PLAN COMMISSION MEETING AGENDA

April 08, 2026 at 6:00 PM

Kronenwetter Municipal Center - 1582 Kronenwetter Drive Board Room (Lower Level)

1. **CALL MEETING TO ORDER**
   - **A.** Pledge of Allegiance
   - **B.** Roll Call
2. **ANNOUNCEMENT OF PUBLIC HEARING**
   - **C.** Eau Claire River, LLC 7306 Zinser St., Weston, WI 54476 requests a zoning change of 35.58 acres from BP - Business Park to M2 – General Industrial, located at 1320 Kowalski Road, Kronenwetter, WI 54455. Parcel Identification Number 145-2707-023-0996. Legal description of the subject property: SEC 02-27-07 PT OF S 1/2 SW 1/4 THAT PT LYG WLY OF HWY '51' & D/I CSM VOL 10 PG 182 (#2709) (DOC #772685) EX DOC 1488725-(RD).
3. **CLOSE PUBLIC HEARING**
4. **PUBLIC COMMENT**

   Please be advised per State Statute Section 19.84(2), information will be received from the public. It is the policy of this Village that Public Comment will take no longer than 15 minutes with a three-minute time period, per person, with time extension per the Chief Presiding Officer's discretion. Be further advised that there may be limited discussion on the information received, however, no action will be taken under public comments.
5. **APPROVAL OF MINUTES- DISCUSSION AND POSSIBLE ACTION**
   - **D.** 2026 02 16 PC Meeting Minutes
6. **REPORTS AND DISCUSSIONS**
   - **E.** Community Development Director Report
7. **NEW BUSINESS- DISCUSSION AND POSSIBLE ACTION**
   - **F.** Zoning Change Request (Eau Claire River, LLC)
   - **G.** Proposed Distribution Facility, 1619 County Highway XX, Kronenwetter, WI
8. **OLD BUSINESS - DISCUSSION AND POSSIBLE ACTION**
   - **H.** Review the process to reverse Plan Commission decisions
9. **NEXT MEETING: APRIL 20, 2026**
10. **CONSIDERATION OF ITEMS FOR FUTURE AGENDA**
11. **ADJOURNMENT**

NOTE: Requests from persons with disabilities who need assistance to participate in this meeting or hearing should be made at least 24 hours in advance to the Village Clerk's office at (715) 693-4200 during business hours.

Posted: 04/06/2026 Kronenwetter Municipal Center and www.kronenwetter.org
Faxed: WAOW, WSAU, City Pages, Mosinee Times | Emailed: Wausau Daily Herald, WSAW, WAOW, Mosinee Times, Wausau Pilot and Review, City Pages

village of Kronenwetter

Report to Planning Commission

Agenda Item: Zoning Change Request: Eau Claire River, LLC 7306 Zinser St., Weston, WI 54476.
Meeting Date: April 8, 2026
Referring Body: Plan Commission
Committee Contact: Dan Lesniak
Staff Contact: Peter Wegner, CD/PZ Director
Report Prepared by: Peter Wegner, CD/PZ Director

AGENDA ITEM: Proposed Zoning Change Request: Eau Claire River, LLC 7306 Zinser St., Weston, WI 54476

OBJECTIVE(S): To review the Zoning Change Request.

HISTORY/BACKGROUND: Eau Claire River, LLC 7306 Zinser St., Weston, WI 54476 requests a zoning change of 35.58 acres from BP - Business Park to M2 – General Industrial, located at 1320 Kowalski Road, Kronenwetter, WI 54455. The subject property was used for non-metallic mining in the past as witnessed by the large pond located on the east boundary. If the rezone is approved, the proposed use would be increasing the size and shape of the pond through a continued non-metallic mining effort. The material taken from the site to increase the pond size and shape will be sold to help offset the cost to bring the developable portions of the property to grade above the floodplain elevation. The proposed rezone is consistent with the comprehensive plan and is consistent with current zoning districts in the area. The rezone complies with the intent of this chapter.

RECOMMENDED ACTION: Motion to recommend the Village Board approve or deny the zoning change request of Eau Claire River, LLC to change 35.58 acres from BP - Business Park to M2 – General Industrial.

§ 520-118. - **Amendments to official zoning map (rezonings).**

> F. Public hearing and recommendation. The plan commission shall hold a public hearing on all proposed amendments to the official zoning map. Following the public hearing, and after consideration of comments provided therein, the plan commission shall review the proposed amendment to the official zoning map and shall within 45 days of the public hearing make a recommendation to the village board that the application be granted as requested, modified, or denied. If the commission fails to make a recommendation within this time frame, the proposed amendment shall be forwarded to the village board without recommendation. Such deadline may be extended by written or electronic agreement from the applicant.

ATTACHMENTS: Zoning Change Request and Staff Report

EAU CLAIRE RIVER, LLC
1320 KOWALSKI ROAD, KRONENWETTER, WI 54455
ZONING CHANGE REQUEST

STAFF REPORT FOR PLANNING COMMISSION

PUBLIC HEARINGS/ MEETINGS:

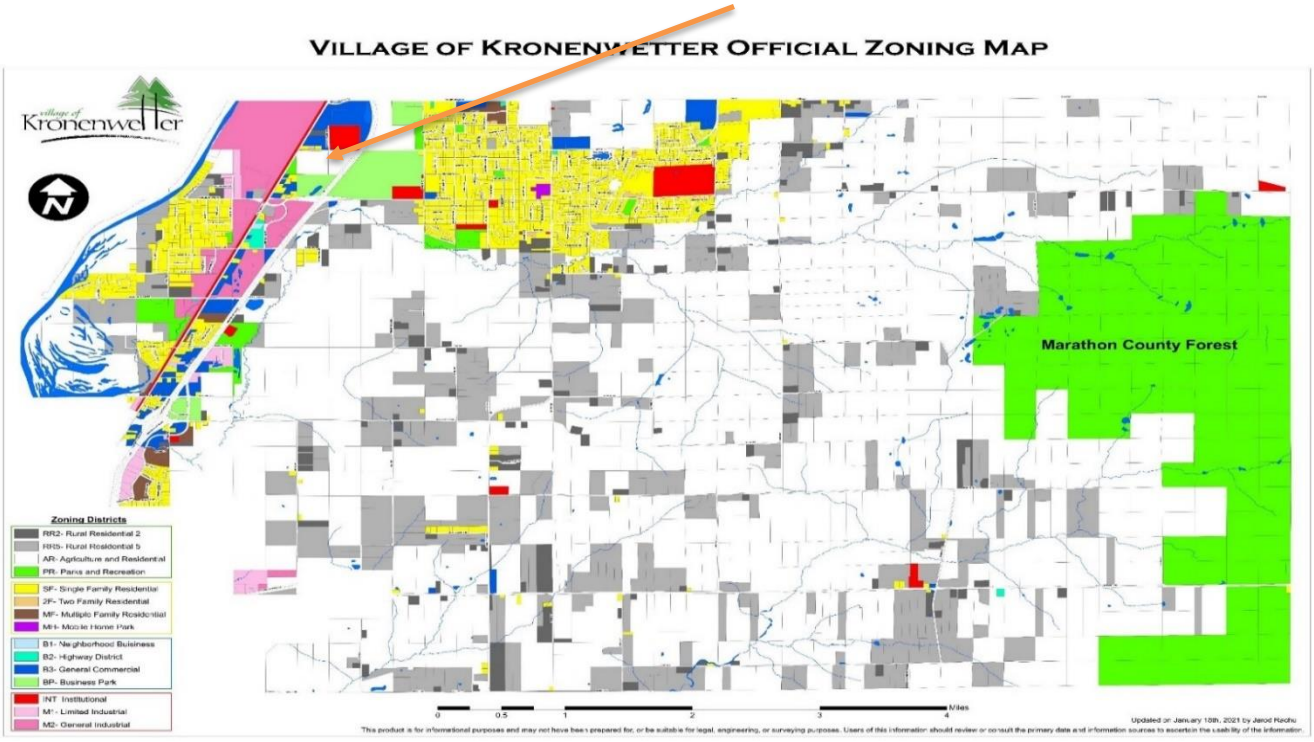
Plan Commission Public Hearing:	6:00 p.m. April 8, 2026
Village Board Meeting:	6:00 p.m. April 13, 2026

APPLICANT: Eau Claire River, LLC
7306 Zinser St.,
Weston, WI 54476

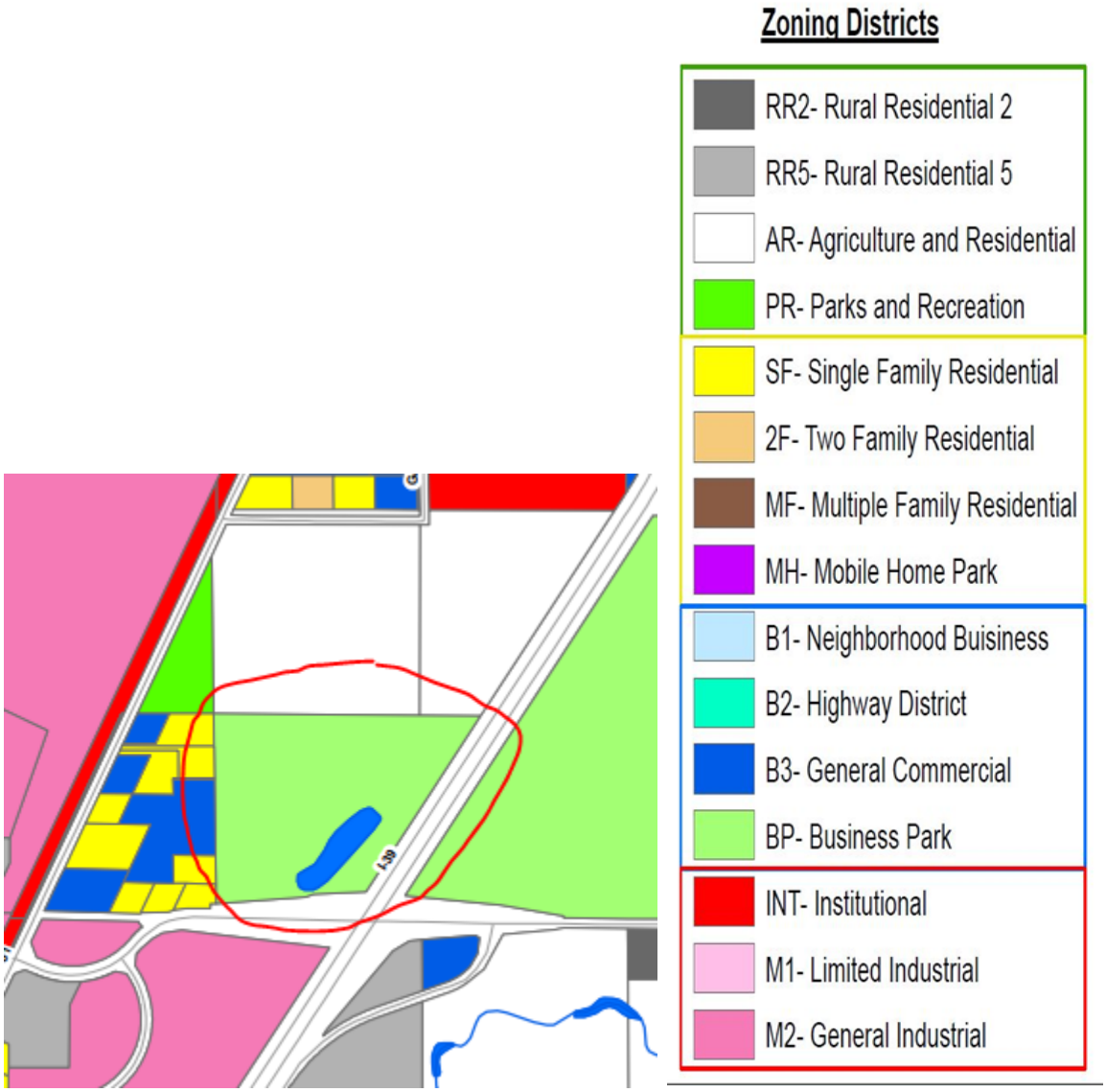
OWNER: Eau Claire River, LLC
7306 Zinser St.,
Weston, WI 54476

Prepared By: REI Engineering, Inc.
4080 N. 20th Ave.,
Wausau, WI 54401

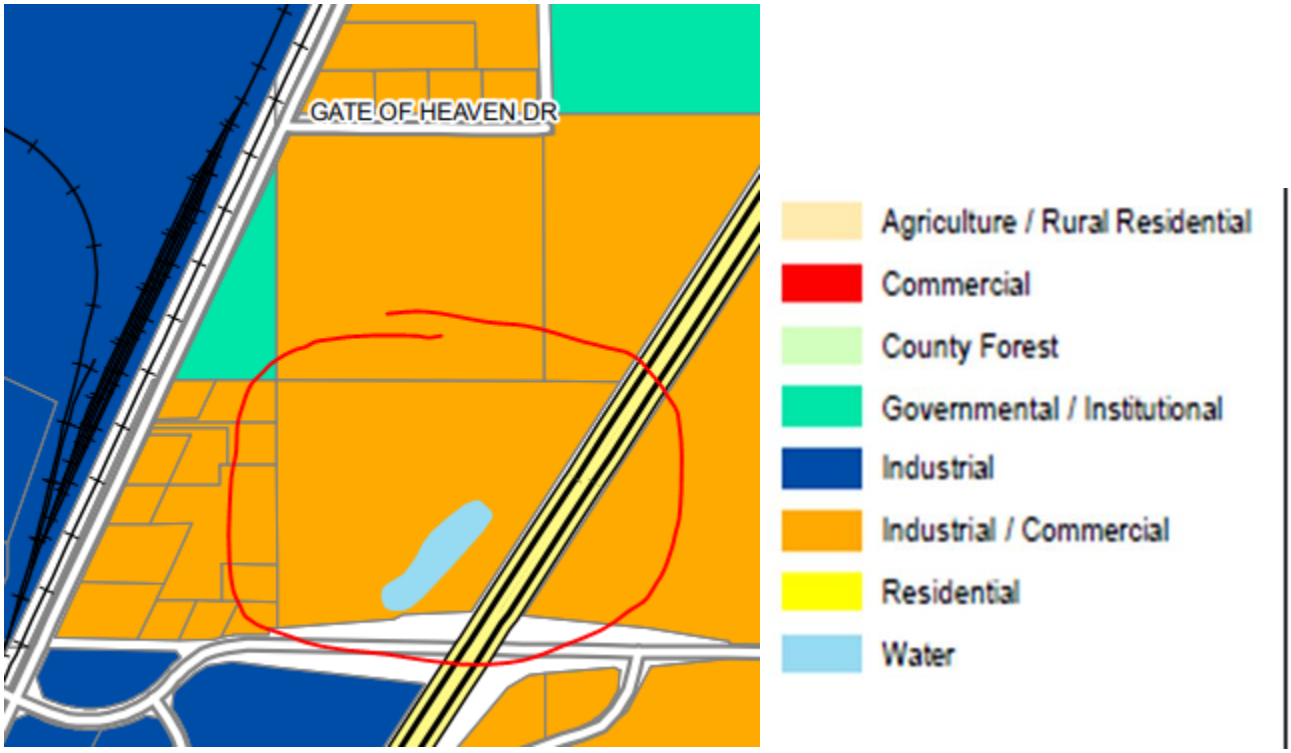
LOCATION OF REQUEST: 1320 KOWALSKI ROAD, KRONENWETTER, WI 54455



Map 1: Location Map
(Source Data: Marathon Co. GIS)



Map 2: Current Zoning
(Source Data: Village of Kronenwetter)



Map 3: Future Land Use Map
(Source Data: Village of Kronenwetter)

Future Land Use Plan

Industrial/Commercial: Area designated for concentrated development in an industrial park (heavy) or business park (light / office) setting.

Industrial: Light and heavy industrial development. Industrial facilities, manufacturing operations, and contractor shops at which all operations are conducted entirely within an enclosed building, with the exception of fully screened outdoor storage and loading operations. Light industrial facilities are those which are not associated with nuisances such as odor, noise, heat, vibration, and radiation detectable at the property line and which do not pose a significant safety hazard such as danger of explosion. A “Light Industrial” land use may conduct retail sales activity as an accessory use. *A "Heavy Industrial" use may include activity conducted partially or wholly outside of an enclosed building and may be associated with nuisance conditions.*

Commercial: Lower impact commercial uses such as retail stores, taverns, restaurants, business offices, motels/hotels, offices, telephone/gas company, gas stations.

Map 4: Aerial Photo
(Source Data: Marathon County)

Legal Description of Property: SEC 02-27-07 PT OF S 1/2 SW 1/4 THAT PT LYG WLY OF HWY '51' & D/I CSM VOL 10 PG 182 (#2709) (DOC #772685) EX DOC 1488725-(RD)

Current Zoning: BP – Business Park (see Map 2)

COMPREHENSIVE PLAN FUTURE LAND USE: Industrial/Commercial *(See Map 3)*

LEGAL NOTIFICATION: A legal advertisement was published in the Wausau Daily Herald on March 2, 2026 and March 9, 2026. Notice of the zoning change request was sent by regular mail to adjacent property owners within 500 feet of the subject property on March 2, 2026.

INTRODUCTION: Eau Claire River, LLC 7306 Zinser St., Weston, WI 54476 requests a zoning change of 35.58 acres from BP - Business Park to M2 – General Industrial, located at 1320 Kowalski Road, Kronenwetter, WI 54455. The subject property was used for non-metallic mining in the past as witnessed by the large pond located on the east boundary. If the rezone is approved, the proposed use would be increasing the size and shape of the pond through a continued non-metallic mining effort. The material taken from the site to increase the pond size and

shape will be sold to help offset the cost to bring the developable portions of the property to grade above the floodplain elevation. The proposed rezone is consistent with the comprehensive plan and is consistent with current zoning districts in the area. The rezone complies with the intent of this chapter.

RECOMMENDED MOTION: Motion to recommend the Village Board approve or deny the Zoning Change Request of Eau Claire River, LLC from BP - Business Park to M2 – General Industrial.

§ 520-118. - Amendments to official zoning map (rezonings).

F. Public hearing and recommendation. The plan commission shall hold a public hearing on all proposed amendments to the official zoning map. Following the public hearing, and after consideration of comments provided therein, the plan commission shall review the proposed amendment to the official zoning map and shall within 45 days of the public hearing make a recommendation to the village board that the application be granted as requested, modified, or denied. If the commission fails to make a recommendation within this time frame, the proposed amendment shall be forwarded to the village board without recommendation. Such deadline may be extended by written or electronic agreement from the applicant.

FINDINGS OF FACT AND RECOMMENDATION OF THE VILLAGE PLAN COMMISSION:

Within forty-five (45) days after the close of the hearing on a proposed amendment, the Village Plan Commission shall make written findings of fact and shall submit the same together with its recommendations to the Village Board. Where the purpose and effect of the proposed amendment are to change the zoning classification of a particular property, the Village Plan Commission shall make findings based upon the evidence presented to it in each specific case with respect to the following matters:

1. *Is the proposed rezoning consistent with the Comprehensive Plan, as is required by Wisconsin Statutes?*

   - The property is designated on the Future Land Use Map as Industrial/Commercial. The rezone of this parcel to M2- General Industrial would keep the property consistent with the surrounding Industrial and Commercial zoned property. This is consistent with the Comprehensive Plan Goal to guide development to areas already established and well positioned for business. Furthermore, this is consistent with the Comprehensive Plan Goal to strive to avoid allowing conflicting land uses to be located adjacent to one another.

   - 2009 Wisconsin Act 372 clarifies that new or amended zoning, land division and official mapping ordinances must be consistent with an adopted comprehensive plan. Consistent means “furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan.” This same Act clarifies that the Comprehensive Plan in itself is not a regulation, it is “a guide to the physical, social, and economic development of a local governmental unit” and that “[t]he enactment of a comprehensive plan by ordinance does not make the comprehensive plan by itself a regulation.” The Future Land Use Map is just one indicator of consistency, which discredits the other 200 pages of the Comp Plan and the Goals and Objectives.

