WRS recognized $457,369 in contributions from the city.

Contribution rates as of December 31, 2016 are:

Employee Category	Employee	Employer
General	6.6%	6.6%
Executives & Elected Officials	6.6%	6.6%
Protective with Social Security	6.6%	9.4%
Protective without Social Security	6.6%	13.2%

Pension Liabilities, Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

At December 31, 2016, the city reported an liability of $763,227 for its proportionate share of the net pension liability. The net pension liability was measured as of December 31, 2015, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of December 31, 2014 rolled forward to December 31, 2015. No material changes in assumptions or benefit terms occurred between the actuarial valuation date and the measurement date. The city's proportion of the net pension liability was based on the city's share of contributions to the pension plan relative to the contributions of all participating employers. At December 31, 2015, the city's proportion was 0.04696839%, which was an increase of 0.00026980% from its proportion measured as of December 31, 2014.

For the year ended December 31, 2016, the city recognized pension expense of $923,096.

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NOTE IV - OTHER INFORMATION (cont.)

A. *EMPLOYEES' RETIREMENT SYSTEM* (cont.)

At December 31, 2016, the city reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 129,117	$ 1,606,199
Changes in assumptions	533,987	-
Net differences between projected and actual earnings on pension plan investments	3,124,872	-
Changes in proportion and differences between employer contributions and proportionate share of contributions	-	10,032
Employer contributions subsequent to the measurement date	463,871	-
Totals	$ 4,251,847	$ 1,616,231

$463,871 reported as deferred outflows related to pension resulting from the WRS Employer's contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability (asset) in the year ended December 31, 2017. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

Year Ended December 31:	Deferred Outflows of Resources	Deferred Inflows of Resources
2017	$ 983,506	$ 391,324
2018	983,506	391,324
2019	983,506	391,324
2020	820,375	390,666
2021	17,082	51,593

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NOTE IV - OTHER INFORMATION (cont.)

A. *EMPLOYEES' RETIREMENT SYSTEM* (cont.)

Actuarial assumptions. The total pension liability in the December 31, 2015 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Actuarial Valuation Date:	December 31, 2014
Measurement Date of Net Pension Liability (Asset)	December 31, 2015
Actuarial Cost Method:	Entry Age
Asset Valuation Method:	Fair Market Value
Long-Term Expected Rate of Return:	7.2%
Discount Rate:	7.2%
Salary Increases:	
Inflation	3.2%
Seniority/Merit	0.2% - 5.6%
Mortality:	Wisconsin 2012 Mortality Table
Post-retirement Adjustments*:	2.1%

** No post-retirement adjustment is guaranteed. Actual adjustments are based on recognized investment return, actuarial experience and other factors. 2.1% is the assumed annual adjustment based on the investment return assumption and the post-retirement discount rate.*

Actuarial assumptions are based upon an experience study conducted in 2012 using experience from 2009 – 2011. The total pension liability for December 31, 2015 is based upon a roll-forward of the liability calculated from the December 31, 2014 actuarial valuation.

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NOTE IV - OTHER INFORMATION (cont.)

A. *EMPLOYEES' RETIREMENT SYSTEM* (cont.)

Long-term expected return on plan assets. The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Core Fund Asset Class	Current Asset Allocation %	Destination Target Asset Allocation %	Long-Term Expected Nominal Rate of Return %	Long-Term Expected Real Rate of Return %
U.S. Equities	27%	23%	7.6%	4.7%
International Equities	24.5	22	8.5	5.6
Fixed Income	27.5	37	4.4	1.6
Inflation Sensitive Assets	10	20	4.2	1.4
Real Estate	7	7	6.5	3.6
Private Equity/Debt	7	7	9.4	6.5
Multi-Asset	4	4	6.7	3.8
Total Core Fund	107	120	7.4	4.5
Variable Fund Asset Class				
U.S Equities	70	70	7.6	4.7
International Equities	30	30	8.5	5.6
Total Variable Fund	100	100	7.9	5.0

New England Pension Consultants Long Term US CPI (Inflation) Forecast: 2.75%
Asset Allocations are managed within established ranges, target percentages may differ from actual monthly allocations

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NOTE IV - OTHER INFORMATION (cont.)

A. *EMPLOYEES' RETIREMENT SYSTEM* (cont.)

Single discount rate. A single discount rate of 7.20% was used to measure the total pension liability. This single discount rate was based on the expected rate of return on pension plan investments of 7.20% and a long term bond rate of 3.56%. Because of the unique structure of WRS, the 7.20% expected rate of return implies that a dividend of approximately 2.1% will always be paid. For purposes of the single discount rate, it was assumed that the dividend would always be paid. The projection of cash flows used to determine this single discount rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments (including expected dividends) of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the city's proportionate share of the net pension liability to changes in the discount rate. The following presents the city's proportionate share of the net pension liability calculated using the discount rate of 7.20 percent, as well as what the city's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage-point lower (6.20 percent) or 1-percentage-point higher (8.20 percent) than the current rate:

	1% Decrease to Discount Rate (6.20%)	Current Discount Rate (7.20%)	1% Increase to Discount Rate (8.20%)
City's proportionate share of the net pension liability (asset)	$5,353,290	$763,227	$(2,821,694)

Pension plan fiduciary net position. Detailed information about the pension plan's fiduciary net position is available in separately issued financial statements available at http://etf.wi.gov/publications/cafr.htm.

At December 31, 2016, the city reported a payable to the pension plan which represents contractually required contributions outstanding as of the end of the year.

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NOTE IV - OTHER INFORMATION (cont.)

A. *EMPLOYEES' RETIREMENT SYSTEM* (cont.)

Length of Service Award Program (LOSAP)

The city participates in a Service Award Program (formerly called the Length of Service Award Program, or LOSA) for volunteer fire fighters, first responders and emergency medical technicians created by 1999 Wisconsin Act 105. The Service Award Program is a benefit program to assist municipalities in retaining volunteer fire fighters, first responders and emergency medical technicians. The Service Award Program is administered by the Wisconsin Department of Administration through contracted vendors.

The city contributes $344 for each participant, which is established by the governing body. The State of Wisconsin matches contributions up to an approved annual amount per year of service to the city. At retirement, a participant with over twenty years of service would collect the amount in his or her account. Those with over ten years' experience would collect a portion of the amount in his or her account.

The recognized 2016 pension expense for the Service Award Program is $37,815. The City accumulates LOSAP activity in a governmental special revenue fund.

B. *RISK MANAGEMENT*

The city is exposed to various risks of loss related to torts; theft of, damage to, or destruction of assets; errors and omissions; workers compensation; and health care of its employees. The city participates in a public entity risk pool called to provide coverage for losses from torts; theft of, damage to, or destruction of assets; errors and omission; workers compensation; and health care of its employees. However, other risks, such as torts; theft of, damage to, or destruction of assets; errors and omission; workers compensation; and health care of its employees are accounted for and financed by the city in the general fund.

Public Entity Risk Pool

Wisconsin Municipal Insurance Commission (WMIC)
Cities and Villages Mutual Insurance Company (CVMIC)

The WMIC is an intergovernmental cooperation commission created by contract under Section 66.30 of the Wisconsin Statutes. It was created in August, 1987 for the purpose of facilitating the organization, establishment and capitalization of the CVMIC, and has numerous cities and villages as members.

The CVMIC is a municipal mutual insurance company established on September 14, 1987 under Section 611.23 of the Wisconsin Statutes. The CVMIC provides liability insurance coverage to the cities and villages which make up the membership of the WMIC.

The CVMIC is self-insured up to a maximum of $2,000,000 of each insurance risk. Losses paid by CVMIC plus administrative expenses will be recovered through premiums to the participating pool of municipalities. The city's share of such losses is not material.

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NOTE IV - OTHER INFORMATION (cont.)

B. Risk Management (cont.)

Public Entity Risk Pool (cont.)

Wisconsin Municipal Insurance Commission (WMIC)
Cities and Villages Mutual Insurance Company (CVMIC) (cont.)

Management of each organization consists of a board of directors or officers comprised of representatives elected by each of three classes of participants based on population. The city does not exercise any control over the activities of the agencies beyond the election of the officers and board.

Financial statements of WMIC and CVMIC can be obtained directly from CVMIC's offices.

The city pays an annual premium to CVMIC for its auto physical damage, boiler & machinery, crime, cyber liability, employment practice liability, excess liability, general liability volunteer and workers' compensation insurance, which provides coverage up to $5,000,000 per occurrence, less the city's retained liability. The city's retained liability is limited to $17,500 per occurrence and an annual aggregate limit of $70,000. An actuarially determined estimate has been recorded for this liability, as well as for claims incurred but not reported at December 31, 2016. A total liability of approximately $42,556 at December 31, 2016, was recorded as claims payable in the insurance internal service fund. Changes in the fund's claims loss liability follow:

	Beginning Balance	Incurred Claims	Claims Paid/ Settled	Ending Balance
2015	$ 6,206	$ 604,707	$ 606,449	$ 4,464
2016	4,464	643,707	605,615	42,556

C. Commitments and Contingencies

Claims and judgments are recorded as liabilities if all the conditions of Governmental Accounting Standards Board pronouncements are met. The liability and expenditure for claims and judgments are only reported in governmental funds if it has matured. Claims and judgments are recorded in the government-wide statements and proprietary funds as expenses when the related liabilities are incurred.

From time to time, the city is party to various pending claims and legal proceedings. Although the outcome of such matters cannot be forecasted with certainty, it is the opinion of management and the city attorney that the likelihood is remote that any such claims or proceedings will have a material adverse effect on the city's financial position or results of operations.

The city has received federal and state grants for specific purposes that are subject to review and audit by the grantor agencies. Such audits could lead to requests for reimbursements to the grantor agency for expenditures disallowed under terms of the grants. Management believes such disallowances, if any, would be immaterial.

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NOTE IV - OTHER INFORMATION (cont.)

C. *COMMITMENTS AND CONTINGENCIES* (cont.)

Long-Term Contracts - WPPI Energy

The electric utility is one of 51 WPPI Energy member municipalities located throughout the State of Wisconsin. On December 1, 1989, each initial WPPI Energy member commenced purchasing electric service from WPPI Energy under a long-term Power Supply Contract for Participating Members (long-term contract). Under the long-term contract, WPPI Energy is obligated to provide and sell, and each member is obligated to take and pay for, the electric power and energy required for the operation of each member's electric utility.

The long-term contract requires all WPPI Energy members to pay for power and energy requirements supplied or made available by WPPI Energy at rates sufficient to cover WPPI Energy's revenue requirement including power supply costs, administrative expenses and debt service. WPPI Energy's subsequent year's operating budget and rates are approved annually by its Board of Directors, consisting of representatives from each member. The members have agreed to charge rates to retail customers sufficient to meet their WPPI Energy obligations. The long-term contract provides that all payments to WPPI Energy constitute operating expenses of the utility payable from any operating and maintenance fund established for that system.

In 2015, a majority of WPPI Energy members ratified an eighteen year extension to their existing contracts. All but two of the remaining members ratified the same extension in 2016. The new contract expires at midnight on December 31, 2055.

WPPI Energy's outstanding debt service obligation to be paid by its members through their wholesale power charges through the remainder of the long-term contract was $411 million as of December 31, 2016.

Claims and Other Legal Procedures

During 2011, the light and water utility added an aeration system at Well #4 due to contamination by vinyl chloride. Parties believed to be responsible for the contamination were notified of the problem and the utility is seeking reimbursement from the potentially responsible parties for costs associated with the aeration system at Well #4 which the utility believes were necessitated because of contamination originating at the closed landfill. This process of seeking and obtaining reimbursement is expected to take several years. During 2014, as part of a water rate application with the PSCW the costs associated with the aeration system at Well #4 were reclassified as utility financed plant and the related contribution reversed allowing these costs to be recovered from rate payers until such time as reimbursement is received from the potentially responsible parties. Although the utility has financed all costs to date of the aeration system at Well #4, cost recovery is expected from the potentially responsible parties. Additional legal and consulting fees incurred after this date may be recoverable in the future.

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NOTE IV - OTHER INFORMATION (cont.)

C. *Commitments and Contingencies* (cont.)

In another matter, although the City has not been named responsible for the environmental contamination of a Superfund site, the industrial building poses a hazard that could well be a potential liability. The site will cost several millions to clean up. The immediate concern is the deterioration of the industrial building. The collapse of the roof and contamination hazards that exist inside the building create an obligation to protect the public safety of the City's residents. An engineering assessment indicates that a progressive collapse could affect surrounding properties. The EPA is still attempting to seek cooperation from the bankrupt company. To date, neither the EPA nor the company has committed to demolish the building. It is estimated that demolishing the building will cost approximately one million dollars.

D. *Effect of New Accounting Standards on Current-Period Financial Statements*

The Governmental Accounting Standards Board (GASB) has approved the following:

- Statement No. 73, *Accounting and Financial Reporting for Pensions and Related Assets That Are Not Within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68*
- Statement No. 74, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*
- Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*
- Statement No. 80, *Blending Requirements for Certain Component Units - an Amendment of GASB Statement No. 14*
- Statement No. 81, *Irrevocable Split-Interest Agreements*
- Statement No. 82, *Pension Issues - an Amendment of GASB Statements No. 67, No. 68, and No. 73*

When they become effective, application of these standards may restate portions of these financial statements.

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NOTE IV - OTHER INFORMATION (cont.)

E. Mid-Moraine Municipal Court

During 2002, the City became a member of the Mid-Moraine Municipal Court. The Court handles collection of fines, fees and penalties and then distributes them to the originating municipality. The City's share of court expenses is determined based on the number of citations and complaints filed on behalf of the City compared to that of the other participating municipalities. This agreement will terminate on April 30, 2021.

Municipality	% Expenses Paid
City of Cedarburg	3.17 %
Village of Grafton	7.72
Village of Thiensville	2.62
City of West Bend	26.84
Village of Germantown	11.21
City of Hartford	8.23
Village of Kewaskum	2.88
Village of Slinger	6.96
Village of Jackson	4.73
City of Port Washington	6.06
Village of Saukville	5.30
Town of Hartford	0.16
City of Mequon	11.30
Town of Trenton	2.23
Village of Newburg	0.13
Village of Fredonia	0.46
Total	100.00 %

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REQUIRED SUPPLEMENTARY INFORMATION

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CITY OF CEDARBURG

SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES
IN FUND BALANCE - BUDGET TO ACTUAL - GENERAL FUND
For the Year Ended December 31, 2016

	Budgeted Amounts			Variance with
	Original	Final	Actual	Final Budget
REVENUES				
Taxes	$ 5,803,256	$ 5,803,256	$ 5,812,613	$ 9,357
Intergovernmental	927,284	927,284	1,033,858	106,574
Licenses and permits	342,250	376,878	412,981	36,103
Fines, forfeitures and penalties	67,700	67,700	58,292	(9,408)
Public charges for services	88,545	88,545	122,202	33,657
Intergovernmental charges for services	210,992	210,992	215,020	4,028
Investment income	20,048	20,048	21,151	1,103
Miscellaneous	157,800	157,800	198,074	40,274
Total Revenues	7,617,875	7,652,503	7,874,191	221,688
EXPENDITURES				
Current				
General government	1,089,735	1,125,835	1,125,772	63
Public safety	3,852,884	3,885,284	3,885,255	29
Public works	2,470,729	2,436,479	2,387,735	48,744
Culture, recreation and education	851,666	871,091	871,005	86
Conservation and development	86,680	92,930	92,919	11
Capital Outlay	93,800	108,900	94,692	14,208
Total Expenditures	8,445,494	8,520,519	8,457,378	63,141
Excess (deficiency) of revenues over (under) expenditures	(827,619)	(868,016)	(583,187)	284,829
OTHER FINANCING SOURCES (USES)				
Transfers in	802,215	802,215	791,671	(10,544)
Transfers out	(1,000)	(14,503)	(14,503)	-
Proceeds from sale of capital assets	-	-	3,424	3,424
Total Other Financing Sources (Uses)	801,215	787,712	780,592	(7,120)
Net Change in Fund Balance	$ (26,404)	$ (80,304)	197,405	$ 277,709
FUND BALANCE - Beginning of Year (as restated)			2,248,575	
FUND BALANCE - END OF YEAR			$ 2,445,980	

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See independent auditors' report and accompanying notes to required supplementary information.

CITY OF CEDARBURG

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY/(ASSET) - WISCONSIN RETIREMENT SYSTEM
For the Year Ended December 31, 2016

Fiscal Year Ending Date	Proportion of the Net Pension Liability/(Asset)	Proportionate Share of the Net Pension Liability/(Asset)	Covered Payroll	Proprotionate Share of the Net Pension Liability (Asset) as a Percentage of Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
12/31/15	0.046698590%	$ (1,146,730)	$ 5,899,895	19.44%	102.74%
12/31/16	0.046968390%	$ 763,227	$ 6,094,159	12.52%	98.20%

CITY OF CEDARBURG

SCHEDULE OF EMPLOYER CONTRIBUTIONS - WISCONSIN RETIREMENT SYSTEM
For the Year Ended December 31, 2016

Fiscal Year Ending Date	Contractually Required Contributions	Contributions in Relation to the Contractually Required Contributions	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percentage of Covered Payroll
12/31/15	$ 463,416	$ 463,416	$ -	$ 6,094,159	7.60%
12/31/16	$ 463,871	$ 463,871	$ -	$ 6,246,295	7.43%

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See independent auditors' report and accompanying notes to required supplementary information.

BUDGETARY INFORMATION

Budgetary information is derived from the annual operating budget and is presented using generally accepted accounting principles and the modified accrual basis of accounting.

The budgeted amounts presented include any amendments made. The city may authorize transfers of budgeted amounts within functions. Transfers between functions and changes to the overall budget must be approved by a two-thirds council action.

Appropriations lapse at year end unless specifically carried over. There was $25,679 carried over to the following year. Budgets are adopted at the function level of expenditure for the general fund and total expenditures for the all other funds.

WISCONSIN RETIREMENT SYSTEM PENSION

The amounts determined for each fiscal year were determined as of the calendar year-end that occurred within the fiscal year.

The city is required to present the last ten fiscal years of data; however accounting standards allow the presentation of as many years as are available until ten fiscal years are presented.

Changes of benefit terms. There were no changes of benefit terms for any participating employer in Wisconsin Retirement System.

Change of assumptions. There were no changes in the assumptions.

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SUPPLEMENTARY INFORMATION

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CITY OF CEDARBURG

NONMAJOR GOVERNMENTAL FUNDS
COMBINING BALANCE SHEET
As of December 31, 2016

	Special Revenue Funds			
	Cemetery Fund	Room Tax Fund	Recreation Programs Fund	Community Development Block Grant Fund
ASSETS				
Unrestricted cash and investments	$ 277,376	$ -	$ 7,765	$ -
Restricted cash and investments	-	-	-	941,643
Receivables:				
Taxes	-	-	-	-
Accounts	995	22,238	1,262	-
Interest	684	-	-	-
Loans	-	-	-	92,144
Due from other funds	-	1,315	95,973	920
Total Assets	$ 279,055	$ 23,553	$ 105,000	$ 1,034,707
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCE				
Liabilities				
Accounts payable	$ 33	$ 22,993	$ 9,929	$ -
Accrued liabilities	459	-	1,586	-
Due to other funds	-	98	-	-
Advance from other fund	-	-	-	-
Total Liabilities	492	23,091	11,515	-
Deferred Inflows of Resources				
Unavailable revenues	-	-	-	92,144
Unearned revenues	1,990	-	-	-
Total Deferred Inflows of Resources	1,990	-	-	92,144
Fund Balances (Deficit)				
Restricted	-	-	-	942,563
Assigned	276,573	462	93,485	-
Unassigned (deficit)	-	-	-	-
Total Fund Balances (Deficit)	276,573	462	93,485	942,563
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES	$ 279,055	$ 23,553	$ 105,000	$ 1,034,707

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Special Revenue Funds						Capital Project Fund	
Swimming Pool Fund	Park Impact Fee Fund	Library Fund	Rescue/EMS	LOSAP Fund	Other	TIF District No. 3	Total Nonmajor Governmental Funds
$ 38,868	$ -	$ 423,606	$ 573,141	$ -	$ -	$ -	$ 1,320,756
-	81,411	-	-	695,512	-	-	1,718,566
26,790	-	288,598	-	-	-	-	315,388
18,922	-	-	59,466	-	-	-	102,883
-	-	-	-	-	-	-	684
-	-	-	-	-	-	-	92,144
-	-	633	-	-	-	-	98,841
$ 84,580	$ 81,411	$ 712,837	$ 632,607	$ 695,512	$ -	$ -	$ 3,649,262
$ 45	$ -	$ 3,900	$ -	$ -	$ -	$ -	$ 36,900
990	-	21,263	-	-	-	-	24,298
17,887	47,934	12,662	-	-	-	-	78,581
-	-	-	-	-	-	23,447	23,447
18,922	47,934	37,825	-	-	-	23,447	163,226
-	-	-	-	-	-	-	92,144
65,658	-	707,306	-	-	-	169	775,123
65,658	-	707,306	-	-	-	169	867,267
-	33,477	-	-	695,512	-	-	1,671,552
-	-	-	632,607	-	-	-	1,003,127
-	-	(32,294)	-	-	-	(23,616)	(55,910)
-	33,477	(32,294)	632,607	695,512	-	(23,616)	2,618,769
$ 84,580	$ 81,411	$ 712,837	$ 632,607	$ 695,512	$ -	$ -	$ 3,649,262

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CITY OF CEDARBURG

NONMAJOR GOVERNMENTAL FUNDS
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES
For the Year Ended December 31, 2016

	Special Revenue Funds			
	Cemetery Fund	Room Tax Fund	Recreation Programs Fund	Community Development Block Grant Fund
REVENUES				
Taxes	$ -	$ 79,061	$ -	$ -
Intergovernmental	-	-	-	-
Fines, forfeitures and penalties	-	-	-	-
Public charges for services	8,500	-	154,796	-
Intergovernmental charges for services	-	-	-	-
Investment income	1,261	-	-	7,111
Miscellaneous	14,595	-	54,368	-
Total revenues	24,356	79,061	209,164	7,111
EXPENDITURES				
Current				
Public safety	-	-	-	-
Health and human services	47,076	-	-	-
Culture, recreation and education	-	-	200,823	-
Conservation and development	-	79,061	-	3,692
Capital Outlay	3,631	-	1,968	-
Total expenditures	50,707	79,061	202,791	3,692
Excess (deficiency) of revenues over expenditures	(26,351)	-	6,373	3,419
OTHER FINANCING SOURCES (USES)				
Transfers in	9	-	8,765	-
Transfers out	-	-	-	-
Total Other Financing Sources (Uses)	9	-	8,765	-
Net Changes in Fund Balances	(26,342)	-	15,138	3,419
FUND BALANCES (Deficit) - Beginning of Year	302,915	462	78,347	939,144
FUND BALANCES (Deficit) - END OF YEAR	$ 276,573	$ 462	$ 93,485	$ 942,563

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Special Revenue Funds						Capital Project Fund	
Swimming Pool Fund	Park Impact Fee Fund	Library Fund	Rescue/EMS	LOSAP Fund	Other	TIF District No. 3	Total Nonmajor Governmental Funds
$ 44,121	$ -	$ 707,306	$ -	$ -	$ -	$ -	$ 830,488
-	-	154,639	11,235	-	-	-	165,874
-	-	23,643	-	-	-	-	23,643
263,628	18,992	2,388	462,051	-	-	-	910,355
18,922	-	-	-	-	-	-	18,922
-	297	8	2,550	36,263	-	-	47,490
4,590	-	9,377	-	37,815	-	-	120,745
331,261	19,289	897,361	475,836	74,078	-	-	2,117,517
-	-	-	337,120	26,962	-	-	364,082
-	-	-	-	-	-	-	47,076
327,518	-	880,741	-	-	-	-	1,409,082
-	-	-	-	-	-	1,105	83,858
17,246	-	-	-	-	-	-	22,845
344,764	-	880,741	337,120	26,962	-	1,105	1,926,943
(13,503)	19,289	16,620	138,716	47,116	-	(1,105)	190,574
13,503	-	1,439	-	-	-	-	23,716
-	(47,934)	-	-	-	(46,734)	-	(94,668)
13,503	(47,934)	1,439	-	-	(46,734)	-	(70,952)
-	(28,645)	18,059	138,716	47,116	(46,734)	(1,105)	119,622
-	62,122	(50,353)	493,891	648,396	46,734	(22,511)	2,499,147
$ -	$ 33,477	$ (32,294)	$ 632,607	$ 695,512	$ -	$ (23,616)	$ 2,618,769

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CITY OF CEDARBURG
TAX INCREMENTAL DISTRICT NO. 3

Cedarburg, Wisconsin

COMPILED
FINANCIAL STATEMENTS

Including Accountants' Compilation Report

As of and for the Year Ended December 31, 2016 and
From the Date of Creation Through December 31, 2016

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CITY OF CEDARBURG
TAX INCREMENTAL DISTRICT NO. 3

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As of and for the Year Ended December 31, 2016 and
From the Date of Creation Through December 31, 2016

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ACCOUNTANTS' COMPILATION REPORT

To the Common Council
City of Cedarburg
Cedarburg, Wisconsin

Management is responsible for the accompanying Balance Sheet, Historical Summary of Project Costs, Project Revenues and Net Cost to be Recovered Through Tax Increments and Historical Summary of Sources, Uses, and Status of Funds of the City of Cedarburg's Tax Incremental District No. 3 ("District") as of and for the year ended December 31, 2016 and from the date of creation through December 31, 2016, in accordance with accounting principles generally accepted in the United States of America. We have performed a compilation engagement in accordance with *Statements on Standards for Accounting and Review Services* promulgated be the Accounting and Review Services Committee of the American Institute of Certified Public Accountants. We did not audit or review the financial statements nor were we required to perform any procedures to verify the accuracy or completeness of the information provided by management. Accordingly, we do not express an opinion, a conclusion, nor provide any form of assurance on these financial statements.

As discussed in Note 1, the financial statements present only the transactions of the district and do not purport to, and do not, present fairly the financial position of the City of Cedarburg as of December 31, 2016, the changes in its financial position, or, where applicable, cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Management has omit the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the financial statements. Such missing information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economical, or historical context.

Milwaukee, Wisconsin
May 8, 2017

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CITY OF CEDARBURG
TAX INCREMENTAL DISTRICT NO. 3

COMPILED
BALANCE SHEET
As of December 31, 2016

	Capital Projects Fund
ASSETS	$ -
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES (DEFICIT)	
Liabilities	
Advances from other fund	23,447
Deferred Inflows of Resources	
Unearned property taxes	169
Fund Balance (Deficit)	
Unassigned (deficit)	(23,616)
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES (DEFICIT)	$ -

See accompanying notes to financial statements and accountants' compilation report.

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CITY OF CEDARBURG
TAX INCREMENTAL DISTRICT NO. 3

COMPILED
HISTORICAL SUMMARY OF PROJECT COSTS, PROJECT REVENUES
AND NET COST TO BE RECOVERED THROUGH TAX INCREMENTS
For the Year Ended December 31, 2016 and
From the Date of Creation Through December 31, 2016

	Year Ended	From Date of Creation
PROJECT COSTS		
Project costs/administration	$ 1,105	$ 23,616
Total Project Costs	1,105	23,616
PROJECT REVENUES		
Total Sources of Funds	-	-
NET COST RECOVERABLE (RECOVERED) THROUGH TAX INCREMENTS – DECEMBER 31, 2016	$ 1,105	$ 23,616
RECONCILIATION OF RECOVERABLE COSTS		
Plus: Fund balance deficit		$ 23,616

See accompanying notes to financial statements and accountants' compilation report.

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CITY OF CEDARBURG
TAX INCREMENTAL DISTRICT NO. 3

COMPILED
HISTORICAL SUMMARY OF SOURCES, USES, AND STATUS OF FUNDS
For the Year Ended December 31, 2016 and
From the Date of Creation Through December 31, 2016

	Year Ended	From Date of Creation
SOURCES OF FUNDS	$ -	$ -
USES OF FUNDS		
Project costs/administration	1,105	23,616
Total Uses of Funds	1,105	23,616
Excess (deficiency) of sources of funds over uses of funds	(1,105)	(23,616)
BEGINNING FUND BALANCE (DEFICIT)	(22,511)	-
ENDING FUND BALANCE (DEFICIT)	$ (23,616)	$ (23,616)

See accompanying notes to financial statements and accountants' compilation report.

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CITY OF CEDARBURG
TAX INCREMENTAL DISTRICT NO. 3

COMPILED
NOTES TO FINANCIAL STATEMENTS
As of and for the Year Ended December 31, 2016 and
From the Date of Creation Through December 31, 2016

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the City of Cedarburg's Tax Incremental District No. 3 conform to accounting principles as applicable to governmental units and as defined by Wisconsin Statutes Section 66.1105.

The City of Cedarburg has implemented accounting principles generally accepted in the United States of America to the extent they apply in determining the scope of the activity of Tax Incremental District No. 3. The accompanying financial statements reflect all the significant operations of the City of Cedarburg's Tax Incremental District No. 3. The accompanying financial statements do not include the full presentation of the City of Cedarburg.

A. DESCRIPTION OF FUND AND LONG-TERM DEBT

This report contains the financial information of the City of Cedarburg's Tax Incremental District ("TID") No. 3. The summary statements were prepared from data recorded in the following fund:

Capital Projects

Detailed descriptions of the purpose of these funds and long-term debt can be found in the City of Cedarburg's basic financial statements.

The data was consolidated for purposes of this report. Therefore, the amounts shown in the accompanying statements will not directly correlate with amounts shown in the basic financial statements of the city.

The district was created under the provisions of Wisconsin Statute Section 66.1105. The purpose of that section is to allow a municipality to recover development and improvement costs in a designated area from the property taxes generated on the increased value of the property after the creation date of the district. The tax on the increased value is called a tax increment.

The statutes allow the city to collect tax increments until the net project cost has been fully recovered, or until a specified number of years after the tax incremental district is created, whichever occurs first. Project costs uncollected at the dissolution date are absorbed by the City of Cedarburg. Project costs may be incurred up to five years before the unextended termination date of the district.

	Creation Date	Last Date To Incur Project Costs	Last Year To Collect Increment
TID No. 3	January 1, 2015	January 1, 2030	2035

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NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

B. BASIS OF ACCOUNTING

The modified accrual basis of accounting was followed in the preparation of these statements. Under the modified accrual basis of accounting, revenues are recorded when susceptible to accrual, i.e. both measurable and available. Available means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Project costs, other than interest on long-term debt, are recorded when the related fund liability is incurred.

District increments are recorded as revenues in the year due. Intergovernmental aids and grants are recognized as revenues in the period the related expenditures are incurred, if applicable, or when the district is entitled to the aids.

Other general revenues are recognized when received in cash or when measurable and available under the criteria described above.

C. USE OF ESTIMATES

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

D. MEASUREMENT FOCUS

The measurement focus of all governmental funds is the funds flow concept. Under the funds flow concept, sources and uses of financial resources, including capital outlays, debt proceeds and debt retirements are reflected in operations. Resources not available to finance expenditures and commitments of the current period are recognized as deferred revenue or a reservation of fund equity. Liabilities for claims, judgments, compensated absences and pension contributions which will not be currently liquidated using expendable available financial resources are shown in the long-term debt footnote disclosure. The related expenditures are recognized when the liabilities are liquidated.

E. PROJECT PLAN BUDGET

The estimated revenues and expenditures of the district are adopted in the project plan. Those estimates are for the entire life of the district, and may not be comparable to interim results presented in this report.

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NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (cont.)

F. CLAIMS AND JUDGMENTS

Claims and judgments are recorded as liabilities if all the conditions of Governmental Accounting Standards Board pronouncements are met. The liability and expenditure for claims and judgments is only reported in governmental funds if it has matured. Claims and judgments are disclosed in the long-term debt footnote when the related liabilities are incurred. There were no significant claims or judgments at year end.

NOTE 2 – ADVANCE FROM CITY GENERAL FUND

The City of Cedarburg's General Fund is advancing funds to the district. The amount advanced is determined by the deficiency of revenues over expenditures and other financing sources since the district's inception. The City of Cedarburg is not currently charging the district interest on the advance. No repayment schedule has been established.

NOTE 3 – DEVELOPER AGREEMENT

The City has entered into an agreement to pay a developer an estimated $310,234 at such time that a development project is completed, contingent upon the developer meeting all the terms and conditions set forth in the agreement. As of December 31, 2016, no development has occurred.

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Cedarburg Public Library Annual Report 2016

Cedarburg Public Library provides information and resources to all citizens of the community for their continuing recreational, educational, and cultural needs.

~Library Board of Trustees Mission Statement

Linda Pierschalla, Library Director

Did You Know?

-The Community Room is available for rental for private gatherings such as birthday parties or showers or business events.

-The library has a hearing loop installed in the Community Room to assist those with hearing aids or hearing issues to easily hear the speaker.

-You can "book time with a librarian" for assistance using our digital products on your electronic device.

-We have free WiFi and in-library laptop rental available

Inspire, Engage, Grow

2016 was our second full year in our new facility. What we took note of from the previous year is the demand for technology from our library users. Whether it's learning computer basics, assistance with filling out online job applications, using the 3D printers, downloading digital content, or requests for more sophisticated software programs – we decided it was time to conduct a technology user survey to best address our patrons needs, as well as wants. If you filled one out, thank you for your input!

In the technology user survey we inspired and engaged you with resources and programs that we currently have or that are trending in libraries. We listened and have obtained funding from the Greater Cedarburg Foundation and the Cedarburg Friends of the Library Fund to purchase items that ranked high on the survey. Stay tuned in 2017 and try out some new fun tech items that will help us all grow during the year.

Community Room Rental

Would you like to rent our Community Room for a private event?

See our website for policy/fees/application.

2016 Service Benchmarks

Library Usage	2014 *	2015	2016	Difference '14-'16
Patron Use				
Number of visitors through the gate	150,821 estimate	123,679	124,354	-17.5%
Average number of visitors a day	471 estimate	370	372	-21%
Cardholders – resident **	8,957	9,357	8,787	-1.9%
Cardholders – nonresidents **	4,517	4,899	3,731	-17%
New library cards issued	Not counted	987	857	-13%
Staff Services				
Reference/research questions answered	22,854	14,508	14,404	-17.4%
Number of youth programs offered	186	149	190	+2.2%
Attendance of youth at programs	5,151	7,925	7,655	+49%
Number of adult programs offered	59	100	120	+103%
Attendance at adult programs	1,124	1,385	1,431	+27%
Summer Reading Program youth attendance	4,543	6,998	6,223	+37%
Staff FTE	12.18	12.86	12.99	+7%
Checkout of library materials				
Number of physical materials checked out	196,774	208,020	196,411	-.2%
Number of digital materials checked out	13,217	17,318	18,614	+41%
Other Services				
Use of wifi by the public	15,907	No counter	47,822	+201%
Study room reservations	No rooms	3,702	4,698	+27%
Public computer usage	8,084	9,501	9,346	+16%

* In the new building for half the year. No Sunday hours in first half. Gate counter used less than half the year.

Return on Investment

2016 per capita expenditure for library service from the City budget = $61.60

Average Cedarburg family of 4 pays $246/year for library service.

Average use presented below by a family in one month of library use. Savings of $415 in just one month of usage.

Input Your Use	Library Materials & Services	Value of Services
20	Books Borrowed	$ 300.00
6	Movies Borrowed	$ 24.00
5	Music CDs Borrowed	$ 60.00
2	Audiobooks Borrowed	$ 30.00
4	Ebooks/Audiobooks Downloaded	$ 40.00
4	Magazines Borrowed	$ 8.00
2	Magazine/Newspaper Use in Library	$ 2.00
1	Meeting Rooms Use (hours per month)	$ 0.00
1	Program/Class Attended - Adult	$ 10.00
4	Program/Class Attended - Child	$ 24.00
4	Computer Use (hours per month)	$ 48.00
2	Databases Used (number of separate databases)	$ 20.00
3	Reference Assistance (number of questions)	$ 45.00
Cost for services		$ 661.00

*Where did these numbers come from? -- Per capita expenditures were collected from Wisconsin's 2015 Public Library Statistics, compiled by the State Division for Libraries & Technology (DLT). The return on investment is calculated by dividing each library's annual per capita expenditure by 12 (the number of months) to get a monthly per capita expenditure. The formula then divides the total value received each month by the monthly per capita expenditure.

Looking Forward. Technology User Survey Results. Vision and Plan.

Background Info:

172 responses were captured from the survey. The great take away from the whole process is not only just how much our patrons love the library but also how much value they see in the library pursuing technological endeavors. The results have already guided actions and priorities for technology in 2017. The Library Board developed the following **Technology Vision Statement:**

- **The CPL Board of Trustees is committed to supporting, updating, and funding technology in three broad areas:**
  - **Leading edge "innovative" technology that attracts current and new users and makes CPL an important part of the regional technology hub.**
  - **The behind-the-scenes "infrastructure" that staff rely on for library operations.**
  - **The practical "daily use" technology that enjoys frequent use and high levels of public engagement.**

Current Technology Appreciation:

Of our current technology the most loved and used were the following: self-checkout machines, public WiFi, digital books, audiobooks and magazines, online databases, and finally printing and copying.

We also asked this question as an open answer question and we can add the 3D printer and the online catalog (www.monarchcatalog.org) to the list of most loved/used.

New Technology Anticipation and Support:

When polled about what new technology the public most anticipated and looked forward to the library offering there were eight clear winners. Our goal became to implement the top eight choices in the 2017-2018 years. We are proud to announce that we will complete all but one initiative due in great part to the Greater Cedarburg Foundation who funded us for $6,000 of our $12,000 technology initiatives request.

With the great support and funding from the Greater Cedarburg Foundation, the Friends of the Library also came through to fund the other $6,000 of our initial grant request.

Implementation Plan for 2017-18:

Timeline for implementation:

Microsoft Software Classes are now being offered in even more variety and occurrence. These programs have been very successful and attendance is strong.

Adobe Creative Cloud software will be installed and ready for use with additional programming and our first Expert in Residence by the summer of 2017. Thanks to the Greater Cedarburg Foundation.

A **Digital Conversion Lab** will be funded by the Friends of the Library and plans are in place to have it up and running by the beginning of 2018.

Virtual Reality equipment and software will be offered to the public during the fall of 2017. This will include educational programs and games to be used in a full range of motion dedicated space. Thanks to the Greater Cedarburg Foundation for their support.

Coding and Design Classes will be revitalized and be up and running with programs for all age groups and cover a variety of skill in calendar year 2018. Staff will spear this reengineering of coding and design programs in the library.

Drone equipment, programs and classes will be available somewhere in the mix of everything else, but will be, for sure, up and running for the Summer Reading Program in 2018. Thanks to the Friends of the Library for funding this initiative.

The **3D Laser Cutter/Engraver** initiative will be put off until it can be proved to run effectively in a library setting without giving our customers and staff the impression that the library is on fire.

WISCONSIN'S DIGITAL LIBRARY

Wisconsin's Digital Library is a project of the Wisconsin Public Library Consortium (WPLC), with funding from Wisconsin Public Libraries and Public Library Systems. Additional support is provided by Library Services and Technology Act (LSTA) funds awarded to the Wisconsin Department of Public Instruction by the Federal Institute of Museum and Library Services.

Wisconsin's Digital Library was established in 2001 and is a shared, statewide collection of ebooks, audiobooks, magazines, and streaming video available for free to all Wisconsin public library card holders. Currently, Wisconsin's Digital Library is the collection of digital materials powered by OverDrive but it may grow to include other digital products in the future.

Monarch LIBRARY SYSTEM

"Transforming Library Service"

Dodge • Ozaukee • Sheboygan • Washington Counties

2017 brought the change from the two county Eastern Shores Library System to the current four county Monarch Library System that includes the 31 public libraries in Dodge, Ozaukee, Sheboygan and Washington counties and Lakeland College.

Cedarburg residents have access via the Monarch Catalog to over a million items that are delivered 5 days a week. The Library System is an excellent example of resource sharing among 4 counties to reduce costs and increase services.

Some of the services provided by Monarch Library System to its member libraries including:

Van Delivery to four counties
ILS Administration
Public Information Design
Continuing Education Workshops
Group Purchasing
IT Services
Member Grants
Consulting Services
Mobile Application
Makerspace Equipment Available for Loan to Member Libraries

CATALOG

www.monarchcatalog.org

CEDARBURG FRIENDS OF THE LIBRARY

THANK YOU CEDARBURG FRIENDS OF THE LIBRARY!

WE COULDN'T DO IT WITHOUT OUR FRIENDS!!!

2016 FRIENDS CONTRIBUTIONS

- Summer Reading Program - $3,750
- Year Round Programs - $2,250
- Extra copies of bestsellers - $2,000
- Staff Support - $1,000
- Various other projects - $2,000

CEDARBURG PUBLIC LIBRARY

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CEDARBURG, WI 53012
www.cedarburglibrary.org

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CEDARBURG PUBLIC LIBRARY

Special Revenue Fund—Library
Fund 260

Revenues		2013	2014	2015	2016 Budget	2017 Adopted	% Change 2017/2016
411111	City Property Taxes	490,000	490,000	657,842	707,306	707,306	0.00%
435432	Grants	762	707	730	715	730	2.10%
467100	Library Fines and Fees	19,606	16,840	24,993	25,000	24,500	-2.00%
467110	Library Other Revenues—County	119,106	118,863	125,872	153,904	184,534	19.90%
467150	Library Other Revenues—Copies	3,013	2,319	2,383	2,500	2,500	0.00%
473200	Library Donations	0	2,828	0	0	0	0.00%
482215	Rent of City Property	0	507	460	200	700	250.00%
491400	Transfer from Cap. Improvements					7,474	
Total Revenues		632,487	632,064	812,280	889,625	927,744	4.28%

555110 Personnel		2013	2014	2015	2016 Budget	2017 Adopted	% Change 2017/2016
111	Salaries (8.0 FTE)	315,916	317,753	336,268	354,101	364,683	2.99%
124	Bonus	0	0	2,000	0	0	0.00%
125	Part Time Salaries (4.39 PTE)	69,436	109,516	119,463	114,635	118,905	3.72%
128	Maintenance Salaries (.50 PTE)	7,703	12,711	15,407	15,241	15,990	4.91%
135	Sick Leave Payout	75	157	255	7,233	350	-95.16%
151	Social Security	29,966	33,288	36,220	38,055	38,331	0.73%
152	Retirement	24,129	26,150	28,203	32,832	34,072	3.78%
154	Health Insurance	88,381	67,025	91,937	109,522	120,751	10.25%
155	Life Insurance	183	119	129	121	77	-36.36%
159	Longevity	7,371	5,512	5,880	6,237	1,134	-81.82%
161	EAP/125 Admin.	0	96	0	100	100	0.00%
165	Workers' Comp. Insurance	1,240	1,041	1,016	1,179	1,178	-0.08%
Total		544,400	573,368	636,778	679,256	695,571	2.40%

555110 Operating		2013	2014	2015	2016 Budget	2017 Adopted	% Change 2017/2016
212	Professional Services	0	263	0	275	275	0.00%
222	Electric	15,372	19,037	21,195	16,000	21,100	31.88%
223	Marketing	172	500	594	200	200	0.00%
224	Natural Gas	5,063	8,209	7,179	7,000	7,200	2.86%
225	Telephone	1,541	2,951	2,189	2,000	2,000	0.00%
226	Water Service	1,339	1,413	1,649	1,900	1,700	-10.53%
240	Repair and Maintenance	4,998	5,349	1,225	2,000	2,400	20.00%
290	Maint./Contracted Services	1,322	4,094	45,181	39,629	41,000	3.46%
308	Program Supplies	0	0	570	500	500	0.00%
310	Office supplies	6,153	16,576	6,230	6,500	7,500	15.38%
312	Computer Supplies	5,644	3,415	2,526	3,000	2,000	-33.33%
315	Postage	1,489	185	545	500	600	20.00%
319	Publications and Subscriptions	82,935	73,280	85,322	80,000	78,862	-1.42%
320	Prof. Publications and Dues	309	1,145	997	1,600	1,600	0.00%
330	Travel & Training	1,515	4,119	4,873	6,000	6,000	0.00%
350	Operating Supplies	1,182	2,140	1,471	1,000	1,500	50.00%
380	Equipment/Capital Outlay	648	0	3,243	0	0	0.00%
381	Shared System Services	10,708	15,003	22,872	14,000	18,000	28.57%
382	Library Technology	3,374	5,654	2,354	2,000	3,000	50.00%
395	Employment Expenses	63	495	0	200	200	0.00%
510	Liability/Property Insurance	5,125	5,391	4,177	8,005	8,056	0.64%
Total		146,952	169,219	214,392	192,309	203,693	5.92%
Total Expenditures		693,352	742,587	851,170	871,565	899,264	3.18%
Revenues - Expenditures		(60,865)	(110,523)	(38,890)	18,060	28,480	
Beginning Fund Balance		159,925	99,060	(11,463)	(50,353)	(32,293)	
Total Fund Balance		99,060	(11,463)	(50,353)	(32,293)	(3,813)	

CITY OF CEDARBURG

MEETING DATE: May 8, 2017 **ITEM NO:** 8. D.

TITLE: Presentation of the Arrabelle traffic study; and possible action thereon.

ISSUE SUMMARY: As a condition of approval of the Arrabelle multi-family project the applicant was to have a traffic impact analysis conducted and the results of that study were to be presented to both the Plan Commission and Common Council. Accordingly, following the public hearing and Council approval of the rezoning, HSI Properties hired Traffic Analysis and Design, Inc. to study exist traffic patterns and counts and then analyze the expected impact of the Arrabelle project on the area as compared to the impacts previously experience by the St. Francis Borgia Church and School when in operation. That study has been completed and submitted for your review. Donald Lee, P.E. of Traffic Analysis and Design, Inc. will be at Monday's meeting to present the analysis and discuss his findings. His conclusion is provided below:

Conclusion

All movements at the study area intersections are expected to operate safely and efficiently through the build year 2018 under the existing geometric and traffic control conditions with no modifications necessary to the existing intersections with full buildout and occupancy of the residential development. The previous school use at this site generated more than 4-times the amount of traffic than the proposed apartment development during the morning peak hour and approximately 3-times the amount of traffic than the proposed apartment development during the afternoon peaks. On a daily basis, the previous school generated approximately 22-percent more traffic over the entire 24-hour weekday. In summary, the study area intersections and roadways are expected to operate better than when the previous school was in operation as the traffic is expected to be less, the traffic is expected to be more spread out during the day and no roadways are expected to be closed for any part of the day as they were when the school was previously in operation.

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION: n/a

ATTACHMENTS:

- Arrabelle Apartment Development Traffic Study

REQUESTED BY: HSI Properties, LLC

FOR MORE INFORMATION CONTACT: Jonathan P. Censky, City Planner, 262-375-7610

Arrabelle Apartment Development Traffic Study

Washington Avenue at Hamilton Road

City of Cedarburg
Ozaukee County, Wisconsin

April 24, 2017

TRAFFIC ANALYSIS & DESIGN, INC.

TRAFFIC IMPACT ANALYSIS FOR:

ARRABELLE APARTMENT DEVELOPMENT
Washington Avenue at Hamilton Road

CITY OF CEDARBURG, OZAUKEE COUNTY, WISCONSIN

DATE SUBMITTED: April 24, 2017

PREPARED FOR:
HSI Properties
18500 W. Corporate Drive, Suite 120
Brookfield, WI 53045
Phone: (262) 439-8701
Contact Person: Tony W. DeRosa

PREPARED BY:
Traffic Analysis & Design, Inc.
N36 W7505 Buchanan Street
Cedarburg, WI 53012
Phone: (800) 605-3091
Contact Persons: Don Lee, P.E. (WisDOT TIA Certification # SE05-804-046)
John Bieberitz, P.E., PTOE (WisDOT TIA Certification # SE05-804-044)

"I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering."

_____

Donald J. Lee, P.E.
Wisconsin Registration #35214-006
Traffic Analysis & Design, Inc.

Arrabelle Apartment Development
Traffic Impact Analysis
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CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

The City of Cedarburg has requested a Traffic Impact Analysis (TIA) to analyze the impacts of the planned residential development at the lands previously occupied by the St. Francis Borgia Catholic School located immediately east of Washington Avenue along Hamilton Road in the City of Cedarburg, Ozaukee County, Wisconsin. Traffic Analysis & Design, Inc. has been retained to identify the existing traffic operating conditions, the previous use (St. Francis Borgia Catholic School) traffic operating conditions and the Year 2018 build (with the apartment development) traffic operating conditions and roadway modifications necessary to provide safe and efficient traffic operations through the build year 2018 traffic conditions and beyond.

This report documents the procedures, findings and conclusions of the traffic impact analysis. The analysis investigates roadway modifications based on existing intersection geometrics, background traffic volumes and additional traffic expected to be generated by the proposed development within the limits of the study area.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, description of the potential development plans and conclusions based on the findings of the TIA.

B1. Location of Study Site with Respect to Area Roadway Network

The proposed residential development site is located immediately east of Washington Avenue along Hamilton Road in the City of Cedarburg as shown in Exhibit 1-1. The residential development is proposed to be constructed on the parcels of land currently occupied by the old St. Francis Borgia Catholic School and parking lots which have been in existence in the neighborhood from 1951 until moving to their new location north of STH 60 in 2015. Exhibit 1-2 shows the proposed site plan for the residential development. Four driveways are proposed to provide access to the site consisting of two full access driveways along Hamilton Road, one full access driveway along Hilgen Avenue and a right-out exit only driveway along Washington Avenue. Based on discussions with the City of Cedarburg and as shown in Exhibit 1-1, the study area for the potential development includes the following intersections:

- Washington Avenue & Hamilton Road (one-way stop control);
- Washington Avenue & Spring Street (one-way stop control); and
- Hamilton Road & Hilgen Avenue (two-way stop control).

B2. Development Description and Timing

The planned development includes the construction of three buildings within the site. The first building is proposed to include 32 apartments within a two/three story building located on the south side of Hamilton Road immediately east of Washington Avenue. The second building is proposed to include 28 apartments within a two/three story building located on the northwest corner of the Hamilton Road intersection with Hilgen Road. The third building is proposed to include 9 townhouses on the north side of Hamilton Road, northeast of the existing St. Francis Borgia Church, which is expected to remain. Surface lot and underground parking is proposed for the two apartment buildings with attached garages proposed along the back of the buildings for the townhouses along with additional surface parking spaces. The proposed development is expected to be constructed and substantially occupied by the year 2018.

B3. Site Generated Traffic

The expected traffic volumes generated by the proposed development were calculated based on trip rates published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 9h Edition, 2012*. Full build of the residential development is expected to generate 35 new trips (10 entering/25 exiting) during a typical weekday morning peak hour. During a typical weekday evening peak hour, the residential development is expected to generate 40 new trips (30 entering/10 exiting). On a typical weekday, the residential development is expected to generate approximately 450 new trips (225 entering/225 exiting) under full build conditions.

Even though the afternoon/evening peak hours are slightly different between the two land uses; when comparing the expected new peak hour trips for the proposed residential development to the peak hour trips from the previous school use (St. Francis Borgia Catholic School) the peak hour trips expected to be generated by the proposed residential development are expected to be significantly less than those of the previous school development. Specifically, the proposed residential development is expected to generate 35 new trips in the morning peak compared to 170 trips that were previously generated by the school and 40 new trips in the weekday evening peak hour compared to 120 trips that were previously generated by the school. In addition, the proposed residential development is expected to generate 450 daily trips (225 entering/225 exiting) over a 24-hoiur period which compares to 552 trips that were previously generated by the school. In summary, the previous school use at this site generated more than 4-times the amount of traffic than the proposed apartment development during the morning peak hour and approximately 3-times the amount of traffic than the proposed apartment development during the afternoon peaks. On a daily basis, the previous school generated approximately 22-percent more traffic over the entire 24-hour weekday.

B4. Year 2017 Existing Traffic – Recommended Roadway Modifications

The study area intersections were analyzed based on the procedures set forth in the *2010 Highway Capacity Manual* (HCM). Intersection operation is defined by "level of service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study, LOS D or better was used to define desirable peak hour operating conditions. This standard is the typical standard used by most municipalities as well as WisDOT for typical urban conditions as exist at this location.

An analysis of the existing conditions was done as a basis for comparison and to determine if any roadway modifications would be necessary under the existing conditions. The analysis was conducted using existing intersection geometrics and traffic control. Based on the analysis completed as part of this study, no roadway modifications are recommended to accommodate the existing traffic volumes. All turning movements at the study area intersections are currently operating acceptably at LOS C or better operations under the Year 2017 Existing (no development) traffic conditions.

B5. Year 2017 Existing Total (with previous school in operation) Traffic – Recommended Roadway Modifications

An analysis of the existing conditions assuming the school was still operational was also done as a basis for comparison and to determine if any roadway modifications would be necessary under the existing conditions with the school still in operation. The analysis was conducted using existing intersection geometrics and traffic control. Based on the analysis completed as part of this study, no roadway modifications are recommended to accommodate the existing conditions with the school still in operation. All turning movements at the study area intersections are

expected to operate acceptably at LOS C or better operations under the Year 2017 Existing Total (with previous school in operation) traffic conditions.

B6. Year 2018 Build (with residential development) Traffic – Recommended Roadway Modifications

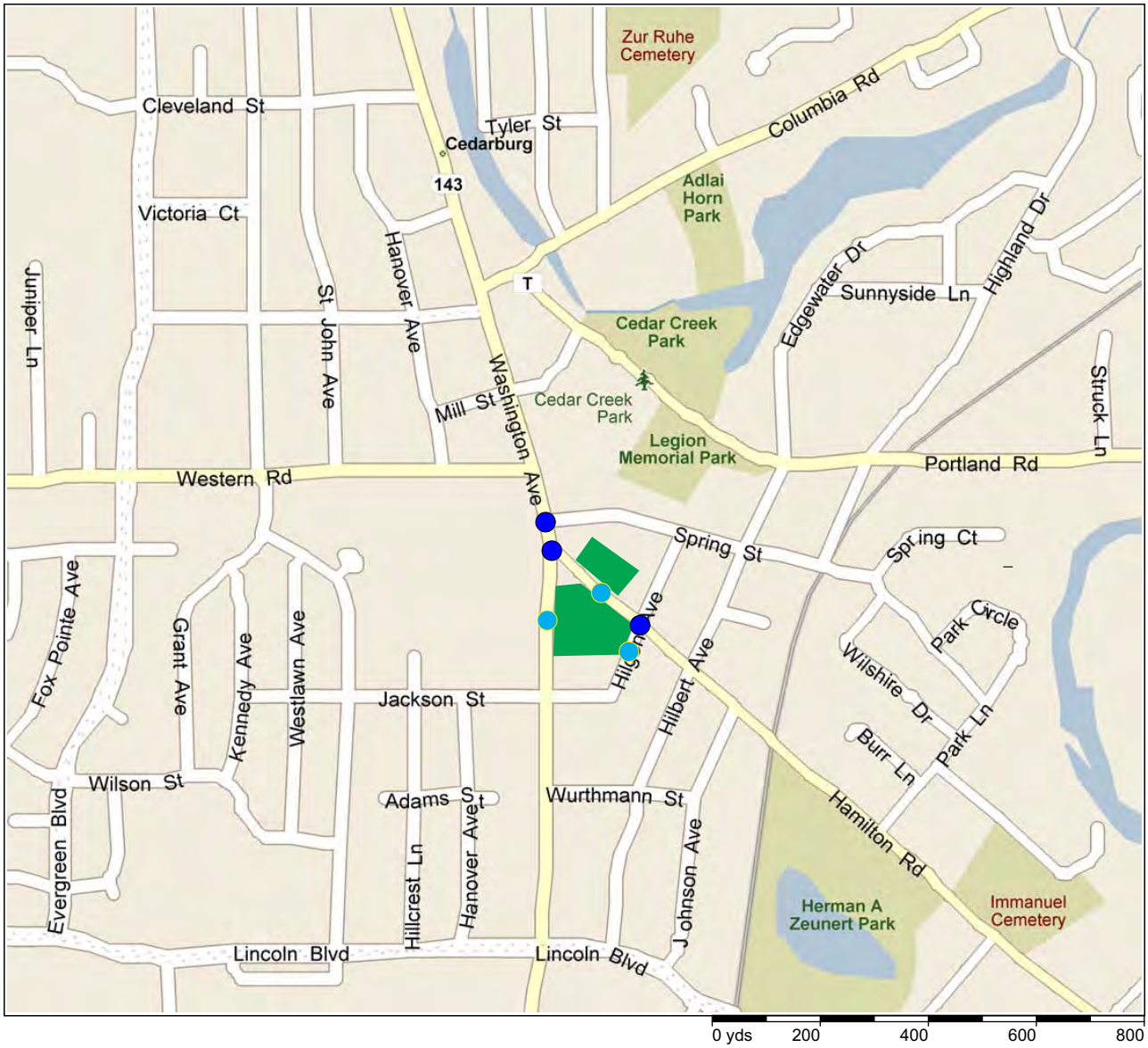
Year 2018 build (with residential development) traffic volumes include full build out of the proposed development. Based on the analysis completed as part of this study, no roadway modifications, as shown on Exhibit 1-3, are recommended to the existing intersections in order to accommodate the Year 2018 build (with residential development) traffic volumes. All turning movements at the study area intersections are expected to continue to operate acceptably at LOS C or better operations under the Year 2018 build (with residential development) traffic conditions.