   - Page 121 of the 2019 Comprehensive Plan states the following:

Future Land Use Plan

The Future Land Use Plan Map represents the long-term land use recommendations for all lands in the Village. Although the map is advisory and does not have the authority of zoning, it is intended to reflect community desires and serve as a guide for local officials to coordinate and manage future development of the Village

- Page 126-127 of the 2019 Comprehensive Plan also states:

Goals, Objectives, & Policies
As in previous chapters of this plan, a goal and a series of objectives are identified.

Goal: The Village will make sound land use decisions which strive to coordinate future growth and land uses with infrastructure capabilities and availability.

a. Strategically locate new developments in areas to create mutually beneficial relationships among businesses
b. Encourage growth to occur within the Sewer Service Planning Area
c. Utilize the Future Land Use Map in directing potential commercial and industrial opportunities to appropriate locations
d. Work with landowners to protect productive agricultural and forest lands to accommodate property owner desires to the extent possible
e. Strive to avoid allowing conflicting land uses to be located adjacent to one another
f. Preserve the most advantageous properties for commercial and industrial uses and direct residential use to other property
g. Encourage industrial uses in areas with convenient access to arterial roadways
h. Discourage large and undeveloped residential lots in areas serviced by the public water and sewer infrastructure
i. Recognize the different expectations residents have living in different areas of the Village and develop ordinances and policies reflective of those property owner expectations
j. Encourage development that preserves to the extent possible the quality of life that residents enjoy
k. Strive to maintain a density of no greater than one residential unit per twenty acres of land in the rural areas of the Village
l. Strive to maintain a density of no greater than one residential unit per one-half acre in the more urban areas of the Village
m. Seek to be involved with Wisconsin Public Service land use decision making process, particularly those regarding property adjacent to the existing power generation facilities and develop compatible neighboring uses
n. Encourage projects that cater to the Village's aging population
o. Avoid excess regulations that drive up cost for housing, land development, and site development

- Wisconsin Court of Appeals, Lakeland Area Property Owners Association, U.A. v. Oneida County, 2020SAP858

When reviewing an ordinance for consistency with a comprehensive plan, the future land use map and narrative portions of the plan should not be reviewed in isolation, but instead should be understood in relation to each other and in the context of the remainder of the plan.

2. Does the rezoning further the purpose and intent of this Chapter?

- There are numerous large parcels directly south of this property zoned M2-General Industrial. By rezoning this property, the property would maintain industrial zoning that would be consistent with the surrounding area. This satisfies the Zoning Ordinance purpose of preserving and enhancing the community appearance. The rezone furthers the purpose of this Chapter and the Comprehensive Plan by making more land available for Industrial Development.

3. Does rezoning address any of the following that is not properly addressed on the current Official Zoning Map?

a. A mistake was made in mapping on the Official Zoning Map. That is, an area is or has developed in a manner and purpose different from that for which it is mapped. If this reason is cited, it must be demonstrated that the discussed inconsistency between actual land use and designated zoning is not intended, as the Village may intend to stop an undesirable land use pattern from being perpetuated.

b. Factors have changed, such as the availability of new data, the presence of new roads or other infrastructure, additional development, annexation, or other zoning changes, making the subject property more appropriate for a different zoning district.

c. Growth patterns or rates have changed, thereby creating the need for a rezoning.

- Yes in regards to b. The floodplain maps were recently updated. The property is now located within a flood storage district. Flood Storage District language was recently added to the Village's Floodplain Ordinance. An area of the property contiguous to lands lying outside the floodplain can be filled to the flood protection elevation if an equal volume of flood storage is created. The future proposed use of a non-metallic mine will add considerable excess storage capacity to the flood storage district.

4. Does the proposed zoning district maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?

- The proposed rezone will be consistent with parcels located directly south. By rezoning this property, the property would maintain conformity with the surrounding area. The property would maintain industrial land uses. The parcel will meet the minimum requirements for land uses within the industrial zoning district. The parcel is well suited for future industrial development.

5. Does the rezoning meet the minimum requirements for frontage or parcel size? A lot, lots, or parcel of land shall not qualify for a zoning map amendment unless it possesses 200 feet of frontage or contains 25,000 square feet of area, or adjoins a lot, lots, or parcel of land which bears the same zoning district classification as the proposed zoning map amendment.

- Yes. The parcel meets all minimum requirements.

6. For applications to rezone land to a multi-family, commercial, or industrial zoning district, is, or will there be, adequate public infrastructure available to accommodate the range of uses allowed in that zoning district?

- If the rezone is approved, the applicant's proposed use is non-metallic mining. The applicant is requesting full access to the property through a large break in the existing Kowalski Road median. In addition, they are requesting the Village attain an easement to allow sanitary sewer and water service to the subject parcel from the existing service lines located adjacent to the west property boundary.

REI
CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

February

Village of Kronenwetter
Attn: Pete Wegner
1582 Kronenwetter Drive
Kronenwetter, WI 54455

Subject: Zoning Map Amendment Request
Eau Claire River, LLC Parcel
1320 Kowalski Road

Dear Pete:

We are submitting the request for a zoning map amendment on behalf of Eau Claire River, LLC for the referenced parcel. Eau Claire River, LLC is requesting the current Business Park (BP) zoning district be amended to a General Industrial (M2) district. Please place this matter for review and approval on the March 16, 2026 Planning Commission meeting agenda and the March 23, 2026 Village Board meeting agenda.

The enclosed materials are provided for your review and circulation:

- Completed/Executed Zoning Change Request Application
- Project Narrative
- Property Map
- Floodplain Map
- Check for $300 payable to the Village of Kronenwetter

Pending the approval of the zoning map amendment request, our team will submit a Conditional Use request to construct a large pond onsite. The purpose of the large pond is to aid in offsetting the site development costs due to the flood storage reservoir impacts.

We look forward to working with the Village on this important step to bring value to the Village of Kronenwetter through cost effective development.

Sincerely,
REI Engineering, Inc.

Dan Detert
Senior Designer

Enclosures

cc. Gary Guerndt, Kurt Suebert, Eau Claire River, LLC, 7306 Zinser St., Weston, WI 54476
Tom Radenz PLS, Land Planning Services, LLC, 234810 N. 96th Ave. Wausau, WI 54401

© REI Engineering Inc.

Zoning Change Request Application

Application Fee: $250 Regular Meeting / $450 Special Meeting

A zoning change is an amendment to the specific zoning district in which a property or properties are classified.

Plan Commission Meetings are held on the 3rd Monday of each month. Village Board Meetings on zoning change requests typically take place on the 4th Tuesday of each month.

Although not required, it is recommended that the applicant attend these meetings.

village of Kronenwetter
1582 Kronenwetter Drive
Kronenwetter, WI 54455
715-693-4200
www.kronenwetter.org

Applicant Information

1. Applicant Name Eau Claire River, LLC Phone Number 715-302-0334
Address 7306 Zinser St., Weston, WI 54476
Email garyg@pgainc.net

2. Property Titleholder Name Same Phone Number _____
Address _____
Email _____

3. Prepared By Company Name REI Engineering, Inc. Name Dan Detert
Address 4080 N. 20th Ave., Wausau, WI 54401
Phone Number 715-675-9784 Email ddetert@reiengineering.com

Property Information

4. Property Address 1320 Kowalski Rd., Kronenwetter, WI 54455

5. Section 2 Township 27N Range 7E 6. Parcel Identification # (PIN) 14527070230996

7. Legal Description (attach an additional sheet if necessary) _____

8. Current Zoning District BP 9.Proposed Zoning District M2

10. Parcel Acreage 35.58 11. Will the Zoning Change be accompanied by a CSM or Subdivision? No

12. Has anyone previously requested a zoning change to the subject property? If yes, when was the request made and to what zoning district? Requested changed from BP to M2 October 2024

13. Is the subject property planned to be improved? If yes, when is the improvement scheduled for and what will be the actual use of the improvement? Site grading for pond construction and site development

Required Attachments

1. Narrative describing the zoning change request with respect to the following matters:
   a. Is the proposed rezoning consistent with the Comprehensive Plan, as is required by Wisconsin Statutes?
   b. Does the rezoning further the purpose and intent of this Chapter?
   c. Does rezoning address any of the following that are not properly addressed on the current Official Zoning Map?
      i. A mistake was made in mapping on the Official Zoning Map. That is, an area is or has developed in a manner and purpose different from that for which it is mapped. If this reason is cited, it must be demonstrated that the discussed inconsistency between actual land use and designated zoning is not intended, as the Village may intend to stop an undesirable land use pattern from being perpetuated.
      ii. Factors have changed, such as the availability of new data, the presence of new roads or other infrastructure, additional development, annexation, or other zoning changes, making the subject property more appropriate for a different zoning district.
      iii. Growth patterns or rates have changed, thereby creating the need for a rezoning.
   d. Does the proposed zoning district maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?
   e. Does the rezoning meet the minimum requirements for frontage or parcel size? A lot, lots, or parcel of land shall not qualify for a zoning map amendment unless it possesses 200 feet of frontage or contains 25,000 square feet of area, or adjoins a lot, lots, or parcel of land which bears the same zoning district classification as the proposed zoning map amendment.
   f. For applications to rezone land to a multi-family, commercial or industrial zoning district, is, or will there be, adequate public infrastructure available to accommodate the range of uses allowed in that zoning district?
2. Property Map which shows the zoning change request boundaries, structures on the property, and the required setbacks from the property lines.

Applicant Acknowledgement

I/We request a public hearing be held before the Planning Commission of the Village of Kronenwetter, Marathon County, State of Wisconsin, to hear and consider the request for a zoning change of the property stated in this application. I hereby depose and say that all the above statements and all accompanying statements and drawings are correct and true.

Kurt Seubert _____ 2/10/2026 _____

Applicant Date

_____ _____

Property Titleholder Date

Dan Detert _____ 2/9/26 _____

Prepared By Date

FOR OFFICE USE ONLY:

Application Received _____ Check #_____

Plan Commission:

Meeting Date_____ Recommendation: Approved / Denied

Village Board:

Meeting Date_____ Decision: Approved / Denied

Project Narrative

Eau Claire River, LLC Zoning Map Amendment

1320 Kowalski Road

The goal of our efforts is to redevelop the underutilized subject property adding tax base and value to the Village of Kronenwetter. The parcel has remained underutilized for a variety of reasons, primarily access, utility service, and floodplain impacts. We look to overcome those challenges through this effort.

The subject land was formerly held within the Wausau Homes portfolio of properties for many years. During this period we witnessed the redevelopment of Kowalski Road and the installation of sanitary sewer/watermain along the adjacent west property line. The Wausau Homes team was very active in advocating efforts that would support the viable redevelopment of the subject parcel adding valued tax base for the Village of Kronenwetter. Although their teams efforts were valiant, their goals were not attained. These goals included good access to the parcel and utility service to serve the parcel.

We look forward to accomplishing the goals of past owners to improve the property and bring value to TID #1. This goal can be met through the following efforts:

Village of Kronenwetter Comprehensive Plan

- The subject parcel land use depicted on the Future Land Use Map identifies Industrial/Commercial land uses
- **The requested rezone effort is consistent with the Comprehensive Plan**

Industrial Tax Increment District #1

- The subject parcel is in TID #1
- TID #1 is an Industrial Tax Increment District catering to industrial development
- Currently, less than 50% of TID #1 is zoned within an Industrial District
- TID #1 has been classified as a Severely Distressed Tax Increment District, adding 20 years of time to recover costs to 2044
- **Rezoning the subject parcel to Industrial helps meet the TID goals**

Floodplain Storage District Reservoir 2

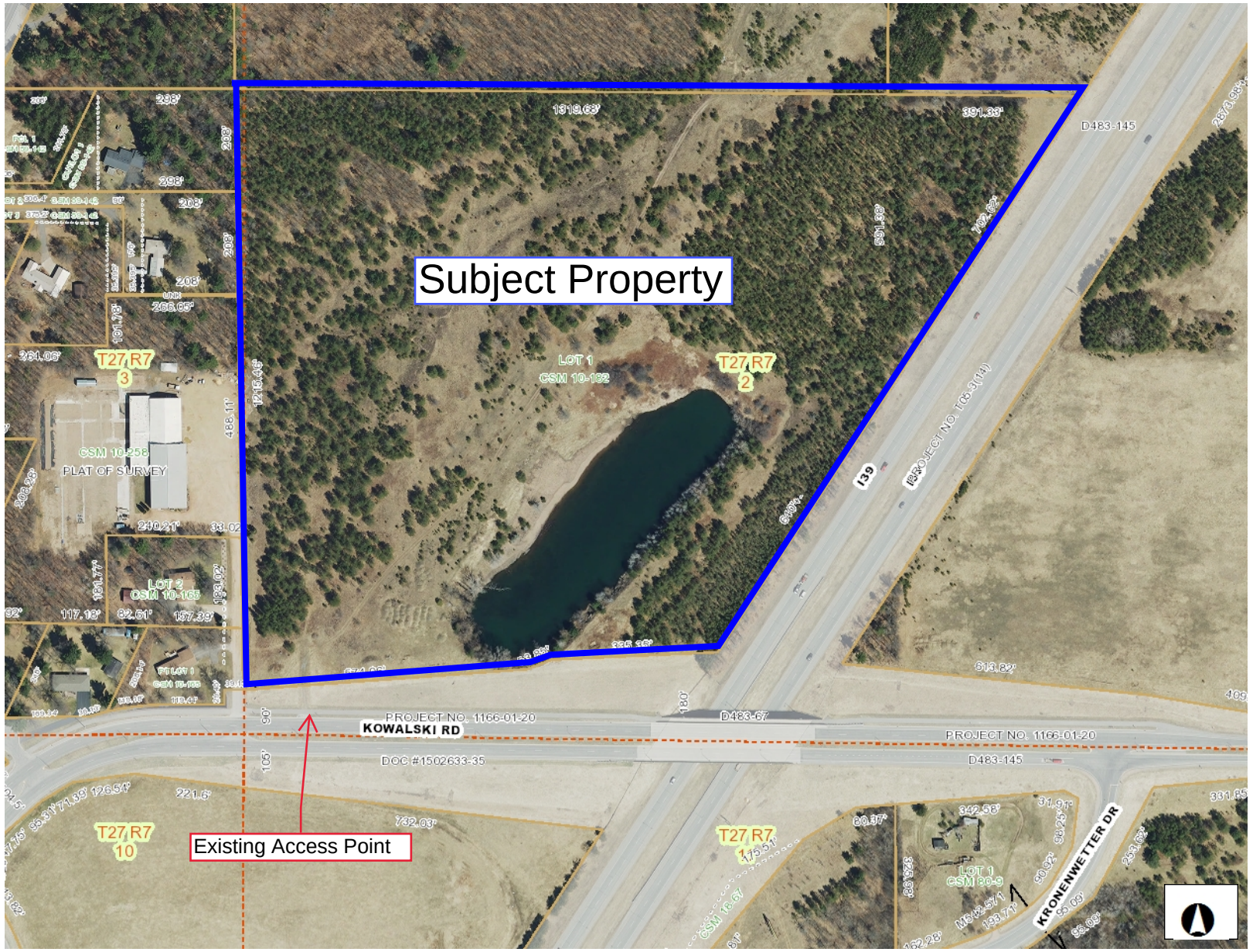
- The subject parcel is largely consumed by the Bull Junior Creek Flood Storage District Reservoir #2 having a floodplain elevation of 1173.5
- The Village of Kronenwetter Flood Protection Elevation as found in code Chapter 520, Section 10.0, 34 requires floor elevations be constructed 2.0-feet above the floodplain elevation
- The cost to raise the subject site 1 – 7 feet needs to be offset to make the site marketable
- **Proposed efforts to increase the existing pond through the non-metallic mining effort will add considerable excess flood storage capacity to the flood storage district and generate revenue to offset the development costs. The excess storage capacity will likely mitigate the remaining flood storage capacity needed for Reservoir #2 on all adjacent lands.**

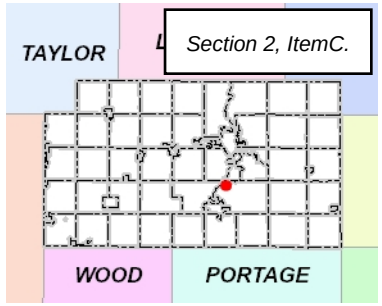
Non-Metallic Mining

- The subject property was used for non-metallic mining in the past as witnessed by the large pond located on the east boundary.
- We look forward to making the existing pond an amenity opposed to a liability by increasing the size and shape of the pond through a continued non-metallic mining effort.
- The existing onsite excavation will be deepened and enlarged. Stormwater drainage will be directed into the excavation with silt fence/grassed berms around the perimeter of the excavation. The existing trees will remain in place along I-39. Stockpiles of materials will be placed within the excavation limits except for building pad/infrastructure construction when appropriate.
- **The material taken from the site to increase the pond size and shape will be sold to help offset the cost to bring the developable portions of the property to grade above the floodplain elevation**

Our team looks forward to working closely with the Village of Kronenwetter and other regulatory agencies to make this redevelopment effort a success story we can all be proud of.

Land Information Mapping System





Legend

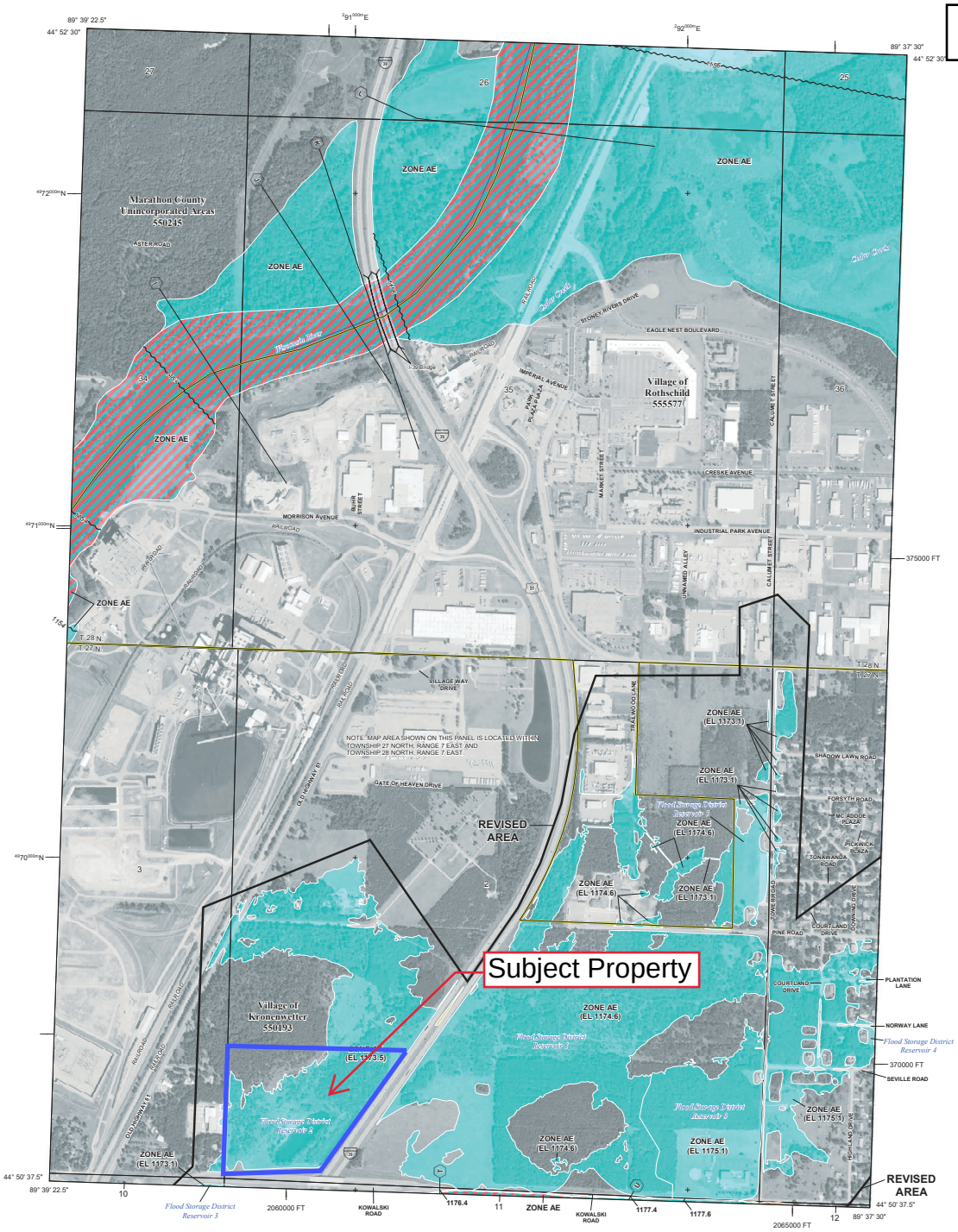
- Road Names
- Parcels
- Parcel Lot Lines
- Land Hooks
- Section Lines/Numbers
- Right Of Ways
- Named Places
- Municipalities
- 2020 Orthos Countywide
  - Red: Band_1
  - Green: Band_2
  - Blue: Band_3

150.00 0 150.00 Feet

NAD_1983_HARN_WISCRS_Marathon_County_Feet

DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTPS://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee See Notes. Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS
- NO SCREEN Areas of Minimal Flood Hazard Zone X
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall
- E 18.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- 8 Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- 513 Base Flood Elevation Line (BFE)

OTHER FEATURES
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was provided by Marathon County Conservation, Planning and Zoning Department. The information was derived from digital orthophotography taken in the spring of 2005 and compiled to meet 1" = 200' scale National Map Accuracy Standards.

SCALE

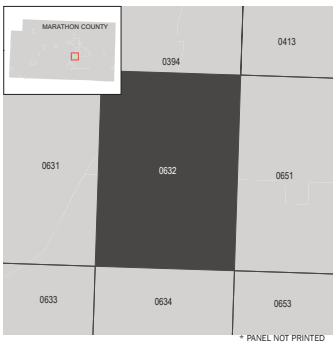
Map Projection:
NAD 1983 UTM Zone 16N;
Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 500 feet 1:6,000

0 500 1,000 2,000 Feet

0 125 250 500 Meters

PANEL LOCATOR



* PANEL NOT PRINTED

FEMA National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

MARATHON COUNTY, WISCONSIN
and Incorporated Areas
PANEL 632 OF 1000

FEMA

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
KRONENWETTER, VILLAGE OF	550193	0632	F
MARATHON COUNTY	550245	0632	F
ROTHSCHILD, VILLAGE OF	555577	0632	F

REVISED TO REFLECT LOMR EFFECTIVE: January 13, 2023

VERSION NUMBER 2.1.3.0
MAP NUMBER 55073C0632F
EFFECTIVE DATE JULY 22, 2010

PLAN COMMISSION MEETING MINUTES

February 16, 2026 at 6:00 PM

Kronenwetter Municipal Center - 1582 Kronenwetter Drive Board Room (Lower Level)

1. **CALL MEETING TO ORDER**
   @6PM
   A. Pledge of Allegiance
   B. Roll Call
      PRESENT
      Dick Kvapil
      Bruce Sinkula
      Chair Dan Lesniak
      Rick Grundman
      Ken Charneski
      ABSENT
      Tony Stange
2. **ANNOUNCEMENT OF PUBLIC HEARNING**
   @6:02PM
   C. CONDITIONAL USE PERMIT (Jesse Hintz): 160711 County Rd C, Mosinee, WI 54455 requests a Conditional Use Permit for a Residential Business (Copper Wire Recovery) at 1589 Kowalski Road, Kronenwetter, WI 54455.
      Peter Wegner gave overview of request. Copper wire recovery, no heat used to remove casing. All activities will be done inside an insulated building.
   D. ZONING CHANGE REQUEST (Rad Pandit): APG NWI LLC, 5772 New Castle Lane, Bettendorf, IA 52722 requests a Zoning Change of 4.392 acres from B3 – General Commercial to MF – Multiple Family Residential located at County Road X (no address), Kronenwetter, WI 54455. Parcel Identification Number: 145-2708-062-0983. Legal description of the subject property: SEC 06-27-08 PT OF S 1/2 NW FRL 1/4 - LOT 2 CSM VOL 83 PG 58 (#17401) (DOC# 1714094).
3. **CLOSE PUBLIC HEARNING**
   Bernie Kramer.
4. **PUBLIC COMMENT**
   Please be advised per State Statute Section 19.84(2), information will be received from the public. It is the policy of this Village that Public Comment will take no longer than 15 minutes with a three-minute time period, per person, with time extension per the Chief Presiding Officer's discretion. Be further advised that there may be limited discussion on the information received, however, no action will be taken under public comments.
5. **APPROVAL OF MINUTES- DISCUSSION AND POSSIBLE ACTION**
   E. 2025 12 15 Plan Commission Meeting Minutes
      Motion made by Grundman, Seconded by Sinkula to approve the 12-15-2025 Meeting minutes
      Voting Yea: Kvapil, Sinkula, Chair Lesniak, Grundman, Charneski by voice vote.
6. **REPORTS AND DISCUSSIONS**

F. Community Development/Planning and Zoning Director Report.
Peter Wegner gave overview.

7. NEW BUSINESS- DISCUSSION AND POSSIBLE ACTION

G. Conditional Use Permit (Jesse Hintz)
Motion made by Charneski, Seconded by Sinkula to approve the conditional use permit as proposed in the application.
Voting Yea: Kvapil, Sinkula, Chair Lesniak, Grundman, Charneski by roll call

H. Zoning Change Request (Rad Pandit)
Criteria have not been met for approval. Applicant was not present.
Motion to recommend to the VB to deny the zoning change request. Request does not meet the Criterial from the report.
Motion made by Charneski, Seconded by Kvapil.
Voting Yea: Kvapil, Sinkula, Chair Lesniak, Grundman, Charneski

I. Site Plan Premier Property Development
No Action-Waiting on the applicant to give Peter Wegner the landscaping plan.
Motion made by Kvapil, Seconded by Sinkula to postpose action until next meeting
Voting Yea: Kvapil, Sinkula, Chair Lesniak, Grundman, Charneski

J. Review the process to Reverse Plan Commission Decisions.
No action - Add to the March meeting agenda.

K. Marathon County 2026 Comprehensive Plan: Public Hearing Notification
No Action, informational only

8. NEXT MEETING: MARCH 16, 2026

9. CONSIDERATION OF ITEMS FOR FUTURE AGENDA

Solar and Wind. Data Centers

10. ADJOURNMENT

@7:21PM
Motion made by Charneski, Seconded by Kvapil.
Voting Yea: Kvapil, Sinkula, Chair Lesniak, Grundman, Charneski

NOTE: Requests from persons with disabilities who need assistance to participate in this meeting or hearing should be made at least 24 hours in advance to the Village Clerk's office at (715) 693-4200 during business hours.

Posted: 02/13/2026 Kronenwetter Municipal Center and www.kronenwetter.org
Faxed: WAOW, WSAU, City Pages, Mosinee Times | Emailed: Wausau Daily Herald, WSAW, WAOW, Mosinee Times, Wausau Pilot and Review, City Pages

Minutes prepared by _____

Community Development/Planning and Zoning Director Report

April 8, 2026

Peter S. Wegner, Community Development/Planning and Zoning Director

- Correspondence with REI regarding Zone A floodplain mapping removal request.
- Correspondence with Marathon County regarding proposed Highway Shop Facility.
- Complaints and Correspondence.
- Research § 520-13 – Nonconforming uses and 893.93(2) STATUTES OF LIMITATION; ACTIONS BY THE STATE, STATUTORY LIABILITY AND MISCELLANEOUS ACTIONS.
- Correspondence with DNR regarding Floodplain Study to revise flood map. Unnamed Zone A Tributary west of Hwy 51/Railroad.
- Open records request regarding Historical Zoning Code and Maps.
- Correspondence with REI and Ruedebusch Development regarding Distribution Center.
- Research Chapter 391 – Official Maps and Village of Kronenwetter Official Map of the Kowalski Interchange Focus Area.
- Meeting with Village President, Public Works Director and Water Lead regarding Chapter 508 - WATER AND SEWERS.
- Meeting with Contractor regarding Permit to Excavate, Fill or Place Objects in Public Right-of-Way Applications.
- Review § 520-20 Residential land use types. E. Mixed-use dwelling unit. (2) Performance standards. Proposed development options on Tax Parcel ID Number: 145-2708-062-0983.
- Correspondence with Attorney regarding Eau Claire River LLC, rezone.
- Meeting with Realtor and potential buyer regarding Tax Parcel ID Number: 145-2708-174-0993 on Creek Road.
- Preliminary Discussions with Developer regarding § 460-49. - Required dedication for park purpose and § 460-50. - Procedure for determining dedication.
- Attended Department of Safety and Professional Services (DSPS) Continuing Education Sessions.
- Correspondence with Developer regarding SF – Single Family Residential home construction within the Village.
- Fielded numerous questions regarding Proposed Distribution Site Plan review by Plan Commission.
- Fielded numerous questions regarding Proposed Eau Claire River, LLC Rezone Request.
- Correspondence with concerned citizens regarding operating a business within a SF – Single Family Residential Zoning District.
- Reviewed and issued multiple Sign Permits.
- Meeting with Marathon County regarding proposed County Highway Facility (Floodplain, Quit Claim Deed Process, Road Vacation Process and Rezoning)
- Meeting with Developer Real Estate agent regarding time line related to subdivision approvals.
- Review past Complaint Logs and types of complaints reported.
- Review Roadway Access options for Tax Parcel ID Number: 145-2707-102-0967.
- Review Village Attorney correspondence regarding Distribution Facility Development Agreement.

village of Kronenwetter

Report to Planning Commission

Agenda Item: Zoning Change Request: Eau Claire River, LLC 7306 Zinser St., Weston, WI 54476.
Meeting Date: April 8, 2026
Referring Body: Plan Commission
Committee Contact: Dan Lesniak
Staff Contact: Peter Wegner, CD/PZ Director
Report Prepared by: Peter Wegner, CD/PZ Director

AGENDA ITEM: Proposed Zoning Change Request: Eau Claire River, LLC 7306 Zinser St., Weston, WI 54476

OBJECTIVE(S): To review the Zoning Change Request.

HISTORY/BACKGROUND: Eau Claire River, LLC 7306 Zinser St., Weston, WI 54476 requests a zoning change of 35.58 acres from BP - Business Park to M2 – General Industrial, located at 1320 Kowalski Road, Kronenwetter, WI 54455. The subject property was used for non-metallic mining in the past as witnessed by the large pond located on the east boundary. If the rezone is approved, the proposed use would be increasing the size and shape of the pond through a continued non-metallic mining effort. The material taken from the site to increase the pond size and shape will be sold to help offset the cost to bring the developable portions of the property to grade above the floodplain elevation. The proposed rezone is consistent with the comprehensive plan and is consistent with current zoning districts in the area. The rezone complies with the intent of this chapter.

RECOMMENDED ACTION: Motion to recommend the Village Board approve or deny the zoning change request of Eau Claire River, LLC to change 35.58 acres from BP - Business Park to M2 – General Industrial.

§ 520-118. - **Amendments to official zoning map (rezonings).**

> F. Public hearing and recommendation. The plan commission shall hold a public hearing on all proposed amendments to the official zoning map. Following the public hearing, and after consideration of comments provided therein, the plan commission shall review the proposed amendment to the official zoning map and shall within 45 days of the public hearing make a recommendation to the village board that the application be granted as requested, modified, or denied. If the commission fails to make a recommendation within this time frame, the proposed amendment shall be forwarded to the village board without recommendation. Such deadline may be extended by written or electronic agreement from the applicant.

ATTACHMENTS: Zoning Change Request and Staff Report

EAU CLAIRE RIVER, LLC
1320 KOWALSKI ROAD, KRONENWETTER, WI 54455
ZONING CHANGE REQUEST

STAFF REPORT FOR PLANNING COMMISSION

PUBLIC HEARINGS/ MEETINGS:

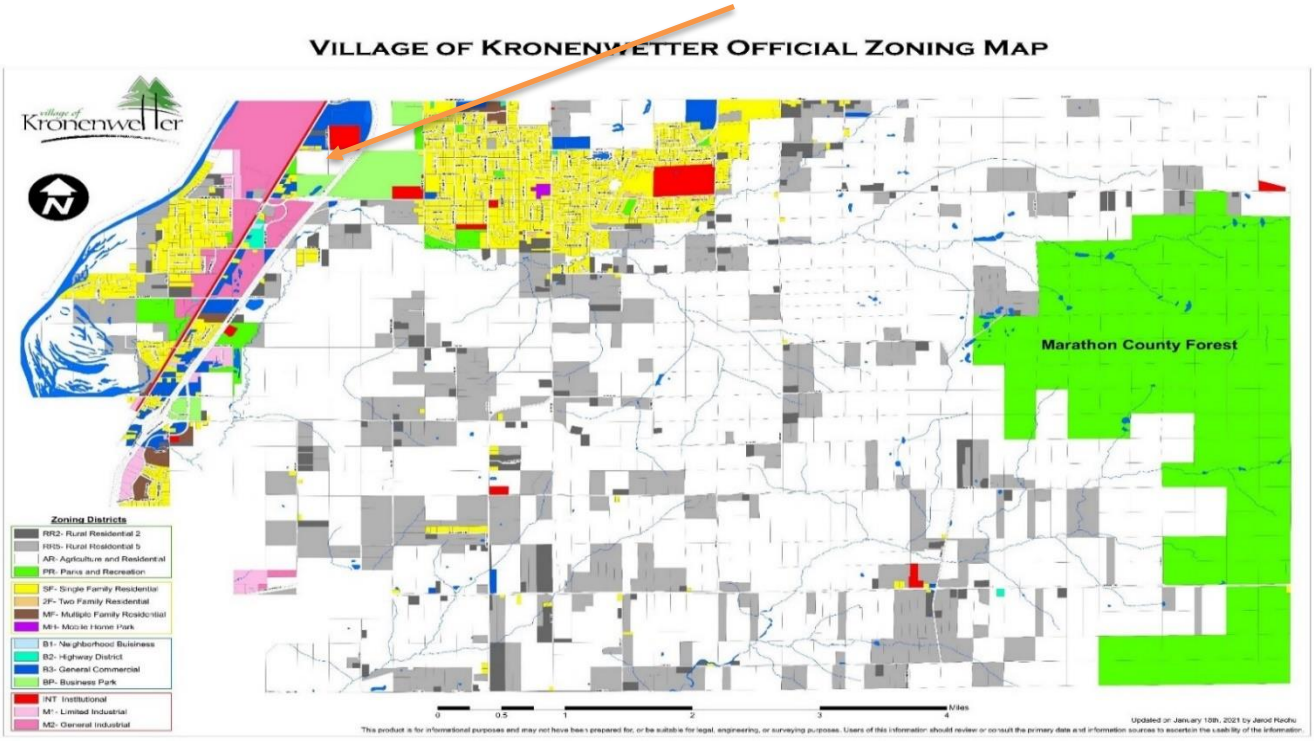
Plan Commission Public Hearing:	6:00 p.m. April 8, 2026
Village Board Meeting:	6:00 p.m. April 13, 2026

APPLICANT: Eau Claire River, LLC
7306 Zinser St.,
Weston, WI 54476

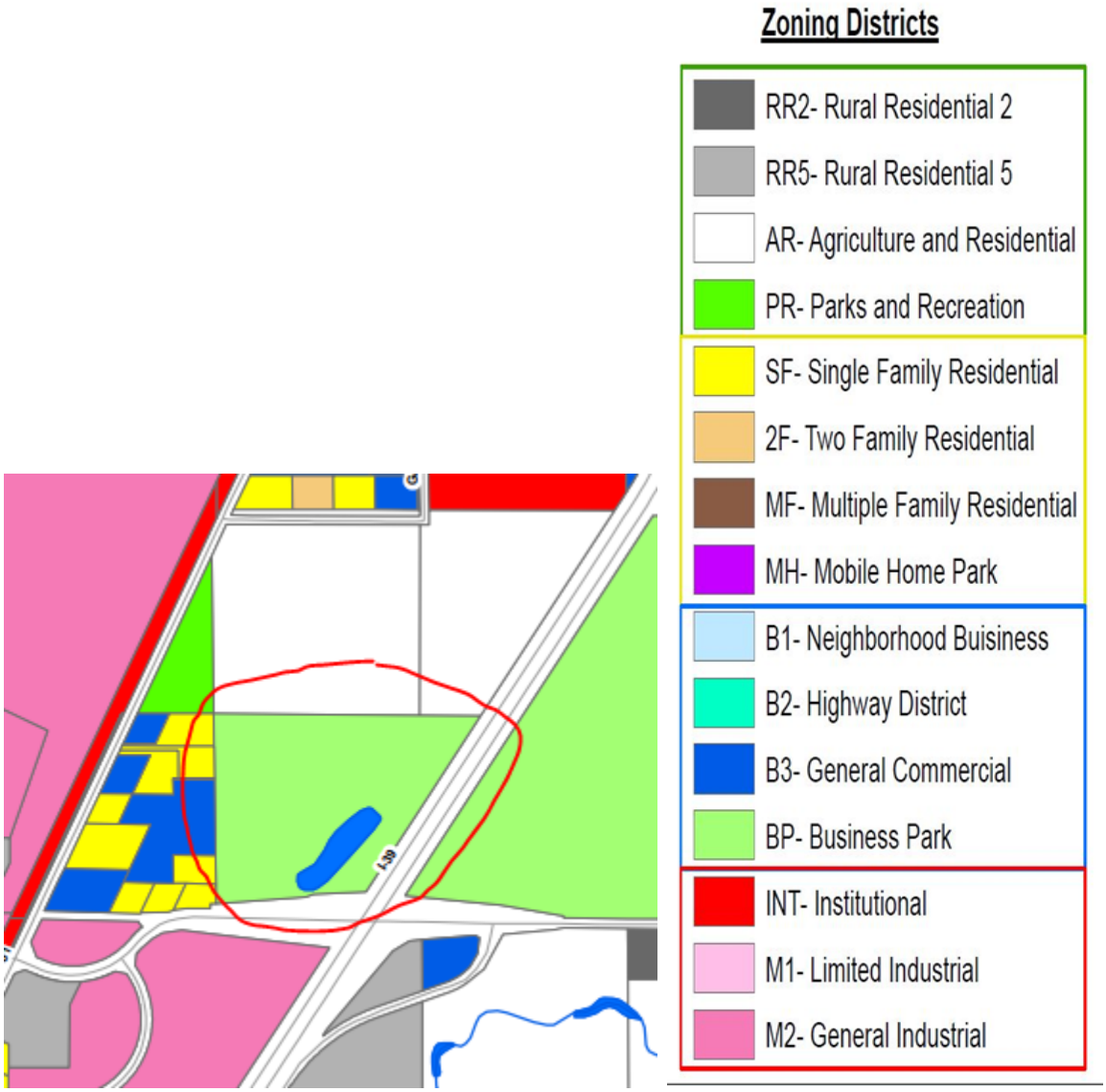
OWNER: Eau Claire River, LLC
7306 Zinser St.,
Weston, WI 54476

Prepared By: REI Engineering, Inc.
4080 N. 20th Ave.,
Wausau, WI 54401

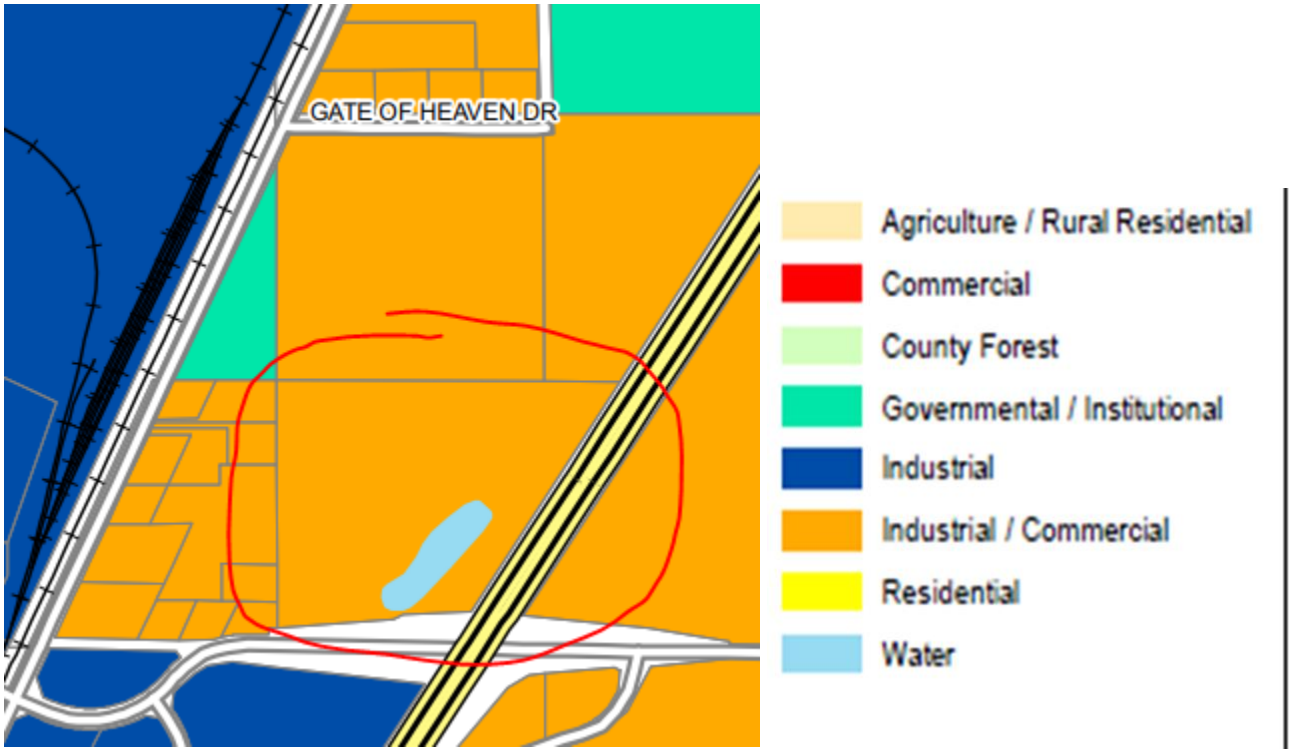
LOCATION OF REQUEST: 1320 KOWALSKI ROAD, KRONENWETTER, WI 54455



Map 1: Location Map
(Source Data: Marathon Co. GIS)



Map 2: Current Zoning
(Source Data: Village of Kronenwetter)



Map 3: Future Land Use Map
(Source Data: Village of Kronenwetter)

Future Land Use Plan

Industrial/Commercial: Area designated for concentrated development in an industrial park (heavy) or business park (light / office) setting.