B7. Conclusion

All movements at the study area intersections are expected to operate safely and efficiently through the build year 2018 under the existing geometric and traffic control conditions with no modifications necessary to the existing intersections with full buildout and occupancy of the residential development.

The previous school use at this site generated more than 4-times the amount of traffic than the proposed apartment development during the morning peak hour and approximately 3-times the amount of traffic than the proposed apartment development during the afternoon peaks. On a daily basis, the previous school generated approximately 22-percent more traffic over the entire 24-hour weekday. In summary the study area intersections and roadways are expected to operate better than when the previous school was in operation as the traffic is expected to be less, the traffic is expected to be more spread out during the day and no roadways are expected to be closed for any part of the day as they were when the school was previously in operation.

Cedarburg, Wisconsin



LEGEND

- Study Area Intersection
- Study Area Driveway
- Proposed Site Location

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EXHIBIT 1-1
PROJECT LOCATION MAP

ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN

TRAFFIC ANALYSIS & DESIGN, INC.
2068: 4-21-17

NOT TO SCALE

EXHIBIT 1-2
PROPOSED SITE PLAN

ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN

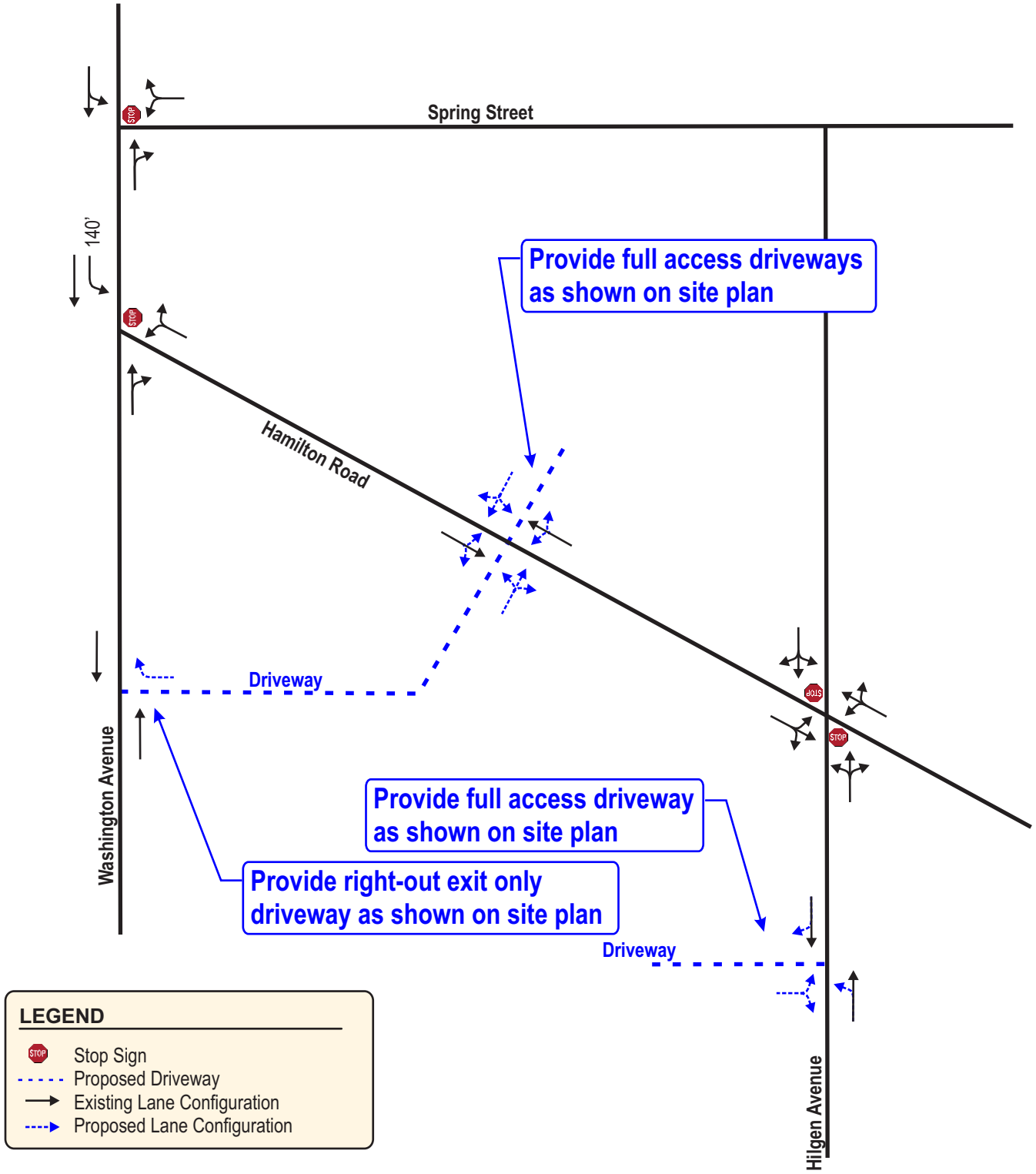

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EXHIBIT 1-3
RECOMMENDED ROADWAY MODIFICATIONS

ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN

CHAPTER II – PROPOSED DEVELOPMENT

PART A – PROPOSED DEVELOPMENT

The planned residential development is proposed to be built on the lands previously occupied by the St. Francis Borgia Catholic School located immediately east of Washington Avenue along Hamilton Road in the City of Cedarburg as shown in Exhibit 2-1. The planned development includes the construction of three buildings within the site. The first building is proposed to include 32 apartments within a two/three story building located on the south side of Hamilton Road immediately east of Washington Avenue. The second building is proposed to include 28 apartments within a two/three story building located on the northwest corner of the Hamilton Road intersection with Hilgen Road. The third building is proposed to include 9 townhouses on the north side of Hamilton Road, northeast of the existing St. Francis Borgia Church, which is expected to remain. Surface lot and underground parking is proposed for the two apartment buildings with attached garages proposed along the back of the buildings for the townhouses along with additional surface parking spaces. Four driveways are proposed to provide access to the site consisting of two full access driveways along Hamilton Road, one full access driveway along Hilgen Avenue and a right-out exit only driveway along Washington Avenue. Exhibit 2-2 shows the proposed site plan for the residential development.

The proposed development is expected to be constructed and substantially occupied by the year 2018.

PART B – STUDY AREA

Based on discussions with the City of Cedarburg and as shown in Exhibit 2-1, the study area for the potential development includes the following intersections:

- Washington Avenue & Hamilton Road (one-way stop control);
- Washington Avenue & Spring Street (one-way stop control); and
- Hamilton Road & Hilgen Avenue (two-way stop control).

PART C – SITE ACCESSIBILITY

The study area roadways are discussed below:

Washington Avenue is a two-lane undivided north/south main arterial roadway with a posted speed limit of 25 miles per-hour (mph). North of Hamilton Road, parking lanes exist along the east side of Washington Avenue to the north. Parking lanes also exist along the west side of Washington Avenue to the north of Spring Street. According to the WisDOT, the Year 2016 annual average daily traffic (AADT) volumes on Washington Avenue were 13,600-vpd immediately north of Spring Street, 14,000-vpd at Hamilton Road and 12,200-vpd immediately south of Hamilton Road. Sidewalks currently exist along both sides of Washington Avenue within the limits of the study area.

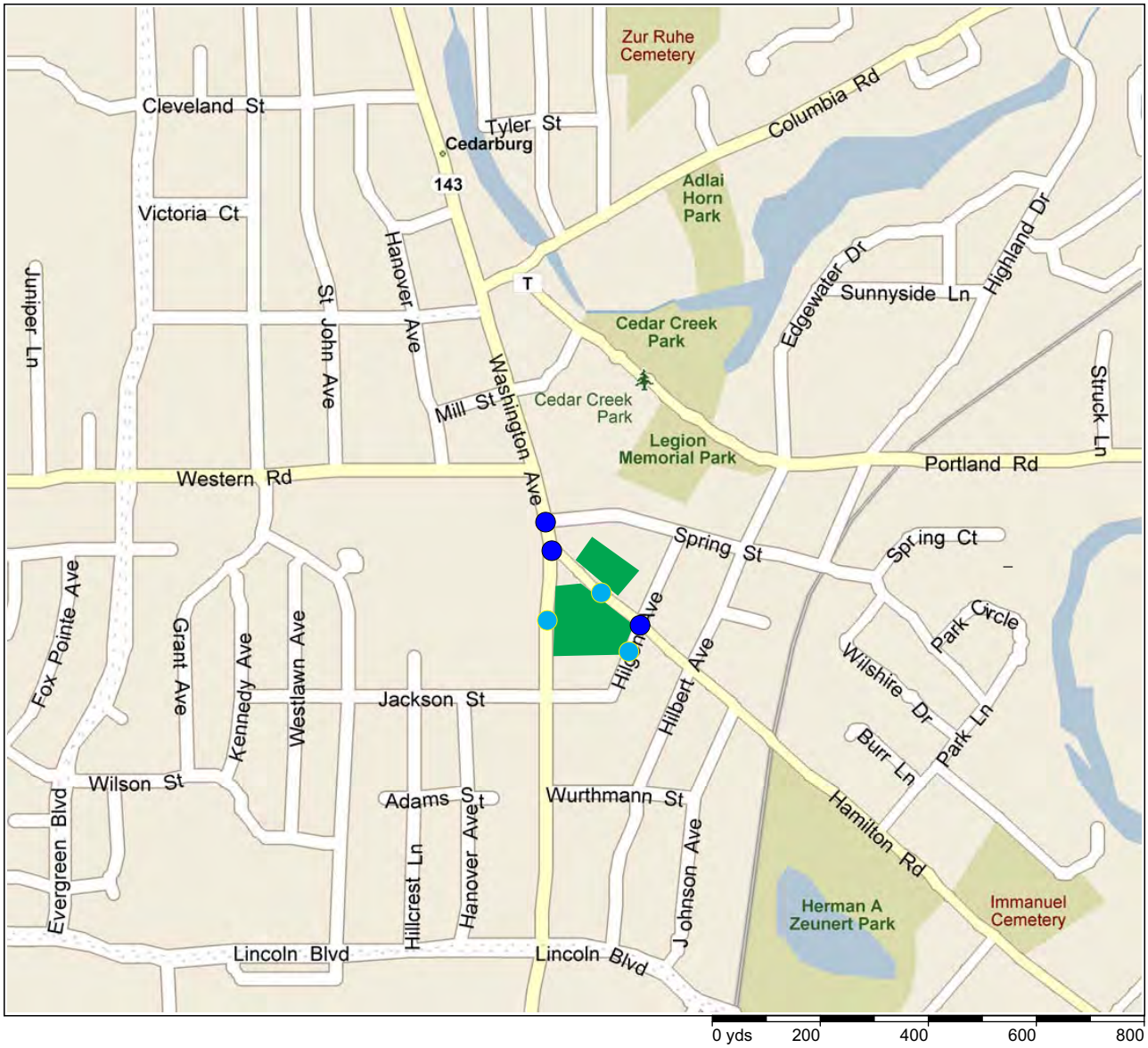
Hamilton Road is a two-lane undivided northwest/southeast local residential roadway with additional parking lanes on both sides of the roadway and a posted speed limit of 25-mph. The Year 2013 (most current available) WisDOT AADT volumes on Hamilton Road were 1,800-vpd immediately east of Washington Avenue. Sidewalks currently exist along both sides of Hamilton Road within the limits of the study area.

Spring Street is a two-lane undivided east/west local residential roadway with additional parking lanes on both sides of the roadway and a posted speed limit of 25-mph. The Year 2010 (most current available) WisDOT AADT volumes on Spring Street were 1,100-vpd immediately east

of Washington Avenue. Sidewalks currently exist along both sides of Spring Street within the limits of the study area.

Hilgen Avenue is a two-lane undivided north/south local residential roadway with additional parking lanes on both sides of the roadway and a posted speed limit of 25-mph. There are currently no AADT count volumes available on Hilgen Avenue. Sidewalks currently exist along both sides of Hilgen Avenue within the limits of the study area.

Cedarburg, Wisconsin



LEGEND

- Study Area Intersection
- Study Area Driveway
- Proposed Site Location

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EXHIBIT 2-1
PROJECT LOCATION MAP

ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN

TRAFFIC ANALYSIS & DESIGN, INC.
2068: 4-21-17

NOT TO SCALE

EXHIBIT 2-2
PROPOSED SITE PLAN

ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN

CHAPTER III – ANALYSIS OF EXISTING CONDITIONS

PART A – PHYSICAL CHARACTERISTICS

Exhibit 3-1 shows the existing transportation detail for the study area intersections. More specifically, the exhibit illustrates intersection lane configurations, intersection traffic controls, posted speed limits, and approximate intersection spacing.

PART B – TRAFFIC VOLUMES

B1. Existing Traffic Volumes

The weekday morning and weekday afternoon peak hours are expected to drive the roadway modifications needed to adequately accommodate the proposed development, as they represent the highest volume of vehicles along the study area roadways. Weekday morning peak period (6:00 to 9:00 am) and weekday evening peak hour (2:00 to 6:00 pm) turning movement counts were conducted in early April of 2017 at the three study area intersections.

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. In addition, an analysis of the existing conditions assuming the school is still operational was completed for the school dismissal peak period of 3:00 to 4:00 pm. The existing traffic volumes at the study area intersections under all three peak periods are shown in Exhibit 3-2. The traffic counts used to determine peak hour factors and truck percentages have been included in the Appendix of this study.

B2. Projected Traffic Volumes

Historical WisDOT AADT volumes from the Year 1995 through Year 2016 were collected along Washington Avenue and Spring Street. Historical AADT trend lines, shown in the Appendix, were developed to determine the expected annual growth of traffic that may occur on the corridor between the present and Year 2018. Based on the traffic projections (1995 – 2016) and assuming the historic trends will continue at a linear rate, traffic volumes are expected to be flat and or decrease along the project corridors. However, to provide a conservative analysis, a growth rate of approximately 0.5-percent per year was utilized to calculate growth out to the build year 2018. The build Year 2018 background (no development) traffic volumes, shown in Exhibit 3-3, account for the assumed 0.5-percent annual growth.

B3. Previous School Traffic Volumes

To provide a comparison of the traffic volumes and operations when the St. Francis Borgia Catholic School was previously operating at the proposed site, traffic operations for the weekday morning and weekday afternoon (school dismissal) peak hours at the school were evaluated. Based on discussions with the school representatives and as utilized in the previous St Francis Borgia Catholic School relocation traffic study, the following statistics were utilized for the previous traffic condition:

- Weekday morning school start time bell rang at 8:40 am; weekday afternoon dismissal bell rang at 3:20 pm.
- 15 buses arrived and departed every morning between 8:20 and 8:40 am;
- 5 buses arrived and departed every afternoon between 3:20 and 3:30 pm;
- 50 staff members, all driving their own vehicles, arrived between 6:30 and 8:15 am, with the majority arriving outside the peak hour;
- Most staff members left between 3:45 and 4:30 pm;
- Approximately 75 families drove their children daily to and from school;

- 15-20 families drove their children daily to childcare throughout the day.

In addition, the transportation operations consisted of:

- Buses entered from the west (off of Washington Avenue) along Hamilton Road and departed to the east;
- Parents dropped off children in the parking lot on north side of Hamilton Road;
- Parents entered the parking lot via the driveway on Spring Street and exited the driveway off of Hamilton Road, heading east;
- Some parents parked in the neighborhoods to the east for drop-off/pick-up of students;
- Hamilton Road was closed between Washington Avenue and Hilgen Avenue from approximately 10:00am to 11:30am and 11:30am to 1:00pm on school days to allow children to play in the street and access parking lot to the north;
- Teachers parked in the lot to the south/west of school, with access off of Washington Avenue;
- This teacher parking lot was also occasionally used by parents for quick turnaround drop-off/pick-up of sick students.

Based on this information, school trips were determined for the weekday morning and weekday afternoon (school dismissal) peak hours. The school trips are discussed in the next section.

PART C – CAPACITY LEVEL OF SERVICE

C1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *2010 Highway Capacity Manual* (HCM). Intersection operation is defined by "level of service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study, LOS D or better was used to define desirable peak hour operating conditions. This standard is the typical standard used by most municipalities as well as WisDOT for typical urban conditions as exist at this location. 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 unsignalized intersections, average delays are less than 10 seconds.
>
> *LOS B* represents stable operation. 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 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 unsignalized intersections, average delays are 25 to 35 seconds.
>
> *LOS E* represents the capacity of the intersection. 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 unsignalized intersections, average delays exceed 50 seconds.

C2. Year 2017 Existing Traffic Operations – No Roadway Modifications

Exhibit 3-4 shows the Year 2017 existing traffic (no development and without school traffic) peak hour operating conditions at the study area intersections. The existing traffic analysis was conducted using the existing lane configurations shown in Exhibit 3-1 and the existing traffic volumes shown in Exhibit 3-2.

As shown in Exhibit 3-4, all turning movements at the study area intersections are currently operating acceptably at LOS C or better operations under current conditions.

C3. Existing Gap Analysis

TADI also conducted a gap study along Washington Avenue at Hamilton Road during the weekday morning and weekday evening peak hours. The data collection was conducted on Monday, April 10th (PM Peak) and Friday, April 7th (AM Peak). Traffic gap studies measure the length of gaps, in time, between vehicles in roadway traffic streams to determine the ease of completing a turning maneuver onto a roadway. Washington Avenue is a two-lane undivided roadway within the limits of the study area, allowing a left-turning vehicle to complete the maneuver in one stage; a left-turning vehicle finds an acceptable gap in both the northbound and southbound traffic simultaneously to complete the maneuver.

According to the HCM methodology, the majority of drivers (85%) feel a 6.4-second gap between vehicles is required to complete a westbound left-turn from Hamilton Road onto Washington Avenue during a typical weekday morning or evening peak period. Two vehicles in queue can complete the maneuver with 9.9-seconds of gap time, and three or more vehicles can complete the maneuver with 13.5-seconds of gap time. Equivalent gaps (or capacity of gaps) are calculated by adding the number of gaps greater than 13.5-seconds multiplied by three, the number of gaps between 9.9-seconds and 13.4-seconds multiplied by two, and the number of gaps between 6.4-seconds and 9.8-seconds.

Table 1
Washington Avenue at Hamilton Road
Equivalent Combined Gap Results

Direction	Peak Hour	Single Vehicle Gaps	Double Vehicle Gaps	Three Vehicle Gaps	Equivalent Gaps
Left-turn from Minor	AM	54	22	23	167
	PM	73	25	24	195

Based on the information summarized in Table 1, there are currently 167 equivalent gaps available along Washington Avenue during the weekday morning peak hour and 195 equivalent gaps available during the weekday evening peak hour for a westbound left-turning vehicle to complete the left-turn maneuver onto Washington Avenue. For right turning vehicles, more gaps than those reported would be available since right-turning movements require shorter gap times from only the northbound traffic stream. A gap study was used in this report to determine the magnitude of gaps currently existing in the traffic stream along Washington Avenue to get a feel for the availability of gaps with the proposed development in place. Based on the analysis completed with the residential traffic, with a new need of approximately 25 gaps in the morning peak hour and 10 gaps in the afternoon peak hour (to accommodate the residential traffic), a significant number of gaps are currently available in the northbound/southbound traffic stream to

allow vehicles to access Washington Avenue from Hamilton Road during the typical weekday morning and weekday evening peak hours.

PART D – SOURCES OF DATA

The following sources of data were obtained for use in conducting this traffic study:

- Turning movement traffic counts –Traffic Analysis & Design, Inc.;
- Historic AADT volumes – WisDOT;
- St. Francis Borgia Catholic School data - St. Francis Borgia Catholic School staff;
- Proposed Site Plan – HSI Properties;
- Existing transportation details – Traffic Analysis & Design, Inc. and Google™ Earth.

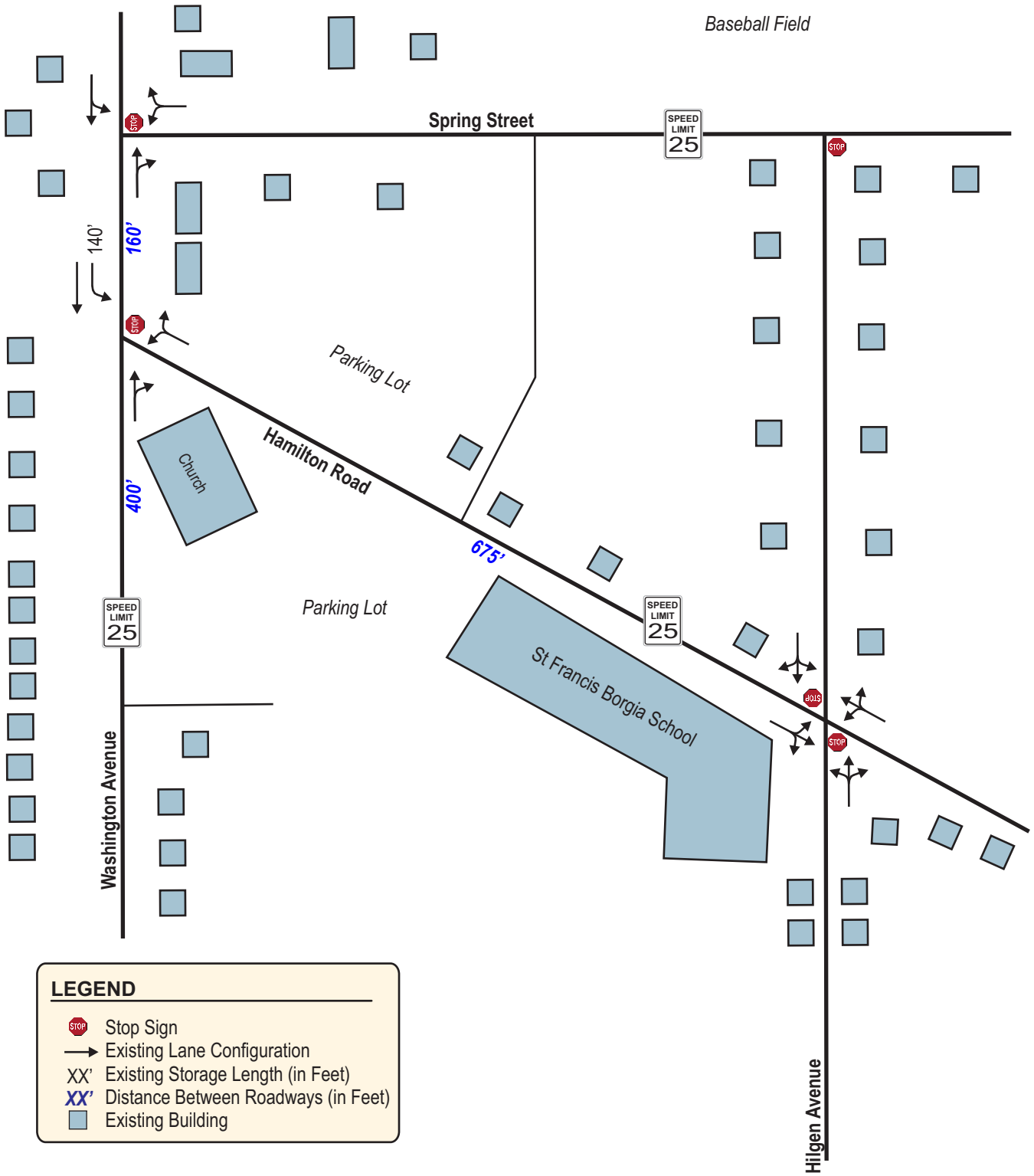

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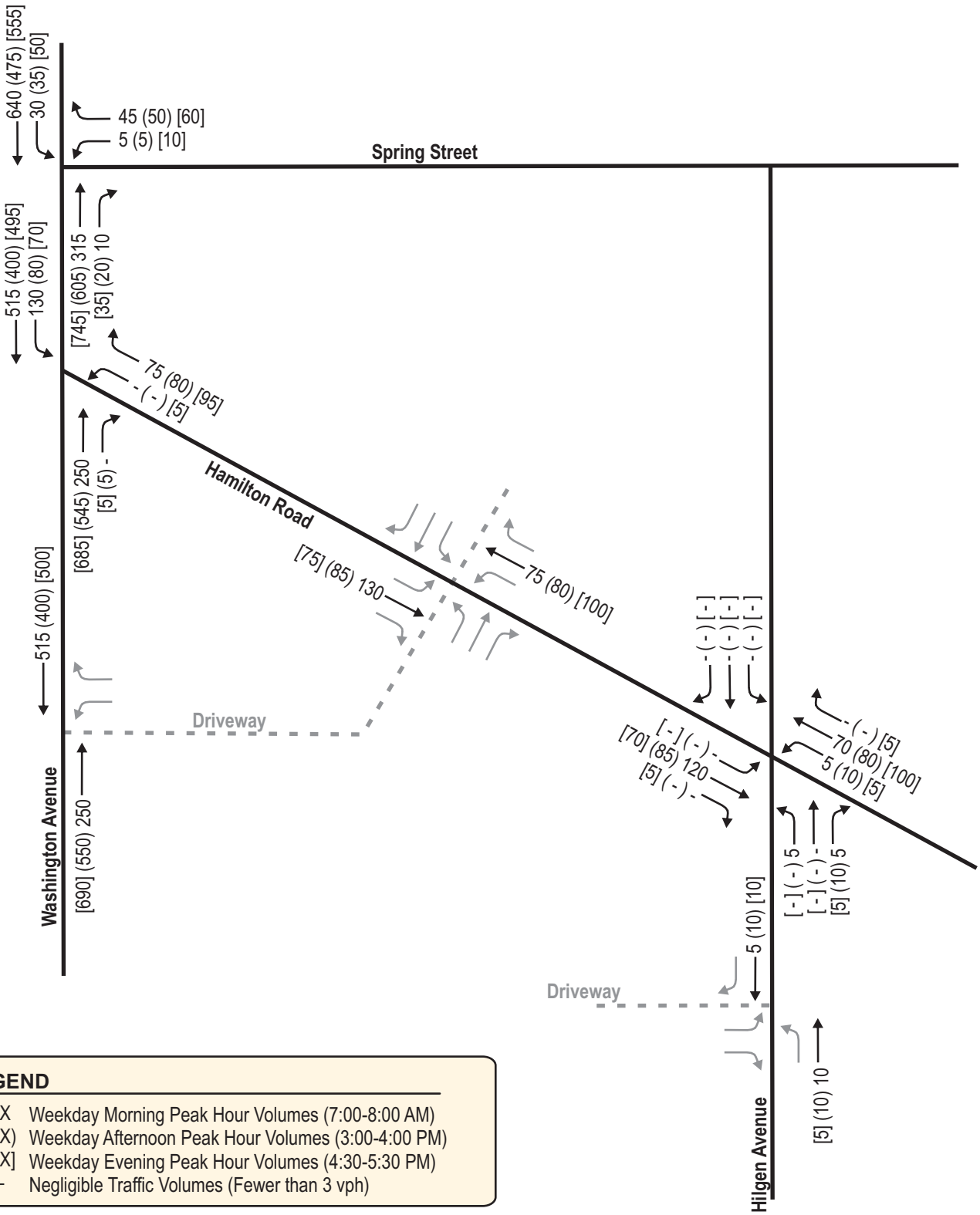
EXHIBIT 3-1
EXISTING TRANSPORTATION DETAIL

ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN



LEGEND

XX	Weekday Morning Peak Hour Volumes (7:00-8:00 AM)
(XX)	Weekday Afternoon Peak Hour Volumes (3:00-4:00 PM)
[XX]	Weekday Evening Peak Hour Volumes (4:30-5:30 PM)
–	Negligible Traffic Volumes (Fewer than 3 vph)

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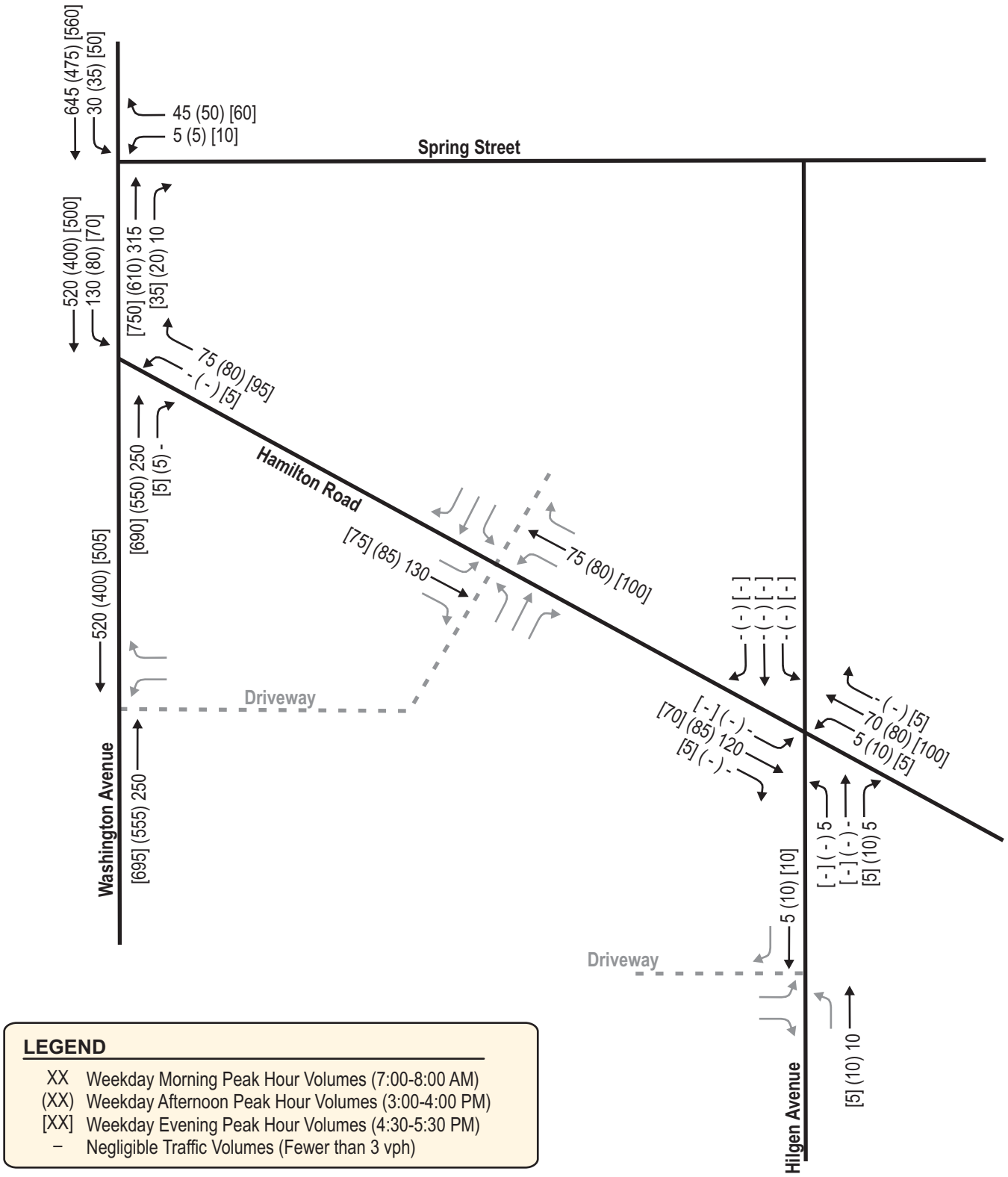
EXHIBIT 3-2
YEAR 2017 EXISTING TRAFFIC VOLUMES

ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN



LEGEND

XX	Weekday Morning Peak Hour Volumes (7:00-8:00 AM)
(XX)	Weekday Afternoon Peak Hour Volumes (3:00-4:00 PM)
[XX]	Weekday Evening Peak Hour Volumes (4:30-5:30 PM)
–	Negligible Traffic Volumes (Fewer than 3 vph)

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EXHIBIT 3-3
YEAR 2018 BACKGROUND TRAFFIC VOLUMES

ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN

Exhibit 3-4
Year 2017 Existing Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control

Intersection	Traffic Control	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
Washington Avenue at Spring Street	One-Way Stop Sign	AM	-	-	-	B	-	B	-	A	A	A	A	-
			-	-	-	12	-	12	-	0	0	8	0	-
		PM1	-	-	-	C	-	C	-	A	A	A	A	-
			-	-	-	17	-	17	-	0	0	9	0	-
		PM2	-	-	-	C	-	C	-	A	A	A	A	-
			-	-	-	22	-	22	-	0	0	10	0	-
Washington Avenue at Hamilton Road	One-Way Stop Sign	AM	-	-	-	B	-	B	-	A	A	A	A	-
			-	-	-	11	-	11	-	0	0	8	0	-
		PM1	-	-	-	B	-	B	-	A	A	A	A	-
			-	-	-	15	-	15	-	0	0	9	0	-
		PM2	-	-	-	C	-	C	-	A	A	A	A	-
			-	-	-	18	-	18	-	0	0	10	0	-
Washington Avenue at Hilgen Avenue	Two-Way Stop Sign	AM	A	A	A	A	A	A	A	A	A	A	A	A
			7	0	0	8	0	0	10	10	10	10	10	10
		PM1	A	A	A	A	A	A	A	A	A	A	A	A
			7	0	0	8	0	0	9	9	9	10	10	10
		PM2	A	A	A	A	A	A	A	A	A	A	A	A
			7	0	0	7	0	0	9	9	9	10	10	10

Notes: "-" indicates a movement that is not possible or is prohibited.
Numbers represent average delay in seconds for each particular movement

AM Weeday morning peak hour (7:00 - 8:00 am)
PM1 Weeday afternoon (school discharge) peak hour (3:00 - 4:00 pm)
PM2 Weeday evening peak hour (4:30 - 5:30 pm)

CHAPTER IV – DEVELOPMENT TRAFFIC

PART A – SITE TRAFFIC FORECASTING

To address any potential future traffic impacts along the study area roadways and at the intersections adjacent to the development, it is necessary to identify the hourly and daily volume of traffic generated by the proposed residential development. The expected traffic volumes generated by the residential development are based on the size and type of the proposed land uses, and on trip rates as published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 9th Edition, 2012*.

A1. Trip Generation – Proposed Development

The trip generation table for the full buildout of the proposed residential development is shown on Exhibit 4-1. As shown, upon full build out, the residential development is expected to generate 35 new trips (10 entering/25 exiting) during a typical weekday morning peak hour. During a typical weekday evening peak hour, the development is expected to generate 40 new trips (30 entering/10 exiting). On a typical weekday 24-hour period, the residential development is expected to generate approximately 450 total new trips (225 entering/225 exiting) under full build conditions. It is noted that the previous school use at this site generated more than 4-times the amount of traffic than the proposed apartment development during the morning peak hour and approximately 3-times the amount of traffic than the proposed apartment development during the afternoon peaks. On a daily basis, the previous school generated approximately 22-percent more traffic over the entire 24-hour weekday.

A2. Trip Distribution – Proposed Development

The trip distribution for the proposed residential development was determined based on existing traffic patterns within the study area, the type of proposed land uses, and anticipated growth areas located outside the study area. The expected trip distribution for the proposed development is shown in table format in Exhibit 4-1, and summarized as follows:

- 40-percent to/from the north on Washington Avenue;
- 45-percent to/from the south on Washington Avenue;
- 5-percent to/from the east on Spring Street;
- 5-percent to/from the east on Hamilton Road; and
- 5-percent to/from the south on Hilgen Avenue.

A3. Trip Assignment

The peak hour trips expected to be generated by the full build-out of the proposed residential development were assigned to the study area roadways based on the above trip distribution and are shown on Exhibit 4-3. The Year 2018 build (with residential development) traffic was determined by adding the Year 2018 background (no development) traffic volumes (Exhibit 3-3) to the build (with residential development) new trips (Exhibit 4-3). The Year 2018 build (with the residential development) traffic volumes are shown in Exhibit 4-5.

A4. Previous School Traffic Volumes

To provide a comparison of the traffic volumes and operations when the St. Francis Borgia Catholic School was previously operating at the proposed site, school trips were assigned to the study area intersections based on the information provided by the school and as listed in the previous chapter of this report.

Based on this information and as shown on Exhibit 4-2, school trips were determined for the weekday morning and weekday afternoon (school dismissal) peak hours. The school trips were then assigned to the study area intersections based on the previous traffic patterns of the school traffic. The percent distribution along each of the study area roadways is also shown in table format on Exhibit 4-2. The peak hour trips with the school previously in operation are shown on Exhibit 4-4.

The Year 2017 Existing Total (with previous school in operation) traffic was determined by adding the Year 2017 existing (no development) traffic volumes (Exhibit 3-2) to the peak hour trips with the school previously in operation (Exhibit 4-4). The Year 2017 Existing Total (with previous school in operation) traffic volumes are shown in Exhibit 4-6.

A5. Off-Site Development

No off-site development was included in this study. It is noted that the Amcast property, which has been considered for quite some time exists to the southeast. There are too many unknowns for the type of redevelopment, size, and specific use of the redevelopment and/or timing which all impact the amount of traffic generated. If this redevelopment does move forward at some point in the future, a separate traffic study should be completed at that time to determine the impacts of that redevelopment on the study area. In addition, any unknown background growth is accounted for in the assumed 0.5-percent annual growth used to calculate the Year 2018 background traffic volumes as discussed in the previous chapter.

PART B – CAPACITY LEVEL OF SERVICE

B1. Year 2017 Existing Total (with previous school in operation) Traffic Operations – No Roadway Modifications

Exhibit 4-7 shows the Year 2017 Existing Total (with previous school in operation) traffic peak hour operating conditions at the study area intersections. The traffic analysis was conducted using the existing lane configurations shown in Exhibit 3-1 and the Year 2017 Existing Total (with previous school in operation) traffic volumes shown in Exhibit 4-6.

As shown in Exhibit 4-7, all study area intersections previously operated acceptably at LOS C or better operations under the Year 2017 Existing Total (with previous school in operation) conditions.

B2. Year 2018 Build (with residential development) Traffic Operations – No Roadway Modifications

Exhibit 4-8 shows the Year 2018 build (with residential development) peak hour operating conditions at the study area intersections. The traffic analysis was conducted using the existing lane configurations shown in Exhibit 3-1 and the Year 2018 build (with residential development) traffic volumes shown in Exhibit 4-5.

As shown in Exhibit 4-8, all study area intersections are expected to continue to acceptably at LOS C or better operations under the Year 2018 build (with residential development) conditions.

PART C – QUEUEING ANALYSIS

The maximum queues at the study area intersections were calculated based on the analysis of the peak hour operating conditions. The expected maximum queues with the residential development at the stop sign controlled intersections are not expected to be longer than the existing conditions during the typical weekday morning and weekday evening peak hours.

Exhibit 4-1
On-Site Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Apartments (A)	220	32 Units	210 (6.65)	5 (20%)	10 (80%)	15 (0.51)	15 (65%)	5 (35%)	20 (0.62)
Apartments (B)	220	28 Units	190 (6.65)	5 (20%)	10 (80%)	15 (0.51)	10 (65%)	5 (35%)	15 (0.62)
Townhouses (C)	230	9 Units	50 (5.81)	0 (17%)	5 (83%)	5 (0.44)	5 (67%)	0 (33%)	5 (0.52)
Total New Trips			**450**	**10**	**25**	**35**	**30**	**10**	**40**

TRIP DISTRIBUTION

North on Washington Ave	40%	185	5	10	15	10	5	15
South on Washington Ave	45%	205	5	15	20	20	5	25
East on Spring Street	5%	20	0	0	0	0	0	0
East on Hamilton Road	5%	20	0	0	0	0	0	0
South on Hilgen	5%	20	0	0	0	0	0	0
	100%	***450***	***10***	***25***	***35***	***30***	***10***	***40***

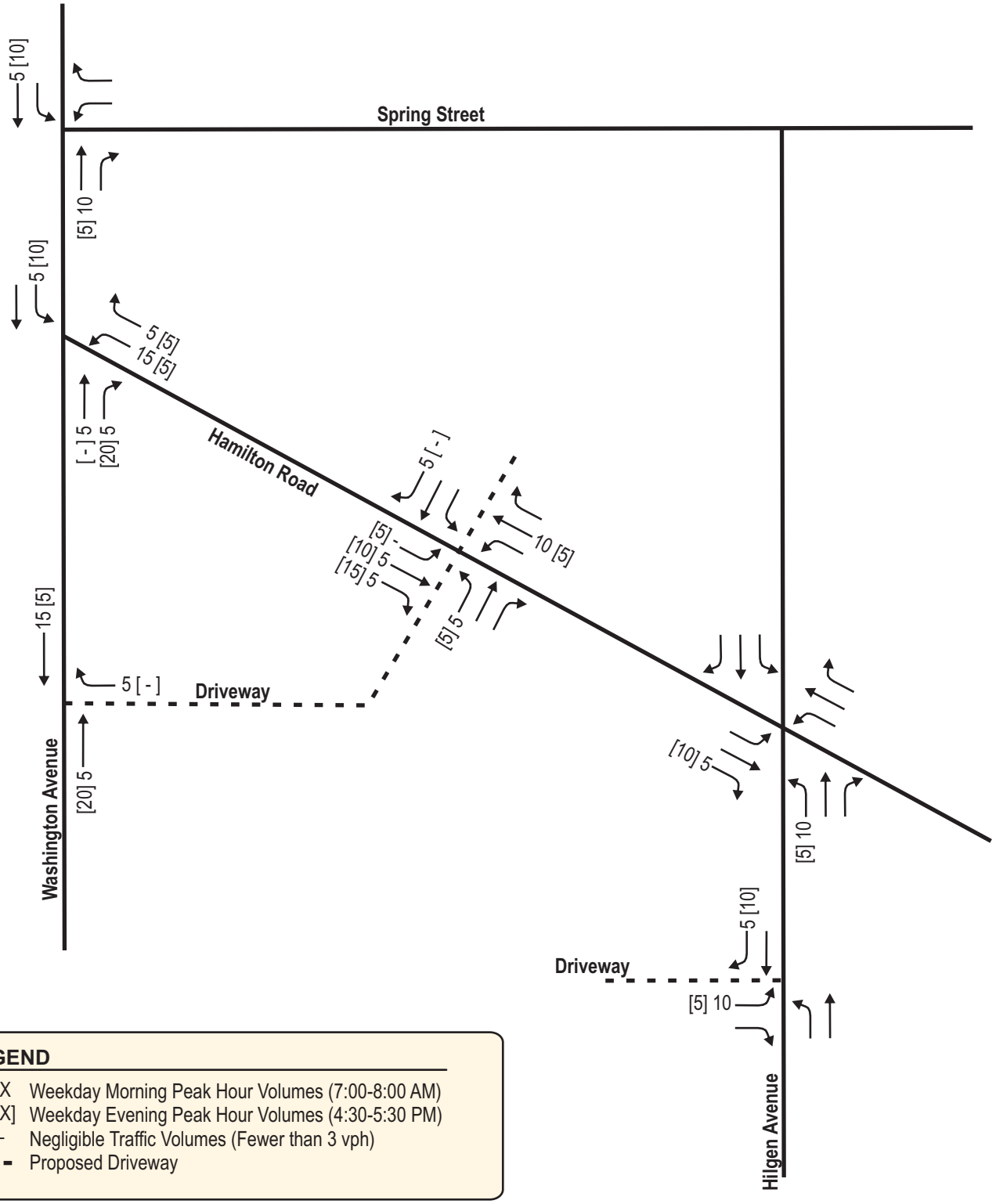
Exhibit 4-2
Previous School Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Buses (1)	TADI		40	15	15	30	5	5	10
Staff (2)	TADI		120	10	0	10	0	10	10
Daycare (3)	TADI		64	15	15	30	0	0	0
Family Drop Off/Pick Up (4)	TADI		328	50	50	100	50	50	100
Total New Trips			**552**	**90**	**80**	**170**	**55**	**65**	**120**

(1) 15 buses during AM Peak, 5 buses during PM Peak
(2) 50 staff - all arrive between 6:30 and 8:15 & leave between 3:30 and 4:00; assumed most arrived off peak
(3) 15 families drop off for day care in AM peak, pick up in afternoon is later than school PM peak hour
(4) 75 families drop off and pick up during AM & PM peaks, assumed 1/3 car pool or arrive outside peaks; daily includes after school activities

TRIP DISTRIBUTION

North on Washington Ave	35%	194	30	30	60	20	25	45
South on Washington Ave	45%	246	40	30	70	25	30	55
East on Spring Street	10%	56	10	10	20	5	5	10
East on Hamilton Road	10%	56	10	10	20	5	5	10
South on Hilgen	0%	0	0	0	0	0	0	0
	100%	***552***	***90***	***80***	***170***	***55***	***65***	***120***



LEGEND

XX	Weekday Morning Peak Hour Volumes (7:00-8:00 AM)
[XX]	Weekday Evening Peak Hour Volumes (4:30-5:30 PM)
–	Negligible Traffic Volumes (Fewer than 3 vph)
- - -	Proposed Driveway

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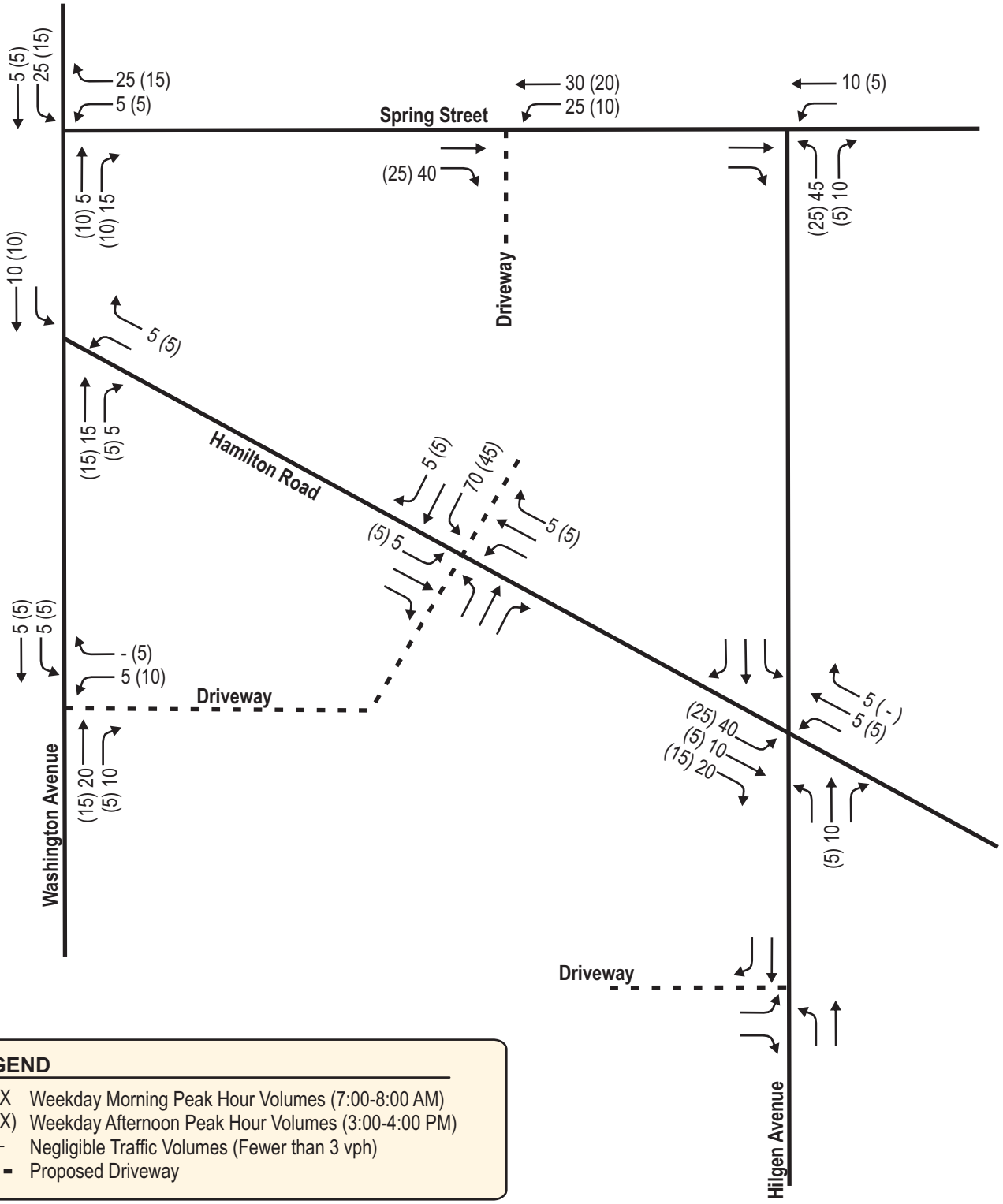
EXHIBIT 4-3
YEAR 2018 DEVELOPMENT NEW TRIPS

ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN



LEGEND

XX	Weekday Morning Peak Hour Volumes (7:00-8:00 AM)
(XX)	Weekday Afternoon Peak Hour Volumes (3:00-4:00 PM)
–	Negligible Traffic Volumes (Fewer than 3 vph)
- - -	Proposed Driveway

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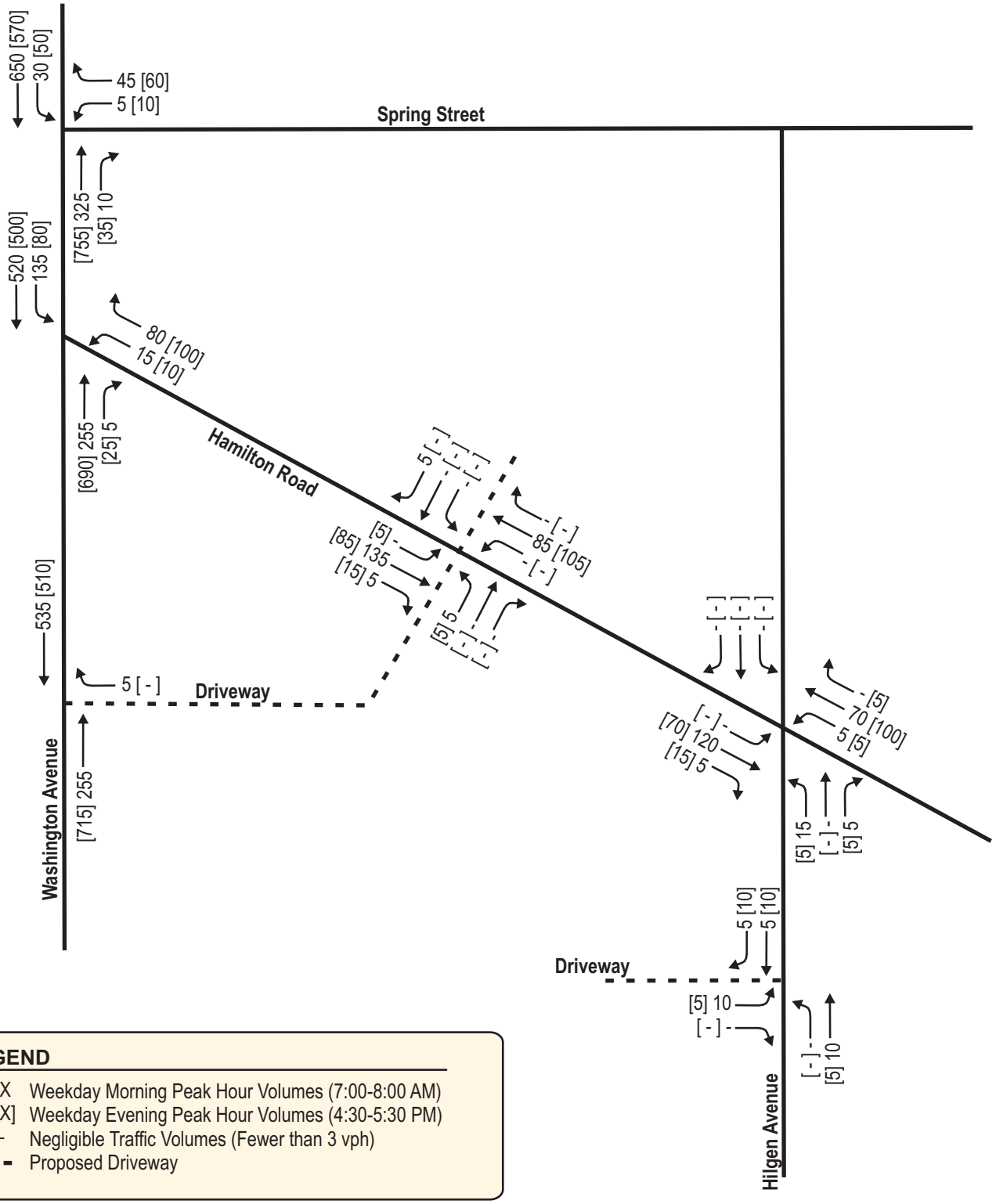
EXHIBIT 4-4
PREVIOUS SCHOOL IN OPERATION TRIPS

ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN



LEGEND

XX	Weekday Morning Peak Hour Volumes (7:00-8:00 AM)
[XX]	Weekday Evening Peak Hour Volumes (4:30-5:30 PM)
–	Negligible Traffic Volumes (Fewer than 3 vph)
- - -	Proposed Driveway

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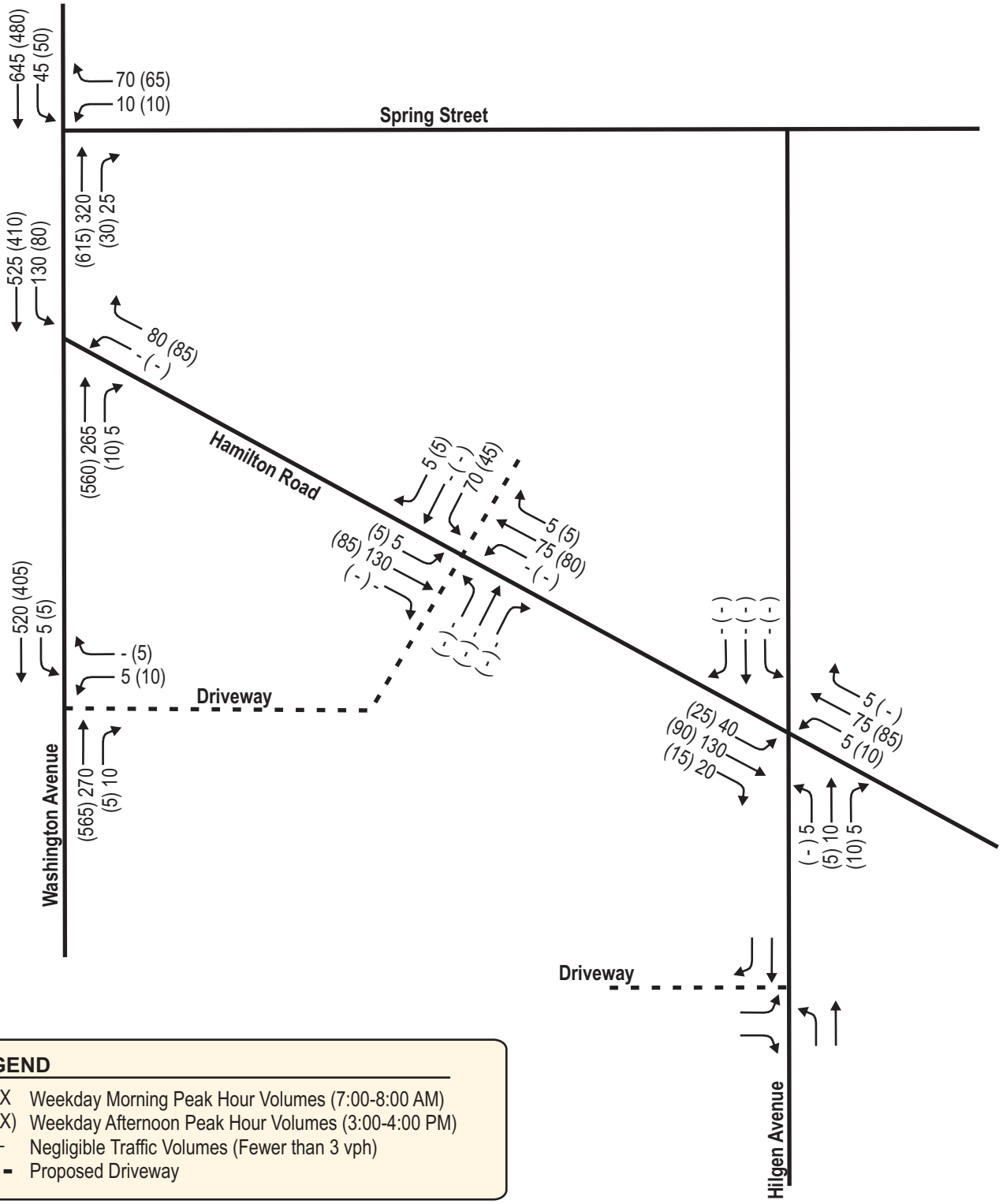
EXHIBIT 4-5
YEAR 2018 BUILD TRAFFIC VOLUMES
WITH DEVELOPMENT
ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN



LEGEND

XX	Weekday Morning Peak Hour Volumes (7:00-8:00 AM)
(XX)	Weekday Afternoon Peak Hour Volumes (3:00-4:00 PM)
–	Negligible Traffic Volumes (Fewer than 3 vph)
- - -	Proposed Driveway

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EXHIBIT 4-6
YEAR 2017 EXISTING TOTAL TRAFFIC VOLUMES
WITH PREVIOUS SCHOOL IN OPERATION
ARRABELLE RESIDENTIAL DEVELOPMENT
CEDARBURG, WISCONSIN

Exhibit 4-7
Year 2017 Total Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control

Intersection	Traffic Control	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
Washington Avenue at Spring Street	One-Way Stop Sign	AM	-	-	-	B	-	B	-	A	A	A	A	-
			-	-	-	14	-	14	-	0	0	8	0	-
		PM1	-	-	-	C	-	C	-	A	A	A	A	-
			-	-	-	19	-	19	-	0	0	9	0	-
Washington Avenue at Hamilton Road	One-Way Stop Sign	AM	-	-	-	B	-	B	-	A	A	A	A	-
			-	-	-	11	-	11	-	0	0	8	0	-
		PM1	-	-	-	B	-	B	-	A	A	A	A	-
			-	-	-	15	-	15	-	0	0	9	0	-
Washington Avenue at Hilgen Avenue	Two-Way Stop Sign	AM	A	A	A	A	A	A	A	A	A	A	A	A
			8	0	0	8	0	0	11	11	11	10	10	10
		PM1	A	A	A	A	A	A	A	A	A	A	A	A
			8	0	0	8	0	0	10	10	10	10	10	10

Notes: "-" indicates a movement that is not possible or is prohibited.
Numbers represent average delay in seconds for each particular movement
AM Weeday morning peak hour (7:00 - 8:00 am)
PM1 Weeday afternoon (school discharge) peak hour (3:00 - 4:00 pm)

Exhibit 4-8
Year 2018 Build Traffic Peak Hour Operating Conditions
Existing Geometrics and Traffic Control

Intersection	Traffic Control	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
Washington Avenue at Spring Street	One-Way Stop Sign	AM	-	-	-	B	-	B	-	A	A	A	A	-
			-	-	-	12	-	12	-	0	0	8	0	-
		PM2	-	-	-	C	-	C	-	A	A	A	A	-
			-	-	-	23	-	23	-	0	0	10	0	-
Washington Avenue at Hamilton Road	One-Way Stop Sign	AM	-	-	-	B	-	B	-	A	A	A	A	-
			-	-	-	14	-	14	-	0	0	8	0	-
		PM2	-	-	-	C	-	C	-	A	A	A	A	-
			-	-	-	23	-	23	-	0	0	10	0	-
Washington Avenue at Hilgen Avenue	Two-Way Stop Sign	AM	A	A	A	A	A	A	A	A	A	A	A	A
			7	0	0	8	0	0	10	10	10	10	10	10
		PM2	A	A	A	A	A	A	A	A	A	A	A	A
			7	0	0	7	0	0	10	10	10	10	10	10
Washington Avenue at Proposed Exit Only Driveway	One-Way Stop Sign	AM	-	-	-	-	-	A	-	A	-	A	-	-
			-	-	-	-	-	10	-	0	-	0	-	-
		PM2	-	-	-	-	-	B	-	A	-	A	-	-
			-	-	-	-	-	14	-	0	-	0	-	-
Hamilton Road at Proposed Full Access Driveway	Two-Way Stop Sign	AM	A	A	A	A	A	A	B	B	B	A	A	A
			7	0	0	8	0	0	10	10	10	9	9	9
		PM2	A	A	A	A	A	A	B	B	B	A	A	A
			8	0	0	7	0	0	10	10	10	10	10	10
Hilgen Avenue at Proposed Full Access Driveway	One-Way Stop Sign	AM	A	-	A	-	-	-	A	A	-	-	A	A
			9	-	9	-	-	-	7	0	-	-	0	0
		PM2	A	-	A	-	-	-	A	A	-	-	A	A
			9	-	9	-	-	-	7	0	-	-	0	0

Notes: "-" indicates a movement that is not possible or is prohibited.
Numbers represent average delay in seconds for each particular movement
AM Weeday morning peak hour (7:00 - 8:00 am)
PM2 Weeday evening peak hour (4:30 - 5:30 pm)

CHAPTER V – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDATIONS

A1. Existing Traffic – Recommended Roadway Modifications

The study area intersections were analyzed based on the procedures set forth in the *2010 Highway Capacity Manual* (HCM). Intersection operation is defined by "level of service". Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study, LOS D or better was used to define desirable peak hour operating conditions. This standard is the typical standard used by most municipalities as well as WisDOT for typical urban conditions as exist at this location.