Industrial: Light and heavy industrial development. Industrial facilities, manufacturing operations, and contractor shops at which all operations are conducted entirely within an enclosed building, with the exception of fully screened outdoor storage and loading operations. Light industrial facilities are those which are not associated with nuisances such as odor, noise, heat, vibration, and radiation detectable at the property line and which do not pose a significant safety hazard such as danger of explosion. A “Light Industrial” land use may conduct retail sales activity as an accessory use. *A "Heavy Industrial" use may include activity conducted partially or wholly outside of an enclosed building and may be associated with nuisance conditions.*

Commercial: Lower impact commercial uses such as retail stores, taverns, restaurants, business offices, motels/hotels, offices, telephone/gas company, gas stations.

Map 4: Aerial Photo
(Source Data: Marathon County)

Legal Description of Property: SEC 02-27-07 PT OF S 1/2 SW 1/4 THAT PT LYG WLY OF HWY '51' & D/I CSM VOL 10 PG 182 (#2709) (DOC #772685) EX DOC 1488725-(RD)

Current Zoning: BP – Business Park (see Map 2)

COMPREHENSIVE PLAN FUTURE LAND USE: Industrial/Commercial *(See Map 3)*

LEGAL NOTIFICATION: A legal advertisement was published in the Wausau Daily Herald on March 2, 2026 and March 9, 2026. Notice of the zoning change request was sent by regular mail to adjacent property owners within 500 feet of the subject property on March 2, 2026.

INTRODUCTION: Eau Claire River, LLC 7306 Zinser St., Weston, WI 54476 requests a zoning change of 35.58 acres from BP - Business Park to M2 – General Industrial, located at 1320 Kowalski Road, Kronenwetter, WI 54455. The subject property was used for non-metallic mining in the past as witnessed by the large pond located on the east boundary. If the rezone is approved, the proposed use would be increasing the size and shape of the pond through a continued non-metallic mining effort. The material taken from the site to increase the pond size and

shape will be sold to help offset the cost to bring the developable portions of the property to grade above the floodplain elevation. The proposed rezone is consistent with the comprehensive plan and is consistent with current zoning districts in the area. The rezone complies with the intent of this chapter.

RECOMMENDED MOTION: Motion to recommend the Village Board approve or deny the Zoning Change Request of Eau Claire River, LLC from BP - Business Park to M2 – General Industrial.

§ 520-118. - Amendments to official zoning map (rezonings).

F. Public hearing and recommendation. The plan commission shall hold a public hearing on all proposed amendments to the official zoning map. Following the public hearing, and after consideration of comments provided therein, the plan commission shall review the proposed amendment to the official zoning map and shall within 45 days of the public hearing make a recommendation to the village board that the application be granted as requested, modified, or denied. If the commission fails to make a recommendation within this time frame, the proposed amendment shall be forwarded to the village board without recommendation. Such deadline may be extended by written or electronic agreement from the applicant.

FINDINGS OF FACT AND RECOMMENDATION OF THE VILLAGE PLAN COMMISSION:

Within forty-five (45) days after the close of the hearing on a proposed amendment, the Village Plan Commission shall make written findings of fact and shall submit the same together with its recommendations to the Village Board. Where the purpose and effect of the proposed amendment are to change the zoning classification of a particular property, the Village Plan Commission shall make findings based upon the evidence presented to it in each specific case with respect to the following matters:

1. *Is the proposed rezoning consistent with the Comprehensive Plan, as is required by Wisconsin Statutes?*

   - The property is designated on the Future Land Use Map as Industrial/Commercial. The rezone of this parcel to M2- General Industrial would keep the property consistent with the surrounding Industrial and Commercial zoned property. This is consistent with the Comprehensive Plan Goal to guide development to areas already established and well positioned for business. Furthermore, this is consistent with the Comprehensive Plan Goal to strive to avoid allowing conflicting land uses to be located adjacent to one another.

   - 2009 Wisconsin Act 372 clarifies that new or amended zoning, land division and official mapping ordinances must be consistent with an adopted comprehensive plan. Consistent means “furthers or does not contradict the objectives, goals and policies contained in the comprehensive plan.” This same Act clarifies that the Comprehensive Plan in itself is not a regulation, it is “a guide to the physical, social, and economic development of a local governmental unit” and that “[t]he enactment of a comprehensive plan by ordinance does not make the comprehensive plan by itself a regulation.” The Future Land Use Map is just one indicator of consistency, which discredits the other 200 pages of the Comp Plan and the Goals and Objectives.

   - Page 121 of the 2019 Comprehensive Plan states the following:

Future Land Use Plan

The Future Land Use Plan Map represents the long-term land use recommendations for all lands in the Village. Although the map is advisory and does not have the authority of zoning, it is intended to reflect community desires and serve as a guide for local officials to coordinate and manage future development of the Village

- Page 126-127 of the 2019 Comprehensive Plan also states:

Goals, Objectives, & Policies
As in previous chapters of this plan, a goal and a series of objectives are identified.

Goal: The Village will make sound land use decisions which strive to coordinate future growth and land uses with infrastructure capabilities and availability.

a. Strategically locate new developments in areas to create mutually beneficial relationships among businesses
b. Encourage growth to occur within the Sewer Service Planning Area
c. Utilize the Future Land Use Map in directing potential commercial and industrial opportunities to appropriate locations
d. Work with landowners to protect productive agricultural and forest lands to accommodate property owner desires to the extent possible
e. Strive to avoid allowing conflicting land uses to be located adjacent to one another
f. Preserve the most advantageous properties for commercial and industrial uses and direct residential use to other property
g. Encourage industrial uses in areas with convenient access to arterial roadways
h. Discourage large and undeveloped residential lots in areas serviced by the public water and sewer infrastructure
i. Recognize the different expectations residents have living in different areas of the Village and develop ordinances and policies reflective of those property owner expectations
j. Encourage development that preserves to the extent possible the quality of life that residents enjoy
k. Strive to maintain a density of no greater than one residential unit per twenty acres of land in the rural areas of the Village
l. Strive to maintain a density of no greater than one residential unit per one-half acre in the more urban areas of the Village
m. Seek to be involved with Wisconsin Public Service land use decision making process, particularly those regarding property adjacent to the existing power generation facilities and develop compatible neighboring uses
n. Encourage projects that cater to the Village's aging population
o. Avoid excess regulations that drive up cost for housing, land development, and site development

- Wisconsin Court of Appeals, Lakeland Area Property Owners Association, U.A. v. Oneida County, 2020SAP858

When reviewing an ordinance for consistency with a comprehensive plan, the future land use map and narrative portions of the plan should not be reviewed in isolation, but instead should be understood in relation to each other and in the context of the remainder of the plan.

2. *Does the rezoning further the purpose and intent of this Chapter?*

   - There are numerous large parcels directly south of this property zoned M2-General Industrial. By rezoning this property, the property would maintain industrial zoning that would be consistent with the surrounding area. This satisfies the Zoning Ordinance purpose of preserving and enhancing the community appearance. The rezone furthers the purpose of this Chapter and the Comprehensive Plan by making more land available for Industrial Development.

3. *Does rezoning address any of the following that is not properly addressed on the current Official Zoning Map?*

   a. A mistake was made in mapping on the Official Zoning Map. That is, an area is or has developed in a manner and purpose different from that for which it is mapped. If this reason is cited, it must be demonstrated that the discussed inconsistency between actual land use and designated zoning is not intended, as the Village may intend to stop an undesirable land use pattern from being perpetuated.

   b. Factors have changed, such as the availability of new data, the presence of new roads or other infrastructure, additional development, annexation, or other zoning changes, making the subject property more appropriate for a different zoning district.

   c. Growth patterns or rates have changed, thereby creating the need for a rezoning.

   - Yes in regards to b. The floodplain maps were recently updated. The property is now located within a flood storage district. Flood Storage District language was recently added to the Village's Floodplain Ordinance. An area of the property contiguous to lands lying outside the floodplain can be filled to the flood protection elevation if an equal volume of flood storage is created. The future proposed use of a non-metallic mine will add considerable excess storage capacity to the flood storage district.

4. *Does the proposed zoning district maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?*

   - The proposed rezone will be consistent with parcels located directly south. By rezoning this property, the property would maintain conformity with the surrounding area. The property would maintain industrial land uses. The parcel will meet the minimum requirements for land uses within the industrial zoning district. The parcel is well suited for future industrial development.

5. Does the rezoning meet the minimum requirements for frontage or parcel size? A lot, lots, or parcel of land shall not qualify for a zoning map amendment unless it possesses 200 feet of frontage or contains 25,000 square feet of area, or adjoins a lot, lots, or parcel of land which bears the same zoning district classification as the proposed zoning map amendment.

- Yes. The parcel meets all minimum requirements.

6. For applications to rezone land to a multi-family, commercial, or industrial zoning district, is, or will there be, adequate public infrastructure available to accommodate the range of uses allowed in that zoning district?

- If the rezone is approved, the applicant's proposed use is non-metallic mining. The applicant is requesting full access to the property through a large break in the existing Kowalski Road median. In addition, they are requesting the Village attain an easement to allow sanitary sewer and water service to the subject parcel from the existing service lines located adjacent to the west property boundary.

Zoning Change Request Application

Application Fee: $250 Regular Meeting / $450 Special Meeting

A zoning change is an amendment to the specific zoning district in which a property or properties are classified.

Plan Commission Meetings are held on the 3rd Monday of each month. Village Board Meetings on zoning change requests typically take place on the 4th Tuesday of each month.

Although not required, it is recommended that the applicant attend these meetings.

village of Kronenwetter
1582 Kronenwetter Drive
Kronenwetter, WI 54455
715-693-4200
www.kronenwetter.org

Applicant Information

1. Applicant Name Eau Claire River, LLC Phone Number 715-302-0334
Address 7306 Zinser St., Weston, WI 54476
Email garyg@pgainc.net

2. Property Titleholder Name Same Phone Number _____
Address _____
Email _____

3. Prepared By Company Name REI Engineering, Inc. Name Dan Detert
Address 4080 N. 20th Ave., Wausau, WI 54401
Phone Number 715-675-9784 Email ddetert@reiengineering.com

Property Information

4. Property Address 1320 Kowalski Rd., Kronenwetter, WI 54455

5. Section 2 Township 27N Range 7E 6. Parcel Identification # (PIN) 14527070230996

7. Legal Description (attach an additional sheet if necessary) _____

8. Current Zoning District BP 9.Proposed Zoning District M2

10. Parcel Acreage 35.58 11. Will the Zoning Change be accompanied by a CSM or Subdivision? No

12. Has anyone previously requested a zoning change to the subject property? If yes, when was the request made and to what zoning district? Requested changed from BP to M2 October 2024

13. Is the subject property planned to be improved? If yes, when is the improvement scheduled for and what will be the actual use of the improvement? Site grading for pond construction and site development

Required Attachments

1. Narrative describing the zoning change request with respect to the following matters:
   a. Is the proposed rezoning consistent with the Comprehensive Plan, as is required by Wisconsin Statutes?
   b. Does the rezoning further the purpose and intent of this Chapter?
   c. Does rezoning address any of the following that are not properly addressed on the current Official Zoning Map?
      i. A mistake was made in mapping on the Official Zoning Map. That is, an area is or has developed in a manner and purpose different from that for which it is mapped. If this reason is cited, it must be demonstrated that the discussed inconsistency between actual land use and designated zoning is not intended, as the Village may intend to stop an undesirable land use pattern from being perpetuated.
      ii. Factors have changed, such as the availability of new data, the presence of new roads or other infrastructure, additional development, annexation, or other zoning changes, making the subject property more appropriate for a different zoning district.
      iii. Growth patterns or rates have changed, thereby creating the need for a rezoning.
   d. Does the proposed zoning district maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?
   e. Does the rezoning meet the minimum requirements for frontage or parcel size? A lot, lots, or parcel of land shall not qualify for a zoning map amendment unless it possesses 200 feet of frontage or contains 25,000 square feet of area, or adjoins a lot, lots, or parcel of land which bears the same zoning district classification as the proposed zoning map amendment.
   f. For applications to rezone land to a multi-family, commercial or industrial zoning district, is, or will there be, adequate public infrastructure available to accommodate the range of uses allowed in that zoning district?
2. Property Map which shows the zoning change request boundaries, structures on the property, and the required setbacks from the property lines.

Applicant Acknowledgement

I/We request a public hearing be held before the Planning Commission of the Village of Kronenwetter, Marathon County, State of Wisconsin, to hear and consider the request for a zoning change of the property stated in this application. I hereby depose and say that all the above statements and all accompanying statements and drawings are correct and true.

Kurt Seubert _____ 2/10/2026 _____

Applicant Date

_____ _____

Property Titleholder Date

Dan Detert _____ 2/9/26 _____

Prepared By Date

FOR OFFICE USE ONLY:

Application Received _____ Check #_____

Plan Commission:

Meeting Date_____ Recommendation: Approved / Denied

Village Board:

Meeting Date_____ Decision: Approved / Denied

Project Narrative

Eau Claire River, LLC Zoning Map Amendment

1320 Kowalski Road

The goal of our efforts is to redevelop the underutilized subject property adding tax base and value to the Village of Kronenwetter. The parcel has remained underutilized for a variety of reasons, primarily access, utility service, and floodplain impacts. We look to overcome those challenges through this effort.

The subject land was formerly held within the Wausau Homes portfolio of properties for many years. During this period we witnessed the redevelopment of Kowalski Road and the installation of sanitary sewer/watermain along the adjacent west property line. The Wausau Homes team was very active in advocating efforts that would support the viable redevelopment of the subject parcel adding valued tax base for the Village of Kronenwetter. Although their teams efforts were valiant, their goals were not attained. These goals included good access to the parcel and utility service to serve the parcel.

We look forward to accomplishing the goals of past owners to improve the property and bring value to TID #1. This goal can be met through the following efforts:

Village of Kronenwetter Comprehensive Plan

- The subject parcel land use depicted on the Future Land Use Map identifies Industrial/Commercial land uses
- **The requested rezone effort is consistent with the Comprehensive Plan**

Industrial Tax Increment District #1

- The subject parcel is in TID #1
- TID #1 is an Industrial Tax Increment District catering to industrial development
- Currently, less than 50% of TID #1 is zoned within an Industrial District
- TID #1 has been classified as a Severely Distressed Tax Increment District, adding 20 years of time to recover costs to 2044
- **Rezoning the subject parcel to Industrial helps meet the TID goals**

Floodplain Storage District Reservoir 2

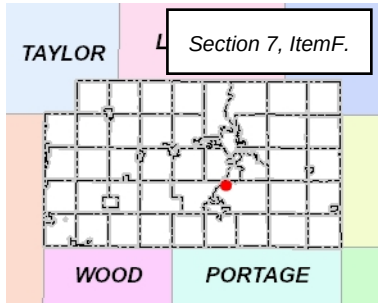
- The subject parcel is largely consumed by the Bull Junior Creek Flood Storage District Reservoir #2 having a floodplain elevation of 1173.5
- The Village of Kronenwetter Flood Protection Elevation as found in code Chapter 520, Section 10.0, 34 requires floor elevations be constructed 2.0-feet above the floodplain elevation
- The cost to raise the subject site 1 – 7 feet needs to be offset to make the site marketable
- **Proposed efforts to increase the existing pond through the non-metallic mining effort will add considerable excess flood storage capacity to the flood storage district and generate revenue to offset the development costs. The excess storage capacity will likely mitigate the remaining flood storage capacity needed for Reservoir #2 on all adjacent lands.**

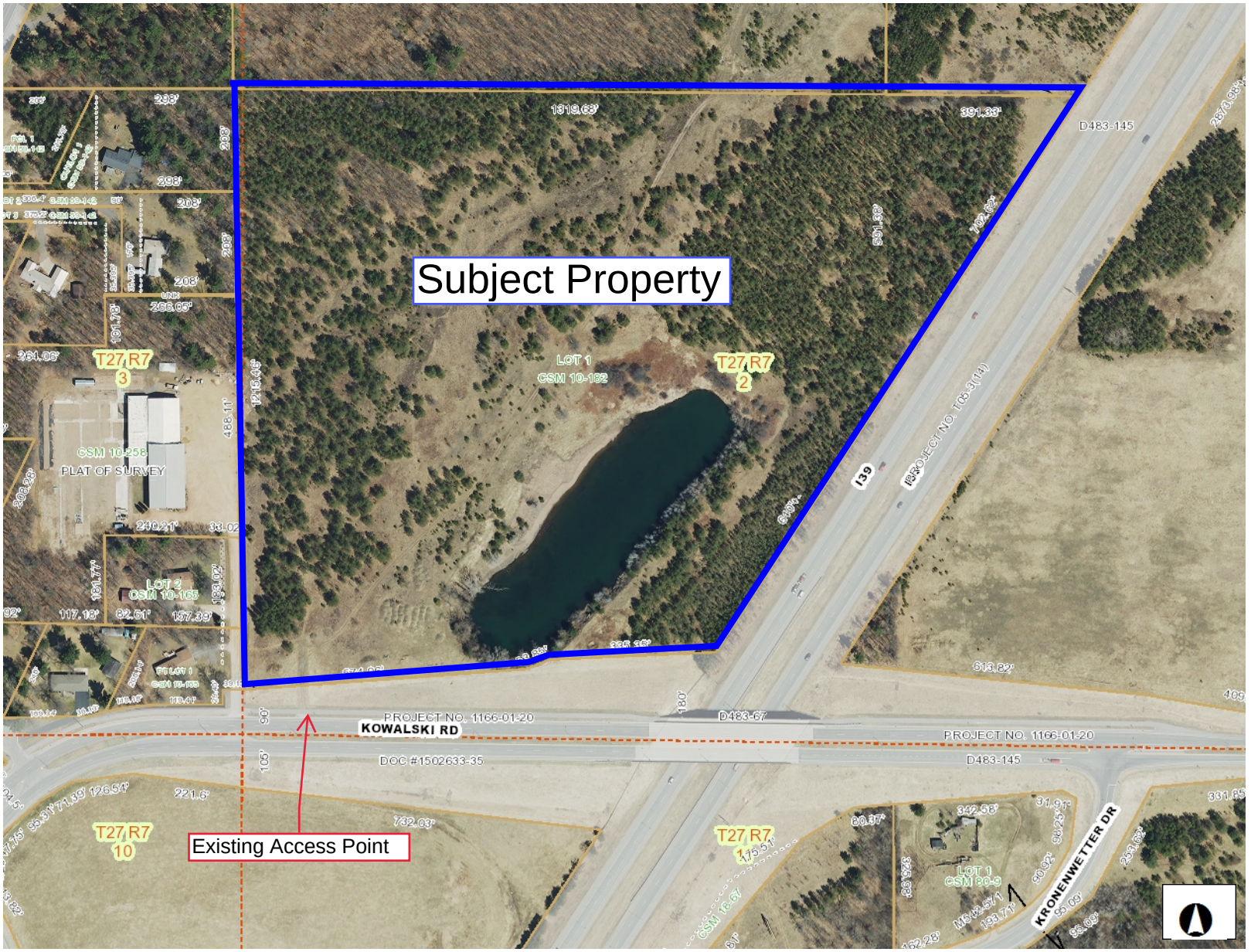
Non-Metallic Mining

- The subject property was used for non-metallic mining in the past as witnessed by the large pond located on the east boundary.
- We look forward to making the existing pond an amenity opposed to a liability by increasing the size and shape of the pond through a continued non-metallic mining effort.
- The existing onsite excavation will be deepened and enlarged. Stormwater drainage will be directed into the excavation with silt fence/grassed berms around the perimeter of the excavation. The existing trees will remain in place along I-39. Stockpiles of materials will be placed within the excavation limits except for building pad/infrastructure construction when appropriate.
- **The material taken from the site to increase the pond size and shape will be sold to help offset the cost to bring the developable portions of the property to grade above the floodplain elevation**

Our team looks forward to working closely with the Village of Kronenwetter and other regulatory agencies to make this redevelopment effort a success story we can all be proud of.

Land Information Mapping System





Legend

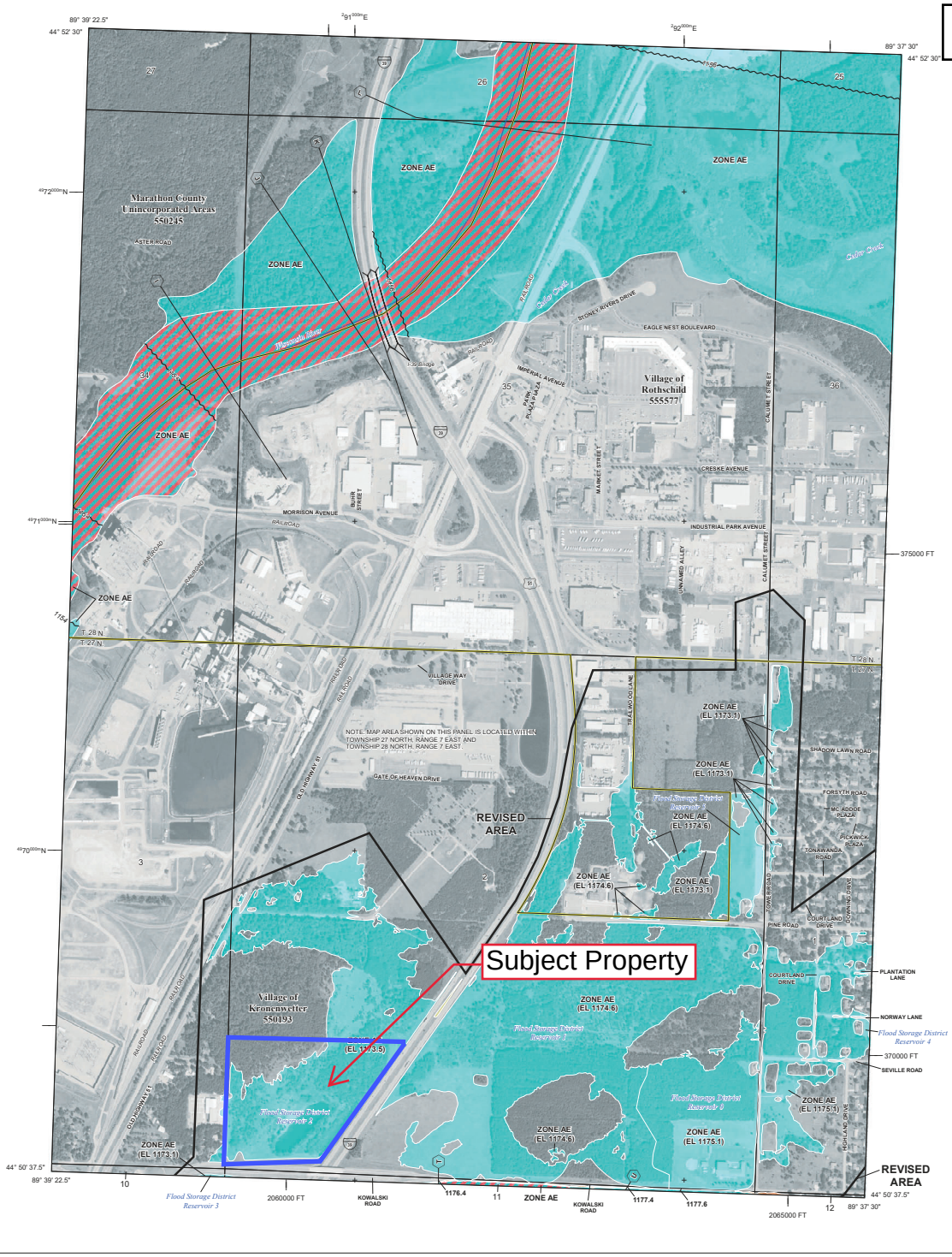
- Road Names
- Parcels
- Parcel Lot Lines
- Land Hooks
- Section Lines/Numbers
- Right Of Ways
- Named Places
- Municipalities
- 2020 Orthos Countywide
  - Red: Band_1
  - Green: Band_2
  - Blue: Band_3

150.00 0 150.00 Feet

NAD_1983_HARN_WISCRS_Marathon_County_Feet

DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes



FLOOD HAZARD INFORMATION

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

THE INFORMATION DEPICTED ON THIS MAP AND SUPPORTING DOCUMENTATION ARE ALSO AVAILABLE IN DIGITAL FORMAT AT HTTPS://MSC.FEMA.GOV

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) Zone A,V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee See Notes. Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS
- NO SCREEN Areas of Minimal Flood Hazard Zone X
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall
- E 18.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- 8 Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- 513 Base Flood Elevation Line (BFE)

OTHER FEATURES
- Limit of Study
- Jurisdiction Boundary

NOTES TO USERS

For information and questions about this Flood Insurance Rate Map (FIRM), available products associated with this FIRM, including historic versions, the current map date for each FIRM panel, how to order products, or the National Flood Insurance Program (NFIP) in general, please call the FEMA Map Information eXchange at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA Flood Map Service Center website at https://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website.

Communities annexing land on adjacent FIRM panels must obtain a current copy of the adjacent panel as well as the current FIRM Index. These may be ordered directly from the Flood Map Service Center at the number listed above.

For community and countywide map dates refer to the Flood Insurance Study Report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

Base map information shown on this FIRM was provided by Marathon County Conservation, Planning and Zoning Department. The information was derived from digital orthophotography taken in the spring of 2005 and compiled to meet 1" = 200' scale National Map Accuracy Standards.

SCALE

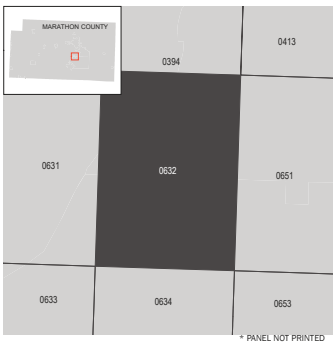
Map Projection:
NAD 1983 UTM Zone 16N;
Western Hemisphere; Vertical Datum: NAVD 88

1 inch = 500 feet 1:6,000

0 500 1,000 2,000 Feet

0 125 250 500 Meters

PANEL LOCATOR



* PANEL NOT PRINTED

FEMA National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

MARATHON COUNTY, WISCONSIN
and Incorporated Areas
PANEL 632 OF 1000

FEMA

Panel Contains:

COMMUNITY	NUMBER	PANEL	SUFFIX
KRONENWETTER, VILLAGE OF	550193	0632	F
MARATHON COUNTY	550245	0632	F
ROTHSCHILD, VILLAGE OF	555577	0632	F

REVISED TO REFLECT LOMR EFFECTIVE: January 13, 2023

VERSION NUMBER 2.1.3.0
MAP NUMBER 55073C0632F
EFFECTIVE DATE JULY 22, 2010

Cover Letter Planning Commission

Agenda Item: Site Plan Application, Ruedebusch Development and Construction, Inc., Proposed Distribution Facility, 1619 County Highway XX, Kronenwetter, WI 54455. Tax Parcel ID Number: 145-2707-021-0981.
Meeting Date: April 8, 2026
Referring Body: Plan Commission
Committee Contact: Dan Lesniak
Staff Contact: Peter Wegner, CD/PZ Director
Report Prepared by: Peter Wegner, CD/PZ Director

AGENDA ITEM: : Site Plan Application, Ruedebusch Development and Construction, Inc., Proposed Distribution Facility, 1619 County Highway XX, Kronenwetter, WI 54455.

OBJECTIVE(S): To review the Site Plan Application and related documents for the development of a new distribution facility on the property described above.

HISTORY/BACKGROUND: Ruedebusch Development and Construction, Inc., proposes the development of a new distribution facility along with associated parking, internal drive aisles, pedestrian sidewalks, utilities, and stormwater management systems. The proposed development will be constructed on a 26.33-acre undeveloped property and will be approximately 18.43 acres (70.00%) of impervious cover.

The property is now zoned M2 – General Industrial, following approval of the zoning change request submitted to the Village of Kronenwetter. The zoning was previously BP – Business Park, but the approved rezoning brings the property into alignment with the proposed distribution facility use per the Village of Kronenwetter Zoning Code. No additional zoning approvals are required for the distribution center, as the M2 classification fully supports general industrial and logistics operations.

RECOMMENDED ACTION: To conditionally approve the Site Plan for Ruedebusch Development and Construction, Inc. for the development of new distribution facility. Subject to the conditions contained with the Staff's Report and imposed by the Plan Commission and to accept the findings of fact set forth in the Staff's Report.

ATTACHMENTS: Staff Report, Site Plan Application and Draft Development Agreement

Ruedebusch Development and Construction, Inc., Proposed Distribution Facility, 1619 County Highway XX, Kronenwetter, WI 54455. Tax Parcel ID Number: 145-2707-021-0981.
SITE PLAN APPLICATION

STAFF REPORT FOR PLAN COMMISSION

PUBLIC HEARINGS/ MEETINGS: Plan Commission Public Meeting: 6:00 pm. April 8, 2026

APPLICANT: Carl Ruedebusch
4605 Dovetail Drive
Madison, WI 53704

PROPERTY OWNER: ALLIANCE HOLDINGS LLC
1619 COUNTY ROAD XX
Kronenwetter, WI 54455

LOCATION OF REQUEST: 1619 County Highway Kronenwetter, WI 54455

Map 1: Site Location

(Source Data: Village of Kronenwetter)

ACREAGE:	22.128 Acres
Legal DESCRIPTION:	SEC 02-27-07 PT OF NE 1/4 NE FRL 1/4 - LOT 1 CSM #19700 DOC #1891378
LEGAL NOTIFICATION:	Notice of the project was sent to adjacent property owners within 100 feet of the subject property on March 5, 2026.
DEVELOPMENT PATTERN (AND ZONING):	Subject Property**:** General Industrial (M2) North: Light Industrial (Village of Rothschild) (I-1) South: General Industrial (M2) East: Single Family Residential (SF) West: Commercial (Village of Rothschild) (C-2)

INTRODUCTION

Ruedebusch Development and Construction, Inc., proposes the development of a new distribution facility along with associated parking, internal drive aisles, pedestrian sidewalks, utilities, and stormwater management systems. The proposed development will be constructed on a 26.33-acre undeveloped property and will be approximately 18.43 acres (70.00%) of impervious cover.

The property is now zoned M2 – General Industrial, following approval of the zoning change request submitted to the Village of Kronenwetter. The zoning was previously BP – Business Park, but the approved rezoning brings the property into alignment with the proposed distribution facility use per the Village of Kronenwetter Zoning Code. No additional zoning approvals are required for the distribution center, as the M2 classification fully supports general industrial and logistics operations. The parcel's future land use designation is Industrial/Commercial.

The project site is currently undeveloped with the exception of two minor features: a small wooden shed situated on the northwest portion of the parcel, and an asphalt driveway located in the northeast corner. Other than these isolated elements, the land is vacant and has no existing buildings, infrastructure, utilities, or operational uses.

The proposed land use is a distribution facility, which is consistent with the newly approved M2 – General Industrial zoning classification. The facility will support package handling, loading and unloading operations, employee parking, vehicular circulation, and associated support functions typical of a modern distribution center.

The distribution center will operate 24 hours per day to support around-the-clock package handling and logistics operations. Projected water usage, both normal and peak, has not yet been finalized. However, it is expected to remain low because distribution activities do not require water-intensive processes. Most water consumption will be limited to restrooms and breakroom fixtures. Similarly, sanitary sewer loading values are still to be determined but will remain minimal due to the low water demand. The completed Traffic Impact Analysis indicates that the facility will generate approximately 1,700 new trips per day, with 195 during the morning peak and 130 during the evening peak.

Map 2: Aerial Photo
(Source Data: Marathon County GIS)

VILLAGE OF KRONENWETTER PLAN COMMISSION
FEBRUARY 16, 2026

Ruedebusch Development and Construction, Inc., Proposed Distribution Facility, 1619 County Highway XX, Kronenwetter, WI 54455.
Site Plan Application

RECOMMENDED MOTION

To conditionally approve the Site Plan for Ruedebusch Development and Construction, Inc. for the development of a new distribution facility. Subject to the conditions contained with the Staff's Report and imposed by the Plan Commission and to accept the findings of fact set forth in the Staff's Report.

FINDINGS OF FACT AND RECOMMENDATION OF THE VILLAGE PLAN COMMISSION

Section 520-29(C)(5) of the Village of Kronenwetter General Code states the Plan Commission may approve a site plan only after considering the following:

(a) The proposed use(s) conform(s) to the uses permitted in that zoning district.
The proposed land use is a distribution facility, a permitted use in the General Industrial (M2) Zoning District.

(b) The dimensional arrangement of buildings and structures conform to the required area, yard, setback and height restrictions of this chapter.
The dimensional arrangement of the building and hard surfaced areas conforms to all requirements of setback and height restrictions of Chapter 520 of the Village General Code.

(c) The proposed use conforms to all use and design provisions and requirements (if any) as found in this chapter for the specified uses.
The proposed use meets all use and design provisions as found in Chapter 520 of the Village General Code.

(d) There is a proper relationship between the existing and proposed streets and highways within the vicinity of the project in order to assure the safety and convenience of pedestrian and vehicular traffic.
No new public streets are proposed for this development. Two proposed access points off Trailwood Lane will be utilized to enter and exit the property.

(e) The proposed on-site buildings, structures and entryways are situated and designed to minimize adverse effects upon owners and occupants of adjacent and surrounding properties by providing for adequate design of ingress/egress, interior/exterior traffic flow, storm water drainage, erosion, grading, lighting and parking, as specified by this chapter or any other codes or laws.
The proposed site plan is situated to minimize adverse effect upon owners and occupants of adjacent and surrounding properties by providing for adequate design of ingress/egress, interior/exterior traffic flow, storm water drainage, lighting, erosion, grading, and parking, as specified by Chapter 520 of the Village General Code and all other codes or laws. Infiltration basins will be constructed to manage storm water for impervious surfaces. Erosion control measures will be implemented during construction.

(f) Natural features of the landscape are retained where they can enhance the development of the site, or where they furnish a barrier or buffer between the project and adjoining properties

used for dissimilar purposes or where they assist in preserving the general safety, health, welfare and appearance of the neighborhood.
A landscape plan will identify a combination of large deciduous/coniferous trees, shrubs and herbaceous plants strategically placed on the property.

(g) Adverse effects of the proposed development and activities upon adjoining residents or owners are minimized by appropriate screening, fencing or landscaping, as provided or required.
The proposed uses must comply with ARTICLE XI. - LANDSCAPING AND PRESERVATION STANDARDS. § 520-79. - Landscaping requirements. A landscaping plan, including screening and fencing is required.

(h) Land, buildings and structures are readily accessible to emergency vehicles and disabled persons.
Emergency vehicles will have adequate access to the site and buildings. Emergency vehicles can access the property through the roadway access off Trailwood Lane. The Fire Chief, Police Chief, Village Administrator, and Public Works Director have reviewed and approved the site plan.

(i) The site plan is consistent with the intent and purpose of this chapter, which is to promote the public health, safety and general welfare, to encourage the use of lands in accordance with their character and adaptability, to avoid the overcrowding of population, to lessen congestion on the public roads and streets, to reduce hazards of life and property and to facilitate existing community development plans.
The site plan is consistent with the intent and purpose of Chapter 520 of the Village General Code. The site plan promotes the public health, safety and general welfare, to encourage the use of lands in accordance with their character and adaptability, to avoid the overcrowding of population, to lessen congestion on the public roads and streets, to reduce hazards of life and property and to facilitate existing community development plans. The parcel is zoned M2 - General Industrial. The use being proposed is a permitted use within the General Industrial (M2) Zoning District.

(j) The site plan is consistent with the public goals, objectives, principles, standards, policies and urban design criteria set forth in the Village's Master Plan or components thereof.
The site plan is consistent with and furthers the goals, objectives, principles, and policies established in the Village's Comprehensive Plan. The Future Land Use Map shows the subject property as Industrial. As part of the Comprehensive Plan, the goal of the Village is to make sound land use decisions which strive to coordinate future growth and land uses with infrastructure capabilities and availability. This includes, "Strategically locate new developments in areas to create mutually beneficial relationships among businesses," "Strive to avoid allowing conflicting land uses to be located adjacent to one another" and "Encourage industrial uses in areas with convenient access to arterial roadways." This parcel is located within TID #1, which was created in 2004. The purpose of TID #1 is to promote industrial development and thereby assist in furthering the employment goals of the area and to provide incentive for private investment in the Village of Kronenwetter.

Suggested Conditions:

1. The Developer shall enter into Developer Agreement with the Village of Kronenwetter.
2. The Developer shall establish and maintain the required landscaping as required by the site plan during each phase of construction and in accordance with the landscaping plan of the site plan or requirements of the VILLAGE Ordinance.
3. The Developer shall establish and maintain the required stormwater requirements as required by the site plan during the first phase of the construction and in accordance with the site plan.
4. The Developer shall sign and submit a Stormwater Maintenance Agreement prior to the issuing of building permits.
5. The Developer shall pave the asphalt driveway apron entrances, driveways, parking areas as indicated on the site plan.
6. The Developer shall meet all local, state, and federal requirements for fire protection.
7. All exterior lighting shall be full cut-off lighting and installed according to the location, height, and illumination power specified on the site plan.
8. During the site development process, the delveloper shall maintain the site in an effort to reduce any negative effects of construction on neighboring properties. Any areas of bare dirt shall be seeded with grass at the completion of each phase.
9. The Developer shall obtain a Roadway Access Permit from the VILLAGE.
10. The Developer must comply with all ordinance requirements and performance standards related to current and future proposed uses.
11. The Developer will comply with all Traffic Impact Analysis recommendations. The Village may modify certain conditions of this Permit to comply with the Traffic Impact Analysis recommendations.