An analysis of the existing conditions was done as a basis for comparison and to determine if any roadway modifications would be necessary under the existing conditions. The analysis was conducted using existing intersection geometrics and traffic control. Based on the analysis completed as part of this study, no roadway modifications are recommended to accommodate the existing traffic volumes. All turning movements at the study area intersections are currently operating acceptably at LOS C or better operations under the Year 2017 Existing (no development) traffic conditions.

A2. Year 2017 Existing Total (with previous school in operation) Traffic – Recommended Roadway Modifications

An analysis of the existing conditions assuming the school was still operational was also done as a basis for comparison and to determine if any roadway modifications would be necessary under the existing conditions with the school still in operation. The analysis was conducted using existing intersection geometrics and traffic control. Based on the analysis completed as part of this study, no roadway modifications are recommended to accommodate the existing conditions with the school still in operation. All turning movements at the study area intersections are expected to operate acceptably at LOS C or better operations under the Year 2017 Existing Total (with previous school in operation) traffic conditions.

A3. Year 2018 Build (with residential development) Traffic – Recommended Roadway Modifications

Year 2018 build (with residential development) traffic volumes include full build out of the proposed development. Based on the analysis completed as part of this study, no roadway modifications are recommended to the existing intersections in order to accommodate the Year 2018 build (with residential development) traffic volumes. All turning movements at the study area intersections are expected to continue to operate acceptably at LOS C or better operations under the Year 2018 build (with residential development) traffic conditions.

PART B – CONCLUSION

All movements at the study area intersections are expected to operate safely and efficiently through the build year 2018 under the existing geometric and traffic control conditions with no modifications necessary to the existing intersections with full buildout and occupancy of the residential development.

The previous school use at this site generated more than 4-times the amount of traffic than the proposed apartment development during the morning peak hour and approximately 3-times the amount of traffic than the proposed apartment development during the afternoon peaks. On a daily basis, the previous school generated approximately 22-percent more traffic over the entire

24-hour weekday. In summary the study area intersections and roadways are expected to operate better than when the previous school was in operation as the traffic is expected to be less, the traffic is expected to be more spread out during the day and no roadways are expected to be closed for any part of the day as they were when the school was previously in operation.

Appendix A
Traffic

Existing Turning Movement Counts
Existing Gap Counts
Historic AADT Backup for Growth Rate

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Washington Avenue and Spring Street

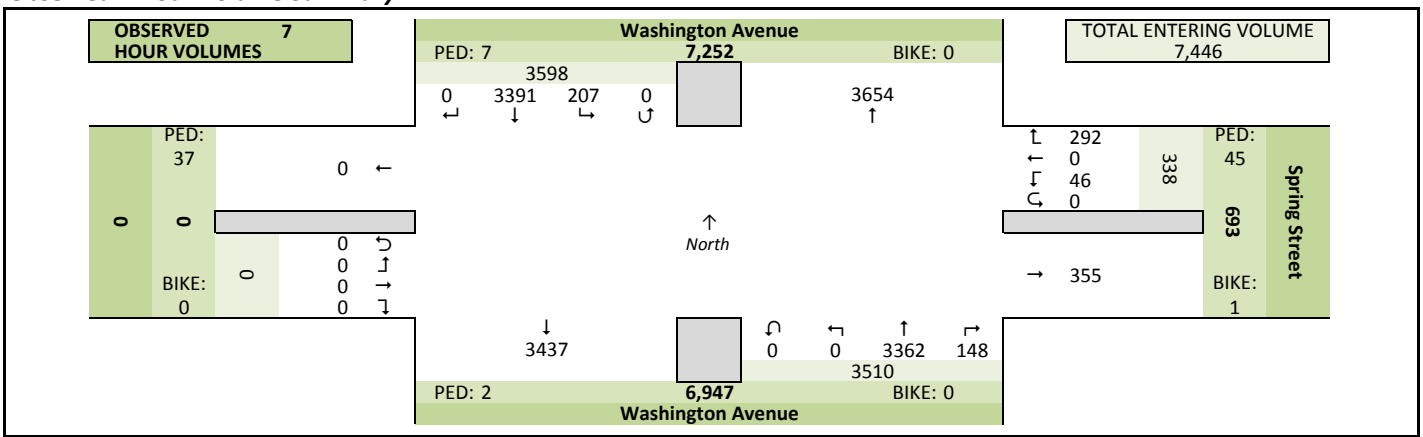
Site Information

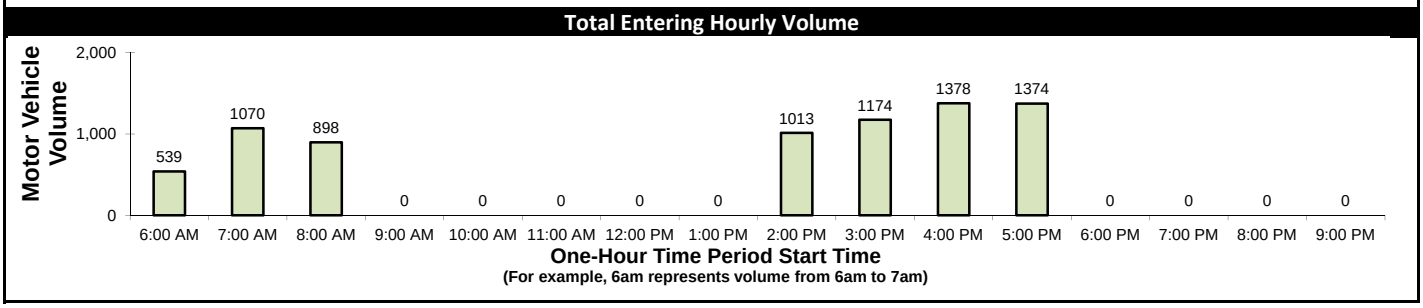
Municipality	City of Cedarburg		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Washington Avenue		
East Leg	Spring Street		
South Leg	Washington Avenue		
West Leg			
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

Count Information

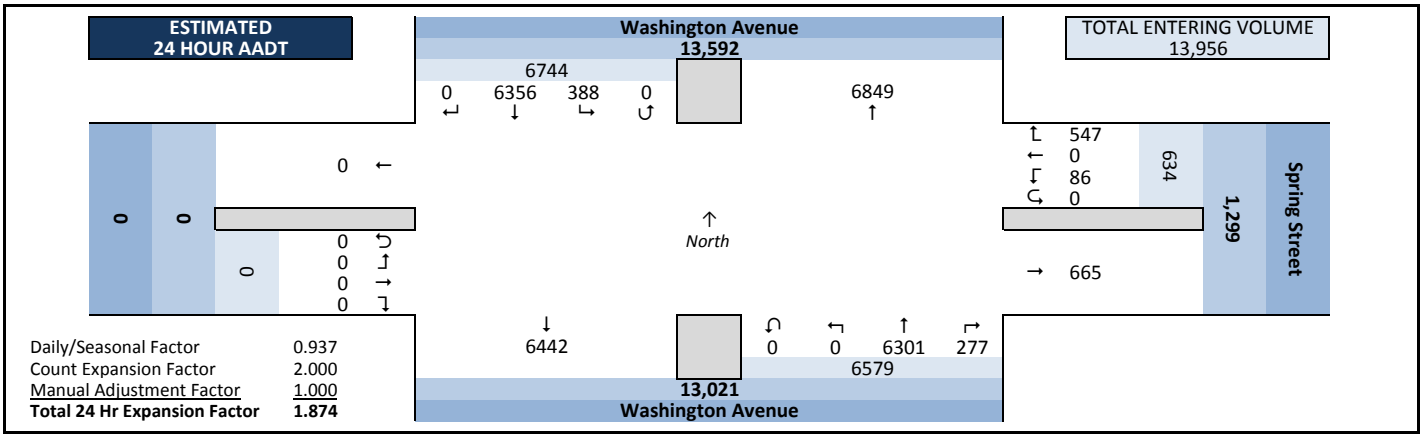
Hrs Counted:	6:00 AM-9:00 AM and 2:00 PM-6:00 PM				
1st Day of Count	Wednesday, April 05, 2017			Weather	
AM Peak Period	Wednesday, April 05, 2017			Clear & Dry	
Midday Peak Period	Wednesday, April 05, 2017			Clear & Dry	
PM Peak Period	Thursday, April 06, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.937	Count Expansion Factor	2.000		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Karlyn Bieberitz			
	Midday Peak Period	None			
	PM Peak Period	Karlyn Bieberitz			
Comments	Version 2011.J4.1 2015 DOT Factors				

Observed 7 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

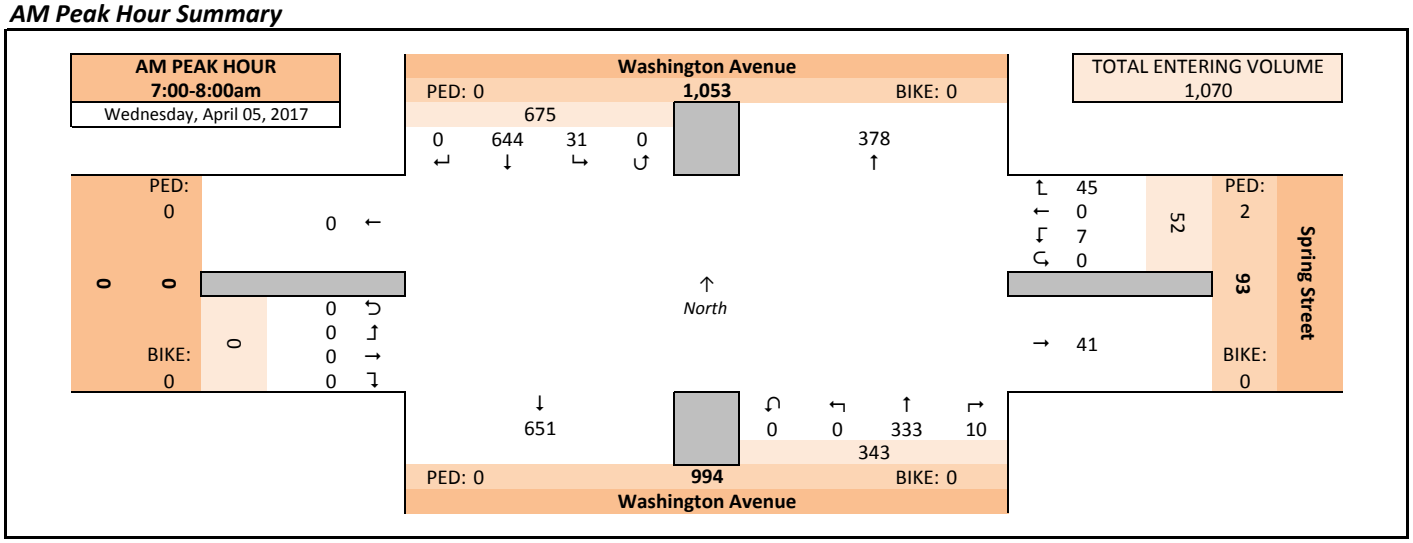
Count Basics			Page 2 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

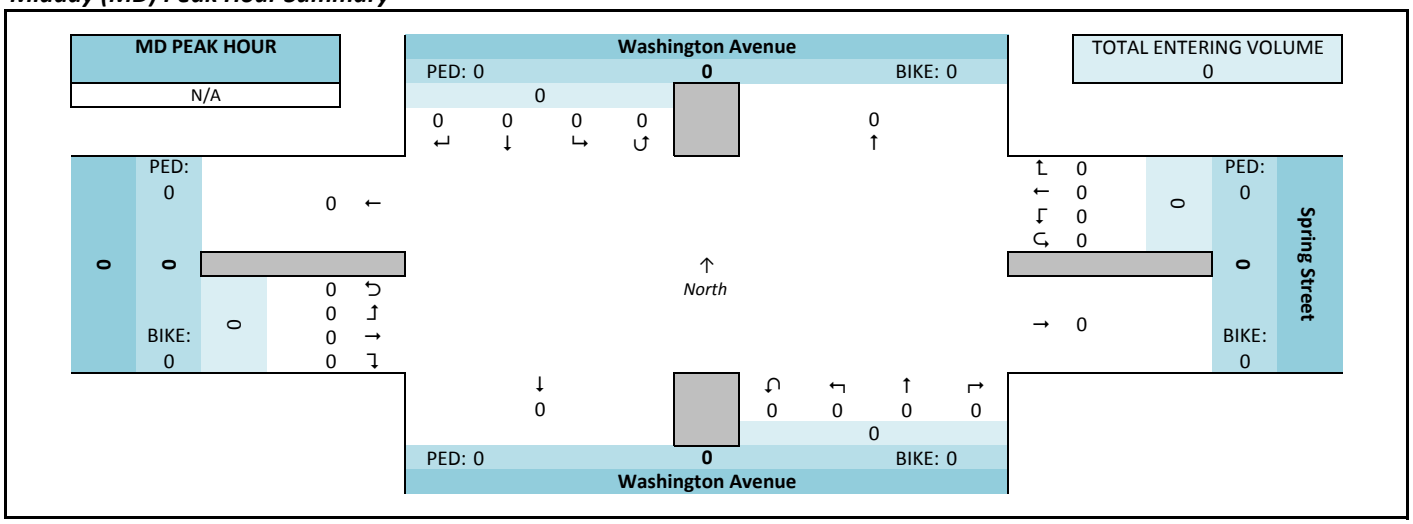
Washington Avenue and Spring Street

All Motor Vehicles

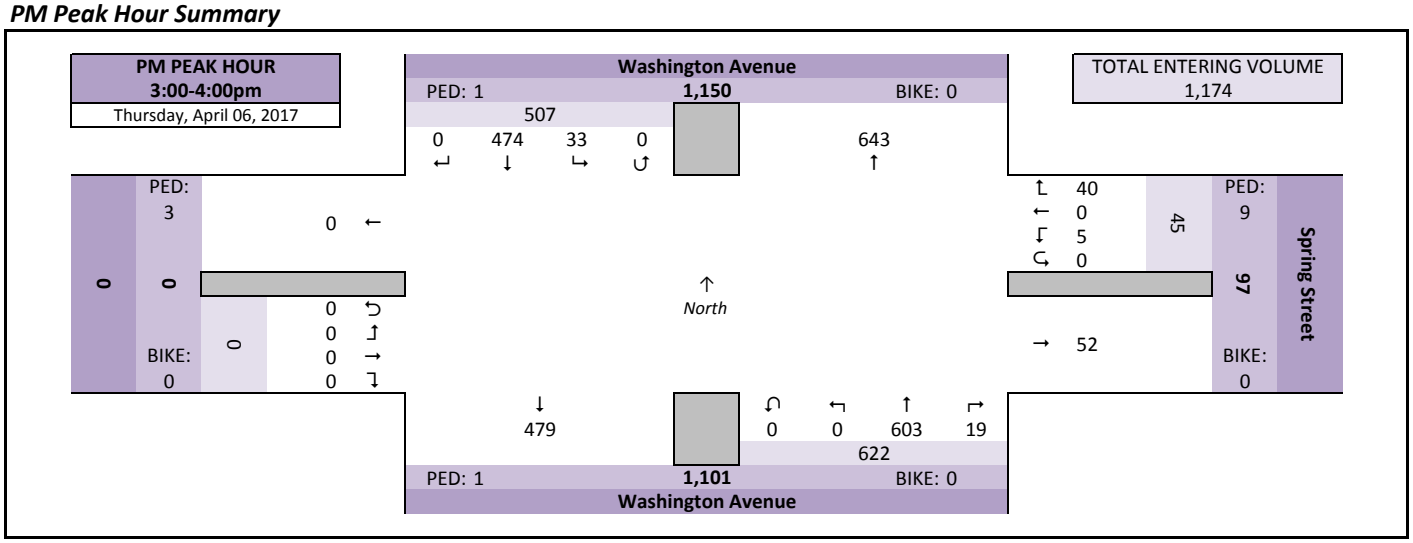
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			*Page 3 of 11*
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Peak Hour Volume Summary

Washington Avenue and Spring Street

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, April 05, 2017		From North					From East					From South					From West					
	AM Peak Hour	Washington Avenue					Spring Street					Washington Avenue					0					
	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	146	6	0	152	21	0	5	0	26	2	86	0	0	88	0	0	0	0	0	266
	7:15 AM	0	178	4	0	182	15	0	0	0	15	1	97	0	0	98	0	0	0	0	0	295
	7:30 AM	0	168	8	0	176	4	0	1	0	5	0	58	0	0	58	0	0	0	0	0	239
	7:45 AM	0	152	13	0	165	5	0	1	0	6	7	92	0	0	99	0	0	0	0	0	270
	Peak Hour Volume	0	644	31	0	675	45	0	7	0	52	10	333	0	0	343	0	0	0	0	0	1070
	Rounded Hourly Volume	0	645	30	0	675	45	0	5	0	50	10	335	0	0	345	0	0	0	0	0	1070
	% Single Unit Trucks	0.0	1.2	0.0	0.0	1.2	4.4	0.0	14.3	0.0	5.8	0.0	3.9	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	2.2
	% Heavy Trucks	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
	% Trucks (Total)	0.0	1.6	0.0	0.0	1.5	4.4	0.0	14.3	0.0	5.8	0.0	4.2	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	2.5
	Peak Hour Factor (PHF)	0.00	0.90	0.60	0.00	0.93	0.54	0.00	0.35	0.00	0.50	0.36	0.86	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.91

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

Thursday, April 06, 2017		From North					From East					From South					From West					
	PM Peak Hour	Washington Avenue					Spring Street					Washington Avenue					0					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:00 PM	0	118	6	0	124	14	0	0	0	14	4	130	0	0	134	0	0	0	0	0	272
	3:15 PM	0	112	9	0	121	10	0	3	0	13	4	156	0	0	160	0	0	0	0	0	294
	3:30 PM	0	109	9	0	118	8	0	1	0	9	3	149	0	0	152	0	0	0	0	0	279
	3:45 PM	0	135	9	0	144	8	0	1	0	9	8	168	0	0	176	0	0	0	0	0	329
	Peak Hour Volume	0	474	33	0	507	40	0	5	0	45	19	603	0	0	622	0	0	0	0	0	1174
	Rounded Hourly Volume	0	475	35	0	510	40	0	5	0	45	20	605	0	0	625	0	0	0	0	0	1180
	% Single Unit Trucks	0.0	1.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.9
	% Heavy Trucks	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.0
	Peak Hour Factor (PHF)	0.00	0.88	0.92	0.00	0.88	0.71	0.00	0.42	0.00	0.80	0.59	0.90	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.89

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
		Washington Avenue			Spring Street			Washington Avenue			0			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	2	0	2	0	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	2	0	2	1	0	1	1	0	1	4
	3:15 PM	1	0	1	2	0	2	0	0	0	2	0	2	5
	3:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
	3:45 PM	0	0	0	3	0	3	0	0	0	0	0	0	3
	Total	1	0	1	9	0	9	1	0	1	3	0	3	14

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

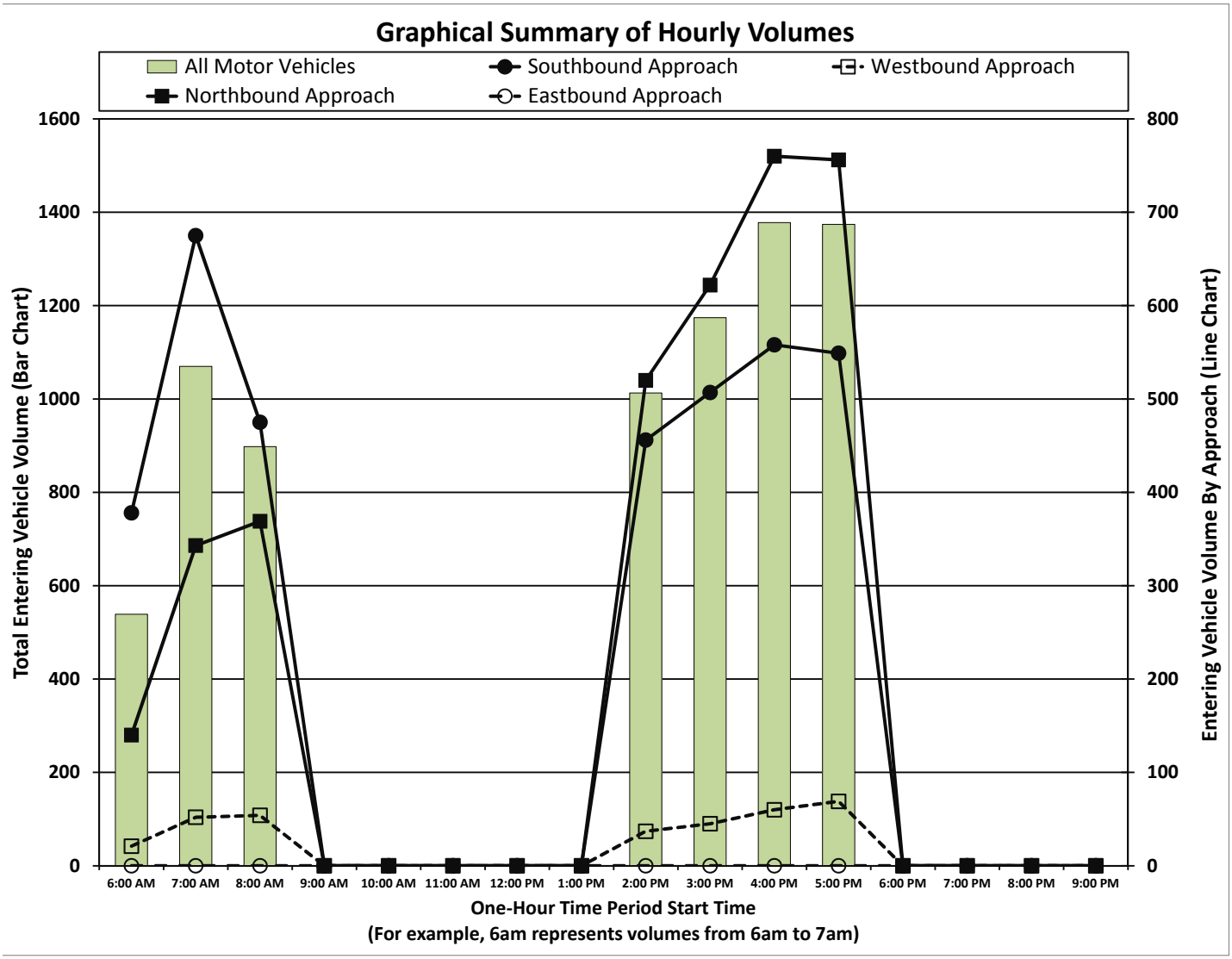
Hourly Volume Summary - Motor Vehicle Data

All Motor Vehicles

Washington Avenue and Spring Street

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	363	15	0	378	14	0	7	0	21	4	136	0	0	140	0	0	0	0	0	539	21	518
AM	7:00 AM	0	644	31	0	675	45	0	7	0	52	10	333	0	0	343	0	0	0	0	0	1070	52	1018
AM	8:00 AM	0	451	24	0	475	47	0	7	0	54	22	347	0	0	369	0	0	0	0	0	898	54	844
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	428	28	0	456	31	0	6	0	37	21	499	0	0	520	0	0	0	0	0	1013	37	976
PM	3:00 PM	0	474	33	0	507	40	0	5	0	45	19	603	0	0	622	0	0	0	0	0	1174	45	1129
PM	4:00 PM	0	517	41	0	558	55	0	5	0	60	29	731	0	0	760	0	0	0	0	0	1378	60	1318
PM	5:00 PM	0	514	35	0	549	60	0	9	0	69	43	713	0	0	756	0	0	0	0	0	1374	69	1305
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	3391	207	0	3598	292	0	46	0	338	148	3362	0	0	3510	0	0	0	0	0	7446	338	7108



Intersection Traffic Volume Report

Count Basics			Page 5 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Washington Avenue and Spring Street

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					15-Min Totals	Hourly Sum	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	66	2	0	68	1	0	2	0	3	1	21	0	0	22	0	0	0	0	0	93	539	0.69
	6:15 AM	0	72	2	0	74	2	0	1	0	3	0	24	0	0	24	0	0	0	0	0	101	712	0.67
	6:30 AM	0	108	3	0	111	1	0	3	0	4	3	33	0	0	36	0	0	0	0	0	151	906	0.77
	6:45 AM	0	117	8	0	125	10	0	1	0	11	0	58	0	0	58	0	0	0	0	0	194	994	0.84
	7:00 AM	0	146	6	0	152	21	0	5	0	26	2	86	0	0	88	0	0	0	0	0	266	1070	0.91
	7:15 AM	0	178	4	0	182	15	0	0	0	15	1	97	0	0	98	0	0	0	0	0	295	1032	0.87
	7:30 AM	0	168	8	0	176	4	0	1	0	5	0	58	0	0	58	0	0	0	0	0	239	920	0.85
	7:45 AM	0	152	13	0	165	5	0	1	0	6	7	92	0	0	99	0	0	0	0	0	270	942	0.87
	8:00 AM	0	125	6	0	131	10	0	1	0	11	3	83	0	0	86	0	0	0	0	0	228	898	0.86
	8:15 AM	0	87	0	0	87	8	0	1	0	9	6	81	0	0	87	0	0	0	0	0	183		
	8:30 AM	0	128	12	0	140	19	0	2	0	21	8	92	0	0	100	0	0	0	0	0	261		
	8:45 AM	0	111	6	0	117	10	0	3	0	13	5	91	0	0	96	0	0	0	0	0	226		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	103	4	0	107	4	0	0	0	4	1	111	0	0	112	0	0	0	0	0	223	1013	0.84
	2:15 PM	0	85	4	0	89	10	0	3	0	13	7	131	0	0	138	0	0	0	0	0	240	1062	0.88
	2:30 PM	0	99	4	0	103	10	0	2	0	12	7	126	0	0	133	0	0	0	0	0	248	1116	0.92
	2:45 PM	0	141	16	0	157	7	0	1	0	8	6	131	0	0	137	0	0	0	0	0	302	1147	0.95
	3:00 PM	0	118	6	0	124	14	0	0	0	14	4	130	0	0	134	0	0	0	0	0	272	1174	0.89
	3:15 PM	0	112	9	0	121	10	0	3	0	13	4	156	0	0	160	0	0	0	0	0	294	1231	0.94
	3:30 PM	0	109	9	0	118	8	0	1	0	9	3	149	0	0	152	0	0	0	0	0	279	1291	0.91
	3:45 PM	0	135	9	0	144	8	0	1	0	9	8	168	0	0	176	0	0	0	0	0	329	1361	0.96
	4:00 PM	0	129	8	0	137	16	0	1	0	17	5	170	0	0	175	0	0	0	0	0	329	1378	0.97
	4:15 PM	0	132	7	0	139	11	0	1	0	12	9	194	0	0	203	0	0	0	0	0	354	1439	0.92
	4:30 PM	0	132	14	0	146	12	0	3	0	15	9	179	0	0	188	0	0	0	0	0	349	1452	0.93
	4:45 PM	0	124	12	0	136	16	0	0	0	16	6	188	0	0	194	0	0	0	0	0	346	1423	0.91
	5:00 PM	0	151	13	0	164	16	0	3	0	19	13	194	0	0	207	0	0	0	0	0	390	1374	0.88
	5:15 PM	0	146	11	0	157	16	0	2	0	18	8	184	0	0	192	0	0	0	0	0	367		
	5:30 PM	0	107	6	0	113	16	0	2	0	18	8	181	0	0	189	0	0	0	0	0	320		
	5:45 PM	0	110	5	0	115	12	0	2	0	14	14	154	0	0	168	0	0	0	0	0	297		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	3391	207	0	3598	292	0	46	0	338	148	3362	0	0	3510	0	0	0	0	0	7446		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Total Hourly Volume	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	0	644	31	0	675	45	0	7	0	52	10	333	0	0	343	0	0	0	0	0	1070	0.91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:00 PM	0	474	33	0	507	40	0	5	0	45	19	603	0	0	622	0	0	0	0	0	1174	0.89

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Washington Avenue and Spring Street

15-Minute Automobile Data

	15-Minute Time Period Start Time	From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					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	65	2	0	67	1	0	2	0	3	1	20	0	0	21	0	0	0	0	0	91	531
	6:15 AM	0	71	2	0	73	2	0	1	0	3	0	24	0	0	24	0	0	0	0	0	100	700
	6:30 AM	0	107	3	0	110	1	0	3	0	4	3	32	0	0	35	0	0	0	0	0	149	886
	6:45 AM	0	114	8	0	122	10	0	1	0	11	0	58	0	0	58	0	0	0	0	0	191	971
	7:00 AM	0	145	6	0	151	19	0	5	0	24	2	83	0	0	85	0	0	0	0	0	260	1043
	7:15 AM	0	177	4	0	181	15	0	0	0	15	1	89	0	0	90	0	0	0	0	0	286	1005
	7:30 AM	0	166	8	0	174	4	0	1	0	5	0	55	0	0	55	0	0	0	0	0	234	898
	7:45 AM	0	146	13	0	159	5	0	0	0	5	7	92	0	0	99	0	0	0	0	0	263	915
	8:00 AM	0	123	6	0	129	10	0	1	0	11	2	80	0	0	82	0	0	0	0	0	222	867
	8:15 AM	0	86	0	0	86	7	0	1	0	8	6	79	0	0	85	0	0	0	0	0	179	
	8:30 AM	0	124	12	0	136	19	0	2	0	21	8	86	0	0	94	0	0	0	0	0	251	
	8:45 AM	0	109	6	0	115	9	0	3	0	12	4	84	0	0	88	0	0	0	0	0	215	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	100	4	0	104	4	0	0	0	4	1	108	0	0	109	0	0	0	0	0	217	995
	2:15 PM	0	81	4	0	85	10	0	3	0	13	7	130	0	0	137	0	0	0	0	0	235	1046
	2:30 PM	0	97	3	0	100	10	0	1	0	11	7	125	0	0	132	0	0	0	0	0	243	1099
	2:45 PM	0	141	15	0	156	7	0	1	0	8	6	130	0	0	136	0	0	0	0	0	300	1130
	3:00 PM	0	115	6	0	121	14	0	0	0	14	4	129	0	0	133	0	0	0	0	0	268	1151
	3:15 PM	0	111	9	0	120	10	0	3	0	13	4	151	0	0	155	0	0	0	0	0	288	1208
	3:30 PM	0	106	9	0	115	8	0	1	0	9	3	147	0	0	150	0	0	0	0	0	274	1272
	3:45 PM	0	132	9	0	141	8	0	1	0	9	8	163	0	0	171	0	0	0	0	0	321	1340
	4:00 PM	0	128	8	0	136	16	0	1	0	17	5	167	0	0	172	0	0	0	0	0	325	1363
	4:15 PM	0	131	7	0	138	11	0	1	0	12	9	193	0	0	202	0	0	0	0	0	352	1422
	4:30 PM	0	131	12	0	143	12	0	3	0	15	8	176	0	0	184	0	0	0	0	0	342	1436
	4:45 PM	0	123	12	0	135	16	0	0	0	16	6	187	0	0	193	0	0	0	0	0	344	1413
	5:00 PM	0	148	13	0	161	16	0	2	0	18	13	192	0	0	205	0	0	0	0	0	384	1361
	5:15 PM	0	146	11	0	157	16	0	2	0	18	8	183	0	0	191	0	0	0	0	0	366	
	5:30 PM	0	107	6	0	113	16	0	2	0	18	8	180	0	0	188	0	0	0	0	0	319	
	5:45 PM	0	108	5	0	113	10	0	2	0	12	14	153	0	0	167	0	0	0	0	0	292	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	3338	203	0	3541	286	0	43	0	329	145	3296	0	0	3441	0	0	0	0	0	7311	

Peak Hour Automobile Volume Summary

	Hourly Time Period Start Time	From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					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	634	31	0	665	43	0	6	0	49	10	319	0	0	329	0	0	0	0	0	1043
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	464	33	0	497	40	0	5	0	45	19	590	0	0	609	0	0	0	0	0	1151

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

Washington Avenue and Spring Street

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

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	8
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	19
	6:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21
	7:00 AM	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	5	24
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9	25
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	19
	7:45 AM	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6	24
	8:00 AM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6	29
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
	8:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9	
	8:45 AM	0	2	0	0	2	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	11	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	15
	2:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	13
	2:30 PM	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	16
	2:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	17
	3:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	22
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	21
	3:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	17
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	19
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	13
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	16
	4:30 PM	0	1	2	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7	15
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	5:00 PM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6	13
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:45 PM	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	46	4	0	50	5	0	3	0	8	3	63	0	0	66	0	0	0	0	0	124	

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

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	8	0	0	8	2	0	1	0	3	0	13	0	0	13	0	0	0	0	0	24
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	22

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Washington Avenue and Spring Street

15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		Washington Avenue					Spring Street					Washington Avenue					0					Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Washington Avenue and Spring Street

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	8
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	20
	6:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	23
	7:00 AM	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	6	27
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9	27
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	22
	7:45 AM	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7	27
	8:00 AM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6	31
	8:15 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4	
	8:30 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10	
	8:45 AM	0	2	0	0	2	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	11	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	18
	2:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	16
	2:30 PM	0	2	1	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5	17
	2:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	17
	3:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	23
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	23
	3:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	19
	3:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	21
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	15
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	17
	4:30 PM	0	1	2	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7	16
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	10
	5:00 PM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6	13
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:45 PM	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	53	4	0	57	6	0	3	0	9	3	66	0	0	69	0	0	0	0	0	135	

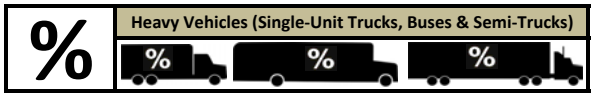
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					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	10	0	0	10	2	0	1	0	3	0	14	0	0	14	0	0	0	0	0	27
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	10	0	0	10	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	23

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Washington Avenue and Spring Street

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	2.2	1.5
	6:15 AM	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.7
	6:30 AM	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	1.3	2.2
	6:45 AM	0.0	2.6	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	2.3
	7:00 AM	0.0	0.7	0.0	0.0	0.7	9.5	0.0	0.0	0.0	7.7	0.0	3.5	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	2.3	2.5
	7:15 AM	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0	8.2	0.0	0.0	0.0	0.0	0.0	3.1	2.6
	7:30 AM	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	2.1	2.4
	7:45 AM	0.0	3.9	0.0	0.0	3.6	0.0	0.0	100.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	2.9
	8:00 AM	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	33.3	3.6	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	2.6	3.5
	8:15 AM	0.0	1.1	0.0	0.0	1.1	12.5	0.0	0.0	0.0	11.1	0.0	2.5	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.2	
	8:30 AM	0.0	3.1	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	3.8	
	8:45 AM	0.0	1.8	0.0	0.0	1.7	10.0	0.0	0.0	0.0	7.7	20.0	7.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	4.9	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	2.9	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.7	1.8
	2:15 PM	0.0	4.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	2.1	1.5
	2:30 PM	0.0	2.0	25.0	0.0	2.9	0.0	0.0	50.0	0.0	8.3	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	2.0	1.5
	2:45 PM	0.0	0.0	6.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7	1.5
	3:00 PM	0.0	2.5	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.5	2.0
	3:15 PM	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	2.0	1.9
	3:30 PM	0.0	2.8	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.8	1.5
	3:45 PM	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.4	1.5
	4:00 PM	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.2	1.1
	4:15 PM	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.6	1.2
	4:30 PM	0.0	0.8	14.3	0.0	2.1	0.0	0.0	0.0	0.0	0.0	11.1	1.7	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.0	1.1
	4:45 PM	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.6	0.7
	5:00 PM	0.0	2.0	0.0	0.0	1.8	0.0	0.0	33.3	0.0	5.3	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.5	0.9
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.3	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.3	
	5:45 PM	0.0	1.8	0.0	0.0	1.7	16.7	0.0	0.0	0.0	14.3	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	1.7	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.6	1.9	0.0	1.6	2.1	0.0	6.5	0.0	2.7	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.8	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0.0	1.6	0.0	0.0	1.5	4.4	0.0	14.3	0.0	5.8	0.0	4.2	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	2.5
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	3:00 PM	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.0

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Washington Avenue and Spring Street

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	Washington Avenue			Spring Street			Washington Avenue			0			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	11
	6:15 AM	0	0	0	1	0	1	0	0	0	4	0	4	5	11
	6:30 AM	0	0	0	1	0	1	0	0	0	4	0	4	5	7
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	2
	7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	7
	8:15 AM	0	0	0	1	0	1	0	0	0	2	0	2	3	
	8:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
	8:45 AM	1	0	1	0	0	0	0	0	0	1	0	1	2	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	2	0	2	2	0	2	0	0	0	0	0	0	4	17
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	2:30 PM	0	0	0	3	0	3	0	0	0	1	0	1	4	22
	2:45 PM	0	0	0	3	0	3	1	0	1	5	0	5	9	20
	3:00 PM	0	0	0	2	0	2	1	0	1	1	0	1	4	14
	3:15 PM	1	0	1	2	0	2	0	0	0	2	0	2	5	14
	3:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	14
	3:45 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	16
	4:00 PM	0	0	0	1	0	1	0	0	0	3	0	3	4	16
	4:15 PM	0	0	0	4	1	5	0	0	0	0	0	0	5	19
	4:30 PM	0	0	0	1	0	1	0	0	0	3	0	3	4	22
	4:45 PM	1	0	1	1	0	1	0	0	0	1	0	1	3	22
	5:00 PM	0	0	0	3	0	3	0	0	0	4	0	4	7	25
	5:15 PM	1	0	1	5	0	5	0	0	0	2	0	2	8	
	5:30 PM	0	0	0	2	0	2	0	0	0	2	0	2	4	
	5:45 PM	0	0	0	4	0	4	0	0	0	2	0	2	6	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		7	0	7	45	1	46	2	0	2	37	0	37	92	

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					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Washington Avenue and Spring Street

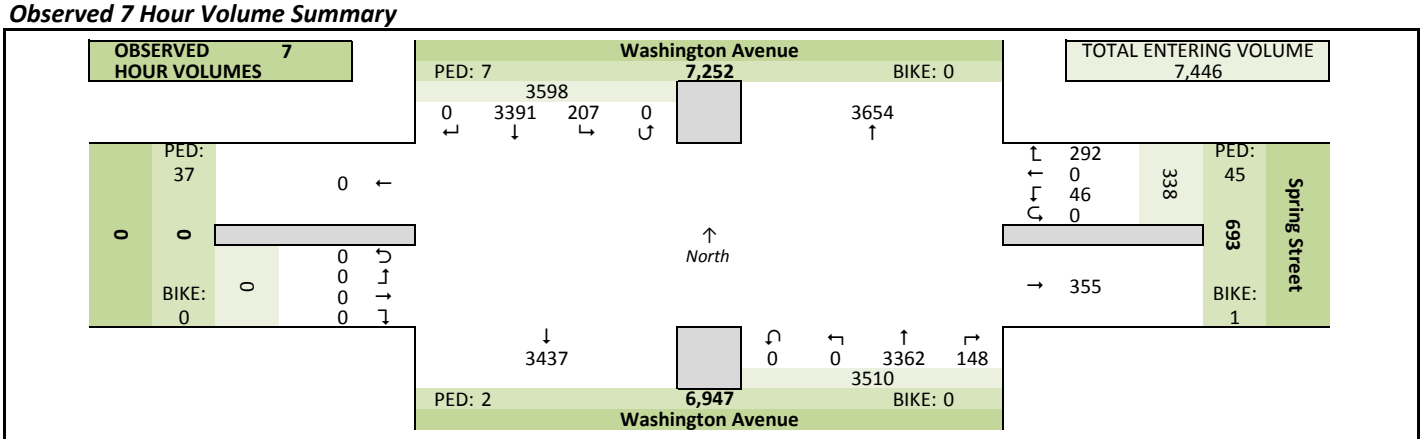
Site Information

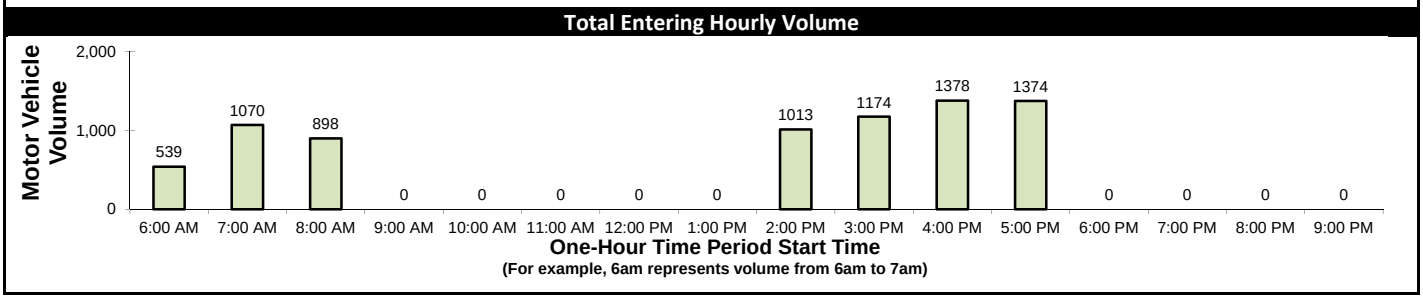
Municipality	City of Cedarburg		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Washington Avenue		
East Leg	Spring Street		
South Leg	Washington Avenue		
West Leg			
Special Considerations			
Schools	In Session		
Holidays	None		
Special 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

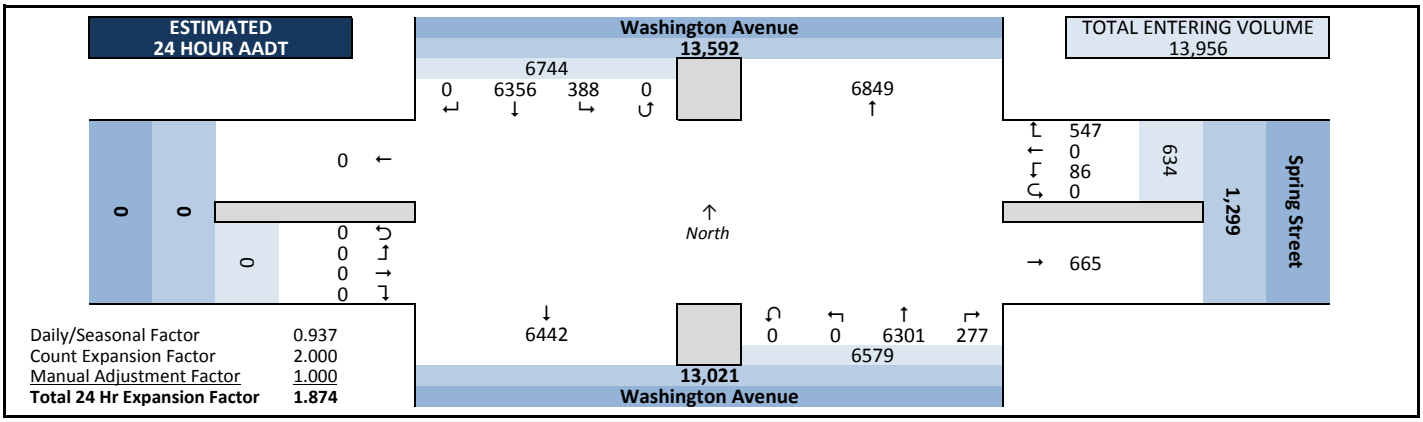
Hrs Counted:	6:00 AM-9:00 AM and 2:00 PM-6:00 PM				
1st Day of Count	Wednesday, April 05, 2017			Weather	
AM Peak Period	Wednesday, April 05, 2017			Clear & Dry	
Midday Peak Period	Wednesday, April 05, 2017			Clear & Dry	
PM Peak Period	Thursday, April 06, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.937	Count Expansion Factor	2.000		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers: AM Peak Period	Karlyn Bieberitz				
Midday Peak Period	None				
PM Peak Period	Karlyn Bieberitz				
Comments	Version 2011.J4.1				
	2015 DOT Factors				

Observed 7 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

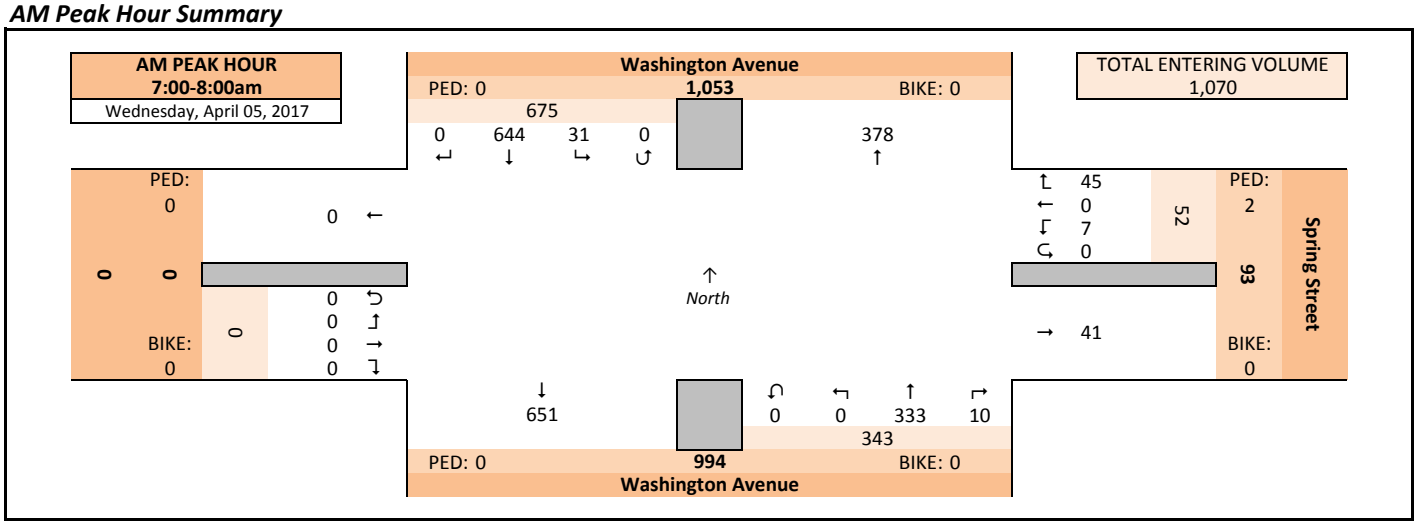
Count Basics			Page 2 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

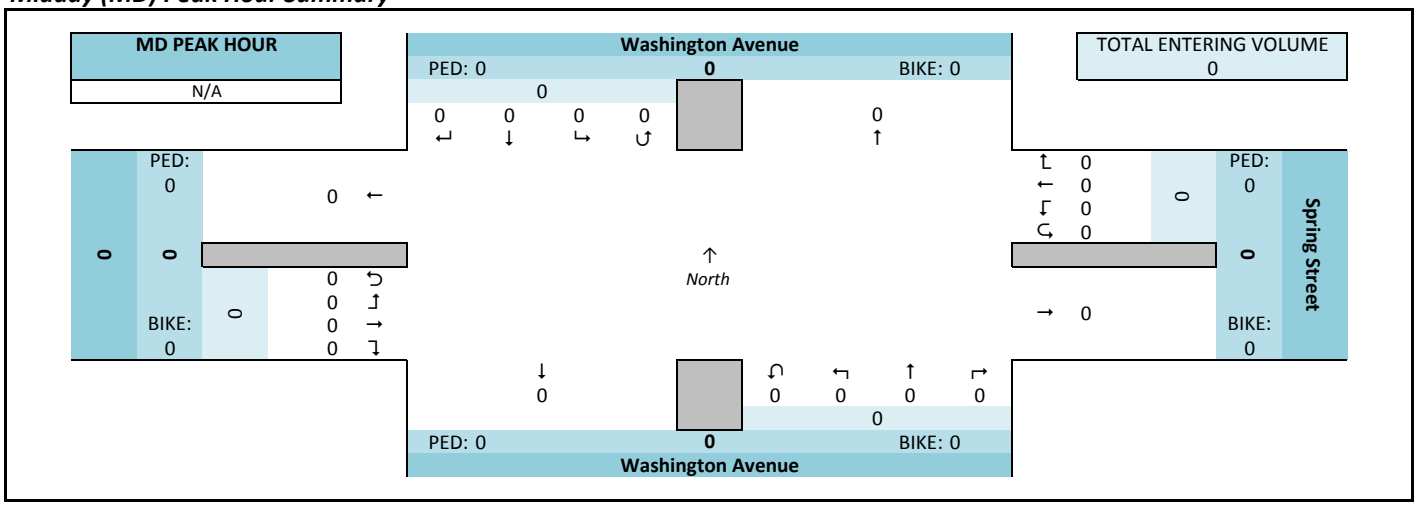
Washington Avenue and Spring Street

All Motor Vehicles

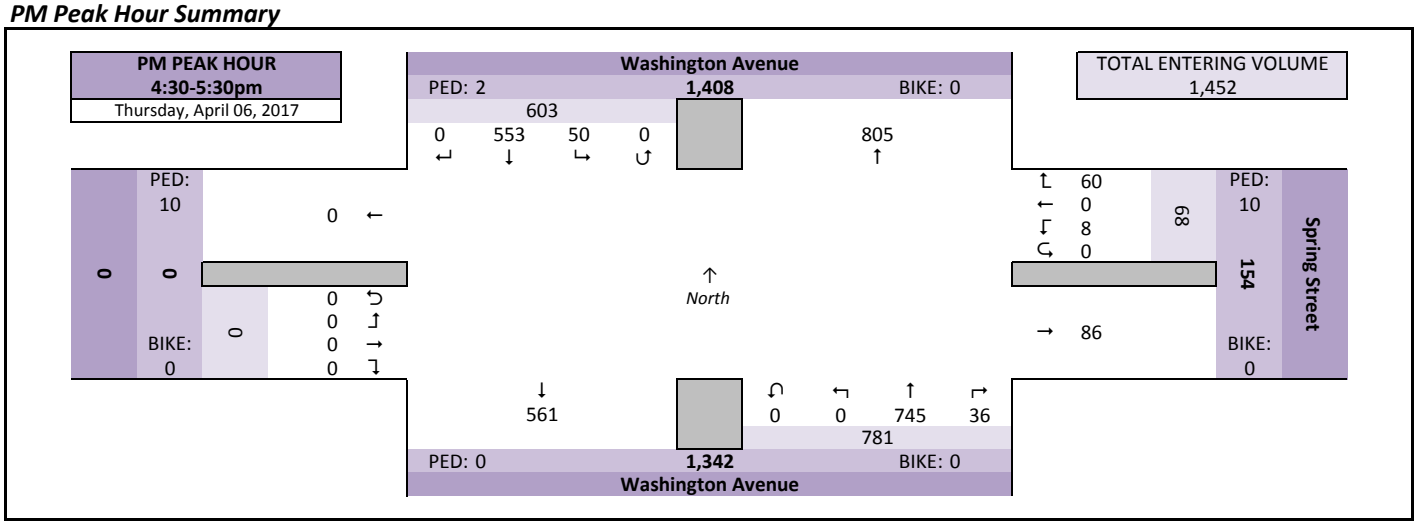
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Peak Hour Volume Summary