STATE OF WISCONSIN - MARATHON COUNTY
RECORDED
12-01-2023 at 11:50 AM
DEAN J. STRATZ, REGISTER OF DEEDS
DOC#: **1891378**
CSM MAP # 19700
Pages: 3

REI
CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE, WAUSAU, WI 54401
(715) 675-9784

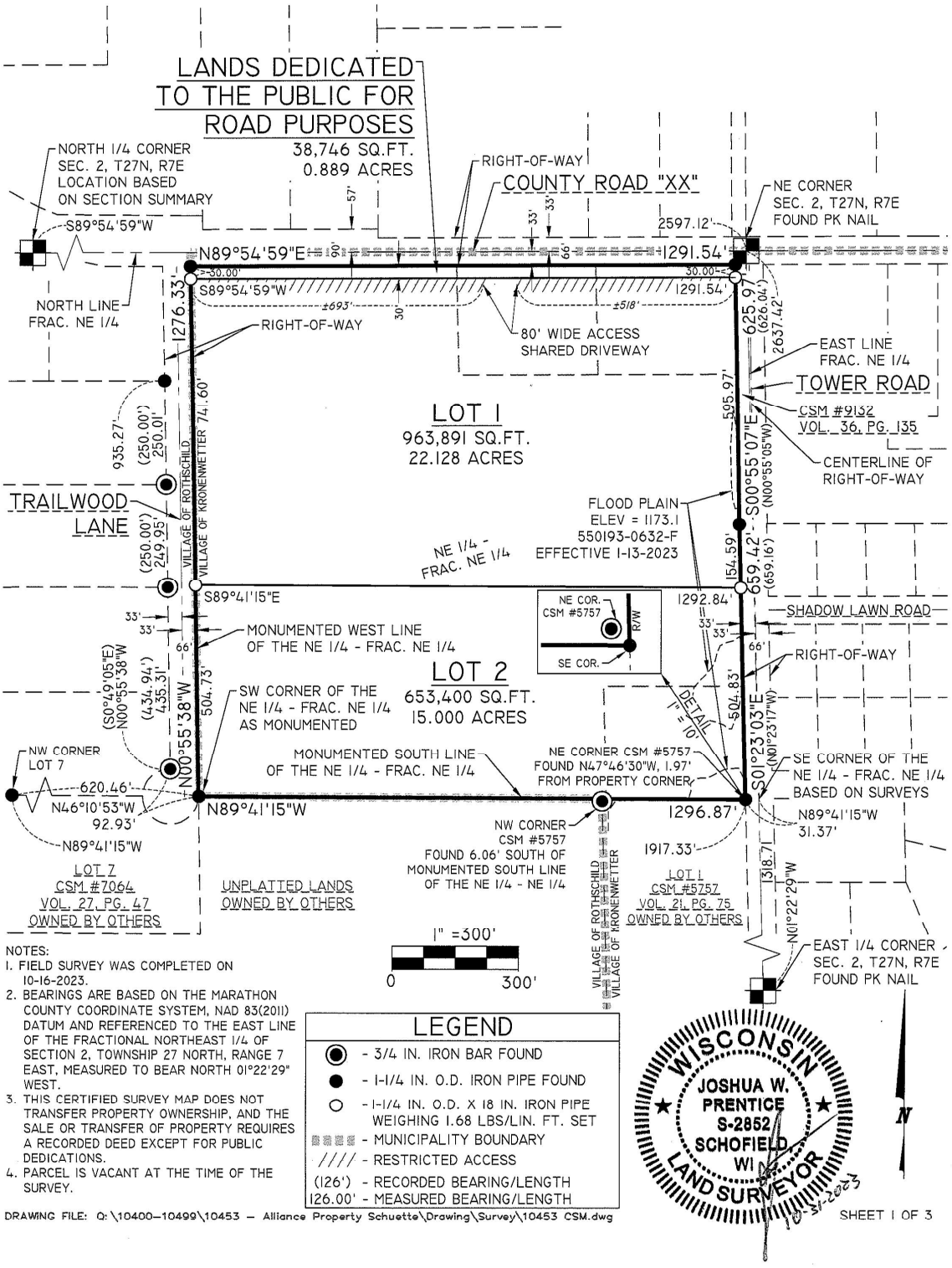
MARATHON COUNTY CERTIFIED SURVEY MAP

MAP NO._____

PREPARED FOR: ALLIANCE HOLDINGS, LLC

LANDOWNER: ALLIANCE HOLDINGS, LLC

OF PART OF THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN.



NOTES:
1. FIELD SURVEY WAS COMPLETED ON 10-16-2023.
2. BEARINGS ARE BASED ON THE MARATHON COUNTY COORDINATE SYSTEM, NAD 83(2011) DATUM AND REFERENCED TO THE EAST LINE OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, MEASURED TO BEAR NORTH 01°22'29" WEST.
3. THIS CERTIFIED SURVEY MAP DOES NOT TRANSFER PROPERTY OWNERSHIP, AND THE SALE OR TRANSFER OF PROPERTY REQUIRES A RECORDED DEED EXCEPT FOR PUBLIC DEDICATIONS.
4. PARCEL IS VACANT AT THE TIME OF THE SURVEY.

LEGEND

- ◉ - 3/4 IN. IRON BAR FOUND
- ● - 1-1/4 IN. O.D. IRON PIPE FOUND
- ○ - 1-1/4 IN. O.D. X 18 IN. IRON PIPE WEIGHING 1.68 LBS/LIN. FT. SET
- ▩▩▩ - MUNICIPALITY BOUNDARY
- //// - RESTRICTED ACCESS
- (126') - RECORDED BEARING/LENGTH
- 126.00' - MEASURED BEARING/LENGTH

DRAWING FILE: Q:\10400-10499\10453 - Alliance Property Schuette\Drawing\Survey\10453 CSM.dwg

REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE, WAUSAU, WI 54401
(715) 675-9784

MARATHON COUNTY CERTIFIED SURVEY MAP

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OF PART OF THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, JOSHUA W. PRENTICE, WISCONSIN PROFESSIONAL LAND SURVEYOR S-2852, DO HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF: THAT I HAVE SURVEYED, MAPPED, AND DIVIDED PART OF THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST 1/4 CORNER OF SAID SECTION 2; THENCE NORTH 01°22'29" WEST, COINCIDENT WITH THE EAST LINE OF SAID FRACTIONAL NORTHEAST 1/4, 1318.71 FEET TO THE SOUTHEAST CORNER OF SAID NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4; THENCE NORTH 89°41'15" WEST, COINCIDENT WITH THE SOUTH LINE OF SAID NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 AS MONUMENTED, 31.37 FEET TO THE WEST RIGHT-OF-WAY LINE OF TOWER ROAD AND THE POINT OF BEGINNING; THENCE CONTINUING NORTH 89°41'15" WEST, COINCIDENT WITH SAID SOUTH LINE OF THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 AS MONUMENTED, 1296.87 FEET TO THE SOUTHWEST CORNER OF SAID NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 AND THE EAST RIGHT-OF-WAY LINE OF TRAILWOOD LANE; THENCE NORTH 00°55'38" WEST, COINCIDENT WITH SAID EAST RIGHT-OF-WAY LINE OF TRAILWOOD LANE, 1276.33 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD "XX"; THENCE NORTH 89°54'59" EAST, COINCIDENT WITH SAID SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD "XX", 1291.54 FEET TO SAID WEST RIGHT-OF-WAY LINE OF TOWER ROAD; THENCE SOUTH 00°55'07" EAST, COINCIDENT WITH SAID WEST RIGHT-OF-WAY LINE OF TOWER ROAD, 625.97 FEET; THENCE SOUTH 01°23'03" EAST, COINCIDENT WITH SAID WEST RIGHT-OF-WAY LINE OF TOWER ROAD, 659.42 FEET TO SAID SOUTH LINE OF THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 AND THE POINT OF BEGINNING.

THAT THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 1,656,037 SQUARE FEET, 38.017 ACRES, MORE OR LESS.

THAT I HAVE MADE THIS SURVEY, DIVISION AND MAP THEREOF AT THE DIRECTION OF ALLIANCE HOLDINGS, LLC, OWNER OF SAID PARCEL.

THAT SAID PARCEL IS SUBJECT TO EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD.

THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF SECTION 236.34 OF THE WISCONSIN STATUTES, WISCONSIN ADMINISTRATIVE CODE A-E7, AND THE SUBDIVISION REGULATIONS OF THE VILLAGE OF KRONENWETTER.

THAT THIS MAP IS A CORRECT AND ACCURATE REPRESENTATION OF THE EXTERIOR BOUNDARIES OF SAID PARCEL, AND OF THE DIVISION THEREOF MADE.

DATED THIS 31ST DAY OF OCTOBER 2023

REI
JOSHUA W. PRENTICE
WI P.L.S. S-2852

WISCONSIN
JOSHUA W.
PRENTICE
S-2852
SCHOFIELD,
WI
LAND SURVEYOR
10-31-2023

VILLAGE OF KRONENWETTER
APPROVED FOR RECORDING UNDER THE TERMS OF THE VILLAGE OF KRONENWETTER LAND DIVISION ORDINANCE.

BY: _____

DATE: 11/07/2023

MARATHON COUNTY
THE DEDICATION SHOWN ON THIS CERTIFIED SURVEY MAP IS HEREBY ACCEPTED AND APPROVED FOR RECORDING.

BY: _____

DATE: 11/30/2023

REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE, WAUSAU, WI 54401
(715) 675-9784

MARATHON COUNTY CERTIFIED SURVEY MAP

MAP NO._____

PREPARED FOR: ALLIANCE HOLDINGS, LLC

LANDOWNER: ALLIANCE HOLDINGS, LLC

OF PART OF THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN.

LIMITED LIABILITY COMPANY OWNER'S CERTIFICATE OF DEDICATION

ALLIANCE HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AS OWNER, DOES HEREBY CERTIFY THAT SAID COMPANY CAUSED THE LAND DESCRIBED ON THIS CERTIFIED SURVEY MAP TO BE SURVEYED, DIVIDED, MAPPED, AND DEDICATED FOR USE AS THE RIGHT-OF-WAY OF COUNTY ROAD "XX" AS REPRESENTED ON THIS CERTIFIED SURVEY MAP.

IN WITNESS WHEREOF, THE SAID ALLIANCE HOLDINGS, LLC., HAS CAUSED THESE PRESENTS

TO BE SIGNED BY Jay Schuette, MANAGER

AT Wausau, WI,

THIS 1st DAY OF December, 2023

IN THE PRESENCE OF: ALLIANCE HOLDINGS, LLC.

J Schuette, MANAGER

STATE OF WISCONSIN)
SS
MARATHON COUNTY)

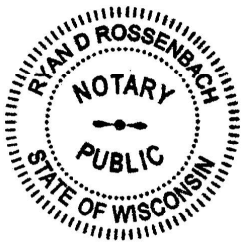
PERSONALLY CAME BEFORE ME THIS 1st DAY OF December, 2023

THE ABOVE NAMED Jay Schuette, MANAGER

OF THE ABOVE NAMED CORPORATION TO ME KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT AND TO ME KNOWN TO BE SUCH MANAGER OF SAID COMPANY, AND ACKNOWLEDGE THAT THEY EXECUTED THE FOREGOING INSTRUMENT AS SUCH MANAGER AS THE DEED OF SAID COMPANY, BY ITS AUTHORITY.

Ryan D Rossenbach — Wisconsin
NOTARY PUBLIC — STATE OF

MY COMMISSION EXPIRES November 9, 2027

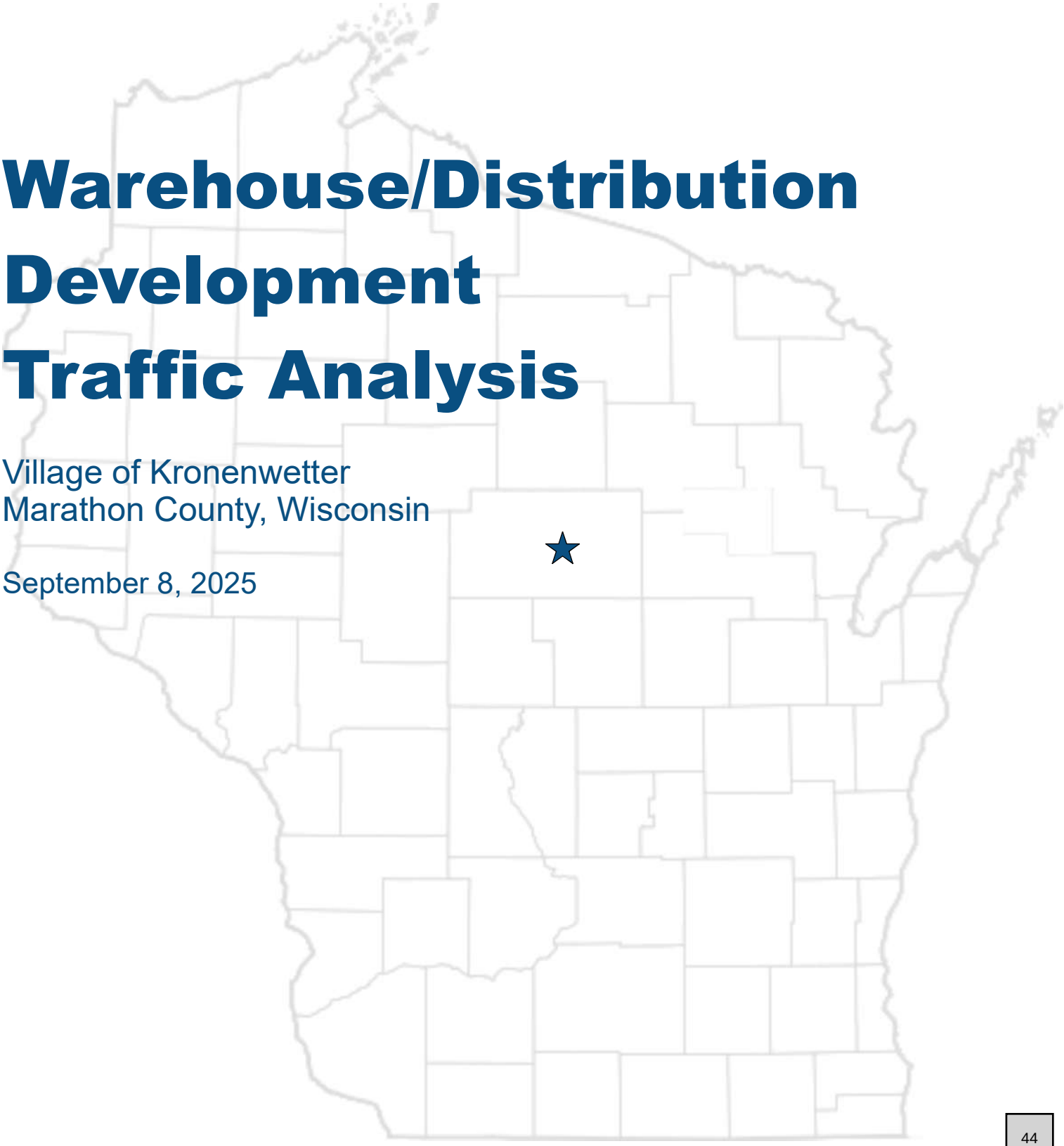


TRAFFIC ANALYSIS & DESIGN, INC.

P.O. Box 128
Cedarburg, WI 53012
800.605.3091
www.tadi-us.com

Warehouse/Distribution Development Traffic Analysis

Village of Kronenwetter
Marathon County, Wisconsin



September 8, 2025

TRAFFIC IMPACT ANALYSIS FOR:

WAREHOUSE/DISTRIBUTION DEVELOPMENT

VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN

DATE SUBMITTED: September 8, 2025

PREPARED FOR:
REI Engineering
4080 N. 20th Avenue
Wausau, WI 54401
Contact: Nate Guldan
Phone: (715) 675-9784

PREPARED BY:
TADI
P.O. Box 128
Cedarburg, WI 53012
Phone: (614) 483-1297
Contact Person: Daniel Bieberitz, P.E., PTOE

"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."

Daniel C. Bieberitz

Daniel Bieberitz, P.E., PTOE
TADI

Traffic Impact Analysis
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Appendix F..... Truck Turning Wheel Path Exhibits

PART A – INTRODUCTION

A warehouse/distribution building is being proposed on the southeast quadrant of County Trunk Highway (CTH) XX and Trailwood Lane in the Village of Kronenwetter. Just south of the proposed warehouse building, there is a second lot which could be developed in the future as a warehouse or light industrial building.

This traffic study summarizes the trip generation and traffic operations anticipated with the proposed warehouse/distribution development (Lot 1) as Phase 1 and the future buildout of both lots (Full Buildout) with the warehouse/distribution building and an additional warehouse/light industrial building at the study intersections.

PART B – STUDY AREA

An aerial of the study area with the proposed development site location is shown in Exhibit 1. A conceptual site plan for the proposed development is shown in Exhibit 2.

The study area includes the following intersections with the existing traffic control in parentheses:

- CTH XX with Tower Road (stop control)
- CTH XX with Trailwood Lane (traffic signal)
- Trailwood Lane with existing bank drive/proposed North Site driveway (proposed stop control)
- Trailwood Lane with proposed South Site driveway of Lot 1 (proposed stop control)
- Trailwood Lane with proposed Lot 2 driveway (proposed stop control)

Exhibit 3 shows the existing transportation details of the study area intersections.

CTH XX is an east/west four-lane divided collector street west of Trailwood Lane and a two-lane undivided collector street east of Trailwood Lane. CTH XX has a 35-mph speed limit within the study area. According to the Wisconsin Department of Transportation (WisDOT), the 2023 annual average daily traffic (AADT) west of Trailwood Lane is 6,600 vehicles per day (vpd) and east of Trailwood Lane, the year 2019 AADT is 4,100 vpd. There are no sidewalks or street lighting along CTH XX; however, there is intersection street lighting at the Trailwood Lane intersection.

Trailwood Lane is a two-lane north/south local street that dead ends at a cul-de-sac approximately 1,200 feet south of CTH XX. There are no sidewalks along the street. There are two streetlights along Trailwood Lane, spaced at approximately 500-600 feet apart.

Tower Road is a north/south two-lane undivided collector street that has a 35-mph speed limit within the study area. According to the WisDOT, the 2010 AADT south of CTH XX is 1,800 vpd. Due to the rural nature of this roadway, there are no sidewalks or street lighting along Tower Road within the study area.

PART C – TRAFFIC VOLUMES

C1. Year 2025 Existing Traffic Volumes

TADI performed weekday turning movement traffic counts at the following intersections on Wednesday and Thursday, June 18-19, 2025, from 6:00 – 9:00 am and 3:00 – 6:00 pm during favorable weather condition days:

- CTH XX & Trailwood Lane
- CTH XX & Tower Road

The peak hours from the turning movement counts were identified to be the following time periods:

- Weekday AM Peak hour: 7:45 – 8:45 am
- Weekday PM Peak Hour: 4:30 – 5:30 pm

Exhibit 4 shows the existing peak hour traffic volumes. The turning movement counts are included in Appendix A.

C2. Proposed Development Access

The warehouse Lot 1 development has two proposed access driveways on Trailwood Lane, and the southern parcel (Lot 2) will have one proposed access on Trailwood lane. The most northern access is proposed opposite of the existing bank driveway, approximately 200 feet south of CTH XX. The southern Lot 1 driveway is proposed at approximately 800 feet south of CTH XX. The location of the most southern access to Lot 2 is unknown at this time. See Exhibit 2 and 3 for proposed site driveway locations.

C3. Trip Generation & Distribution

Trips for the proposed development were calculated based on other company sites for Lot 1 (warehouse/distribution) and the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. ITE land use #150 Warehousing was chosen with a 175,000 SF building for Lot 2, which would be likely at a higher end for the size of building on this parcel.

The development trip generation tables for Phase 1 and full buildout of the development are shown on Exhibit 5. Based on the ITE Trip Generation rates, Phase 1 of the proposed development is expected to generate the following trips:

- Weekday Daily: 1,700 new trips
- Weekday AM Peak Hour: 195 new trips (115 in/80 out)
- Weekday PM Peak Hour: 130 new trips (70 in/60 out)

For full buildout (with Lot 2 developed), the development is expected to generate the following trips:

- Weekday Daily: 2,010 new trips
- Weekday AM Peak Hour: 240 new trips (150 in/90 out)
- Weekday PM Peak Hour: 175 new trips (85 in/90 out)

The trip distribution of new site trips was based on the existing peak hour traffic counts and proximity to major interchanges for the greater Wausau area. The distribution of the development trips is listed below and shown graphically on Exhibit 6.