Washington Avenue and Spring Street

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, April 05, 2017		From North					From East					From South					From West					
	AM Peak Hour	Washington Avenue					Spring Street					Washington Avenue					0					
	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	146	6	0	152	21	0	5	0	26	2	86	0	0	88	0	0	0	0	0	266
	7:15 AM	0	178	4	0	182	15	0	0	0	15	1	97	0	0	98	0	0	0	0	0	295
	7:30 AM	0	168	8	0	176	4	0	1	0	5	0	58	0	0	58	0	0	0	0	0	239
	7:45 AM	0	152	13	0	165	5	0	1	0	6	7	92	0	0	99	0	0	0	0	0	270
	Peak Hour Volume	0	644	31	0	675	45	0	7	0	52	10	333	0	0	343	0	0	0	0	0	1070
	Rounded Hourly Volume	0	645	30	0	675	45	0	5	0	50	10	335	0	0	345	0	0	0	0	0	1070
	% Single Unit Trucks	0.0	1.2	0.0	0.0	1.2	4.4	0.0	14.3	0.0	5.8	0.0	3.9	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	2.2
	% Heavy Trucks	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
	% Trucks (Total)	0.0	1.6	0.0	0.0	1.5	4.4	0.0	14.3	0.0	5.8	0.0	4.2	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	2.5
	Peak Hour Factor (PHF)	0.00	0.90	0.60	0.00	0.93	0.54	0.00	0.35	0.00	0.50	0.36	0.86	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.91

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

Thursday, April 06, 2017		From North					From East					From South					From West					
	PM Peak Hour	Washington Avenue					Spring Street					Washington Avenue					0					
	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	0	132	14	0	146	12	0	3	0	15	9	179	0	0	188	0	0	0	0	0	349
	4:45 PM	0	124	12	0	136	16	0	0	0	16	6	188	0	0	194	0	0	0	0	0	346
	5:00 PM	0	151	13	0	164	16	0	3	0	19	13	194	0	0	207	0	0	0	0	0	390
	5:15 PM	0	146	11	0	157	16	0	2	0	18	8	184	0	0	192	0	0	0	0	0	367
	Peak Hour Volume	0	553	50	0	603	60	0	8	0	68	36	745	0	0	781	0	0	0	0	0	1452
	Rounded Hourly Volume	0	555	50	0	605	60	0	10	0	70	35	745	0	0	780	0	0	0	0	0	1455
	% Single Unit Trucks	0.0	0.9	4.0	0.0	1.2	0.0	0.0	12.5	0.0	1.5	2.8	0.8	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	0.9	4.0	0.0	1.2	0.0	0.0	12.5	0.0	1.5	2.8	0.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.1
	Peak Hour Factor (PHF)	0.00	0.92	0.89	0.00	0.92	0.94	0.00	0.67	0.00	0.89	0.69	0.96	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.93

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
		Washington Avenue			Spring Street			Washington Avenue			0			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	2	0	2	0	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	1	0	1	0	0	0	3	0	3	4
	4:45 PM	1	0	1	1	0	1	0	0	0	1	0	1	3
	5:00 PM	0	0	0	3	0	3	0	0	0	4	0	4	7
	5:15 PM	1	0	1	5	0	5	0	0	0	2	0	2	8
	Total	2	0	2	10	0	10	0	0	0	10	0	10	22

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

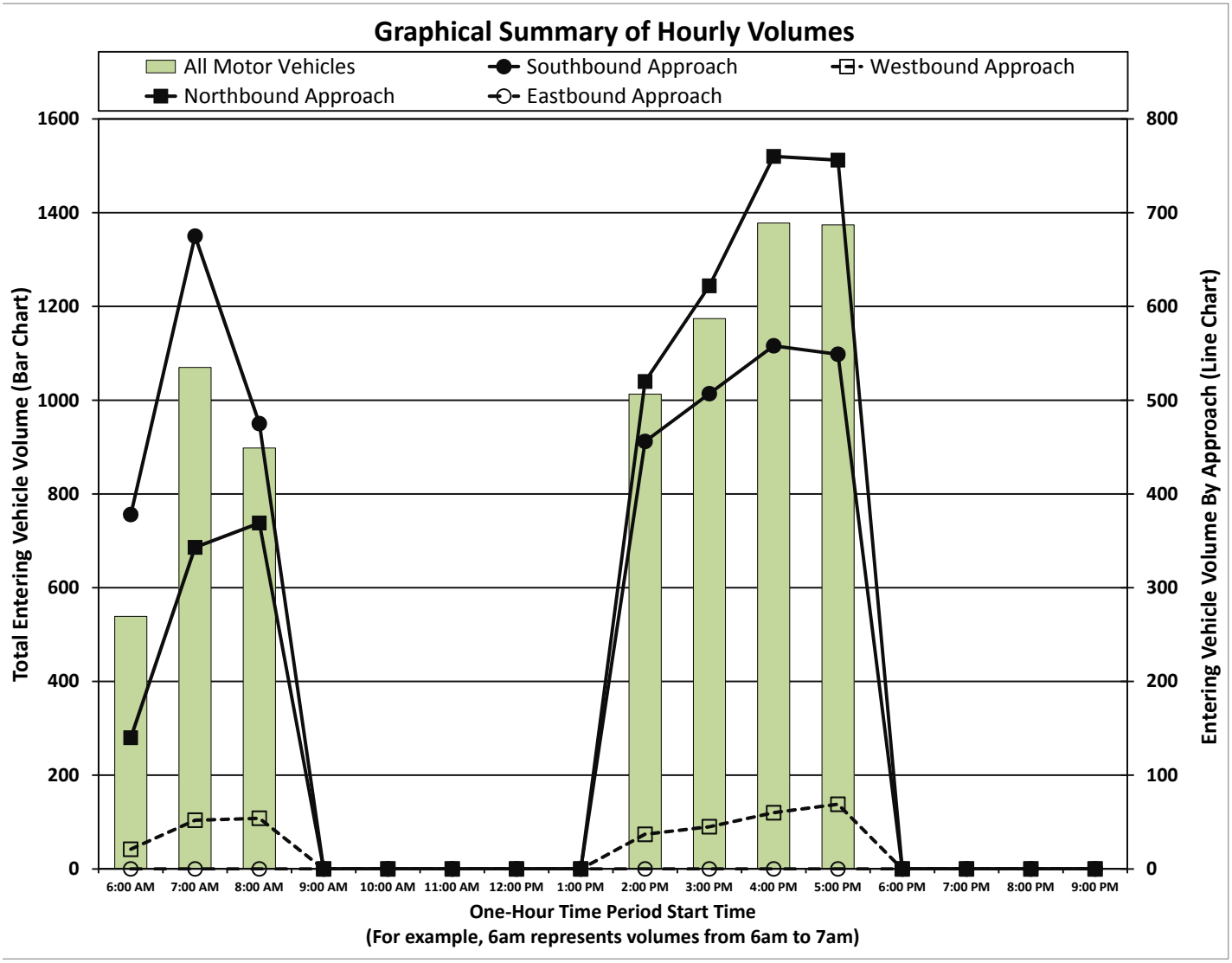
Hourly Volume Summary - Motor Vehicle Data

All Motor Vehicles

Washington Avenue and Spring Street

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					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	0	363	15	0	378	14	0	7	0	21	4	136	0	0	140	0	0	0	0	0	539	21	518
	7:00 AM	0	644	31	0	675	45	0	7	0	52	10	333	0	0	343	0	0	0	0	0	1070	52	1018
	8:00 AM	0	451	24	0	475	47	0	7	0	54	22	347	0	0	369	0	0	0	0	0	898	54	844
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	428	28	0	456	31	0	6	0	37	21	499	0	0	520	0	0	0	0	0	1013	37	976
	3:00 PM	0	474	33	0	507	40	0	5	0	45	19	603	0	0	622	0	0	0	0	0	1174	45	1129
	4:00 PM	0	517	41	0	558	55	0	5	0	60	29	731	0	0	760	0	0	0	0	0	1378	60	1318
	5:00 PM	0	514	35	0	549	60	0	9	0	69	43	713	0	0	756	0	0	0	0	0	1374	69	1305
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	3391	207	0	3598	292	0	46	0	338	148	3362	0	0	3510	0	0	0	0	0	7446	338	7108



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Washington Avenue and Spring Street

Count Basics		*Page 5 of 11*
Start Date: Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					15-Min	Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	66	2	0	68	1	0	2	0	3	1	21	0	0	22	0	0	0	0	0	93	539	0.69
	6:15 AM	0	72	2	0	74	2	0	1	0	3	0	24	0	0	24	0	0	0	0	0	101	712	0.67
	6:30 AM	0	108	3	0	111	1	0	3	0	4	3	33	0	0	36	0	0	0	0	0	151	906	0.77
	6:45 AM	0	117	8	0	125	10	0	1	0	11	0	58	0	0	58	0	0	0	0	0	194	994	0.84
	7:00 AM	0	146	6	0	152	21	0	5	0	26	2	86	0	0	88	0	0	0	0	0	266	1070	0.91
	7:15 AM	0	178	4	0	182	15	0	0	0	15	1	97	0	0	98	0	0	0	0	0	295	1032	0.87
	7:30 AM	0	168	8	0	176	4	0	1	0	5	0	58	0	0	58	0	0	0	0	0	239	920	0.85
	7:45 AM	0	152	13	0	165	5	0	1	0	6	7	92	0	0	99	0	0	0	0	0	270	942	0.87
	8:00 AM	0	125	6	0	131	10	0	1	0	11	3	83	0	0	86	0	0	0	0	0	228	898	0.86
	8:15 AM	0	87	0	0	87	8	0	1	0	9	6	81	0	0	87	0	0	0	0	0	183		
	8:30 AM	0	128	12	0	140	19	0	2	0	21	8	92	0	0	100	0	0	0	0	0	261		
	8:45 AM	0	111	6	0	117	10	0	3	0	13	5	91	0	0	96	0	0	0	0	0	226		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	103	4	0	107	4	0	0	0	4	1	111	0	0	112	0	0	0	0	0	223	1013	0.84
	2:15 PM	0	85	4	0	89	10	0	3	0	13	7	131	0	0	138	0	0	0	0	0	240	1062	0.88
	2:30 PM	0	99	4	0	103	10	0	2	0	12	7	126	0	0	133	0	0	0	0	0	248	1116	0.92
	2:45 PM	0	141	16	0	157	7	0	1	0	8	6	131	0	0	137	0	0	0	0	0	302	1147	0.95
	3:00 PM	0	118	6	0	124	14	0	0	0	14	4	130	0	0	134	0	0	0	0	0	272	1174	0.89
	3:15 PM	0	112	9	0	121	10	0	3	0	13	4	156	0	0	160	0	0	0	0	0	294	1231	0.94
	3:30 PM	0	109	9	0	118	8	0	1	0	9	3	149	0	0	152	0	0	0	0	0	279	1291	0.91
	3:45 PM	0	135	9	0	144	8	0	1	0	9	8	168	0	0	176	0	0	0	0	0	329	1361	0.96
	4:00 PM	0	129	8	0	137	16	0	1	0	17	5	170	0	0	175	0	0	0	0	0	329	1378	0.97
	4:15 PM	0	132	7	0	139	11	0	1	0	12	9	194	0	0	203	0	0	0	0	0	354	1439	0.92
	4:30 PM	0	132	14	0	146	12	0	3	0	15	9	179	0	0	188	0	0	0	0	0	349	1452	0.93
	4:45 PM	0	124	12	0	136	16	0	0	0	16	6	188	0	0	194	0	0	0	0	0	346	1423	0.91
	5:00 PM	0	151	13	0	164	16	0	3	0	19	13	194	0	0	207	0	0	0	0	0	390	1374	0.88
	5:15 PM	0	146	11	0	157	16	0	2	0	18	8	184	0	0	192	0	0	0	0	0	367		
	5:30 PM	0	107	6	0	113	16	0	2	0	18	8	181	0	0	189	0	0	0	0	0	320		
	5:45 PM	0	110	5	0	115	12	0	2	0	14	14	154	0	0	168	0	0	0	0	0	297		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	3391	207	0	3598	292	0	46	0	338	148	3362	0	0	3510	0	0	0	0	0	7446		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Total Hourly	
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	0	644	31	0	675	45	0	7	0	52	10	333	0	0	343	0	0	0	0	0	1070	0.91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	553	50	0	603	60	0	8	0	68	36	745	0	0	781	0	0	0	0	0	1452	0.93

Intersection Traffic Volume Report

Count Basics			Page 6 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Washington Avenue and Spring Street

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	65	2	0	67	1	0	2	0	3	1	20	0	0	21	0	0	0	0	0	91	531
	6:15 AM	0	71	2	0	73	2	0	1	0	3	0	24	0	0	24	0	0	0	0	0	100	700
	6:30 AM	0	107	3	0	110	1	0	3	0	4	3	32	0	0	35	0	0	0	0	0	149	886
	6:45 AM	0	114	8	0	122	10	0	1	0	11	0	58	0	0	58	0	0	0	0	0	191	971
	7:00 AM	0	145	6	0	151	19	0	5	0	24	2	83	0	0	85	0	0	0	0	0	260	1043
	7:15 AM	0	177	4	0	181	15	0	0	0	15	1	89	0	0	90	0	0	0	0	0	286	1005
	7:30 AM	0	166	8	0	174	4	0	1	0	5	0	55	0	0	55	0	0	0	0	0	234	898
	7:45 AM	0	146	13	0	159	5	0	0	0	5	7	92	0	0	99	0	0	0	0	0	263	915
	8:00 AM	0	123	6	0	129	10	0	1	0	11	2	80	0	0	82	0	0	0	0	0	222	867
	8:15 AM	0	86	0	0	86	7	0	1	0	8	6	79	0	0	85	0	0	0	0	0	179	
	8:30 AM	0	124	12	0	136	19	0	2	0	21	8	86	0	0	94	0	0	0	0	0	251	
	8:45 AM	0	109	6	0	115	9	0	3	0	12	4	84	0	0	88	0	0	0	0	0	215	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	100	4	0	104	4	0	0	0	4	1	108	0	0	109	0	0	0	0	0	217	995
	2:15 PM	0	81	4	0	85	10	0	3	0	13	7	130	0	0	137	0	0	0	0	0	235	1046
	2:30 PM	0	97	3	0	100	10	0	1	0	11	7	125	0	0	132	0	0	0	0	0	243	1099
	2:45 PM	0	141	15	0	156	7	0	1	0	8	6	130	0	0	136	0	0	0	0	0	300	1130
	3:00 PM	0	115	6	0	121	14	0	0	0	14	4	129	0	0	133	0	0	0	0	0	268	1151
	3:15 PM	0	111	9	0	120	10	0	3	0	13	4	151	0	0	155	0	0	0	0	0	288	1208
	3:30 PM	0	106	9	0	115	8	0	1	0	9	3	147	0	0	150	0	0	0	0	0	274	1272
	3:45 PM	0	132	9	0	141	8	0	1	0	9	8	163	0	0	171	0	0	0	0	0	321	1340
	4:00 PM	0	128	8	0	136	16	0	1	0	17	5	167	0	0	172	0	0	0	0	0	325	1363
	4:15 PM	0	131	7	0	138	11	0	1	0	12	9	193	0	0	202	0	0	0	0	0	352	1422
	4:30 PM	0	131	12	0	143	12	0	3	0	15	8	176	0	0	184	0	0	0	0	0	342	1436
	4:45 PM	0	123	12	0	135	16	0	0	0	16	6	187	0	0	193	0	0	0	0	0	344	1413
	5:00 PM	0	148	13	0	161	16	0	2	0	18	13	192	0	0	205	0	0	0	0	0	384	1361
	5:15 PM	0	146	11	0	157	16	0	2	0	18	8	183	0	0	191	0	0	0	0	0	366	
	5:30 PM	0	107	6	0	113	16	0	2	0	18	8	180	0	0	188	0	0	0	0	0	319	
	5:45 PM	0	108	5	0	113	10	0	2	0	12	14	153	0	0	167	0	0	0	0	0	292	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	3338	203	0	3541	286	0	43	0	329	145	3296	0	0	3441	0	0	0	0	0	7311	

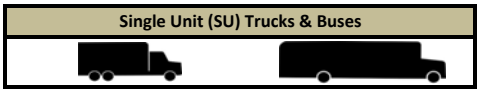
Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	634	31	0	665	43	0	6	0	49	10	319	0	0	329	0	0	0	0	0	1043
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	548	48	0	596	60	0	7	0	67	35	738	0	0	773	0	0	0	0	0	1436

Intersection Traffic Volume Report

Count Basics			Page 7 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

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



Washington Avenue and Spring Street

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

15-Minute Time Period Start Time		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	8
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	19
	6:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21
	7:00 AM	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	5	24
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9	25
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	19
	7:45 AM	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6	24
	8:00 AM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6	29
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
	8:30 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9	
	8:45 AM	0	2	0	0	2	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	11	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	15
	2:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	13
	2:30 PM	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	16
	2:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	17
	3:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	22
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	21
	3:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	17
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	19
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	13
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	16
	4:30 PM	0	1	2	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7	15
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	5:00 PM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6	13
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:45 PM	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	46	4	0	50	5	0	3	0	8	3	63	0	0	66	0	0	0	0	0	124	

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

Hourly Time Period Start Time		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					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	8	0	0	8	2	0	1	0	3	0	13	0	0	13	0	0	0	0	0	24
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	5	2	0	7	0	0	1	0	1	1	6	0	0	7	0	0	0	0	0	15

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Washington Avenue and Spring Street

15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Washington Avenue and Spring Street

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					15-Min Totals	Hourly Sum
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	8
	6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	20
	6:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	23
	7:00 AM	0	1	0	0	1	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	6	27
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	9	27
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	22
	7:45 AM	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	7	27
	8:00 AM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6	31
	8:15 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4	
	8:30 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10	
	8:45 AM	0	2	0	0	2	1	0	0	0	1	1	7	0	0	8	0	0	0	0	0	11	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	18
	2:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	16
	2:30 PM	0	2	1	0	3	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	5	17
	2:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	17
	3:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	23
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	23
	3:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5	19
	3:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	21
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	15
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	17
	4:30 PM	0	1	2	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7	16
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	10
	5:00 PM	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6	13
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	5:45 PM	0	2	0	0	2	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	5	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	53	4	0	57	6	0	3	0	9	3	66	0	0	69	0	0	0	0	0	135	

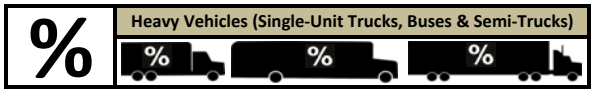
Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Total Hourly Volume
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	10	0	0	10	2	0	1	0	3	0	14	0	0	14	0	0	0	0	0	27
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	5	2	0	7	0	0	1	0	1	1	7	0	0	8	0	0	0	0	0	16

Intersection Traffic Volume Report

Count Basics			Page 10 of 11
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Washington Avenue and Spring Street

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	2.2	1.5
	6:15 AM	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.7
	6:30 AM	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	1.3	2.2
	6:45 AM	0.0	2.6	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	2.3
	7:00 AM	0.0	0.7	0.0	0.0	0.7	9.5	0.0	0.0	0.0	7.7	0.0	3.5	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	2.3	2.5
	7:15 AM	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0	8.2	0.0	0.0	0.0	0.0	0.0	3.1	2.6
	7:30 AM	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	5.2	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	2.1	2.4
	7:45 AM	0.0	3.9	0.0	0.0	3.6	0.0	0.0	100.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	2.9
	8:00 AM	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	33.3	3.6	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	2.6	3.5
	8:15 AM	0.0	1.1	0.0	0.0	1.1	12.5	0.0	0.0	0.0	11.1	0.0	2.5	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.2	
	8:30 AM	0.0	3.1	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	3.8	
	8:45 AM	0.0	1.8	0.0	0.0	1.7	10.0	0.0	0.0	0.0	7.7	20.0	7.7	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	4.9	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	2.9	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.7	1.8
	2:15 PM	0.0	4.7	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	2.1	1.5
	2:30 PM	0.0	2.0	25.0	0.0	2.9	0.0	0.0	50.0	0.0	8.3	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	2.0	1.5
	2:45 PM	0.0	0.0	6.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7	1.5
	3:00 PM	0.0	2.5	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.5	2.0
	3:15 PM	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	2.0	1.9
	3:30 PM	0.0	2.8	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	1.8	1.5
	3:45 PM	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.4	1.5
	4:00 PM	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.2	1.1
	4:15 PM	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.6	1.2
	4:30 PM	0.0	0.8	14.3	0.0	2.1	0.0	0.0	0.0	0.0	0.0	11.1	1.7	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	2.0	1.1
	4:45 PM	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.6	0.7
	5:00 PM	0.0	2.0	0.0	0.0	1.8	0.0	0.0	33.3	0.0	5.3	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.5	0.9
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.3	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.3	
	5:45 PM	0.0	1.8	0.0	0.0	1.7	16.7	0.0	0.0	0.0	14.3	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	1.7	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.6	1.9	0.0	1.6	2.1	0.0	6.5	0.0	2.7	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.8	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓) Washington Avenue					From East (←) Spring Street					From South (↑) Washington Avenue					From West (→) 0					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0.0	1.6	0.0	0.0	1.5	4.4	0.0	14.3	0.0	5.8	0.0	4.2	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	2.5
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	0.0	0.9	4.0	0.0	1.2	0.0	0.0	12.5	0.0	1.5	2.8	0.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.1

Intersection Traffic Volume Report

Count Basics			*Page 11 of 11*
Start Date:	Wednesday, April 05, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Washington Avenue and Spring Street

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach Washington Avenue			Crossing East Approach Spring Street			Crossing South Approach Washington Avenue			Crossing West Approach 0			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	11
	6:15 AM	0	0	0	1	0	1	0	0	0	4	0	4	5	11
	6:30 AM	0	0	0	1	0	1	0	0	0	4	0	4	5	7
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	2
	7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	8:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	7
	8:15 AM	0	0	0	1	0	1	0	0	0	2	0	2	3	
	8:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
	8:45 AM	1	0	1	0	0	0	0	0	0	1	0	1	2	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	2	0	2	2	0	2	0	0	0	0	0	0	4	17
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	17
	2:30 PM	0	0	0	3	0	3	0	0	0	1	0	1	4	22
	2:45 PM	0	0	0	3	0	3	1	0	1	5	0	5	9	20
	3:00 PM	0	0	0	2	0	2	1	0	1	1	0	1	4	14
	3:15 PM	1	0	1	2	0	2	0	0	0	2	0	2	5	14
	3:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2	14
	3:45 PM	0	0	0	3	0	3	0	0	0	0	0	0	3	16
	4:00 PM	0	0	0	1	0	1	0	0	0	3	0	3	4	16
	4:15 PM	0	0	0	4	1	5	0	0	0	0	0	0	5	19
	4:30 PM	0	0	0	1	0	1	0	0	0	3	0	3	4	22
	4:45 PM	1	0	1	1	0	1	0	0	0	1	0	1	3	22
	5:00 PM	0	0	0	3	0	3	0	0	0	4	0	4	7	25
	5:15 PM	1	0	1	5	0	5	0	0	0	2	0	2	8	
	5:30 PM	0	0	0	2	0	2	0	0	0	2	0	2	4	
	5:45 PM	0	0	0	4	0	4	0	0	0	2	0	2	6	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**7**	**0**	**7**	**45**	**1**	**46**	**2**	**0**	**2**	**37**	**0**	**37**	**92**	

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					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Washington Avenue and Hamilton Road

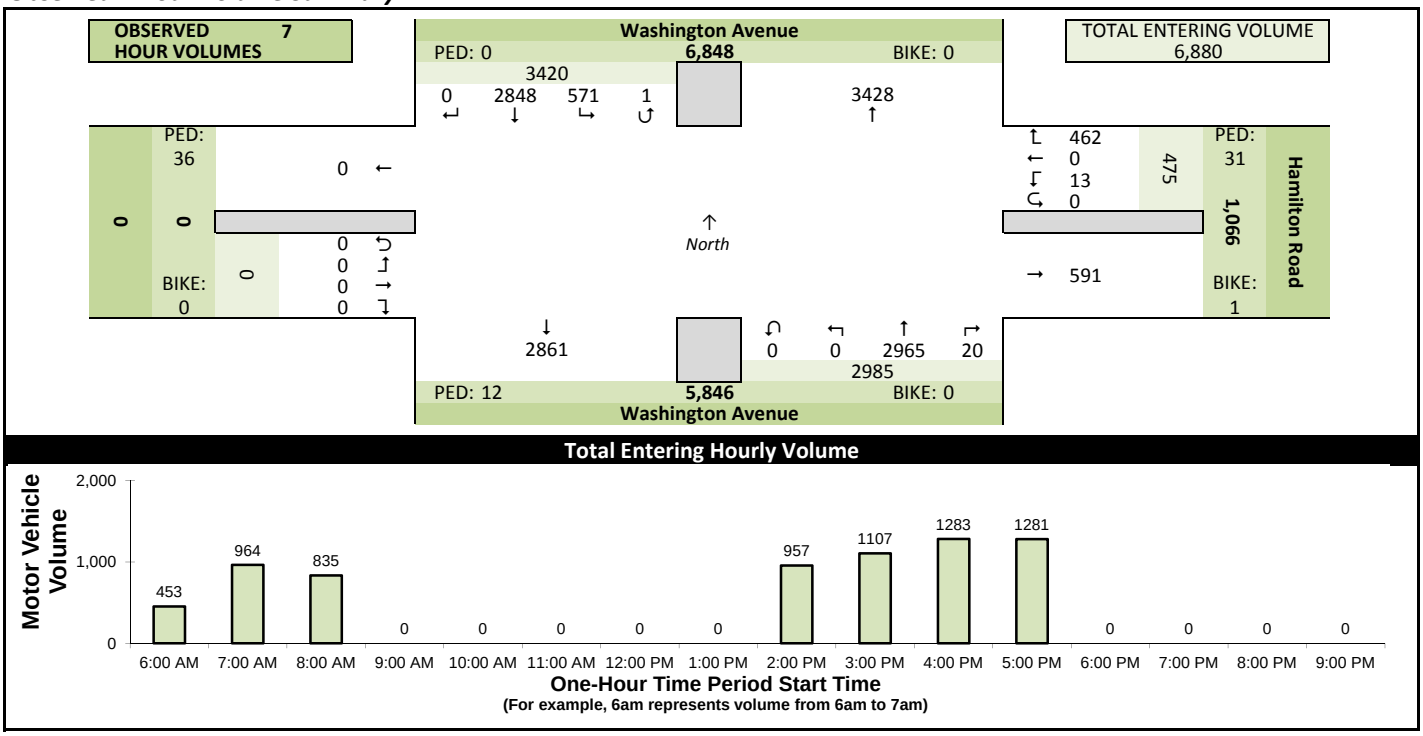
Site Information

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

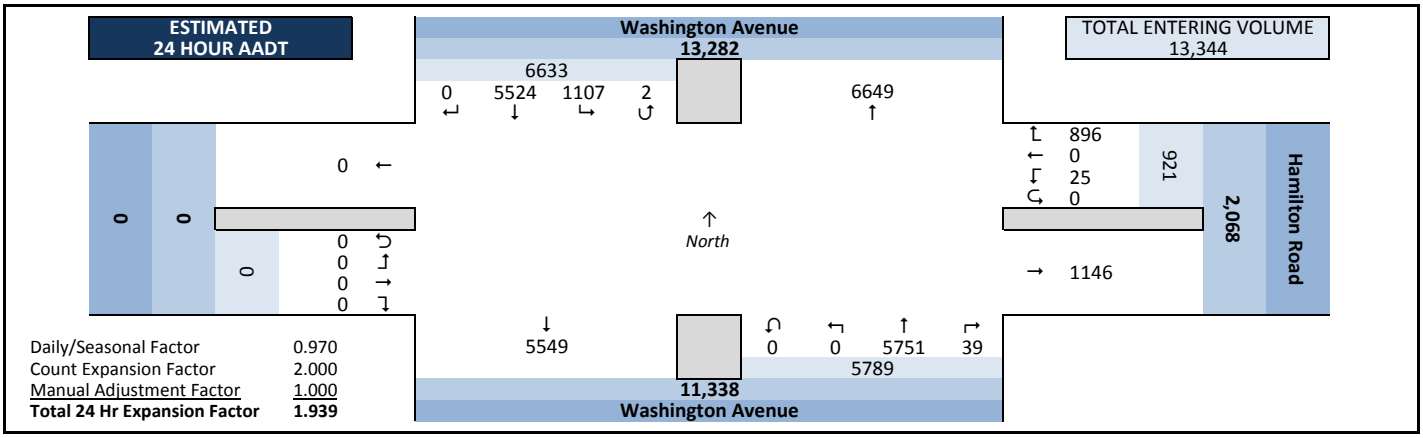
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 2:00 PM-6:00 PM				
1st Day of Count	Monday, April 03, 2017			Weather	
AM Peak Period	Monday, April 03, 2017			Clear & Dry	
Midday Peak Period	Monday, April 03, 2017			Clear & Dry	
PM Peak Period	Thursday, April 06, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.970	Count Expansion Factor	2.000		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	None			
	PM Peak Period	Amy Scheuerlein			
Comments	Version 2011.J4.1 2015 DOT Factors				

Observed 7 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

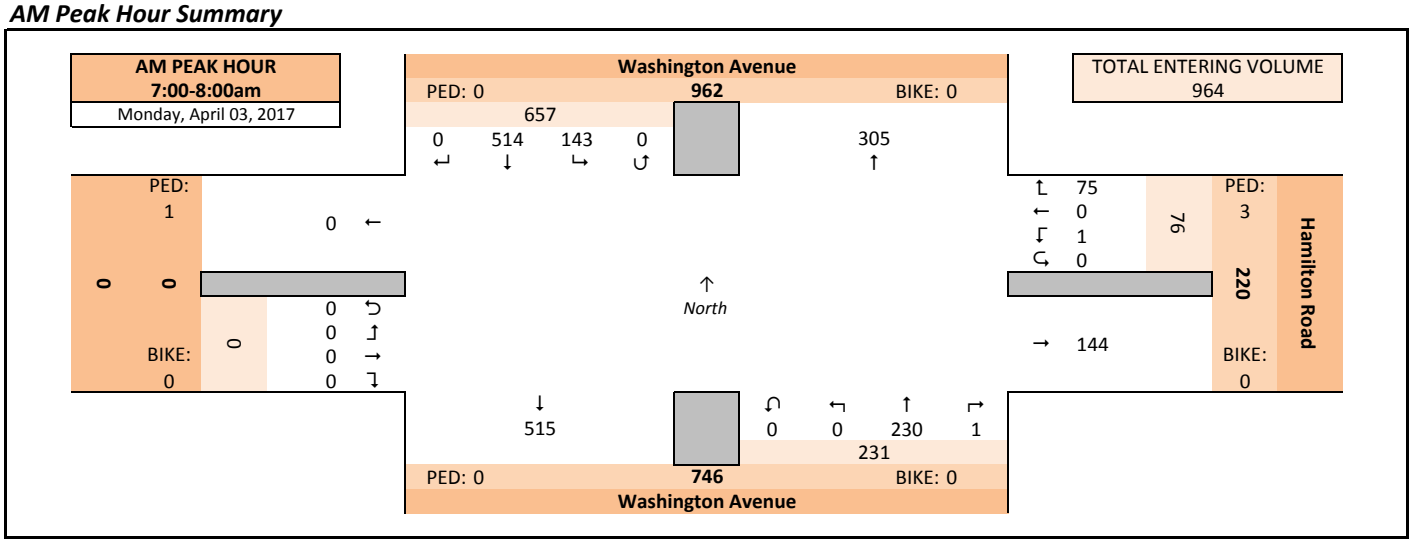
Count Basics			Page 2 of 11
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

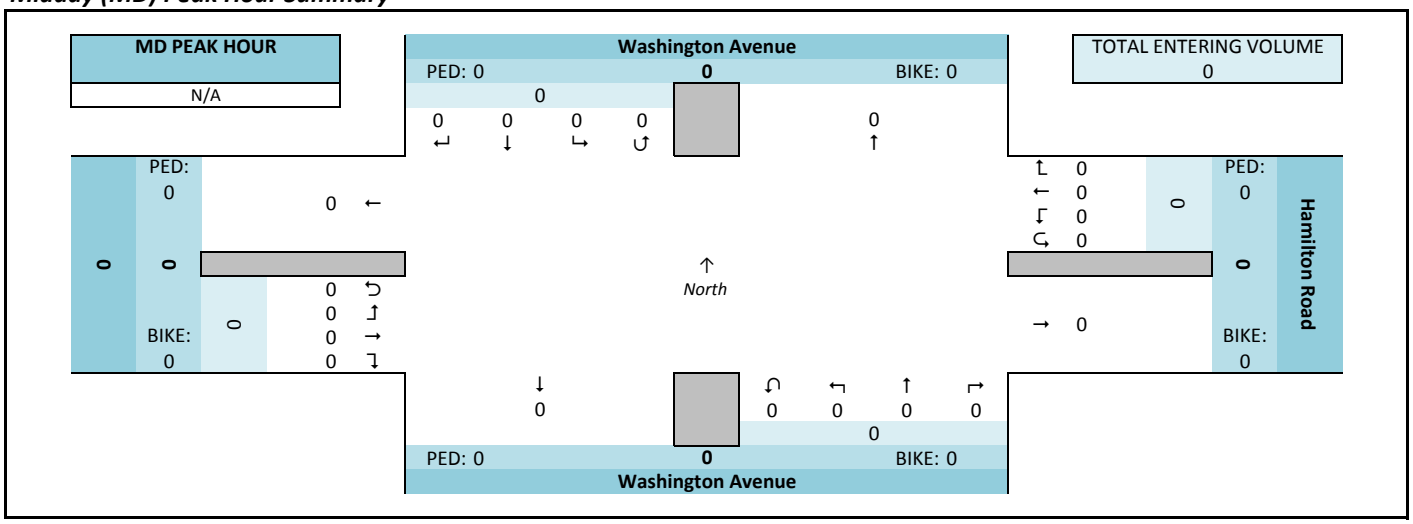
Washington Avenue and Hamilton Road

All Motor Vehicles

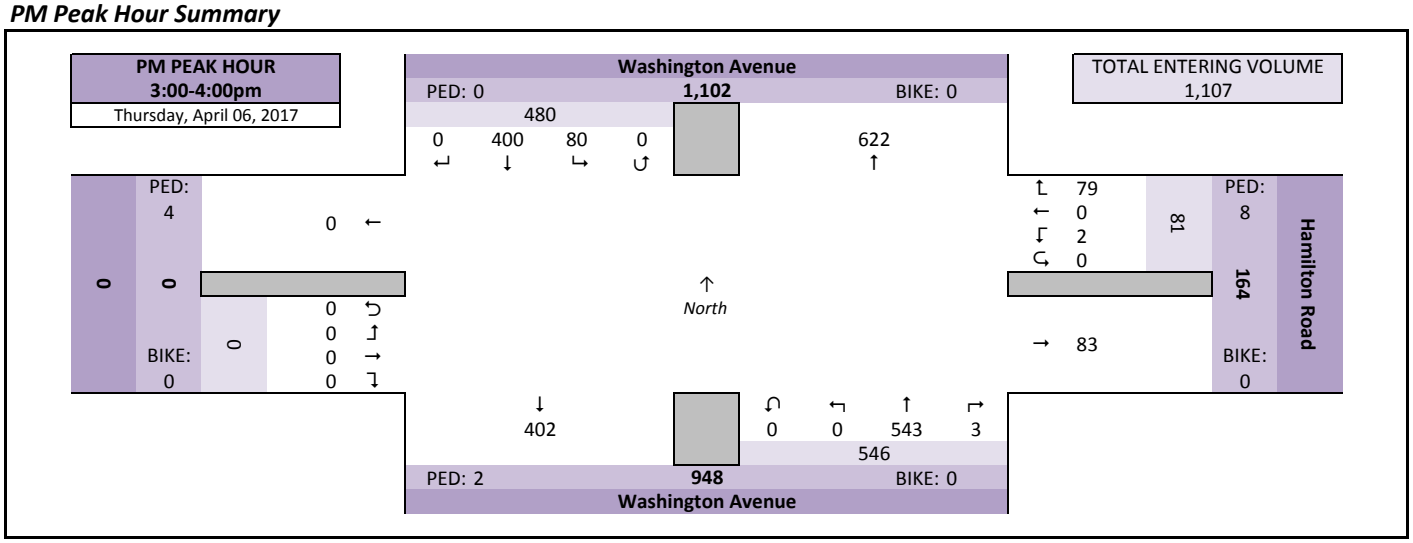
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Peak Hour Volume Summary

Washington Avenue and Hamilton Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Monday, April 03, 2017		From North					From East					From South					From West					
	AM Peak Hour	Washington Avenue					Hamilton Road					Washington Avenue					0					
	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	113	30	0	143	17	0	0	0	17	0	51	0	0	51	0	0	0	0	0	211
	7:15 AM	0	127	28	0	155	31	0	1	0	32	0	60	0	0	60	0	0	0	0	0	247
	7:30 AM	0	136	40	0	176	11	0	0	0	11	0	54	0	0	54	0	0	0	0	0	241
	7:45 AM	0	138	45	0	183	16	0	0	0	16	1	65	0	0	66	0	0	0	0	0	265
	Peak Hour Volume	0	514	143	0	657	75	0	1	0	76	1	230	0	0	231	0	0	0	0	0	964
	Rounded Hourly Volume	0	515	145	0	660	75	0	0	0	75	0	230	0	0	230	0	0	0	0	0	965
	% Single Unit Trucks	0.0	1.0	2.1	0.0	1.2	1.3	0.0	0.0	0.0	1.3	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.0
	% Heavy Trucks	0.0	0.2	0.7	0.0	0.3	1.3	0.0	0.0	0.0	1.3	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4
	% Trucks (Total)	0.0	1.2	2.8	0.0	1.5	2.7	0.0	0.0	0.0	2.6	0.0	4.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	2.4
	Peak Hour Factor (PHF)	0.00	0.93	0.79	0.00	0.90	0.60	0.00	0.25	0.00	0.59	0.25	0.88	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.91

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

Thursday, April 06, 2017		From North					From East					From South					From West					
	PM Peak Hour	Washington Avenue					Hamilton Road					Washington Avenue					0					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:00 PM	0	89	28	0	117	15	0	0	0	15	1	118	0	0	119	0	0	0	0	0	251
	3:15 PM	0	91	25	0	116	20	0	0	0	20	0	141	0	0	141	0	0	0	0	0	277
	3:30 PM	0	94	15	0	109	25	0	2	0	27	0	128	0	0	128	0	0	0	0	0	264
	3:45 PM	0	126	12	0	138	19	0	0	0	19	2	156	0	0	158	0	0	0	0	0	315
	Peak Hour Volume	0	400	80	0	480	79	0	2	0	81	3	543	0	0	546	0	0	0	0	0	1107
	Rounded Hourly Volume	0	400	80	0	480	80	0	0	0	80	5	545	0	0	550	0	0	0	0	0	1110
	% Single Unit Trucks	0.0	2.2	0.0	0.0	1.9	3.8	0.0	0.0	0.0	3.7	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.2
	% Heavy Trucks	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	2.5	0.0	0.0	2.1	3.8	0.0	0.0	0.0	3.7	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.3
	Peak Hour Factor (PHF)	0.00	0.79	0.71	0.00	0.87	0.79	0.00	0.25	0.00	0.75	0.37	0.87	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	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
		Washington Avenue			Hamilton Road			Washington Avenue			0			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	7:00 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	Total	0	0	0	3	0	3	0	0	0	1	0	1	4
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	2	0	2	0	0	0	2	0	2	4
	3:15 PM	0	0	0	1	0	1	2	0	2	2	0	2	5
	3:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	3:45 PM	0	0	0	4	0	4	0	0	0	0	0	0	4
	Total	0	0	0	8	0	8	2	0	2	4	0	4	14

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

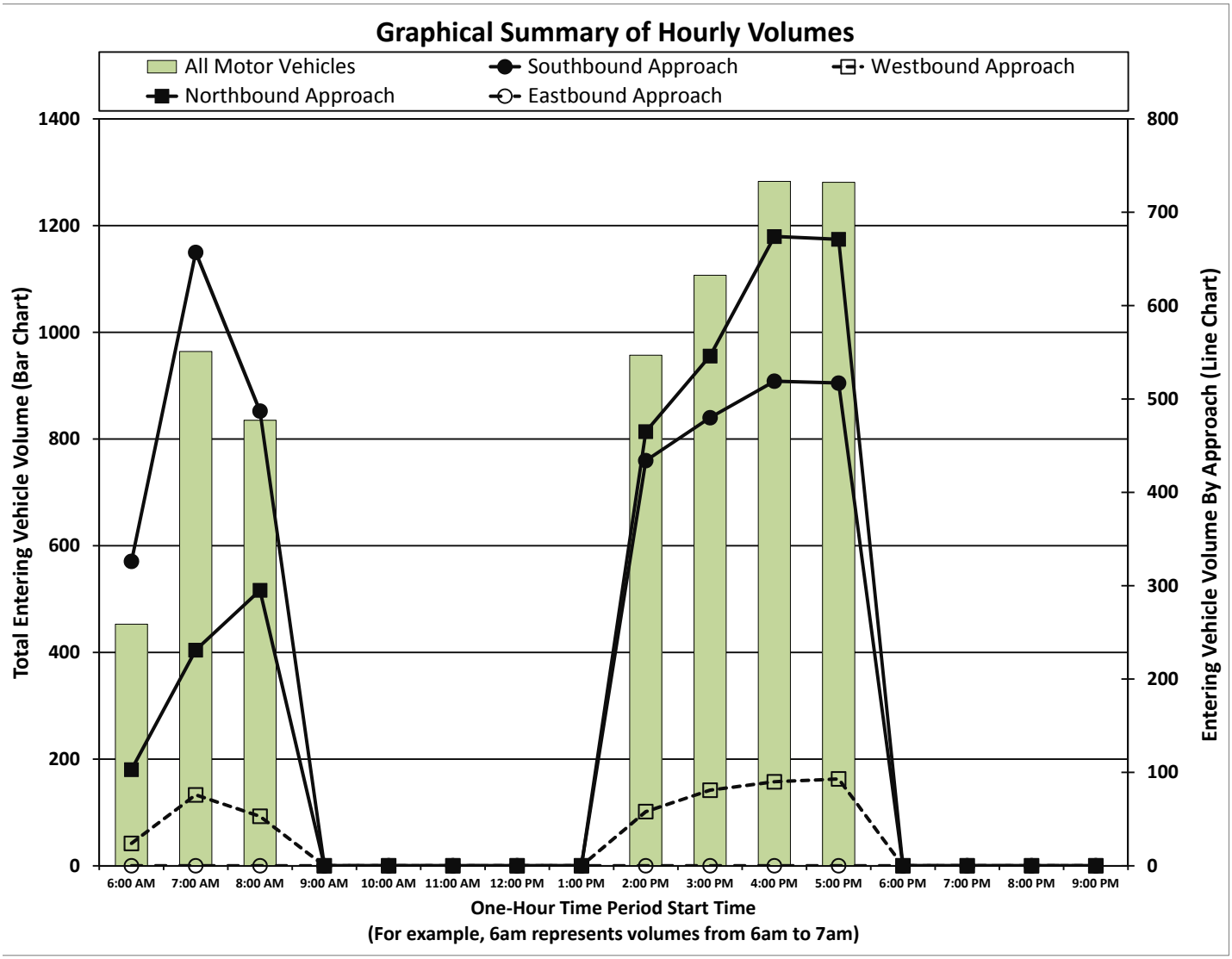
Hourly Volume Summary - Motor Vehicle Data

All Motor Vehicles

Washington Avenue and Hamilton Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					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	0	261	65	0	326	24	0	0	0	24	3	100	0	0	103	0	0	0	0	0	453	24	429
AM	7:00 AM	0	514	143	0	657	75	0	1	0	76	1	230	0	0	231	0	0	0	0	0	964	76	888
AM	8:00 AM	0	416	70	1	487	51	0	2	0	53	3	292	0	0	295	0	0	0	0	0	835	53	782
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	366	68	0	434	54	0	4	0	58	3	462	0	0	465	0	0	0	0	0	957	58	899
PM	3:00 PM	0	400	80	0	480	79	0	2	0	81	3	543	0	0	546	0	0	0	0	0	1107	81	1026
PM	4:00 PM	0	432	87	0	519	89	0	1	0	90	3	671	0	0	674	0	0	0	0	0	1283	90	1193
PM	5:00 PM	0	459	58	0	517	90	0	3	0	93	4	667	0	0	671	0	0	0	0	0	1281	93	1188
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	2848	571	1	3420	462	0	13	0	475	20	2965	0	0	2985	0	0	0	0	0	6880	475	6405



Intersection Traffic Volume Report

Count Basics		Page 5 of 11
Start Date: Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Washington Avenue and Hamilton Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	34	9	0	43	3	0	0	0	3	1	12	0	0	13	0	0	0	0	0	59	453	0.63
	6:15 AM	0	64	15	0	79	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	101	605	0.72
	6:30 AM	0	67	17	0	84	5	0	0	0	5	1	23	0	0	24	0	0	0	0	0	113	751	0.76
	6:45 AM	0	96	24	0	120	15	0	0	0	15	1	44	0	0	45	0	0	0	0	0	180	879	0.89
	7:00 AM	0	113	30	0	143	17	0	0	0	17	0	51	0	0	51	0	0	0	0	0	211	964	0.91
	7:15 AM	0	127	28	0	155	31	0	1	0	32	0	60	0	0	60	0	0	0	0	0	247	951	0.90
	7:30 AM	0	136	40	0	176	11	0	0	0	11	0	54	0	0	54	0	0	0	0	0	241	882	0.83
	7:45 AM	0	138	45	0	183	16	0	0	0	16	1	65	0	0	66	0	0	0	0	0	265	864	0.82
	8:00 AM	0	100	17	1	118	9	0	1	0	10	0	70	0	0	70	0	0	0	0	0	198	835	0.88
	8:15 AM	0	99	16	0	115	7	0	0	0	7	0	56	0	0	56	0	0	0	0	0	178		
	8:30 AM	0	110	22	0	132	10	0	0	0	10	1	80	0	0	81	0	0	0	0	0	223		
	8:45 AM	0	107	15	0	122	25	0	1	0	26	2	86	0	0	88	0	0	0	0	0	236		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	85	18	0	103	8	0	1	0	9	0	101	0	0	101	0	0	0	0	0	213	957	0.85
	2:15 PM	0	76	11	0	87	20	0	2	0	22	0	118	0	0	118	0	0	0	0	0	227	995	0.89
	2:30 PM	0	87	14	0	101	15	0	1	0	16	3	116	0	0	119	0	0	0	0	0	236	1045	0.93
	2:45 PM	0	118	25	0	143	11	0	0	0	11	0	127	0	0	127	0	0	0	0	0	281	1073	0.95
	3:00 PM	0	89	28	0	117	15	0	0	0	15	1	118	0	0	119	0	0	0	0	0	251	1107	0.88
	3:15 PM	0	91	25	0	116	20	0	0	0	20	0	141	0	0	141	0	0	0	0	0	277	1160	0.92
	3:30 PM	0	94	15	0	109	25	0	2	0	27	0	128	0	0	128	0	0	0	0	0	264	1215	0.91
	3:45 PM	0	126	12	0	138	19	0	0	0	19	2	156	0	0	158	0	0	0	0	0	315	1281	0.96
	4:00 PM	0	110	21	0	131	20	0	0	0	20	0	153	0	0	153	0	0	0	0	0	304	1283	0.97
	4:15 PM	0	108	21	0	129	22	0	0	0	22	1	180	0	0	181	0	0	0	0	0	332	1343	0.92
	4:30 PM	0	106	29	0	135	22	0	1	0	23	1	171	0	0	172	0	0	0	0	0	330	1355	0.93
	4:45 PM	0	108	16	0	124	25	0	0	0	25	1	167	0	0	168	0	0	0	0	0	317	1321	0.91
	5:00 PM	0	142	13	0	155	26	0	1	0	27	1	181	0	0	182	0	0	0	0	0	364	1281	0.88
	5:15 PM	0	133	13	0	146	23	0	1	0	24	1	173	0	0	174	0	0	0	0	0	344		
	5:30 PM	0	92	16	0	108	18	0	0	0	18	1	169	0	0	170	0	0	0	0	0	296		
	5:45 PM	0	92	16	0	108	23	0	1	0	24	1	144	0	0	145	0	0	0	0	0	277		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	2848	571	1	3420	462	0	13	0	475	20	2965	0	0	2985	0	0	0	0	0	6880		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	0	514	143	0	657	75	0	1	0	76	1	230	0	0	231	0	0	0	0	0	964	0.91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:00 PM	0	400	80	0	480	79	0	2	0	81	3	543	0	0	546	0	0	0	0	0	1107	0.88

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Washington Avenue and Hamilton Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	32	9	0	41	3	0	0	0	3	1	12	0	0	13	0	0	0	0	0	57	443
	6:15 AM	0	61	15	0	76	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	98	593
	6:30 AM	0	66	17	0	83	5	0	0	0	5	1	22	0	0	23	0	0	0	0	0	111	737
	6:45 AM	0	95	24	0	119	15	0	0	0	15	1	42	0	0	43	0	0	0	0	0	177	860
	7:00 AM	0	113	29	0	142	17	0	0	0	17	0	48	0	0	48	0	0	0	0	0	207	941
	7:15 AM	0	126	27	0	153	31	0	1	0	32	0	57	0	0	57	0	0	0	0	0	242	927
	7:30 AM	0	135	39	0	174	9	0	0	0	9	0	51	0	0	51	0	0	0	0	0	234	858
	7:45 AM	0	134	44	0	178	16	0	0	0	16	1	63	0	0	64	0	0	0	0	0	258	839
	8:00 AM	0	99	16	1	116	9	0	1	0	10	0	67	0	0	67	0	0	0	0	0	193	808
	8:15 AM	0	97	16	0	113	6	0	0	0	6	0	54	0	0	54	0	0	0	0	0	173	
	8:30 AM	0	106	21	0	127	10	0	0	0	10	1	77	0	0	78	0	0	0	0	0	215	
	8:45 AM	0	105	14	0	119	24	0	0	0	24	1	83	0	0	84	0	0	0	0	0	227	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	82	18	0	100	7	0	1	0	8	0	99	0	0	99	0	0	0	0	0	207	941
	2:15 PM	0	73	10	0	83	20	0	2	0	22	0	117	0	0	117	0	0	0	0	0	222	981
	2:30 PM	0	86	12	0	98	15	0	1	0	16	3	115	0	0	118	0	0	0	0	0	232	1028
	2:45 PM	0	118	25	0	143	11	0	0	0	11	0	126	0	0	126	0	0	0	0	0	280	1055
	3:00 PM	0	86	28	0	114	14	0	0	0	14	1	118	0	0	119	0	0	0	0	0	247	1082
	3:15 PM	0	90	25	0	115	19	0	0	0	19	0	135	0	0	135	0	0	0	0	0	269	1135
	3:30 PM	0	91	15	0	106	24	0	2	0	26	0	127	0	0	127	0	0	0	0	0	259	1196
	3:45 PM	0	123	12	0	135	19	0	0	0	19	2	151	0	0	153	0	0	0	0	0	307	1261
	4:00 PM	0	109	21	0	130	18	0	0	0	18	0	152	0	0	152	0	0	0	0	0	300	1269
	4:15 PM	0	108	20	0	128	21	0	0	0	21	1	180	0	0	181	0	0	0	0	0	330	1327
	4:30 PM	0	104	29	0	133	21	0	1	0	22	1	168	0	0	169	0	0	0	0	0	324	1338
	4:45 PM	0	107	16	0	123	25	0	0	0	25	1	166	0	0	167	0	0	0	0	0	315	1309
	5:00 PM	0	138	13	0	151	26	0	1	0	27	1	179	0	0	180	0	0	0	0	0	358	1271
	5:15 PM	0	132	13	0	145	23	0	1	0	24	1	171	0	0	172	0	0	0	0	0	341	
	5:30 PM	0	92	16	0	108	17	0	0	0	17	1	169	0	0	170	0	0	0	0	0	295	
	5:45 PM	0	92	16	0	108	23	0	1	0	24	1	144	0	0	145	0	0	0	0	0	277	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	2800	560	1	3361	449	0	12	0	461	19	2914	0	0	2933	0	0	0	0	0	6755	

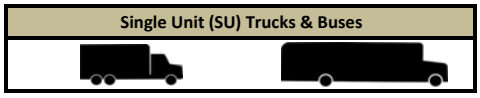
Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	508	139	0	647	73	0	1	0	74	1	219	0	0	220	0	0	0	0	0	941
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	390	80	0	470	76	0	2	0	78	3	531	0	0	534	0	0	0	0	0	1082

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

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



Washington Avenue and Hamilton Road

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

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	11
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	14
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	19
	7:15 AM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	22
	7:30 AM	0	0	1	0	1	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	5	22
	7:45 AM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	24
	8:00 AM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	26
	8:15 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5	
	8:30 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	
	8:45 AM	0	2	1	0	3	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	9	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6	13
	2:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	11
	2:30 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	18
	3:00 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	24
	3:15 PM	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	8	23
	3:30 PM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5	17
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	18
	4:00 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3	12
	4:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	15
	4:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6	16
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
	5:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	10
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
	5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	42	10	0	52	12	0	1	0	13	1	47	0	0	48	0	0	0	0	0	113	

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

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	5	3	0	8	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	19
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	9	0	0	9	3	0	0	0	3	0	12	0	0	12	0	0	0	0	0	24

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Washington Avenue and Hamilton Road

15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Washington Avenue and Hamilton Road

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	14
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	19
	7:00 AM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	23
	7:15 AM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	24
	7:30 AM	0	1	1	0	2	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	7	24
	7:45 AM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	25
	8:00 AM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	27
	8:15 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5	
	8:30 AM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	
	8:45 AM	0	2	1	0	3	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	9	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6	16
	2:15 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	14
	2:30 PM	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	17
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	18
	3:00 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	25
	3:15 PM	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	8	25
	3:30 PM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5	19
	3:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	20
	4:00 PM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4	14
	4:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	16
	4:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6	17
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	12
	5:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	10
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
	5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	48	11	0	59	13	0	1	0	14	1	51	0	0	52	0	0	0	0	0	125	

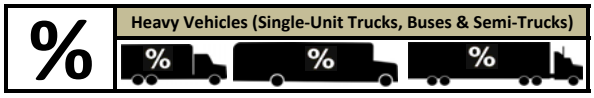
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	6	4	0	10	2	0	0	0	2	0	11	0	0	11	0	0	0	0	0	23
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	10	0	0	10	3	0	0	0	3	0	12	0	0	12	0	0	0	0	0	25

Intersection Traffic Volume Report

Count Basics			Page 10 of 11
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Washington Avenue and Hamilton Road

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period Start Time	From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	5.9	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	2.2
	6:15 AM	0.0	4.7	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0
	6:30 AM	0.0	1.5	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	1.8	1.9
	6:45 AM	0.0	1.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	1.7	2.2
	7:00 AM	0.0	0.0	3.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	1.9	2.4
	7:15 AM	0.0	0.8	3.6	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	2.0	2.5
	7:30 AM	0.0	0.7	2.5	0.0	1.1	18.2	0.0	0.0	0.0	18.2	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	2.9	2.7
	7:45 AM	0.0	2.9	2.2	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.6	2.9
	8:00 AM	0.0	1.0	5.9	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.5	3.2
	8:15 AM	0.0	2.0	0.0	0.0	1.7	14.3	0.0	0.0	0.0	14.3	0.0	3.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	2.8	
	8:30 AM	0.0	3.6	4.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3.6	
	8:45 AM	0.0	1.9	6.7	0.0	2.5	4.0	0.0	100.0	0.0	7.7	50.0	3.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	3.8	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	3.5	0.0	0.0	2.9	12.5	0.0	0.0	0.0	11.1	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.8	1.7
	2:15 PM	0.0	3.9	9.1	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	2.2	1.4
	2:30 PM	0.0	1.1	14.3	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	1.7	1.6
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.4	1.7
	3:00 PM	0.0	3.4	0.0	0.0	2.6	6.7	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	2.3
	3:15 PM	0.0	1.1	0.0	0.0	0.9	5.0	0.0	0.0	0.0	5.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.9	2.2
	3:30 PM	0.0	3.2	0.0	0.0	2.8	4.0	0.0	0.0	0.0	3.7	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	1.9	1.6
	3:45 PM	0.0	2.4	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	2.5	1.6
	4:00 PM	0.0	0.9	0.0	0.0	0.8	10.0	0.0	0.0	0.0	10.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.3	1.1
	4:15 PM	0.0	0.0	4.8	0.0	0.8	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.2
	4:30 PM	0.0	1.9	0.0	0.0	1.5	4.5	0.0	0.0	0.0	4.3	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.8	1.3
	4:45 PM	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.9
	5:00 PM	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.6	0.8
	5:15 PM	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.9	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.7	1.9	0.0	1.7	2.8	0.0	7.7	0.0	2.9	5.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.8	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period Start Time	From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0.0	1.2	2.8	0.0	1.5	2.7	0.0	0.0	0.0	2.6	0.0	4.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	2.4
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	3:00 PM	0.0	2.5	0.0	0.0	2.1	3.8	0.0	0.0	0.0	3.7	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.3

Intersection Traffic Volume Report

Count Basics			*Page 11 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Washington Avenue and Hamilton Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Washington Avenue			Hamilton Road			Washington Avenue			0				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	3
	6:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	4
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:00 AM	0	0	0	1	0	1	0	0	0	1	0	1	2	4
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	6
	7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	7
	8:00 AM	0	0	0	1	0	1	1	0	1	2	0	2	4	9
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	
	8:45 AM	0	0	0	0	0	0	1	0	1	2	0	2	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	1	0	1	1	0	1	0	0	0	2	13
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	2:30 PM	0	0	0	2	0	2	2	0	2	2	0	2	6	20
	2:45 PM	0	0	0	2	0	2	0	0	0	3	0	3	5	15
	3:00 PM	0	0	0	2	0	2	0	0	0	2	0	2	4	14
	3:15 PM	0	0	0	1	0	1	2	0	2	2	0	2	5	13
	3:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	11
	3:45 PM	0	0	0	4	0	4	0	0	0	0	0	0	4	16
	4:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	13
	4:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	3	15
	4:30 PM	0	0	0	0	0	0	0	0	0	6	0	6	6	22
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	20
	5:00 PM	0	0	0	1	0	1	3	0	3	1	0	1	5	24
	5:15 PM	0	0	0	3	0	3	2	0	2	5	0	5	10	
	5:30 PM	0	0	0	2	0	2	0	0	0	2	0	2	4	
	5:45 PM	0	0	0	4	0	4	0	0	0	1	0	1	5	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**31**	**1**	**32**	**12**	**0**	**12**	**36**	**0**	**36**	**80**	

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					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Washington Avenue and Hamilton Road

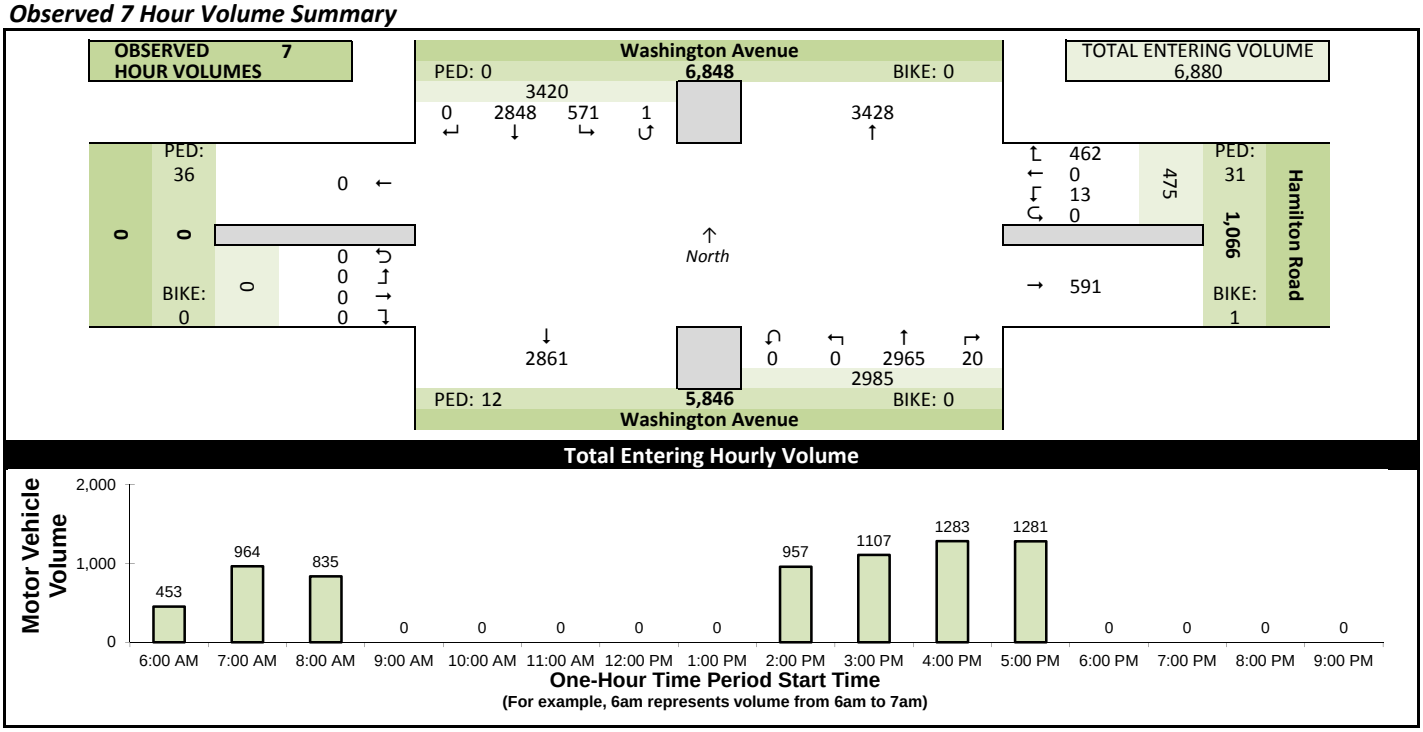
Site Information

Municipality	City of Cedarburg		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Washington Avenue		
East Leg	Hamilton Road		
South Leg	Washington Avenue		
West Leg			
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	

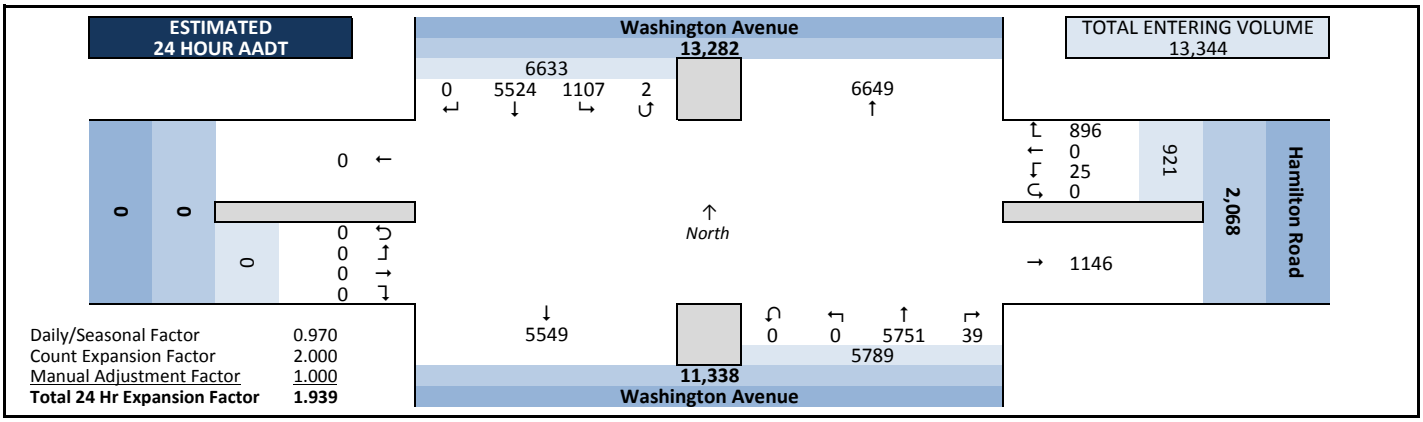
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 2:00 PM-6:00 PM				
1st Day of Count	Monday, April 03, 2017			Weather	
AM Peak Period	Monday, April 03, 2017			Clear & Dry	
Midday Peak Period	Monday, April 03, 2017			Clear & Dry	
PM Peak Period	Thursday, April 06, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.970	Count Expansion Factor	2.000		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers: AM Peak Period	Amy Scheuerlein				
Midday Peak Period	None				
PM Peak Period	Amy Scheuerlein				
Comments	Version 2011.J4.1 2015 DOT Factors				

Observed 7 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

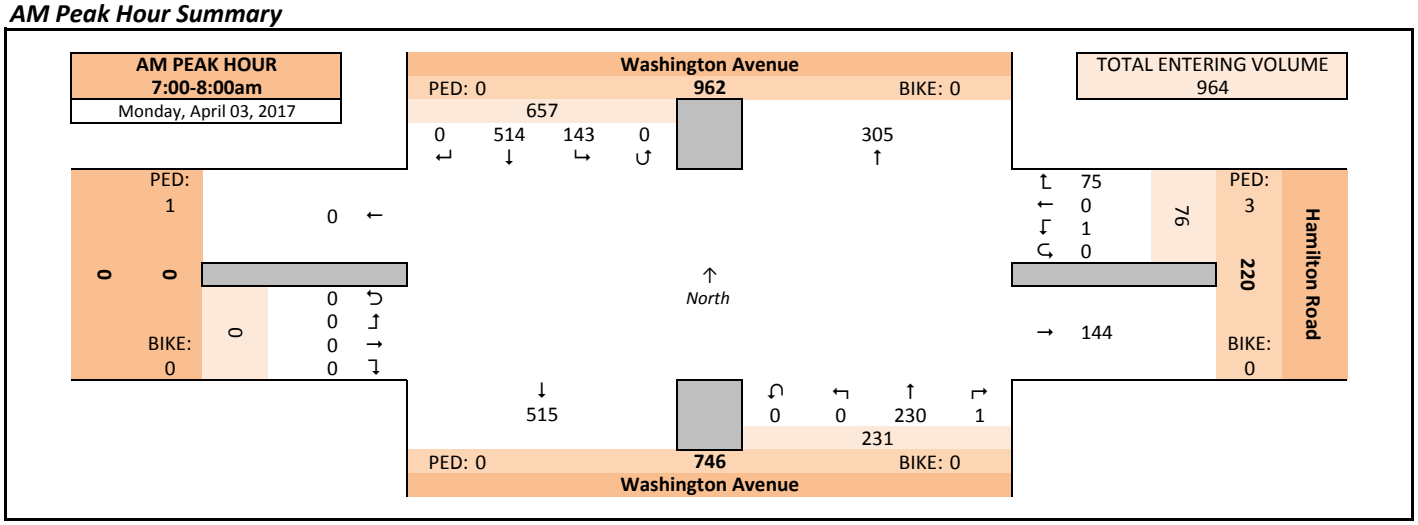
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

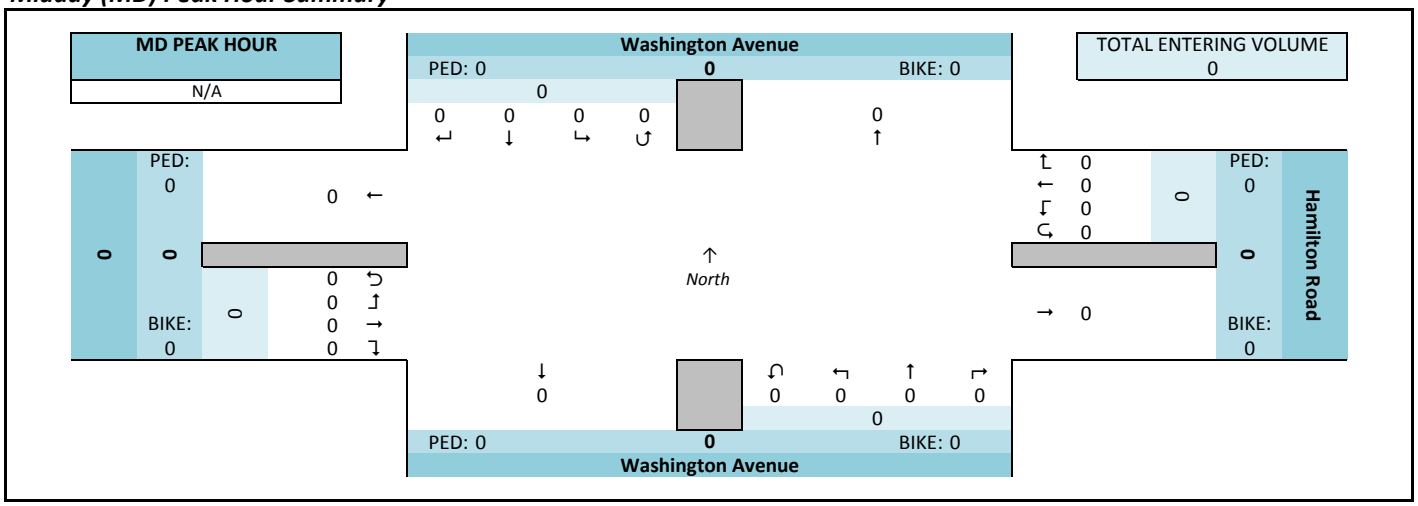
Washington Avenue and Hamilton Road

All Motor Vehicles

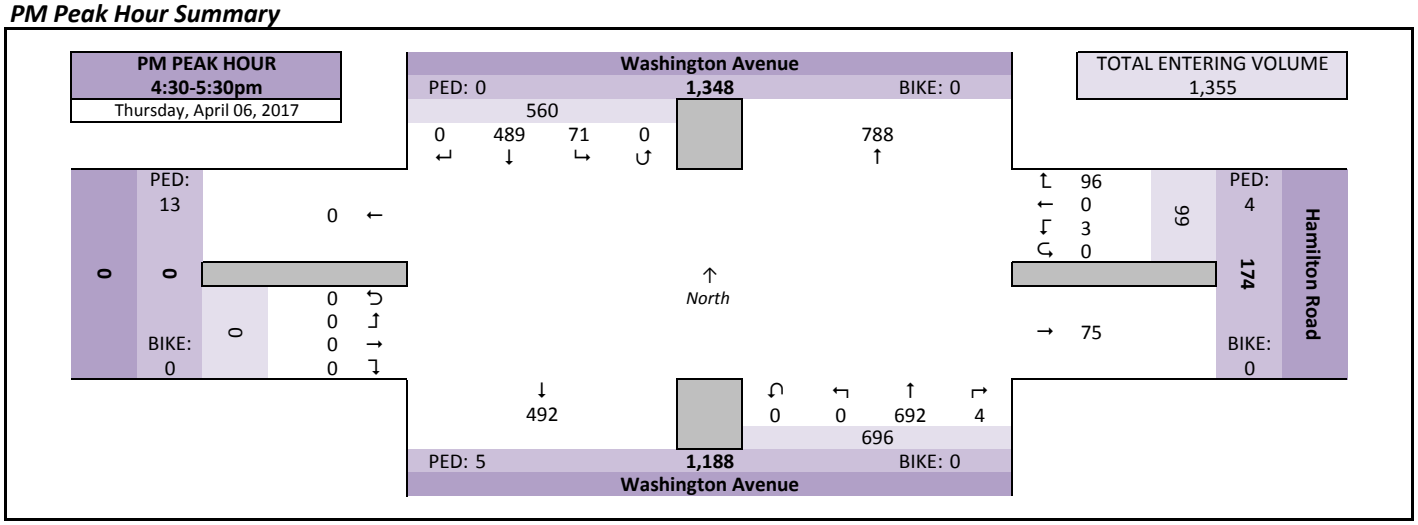
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Peak Hour Volume Summary

Washington Avenue and Hamilton Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Monday, April 03, 2017		From North					From East					From South					From West					
	AM Peak Hour	Washington Avenue					Hamilton Road					Washington Avenue					0					
	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	113	30	0	143	17	0	0	0	17	0	51	0	0	51	0	0	0	0	0	211
	7:15 AM	0	127	28	0	155	31	0	1	0	32	0	60	0	0	60	0	0	0	0	0	247
	7:30 AM	0	136	40	0	176	11	0	0	0	11	0	54	0	0	54	0	0	0	0	0	241
	7:45 AM	0	138	45	0	183	16	0	0	0	16	1	65	0	0	66	0	0	0	0	0	265
	Peak Hour Volume	0	514	143	0	657	75	0	1	0	76	1	230	0	0	231	0	0	0	0	0	964
	Rounded Hourly Volume	0	515	145	0	660	75	0	0	0	75	0	230	0	0	230	0	0	0	0	0	965
	% Single Unit Trucks	0.0	1.0	2.1	0.0	1.2	1.3	0.0	0.0	0.0	1.3	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.0
	% Heavy Trucks	0.0	0.2	0.7	0.0	0.3	1.3	0.0	0.0	0.0	1.3	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4
	% Trucks (Total)	0.0	1.2	2.8	0.0	1.5	2.7	0.0	0.0	0.0	2.6	0.0	4.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	2.4
	Peak Hour Factor (PHF)	0.00	0.93	0.79	0.00	0.90	0.60	0.00	0.25	0.00	0.59	0.25	0.88	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.91

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

Thursday, April 06, 2017		From North					From East					From South					From West					
	PM Peak Hour	Washington Avenue					Hamilton Road					Washington Avenue					0					
	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	0	106	29	0	135	22	0	1	0	23	1	171	0	0	172	0	0	0	0	0	330
	4:45 PM	0	108	16	0	124	25	0	0	0	25	1	167	0	0	168	0	0	0	0	0	317
	5:00 PM	0	142	13	0	155	26	0	1	0	27	1	181	0	0	182	0	0	0	0	0	364
	5:15 PM	0	133	13	0	146	23	0	1	0	24	1	173	0	0	174	0	0	0	0	0	344
	Peak Hour Volume	0	489	71	0	560	96	0	3	0	99	4	692	0	0	696	0	0	0	0	0	1355
	Rounded Hourly Volume	0	490	70	0	560	95	0	5	0	100	5	690	0	0	695	0	0	0	0	0	1355
	% Single Unit Trucks	0.0	1.6	0.0	0.0	1.4	1.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	1.6	0.0	0.0	1.4	1.0	0.0	0.0	0.0	1.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.3
	Peak Hour Factor (PHF)	0.00	0.86	0.61	0.00	0.90	0.92	0.00	0.75	0.00	0.92	1.00	0.96	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.93

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
		Washington Avenue			Hamilton Road			Washington Avenue			0			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
	Total	0	0	0	3	0	3	0	0	0	1	0	1	4
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	6	0	6	6
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
	5:00 PM	0	0	0	1	0	1	3	0	3	1	0	1	5
	5:15 PM	0	0	0	3	0	3	2	0	2	5	0	5	10
	Total	0	0	0	4	0	4	5	0	5	13	0	13	22

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

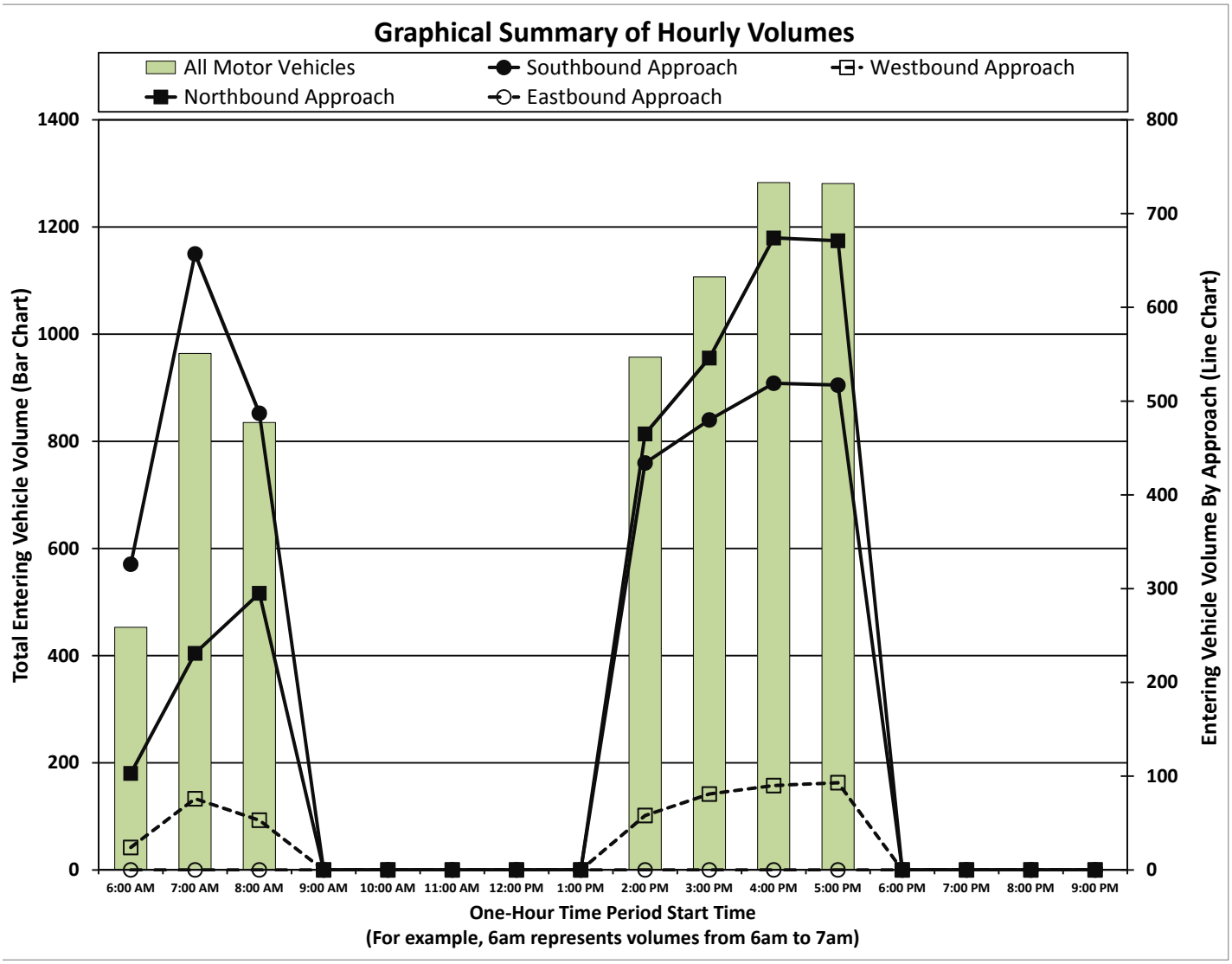
Hourly Volume Summary - Motor Vehicle Data

All Motor Vehicles

Washington Avenue and Hamilton Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					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	0	261	65	0	326	24	0	0	0	24	3	100	0	0	103	0	0	0	0	0	453	24	429
	7:00 AM	0	514	143	0	657	75	0	1	0	76	1	230	0	0	231	0	0	0	0	0	964	76	888
	8:00 AM	0	416	70	1	487	51	0	2	0	53	3	292	0	0	295	0	0	0	0	0	835	53	782
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	366	68	0	434	54	0	4	0	58	3	462	0	0	465	0	0	0	0	0	957	58	899
	3:00 PM	0	400	80	0	480	79	0	2	0	81	3	543	0	0	546	0	0	0	0	0	1107	81	1026
	4:00 PM	0	432	87	0	519	89	0	1	0	90	3	671	0	0	674	0	0	0	0	0	1283	90	1193
	5:00 PM	0	459	58	0	517	90	0	3	0	93	4	667	0	0	671	0	0	0	0	0	1281	93	1188
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		0	2848	571	1	3420	462	0	13	0	475	20	2965	0	0	2985	0	0	0	0	0	6880	475	6405



Intersection Traffic Volume Report

Count Basics		Page 5 of 11
Start Date: Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Washington Avenue and Hamilton Road

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					15-Min Totals	Hourly Sum	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	34	9	0	43	3	0	0	0	3	1	12	0	0	13	0	0	0	0	0	59	453	0.63
	6:15 AM	0	64	15	0	79	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	101	605	0.72
	6:30 AM	0	67	17	0	84	5	0	0	0	5	1	23	0	0	24	0	0	0	0	0	113	751	0.76
	6:45 AM	0	96	24	0	120	15	0	0	0	15	1	44	0	0	45	0	0	0	0	0	180	879	0.89
	7:00 AM	0	113	30	0	143	17	0	0	0	17	0	51	0	0	51	0	0	0	0	0	211	964	0.91
	7:15 AM	0	127	28	0	155	31	0	1	0	32	0	60	0	0	60	0	0	0	0	0	247	951	0.90
	7:30 AM	0	136	40	0	176	11	0	0	0	11	0	54	0	0	54	0	0	0	0	0	241	882	0.83
	7:45 AM	0	138	45	0	183	16	0	0	0	16	1	65	0	0	66	0	0	0	0	0	265	864	0.82
	8:00 AM	0	100	17	1	118	9	0	1	0	10	0	70	0	0	70	0	0	0	0	0	198	835	0.88
	8:15 AM	0	99	16	0	115	7	0	0	0	7	0	56	0	0	56	0	0	0	0	0	178		
	8:30 AM	0	110	22	0	132	10	0	0	0	10	1	80	0	0	81	0	0	0	0	0	223		
	8:45 AM	0	107	15	0	122	25	0	1	0	26	2	86	0	0	88	0	0	0	0	0	236		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	85	18	0	103	8	0	1	0	9	0	101	0	0	101	0	0	0	0	0	213	957	0.85
	2:15 PM	0	76	11	0	87	20	0	2	0	22	0	118	0	0	118	0	0	0	0	0	227	995	0.89
	2:30 PM	0	87	14	0	101	15	0	1	0	16	3	116	0	0	119	0	0	0	0	0	236	1045	0.93
	2:45 PM	0	118	25	0	143	11	0	0	0	11	0	127	0	0	127	0	0	0	0	0	281	1073	0.95
	3:00 PM	0	89	28	0	117	15	0	0	0	15	1	118	0	0	119	0	0	0	0	0	251	1107	0.88
	3:15 PM	0	91	25	0	116	20	0	0	0	20	0	141	0	0	141	0	0	0	0	0	277	1160	0.92
	3:30 PM	0	94	15	0	109	25	0	2	0	27	0	128	0	0	128	0	0	0	0	0	264	1215	0.91
	3:45 PM	0	126	12	0	138	19	0	0	0	19	2	156	0	0	158	0	0	0	0	0	315	1281	0.96
	4:00 PM	0	110	21	0	131	20	0	0	0	20	0	153	0	0	153	0	0	0	0	0	304	1283	0.97
	4:15 PM	0	108	21	0	129	22	0	0	0	22	1	180	0	0	181	0	0	0	0	0	332	1343	0.92
	4:30 PM	0	106	29	0	135	22	0	1	0	23	1	171	0	0	172	0	0	0	0	0	330	1355	0.93
	4:45 PM	0	108	16	0	124	25	0	0	0	25	1	167	0	0	168	0	0	0	0	0	317	1321	0.91
	5:00 PM	0	142	13	0	155	26	0	1	0	27	1	181	0	0	182	0	0	0	0	0	364	1281	0.88
	5:15 PM	0	133	13	0	146	23	0	1	0	24	1	173	0	0	174	0	0	0	0	0	344		
	5:30 PM	0	92	16	0	108	18	0	0	0	18	1	169	0	0	170	0	0	0	0	0	296		
	5:45 PM	0	92	16	0	108	23	0	1	0	24	1	144	0	0	145	0	0	0	0	0	277		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	2848	571	1	3420	462	0	13	0	475	20	2965	0	0	2985	0	0	0	0	0	6880		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Hourly Volume	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	0	514	143	0	657	75	0	1	0	76	1	230	0	0	231	0	0	0	0	0	964	0.91
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	489	71	0	560	96	0	3	0	99	4	692	0	0	696	0	0	0	0	0	1355	0.93

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Washington Avenue and Hamilton Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	32	9	0	41	3	0	0	0	3	1	12	0	0	13	0	0	0	0	0	57	443
	6:15 AM	0	61	15	0	76	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	98	593
	6:30 AM	0	66	17	0	83	5	0	0	0	5	1	22	0	0	23	0	0	0	0	0	111	737
	6:45 AM	0	95	24	0	119	15	0	0	0	15	1	42	0	0	43	0	0	0	0	0	177	860
	7:00 AM	0	113	29	0	142	17	0	0	0	17	0	48	0	0	48	0	0	0	0	0	207	941
	7:15 AM	0	126	27	0	153	31	0	1	0	32	0	57	0	0	57	0	0	0	0	0	242	927
	7:30 AM	0	135	39	0	174	9	0	0	0	9	0	51	0	0	51	0	0	0	0	0	234	858
	7:45 AM	0	134	44	0	178	16	0	0	0	16	1	63	0	0	64	0	0	0	0	0	258	839
	8:00 AM	0	99	16	1	116	9	0	1	0	10	0	67	0	0	67	0	0	0	0	0	193	808
	8:15 AM	0	97	16	0	113	6	0	0	0	6	0	54	0	0	54	0	0	0	0	0	173	
	8:30 AM	0	106	21	0	127	10	0	0	0	10	1	77	0	0	78	0	0	0	0	0	215	
	8:45 AM	0	105	14	0	119	24	0	0	0	24	1	83	0	0	84	0	0	0	0	0	227	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	82	18	0	100	7	0	1	0	8	0	99	0	0	99	0	0	0	0	0	207	941
	2:15 PM	0	73	10	0	83	20	0	2	0	22	0	117	0	0	117	0	0	0	0	0	222	981
	2:30 PM	0	86	12	0	98	15	0	1	0	16	3	115	0	0	118	0	0	0	0	0	232	1028
	2:45 PM	0	118	25	0	143	11	0	0	0	11	0	126	0	0	126	0	0	0	0	0	280	1055
	3:00 PM	0	86	28	0	114	14	0	0	0	14	1	118	0	0	119	0	0	0	0	0	247	1082
	3:15 PM	0	90	25	0	115	19	0	0	0	19	0	135	0	0	135	0	0	0	0	0	269	1135
	3:30 PM	0	91	15	0	106	24	0	2	0	26	0	127	0	0	127	0	0	0	0	0	259	1196
	3:45 PM	0	123	12	0	135	19	0	0	0	19	2	151	0	0	153	0	0	0	0	0	307	1261
	4:00 PM	0	109	21	0	130	18	0	0	0	18	0	152	0	0	152	0	0	0	0	0	300	1269
	4:15 PM	0	108	20	0	128	21	0	0	0	21	1	180	0	0	181	0	0	0	0	0	330	1327
	4:30 PM	0	104	29	0	133	21	0	1	0	22	1	168	0	0	169	0	0	0	0	0	324	1338
	4:45 PM	0	107	16	0	123	25	0	0	0	25	1	166	0	0	167	0	0	0	0	0	315	1309
	5:00 PM	0	138	13	0	151	26	0	1	0	27	1	179	0	0	180	0	0	0	0	0	358	1271
	5:15 PM	0	132	13	0	145	23	0	1	0	24	1	171	0	0	172	0	0	0	0	0	341	
	5:30 PM	0	92	16	0	108	17	0	0	0	17	1	169	0	0	170	0	0	0	0	0	295	
	5:45 PM	0	92	16	0	108	23	0	1	0	24	1	144	0	0	145	0	0	0	0	0	277	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	2800	560	1	3361	449	0	12	0	461	19	2914	0	0	2933	0	0	0	0	0	6755	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	508	139	0	647	73	0	1	0	74	1	219	0	0	220	0	0	0	0	0	941
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	481	71	0	552	95	0	3	0	98	4	684	0	0	688	0	0	0	0	0	1338

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

Washington Avenue and Hamilton Road

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

15-Minute Time Period	Start Time	From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	11
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	14
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	19
	7:15 AM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	22
	7:30 AM	0	0	1	0	1	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	5	22
	7:45 AM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	24
	8:00 AM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	26
	8:15 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5	
	8:30 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	
	8:45 AM	0	2	1	0	3	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	9	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6	13
	2:15 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	11
	2:30 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	18
	3:00 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	24
	3:15 PM	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	8	23
	3:30 PM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5	17
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	18
	4:00 PM	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3	12
	4:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	15
	4:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6	16
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
	5:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	10
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
	5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	42	10	0	52	12	0	1	0	13	1	47	0	0	48	0	0	0	0	0	113	

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

Hourly Time Period	Start Time	From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	5	3	0	8	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	19
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	8	0	0	8	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	16

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Washington Avenue and Hamilton Road

15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Washington Avenue and Hamilton Road

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
	6:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	14
	6:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	19
	7:00 AM	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	23
	7:15 AM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	24
	7:30 AM	0	1	1	0	2	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	7	24
	7:45 AM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7	25
	8:00 AM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	27
	8:15 AM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5	
	8:30 AM	0	4	1	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8	
	8:45 AM	0	2	1	0	3	1	0	1	0	2	1	3	0	0	4	0	0	0	0	0	9	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6	16
	2:15 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	14
	2:30 PM	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	17
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	18
	3:00 PM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	25
	3:15 PM	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	8	25
	3:30 PM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5	19
	3:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8	20
	4:00 PM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4	14
	4:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	16
	4:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6	17
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	12
	5:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6	10
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	
	5:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	48	11	0	59	13	0	1	0	14	1	51	0	0	52	0	0	0	0	0	125	

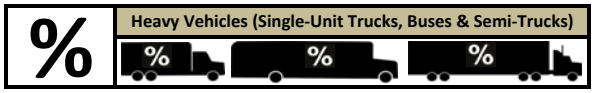
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	6	4	0	10	2	0	0	0	2	0	11	0	0	11	0	0	0	0	0	23
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	8	0	0	8	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	17

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Washington Avenue and Hamilton Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	5.9	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	2.2
	6:15 AM	0.0	4.7	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.0
	6:30 AM	0.0	1.5	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	1.8	1.9
	6:45 AM	0.0	1.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	1.7	2.2
	7:00 AM	0.0	0.0	3.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0	1.9	2.4
	7:15 AM	0.0	0.8	3.6	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	2.0	2.5
	7:30 AM	0.0	0.7	2.5	0.0	1.1	18.2	0.0	0.0	0.0	18.2	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	2.9	2.7
	7:45 AM	0.0	2.9	2.2	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.6	2.9
	8:00 AM	0.0	1.0	5.9	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.5	3.2
	8:15 AM	0.0	2.0	0.0	0.0	1.7	14.3	0.0	0.0	0.0	14.3	0.0	3.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	2.8	
	8:30 AM	0.0	3.6	4.5	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3.6	
	8:45 AM	0.0	1.9	6.7	0.0	2.5	4.0	0.0	100.0	0.0	7.7	50.0	3.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	3.8	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	3.5	0.0	0.0	2.9	12.5	0.0	0.0	0.0	11.1	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.8	1.7
	2:15 PM	0.0	3.9	9.1	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	2.2	1.4
	2:30 PM	0.0	1.1	14.3	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	1.7	1.6
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.4	1.7
	3:00 PM	0.0	3.4	0.0	0.0	2.6	6.7	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	2.3
	3:15 PM	0.0	1.1	0.0	0.0	0.9	5.0	0.0	0.0	0.0	5.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.9	2.2
	3:30 PM	0.0	3.2	0.0	0.0	2.8	4.0	0.0	0.0	0.0	3.7	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	1.9	1.6
	3:45 PM	0.0	2.4	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	2.5	1.6
	4:00 PM	0.0	0.9	0.0	0.0	0.8	10.0	0.0	0.0	0.0	10.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.3	1.1
	4:15 PM	0.0	0.0	4.8	0.0	0.8	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.2
	4:30 PM	0.0	1.9	0.0	0.0	1.5	4.5	0.0	0.0	0.0	4.3	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.8	1.3
	4:45 PM	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	0.9
	5:00 PM	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.6	0.8
	5:15 PM	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.9	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.7	1.9	0.0	1.7	2.8	0.0	7.7	0.0	2.9	5.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.8	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓) Washington Avenue					From East (←) Hamilton Road					From South (↑) Washington Avenue					From West (→) 0					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0.0	1.2	2.8	0.0	1.5	2.7	0.0	0.0	0.0	2.6	0.0	4.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	2.4
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	0.0	1.6	0.0	0.0	1.4	1.0	0.0	0.0	0.0	1.0	0.0	1.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.3

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Monday, April 03, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Washington Avenue and Hamilton Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach Washington Avenue			Crossing East Approach Hamilton Road			Crossing South Approach Washington Avenue			Crossing West Approach 0			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	3
	6:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2	4
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:00 AM	0	0	0	1	0	1	0	0	0	1	0	1	2	4
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	7:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	6
	7:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	7
	8:00 AM	0	0	0	1	0	1	1	0	1	2	0	2	4	9
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	2	0	2	0	0	0	0	0	0	2	
	8:45 AM	0	0	0	0	0	0	1	0	1	2	0	2	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	1	0	1	1	0	1	0	0	0	2	13
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	2:30 PM	0	0	0	2	0	2	2	0	2	2	0	2	6	20
	2:45 PM	0	0	0	2	0	2	0	0	0	3	0	3	5	15
	3:00 PM	0	0	0	2	0	2	0	0	0	2	0	2	4	14
	3:15 PM	0	0	0	1	0	1	2	0	2	2	0	2	5	13
	3:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	11
	3:45 PM	0	0	0	4	0	4	0	0	0	0	0	0	4	16
	4:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3	13
	4:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	3	15
	4:30 PM	0	0	0	0	0	0	0	0	0	6	0	6	6	22
	4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	20
	5:00 PM	0	0	0	1	0	1	3	0	3	1	0	1	5	24
	5:15 PM	0	0	0	3	0	3	2	0	2	5	0	5	10	
	5:30 PM	0	0	0	2	0	2	0	0	0	2	0	2	4	
	5:45 PM	0	0	0	4	0	4	0	0	0	1	0	1	5	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	31	1	32	12	0	12	36	0	36	80	

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					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Hilgen Avenue and Hamilton Road

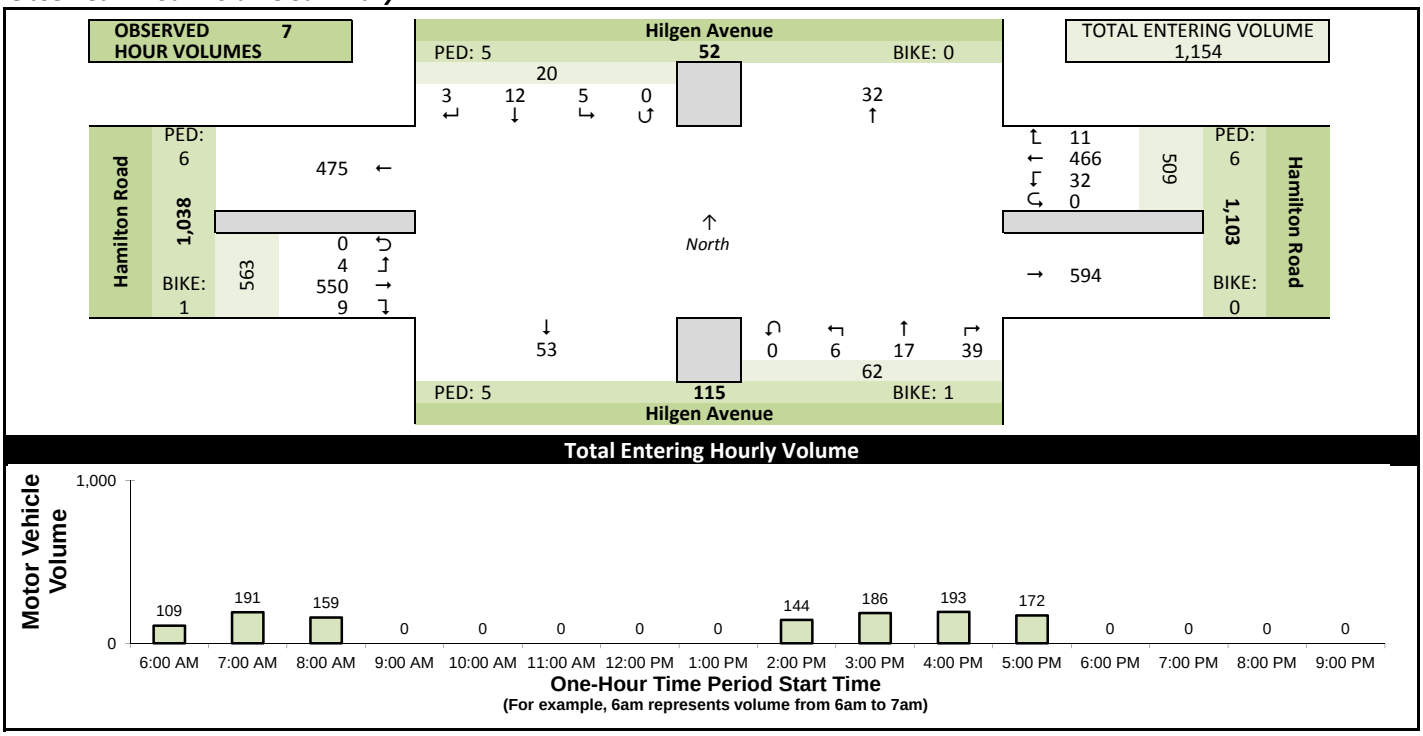
Site Information

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

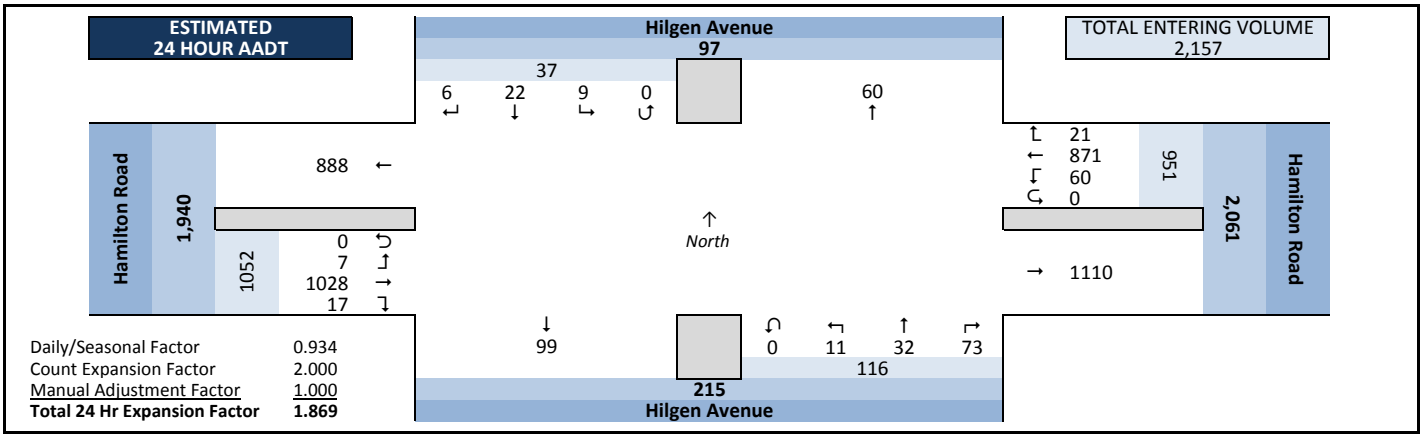
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 2:00 PM-6:00 PM				
1st Day of Count	Thursday, April 06, 2017			Weather	
AM Peak Period	Thursday, April 06, 2017			Clear & Dry	
Midday Peak Period	Thursday, April 06, 2017			Clear & Dry	
PM Peak Period	Thursday, April 06, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:00-5:00pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.934	Count Expansion Factor	2.000		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Karlyn Bieberitz			
	Midday Peak Period	None			
	PM Peak Period	Larry Numerich			
Comments	Version 2011.J4.1 2015 DOT Factors				

Observed 7 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

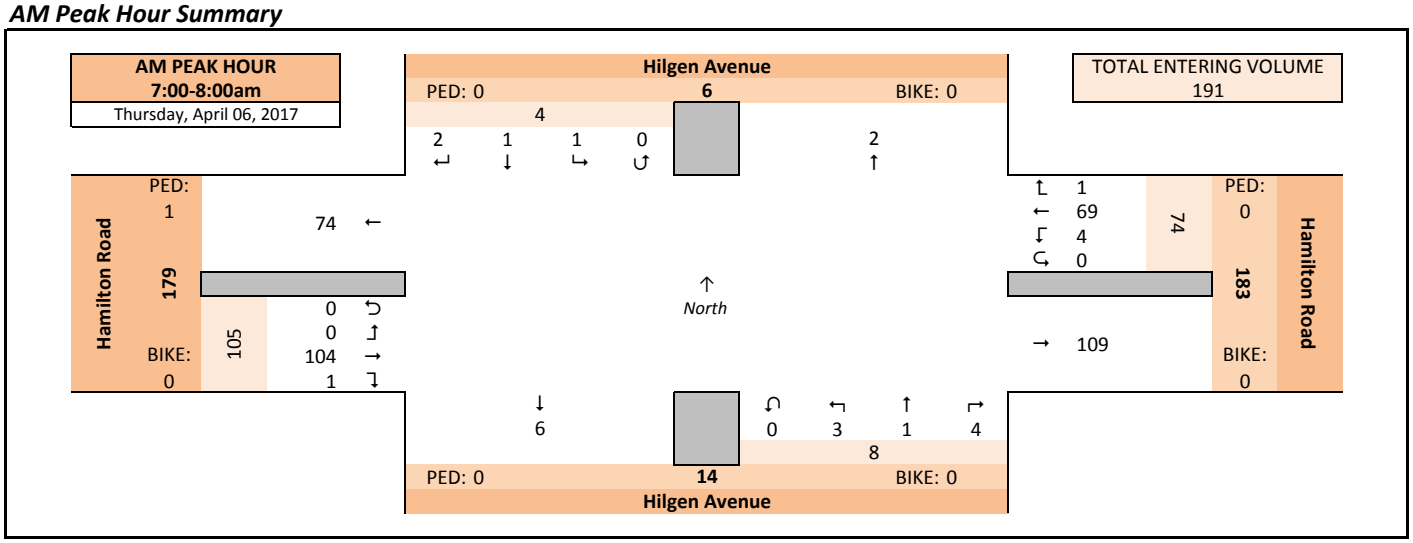
Count Basics			Page 2 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

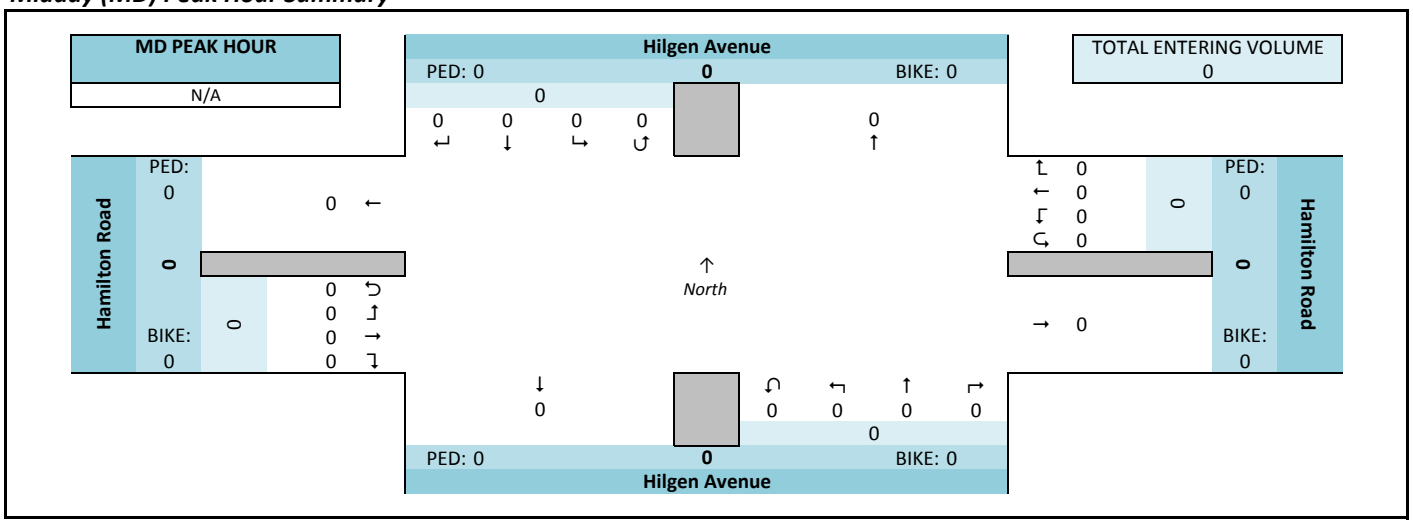
All Motor Vehicles

Hilgen Avenue and Hamilton Road

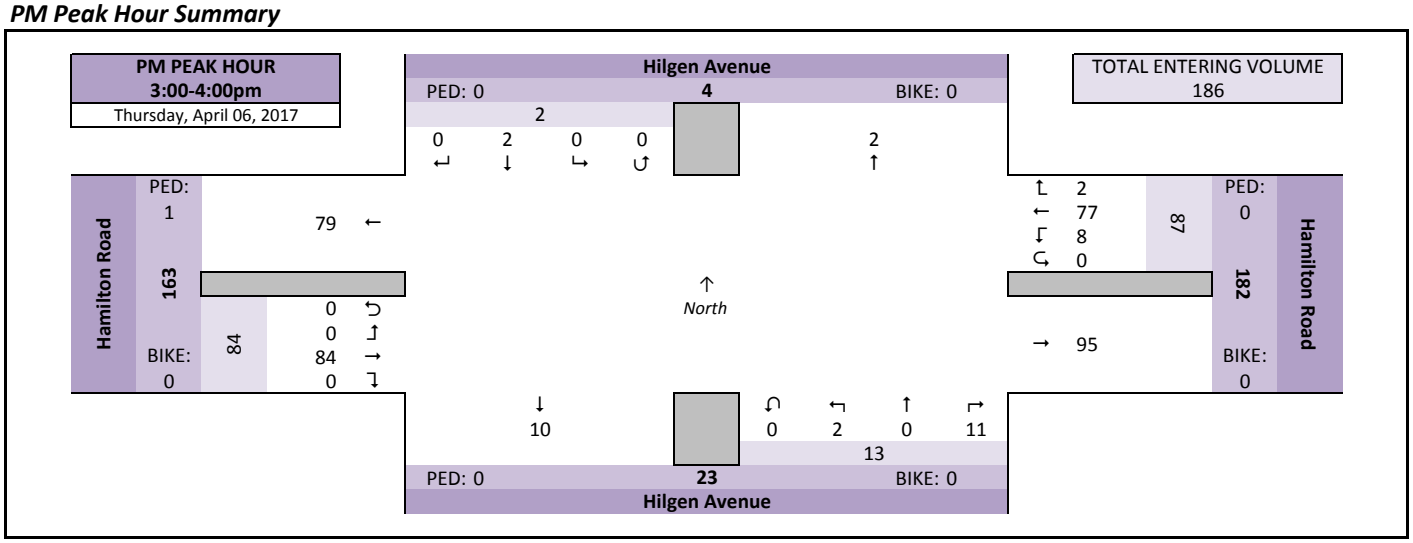
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Peak Hour Volume Summary

Hilgen Avenue and Hamilton Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, April 06, 2017		From North					From East					From South					From West					
	AM Peak Hour	Hilgen Avenue					Hamilton Road					Hilgen Avenue					Hamilton Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	30	0	0	30	49
	7:15 AM	1	0	0	0	1	0	19	2	0	21	1	0	0	0	1	0	28	0	0	28	51
	7:30 AM	1	0	1	0	2	0	12	1	0	13	1	1	0	0	2	1	23	0	0	24	41
	7:45 AM	0	1	0	0	1	0	20	1	0	21	2	0	3	0	5	0	23	0	0	23	50
	Peak Hour Volume	2	1	1	0	4	1	69	4	0	74	4	1	3	0	8	1	104	0	0	105	191
	Rounded Hourly Volume	0	0	0	0	0	0	70	5	0	75	5	0	5	0	10	0	105	0	0	105	190
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	100.0	7.2	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	4.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	1.6
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	100.0	8.7	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	5.8
	Peak Hour Factor (PHF)	0.50	0.25	0.25	0.00	0.50	0.25	0.86	0.50	0.00	0.88	0.50	0.25	0.25	0.00	0.40	0.25	0.87	0.00	0.00	0.87	0.94

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

Thursday, April 06, 2017		From North					From East					From South					From West					
	PM Peak Hour	Hilgen Avenue					Hamilton Road					Hilgen Avenue					Hamilton Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:00 PM	0	0	0	0	0	1	16	1	0	18	2	0	0	0	2	0	29	0	0	29	49
	3:15 PM	0	2	0	0	2	0	20	4	0	24	2	0	0	0	2	0	28	0	0	28	56
	3:30 PM	0	0	0	0	0	1	26	1	0	28	5	0	1	0	6	0	15	0	0	15	49
	3:45 PM	0	0	0	0	0	0	15	2	0	17	2	0	1	0	3	0	12	0	0	12	32
	Peak Hour Volume	0	2	0	0	2	2	77	8	0	87	11	0	2	0	13	0	84	0	0	84	186
	Rounded Hourly Volume	0	0	0	0	0	0	75	10	0	85	10	0	0	0	10	0	85	0	0	85	180
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	50.0	3.9	0.0	0.0	4.6	9.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	2.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	50.0	3.9	0.0	0.0	4.6	9.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	2.7
	Peak Hour Factor (PHF)	0.00	0.25	0.00	0.00	0.25	0.50	0.74	0.50	0.00	0.78	0.55	0.00	0.50	0.00	0.54	0.00	0.72	0.00	0.00	0.72	0.83

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
		Hilgen Avenue			Hamilton Road			Hilgen Avenue			Hamilton 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	1	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	1	0	1	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	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
	3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	1	0	1	1