- 75% to/from west on CTH XX
- 20% to/from east on CTH XX
- 5% to/from south on Tower Road

The development new trips traffic assignment for Phase 1 of the development is shown on Exhibit 7. The Year 2026 Phase 1 build traffic volumes, shown in Exhibit 8, were determined by summing the Year 2025 existing traffic volumes (Exhibit 4) and the Phase 1 development new trips shown in Exhibit 7.

The development new trips traffic assignment for the full buildout is shown on Exhibit 9. The Year 2027 Full Build traffic volumes, shown in Exhibit 10, were determined by summing the Year 2025 existing traffic volumes (Exhibit 4) and the development full build new trips shown in Exhibit 9.

PART D – INTERSECTION CAPACITY ANALYSIS

D1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 7th Edition* (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 and as a standard in most Wisconsin municipalities and villages, LOS D or better was used to define desirable peak hour operating conditions at the study area intersections. Descriptions of the various levels of service are shown in Table 1.

Table 1: Level of Service Descriptions

LOS	Signalized Intersections Control Delay/Vehicle (sec/veh)	Unsignalized Intersections Avg. Control Delay (sec/veh)	Relative Delay
A	≤10	≤10	Short Delays
	Free-flow traffic operations at avearge travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections		
B	> 10 - 20	> 10 - 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 - 35	> 15 - 25	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	> 35 - 55	> 25 - 35	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse timing.		
E	> 55 - 80	> 35 - 50	
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010

D2. Traffic Operations – Year 2025 Existing Conditions

The analysis of the Year 2025 existing traffic volumes was conducted using the existing transportation detail shown in Exhibit 3 and the traffic volumes in Exhibit 4. The analysis used WisDOT guidance for saturation flow rates and no right-turns on red with a 0.62 growth rate for exclusive right-turn lanes at the signalized intersection of CTH XX and Trailwood Lane. Based on the results of the capacity analysis (LOS, delay, and queue length) as shown on Table 2, all movements are shown to currently operate at a LOS B or better at the study intersections.

Table 2
Year 2025 Existing Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: CTH XX & Tower Road *One-Way Stop Control*		*Lanes->*	-	*1*		*1*		-	*1*			-			
	AM	LOS	-	*		A		-	B			-			A
		Delay	-	*		7.5		-	10.1			-			1.7
		Queue	-	*		0'		-	25'			-			
	PM	LOS	-	*		A		-	B			-			A
		Delay	-	*		7.8		-	11.3			-			1.4
		Queue	-	*		0'		-	25'			-			
Node 200: CTH XX & Trailwood Lane *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*1*		*1*	*1*			*1*			
	AM	LOS	A	A	A	A		A	B			B			A
		Delay	5	5.7	5.3	4.9		5.9	15			14.5			6.7
		Queue	25'	50'	25'	25'		65'	25'			25'			
	PM	LOS	A	A	A	A		A	B			B			A
		Delay	5.7	6.9	6	5.6		6.7	14.7			14.1			7.8
		Queue	25'	85'	25'	25'		80'	35'			25'			

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

The analysis worksheets of the existing conditions are included in Appendix B.

D3. Traffic Operations – Year 2026 Phase 1 Build Volumes

The analysis for Year 2026 Phase 1 build traffic volumes was conducted using the existing geometry and traffic control as shown in Exhibit 3 and the traffic volumes in Exhibit 8. At the proposed site access drives along Trailwood Lane, one westbound shared left/right-turn lane was assumed with side-street stop control with free-flow traffic on Trailwood Lane. No additional turn lanes were assumed on Trailwood Lane. Based on the results of the capacity analysis as shown on Table 3, all movements are expected to operate at a LOS B or better at the study intersections.

Table 3
Year 2026 Phase 1 Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: CTH XX & Tower Road *One-Way Stop Control*		*Lanes->*	-	*1*		*1*		-	*1*			-			
	AM	LOS	-	*		A		-	B			-			A
		Delay	-	*		7.6		-	10.5			-			1.7
		Queue	-	*		0'		-	25'			-			
	PM	LOS	-	*		A		-	B			-			A
		Delay	-	*		7.9		-	11.6			-			1.4
		Queue	-	*		0'		-	25'			-			
Node 200: CTH XX & Trailwood Lane *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*1*	*1*		*1*			*1*			
	AM	LOS	A	B	B	A	B		B			B			B
		Delay	9.7	11.1	10.9	8.8	10.2		18.9			12.2			12.3
		Queue	25'	80'	55'	25'	95'		80'			25'			
	PM	LOS	A	A	A	A	A		B			B			A
		Delay	6.9	8.3	8.5	6.5	7.6		15.3			13.7			9.5
		Queue	25'	105'	35'	25'	90'		70'			25'			
Node 300: Trailwood Lane & Bank Dr/North Site Drive *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*			*1*			
	AM	LOS	B			A			*			A			A
		Delay	12.3			8.9			*			7.7			3.2
		Queue	25'			25'			*			25'			
	PM	LOS	B			A			*			A			A
		Delay	10.7			9			*			8.3			2.6
		Queue	25'			25'			*			0'			
Node 400: Trailwood Lane & South Site Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*		*1*		-	
	AM	LOS	-			A			-	*		A		-	A
		Delay	-			9.8			-	*		7.5		-	5.6
		Queue	-			25'			-	*		0'		-	
	PM	LOS	-			A			-	*		A		-	A
		Delay	-			9.6			-	*		8.6		-	4.2
		Queue	-			25'			-	*		25'		-	

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

The analysis worksheets are included in Appendix C.

D4. Traffic Operations – Year 2027 Full Build Volumes

The analysis for Year 2027 Full Build traffic volumes was conducted using the existing geometry and traffic control as shown in Exhibit 3 and the traffic volumes in Exhibit 10. As in the Phase 1 analysis, all of the proposed site access drives along Trailwood Lane assumed one westbound shared left/right-turn lane with side-street stop control. Based on the results of the capacity analysis as shown on Table 4, all movements are expected to operate at a LOS B or better at the study intersections.

Table 4
Year 2027 Full Build Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: CTH XX & Tower Road *One-Way Stop Control*		*Lanes->*	-	*1*		*1*		-		*1*			-		
	AM	LOS	-	*		A		-		B			-		A
		Delay	-	*		7.6		-		10.6			-		1.8
		Queue	-	*		0'		-		25'			-		
	PM	LOS	-	*		A		-		B			-		A
		Delay	-	*		7.9		-		11.7			-		1.4
		Queue	-	*		0'		-		25'			-		
Node 200: CTH XX & Trailwood Lane *Traffic Signal Control*		*Lanes->*	*1*	*1*	*1*	*1*	*1*			*1*			*1*		
	AM	LOS	B	B	B	B	B			B			B		B
		Delay	12.1	13.7	13.8	11	12.5			18.4			11.2		14.2
		Queue	25'	85'	70'	30'	100'			85'			25'		
	PM	LOS	A	A	A	A	A			B			B		B
		Delay	7.2	8.8	9.1	6.8	7.8			15.9			13.6		10.1
		Queue	25'	115'	40'	25'	95'			90'			25'		
Node 300: Trailwood Lane & Bank Dr/North Site Dr. *Two-Way Stop Control*		*Lanes->*	*1*			*1*				*1*			*1*		
	AM	LOS	B			A				*			A		A
		Delay	12.9			9				*			7.8		2.7
		Queue	25'			25'				*			25'		
	PM	LOS	B			A				*			A		A
		Delay	11.3			9.3				*			8.4		2.2
		Queue	25'			25'				*			0'		
Node 400: Trailwood Lane & South Site Drive *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*			*1*	-	
	AM	LOS	-			A			-	*			A	-	A
		Delay	-			9.9			-	*			7.6	-	4.4
		Queue	-			25'			-	*			0'	-	
	PM	LOS	-			A			-	*			A	-	A
		Delay	-			9.9			-	*			8.8	-	3.3
		Queue	-			25'			-	*			25'	-	
Node 500: Trailwood Lane & Lot 2 Driveway *One-Way Stop Control*		*Lanes->*	-			*1*			-	*1*			*1*	-	
	AM	LOS	-			A			-	*			A	-	A
		Delay	-			8.4			-	*			7.5	-	4.4
		Queue	-			25'			-	*			0'	-	
	PM	LOS	-			A			-	*			A	-	A
		Delay	-			8.6			-	*			7.3	-	4.3
		Queue	-			25'			-	*			0'	-	

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

The analysis worksheets are included in Appendix D.

D5. Traffic Operations – Year 2027 Full Build Volumes with Improvements

Due to the expected widening of Trailwood Lane needed for the truck turning movements (see Part E), an analysis was completed with a shared northbound left-turn/through lane and a separate right-turn lane. This analysis was completed with the year 2027 full build volumes with the improved northbound approach on Trailwood Lane at CTH XX. Based on the results of the capacity analysis as shown on Table 5, the northbound approach queues are reduced by approximately 20 feet or one vehicle length.

Table 5
Year 2027 Full Build Traffic Peak Hour Operating Conditions
With Improved Geometrics and Existing Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*	*1*	*1*	*1*		*1*		*1*	*1*			
Node 200: CTH XX & Trailwood Lane *Traffic Signal Control*	AM	LOS	B	B	B	B	B		C		B	B			B
		Delay	13.8	15.7	15.8	12.6	14.4		23.4		11.9	12.6			16.1
		Queue	25'	75'	60'	25'	90'		65'		25'	25'			
	PM	LOS	A	A	A	A	A		B		B	B			A
		Delay	7.2	8.8	9.1	6.8	7.8		15.2		14.1	13.6			9.9
		Queue	25'	105'	40'	25'	90'		70'		30'	25'			

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

The analysis worksheets are included in Appendix E.

PART E – TRUCK TURN ANALYSIS/WEIGHT RESTRICTIONS

Both Bus. 51 and CTH XX are classified as a Class A for weight limits, which means that the maximum weight limit is 20,000 lbs. per axle or a total gross weight limit of 80,000 lbs. WisDOT classifies Business 51 (Bus. 51) as a 65-foot restricted truck route from the I-39 offramps proceeding north; therefore, the maximum length of a semi-truck is 65 feet, so 53-foot trailers and double trailers would not be allowed on this route.

A traffic count was completed on Tuesday, Aug. 26, 2025, at the intersection of Bus. 51 and CTH XX. From this 12-hour weekday traffic count, 213 semi-trucks with 53-foot trailers or longer were counted, including three semi-trucks with double trailers. In addition, many of the businesses along Bus. 51 north of the interchange and along CTH XX use 53-foot trailers for their deliveries, as evident from *Google Earth* aerials. (Larger semi trailers can be found parked in many business parking lots.) See Exhibit 11 for the Bus. 51 & CTH XX traffic count showing the amount of trucks with 53-foot trailers or longer by hour and turning movement direction. See Appendix A for intersection turning movement count and snapshots of 53-foot trailers and double bottoms using the Bus 51 and CTH XX intersection.

Truck turning wheel path analysis was completed at the CTH XX and Trailwood Lane intersection and the Trailwood Lane and access drive intersection for the WB-67 and double bottom trailers. These size of trucks were chosen for when and if Bus. 51 truck restriction could be removed, thus officially allowing 53-foot trailers (WB-67) and double trailer trucks. Based on the turning paths, the radii at the CTH XX and Trailwood Lane would need to be widened and a much larger radii would be needed at the site driveway. See Exhibit 12 for intersection radii improvements and Appendix F for the truck wheel path turning exhibits.

The existing cross section for Trailwood Lane shows that there is a 3-inch bituminous pavement, Type LV on top of an 8-inch crushed aggregate base, as shown on Exhibit 13. A 3-inch asphalt thickness is generally not sufficient for heavier trucks over a long period of time. A thicker pavement (4-5 inches) may be needed on Trailwood Lane from CTH XX to the northern site driveway, a distance of approximately 200 feet.

PART F – RECOMMENDED MODIFICATIONS

Modifications are for jurisdictional consideration and are not legally binding. The Villages of Kronenwetter, Rothschild, and Marathon County reserves the right to determine alternative solutions.

Based on the general operations of the proposed development, it is critical that 65-foot truck restriction be removed along Bus. 51 from the I-39 ramps to at least the CTH XX intersection. It

is recommended to make an official request to WisDOT to remove the 65-foot truck restriction on Bus. 51 from the I-39 ramp intersections to STH 29. As noted in the existing Bus. 51 and CTH XX traffic counts, there is a significant amount of semi-trucks that are longer than 65 feet using Bus. 51.

Based on the proposed development traffic and capacity analysis, the following improvements are recommended, which are also shown on Exhibit 14:

CTH XX & Tower Road

- No additional improvements are needed with the development traffic.

CTH XX & Trailwood Lane

- Widen the southwest corner radius for right-turning trucks.
- If semi-trucks will be using CTH XX east of Trailwood Lane, widen the southeast corner radius.
- Widen the width of Trailwood Lane from Lot 1 North Drive to CTH XX and install a northbound shared left-turn/through lane and one exclusive right-turn lane. The length of the right-turn lane should extend to the radius of the Lot 1 North Drive.
- Based on the as-built plans, Trailwood Lane has a 3-inch asphalt depth over an 8-inch aggregate depth. Further analysis is needed to determine if additional pavement depth is needed based on the anticipated weight of the new development trucks.

Trailwood Lane & Lot 1 North Driveway

- Construct the proposed North Site Driveway opposite of existing bank driveway with one shared left-turn/thru/right-turn lane and add a stop sign for westbound approach. Provide for a wide throat width for truck turning as shown on Exhibit 12.
- Add "Do Not Block Intersection" sign for northbound approach so queued traffic from the traffic signal does not block this intersection for the southbound left-turn traffic. (The analysis does not show a long queue from the CTH XX intersection (95^{th} percentile showing 65 feet); however, three semi-trucks from the CTH XX intersection could block this intersection.)

Trailwood Lane & Lot 1 South Driveway

- Construct the proposed South Driveway at the at the location shown on the conceptual site plan (Exhibit 2) with a westbound shared left-turn/right-turn lane and add a stop sign for westbound approach.

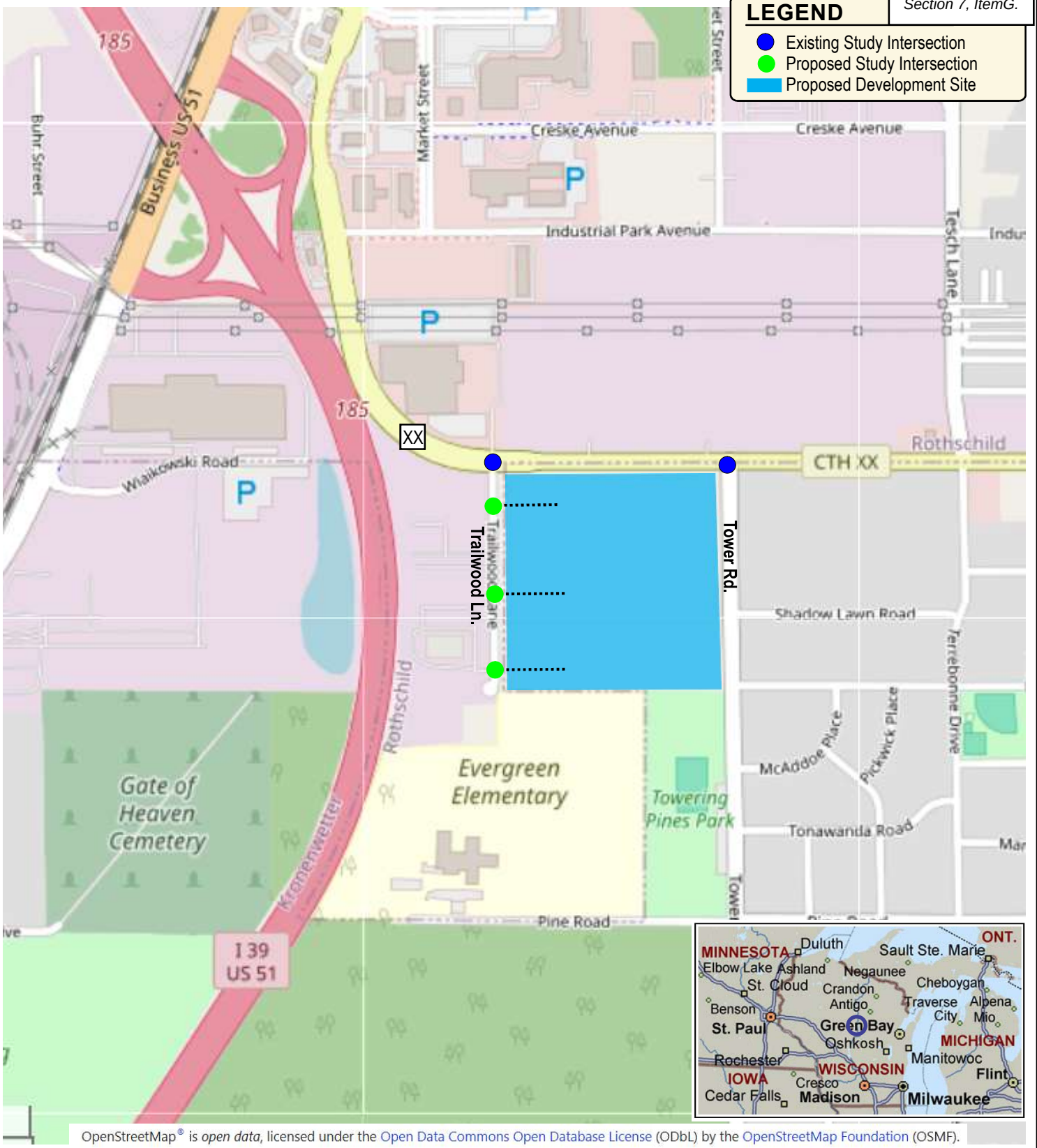
Trailwood Lane & Future Lot 2 South Driveway

- Construct a proposed driveway to Lot 2 when it is developed. The westbound approach should have a shared left-turn/right-turn lane and add a stop sign for westbound approach.

PART G – CONCLUSION

With the addition of the proposed warehouse/distribution development, traffic volumes will increase along CTH XX and Trailwood Lane; however, all movements at the study area intersections are expected to operate safely and efficiently with the recommended improvements. The removing of the Bus. 51 truck restriction is critical to the general operation of the warehouse/distribution development in Lot 1. Due to the many other businesses using the longer

53-foot trailers on Bus. 51, removal of this truck restriction is not solely based on one proposed development, but on many businesses along Bus. 51 and CTH XX.



OpenStreetMap® is *open data*, licensed under the Open Data Commons Open Database License (ODbL) by the OpenStreetMap Foundation (OSMF).