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

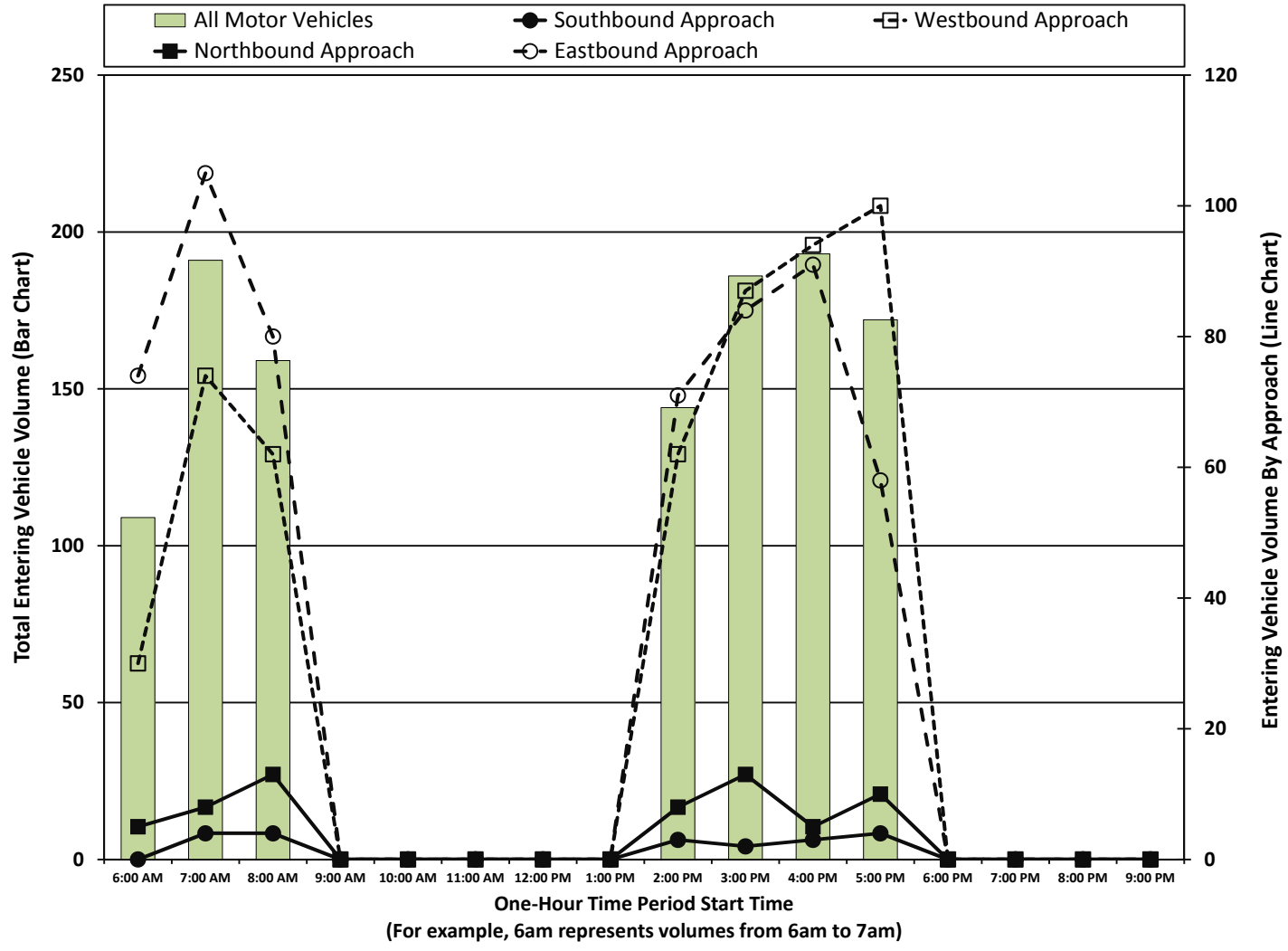
All Motor Vehicles

Hilgen Avenue and Hamilton Road

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	27	3	0	30	5	0	0	0	5	0	73	1	0	74	109	104	5
AM	7:00 AM	2	1	1	0	4	1	69	4	0	74	4	1	3	0	8	1	104	0	0	105	191	179	12
AM	8:00 AM	0	3	1	0	4	2	56	4	0	62	10	3	0	0	13	3	77	0	0	80	159	142	17
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	2	1	0	3	1	59	2	0	62	3	4	1	0	8	2	69	0	0	71	144	133	11
PM	3:00 PM	0	2	0	0	2	2	77	8	0	87	11	0	2	0	13	0	84	0	0	84	186	171	15
PM	4:00 PM	1	2	0	0	3	1	86	7	0	94	2	3	0	0	5	2	87	2	0	91	193	185	8
PM	5:00 PM	0	2	2	0	4	4	92	4	0	100	4	6	0	0	10	1	56	1	0	58	172	158	14
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		3	12	5	0	20	11	466	32	0	509	39	17	6	0	62	9	550	4	0	563	1154	1072	82

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		Page 5 of 11
Start Date: Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Hilgen Avenue and Hamilton Road

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (Hilgen Avenue)					From East (Hamilton Road)					From South (Hilgen Avenue)					From West (Hamilton Road)					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	13	109	0.57
	6:15 AM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	18	0	0	18	26	145	0.74
	6:30 AM	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	15	1	0	16	22	170	0.83
	6:45 AM	0	0	0	0	0	0	17	1	0	18	2	0	0	0	2	0	28	0	0	28	48	189	0.93
	7:00 AM	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	30	0	0	30	49	191	0.94
	7:15 AM	1	0	0	0	1	0	19	2	0	21	1	0	0	0	1	0	28	0	0	28	51	188	0.92
	7:30 AM	1	0	1	0	2	0	12	1	0	13	1	1	0	0	2	1	23	0	0	24	41	173	0.87
	7:45 AM	0	1	0	0	1	0	20	1	0	21	2	0	3	0	5	0	23	0	0	23	50	175	0.88
	8:00 AM	0	2	0	0	2	2	25	0	0	27	1	1	0	0	2	0	15	0	0	15	46	159	0.86
	8:15 AM	0	1	1	0	2	0	11	1	0	12	2	0	0	0	2	1	19	0	0	20	36		
	8:30 AM	0	0	0	0	0	0	11	2	0	13	3	1	0	0	4	2	24	0	0	26	43		
	8:45 AM	0	0	0	0	0	0	9	1	0	10	4	1	0	0	5	0	19	0	0	19	34		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	1	0	0	1	1	7	0	0	8	1	0	1	0	2	0	16	0	0	16	27	144	0.88
	2:15 PM	0	1	1	0	2	0	23	1	0	24	1	2	0	0	3	0	12	0	0	12	41	166	0.85
	2:30 PM	0	0	0	0	0	0	18	0	0	18	0	1	0	0	1	2	18	0	0	20	39	181	0.81
	2:45 PM	0	0	0	0	0	0	11	1	0	12	1	1	0	0	2	0	23	0	0	23	37	191	0.85
	3:00 PM	0	0	0	0	0	1	16	1	0	18	2	0	0	0	2	0	29	0	0	29	49	186	0.83
	3:15 PM	0	2	0	0	2	0	20	4	0	24	2	0	0	0	2	0	28	0	0	28	56	181	0.81
	3:30 PM	0	0	0	0	0	1	26	1	0	28	5	0	1	0	6	0	15	0	0	15	49	174	0.89
	3:45 PM	0	0	0	0	0	0	15	2	0	17	2	0	1	0	3	0	12	0	0	12	32	179	0.83
	4:00 PM	0	0	0	0	0	0	20	1	0	21	2	0	0	0	2	0	21	0	0	21	44	193	0.89
	4:15 PM	0	2	0	0	2	0	22	3	0	25	0	1	0	0	1	0	19	2	0	21	49	188	0.87
	4:30 PM	1	0	0	0	1	1	20	2	0	23	0	1	0	0	1	1	28	0	0	29	54	187	0.87
	4:45 PM	0	0	0	0	0	0	24	1	0	25	0	1	0	0	1	1	19	0	0	20	46	178	0.93
	5:00 PM	0	0	0	0	0	1	25	1	0	27	1	0	0	0	1	0	11	0	0	11	39	172	0.90
	5:15 PM	0	1	1	0	2	2	25	0	0	27	3	0	0	0	3	1	14	1	0	16	48		
	5:30 PM	0	1	1	0	2	1	19	2	0	22	0	5	0	0	5	0	16	0	0	16	45		
	5:45 PM	0	0	0	0	0	0	23	1	0	24	0	1	0	0	1	0	15	0	0	15	40		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		3	12	5	0	20	11	466	32	0	509	39	17	6	0	62	9	550	4	0	563	1154		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (Hilgen Avenue)					From East (Hamilton Road)					From South (Hilgen Avenue)					From West (Hamilton Road)					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:00 AM	2	1	1	0	4	1	69	4	0	74	4	1	3	0	8	1	104	0	0	105	191	0.94
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:00 PM	0	2	0	0	2	2	77	8	0	87	11	0	2	0	13	0	84	0	0	84	186	0.83

Intersection Traffic Volume Report

Count Basics			*Page 6 of 11*
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Hilgen Avenue and Hamilton Road

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	13	109
	6:15 AM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	18	0	0	18	26	142
	6:30 AM	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	15	1	0	16	22	166
	6:45 AM	0	0	0	0	0	0	17	1	0	18	2	0	0	0	2	0	28	0	0	28	48	180
	7:00 AM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	29	0	0	29	46	180
	7:15 AM	1	0	0	0	1	0	18	2	0	20	1	0	0	0	1	0	28	0	0	28	50	177
	7:30 AM	1	0	1	0	2	0	8	1	0	9	1	1	0	0	2	1	22	0	0	23	36	162
	7:45 AM	0	1	0	0	1	0	20	1	0	21	2	0	3	0	5	0	21	0	0	21	48	168
	8:00 AM	0	2	0	0	2	2	24	0	0	26	0	1	0	0	1	0	14	0	0	14	43	153
	8:15 AM	0	1	1	0	2	0	10	1	0	11	2	0	0	0	2	1	19	0	0	20	35	
	8:30 AM	0	0	0	0	0	0	11	2	0	13	3	0	0	0	3	2	24	0	0	26	42	
	8:45 AM	0	0	0	0	0	0	9	1	0	10	4	1	0	0	5	0	18	0	0	18	33	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	1	0	0	1	1	6	0	0	7	1	0	1	0	2	0	16	0	0	16	26	140
	2:15 PM	0	1	1	0	2	0	23	1	0	24	1	1	0	0	2	0	11	0	0	11	39	161
	2:30 PM	0	0	0	0	0	0	18	0	0	18	0	1	0	0	1	2	17	0	0	19	38	177
	2:45 PM	0	0	0	0	0	0	11	1	0	12	1	1	0	0	2	0	23	0	0	23	37	187
	3:00 PM	0	0	0	0	0	0	15	1	0	16	2	0	0	0	2	0	29	0	0	29	47	181
	3:15 PM	0	2	0	0	2	0	19	4	0	23	2	0	0	0	2	0	28	0	0	28	55	176
	3:30 PM	0	0	0	0	0	1	25	1	0	27	5	0	1	0	6	0	15	0	0	15	48	169
	3:45 PM	0	0	0	0	0	0	15	2	0	17	1	0	1	0	2	0	12	0	0	12	31	175
	4:00 PM	0	0	0	0	0	0	18	1	0	19	2	0	0	0	2	0	21	0	0	21	42	190
	4:15 PM	0	2	0	0	2	0	21	3	0	24	0	1	0	0	1	0	19	2	0	21	48	187
	4:30 PM	1	0	0	0	1	1	20	2	0	23	0	1	0	0	1	1	28	0	0	29	54	186
	4:45 PM	0	0	0	0	0	0	24	1	0	25	0	1	0	0	1	1	19	0	0	20	46	176
	5:00 PM	0	0	0	0	0	1	25	1	0	27	1	0	0	0	1	0	11	0	0	11	39	169
	5:15 PM	0	1	1	0	2	2	25	0	0	27	3	0	0	0	3	1	14	0	0	15	47	
	5:30 PM	0	1	1	0	2	1	18	2	0	21	0	5	0	0	5	0	16	0	0	16	44	
	5:45 PM	0	0	0	0	0	0	23	1	0	24	0	1	0	0	1	0	14	0	0	14	39	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	12	5	0	20	9	450	32	0	491	37	15	6	0	58	9	541	3	0	553	1122	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:00 AM	2	1	1	0	4	0	63	4	0	67	4	1	3	0	8	1	100	0	0	101	180
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	2	0	0	2	1	74	8	0	83	10	0	2	0	12	0	84	0	0	84	181

Intersection Traffic Volume Report

Count Basics			*Page 7 of 11*
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses

Hilgen Avenue and Hamilton Road

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

15-Minute Time Period	Start Time	From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	7:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
	7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	9
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
	8:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	6
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	5
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	5
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	3
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	2	15	0	0	17	2	2	0	0	4	0	7	1	0	8	29	

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

Hourly Time Period	Start Time	From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	8
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	0	0	0	0	0	5

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Hilgen Avenue and Hamilton Road

15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period Start Time	From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Hilgen Avenue and Hamilton Road

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	7:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3	11
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	11
	7:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	11
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
	8:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	6
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	5
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	5
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	3
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	2	16	0	0	18	2	2	0	0	4	0	9	1	0	10	32	

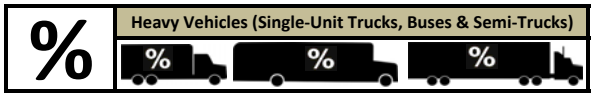
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	11
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	0	0	0	0	0	5

Intersection Traffic Volume Report

Count Basics			*Page 10 of 11*
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Hilgen Avenue and Hamilton Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period	Start Time	From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8
	7:00 AM	0.0	0.0	0.0	0.0	0.0	100.0	5.6	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	6.1	5.8
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	5.9
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	12.2	6.4
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.7	4.0	4.0
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.7	100.0	0.0	0.0	0.0	50.0	0.0	6.7	0.0	0.0	6.7	6.5	3.8
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	2.3	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	2.9	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	2.8
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	33.3	0.0	8.3	0.0	0.0	8.3	4.9	3.0
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.0	2.6	2.2
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
	3:00 PM	0.0	0.0	0.0	0.0	0.0	100.0	6.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	2.7
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	2.8
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.9
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	3.1	2.2
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1.6
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.5
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	6.2	2.1	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.7	2.5	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	18.2	3.4	0.0	0.0	3.5	5.1	11.8	0.0	0.0	6.5	0.0	1.6	25.0	0.0	1.8	2.8	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period	Start Time	From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0.0	0.0	0.0	0.0	0.0	100.0	8.7	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	5.8
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	3:00 PM	0.0	0.0	0.0	0.0	0.0	50.0	3.9	0.0	0.0	4.6	9.1	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	2.7

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Hilgen Avenue and Hamilton Road

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Hilgen Avenue			Hamilton Road			Hilgen Avenue			Hamilton Road				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	1	3
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:45 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	3
	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	1	0	1	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	1	0	1	0	0	0	0	0	0	1	0	1	2	
	8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
	2:15 PM	0	0	0	1	0	1	0	0	0	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	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	5
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	4:00 PM	0	0	0	2	0	2	1	0	1	0	1	1	4	9
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	4:30 PM	0	0	0	2	0	2	0	0	0	1	0	1	3	9
	4:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	6
	5:00 PM	2	0	2	0	0	0	1	0	1	1	0	1	4	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		5	0	5	6	0	6	5	1	6	6	1	7	24	

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					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Base Information, Observed (7) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Hilgen Avenue and Hamilton Road

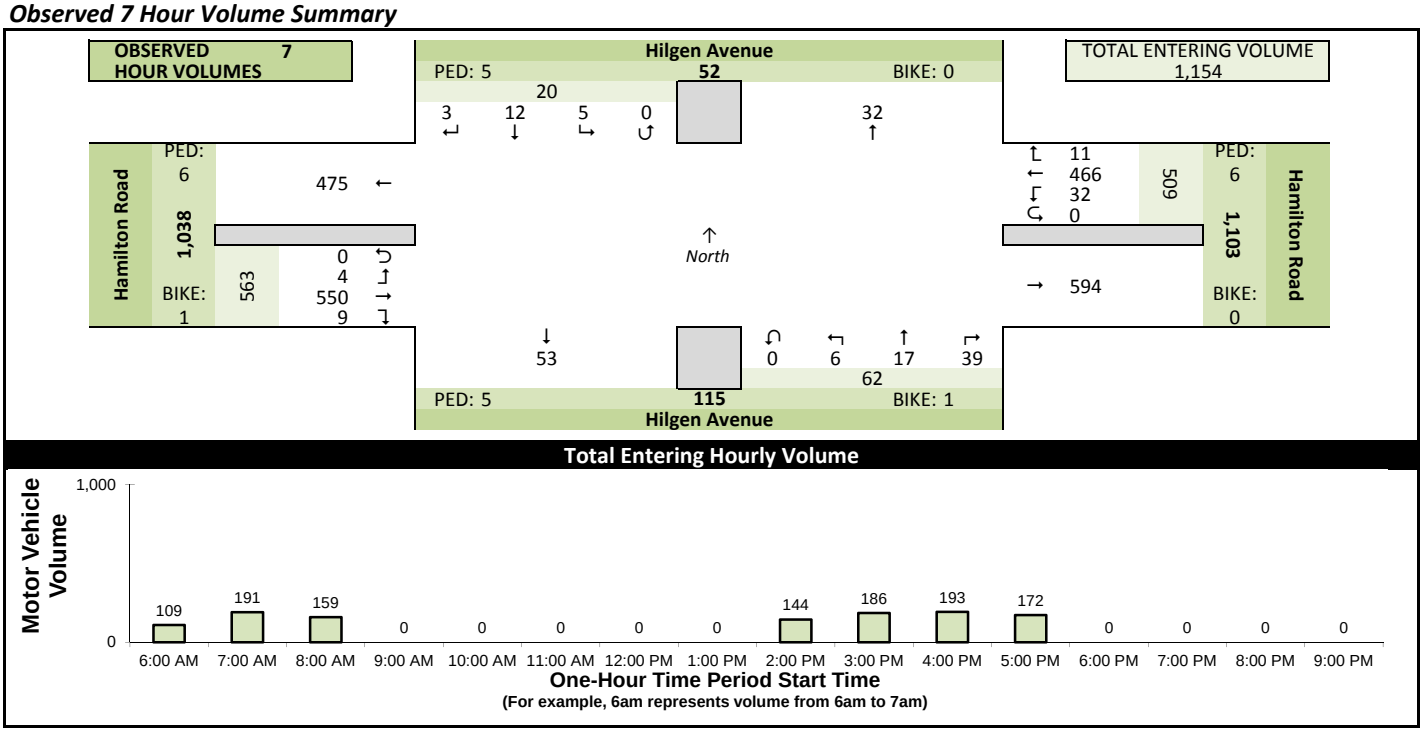
Site Information

Municipality	City of Cedarburg		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Hilgen Avenue		
East Leg	Hamilton Road		
South Leg	Hilgen Avenue		
West Leg	Hamilton 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	

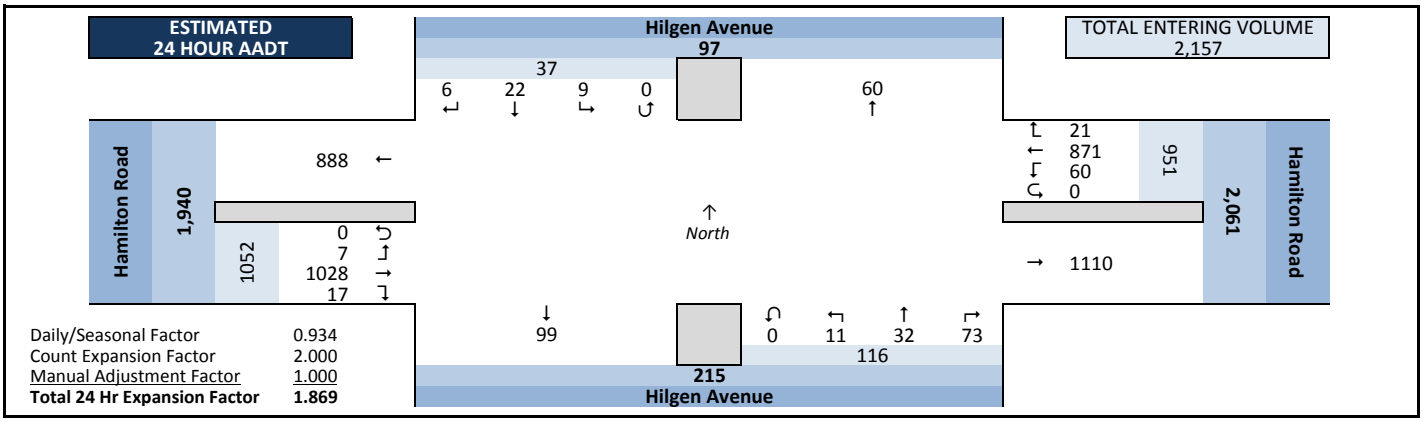
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 2:00 PM-6:00 PM				
1st Day of Count	Thursday, April 06, 2017			Weather	
AM Peak Period	Thursday, April 06, 2017			Clear & Dry	
Midday Peak Period	Thursday, April 06, 2017			Clear & Dry	
PM Peak Period	Thursday, April 06, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD		PM	4:00-5:00pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD		PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.934	Count Expansion Factor	2.000		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Karlyn Bieberitz			
	Midday Peak Period	None			
	PM Peak Period	Larry Numerich			
Comments	Version 2011.J4.1				
	2015 DOT Factors				

Observed 7 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

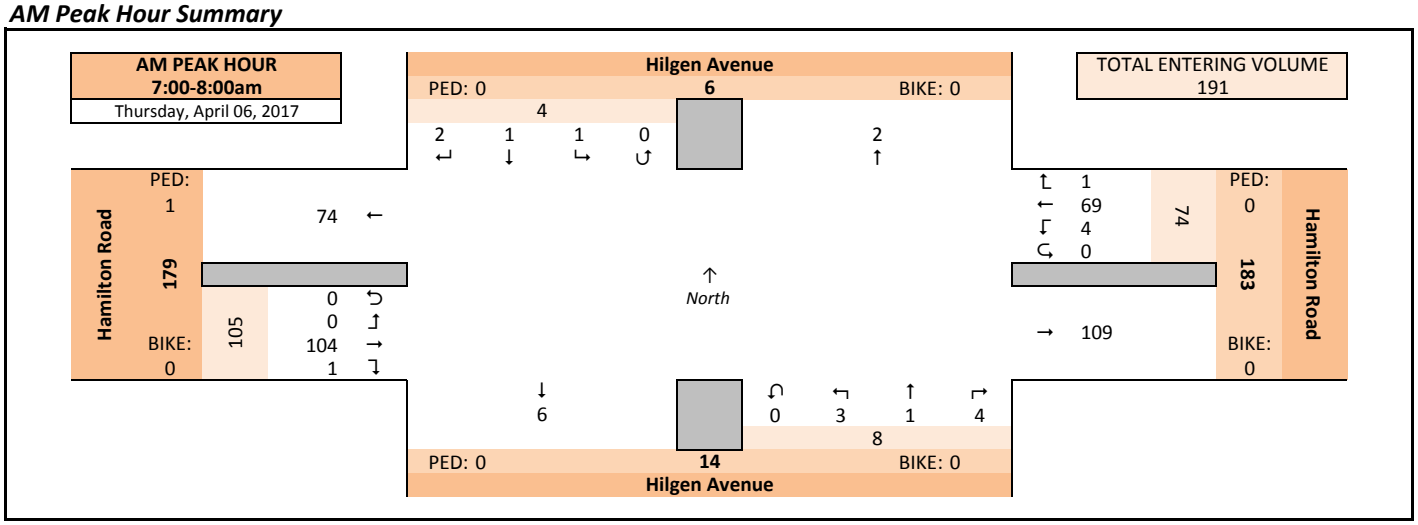
Count Basics			Page 2 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

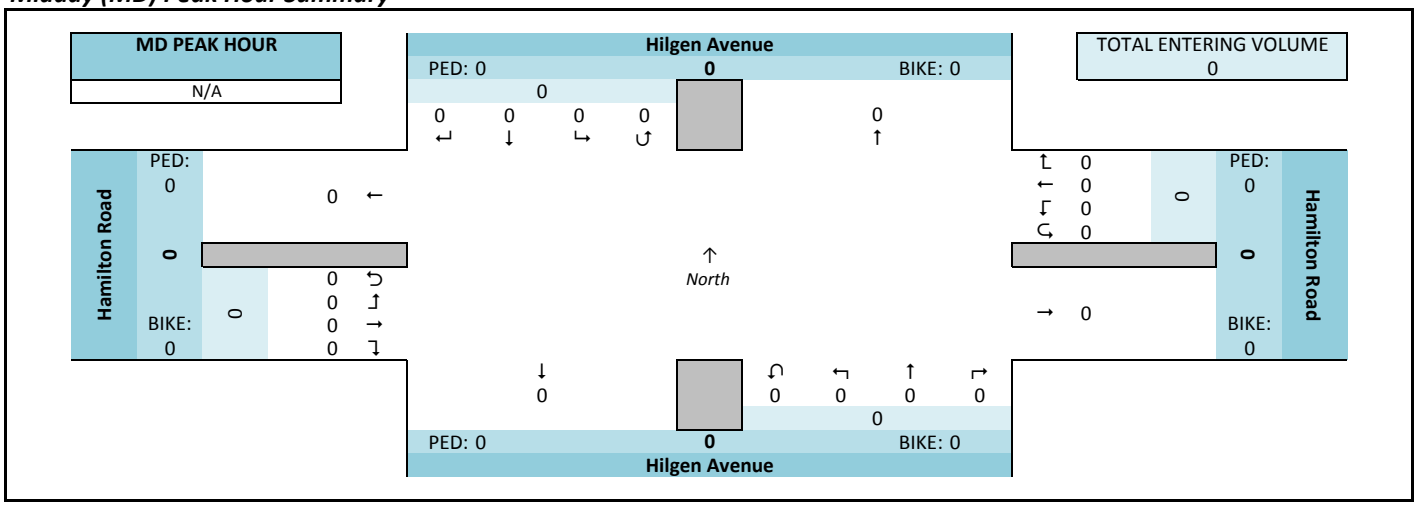
All Motor Vehicles

Hilgen Avenue and Hamilton Road

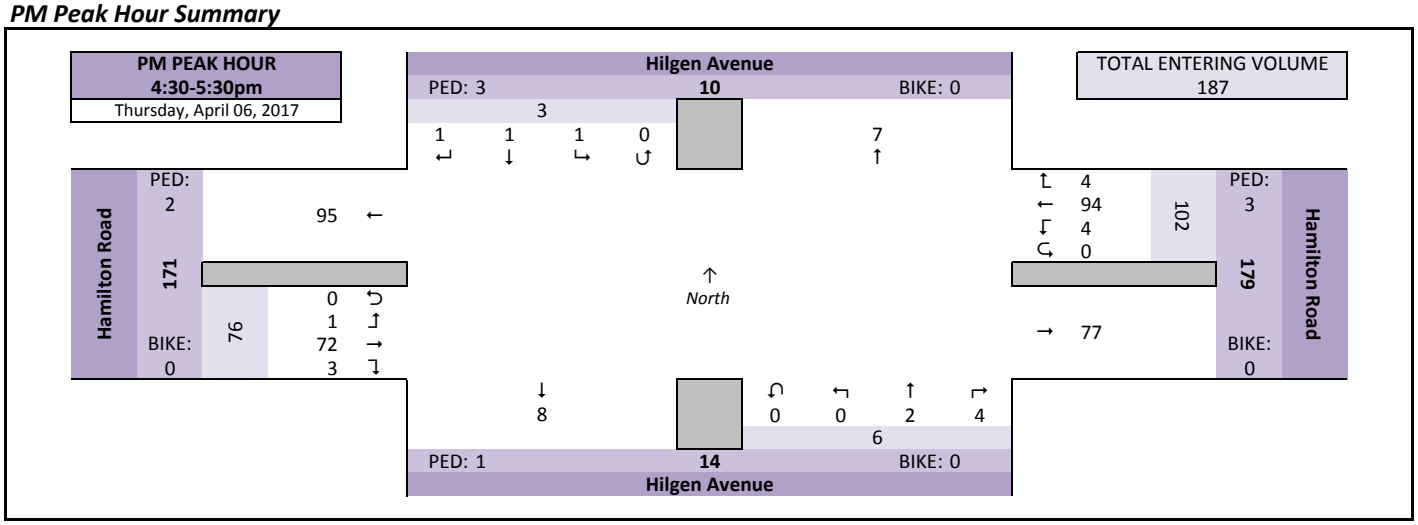
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 11*
Start Date: Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7	Non-Holiday	No Special Events

Peak Hour Volume Summary

Hilgen Avenue and Hamilton Road

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, April 06, 2017		From North					From East					From South					From West					
	AM Peak Hour	Hilgen Avenue					Hamilton Road					Hilgen Avenue					Hamilton Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	30	0	0	30	49
	7:15 AM	1	0	0	0	1	0	19	2	0	21	1	0	0	0	1	0	28	0	0	28	51
	7:30 AM	1	0	1	0	2	0	12	1	0	13	1	1	0	0	2	1	23	0	0	24	41
	7:45 AM	0	1	0	0	1	0	20	1	0	21	2	0	3	0	5	0	23	0	0	23	50
	Peak Hour Volume	2	1	1	0	4	1	69	4	0	74	4	1	3	0	8	1	104	0	0	105	191
	Rounded Hourly Volume	0	0	0	0	0	0	70	5	0	75	5	0	5	0	10	0	105	0	0	105	190
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	100.0	7.2	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	4.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	1.6
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	100.0	8.7	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	5.8
	Peak Hour Factor (PHF)	0.50	0.25	0.25	0.00	0.50	0.25	0.86	0.50	0.00	0.88	0.50	0.25	0.25	0.00	0.40	0.25	0.87	0.00	0.00	0.87	0.94

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

Thursday, April 06, 2017		From North					From East					From South					From West					
	PM Peak Hour	Hilgen Avenue					Hamilton Road					Hilgen Avenue					Hamilton 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	1	0	0	0	1	1	20	2	0	23	0	1	0	0	1	1	28	0	0	29	54
	4:45 PM	0	0	0	0	0	0	24	1	0	25	0	1	0	0	1	1	19	0	0	20	46
	5:00 PM	0	0	0	0	0	1	25	1	0	27	1	0	0	0	1	0	11	0	0	11	39
	5:15 PM	0	1	1	0	2	2	25	0	0	27	3	0	0	0	3	1	14	1	0	16	48
	Peak Hour Volume	1	1	1	0	3	4	94	4	0	102	4	2	0	0	6	3	72	1	0	76	187
	Rounded Hourly Volume	0	0	0	0	0	5	95	5	0	105	5	0	0	0	5	5	70	0	0	75	185
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	1.3	0.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	1.3	0.5
	Peak Hour Factor (PHF)	0.25	0.25	0.25	0.00	0.37	0.50	0.94	0.50	0.00	0.94	0.33	0.50	0.00	0.00	0.50	0.75	0.64	0.25	0.00	0.66	0.87

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
		Hilgen Avenue			Hamilton Road			Hilgen Avenue			Hamilton 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	1	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	1	0	1	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	2	0	2	0	0	0	1	0	1	3
	4:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2
	5:00 PM	2	0	2	0	0	0	1	0	1	1	0	1	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	3	0	3	3	0	3	1	0	1	2	0	2	9

Intersection Traffic Volume Report

Count Basics			Page 4 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

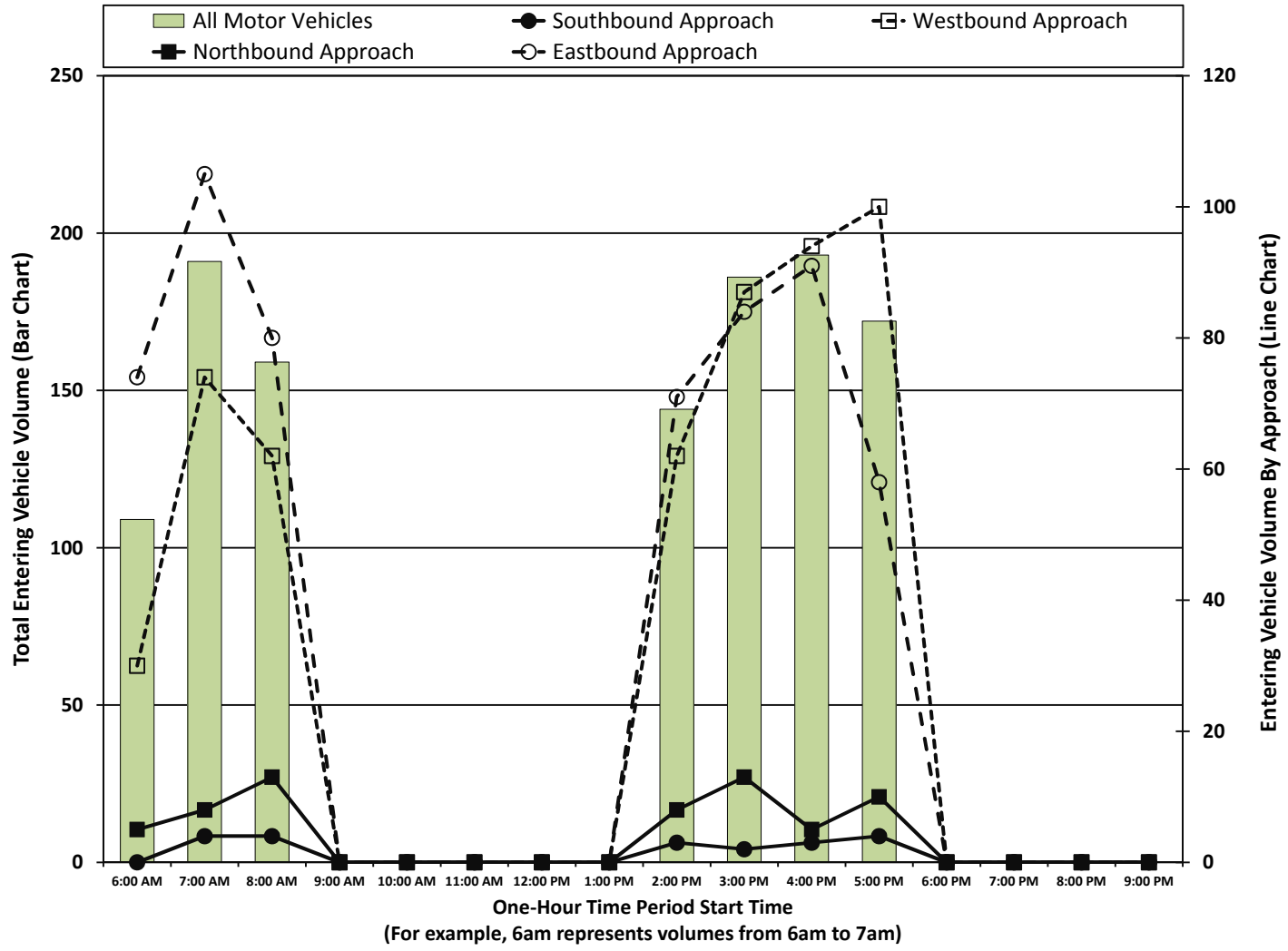
All Motor Vehicles

Hilgen Avenue and Hamilton Road

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	27	3	0	30	5	0	0	0	5	0	73	1	0	74	109	104	5
AM	7:00 AM	2	1	1	0	4	1	69	4	0	74	4	1	3	0	8	1	104	0	0	105	191	179	12
AM	8:00 AM	0	3	1	0	4	2	56	4	0	62	10	3	0	0	13	3	77	0	0	80	159	142	17
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	2	1	0	3	1	59	2	0	62	3	4	1	0	8	2	69	0	0	71	144	133	11
PM	3:00 PM	0	2	0	0	2	2	77	8	0	87	11	0	2	0	13	0	84	0	0	84	186	171	15
PM	4:00 PM	1	2	0	0	3	1	86	7	0	94	2	3	0	0	5	2	87	2	0	91	193	185	8
PM	5:00 PM	0	2	2	0	4	4	92	4	0	100	4	6	0	0	10	1	56	1	0	58	172	158	14
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		3	12	5	0	20	11	466	32	0	509	39	17	6	0	62	9	550	4	0	563	1154	1072	82

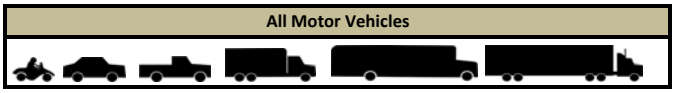
Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		Page 5 of 11
Start Date: Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data



Hilgen Avenue and Hamilton Road

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (Hilgen Avenue)					From East (Hamilton Road)					From South (Hilgen Avenue)					From West (Hamilton Road)					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	13	109	0.57
	6:15 AM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	18	0	0	18	26	145	0.74
	6:30 AM	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	15	1	0	16	22	170	0.83
	6:45 AM	0	0	0	0	0	0	17	1	0	18	2	0	0	0	2	0	28	0	0	28	48	189	0.93
	7:00 AM	0	0	0	0	0	1	18	0	0	19	0	0	0	0	0	0	30	0	0	30	49	191	0.94
	7:15 AM	1	0	0	0	1	0	19	2	0	21	1	0	0	0	1	0	28	0	0	28	51	188	0.92
	7:30 AM	1	0	1	0	2	0	12	1	0	13	1	1	0	0	2	1	23	0	0	24	41	173	0.87
	7:45 AM	0	1	0	0	1	0	20	1	0	21	2	0	3	0	5	0	23	0	0	23	50	175	0.88
	8:00 AM	0	2	0	0	2	2	25	0	0	27	1	1	0	0	2	0	15	0	0	15	46	159	0.86
	8:15 AM	0	1	1	0	2	0	11	1	0	12	2	0	0	0	2	1	19	0	0	20	36		
	8:30 AM	0	0	0	0	0	0	11	2	0	13	3	1	0	0	4	2	24	0	0	26	43		
	8:45 AM	0	0	0	0	0	0	9	1	0	10	4	1	0	0	5	0	19	0	0	19	34		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	1	0	0	1	1	7	0	0	8	1	0	1	0	2	0	16	0	0	16	27	144	0.88
	2:15 PM	0	1	1	0	2	0	23	1	0	24	1	2	0	0	3	0	12	0	0	12	41	166	0.85
	2:30 PM	0	0	0	0	0	0	18	0	0	18	0	1	0	0	1	2	18	0	0	20	39	181	0.81
	2:45 PM	0	0	0	0	0	0	11	1	0	12	1	1	0	0	2	0	23	0	0	23	37	191	0.85
	3:00 PM	0	0	0	0	0	1	16	1	0	18	2	0	0	0	2	0	29	0	0	29	49	186	0.83
	3:15 PM	0	2	0	0	2	0	20	4	0	24	2	0	0	0	2	0	28	0	0	28	56	181	0.81
	3:30 PM	0	0	0	0	0	1	26	1	0	28	5	0	1	0	6	0	15	0	0	15	49	174	0.89
	3:45 PM	0	0	0	0	0	0	15	2	0	17	2	0	1	0	3	0	12	0	0	12	32	179	0.83
	4:00 PM	0	0	0	0	0	0	20	1	0	21	2	0	0	0	2	0	21	0	0	21	44	193	0.89
	4:15 PM	0	2	0	0	2	0	22	3	0	25	0	1	0	0	1	0	19	2	0	21	49	188	0.87
	4:30 PM	1	0	0	0	1	1	20	2	0	23	0	1	0	0	1	1	28	0	0	29	54	187	0.87
	4:45 PM	0	0	0	0	0	0	24	1	0	25	0	1	0	0	1	1	19	0	0	20	46	178	0.93
	5:00 PM	0	0	0	0	0	1	25	1	0	27	1	0	0	0	1	0	11	0	0	11	39	172	0.90
	5:15 PM	0	1	1	0	2	2	25	0	0	27	3	0	0	0	3	1	14	1	0	16	48		
	5:30 PM	0	1	1	0	2	1	19	2	0	22	0	5	0	0	5	0	16	0	0	16	45		
	5:45 PM	0	0	0	0	0	0	23	1	0	24	0	1	0	0	1	0	15	0	0	15	40		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		3	12	5	0	20	11	466	32	0	509	39	17	6	0	62	9	550	4	0	563	1154		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (Hilgen Avenue)					From East (Hamilton Road)					From South (Hilgen Avenue)					From West (Hamilton 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	2	1	1	0	4	1	69	4	0	74	4	1	3	0	8	1	104	0	0	105	191	0.94
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	1	1	1	0	3	4	94	4	0	102	4	2	0	0	6	3	72	1	0	76	187	0.87

Intersection Traffic Volume Report

Count Basics			Page 6 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)

Hilgen Avenue and Hamilton Road

15-Minute Automobile Data

15-Minute Time Period	Start Time	From North (Hilgen Avenue)					From East (Hamilton Road)					From South (Hilgen Avenue)					From West (Hamilton Road)					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	13	109
	6:15 AM	0	0	0	0	0	0	6	1	0	7	1	0	0	0	1	0	18	0	0	18	26	142
	6:30 AM	0	0	0	0	0	0	3	1	0	4	2	0	0	0	2	0	15	1	0	16	22	166
	6:45 AM	0	0	0	0	0	0	17	1	0	18	2	0	0	0	2	0	28	0	0	28	48	180
	7:00 AM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	29	0	0	29	46	180
	7:15 AM	1	0	0	0	1	0	18	2	0	20	1	0	0	0	1	0	28	0	0	28	50	177
	7:30 AM	1	0	1	0	2	0	8	1	0	9	1	1	0	0	2	1	22	0	0	23	36	162
	7:45 AM	0	1	0	0	1	0	20	1	0	21	2	0	3	0	5	0	21	0	0	21	48	168
	8:00 AM	0	2	0	0	2	2	24	0	0	26	0	1	0	0	1	0	14	0	0	14	43	153
	8:15 AM	0	1	1	0	2	0	10	1	0	11	2	0	0	0	2	1	19	0	0	20	35	
	8:30 AM	0	0	0	0	0	0	11	2	0	13	3	0	0	0	3	2	24	0	0	26	42	
	8:45 AM	0	0	0	0	0	0	9	1	0	10	4	1	0	0	5	0	18	0	0	18	33	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	1	0	0	1	1	6	0	0	7	1	0	1	0	2	0	16	0	0	16	26	140
	2:15 PM	0	1	1	0	2	0	23	1	0	24	1	1	0	0	2	0	11	0	0	11	39	161
	2:30 PM	0	0	0	0	0	0	18	0	0	18	0	1	0	0	1	2	17	0	0	19	38	177
	2:45 PM	0	0	0	0	0	0	11	1	0	12	1	1	0	0	2	0	23	0	0	23	37	187
	3:00 PM	0	0	0	0	0	0	15	1	0	16	2	0	0	0	2	0	29	0	0	29	47	181
	3:15 PM	0	2	0	0	2	0	19	4	0	23	2	0	0	0	2	0	28	0	0	28	55	176
	3:30 PM	0	0	0	0	0	1	25	1	0	27	5	0	1	0	6	0	15	0	0	15	48	169
	3:45 PM	0	0	0	0	0	0	15	2	0	17	1	0	1	0	2	0	12	0	0	12	31	175
	4:00 PM	0	0	0	0	0	0	18	1	0	19	2	0	0	0	2	0	21	0	0	21	42	190
	4:15 PM	0	2	0	0	2	0	21	3	0	24	0	1	0	0	1	0	19	2	0	21	48	187
	4:30 PM	1	0	0	0	1	1	20	2	0	23	0	1	0	0	1	1	28	0	0	29	54	186
	4:45 PM	0	0	0	0	0	0	24	1	0	25	0	1	0	0	1	1	19	0	0	20	46	176
	5:00 PM	0	0	0	0	0	1	25	1	0	27	1	0	0	0	1	0	11	0	0	11	39	169
	5:15 PM	0	1	1	0	2	2	25	0	0	27	3	0	0	0	3	1	14	0	0	15	47	
	5:30 PM	0	1	1	0	2	1	18	2	0	21	0	5	0	0	5	0	16	0	0	16	44	
	5:45 PM	0	0	0	0	0	0	23	1	0	24	0	1	0	0	1	0	14	0	0	14	39	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	12	5	0	20	9	450	32	0	491	37	15	6	0	58	9	541	3	0	553	1122	

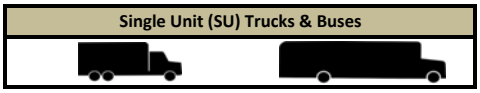
Peak Hour Automobile Volume Summary

Hourly Time Period	Start Time	From North (Hilgen Avenue)					From East (Hamilton Road)					From South (Hilgen Avenue)					From West (Hamilton 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	2	1	1	0	4	0	63	4	0	67	4	1	3	0	8	1	100	0	0	101	180
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	1	1	0	3	4	94	4	0	102	4	2	0	0	6	3	72	0	0	75	186

Intersection Traffic Volume Report

Count Basics			Page 7 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

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



Hilgen Avenue and Hamilton Road

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

15-Minute Time Period		From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	7:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	8
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
	7:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	9
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
	8:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	6
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	5
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	5
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	3
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	2	15	0	0	17	2	2	0	0	4	0	7	1	0	8	29	

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

Hourly Time Period		From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	8
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1

Intersection Traffic Volume Report

Count Basics			*Page 8 of 11*
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks

Hilgen Avenue and Hamilton Road

15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

Hourly Time Period	Start Time	From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Hilgen Avenue and Hamilton Road

15-Minute Heavy Vehicle Data

15-Minute Time Period	Start Time	From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	7:00 AM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3	11
	7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	11
	7:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	11
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	7
	8:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	6
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	5
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2	5
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	3
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	2	16	0	0	18	2	2	0	0	4	0	9	1	0	10	32	

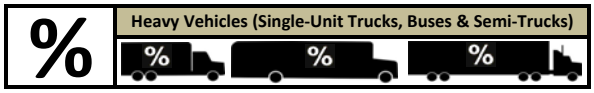
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) Hilgen Avenue					From East (←) Hamilton Road					From South (↑) Hilgen Avenue					From West (→) Hamilton Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	11
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1

Intersection Traffic Volume Report

Count Basics			Page 10 of 11
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Hilgen Avenue and Hamilton Road

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (Hilgen Avenue)					From East (Hamilton Road)					From South (Hilgen Avenue)					From West (Hamilton Road)					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8
	7:00 AM	0.0	0.0	0.0	0.0	0.0	100.0	5.6	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.3	6.1	5.8
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	5.9
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	30.8	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.2	12.2	6.4
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	8.7	4.0	4.0
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.7	100.0	0.0	0.0	0.0	50.0	0.0	6.7	0.0	0.0	6.7	6.5	3.8
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	2.3	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	2.9	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7	2.8
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	33.3	0.0	8.3	0.0	0.0	8.3	4.9	3.0
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.0	2.6	2.2
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
	3:00 PM	0.0	0.0	0.0	0.0	0.0	100.0	6.2	0.0	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	2.7
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	2.8
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.9
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	3.1	2.2
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	1.6
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.5
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	6.2	2.1	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.7	2.5	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	18.2	3.4	0.0	0.0	3.5	5.1	11.8	0.0	0.0	6.5	0.0	1.6	25.0	0.0	1.8	2.8	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (Hilgen Avenue)					From East (Hamilton Road)					From South (Hilgen Avenue)					From West (Hamilton Road)					Hourly Heavy Vehicle Percent
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0.0	0.0	0.0	0.0	0.0	100.0	8.7	0.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	5.8
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	1.3	0.5

Intersection Traffic Volume Report

Count Basics			*Page 11 of 11*
Start Date:	Thursday, April 06, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Hilgen Avenue and Hamilton Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach — Hilgen Avenue			Crossing East Approach — Hamilton Road			Crossing South Approach — Hilgen Avenue			Crossing West Approach — Hamilton Road			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	1	3
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	6:45 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	3
	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	1	0	1	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	1	0	1	0	0	0	0	0	0	1	0	1	2	
	8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	2
	2:15 PM	0	0	0	1	0	1	0	0	0	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	1
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	3:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	5
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	4:00 PM	0	0	0	2	0	2	1	0	1	0	1	1	4	9
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	4:30 PM	0	0	0	2	0	2	0	0	0	1	0	1	3	9
	4:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	6
	5:00 PM	2	0	2	0	0	0	1	0	1	1	0	1	4	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**5**	**0**	**5**	**6**	**0**	**6**	**5**	**1**	**6**	**6**	**1**	**7**	**24**	

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					

File Name: 2068 Arrabelle Apartments - Cedarburg
Start Date: 4/7/2017
Start Time: 7:00:00 AM
Site Code: Washington Avenue at Hamilton Road
Comment 1: Cedarburg
Comment 2: Weekday AM
Comment 3:
Comment 4:

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
7:00 AM	0	12	8	9	8	6	2	2	2	2	0	1	1	0	0	0
7:15 AM	0	18	13	10	4	4	3	0	1	0	0	1	0	0	0	0
7:30 AM	0	11	25	11	7	3	0	2	1	0	0	1	0	0	0	0
7:45 AM	0	7	20	8	6	4	0	1	2	1	2	2	0	0	0	0
Peak	0	48	66	38	25	17	5	5	6	3	2	5	1	0	0	0

Left turn			Single Gap	Two Gap		Three Gap								
	6.4 sec	9.9 sec			13.5 sec									
48	66	8	54	18	4	6	6	3	2	5	1	0	0	0

Single	54
Double	22
Triple	23
Gaps Available	167

File Name: 2068 Arrabelle Apartments - Cedarburg
Start Date: 4/10/2017
Start Time: 4:30:00 PM
Site Code: Washington Avenue at Hamilton Road
Comment 1: Cedarburg
Comment 2: Weekday PM
Comment 3:
Comment 4:

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29
4:30 PM	0	4	10	17	8	4	0	3	2	1	1	1	0	0	0	0
4:45 PM	0	6	21	12	9	3	1	3	1	0	1	0	0	0	0	0
5:00 PM	0	7	12	7	13	5	2	2	0	0	0	0	0	0	0	0
5:15 PM	0	6	12	13	6	4	6	3	0	1	1	2	0	0	0	0
Peak	0	23	55	49	36	16	9	11	3	2	3	3	0	0	0	0

Left turn			Single Gap	Two Gap		Three Gap									
		6.4 sec	9.9 sec		13.5 sec										
23	55	10	73	18	7	13	3	2	3	3	0	0	0	0	

Single	73
Double	25
Triple	24
Gaps Available	195

Stevens Point
Growth Rate Analysis

North on Washington

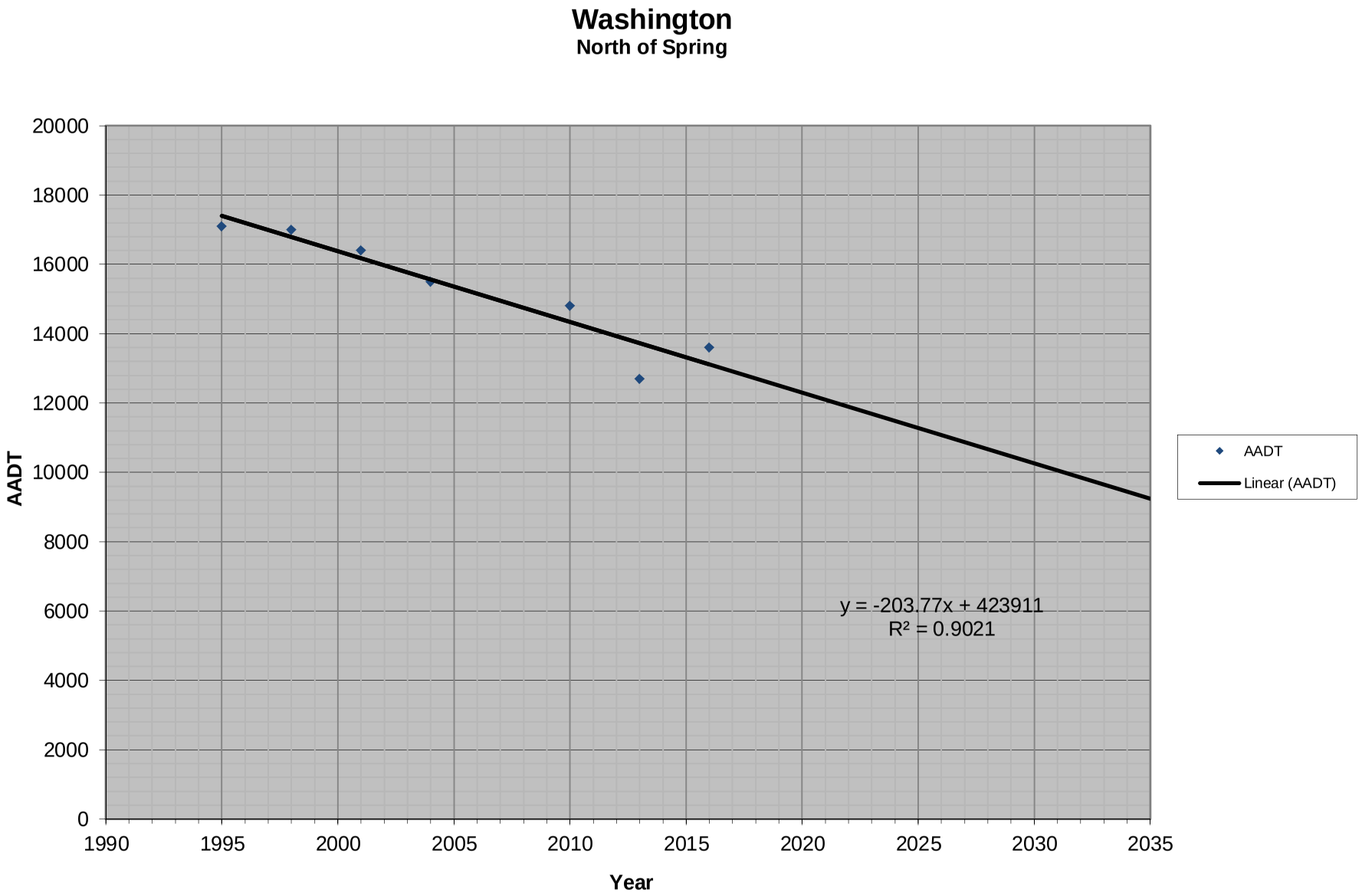
Year	AADT
1995	17100
1998	17000
2001	16400
2004	15500
2010	14800
2013	12700
2016	13600

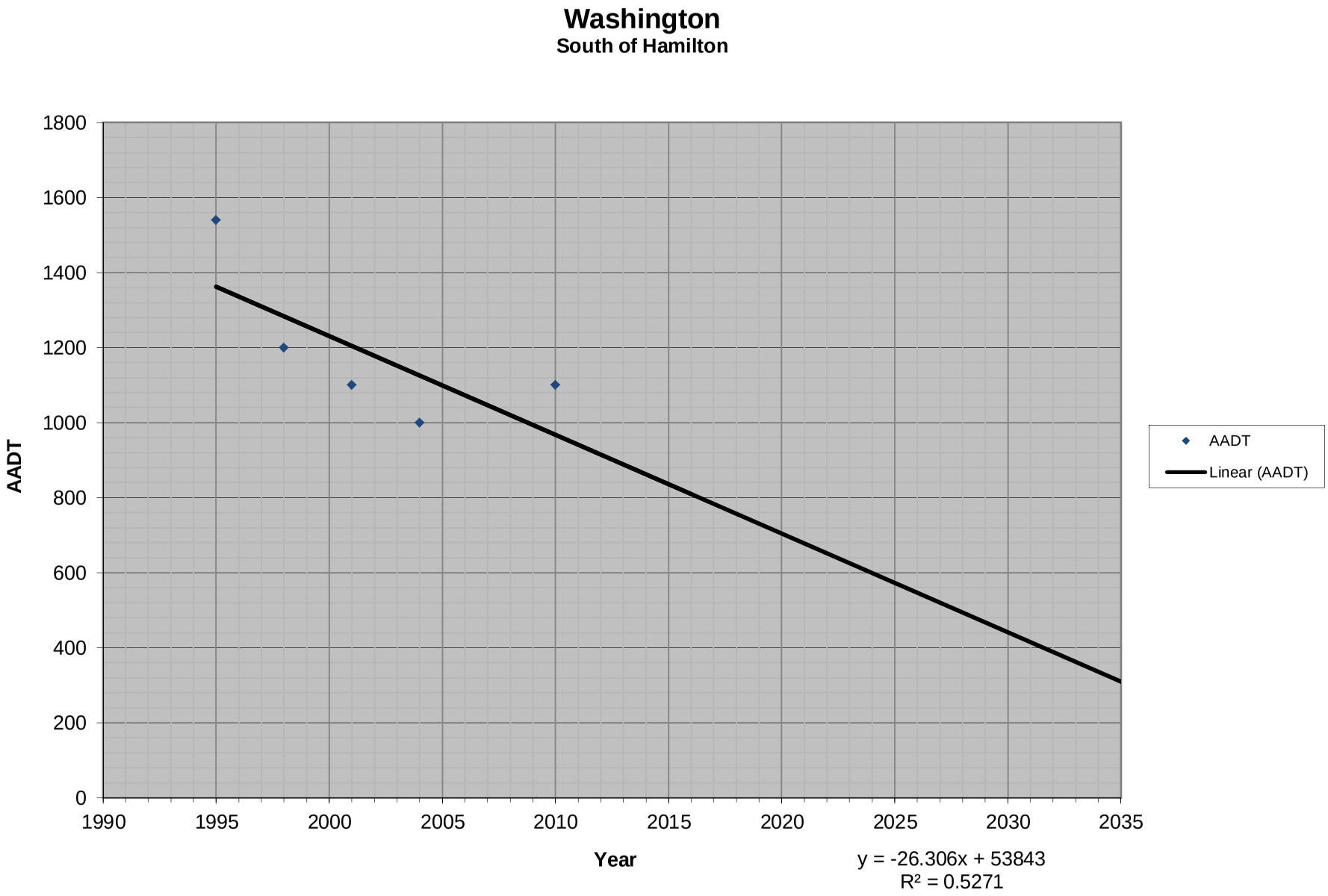
South on Washington

Year	AADT
1995	15450
1998	15000
2001	17400
2004	13500
2010	12300
2013	12500
2016	12200

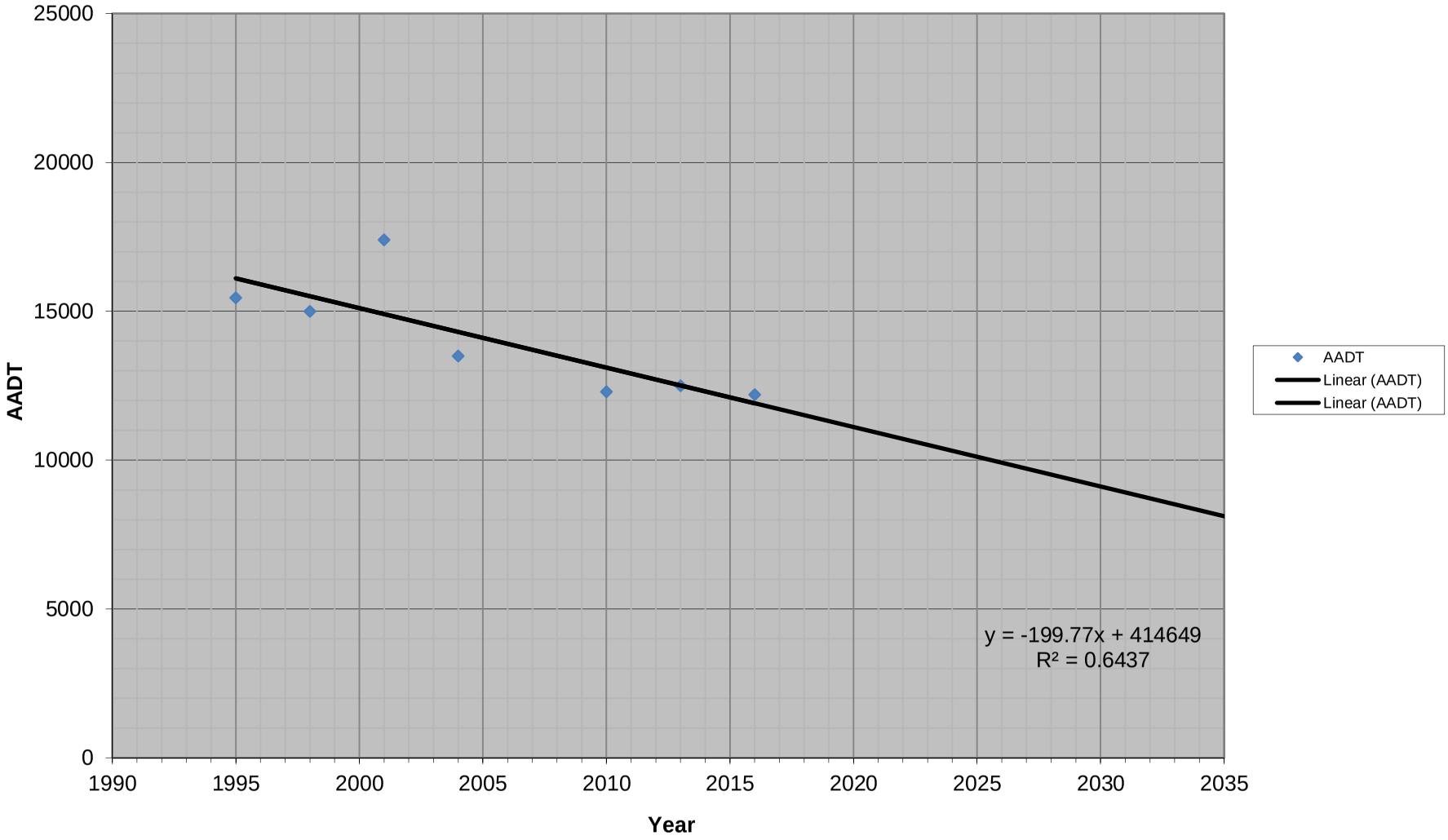
East on Spring

Year	AADT
1995	1540
1998	1200
2001	1100
2004	1000
2010	1100
2013	
2016	


Washington
North of Spring
AADT
Year
20000
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
1990
1995
2000
2005
2010
2015
2020
2025
2030
2035
y = -203.77x + 423911
R² = 0.9021
AADT
Linear (AADT)


Washington
South of Hamilton
AADT
1800
1600
1400
1200
1000
800
600
400
200
0
1990
1995
2000
2005
2010
2015
2020
2025
2030
2035
Year
AADT
Linear (AADT)
y = -26.306x + 53843
R² = 0.5271

Spring Street
East of Washington



Appendix B
Peak Hour Analysis Outputs

Year 2017 Existing Traffic
Year 2017 Existing Total (with previous school) Traffic
Year 2018 Build (with residential development) Traffic

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	45	315	10	30	640
Future Volume (vph)	5	45	315	10	30	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.877		0.996			
Flt Protected	0.995					0.998
Satd. Flow (prot)	1564	0	1820	0	0	1859
Flt Permitted	0.995					0.998
Satd. Flow (perm)	1564	0	1820	0	0	1859
Link Speed (mph)	25		25			25
Link Distance (ft)	600		160			432
Travel Time (s)	16.4		4.4			11.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	6%	4%	4%	2%	2%
Adj. Flow (vph)	5	49	346	11	33	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	357	0	0	736
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	45	315	10	30	640
Future Vol, veh/h	5	45	315	10	30	640
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	5	49	346	11	33	703

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1121	352	0	0	357	0
Stage 1	352	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.12	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.218	-
Pot Cap-1 Maneuver	224	683	-	-	1202	-
Stage 1	703	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	683	-	-	1202	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	430	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	560	1202	-
HCM Lane V/C Ratio	-	-	0.098	0.027	-
HCM Control Delay (s)	-	-	12.1	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	75	250	1	130	515
Future Volume (vph)	1	75	250	1	130	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.867					
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1598	0	1810	0	1770	1863
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1598	0	1810	0	1770	1863
Link Speed (mph)	25		25			25
Link Distance (ft)	350		240			160
Travel Time (s)	9.5		6.5			4.4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	5%	5%	2%	2%
Adj. Flow (vph)	1	82	275	1	143	566
Shared Lane Traffic (%)						
Lane Group Flow (vph)	83	0	276	0	143	566
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.5%		ICU Level of Service A	
Analysis Period (min) 15			

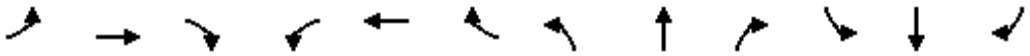
Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	75	250	1	130	515
Future Vol, veh/h	1	75	250	1	130	515
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	1	82	275	1	143	566

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1127	275	0	0	276	0
Stage 1	275	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	225	761	-	-	1287	-
Stage 1	769	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	761	-	-	1287	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	734	1287	-
HCM Lane V/C Ratio	-	-	0.114	0.111	-
HCM Control Delay (s)	-	-	10.5	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.4	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	120	1	5	70	1	5	1	5	1	1	1
Future Volume (vph)	1	120	1	5	70	1	5	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998			0.939			0.955	
Flt Protected					0.997			0.978			0.984	
Satd. Flow (prot)	0	1825	0	0	1719	0	0	1728	0	0	1768	0
Flt Permitted					0.997			0.978			0.984	
Satd. Flow (perm)	0	1825	0	0	1719	0	0	1728	0	0	1768	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		326			395			230			470	
Travel Time (s)		8.9			10.8			6.3			12.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	128	1	5	74	1	5	1	5	1	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	0	0	80	0	0	11	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	120	1	5	70	1	5	1	5	1	1	1
Future Vol, veh/h	1	120	1	5	70	1	5	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	10	10	10	1	1	1	1	1	1
Mvmt Flow	1	128	1	5	74	1	5	1	5	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	76	0	0	129	0	0	217	216	128	220	217	75
Stage 1	-	-	-	-	-	-	130	130	-	86	86	-
Stage 2	-	-	-	-	-	-	87	86	-	134	131	-
Critical Hdwy	4.14	-	-	4.2	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.29	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1510	-	-	1409	-	-	742	684	925	738	683	989
Stage 1	-	-	-	-	-	-	876	791	-	924	826	-
Stage 2	-	-	-	-	-	-	923	826	-	872	790	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1409	-	-	737	681	925	730	680	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	737	681	-	730	680	-
Stage 1	-	-	-	-	-	-	875	790	-	923	823	-
Stage 2	-	-	-	-	-	-	917	823	-	865	789	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	9.5	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	805	1510	-	-	1409	-	-	779
HCM Lane V/C Ratio	0.015	0.001	-	-	0.004	-	-	0.004
HCM Control Delay (s)	9.5	7.4	0	-	7.6	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	50	605	20	35	475
Future Volume (vph)	5	50	605	20	35	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.878		0.996			
Flt Protected	0.995					0.997
Satd. Flow (prot)	1643	0	1855	0	0	1857
Flt Permitted	0.995					0.997
Satd. Flow (perm)	1643	0	1855	0	0	1857
Link Speed (mph)	25		25			25
Link Distance (ft)	600		160			432
Travel Time (s)	16.4		4.4			11.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Adj. Flow (vph)	6	56	680	22	39	534
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	702	0	0	573
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	50	605	20	35	475
Future Vol, veh/h	5	50	605	20	35	475
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	6	56	680	22	39	534

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1303	691	0	0	702	0
Stage 1	691	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.12	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.218	-
Pot Cap-1 Maneuver	178	446	-	-	895	-
Stage 1	499	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	167	446	-	-	895	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	387	895	-
HCM Lane V/C Ratio	-	-	0.16	0.044	-
HCM Control Delay (s)	-	-	16.1	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	80	545	5	80	400
Future Volume (vph)	1	80	545	5	80	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.866		0.999			
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1581	0	1861	0	1770	1863
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1581	0	1861	0	1770	1863
Link Speed (mph)	25		25			25
Link Distance (ft)	350		240			160
Travel Time (s)	9.5		6.5			4.4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	1	91	619	6	91	455
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	625	0	91	455
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.4%		ICU Level of Service A	
Analysis Period (min) 15			

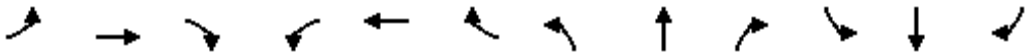
Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	80	545	5	80	400
Future Vol, veh/h	1	80	545	5	80	400
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	1	91	619	6	91	455

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1258	622	0	0	625	0
Stage 1	622	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	187	483	-	-	956	-
Stage 1	532	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	169	483	-	-	956	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	956	-
HCM Lane V/C Ratio	-	-	0.195	0.095	-
HCM Control Delay (s)	-	-	14.5	9.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.3	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	85	1	10	80	1	1	1	10	1	1	1
Future Volume (vph)	1	85	1	10	80	1	1	1	10	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.884			0.955	
Flt Protected					0.995			0.996			0.984	
Satd. Flow (prot)	0	1879	0	0	1749	0	0	1593	0	0	1768	0
Flt Permitted					0.995			0.996			0.984	
Satd. Flow (perm)	0	1879	0	0	1749	0	0	1593	0	0	1768	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		326			395			230			470	
Travel Time (s)		8.9			10.8			6.3			12.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	1%	1%	8%	8%	8%	5%	5%	5%	1%	1%	1%
Adj. Flow (vph)	1	102	1	12	96	1	1	1	12	1	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	109	0	0	14	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.7%		ICU Level of Service A	
Analysis Period (min) 15			

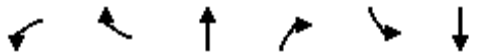
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	85	1	10	80	1	1	1	10	1	1	1
Future Vol, veh/h	1	85	1	10	80	1	1	1	10	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	1	1	1	8	8	8	5	5	5	1	1	1
Mvmt Flow	1	102	1	12	96	1	1	1	12	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	98	0	0	104	0	0	227	227	103	233	227	97
Stage 1	-	-	-	-	-	-	105	105	-	121	121	-
Stage 2	-	-	-	-	-	-	122	122	-	112	106	-
Critical Hdwy	4.11	-	-	4.18	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.272	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	1501	-	-	1451	-	-	722	667	944	724	674	962
Stage 1	-	-	-	-	-	-	893	803	-	886	798	-
Stage 2	-	-	-	-	-	-	875	789	-	895	809	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1501	-	-	1451	-	-	715	660	944	708	667	962
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	660	-	708	667	-
Stage 1	-	-	-	-	-	-	892	802	-	885	791	-
Stage 2	-	-	-	-	-	-	865	782	-	881	808	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.8	9.1	9.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	888	1501	-	-	1451	-	-	759
HCM Lane V/C Ratio	0.016	0.001	-	-	0.008	-	-	0.005
HCM Control Delay (s)	9.1	7.4	0	-	7.5	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	60	745	35	50	555
Future Volume (vph)	10	60	745	35	50	555
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.885		0.994			
Flt Protected	0.993					0.996
Satd. Flow (prot)	1637	0	1870	0	0	1874
Flt Permitted	0.993					0.996
Satd. Flow (perm)	1637	0	1870	0	0	1874
Link Speed (mph)	25		25			25
Link Distance (ft)	600		160			432
Travel Time (s)	16.4		4.4			11.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	11	65	801	38	54	597
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	839	0	0	651
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.6%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	60	745	35	50	555
Future Vol, veh/h	10	60	745	35	50	555
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	11	65	801	38	54	597

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1524	820	0	0	839	0
Stage 1	820	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	130	375	-	-	800	-
Stage 1	433	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	375	-	-	800	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	433	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.1	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	285	800	-
HCM Lane V/C Ratio	-	-	0.264	0.067	-
HCM Control Delay (s)	-	-	22.1	9.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	95	685	5	70	495
Future Volume (vph)	5	95	685	5	70	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.871		0.999			
Flt Protected	0.998				0.950	
Satd. Flow (prot)	1635	0	1879	0	1787	1881
Flt Permitted	0.998				0.950	
Satd. Flow (perm)	1635	0	1879	0	1787	1881
Link Speed (mph)	25		25			25
Link Distance (ft)	350		240			160
Travel Time (s)	9.5		6.5			4.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	5	102	737	5	75	532
Shared Lane Traffic (%)						
Lane Group Flow (vph)	107	0	742	0	75	532
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

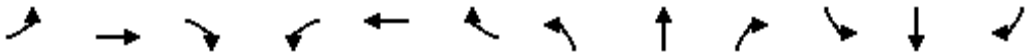
Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	95	685	5	70	495
Future Vol, veh/h	5	95	685	5	70	495
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	5	102	737	5	75	532

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1422	739	0	0	742	0
Stage 1	739	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	151	419	-	-	870	-
Stage 1	474	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	138	419	-	-	870	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	460	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.2	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	380	870	-
HCM Lane V/C Ratio	-	-	0.283	0.087	-
HCM Control Delay (s)	-	-	18.2	9.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.3	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	70	5	5	100	5	1	1	5	1	1	1
Future Volume (vph)	1	70	5	5	100	5	1	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.994			0.899			0.955	
Flt Protected		0.999			0.998			0.994			0.984	
Satd. Flow (prot)	0	1862	0	0	1866	0	0	1681	0	0	1768	0
Flt Permitted		0.999			0.998			0.994			0.984	
Satd. Flow (perm)	0	1862	0	0	1866	0	0	1681	0	0	1768	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		326			395			230			470	
Travel Time (s)		8.9			10.8			6.3			12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	80	6	6	115	6	1	1	6	1	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	127	0	0	8	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.5%		ICU Level of Service A	
Analysis Period (min) 15			

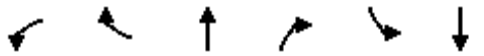
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	70	5	5	100	5	1	1	5	1	1	1
Future Vol, veh/h	1	70	5	5	100	5	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	80	6	6	115	6	1	1	6	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	86	0	0	216	218	83	218	218	118
Stage 1	-	-	-	-	-	-	86	86	-	129	129	-
Stage 2	-	-	-	-	-	-	130	132	-	89	89	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1473	-	-	1517	-	-	743	682	979	740	682	937
Stage 1	-	-	-	-	-	-	924	826	-	877	791	-
Stage 2	-	-	-	-	-	-	876	789	-	921	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1517	-	-	738	679	979	732	679	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	738	679	-	732	679	-
Stage 1	-	-	-	-	-	-	923	825	-	876	788	-
Stage 2	-	-	-	-	-	-	870	786	-	913	822	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	9.1	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	882	1473	-	-	1517	-	-	768
HCM Lane V/C Ratio	0.009	0.001	-	-	0.004	-	-	0.004
HCM Control Delay (s)	9.1	7.4	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	70	320	25	55	645
Future Volume (vph)	10	70	320	25	55	645
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882		0.990			
Flt Protected	0.994					0.996
Satd. Flow (prot)	1571	0	1809	0	0	1855
Flt Permitted	0.994					0.996
Satd. Flow (perm)	1571	0	1809	0	0	1855
Link Speed (mph)	25		25			25
Link Distance (ft)	600		160			432
Travel Time (s)	16.4		4.4			11.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	6%	4%	4%	2%	2%
Adj. Flow (vph)	11	77	352	27	60	709
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	379	0	0	769
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	70	320	25	55	645
Future Vol, veh/h	10	70	320	25	55	645
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	11	77	352	27	60	709

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1195	365	0	0	379	0
Stage 1	365	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.12	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.218	-
Pot Cap-1 Maneuver	202	671	-	-	1179	-
Stage 1	694	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	185	671	-	-	1179	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	505	1179	-
HCM Lane V/C Ratio	-	-	0.174	0.051	-
HCM Control Delay (s)	-	-	13.6	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	80	265	5	130	525
Future Volume (vph)	1	80	265	5	130	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.867		0.998			
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1598	0	1806	0	1770	1863
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1598	0	1806	0	1770	1863
Link Speed (mph)	25		25			25
Link Distance (ft)	350		240			160
Travel Time (s)	9.5		6.5			4.4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	5%	5%	2%	2%
Adj. Flow (vph)	1	88	291	5	143	577
Shared Lane Traffic (%)						
Lane Group Flow (vph)	89	0	296	0	143	577
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.3%		ICU Level of Service A	
Analysis Period (min) 15			

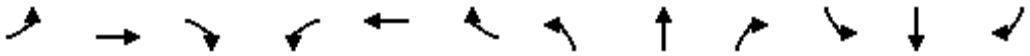
Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	80	265	5	130	525
Future Vol, veh/h	1	80	265	5	130	525
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	1	88	291	5	143	577

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1157	294	0	0	297	0
Stage 1	294	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	216	743	-	-	1264	-
Stage 1	754	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	192	743	-	-	1264	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	365	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	718	1264	-
HCM Lane V/C Ratio	-	-	0.124	0.113	-
HCM Control Delay (s)	-	-	10.7	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.4	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	130	20	5	75	5	5	10	5	1	1	1
Future Volume (vph)	40	130	20	5	75	5	5	10	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.992			0.968			0.955	
Flt Protected		0.989			0.997			0.988			0.984	
Satd. Flow (prot)	0	1782	0	0	1708	0	0	1799	0	0	1768	0
Flt Permitted		0.989			0.997			0.988			0.984	
Satd. Flow (perm)	0	1782	0	0	1708	0	0	1799	0	0	1768	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		326			395			230			470	
Travel Time (s)		8.9			10.8			6.3			12.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	43	138	21	5	80	5	5	11	5	1	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	90	0	0	21	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	130	20	5	75	5	5	10	5	1	1	1
Future Vol, veh/h	40	130	20	5	75	5	5	10	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	10	10	10	1	1	1	1	1	1
Mvmt Flow	43	138	21	5	80	5	5	11	5	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	85	0	0	160	0	0	328	330	149	335	338	82
Stage 1	-	-	-	-	-	-	234	234	-	93	93	-
Stage 2	-	-	-	-	-	-	94	96	-	242	245	-
Critical Hdwy	4.14	-	-	4.2	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.29	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1499	-	-	1372	-	-	627	591	900	621	585	980
Stage 1	-	-	-	-	-	-	771	713	-	916	820	-
Stage 2	-	-	-	-	-	-	915	817	-	764	705	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1499	-	-	1372	-	-	608	570	900	592	564	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	608	570	-	592	564	-
Stage 1	-	-	-	-	-	-	746	690	-	887	817	-
Stage 2	-	-	-	-	-	-	909	814	-	724	682	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.4	10.8	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	639	1499	-	-	1372	-	-	669
HCM Lane V/C Ratio	0.033	0.028	-	-	0.004	-	-	0.005
HCM Control Delay (s)	10.8	7.5	0	-	7.6	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	65	615	30	50	480
Future Volume (vph)	10	65	615	30	50	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.883		0.994			
Flt Protected	0.993					0.995
Satd. Flow (prot)	1649	0	1852	0	0	1853
Flt Permitted	0.993					0.995
Satd. Flow (perm)	1649	0	1852	0	0	1853
Link Speed (mph)	25		25			25
Link Distance (ft)	600		160			432
Travel Time (s)	16.4		4.4			11.8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Adj. Flow (vph)	11	73	691	34	56	539
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	725	0	0	595
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	65	615	30	50	480
Future Vol, veh/h	10	65	615	30	50	480
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	11	73	691	34	56	539

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1360	708	0	0	725	0
Stage 1	708	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.12	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.218	-
Pot Cap-1 Maneuver	164	436	-	-	878	-
Stage 1	490	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	149	436	-	-	878	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	347	878	-
HCM Lane V/C Ratio	-	-	0.243	0.064	-
HCM Control Delay (s)	-	-	18.7	9.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	85	560	10	80	410
Future Volume (vph)	1	85	560	10	80	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.866		0.998			
Flt Protected	0.999				0.950	
Satd. Flow (prot)	1581	0	1859	0	1770	1863
Flt Permitted	0.999				0.950	
Satd. Flow (perm)	1581	0	1859	0	1770	1863
Link Speed (mph)	25		25			25
Link Distance (ft)	350		240			160
Travel Time (s)	9.5		6.5			4.4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Adj. Flow (vph)	1	97	636	11	91	466
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	0	647	0	91	466
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

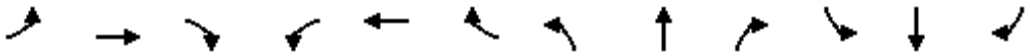
Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	85	560	10	80	410
Future Vol, veh/h	1	85	560	10	80	410
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	1	97	636	11	91	466

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1290	642	0	0	648	0
Stage 1	642	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	179	471	-	-	938	-
Stage 1	520	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	162	471	-	-	938	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	1.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	461	938	-
HCM Lane V/C Ratio	-	-	0.212	0.097	-
HCM Control Delay (s)	-	-	14.9	9.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.8	0.3	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	90	15	10	85	1	1	5	10	1	1	1
Future Volume (vph)	25	90	15	10	85	1	1	5	10	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.999			0.915			0.955	
Flt Protected		0.990			0.995			0.997			0.984	
Satd. Flow (prot)	0	1833	0	0	1749	0	0	1651	0	0	1768	0
Flt Permitted		0.990			0.995			0.997			0.984	
Satd. Flow (perm)	0	1833	0	0	1749	0	0	1651	0	0	1768	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		326			395			230			470	
Travel Time (s)		8.9			10.8			6.3			12.8	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	1%	1%	8%	8%	8%	5%	5%	5%	1%	1%	1%
Adj. Flow (vph)	30	108	18	12	102	1	1	6	12	1	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	156	0	0	115	0	0	19	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.7%		ICU Level of Service A	
Analysis Period (min) 15			

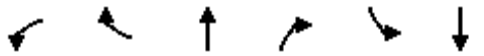
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	90	15	10	85	1	1	5	10	1	1	1
Future Vol, veh/h	25	90	15	10	85	1	1	5	10	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	1	1	1	8	8	8	5	5	5	1	1	1
Mvmt Flow	30	108	18	12	102	1	1	6	12	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	104	0	0	127	0	0	306	306	117	314	314	103
Stage 1	-	-	-	-	-	-	178	178	-	127	127	-
Stage 2	-	-	-	-	-	-	128	128	-	187	187	-
Critical Hdwy	4.11	-	-	4.18	-	-	7.15	6.55	6.25	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.272	-	-	3.545	4.045	3.345	3.509	4.009	3.309
Pot Cap-1 Maneuver	1494	-	-	1423	-	-	641	603	927	641	603	955
Stage 1	-	-	-	-	-	-	817	746	-	879	793	-
Stage 2	-	-	-	-	-	-	869	784	-	817	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1494	-	-	1423	-	-	624	584	927	613	584	955
Mov Cap-2 Maneuver	-	-	-	-	-	-	624	584	-	613	584	-
Stage 1	-	-	-	-	-	-	799	730	-	860	786	-
Stage 2	-	-	-	-	-	-	859	777	-	782	731	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.8	9.8	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	764	1494	-	-	1423	-	-	683
HCM Lane V/C Ratio	0.025	0.02	-	-	0.008	-	-	0.005
HCM Control Delay (s)	9.8	7.5	0	-	7.6	0	-	10.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	45	325	10	30	650
Future Volume (vph)	5	45	325	10	30	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.877		0.996			
Flt Protected	0.995					0.998
Satd. Flow (prot)	1564	0	1820	0	0	1859
Flt Permitted	0.995					0.998
Satd. Flow (perm)	1564	0	1820	0	0	1859
Link Speed (mph)	25		25			25
Link Distance (ft)	600		160			432
Travel Time (s)	16.4		4.4			11.8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	6%	6%	4%	4%	2%	2%
Adj. Flow (vph)	5	49	357	11	33	714
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	368	0	0	747
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	45	325	10	30	650
Future Vol, veh/h	5	45	325	10	30	650
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	5	49	357	11	33	714

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1143	363	0	0	368	0
Stage 1	363	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Critical Hdwy	7.16	6.26	-	-	4.12	-
Critical Hdwy Stg 1	6.16	-	-	-	-	-
Critical Hdwy Stg 2	6.16	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.218	-
Pot Cap-1 Maneuver	174	673	-	-	1191	-
Stage 1	648	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	168	673	-	-	1191	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	517	1191	-
HCM Lane V/C Ratio	-	-	0.106	0.028	-
HCM Control Delay (s)	-	-	12.8	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	80	255	5	135	520
Future Volume (vph)	15	80	255	5	135	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886		0.998			
Flt Protected	0.992				0.950	
Satd. Flow (prot)	1621	0	1806	0	1770	1863
Flt Permitted	0.992				0.950	
Satd. Flow (perm)	1621	0	1806	0	1770	1863
Link Speed (mph)	25		25			25
Link Distance (ft)	350		240			160
Travel Time (s)	9.5		6.5			4.4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	5%	5%	2%	2%
Adj. Flow (vph)	16	88	280	5	148	571
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	285	0	148	571
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

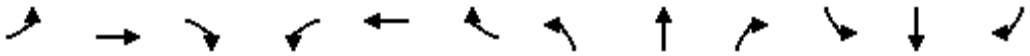
Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	80	255	5	135	520
Future Vol, veh/h	15	80	255	5	135	520
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	16	88	280	5	148	571

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1151	283	0	0	286	0
Stage 1	283	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	218	754	-	-	1276	-
Stage 1	763	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	193	754	-	-	1276	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	763	-	-	-	-	-
Stage 2	362	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	517	1276	-
HCM Lane V/C Ratio	-	-	0.202	0.116	-
HCM Control Delay (s)	-	-	13.7	8.2	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.4	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	120	5	5	70	1	15	1	5	1	1	1
Future Volume (vph)	1	120	5	5	70	1	15	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.998			0.969			0.955	
Flt Protected					0.997			0.965			0.984	
Satd. Flow (prot)	0	1818	0	0	1719	0	0	1759	0	0	1768	0
Flt Permitted					0.997			0.965			0.984	
Satd. Flow (perm)	0	1818	0	0	1719	0	0	1759	0	0	1768	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		326			395			230			470	
Travel Time (s)		8.9			10.8			6.3			12.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	128	5	5	74	1	16	1	5	1	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	80	0	0	22	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	120	5	5	70	1	15	1	5	1	1	1
Future Vol, veh/h	1	120	5	5	70	1	15	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	10	10	10	1	1	1	1	1	1
Mvmt Flow	1	128	5	5	74	1	16	1	5	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	76	0	0	133	0	0	219	218	130	222	221	75
Stage 1	-	-	-	-	-	-	132	132	-	86	86	-
Stage 2	-	-	-	-	-	-	87	86	-	136	135	-
Critical Hdwy	4.14	-	-	4.2	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.29	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1510	-	-	1404	-	-	739	682	922	736	679	989
Stage 1	-	-	-	-	-	-	874	789	-	924	826	-
Stage 2	-	-	-	-	-	-	923	826	-	870	787	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1510	-	-	1404	-	-	735	679	922	728	676	989
Mov Cap-2 Maneuver	-	-	-	-	-	-	735	679	-	728	676	-
Stage 1	-	-	-	-	-	-	873	788	-	923	823	-
Stage 2	-	-	-	-	-	-	917	823	-	863	786	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	9.8	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	769	1510	-	-	1404	-	-	776
HCM Lane V/C Ratio	0.029	0.001	-	-	0.004	-	-	0.004
HCM Control Delay (s)	9.8	7.4	0	-	7.6	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	5	255	0	0	535
Future Volume (vph)	0	5	255	0	0	535
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1627	1810	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1627	1810	0	0	1863
Link Speed (mph)	25		25			25
Link Distance (ft)	150		578			240
Travel Time (s)	4.1		15.8			6.5
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	5%	5%	2%	2%
Adj. Flow (vph)	0	5	280	0	0	588
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	5	280	0	0	588
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.5%		ICU Level of Service A	
Analysis Period (min) 15			

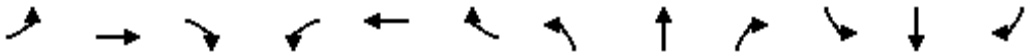
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	255	0	0	535
Future Vol, veh/h	0	5	255	0	0	535
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	1	5	5	2	2
Mvmt Flow	0	5	280	0	0	588

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	280	0	0	280	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.21	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.309	-	-	2.218	-
Pot Cap-1 Maneuver	0	761	-	-	1283	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	761	-	-	1283	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	761	1283	-
HCM Lane V/C Ratio	-	-	0.007	-	-
HCM Control Delay (s)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	135	5	1	85	1	5	1	1	1	1	5
Future Volume (vph)	1	135	5	1	85	1	5	1	1	1	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.999			0.981			0.904	
Flt Protected					0.999			0.966			0.993	
Satd. Flow (prot)	0	1818	0	0	1724	0	0	1783	0	0	1689	0
Flt Permitted					0.999			0.966			0.993	
Satd. Flow (perm)	0	1818	0	0	1724	0	0	1783	0	0	1689	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		350			326			115			106	
Travel Time (s)		9.5			8.9			3.1			2.9	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	144	5	1	90	1	5	1	1	1	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	0	0	92	0	0	7	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.0%		ICU Level of Service A	
Analysis Period (min) 15			

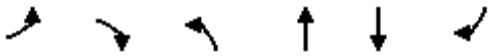
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	135	5	1	85	1	5	1	1	1	1	5
Future Vol, veh/h	1	135	5	1	85	1	5	1	1	1	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	10	10	10	1	1	1	1	1	1
Mvmt Flow	1	144	5	1	90	1	5	1	1	1	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	91	0	0	149	0	0	244	242	146	242	244	91
Stage 1	-	-	-	-	-	-	148	148	-	93	93	-
Stage 2	-	-	-	-	-	-	96	94	-	149	151	-
Critical Hdwy	4.14	-	-	4.2	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.29	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1491	-	-	1385	-	-	712	661	904	714	660	969
Stage 1	-	-	-	-	-	-	857	777	-	916	820	-
Stage 2	-	-	-	-	-	-	913	819	-	856	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1491	-	-	1385	-	-	706	660	904	711	659	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	706	660	-	711	659	-
Stage 1	-	-	-	-	-	-	856	776	-	915	819	-
Stage 2	-	-	-	-	-	-	906	818	-	853	773	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	10	9.2
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	721	1491	-	-	1385	-	-	866
HCM Lane V/C Ratio	0.01	0.001	-	-	0.001	-	-	0.009
HCM Control Delay (s)	10	7.4	0	-	7.6	0	-	9.2
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	1	1	10	5	5
Future Volume (vph)	10	1	1	10	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989				0.932	
Flt Protected	0.956			0.996		
Satd. Flow (prot)	1779	0	0	1874	1753	0
Flt Permitted	0.956			0.996		
Satd. Flow (perm)	1779	0	0	1874	1753	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			229	230	
Travel Time (s)	5.5			6.2	6.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	11	1	1	11	5	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	12	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	10	5	5
Future Vol, veh/h	10	1	1	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	11	1	1	11	5	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	21	8	11	0	-	0
Stage 1	8	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	998	1077	1615	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	997	1077	1615	-	-	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1615	-	1004	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	60	755	35	50	570
Future Volume (vph)	10	60	755	35	50	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.885		0.994			
Flt Protected	0.993					0.996
Satd. Flow (prot)	1637	0	1870	0	0	1874
Flt Permitted	0.993					0.996
Satd. Flow (perm)	1637	0	1870	0	0	1874
Link Speed (mph)	25		25			25
Link Distance (ft)	600		160			432
Travel Time (s)	16.4		4.4			11.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	1%	1%	1%	1%
Adj. Flow (vph)	11	65	812	38	54	613
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	850	0	0	667
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	60	755	35	50	570
Future Vol, veh/h	10	60	755	35	50	570
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	11	65	812	38	54	613

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1551	831	0	0	849	0
Stage 1	831	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	125	370	-	-	793	-
Stage 1	428	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	112	370	-	-	793	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	432	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	278	793	-
HCM Lane V/C Ratio	-	-	0.271	0.068	-
HCM Control Delay (s)	-	-	22.7	9.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	100	690	25	80	500
Future Volume (vph)	10	100	690	25	80	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.877		0.995			
Flt Protected	0.995				0.950	
Satd. Flow (prot)	1642	0	1872	0	1787	1881
Flt Permitted	0.995				0.950	
Satd. Flow (perm)	1642	0	1872	0	1787	1881
Link Speed (mph)	25		25			25
Link Distance (ft)	350		240			160
Travel Time (s)	9.5		6.5			4.4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	11	108	742	27	86	538
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	769	0	86	538
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

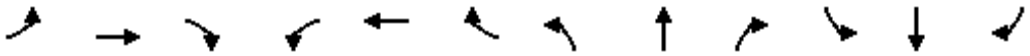
Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	100	690	25	80	500
Future Vol, veh/h	10	100	690	25	80	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	11	108	742	27	86	538

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1465	755	0	0	769	0
Stage 1	755	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	142	410	-	-	850	-
Stage 1	466	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	128	410	-	-	850	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	466	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21	0	1.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	342	850	-
HCM Lane V/C Ratio	-	-	0.346	0.101	-
HCM Control Delay (s)	-	-	21	9.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.5	0.3	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	70	15	5	100	5	5	1	5	1	1	1
Future Volume (vph)	1	70	15	5	100	5	5	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.994			0.938			0.955	
Flt Protected		0.999			0.998			0.977			0.984	
Satd. Flow (prot)	0	1836	0	0	1866	0	0	1724	0	0	1768	0
Flt Permitted		0.999			0.998			0.977			0.984	
Satd. Flow (perm)	0	1836	0	0	1866	0	0	1724	0	0	1768	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		326			395			230			470	
Travel Time (s)		8.9			10.8			6.3			12.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	80	17	6	115	6	6	1	6	1	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	127	0	0	13	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	70	15	5	100	5	5	1	5	1	1	1
Future Vol, veh/h	1	70	15	5	100	5	5	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	80	17	6	115	6	6	1	6	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	98	0	0	221	223	89	224	229	118
Stage 1	-	-	-	-	-	-	91	91	-	129	129	-
Stage 2	-	-	-	-	-	-	130	132	-	95	100	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1473	-	-	1501	-	-	737	678	972	734	672	937
Stage 1	-	-	-	-	-	-	919	821	-	877	791	-
Stage 2	-	-	-	-	-	-	876	789	-	914	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1501	-	-	732	675	972	726	669	937
Mov Cap-2 Maneuver	-	-	-	-	-	-	732	675	-	726	669	-
Stage 1	-	-	-	-	-	-	918	820	-	876	788	-
Stage 2	-	-	-	-	-	-	870	786	-	906	813	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	9.5	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	817	1473	-	-	1501	-	-	762
HCM Lane V/C Ratio	0.015	0.001	-	-	0.004	-	-	0.005
HCM Control Delay (s)	9.5	7.4	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	715	0	0	510
Future Volume (vph)	0	1	715	0	0	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1627	1881	0	0	1881
Flt Permitted						
Satd. Flow (perm)	0	1627	1881	0	0	1881
Link Speed (mph)	25		25			25
Link Distance (ft)	150		578			240
Travel Time (s)	4.1		15.8			6.5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1	769	0	0	548
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	769	0	0	548
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

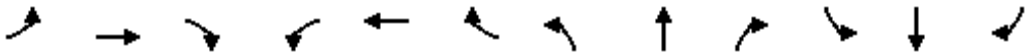
Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	715	0	0	510
Future Vol, veh/h	0	1	715	0	0	510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	1	769	0	0	548

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	769	0	0	769	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.21	-	-	4.11	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	0	403	-	-	850	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	403	-	-	850	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	403	850	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	14	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	85	15	1	105	1	5	1	1	1	1	1
Future Volume (vph)	5	85	15	1	105	1	5	1	1	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.999			0.983			0.955	
Flt Protected		0.998						0.964			0.984	
Satd. Flow (prot)	0	1842	0	0	1879	0	0	1783	0	0	1768	0
Flt Permitted		0.998						0.964			0.984	
Satd. Flow (perm)	0	1842	0	0	1879	0	0	1783	0	0	1768	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		350			326			115			106	
Travel Time (s)		9.5			8.9			3.1			2.9	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	98	17	1	121	1	6	1	1	1	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	0	0	123	0	0	8	0	0	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.7%		ICU Level of Service A	
Analysis Period (min) 15			

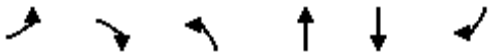
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	85	15	1	105	1	5	1	1	1	1	1
Future Vol, veh/h	5	85	15	1	105	1	5	1	1	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	98	17	1	121	1	6	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	122	0	0	115	0	0	243	242	106	243	250	121
Stage 1	-	-	-	-	-	-	118	118	-	124	124	-
Stage 2	-	-	-	-	-	-	125	124	-	119	126	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1472	-	-	1480	-	-	713	661	951	713	655	933
Stage 1	-	-	-	-	-	-	889	800	-	882	795	-
Stage 2	-	-	-	-	-	-	881	795	-	888	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1472	-	-	1480	-	-	708	658	951	708	652	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	708	658	-	708	652	-
Stage 1	-	-	-	-	-	-	885	797	-	878	794	-
Stage 2	-	-	-	-	-	-	878	794	-	882	791	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	10	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	727	1472	-	-	1480	-	-	747
HCM Lane V/C Ratio	0.011	0.004	-	-	0.001	-	-	0.005
HCM Control Delay (s)	10	7.5	0	-	7.4	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	1	1	5	10	10
Future Volume (vph)	5	1	1	5	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.981				0.932	
Flt Protected	0.959			0.993		
Satd. Flow (prot)	1770	0	0	1868	1753	0
Flt Permitted	0.959			0.993		
Satd. Flow (perm)	1770	0	0	1868	1753	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	200			229	230	
Travel Time (s)	5.5			6.2	6.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	1	1	6	11	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	7	22	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	5	10	10
Future Vol, veh/h	5	1	1	5	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	1	1	6	11	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	25	17	23	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	993	1065	1599	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1065	1599	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	1003	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

CITY OF CEDARBURG

MEETING DATE: May 8, 2017 **ITEM NO:** 9. A.

TITLE: Consider approval of a Revolving Loan Fund loan for TemperaturePro; and action thereon

ISSUE SUMMARY: Ken Theiler of TemperaturePro has applied for a $70,000 loan through the City's revolving loan fund program (RLF). The funds will be used s working capital as part of his start-up costs and will be matched with funds from Mr. Theiler.

The ad hoc debt/investment committee reviewed the request along with collateralization and income statement projections and have recommended approval of the loan.

STAFF RECOMMENDATION: N/A

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION: The ad hoc Debt/Investment Advisory Committee met on Tuesday, May 2, 2017 and unanimously recommended approval. Bob Loomis was excused from the meeting.

BUDGETARY IMPACT: None. This program is funded through State funds from the Community Development Block Grant program (CDBG); a special revenue fund.

ATTACHMENTS: Memo from Kathleen Cady Schilling, Executive Director of Ozaukee Economic Development

INITIATED/REQUESTED BY: Ken Theiler, TemperaturePro

FOR MORE INFORMATION CONTACT: Christy Mertes, Administrator/Treasurer, 376-3907

MEMORANDUM

TO: Cedarburg Ad Hoc Financial Committee

FROM: Kathleen Cady Schilling, Executive Director
Ozaukee Economic Development

DATE: April 26, 2017

SUBJECT: REVOLVING LOAN FUND LOAN: TemperaturePro

The purpose of this memorandum is to provide a summary and staff analysis of the request from TemperaturePro for a Revolving Loan Fund (RLF) loan for working capital as part of his start-up costs.

Background

TempertурePro is a customer-oriented nationwide Heating, Ventilation and Air Conditioning (HVAC) franchise. Ken Theiler opened a Cedarburg franchise in 2016. The company looks to succeed, by combining a nationwide network and a hometown personal touch.

Although, the owner, Ken Theiler, does not have HVAC experience, he does bring an outsider perspective with a lot of business experience. He has spent 20 years in business, mainly with Johnson and Johnson managing global businesses. He also has an MBA from the University of Michigan with a specialization in marketing. The key, thy feel to the business, is creating fast, professional and affordable service.

He has already hired a couple of outstanding technicians and is working with them to create a management philosophy and way of doing business that puts the customer first. The company provides 100% satisfaction guarantee on all of its work.

Over its first eight months of business, the company has seen increasing sales. However, with the cost of doing business as is not uncommon with a new business, the company was in the red for six out of the eight months. The company expects to continue to lose money through the first three quarters of 2017, (it made money in January, but saw a loss in February, the most recent financials available.) upon where it will begin to see a profit. It sees that 2018 will end out of the red with a significant profit and that 2019 will see the company continue its profitability.

Funding Request

The Company is requesting that the $70,000 RLF loan be provided with a term and amortization of five years and an interest rate of 2 percent. With the current financial projections, the company is requesting a 6 month deferral of principal. The match financing is a new equity gift line that the owner will be provide to the company. As this is an equity infusion, there is no term or rate.

The collateral available to secure the loan would be a security lien on business assets, the unlimited personal guaranty of Ken Theiler, and a mortgage on the Theiler residence at N31 W7117 Lincoln Boulevard that is junior to one mortgage totaling $300,000. The market value of the property is $640,000 and was purchased for $618,000.

The Company has agreed to create at least two new full-time equivalent jobs in exchange for the RLF loan. The jobs would be recruited through the Ozaukee County Workforce Development Center and the company would agree to submit income survey information on all applicants. The company agrees to hire 51% of its employees from low to moderate income households.

Contingencies

If the County approves the loan request, it is recommended that the following conditions accompany the approval:

1. That a $70,000 RLF loan is provided to TemperaturePro. The loan would be used for working capital as part of its start-up costs.

2. That an equity infusion of $70,000 is provided to the Company by the owner.

3. That the RLF loan is provided with a five-year term and amortization and an interest rate of 2 percent.

4. That the RLF loan have a six month deferral of principal payments.

5. That the loan is secured with the collateral identified above.

6. That the Company creates two new full-time equivalent positions within 24 months of the closing on the RLF loan and that the new jobs are made available through

the Ozaukee County Workforce Development Center. Additionally, the company agrees to hire 51% of its employees from low to moderate income households.

7. That the Company provides to the City, or its designee, on an annual basis, semi-annual financial statements that are certified by the borrower, annual financial statements that are compiled by a certified public accountant, and signed copies of the corporate Federal income tax return.

* * *

CITY OF CEDARBURG

MEETING DATE: May 2, 2017 **ITEM NO:** 9. B.

TITLE: Consider proposal from Ruekert & Mielke for Cedarburg to participate in the Mid Moraine Water Quality Collective; and action thereon.

ISSUE SUMMARY: Storm water regulations have been evolving, and to better address the new Total Maximum Daily Load (TMDL) some communities have banded together to attack the problem on more of a watershed basis. Ruekert & Mielke has teamed up with Graef to form the Mid Moraine Water Quality Collective. The group represents communities in Ozaukee and Washington Counties, and presently includes: Cedarburg, Mequon, West Bend, Campbellsport, Fredonia, Grafton, Jackson, Kewaskum, Newburg, Saukville, Thiensville, and the Town of Grafton.

Per the attached proposal, Cedarburg's cost share to retain membership in this group for 2017 is not-to-exceed $5,000, based on hourly consultant rates and actual expenses.

STAFF RECOMMENDATION: A regional approach to storm water clean-up makes sense, and there are many regulatory unknowns at this time. The Mid Moraine group would be helpful in navigating the new DNR regulations, but there is additional cost involved.

AECOM presently compiles our annual report, completes the Illicit Discharge Elimination Program, and prepares the DNR required storm water modelling and ordinance updates.

BOARD, COMMISSION, OR COMMITTEE RECOMMENDATION: N/A

BUDGETARY IMPACT: Estimated $5,000 for participation in the Mid Moraine Water Quality Collective in 2017.

ATTACHMENTS: Ruekert & Mielke proposal

INITIATED/REQUESTED BY: Tom Wiza - Director of Engineering and Public Works

FOR MORE INFORMATION CONTACT: Tom Wiza 262-375-7610

Ruekert • Mielke

Your Infrastructure Ally

W233 N2080 Ridgeview Parkway • Waukesha, WI 53188-1020 • Tel. (262) 542-5733

January 12, 2017

Mr. Thomas A. Wiza, P. E.
Director of Engineering & Public Works
City of Cedarburg
P.O. Box 49
Cedarburg, WI 53012-0049

RE: Mid Moraine Water Quality Collective
Milwaukee River Watershed TMDL/NR 217

Dear Tom,

Ruekert & Mielke Inc., in partnership with GRAEF, formed the Mid Moraine Water Quality Collective in 2014 in response to the pending Total Maximum Daily Load (TMDL) rule making for the Milwaukee River Basin and more stringent limits on effluent from municipal wastewater treatment facilities (WWTFs). The new limits are outlined in Wisconsin Administrative Code (WAC) Chapter NR 217. From the beginning, the objectives of the group were identified as:

1. Improve water quality for storm water discharges and WWTF effluent.
2. Promote collaboration and resource sharing within the group.
3. Reduce the cost of compliance to rate payers.
4. Give each member community more political leverage through working in a larger group.

There is an opportunity for Cedarburg to potentially save a significant amount of money to comply with the TMDL and the phosphorus rule requirements by approaching these regulatory challenges in a unique way through the MMWQC. The potential cost savings are from two aspects:

1. Addressing the TMDL and the phosphorus rule at the same time. Some watershed activities to reduce runoff could help Cedarburg meet both regulations at the same time.
2. Working collaboratively with other municipalities in the watershed.

As a review, the project group consists of the following municipalities:

- City of Cedarburg
- City of Mequon
- City of West Bend
- Village of Campbellsport
- Village of Fredonia
- Village of Grafton
- Village of Jackson
- Village of Kewaskum
- Village of Newburg
- Village of Saukville
- Village of Thiensville
- Town of Grafton

We anticipate adding several municipalities to the group in our geographic area in 2017.

The MMWQC also includes non-governmental organizations (NGOs). These are:

- Southeastern Wisconsin Watershed Trust, Inc. (SWEET WATER)
- Sand County Foundation
- Clean Wisconsin
- Milwaukee River Keeper

Ozaukee County and Washington County are also integral members of the MMWQC.

We are excited about the progress and activity completed to date for the MMWQC. In the initial planning phase, the following activities were completed:

1. Four meetings were held as a group. The meetings covered the purpose of the TMDL, general compliance strategies, collaboration strategies, NGO involvement, the workings of the Wisconsin Department of Natural Resources (WDNR) Clean Water Fund, and grant opportunities.

2. We secured a WDNR Urban Storm Water Non-Point Source Planning grant through Ozaukee County. A study is well underway to identify many potential trading sources in and around member communities for total phosphorus (TP) and total suspended solids (TSS) credits. This study is being completed at no cost to Cedarburg through the WDNR grant and the SWEET WATER matching funds.

3. We coordinated with another grant program from the Natural Resource Conservation Service. This grant is the Regional Conservation Partnership Program. The focus of this program in our area is to promote filter strips on agricultural land thereby generating phosphorus reduction credits. Two member communities will likely use this program as a partial means of compliance.

4. We compiled river monitoring information from various member communities for TP. Maps showing the numerous monitoring locations were created. A chart was also created for the median TP value throughout the watershed.

5. We created a WWTF TMDL calculator at no charge. This calculator translates the TMDL monthly waste load allocations for each municipality with a WWTF to a concentration based on actual flows.

We are proposing a second planning phase with the MMWQC for 2017. Our scope of services includes:

- Organize an information sharing platform through Google Documents. This platform would only be available to members of the MMWQC. Information such as watershed maps, monitoring results and locations, and the Ozaukee County Urban Storm Water Planning grant potential trading locations would be available through this platform.

- Coordinate and investigate the possibility of a group-specific storm water permit for MS4s. Presently, the MS4s have individual general permits. The group permit would align better with the TMDL requirements compared to the typical general permit. In addition, the permit would promote the collaboration that is integral to a main objective of the MMWQC. The WDNR has provided positive feedback on the concept of the group-specific permit.

- Provide monitoring coordination. At the meeting on October 27, 2016, there was significant interest on better understanding the WDNR's recommended phosphorus monitoring methodology. We will hold a series of workshops where proper monitoring techniques will be covered. In addition, we will explain, the WDNR's reasoning for using the data that was used in the draft Milwaukee River Basin TMDL allocations.

- Research and investigate grant opportunities. As grants opportunities are uncovered, we will investigate the feasibility of the grant. Our target program is the Fund For Lake Michigan. Potential activities that grants could support include Geographical Information System Development and standardization for ordinances for reduction in storm water pollutant discharges.

- Planning and hosting three meetings. This would include administering the meetings in an organized, professional manner and issuing meeting notes.

We propose to complete this work on an hourly basis to a maximum amount of $5,000. This figure includes reimbursable expenses such as mileage and printing. Most of our costs will be split evenly among the participating municipalities. If there is work specifically for Cedarburg, the costs for this would be invoiced only to the City. Although R/M and GRAEF have an agreement to approximately split the level of effort in this project, the invoices to Cedarburg will only come from R/M. R/M will be conducting all the invoicing for simplicity.

The above described professional services will be provided to you in accordance with the attached two page, **Standard Terms & Conditions** dated June 17, 2014, which are made part of this agreement by reference. Please indicate your acceptance of this agreement by having the appropriate authorized official(s) affix their signature(s) where indicated and returning two fully executed copies to our office.

As always, please don't hesitate to call if you have any questions.

Very truly yours,

RUEKERT & MIELKE, INC.

David W. Arnott, P.E. (WI, IL)
Team Leader/Senior Project Manager
darnott@ruekert-mielke.com

DWA:sjs
Enclosure

cc: Eric Hackert, City of Cedarburg
Joseph W. Eberle, P.E., Ruekert & Mielke, Inc.
Ryan T. Amtmann, P.E., Ruekert & Mielke, Inc.
File

CLIENT NAME:	ENGINEER:
City of Cedarburg	Ruekert & Mielke, Inc.
By: _____	By: Steven C. Wurster, P.E.
Title: _____	Title: Senior Vice President
Date: _____	Date: January 12, 2017
ATTEST:	
By: _____	
Title: _____	
Date: _____	
Designated Representative:	Designated Representative:
Name: _____	Name: David W. Arnott, P.E.
Title: _____	Title: Team Leader/Senior Project Manager
Phone Number: _____	Phone Number: (262) 542-5733
Facsimile Number: _____	Facsimile Number: (262) 542-5631

A. Standards of Performance

The standard of care for all professional engineering and related services performed or furnished by Engineer under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Engineer makes no warranties, express or implied, under this Agreement or otherwise, in connection with any services performed or furnished by Engineer.

B. Authorized Representative

With the execution of this Agreement, Engineer and Owner shall designate specific individuals to act as Engineer's and Owner's representatives with respect to the services to be performed or furnished by Engineer and duties and responsibilities of Owner under this Agreement. Such individuals shall have authority to transmit instructions, receive information, and render decisions relative to the Assignment on behalf of the respective party whom the individual represents.

C. Payments to Engineer

Invoices will be prepared in accordance with Engineer's standard invoicing practices and will be submitted to Owner by Engineer monthly, unless otherwise agreed. Invoices are due and payable within 30 days of receipt. If Owner fails to make any payment due Engineer for services and expenses within 30 days after receipt of Engineer's invoice therefore, the amounts due Engineer will be increased at the rate of 1.0% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day. In addition, Engineer may, after giving seven days written notice to Owner, suspend services under this Agreement until Engineer has been paid in full all amounts due for services, expenses, and other related charges.

D. Ownership and Reuse of Documents

All documents prepared or furnished by Engineer pursuant to this Agreement are instruments of service, and Engineer shall retain an ownership and property interest therein (including the copyright and the right of reuse at the discretion of the Engineer) whether or not the Project is completed. Engineer grants Owner a limited license to use the documents on the Project, extensions of the Project, and for related uses of the Owner, subject to receipt by Engineer of full payment due and owing for all services relating to preparation of the documents. Such limited license shall not create any rights in third parties. Reuse of any documents pertaining to this Agreement by Owner shall be at Owner's sole risk; and Owner agrees to indemnify, defend, and hold Engineer harmless from all claims, damages, and expenses including reasonable attorney's fees arising out of such reuse of documents by Owner or by others acting through Owner.

E. Construction Review

Engineer will observe the work as agreed to for general compliance with the construction documents. Engineer shall not at any time supervise, direct, control, or have authority over any contractor's work, nor shall Engineer have authority over or be responsible for the means, methods, techniques, sequences, or procedures of construction selected or used by any contractor, or the safety precautions and programs incident thereto, for security or safety at the Project site, nor for any failure of a contractor to comply with Laws and Regulations applicable to that contractor's furnishing and performing of its work. Engineer shall not be responsible for the acts or omissions of any contractor. Engineer has no stop work authority.

F. Environmental

Engineer assumes no liability for the detection or removal of any hazardous substances found at or adjacent to the Project site.

G. Owner Provided Information

Engineer shall have the right to rely on the accuracy of any information provided by Owner. Engineer will not review this information for accuracy.

H. Permits and Approvals

It is the responsibility of the Owner to obtain all necessary permits and approvals for the Project. Engineer will assist the Owner in obtaining permits and approvals as mutually agreed to in writing.

I. Access

Owner shall arrange for safe access to and make all provisions for Engineer and Engineer's consultants to enter upon public and private property as required for Engineer to perform services under this Agreement.

J. Limit of Liability

To the fullest extent permitted by law, the total liability, in the aggregate, of Engineer and Engineer's officers, directors, partners, employees, agents, and consultants, or any of them to Owner and anyone claiming by, through, or under Owner, for any and all injuries, losses, damages and expenses, whatsoever arising out of, resulting from, or in any way related to this Agreement from any cause or causes including but not limited to the negligence, professional errors or omissions, strict liability or breach of contract or warranty, express or implied, of Engineer or Engineer's officers, directors, partners, employees, agents, and consultants, or any of them, shall not exceed the total amount of $2,000,000.

K. Insurance

Engineer will maintain insurance coverage for Workers' Compensation, General Liability, and Automobile Liability and will provide certificates of insurance to Owner upon request.

L. Termination of Contract

Either party may at any time terminate this Agreement with 7 days written notice for cause in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party. Owner may terminate this Agreement for convenience with 30 days written notice, or the Project may be suspended by Owner with 30 days written notice. In the event of suspension or cancellation for convenience by Owner, Owner shall pay to Engineer all amounts owing to Engineer under this Agreement, for all work performed up to the effective date of notice.

M. Indemnification and Allocation of Risk

1. To the fullest extent permitted by law, Engineer shall indemnify and hold harmless Owner, Owner's officers, directors, partners, and employees from and against costs, losses, and damages (including but not limited to reasonable fees and charges of engineers, architects, attorneys, and other professionals, and reasonable court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of Engineer or Engineer's officers, directors, partners, employees, and consultants in the performance of Engineer's services under this Agreement.

2. To the fullest extent permitted by law, Owner shall indemnify and hold harmless Engineer, Engineer's officers, directors, partners, employees, and consultants from and against costs, losses, and damages (including but not limited to reasonable fees and charges of engineers, architects, attorneys, and other professionals, and reasonable court or arbitration or other dispute resolution costs) caused solely by the negligent acts or omissions of Owner or Owner's officers, directors, partners, employees, and consultants with respect to this Agreement.

3. To the fullest extent permitted by law, Engineer's total liability to Owner and anyone claiming by, through, or under Owner for any injuries, losses, damages and expenses caused in part by the negligence of Engineer and in part by the negligence of Owner or any other negligent entity or individual, shall not exceed the percentage share that Engineer's negligence bears to the total negligence of Owner, Engineer, and all other negligent entities and individuals.

4. The indeminification provision of paragraph M.1. is subject to and limited by the provisions agreed to by Owner and Engineer in paragraph J. "Limit of Liability," of this Agreement.

N. Independent Contractor

All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of Owner and Engineer and not for the benefit of any other party. Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either Owner or the Engineer. Engineer's services under this Agreement are being performed solely for the Owner's benefit, and no other entity shall have any claim against Engineer because of this Agreement or the performance or nonperformance of services hereunder. Owner agrees to include a provision in all contracts with contractors and other entities involved in this Project to carry out the intent of this paragraph.

O. Force Majure

Engineer shall not be liable for any loss or damage due to failure or delay in rendering any service called for under this Agreement resulting from any cause beyond Engineer's reasonable control.

P. Severability and Waiver of Provisions

Any provision or part of the Agreement held to be void or unenforceable under any Laws or Regulations shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Owner and Engineer, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision. Non-enforcement of any provision by either party shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

Q Dispute Resolution

Owner and Engineer agree that they shall first submit any and all unsettled claims, counterclaims, disputes, and other matters in questions between them arising out or relating to this Agreement or the breach thereof ("disputes") to mediation as a condition precedent to litigation.

R. Public Records

Engineer agrees to comply with the requirements of Wisconsin Statutes Sections 19.32 to 19.39 and Sections 19.81 to 19.98 -- Wisconsin Public Records Law and Open Meetings Law.

END OF DOCUMENT

CITY OF CEDARBURG

MEETING DATE: May 8, 2017 **ITEM NO:** 9. C.

TITLE: Consider engineering proposal from GRAEF for additional testing and analysis of the Columbia Mills Dam per DNR requirements; and action thereon.

ISSUE SUMMARY: Graef is currently preparing plans for various DNR mandated repairs to the Woolen Mills and Columbia Mills dams. As part of their review process, DNR is requiring additional testing of the bedrock, as well as a stability analysis of the existing Columbia Mills Dam structure.

This work was not included in the original engineering services proposal, and Graef has requested a contract amendment in the amount of $5,850 to complete the additional work.

STAFF RECOMMENDATION: Staff recommends amending Graef's engineering services contract to include the additional studies requested by DNR.

BOARD, COMMISSION, OR COMMITTEE RECOMMENDATION: N/A.

BUDGETARY IMPACT: $5,850 from Environmental Fund.

ATTACHMENTS: Copy of Graef's proposal

INITIATED/REQUESTED BY: Tom Wiza

FOR MORE INFORMATION CONTACT: Tom Wiza-Director of Engineering and Public Works
262-375-7610

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GRAEF

collaborate / formulate / innovate

April 24, 2017

Thomas A. Wiza, P.E.
Director of Engineering and Public Works
City of Cedarburg
W63 N645 Washington Avenue
Cedarburg, WI 53012-0049

Subject: Proposal for Additional Engineering Services, Columbia Mill Dams, Cedarburg, Wisconsin (Change Order Number 1)

Tom:

Based on the attached correspondence from the WDNR, Graef-USA Inc. (GRAEF) is pleased to provide this proposal for additional services to the City of Cedarburg (Client). An executed copy of this proposal will amend our existing Agreement dated December 7, 2017.

This proposal is for professional engineering services related to requirements provided by the WDNR for their consideration of an alternative capacity as provided under Wisconsin Administrative Code NR 333.07 (Project). The WDNR requirements are provided in the attached series of E-mail correspondence. This proposal is subject to the existing Standard Terms and Conditions.

For this Project, GRAEF proposes to provide the following Basic Services:

- Review potential methods for evaluating scour and stability of the right abutment;
- Review the recommended method with the WDNR and obtain approval;
- Measure the depth to rock on the right and left banks of the river;
- Field map the bedrock to estimate the Headcut Erodibility Index (Kh) and to assign an erodibility class based on table 12-1 of the National Engineering Handbook Part 631 Chapter 12 Rock Material Field Classification System. This work will be completed by GESTRA Engineering, Inc.
- Prepare a report summarizing the results of the field work with discussion on the erodibility class assigned to the rock, and submit the report to the WDNR. The report will also include a summary of the ownership on the right side of the dam.
- Prepare a report summarizing the results of the structural analysis on the millrace in order to demonstrate if it can withstand the floodwaters. (The structural analysis was included under the existing Agreement.)
- Update the Emergency Action Plan (EAP) and the Inspection, Operation and Maintenance (IOM) Plan. This would be completed at a later date if the WDNR approves the alternative capacity analysis.

For this Project, it is our understanding that the City of Cedarburg will provide the following services, items and/or information:

- Access to the dams, including the right bank.
- The City will reduce the flow over the main spillway by diverting flow through the millrace during inspection; and
- Documentation of ownership for the right embankment.

GRAEF will endeavor to perform the proposed Basic Services per the following schedule:

- Complete Task 1 within five weeks of authorization to proceed, subject to WDNR availability; and
- Submit drawings to the WDNR for permitting within ten weeks of authorization to proceed. The subsequent tasks will be subject to WDNR and Army Corps review schedules.

For all Basic Services, City of Cedarburg agrees to compensate GRAEF on a lump sum basis for $5,850.

At your written request, GRAEF will provide the following scope as Additional Services:

- Prepare easements for access on the left and right banks of the Columbia Mill Dam.
- Prepare for and attend public meetings.

For all Additional Services, City of Cedarburg agrees to compensate GRAEF as determined when the scope of services would be determined.

To accept this proposal, please sign and date both of the enclosed copies and return one to us. Upon receipt of an executed copy, GRAEF will commence work on the Project.

GRAEF-USA Inc. looks forward to providing the above-mentioned services to City of Cedarburg.

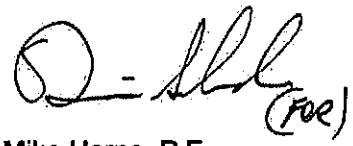
GRAEF

collaborate / formulate / innovate

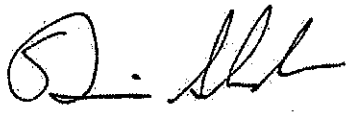
If you have any questions regarding our proposal, please give me a call at (414) 266-9284.

Sincerely,

Graef-USA Inc.



Mike Horne, P.E.
Structural Engineer



Brian Schneider, P.E.
Project Manager

Accepted by: City of Cedarburg

_____
(Signature)

_____
(Printed)

_____
(Title)

Date:

BWS:bws

X:\ML\2017\20170140\Project_Information\Contracts\Change Order Bank and Mill Race Stability 4-24-17.dotx

Attachments: E-Mail Correspondence

cc: File

Schneider, Brian

From: Stern, Andrea K - DNR <Andrea.Stern@wisconsin.gov>
Sent: Wednesday, April 19, 2017 9:01 AM
To: Schneider, Brian
Subject: RE: Cedarburg - Columbia Mill Dam

Hi Brian,

This is acceptable.

Thanks,
Andrea

We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

Andrea (Knutson) Stern, EIT
(262) 574 - 2188
Andrea.Stern@wisconsin.gov

From: Schneider, Brian [mailto:brian.schneider@graef-usa.com]
Sent: Tuesday, April 18, 2017 2:45 PM
To: Stern, Andrea K - DNR
Subject: Cedarburg - Columbia Mill Dam

Andrea,

We are proposing the following steps to evaluate erosion resistance of the right abutment:

1. Field mapping to estimate the Headcut Erodibility Index (K_h) to assign an erodibility class based on table 12-1 of the National Engineering Handbook Part 631 Chapter 12 Rock
Material Field Classification System. (See Fig. 1) K_h is a dimensionless number which is the product of the material strength number, block size number, discontinuity shear strength number, and relative ground structure number. Several of the above named numbers can be obtained by field mapping of joints and stream flow direction. Determination of the block size number will include an estimation of the rock quality designation (RQD) rather than direct measurement. A rebound hammer will be used to attempt to estimate compressive strength of both fresh and weathered rock faces.
2. Report summarizing the results of the field work with discussion on the erodibility class assigned to the rock.

Figure 1

Table 4–22 Hydraulic erodibility in earth spillways

Classification elements	Class I Highly erosion resistant
	Rock material experiences headcut erosion rates < 0.3 m/h (1 ft/h) at a unit discharge of 9.2 $m^3/s/m$ (100 $ft^3/s/ft$) and 9 m (30 ft) of energy head. **Must fulfill the following condition:**
Headcut erodibility index, k_h (NEH628.52), which comprises: material strength, block size, discontinuity shear strength, relative ground structure	$k_h > 100$

We are also proposing that this test would serve to evaluate scour (low erosion would lead to low scour) and stability (with limited erosion the right abutment would retain its stability). We will complete a structural analysis of the mill race in order to demonstrate that it can withstand the floodwaters.

Please confirm that this methodology will be acceptable and we will proceed, and please contact me if you have any questions.

Thanks,

Brian Schneider, P.E., MBA, LEED AP

GRAEF

One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, Wisconsin 53214-1470

414/259-1500 office
414/266-9284 direct

414/259-0037 fax

Brian.schneider@graef-usa.com

From: Stern, Andrea K - DNR [mailto:Andrea.Stern@wisconsin.gov]
Sent: Thursday, March 30, 2017 12:53 PM
To: Schneider, Brian <brian.schneider@graef-usa.com>
Subject: RE: Cedarburg - Columbia Mill Dam

Hi Brian,

I am following up on our phone call yesterday. The mill race is able to be used. Please provide me with the tests you are proposing so I can ensure they will meet our needs. The scour and stability analysis would need to be performed for the right abutment and the mill race. It was mentioned that the mill race in not in great condition so showing it will be able to withstand flood waters is necessary. Also, since the right abutment will be allowed to overtop it will be necessary to prove that it will not erode.

Thanks,
Andrea

We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

Andrea (Knutson) Stern, EIT
(262) 574 - 2188
Andrea.Stern@wisconsin.gov

From: Schneider, Brian [mailto:brian.schneider@graef-usa.com]
Sent: Thursday, March 23, 2017 1:04 PM
To: Stern, Andrea K - DNR
Cc: Tecca, Nicholas
Subject: FW: Cedarburg - Columbia Mill Dam

Good Afternoon Andrea,

Nick and I would like to discuss this further with you before we address the items on the list. Our proposal is to utilize the millrace to increase the capacity, thereby reducing the flow depth in the main spillway during flood events. Based on this, some of the things we would like to discuss from you list include:

- Prove the integrity of the rock - I have some tests in mind, but I want to make sure our tests for integrity fit your needs and that we are testing the right rock. It does not seem that a test of the rock integrity downstream of the main spillway would be the concern because our proposal would generally reduce the forces on this rock under flood conditions.
- Show the viability of the right abutment to overtop – We would propose to model the water elevations on the right and left banks under the 100 year event after incorporating the millrace capacity. Then we would visually examine the condition of the banks up to the modeled water elevation.
- Preform and submit a scour and stability analysis – We can complete a stability analysis; however, we will need clarification on the areas of concern. The forces on the main dam will generally be reduced under our proposed alternative. We will also need clarification on what you need for scour.
- Prove ownership on the right side of the dam – We can get documentation but I believe most of the right bank is under private ownership.
- Ensure that the EAP and IOM are up to date – These were brought up to date a few years ago and can be readily modified to incorporate the use of the millrace.

Please let us know a convenient time for you and your colleagues to discuss these items and I can set up a conference call number. I am out of the office on Friday.

Thanks,

Brian Schneider, P.E., MBA, LEED AP

GRAEF

One Honey Creek Corporate Center
125 South 84th Street, Suite 401
Milwaukee, Wisconsin 53214-1470

414/259-1500 office
414/266-9284 direct
414/259-0037 fax

Brian.schneider@graef-usa.com

www.graef-usa.com

From: Stern, Andrea K - DNR [mailto:Andrea.Stern@wisconsin.gov]
Sent: Tuesday, March 21, 2017 2:55 PM
To: Schneider, Brian <brian.schneider@graef-usa.com>
Cc: Tecca, Nicholas <Nicholas.Tecca@graef-usa.com>; Sturtevant, William - DNR <William.Sturtevant@wisconsin.gov>; Heimerl, Chad T - DNR <Chad.Heimerl@wisconsin.gov>
Subject: Cedarburg - Columbia Mill Dam

Hi Brian,

I was able to meet with folks in Madison to discuss this. We feel that NR 333.07 can be used in this case. In order to utilize NR 333.07 multiple things will need to be accomplished. It will be necessary to:

- Prove the integrity of the rock
- Show the viability of the right abutment to overtop
- Preform and submit a scour and stability analysis
- Prove ownership on the right side of the dam
- Ensure that the EAP and IOM are up to date

Also, we will require that a geotechnical engineering specialist verifies the integrity or the rock.

I hope this answers your questions.

Thank you,

We are committed to service excellence.
Visit our survey at http://dnr.wi.gov/customersurvey to evaluate how I did.

Andrea (Knutson) Stern, EIT
(262) 574 - 2188
Andrea.Stern@wisconsin.gov

CITY OF CEDARBURG

MEETING DATE: May 8, 2017 **ITEM NO:** 9. D.

TITLE: Consider request from WE Energies to rent the former remote receiving station at N144 W588 Pioneer Road from June 1, 2017 to April 30, 2018 for outdoor storage of power poles, cables, trucks and switchgear; and action thereon.

ISSUE SUMMARY: WE Energies informs us that they will be doing work in the area and in preparation for that work they are now searching for a site to serve their temporary storage needs. Since they have been unsuccessful in working with private land owners in the area, they are requesting to use the City's former receiving station at N144 W5888 Pioneer Road. This site is approximately 1 acre in size, is secure by a 6 foot high chain link fence with vegetative screening around the periphery and is supported by a 9 inch thick concrete drive. WE Energies proposes to rent the space for $400.00 per month.

STAFF RECOMMENDATION: While the site appears to be unused at the moment, the Police Department does use this as an impound site on a periodic basis. Accordingly, unless the Police Department has objects to the co-use of this use, staff has no objection.

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION: n/a

BUDGETARY IMPACT: $400.00 X 10 months = $4,000.00

ATTACHMENTS:

- WE Energies Storage Agreement and Certificate of Insurance

INITIATED/REQUESTED BY: Douglas Hartmann, WE Energies

FOR MORE INFORMATION CONTACT: Jonathan P. Censky, City Planner, 262-375-7610

City of Cedarburg - Planner

From: Hartmann.Douglas <douglas.hartmann@we-energies.com>
Sent: Wednesday, April 26, 2017 2:55 PM
To: City of Cedarburg - Planner
Cc: Hartmann.Douglas
Subject: WE ENERGIES STORAGE AREA
Attachments: DOC042617-04262017142648.pdf

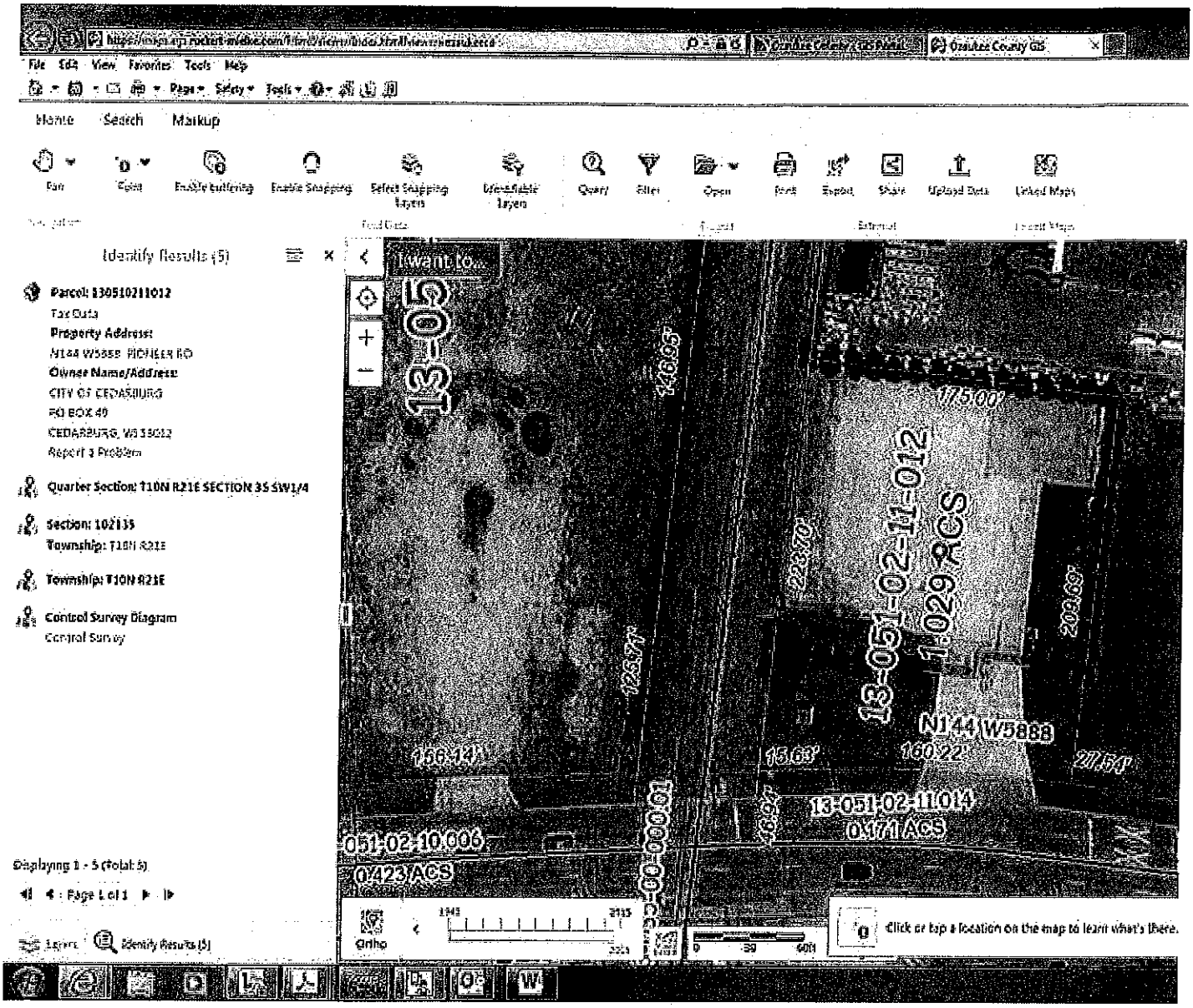
Mr. Censky:

Thank you for our conversation of earlier today!

We Energies seeks the approval of the City of Cedarburg to store materials, equipment and trucks on a vacant City owned parcel @ N144 W5888 Pioneer Road. (13-051-02-11-012)
Attached please find a draft of the lease agreement, Statement of Self-Insurance, and a W-9 form (not sure if that is applicable).
Please put We Energies on the May 8th agenda for city council approval.

Thanks for all of your help.

Douglas Hartmann
Right of Way Agent
We Energies
700 Sunset Road
Port Washington, WI 53074
Office: 262-268-3660
Cell: 414-507-1030
Fax: 262-268-3628
E-Mail: douglas.hartmann@we-energies.com


Identify Results (5)
Parcel: 330510211012
Tax Data
Property Address:
N144 W5888 PIONEER RD
Owner Name/Address:
CITY OF CEDARBURG
PO BOX 49
CEDARBURG, WI 53012
Report a Problem
Quarter Section: T10N R21E SECTION 35 SW1/4
Section: 102135
Township: T10N R21E
Township: T10N R21E
Control Survey Diagram
Control Survey
Displaying 1 - 5 (Total: 5)
Page 1 of 1
Layers
Identify Results (5)
I want to...
13-051-02-11-012
1.029 ACS
N144 W5888
13-051-02-11014
0.171 ACS
051-02-10.006
0.423 ACS
175.00'
209.69'
27.64'
156.14'
160.22'
15.63'
126.47'
223.70'
446.65'
Ortho
Click or tap a location on the map to learn what's there.

STORAGE AREA RENTAL AGREEMENT

This agreement, made this _____ day of May, 2017, by and between **CITY OF CEDARBURG,** hereinafter referred to as "Lessor" and **WISCONSIN ELECTRIC POWER COMPANY d/b/a We Energies,** a Wisconsin Corporation hereinafter referred to as "Lessee,"

WITNESSETH:

That Lessor does hereby lease to Lessee approximately one acre of Lessor's land and access thereto for a storage area. The storage area is located immediately north Pioneer Rd. and immediately East of the Wisconsin Central Railroad Right of Way and is located in the SW ¼ of the SW ¼ of Section 35 in the City of Cedarburg, Ozaukee County, Wisconsin.

1. The term of this lease shall commence on June 1st, 2017 and run through April 30th, 2018 and run month to month thereafter until termination. In consideration for this lease, grantee agrees to pay a sum of $400.00 per month.

2. Lessee shall, on or before the effective date of such termination, completely remove from the premises all of its personal property owned or placed thereon.

3. The premises shall be used by Lessee and Lessee's contractors for storage of transformers, wire, cables, various other materials, equipment and trucks.

4. The Lessee shall provide such security measures as it deems necessary to protect its equipment or materials stored thereon.

5. The Lessee shall be responsible for any snow removal necessary for the use of the storage area.

6. Lessee shall, in the use and occupancy of the Premises, comply with all laws, ordinances, rules and regulations of the City of Cedarburg, Ozaukee County, and other governmental bodies having jurisdiction, over the operation of Lessee's or Lessor's business or occupation of the Premises.

7. **INDEMNIFICATION:** It is understood that during the time said materials and equipment are stored on Lessor's premises, Lessee will indemnify and save the Lessor harmless from any and all claims for injury or death to any person or for damage to property of any person arising out of Lessee's use of said Premises; excepting, however, any claims or actions arising out of negligence or willful acts on the part of the Lessor, his agents and invitees. Any attorney fees incurred as a result of invoking this indemnification clause shall be paid for by Lessee.

IN WITNESS WHEREOF the parties hereto have caused this leased agreement to be executed on the date and year first above written.

In Presence of:

City of Cedarburg

By:_____
(Lessor)

Wisconsin Electric Power Company

By:_____
Douglas J. Hartmann, ROW Agent (Lessee)

CERTIFICATE OF INSURANCE

and

Statement of Self-Insurance

We Energies (Wisconsin Electric Power Company and/or Wisconsin Gas LLC) does not purchase general liability, automobile liability, or workers compensation insurance at the primary level.

Liability: Excess general liability insurance, which includes automobile liability, is in effect with substantial limits over a self-insured retention.

Workers Compensation: The We Energies companies are qualified self-insurers for workers compensation in the states in which they operate.

Property: All-risk property insurance is provided above substantial deductibles for property where We Energies has accepted risk of loss.

This certificate is furnished as a courtesy to those desiring evidence of the We Energies insurance program. It is furnished as a matter of information only. It does not create or establish a business or contractual relationship to any party choosing to use this certificate. Further, it does not establish any liability, indemnification or hold harmless to the user of the certificate or any other party. Should the information provided in this certificate change for any reason, We Energies is under no obligation to inform the certificate holder and hereby assumes no obligation or liability of any kind as a result.

Form **W-9**
(Rev. December 2014)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

Give Form to the requester. Do not send to the IRS.

Print or type
See Specific Instructions on page 2.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification; check only **one** of the following seven boxes:

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____

Note. For a single-member LLC that is disregarded, do not check LLC; check the appropriate box in the line above for the tax classification of the single-member owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.)

Requester's name and address (optional)

6 City, state, and ZIP code

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the instructions for line 1 and the chart on page 4 for guidelines on whose number to enter.

Social security number

___ - ___ - ____

or

Employer identification number

__ - _____

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

Sign Here Signature of U.S. person ▶ Date ▶

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. Information about developments affecting Form W-9 (such as legislation enacted after we release it) is at *www.irs.gov/fw9*.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following:

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See *What is backup withholding?* on page 2.

By signing the filled-out form, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting?* on page 2 for further information.

CITY OF CEDARBURG

MEETING DATE: May 8, 2017 **ITEM NO:** 9. E.

TITLE: Consider appeal of the WPDES permit and request for contested case hearing; and action thereon.

ISSUE SUMMARY: Attorney Art Harrington of Godfrey & Kahn and Jonathon Butt of Symbiont have assisted staff in preparing an appeal of the new DNR permit for the wastewater treatment plant. The permit sets forth a very restrictive effluent phosphorus limit, and there are a number of technical issues that we believe are worth challenging.

STAFF RECOMMENDATION: Staff recommends the City file the appeal and request a contested case hearing for the re-issuance of the wastewater treatment plant permit.

BOARD, COMMISSION, OR COMMITTEE RECOMMENDATION: The Public Works and Sewerage Commission has discussed this issue multiple times in the last year.

BUDGETARY IMPACT: Estimated $20,000 in legal and engineering consultant fees.

ATTACHMENTS: Petition for review of final WPDES permit and request for contested case hearing will be presented at the meeting.

INITIATED/REQUESTED BY: Tom Wiza - Director of Engineering and Public Works

FOR MORE INFORMATION CONTACT: Tom Wiza 262-375-7610
Eric Hackert 262-375-7900

City of Cedarburg
Resolution 2017-11
International Migratory Bird Day

- **Whereas**, migratory birds are some of the most beautiful and easily observed wildlife that share our communities, *and*
- **Whereas**, many citizens recognize and welcome migratory songbirds as symbolic harbingers of spring, *and*
- **Whereas**, these migrant species also play an important economic role in our community, controlling insect pests and generating millions in recreational dollars statewide, *and*
- **Whereas,** migratory birds and their habitats are declining throughout the Americas, facing a growing number of threats on their migration routes and in both their summer and winter homes, *and*
- **Whereas**, public awareness and concern are crucial components of migratory bird conservation, *and*
- **Whereas**, citizens enthusiastic about birds, informed about the threats they face, and empowered to help address those threats can directly contribute to maintaining health bird populations, *and*
- **Whereas**, since 1993 International Migratory Bird Day (IMBD) has become a primary vehicle for focusing public attention on the nearly 350 species that travel between nesting habitats in our communities and throughout North America and their wintering grounds in South and Central America, Mexico, the Caribbean, and the southern U.S., *and*
- **Whereas**, hundreds of thousands of people will observe IMBD, gathering in town squares, community centers, schools, parks, nature centers, and wildlife refuges to learn about birds, take action to conserve them, and simply to have fun, *and*
- **Whereas**, while IMBD officially is held each year on the second Saturday in May, its observance is not limited to a single day, and planners are encouraged to schedule activities on the dates best suited to the presence of both migrants and celebrants, *and*
- **Whereas**, IMBD is not only a day to foster appreciation for wild birds and to celebrate and support migratory bird conservation, but also a call to action,

NOW THEREFORE I, Kip Kinzel, as Mayor of the City of Cedarburg, Wisconsin, do hereby proclaim May 13, 2017 as

International Migratory Bird Day

in the City of Cedarburg, and I urge all citizens to celebrate this observance and to support efforts to protect and conserve migratory birds and their habitats in our community and the world at large.

Dated this 8th day of May in the year 2017.

Signed _____

Title _____

CITY OF CEDARBURG

MEETING DATE: May 8, 2017 **ITEM NO:** 9. G.

TITLE: Consider request for additional funding for purchase of a front end loader; and action thereon

ISSUE SUMMARY: A front end loader purchased by Public Works in 2011 has had an ongoing steering issue. In spite of John Deere's persistent effort's to service it, they haven't been able to fully fix the problem.

To resolve the issue, John Deere is offering to buy out the 2011 John Deere loader with the troubled steering, and is offering to replace this unit with a new one, provided the City purchase the loader we have in the budget from John Deere. This loader in the budget would replace the existing 2003 Case loader and plow. The offer proposed by John Deere would put us approximately $10,000 over our approved $235,000 Capital budget. With this Proposal we would be getting two new front end loaders close to the price of one. There are advantages in servicing and maintaining like units.

STAFF RECOMMENDATION: Approve funding

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION: N/A

BUDGETARY IMPACT: Increases the Public Works capital budget by $10,000. Currently $235,000 is budgeted for the Case loader and plow replacement. Funds not budgeted but would come from Capital Improvement equipment replacement fund.

ATTACHMENTS: None

INITIATED/REQUESTED BY: Tom Wiza, Joel Bublitz, and Bill Hintz

FOR MORE INFORMATION CONTACT: Joel Bublitz 375-7636 or jbublitz@ci.cedarburg.wi.us
Bill Hintz 375-7636 or bhintz@ci.cedarburg.wi.us

CITY OF CEDARBURG
TRANSFER LIST
4/20/17-5/2/17

Date	Amount	Transfer to
PWSB CHECKING ACCOUNT		
4/25/2017	$15,163.20	Light & Water-March charges
4/25/2017	$1,974.46	Light & Water-March charges
4/26/2017	$189,000.00	PWSB Payroll
4/27/2017	$495.00	Police Association Union-contributions for 4/9/17-4/22/17
4/27/2017	$3,089.76	ICMA-contributions for 4/9/17-4/22/17
4/27/2017	$4,009.45	North Shore Bank-contributions for 4/9/17-4/22/17
4/27/2017	$5,700.15	Health Savings Accounts-contributions for 4/9/17-4/22/17
4/27/2017	$100.00	State of Wisconsin-garnishment
4/28/2017	$68,425.87	WCA-May health insurance premiums
4/28/2017	$5,214.39	Met Life-May dental insurance premiums
4/28/2017	$442.75	Superior Vision-May vision insurance premiums
4/30/2017	$103,833.58	WRS-March remittance
5/2/2017	$479.76	AFLAC-April premiums
5/2/2017	$2,535.90	Minnesota Life-June life insurance premiums
	$400,464.27	
PWSB PAYROLL ACCOUNT		
4/28/2017	$128,779.46	Payroll for 4/9/17-4/22/17
4/28/2017	$60,043.64	Payroll taxes for 4/9/17-4/22/17
	$188,823.10	
PWSB MONEY MARKET ACCOUNT		
4/27/2017	$5,013.30	PWSB Internal Service Money Market
4/28/2017	$300,000.00	PWSB Checking
	$305,013.30	
PWSB CAPITAL MONEY MARKET ACCOUNT		
4/27/2017	$65,851.93	PWSB Money Market

CITY OF CEDARBURG

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MAY 2017

			Check Amt	Invoice	Comment
111300 PWSB Checking					
Unpaid	**BEN MEADOWS CO.**				
E 100-555510-240	REPAIR AND MAINTENANCE		$49.00	SI03245848	PARKS-SURVEY MARKING PAINT
E 100-555510-240	REPAIR AND MAINTENANCE		$203.79	SI03246793	PARKS-MARKING FLAGS/PAINT
E 100-555510-240	REPAIR AND MAINTENANCE		$299.12	SI03250452	PARKS-EAR PLUGS/PRUNERS
E 100-555510-240	REPAIR AND MAINTENANCE		$147.92	SI03262945	PARKS-DISPOSABLE GLOVES
E 100-555510-240	REPAIR AND MAINTENANCE		$11.99	SI03269824	PARKS-MARKING FLAGES
E 100-555510-240	REPAIR AND MAINTENANCE		$165.93	SI03274103	PARKS-COATED GLOVES
	Total BEN MEADOWS CO.		$877.75		
Unpaid	**CRETEX SPECIALTY PRODUCTS INC**				
E 100-533440-240	REPAIR AND MAINTENANCE		$3,561.00	026033	DPW-PRO-RING FLAT RINGS
	Total CRETEX SPECIALTY PRODUCTS INC		$3,561.00		
Unpaid	**EGELHOFF LAWNMOWER SERVICE**				
E 100-555510-240	REPAIR AND MAINTENANCE		$223.70	224260	PARKS-SAW CHAINS
E 100-555510-240	REPAIR AND MAINTENANCE		$56.10	225032	PARKS-WIRING HARNESS
E 100-533210-353	MAINTENANCE PARTS		$224.10	225304	DPW-SEAL FRONT OIL/GASKET PLATE
	Total EGELHOFF LAWNMOWER SERVICE		$503.90		
J	**FIRST SUPPLY LLC**				
E 100-518100-350	OPERATING SUPPLIES		$617.19	10516875-00	COMPLEX-PO# COM777-EZ FLUSH BAT OP RETRO FIT KIT
E 100-518100-350	OPERATING SUPPLIES		$205.73	1518829-00	COMPLEX-EZ FLUSH BAT OP RETRO FIT KIT
	Total FIRST SUPPLY LLC		$822.92		
Unpaid	**FIVE CORNERS DODGE**				
E 100-533450-340	MAINTENANCE SUPPLIES		$52.42	110303	DPW-BOLT
	Total FIVE CORNERS DODGE		$52.42		
Unpaid	**FOX WELDING**				
E 100-533440-240	REPAIR AND MAINTENANCE		$40.30	280669	DPW-ACETYLENE CYLINDER RENTAL
	Total FOX WELDING		$40.30		
Unpaid	**KETTLE-LAKES COOPERATIVE**				
E 100-555510-240	REPAIR AND MAINTENANCE		$516.94	125538	PARKS-PELLETIZED LIME
	Total KETTLE-LAKES COOPERATIVE		$516.94		
Unpaid	**LINCOLN CONTRACTORS SUPPLY**				
E 100-533440-240	REPAIR AND MAINTENANCE		$585.51	S32462	DPW-ROLLER ENG. ASSMBLY CAP ENG. ROLLER
	Total LINCOLN CONTRACTORS SUPPLY		$585.51		
Unpaid	**MID-AMERICAN RESEARCH CHEMICAL**				
E 601-573830-342	JANITORIAL SUPPLIES		$100.88	0605096-IN	WW-GREEN DELUXE WET MAP/BROOM
	ıtal MID-AMERICAN RESEARCH CHEMICAL		$100.88		
Unpaid	**MILLER-BRADFORD AND RISBERG**				
E 100-533210-353	MAINTENANCE PARTS		$185.75	P03201	DPW-SEALS KIT

CITY OF CEDARBURG

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MAY 2017

		Check Amt	Invoice	Comment
Total MILLER-BRADFORD AND RISBERG		$185.75		
Unpaid	**POMP S TIRE SERVICE, INC.**			
E 100-533210-353	MAINTENANCE PARTS	$364.52	430053388	DPW-DEST. AT OWL
Total POMP S TIRE SERVICE, INC.		$364.52		
Unpaid	**RECOGNITION SPECIALIST, INC.**			
E 100-555140-310	OFFICE SUPPLIES	$8.50	29856	SR CTR-A. SUPPIGER NAMETAG
Total RECOGNITION SPECIALIST, INC.		$8.50		
Unpaid	**TAPCO**			
E 100-533311-363	SIGNS	$320.58	I559746	DPW-SIGNS
Total TAPCO		$320.58		
Unpaid	**ULINE**			
E 100-533730-344	RECYCLING EXPENSES	$127.30	85927260	DPW-DPW-PRE-PUNCHED SLEEVES
Total ULINE		$127.30		
Unpaid	**UNIFIRST CORPORATION**			
E 100-533210-350	OPERATING SUPPLIES	$42.51	096 0955023	DPW-UNIFORMS
E 601-573825-372	SAFETY EQUIPMENT	$39.64	096 0956103	WW-UNIFORMS
E 100-533210-350	OPERATING SUPPLIES	$42.51	096 0956108	DPW-UNIFORMS
E 601-573830-342	JANITORIAL SUPPLIES	$48.55	096 0956118	WW-MATS/WIPERS
Total UNIFIRST CORPORATION		$173.21		
Unpaid	**ZUERN BUILDING PRODUCTS**			
E 100-555510-240	REPAIR AND MAINTENANCE	$13.06	858	PARKS-BDL 4' WOOD LATH
E 100-533210-353	MAINTENANCE PARTS	$19.96	901	DPW-8' SPF #2&BTR
Total ZUERN BUILDING PRODUCTS		$33.02		
111300 PWSB Checking		$8,274.50		

Fund Summary

111300 PWSB Checking	
100 GENERAL FUND	$8,085.43
601 SEWERAGE FUND	$189.07
	$8,274.50

CITY OF CEDARBURG

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APRIL 2017

			Check Amt	Invoice	Comment
Unpaid	**CEDARBURG WOMANS CLUB**				
E 260-555110-320	PROF PUBLICATIONS AND DU		$40.00	MEMBERSHIP	LIBR-ANNUAL MEMBERSHIP DUES
Total	**CEDARBURG WOMANS CLUB**		$40.00		
Unpaid	**CINTAS CORPORATION**				
E 100-533210-350	OPERATING SUPPLIES		$113.24	184810197	DPW-UNIFORMS
E 100-533210-350	OPERATING SUPPLIES		$113.24	184811667	DPW-UNIFORMS
E 100-533210-350	OPERATING SUPPLIES		$113.24	184813133	DPW-UNIFORMS
E 100-533210-350	OPERATING SUPPLIES		$135.24	184814630	DPW-UNIFORMS
Total	**CINTAS CORPORATION**		$474.96		
Unpaid	**CINTAS FIRST AID & SAFETY**				
E 100-533210-210	PROFESSIONAL SERVICES		$232.13	5007648033	DPW-FIRST AID SUPPLIES
Total	**CINTAS FIRST AID & SAFETY**		$232.13		
Unpaid	**CLIFF BERGIN & ASSOCIATES**				
E 601-573840-340	MAINTENANCE SUPPLIES		$201.00	145845	WW-A/C REPAIR
Total	**CLIFF BERGIN & ASSOCIATES**		$201.00		
Unpaid	**CRESCENT LANDSCAPE SUPPLY INC**				
J0-555510-240	REPAIR AND MAINTENANCE		$4,300.00	018730	PARKS-PLAYGROUND CHIPS
Total	**CRESCENT LANDSCAPE SUPPLY INC**		$4,300.00		
Unpaid	**CWC # FOOD CHOICE**				
E 260-555110-320	PROF PUBLICATIONS AND DU		$22.50	MTG LUNCH	LIBR-ANNUAL LUNCHEON MEETING
Total	**CWC # FOOD CHOICE**		$22.50		
Unpaid	**FASTENAL COMPANY**				
E 100-533210-353	MAINTENANCE PARTS		$41.35	WISAU91741	DPW-DROP-IN 1/2
E 100-533210-353	MAINTENANCE PARTS		$23.52	WISAU91787	DPW-BEAM CLAMP
E 100-533210-353	MAINTENANCE PARTS		$151.89	WISAU91977	DPW-USS TRU-HARD
E 100-533210-353	MAINTENANCE PARTS		$7.00	WISAU92000	DPW-HITCHPIN
Total	**FASTENAL COMPANY**		$223.76		
Unpaid	**GALL PLUMBING, INC**				
G 601-184313	COLLECTION MAINS AND ACCES		$11,295.00	14034	WW-PO#WW767-SEWER REPAIRS
Total	**GALL PLUMBING, INC**		$11,295.00		
Unpaid	**GENERAL COMMUNICATIONS, INC.**				
E 100-522120-240	REPAIR AND MAINTENANCE		$1,738.00	235188	PD-SPEED TRAILER REPAIRS
Total	**GENERAL COMMUNICATIONS, INC.**		$1,738.00		
Unpaid	**GRAINGER**				
E 100-555510-240	REPAIR AND MAINTENANCE		$214.09	9403911721	PARKS-WALL MOUNT HOSE REEL
Total	**GRAINGER**		$214.09		
Unpaid	**GRUBE, JIM**				
'00-519200-343	AWARDS, SUPPLIES		$200.00	RETIREMENT	RETIREMENT GIFT

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			Check Amt	Invoice	Comment
	Total GRUBE, JIM		$200.00		
Unpaid	**HAFEMEISTER JAMES**				
G 100-215901	LIFE INSURANCE DEDUCTIONS		$175.10	REFUND	LIFE INS. CREDIT DEDUCTED FROM JAN/FEB PAYCHECKS
	Total HAFEMEISTER JAMES		$175.10		
Unpaid	**HEIN ELECTRIC SUPPLY CO**				
E 100-533210-350	OPERATING SUPPLIES		$107.43	337165-00	DPW-SQUARE EXT. SQUARE BOX
E 100-533210-353	MAINTENANCE PARTS		$97.20	337346-00	DPW-VAC CLNR V18
E 100-518100-350	OPERATING SUPPLIES		$268.00	339316-00	COMPLEX-LED 2 HEADED EBU
	Total HEIN ELECTRIC SUPPLY CO		$472.63		
Unpaid	**JAMES IMAGING SYSTEMS, INC.**				
E 100-514700-385	EQUIPMENT OUTLAY		$320.49	20466484	1ST FLOOR COPIER RENTAL
E 100-514700-385	EQUIPMENT OUTLAY		$269.86	20466484	2ND FLOOR COPIER RENTAL
E 100-555510-350	OPERATING SUPPLIES		$298.94	20466484	REC-COPIER RENTAL
	Total JAMES IMAGING SYSTEMS, INC.		$889.29		
Unpaid	**JOSEPH JACOBS**				
E 100-522310-210	PROFESSIONAL SERVICES		$120.00	17-005	B.I.-3/24 & 4/13 INSPECTIONS
	Total JOSEPH JACOBS		$120.00		
Unpaid	**KETTLE MORAINE HARDWODS, INC.**				
E 100-533440-240	REPAIR AND MAINTENANCE		$403.05	61534	DPW-ASH 6/4 SELECT & BETTER
	Total KETTLE MORAINE HARDWODS, INC.		$403.05		
Unpaid	**LAWSON PRODUCTS**				
E 601-573830-340	MAINTENANCE SUPPLIES		$144.52	9304858349	WW-GRND WHEEL/SEALING COMP.
	Total LAWSON PRODUCTS		$144.52		
Unpaid	**LINK, JASON**				
R 220-467310	SUMMER/WINTER REC FEES		$40.00	REFUND	REFUND FOR T-BALL CANCELLATION
	Total LINK, JASON		$40.00		
Unpaid	**MOEGENBURG, CHUCK**				
E 100-518100-240	REPAIR AND MAINTENANCE		$110.00	20170411001	COMPLEX-4/1 & 4/11 ENTRIES CLEANING
	Total MOEGENBURG, CHUCK		$110.00		
Unpaid	**MONARCH LIBRARY SYSTEM**				
E 260-555110-381	SHARED SYSTEM SERVICES		$22.66	413608	LIBR-JAN-MARCH 2017 TELEPHONY CHARGES
	Total MONARCH LIBRARY SYSTEM		$22.66		
Unpaid	**MULCAHY/SHAW WATER, INC.**				
E 601-573850-330	TRAVEL & TRAINING		$20.00	SEMINAR	WW-LOW PO4 SEMINAR REGISTRATION
	Total MULCAHY/SHAW WATER, INC.		$20.00		
Unpaid	**NAPA AUTO PARTS**				
E 100-533210-353	MAINTENANCE PARTS		$18.40	875917	DPW-AIR HOSES

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			Check Amt	Invoice	Comment
	Total NAPA AUTO PARTS		$18.40		
Unpaid	OLSEN S PIGGLY WIGGLY				
E 260-555110-308	PROGRAM SUPPLIES		$24.77	32739	LIBR-REFRESHMENTS FOR ADULT PROGRAMS
E 100-519200-335	LEADERSHIP DEVELOPMENT		$24.30	32746	J. GRUBE'S RETIREMENT PARTY SUPPLIES
E 100-519200-343	AWARDS, SUPPLIES		$35.05	32757	J. GRUBE'S RETIREMENT PARTY SUPPLIES
	Total OLSEN S PIGGLY WIGGLY		$84.12		
Unpaid	ONTECH SYSTEMS, INC				
E 100-514700-380	EQUIPMENT/CAPITAL OUTLA		$725.00	27135	IT-HP PRODESK 600 DESKTOP PC
	Total ONTECH SYSTEMS, INC		$725.00		
Unpaid	OSI ENVIRONMENTAL, INC.				
E 100-533210-351	GAS AND OIL EXPENSE		$35.00	1035350	DPW-UNCRUSHED FILTERS
	Total OSI ENVIRONMENTAL, INC.		$35.00		
Unpaid	OSWALD JOHN				
E 100-519200-343	AWARDS, SUPPLIES		$200.00	RETIREMENT	RETIREMENT GIFT
	Total OSWALD JOHN		$200.00		
J	OZAUKEE ACE HARDWARE				
E 100-518100-350	OPERATING SUPPLIES		$28.78	149901	COMPLEX-PHOTO BATTERIES
	Total OZAUKEE ACE HARDWARE		$28.78		
Jnpaid	PHILLABAUM, CORLISS E.				
E 100-555140-210	PROFESSIONAL SERVICES		$380.00	OPERA CLAS	SR CTR-OPERA CLASS INSTRUCTION
	Total PHILLABAUM, CORLISS E.		$380.00		
Jnpaid	PORTAL, INC				
E 100-555140-390	OTHER EXPENSES		$151.69	70019	TRANSPORTATION-PABST THEATER 3/26/17
	Total PORTAL, INC		$151.69		
Jnpaid	PTS CONTRACTORS INC.				
E 400-533311-854	STREET IMPROVEMENTS		$3,394.64	PAY REQ#1	STREETS-2017 STREET & UTILI PROJECT
G 601-187023	STREET & UTILITY IMPROVEM		$100,962.44	PAY REQ#1	WW-2017 SANITARY SEWER STREET & UTIL PROJECT
G 400-156200	DUE FROM LIGHT & WATER		$95,883.50	PAY REQ#1	L&W-WATER-2017 STREET & UTIL. PROJECT
	Total PTS CONTRACTORS INC.		$200,240.58		
Jnpaid	QUILL CORP.				
E 100-522310-310	OFFICE SUPPLIES		$13.49	6170278	B.I.-TOMBOW CORRECTION TAPE
E 100-533110-310	OFFICE SUPPLIES		$42.57	6170278	ENG-PAPER CLIPS/CORR TAPE
E 100-518100-350	OPERATING SUPPLIES		$328.83	6170278	COMPLEX-COFFEE/CREAMER
E 100-533110-310	OFFICE SUPPLIES		$9.99	6187650	ENG-DESKTOP CALCULATOR
	Total QUILL CORP.		$394.88		
Jnpaid	SCHOESSOW, CARY				
E 100-555510-363	SIGNS		$315.00	3081	PARKS-ALUMINUM SIGNS
	Total SCHOESSOW, CARY		$315.00		

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			Check Amt	Invoice	Comment
Unpaid	SHEFFIELD, MARY				
E 100-566310-210	PROFESSIONAL SERVICES		$2,208.33	CONTRACT	APRIL 2017 ECON. DEVELOP. SERVICES
Total	SHEFFIELD, MARY		$2,208.33		
Unpaid	SHORELINE CONTRACTING SERVICES				
E 100-533440-240	REPAIR AND MAINTENANCE		$20.00	2017162	DPW-CLEAN CONCRETE
E 100-533440-240	REPAIR AND MAINTENANCE		$20.00	2017182	DPW-CLEAN CONCRETE
›tal	SHORELINE CONTRACTING SERVICES		$40.00		
Unpaid	STATE OF WI-DSPS 78780				
E 100-522310-330	TRAVEL & TRAINING		$40.00	RENEWAL	B.I.-PLUMBING CERT. RENEWAL
Total	STATE OF WI-DSPS 78780		$40.00		
Unpaid	TIME WARNER CABLE				
E 100-533210-350	OPERATING SUPPLIES		$167.01	707258501	DPW-INTERNET
E 100-555510-220	Internet		$167.00	707258501	PARKS-INTERNET
E 100-522110-225	TELEPHONE		$113.99	707259901	PD-STOP 2
Total	TIME WARNER CABLE		$448.00		
Unpaid	TYCO INTEGRATED SECURITY LLC				
E 100-518100-240	REPAIR AND MAINTENANCE		$218.34	28406190	COMPLEX- 5/1-7/31/17 SERVICE
Total	TYCO INTEGRATED SECURITY LLC		$218.34		
Unpaid	UNEMPLOYMENT INSURANCE				
E 700-519400-393	UNEMPLOYMENT COMPENSA		$2.47	000008301664	UNEMPLOYMENT INS-3/1/17 THROUGH 3/31/17
Total	UNEMPLOYMENT INSURANCE		$2.47		
Unpaid	VALU RITE CORPORATION				
E 100-515400-210	PROFESSIONAL SERVICES		$1,125.00	CONTRACT	COMMERCIAL ASSESSORS SERVICES
Total	VALU RITE CORPORATION		$1,125.00		
Unpaid	WASTE MANAGEMENT OF WI-MN				
E 100-533440-295	STREET SWEEPING		$2,768.76	0050858-2286-	DPW-STREET SWEEPING
Total	WASTE MANAGEMENT OF WI-MN		$2,768.76		
Unpaid	XYLEM WATER SOLUTIONS				
G 601-185336	DISINFECTION EQUIPMENT		$11,276.63	3556951498	WW-PO#WW770-LAMPS
Total	XYLEM WATER SOLUTIONS		$11,276.63		
	111300	PWSB Checking	$261,581.59		

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	Check Amt	Invoice	Comment

Fund Summary

111300 PWSB Checking	
100 GENERAL FUND	$22,453.20
220 RECREATION PROGRAMS FUND	$40.00
260 LIBRARY FUND	$1,101.29
400 CAPITAL IMPROVEMENTS FUND	$113,872.14
601 SEWERAGE FUND	$124,112.49
700 RISK MANAGEMENT FUND	$2.47
	$261,581.59

City of Cedarburg

City Administrator's Report

May 4, 2017

Department News

The following information is provided to keep the Common Council and staff informed on some of the activities and events of the City. Points of clarification may be addressed during the City Administrator's Report portion of the agenda; however, if discussion of any of these items is necessary, placement on a future Council agenda should be directed.

Engineering & Public Works— The 2017 Street & Utility project is moving along. The sewer and water lateral work is being done on Hillcrest Ave. Sidewalk replacement work from last year to replace sunken concrete has been completed on Bridge Road.

Beginning May 1, the City's refuse collection schedule changed and the Monday route will now be collected on Fridays.

Loose ends are being wrapped up at the Public Works facility. A sign will go up soon and there has been a landscaping meeting for the grounds.

The DNR is asking for additional testing and technical evaluations of the Columbia Mills Dam that are outside of GRAEF's original scope of work.

The Public Works crew is working on removing the wings from the trucks, restoration work from winter plowing, brush pick up, street sweeping, and pothole patching.

Parks, Recreation & Forestry— Jason Peterson has been hired as a Parks & Forestry crewperson and will begin employment on May 22. The crew has started grass cutting for the season and will be getting the Community Pool ready to open on June 3.

The Department is participating in the Chamber's Rediscover Cedarburg event on May 13 in conjunction with National Tourism Week. There will be a puppet show, retail specials, walking tour, and public art displayed with the Rainworks product.

Wastewater— The plant is handling excess water and is at 70% capacity. There is damage to the Highland Drive Lift Station, due to a lightning strike. The maintenance position for the plant will be posted next week.

Assessor—Board of Review is scheduled for Tuesday, May 9.

Senior Center— May is Older American Month. The opening of the 18th Annual Art Show for Seniors will be May 5 from 1 p.m.—3 p.m. at the Senior Center with an ice cream social. Thirty seniors will be graduating on May 10 from the Aging Mastery Program. The Senior Games held in conjunction with Grafton and Port Washington will begin on May 24 and will end on June 15 with an award breakfast.

Administrator— Building Engineer John Oswald's retirement party was held on Monday, May 1, 2017. Detective Sergeant Jeff Vahsholtz' retirement party was held on Wednesday, May 3.

I attended the Municipal Treasurer's conference last week on Thursday and Friday and received my third Treasurer's renewal certification (15 years). A Treasurer's week has been adopted by the State to be recognized on the third week in April.

Tuesday I was in Kimberly, WI for a Human Resource Association presentation on Total Rewards Management. In the evening, I attended the ad hoc Debt Investment/Advisory Committee meeting and a Personnel Committee meeting.

Respectfully submitted,

Christy Mertes, City Administrator/Treasurer

2017 PERMIT SUMMARY BY MONTH

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
Coops				1									1
Single Family	2	2	3	1									8
Assessory Building			2	2									4
Addition/Alteration	7	11	15	17									50
Commercial Additions/Alterati	1			3									4
Heat/Vent	19	11	24	9									63
Signs	1	2	2										5
Plumbing	27	35	23	17									102
Electrical	34	17	31	11									93
Occupancy	3	3	4	6									16
TOTAL VALUE TO CITY	801,731	884,211	1,541,483	1,063,641									4,291,066
INSPECTIONS													
ANDREW LYNEIS	1												1
JOE JACOBS	4	2	5	2									13
MICHAEL BAIER	153	183	110	113								1	560
ROGER KISON			13										13

PROCLAMATION

WHEREAS, the City of Cedarburg is home to more than 2,500 citizens 60 years of age or older; and

WHEREAS, the older citizens in the City of Cedarburg and throughout the nation are an increasing population with evolving needs; and

WHEREAS, older persons are valuable members of our society who enhance our communities and personal lives; and

WHEREAS, the increasing number of baby boomers reaching traditional retirement age highlights the need for increased support of older adults; and

WHEREAS, our older citizens of today and tomorrow promise to be among the most active and involved older adult populations in our nation's history; and

WHEREAS, it is the responsibility of this and all U.S. communities to work collaboratively to address older adults' unique health and long-term care challenges; and

WHEREAS, communities can improve older citizens' overall quality of life by helping them:

- Make behavioral changes in their lifestyles than can reduce the risk of disease, disability, and injury;
- Obtain the tools they need to make informed decisions about, and gain better access to, existing health and long-term care options in their communities;
- Have more options to avoid placement in nursing homes and remain at home as long as possible.

NOW THEREFORE, I, Kip Kinzel, Mayor of the City of Cedarburg, Ozaukee County, Wisconsin, do hereby proclaim **May 2017** to be Older Americans Month and urge everyone to take time this May to honor our older adults and the professionals, family members, and citizens who care for them. Our efforts can improve the lives of our older citizens and help pave the way for future generations.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of the City of Cedarburg, this 8th day of May 2017.

_____
Kip Kinzel, Mayor

Attest:

_____
Constance K. McHugh, City Clerk