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N

EXHIBIT 1
SITE LOCATION MAP

KRONENWETTER, WISCON

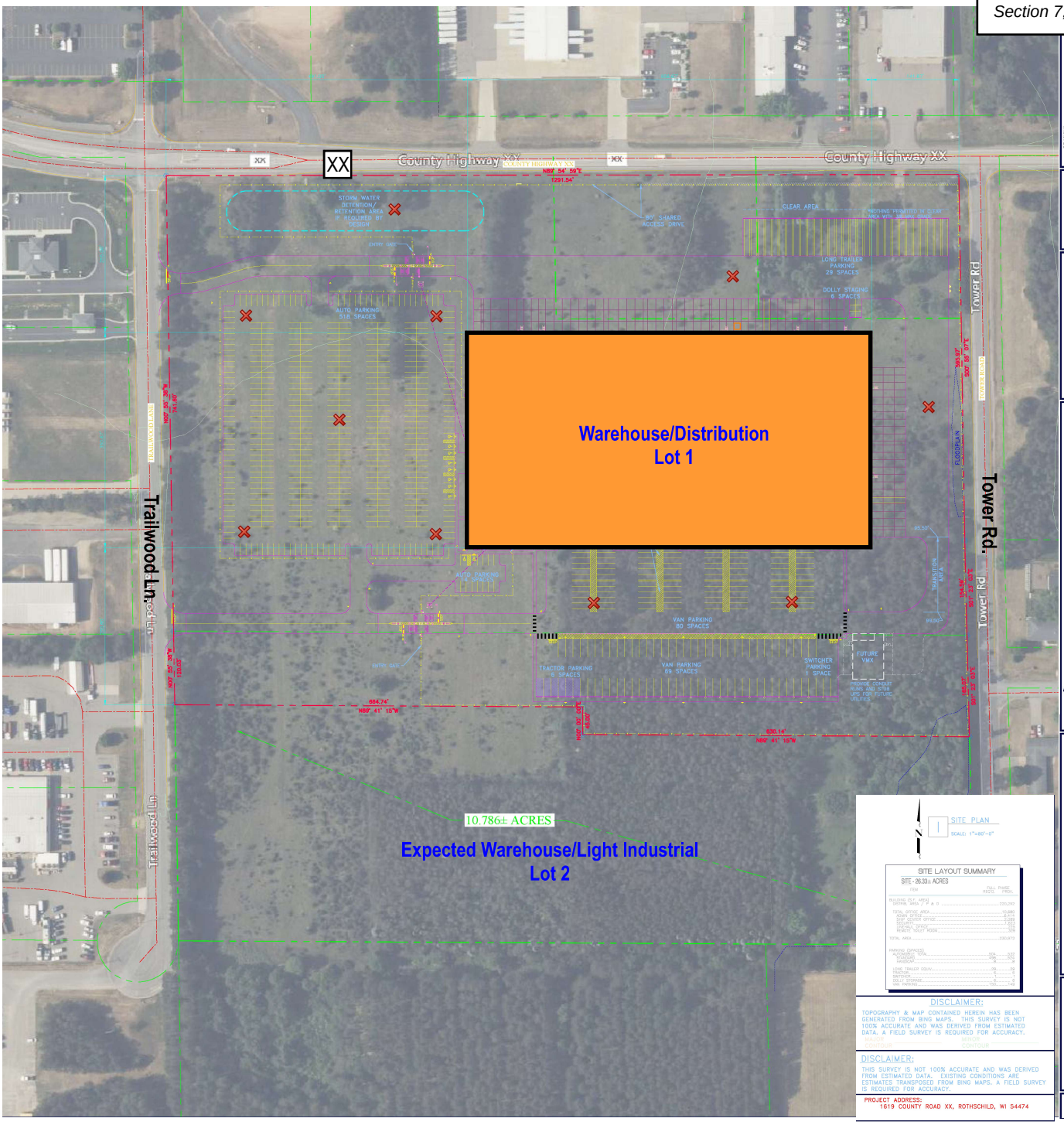

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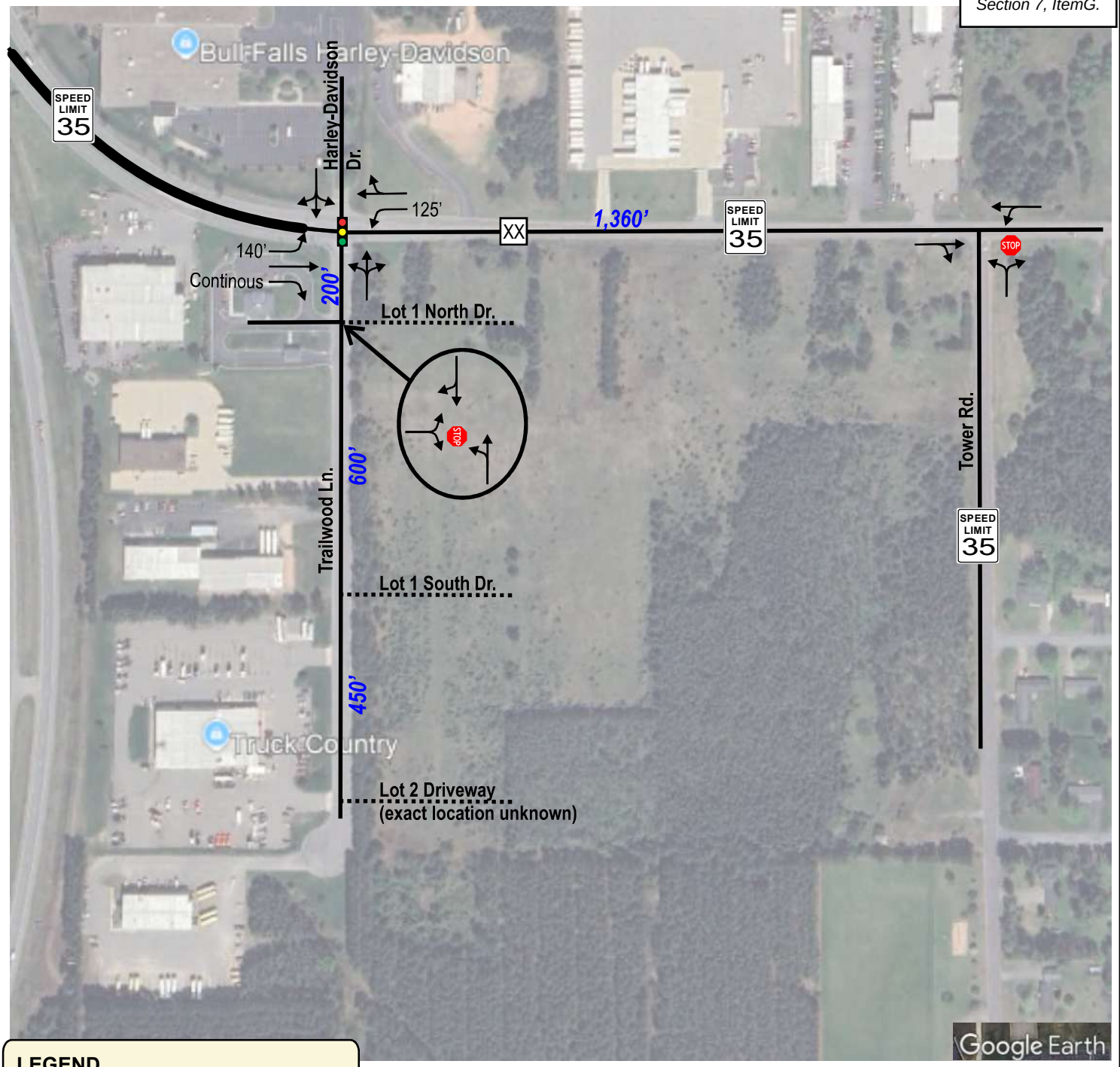
EXHIBIT 2
CONCEPTUAL SITE PLAN

KRONENWETTER, WISCON



LEGEND

- Traffic Signal Control
- Stop Control
- Existing Lane Configuration
- XX' Existing Storage Length (in Feet)
- *XX'* Distance Between Roadways (in Feet)
- Divided Roadway Median

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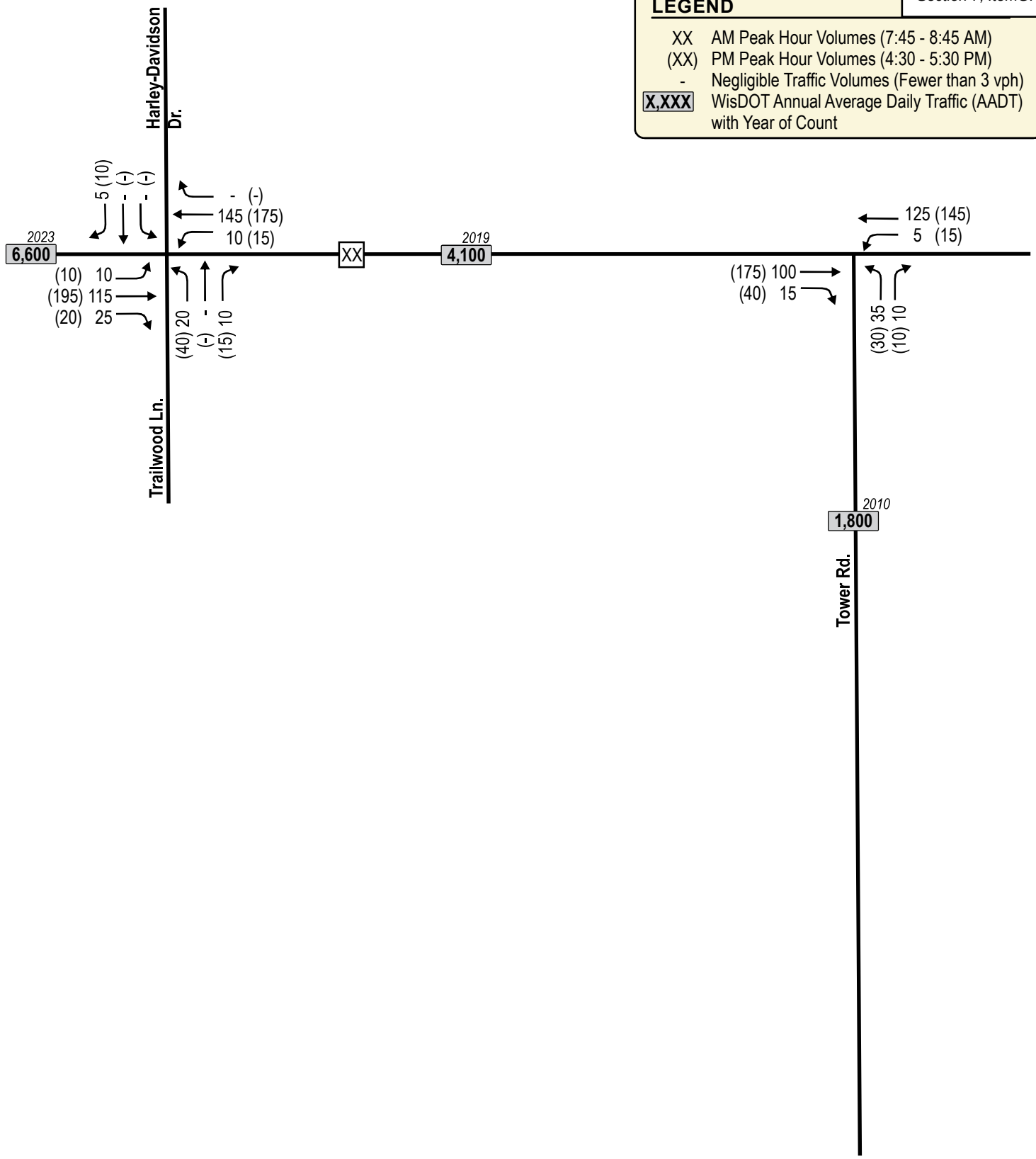
N
NOT TO SCALE

EXHIBIT 3
EXISTING TRANSPORTATION DETAIL

KRONENWETTER, WISCON



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N
NOT TO SCALE

EXHIBIT 4
YEAR 2025 EXISTING TRAFFIC VOLUMES

KRONENWETTER, WISCON

On-Site Trip Generation Table [1] - Phase 1

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
High-Cube Parcel Hub Warehouse	156	231.000 x 1,000 SF	1,700	115 (59%)	80 (41%)	195	70 (54%)	60 (46%)	130
Total New Trips			**1,700**	**115**	**80**	**195**	**70**	**60**	**130**

[1] *Based on other typical company sites.*

TRIP DISTRIBUTION

West on CTH XX	75%	1275	85	60		55	45
East on CTH XX	20%	340	25	15		10	10
South on Tower Rd.	5%	85	5	5		5	5
	100%	***1700***	***115***	***80***		***70***	***60***

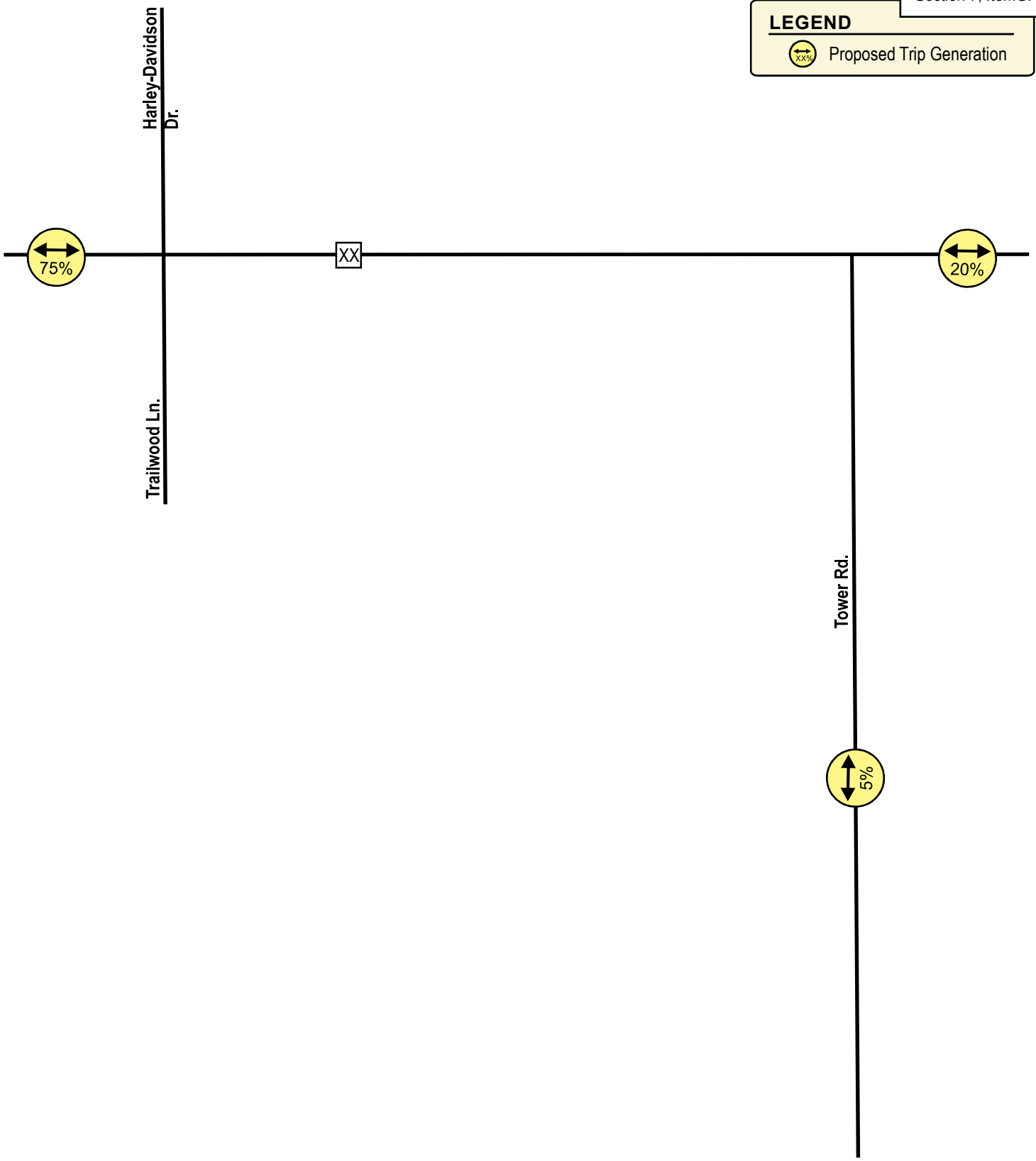
On-Site Trip Generation Table [1] - Full Build

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
High-Cube Parcel Hub Warehouse	156	231.000 x 1,000 SF	1,700	115 (59%)	80 (41%)	195	70 (54%)	60 (46%)	130
Warehousing - Lot 2	150	175.000 x 1,000 SF	310 FCE	35 (77%)	10 (23%)	45 FCE	15 (28%)	30 (72%)	45 FCE
Total New Trips			**2,010**	**150**	**90**	**240**	**85**	**90**	**175**

[1] *Warehouising Land Use based on ITE Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition. High-Cube Parcel Hub based on other company sites.*

TRIP DISTRIBUTION

West on CTH XX	75%	1510	115	70		65	70
East on CTH XX	20%	400	25	15		15	15
South on Tower Rd.	5%	100	10	5		5	5
	100%	***2010***	***150***	***90***		***85***	***90***



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N
NOT TO SCALE

EXHIBIT 6
DEVELOPMENT TRIP DISTRIBUTION DIAGRAM

KRONENWETTER, WISCON

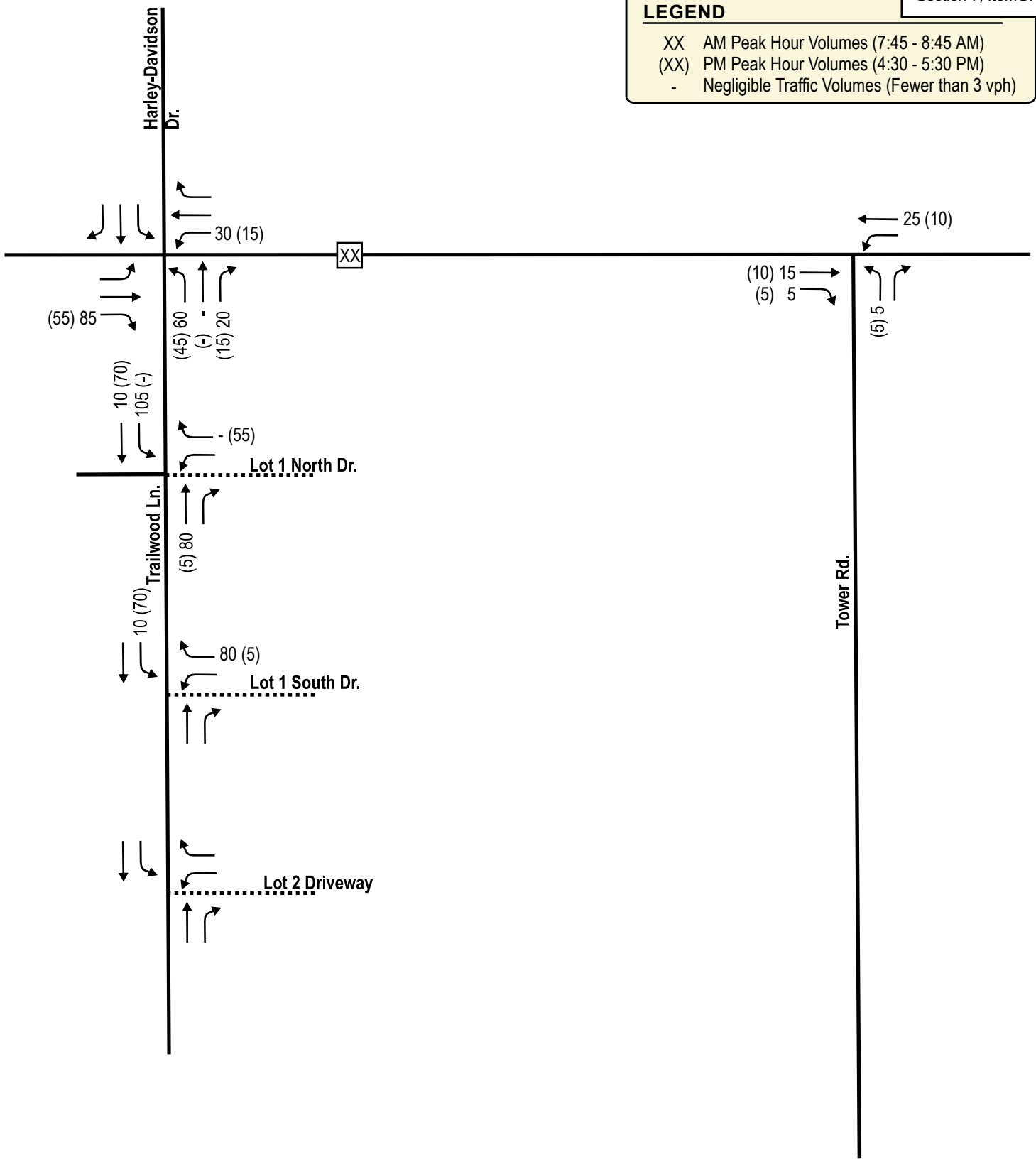

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EXHIBIT 7
ON-SITE DEVELOPMENT NEW TRIPS
PHASE 1

KRONENWETTER, WISCON

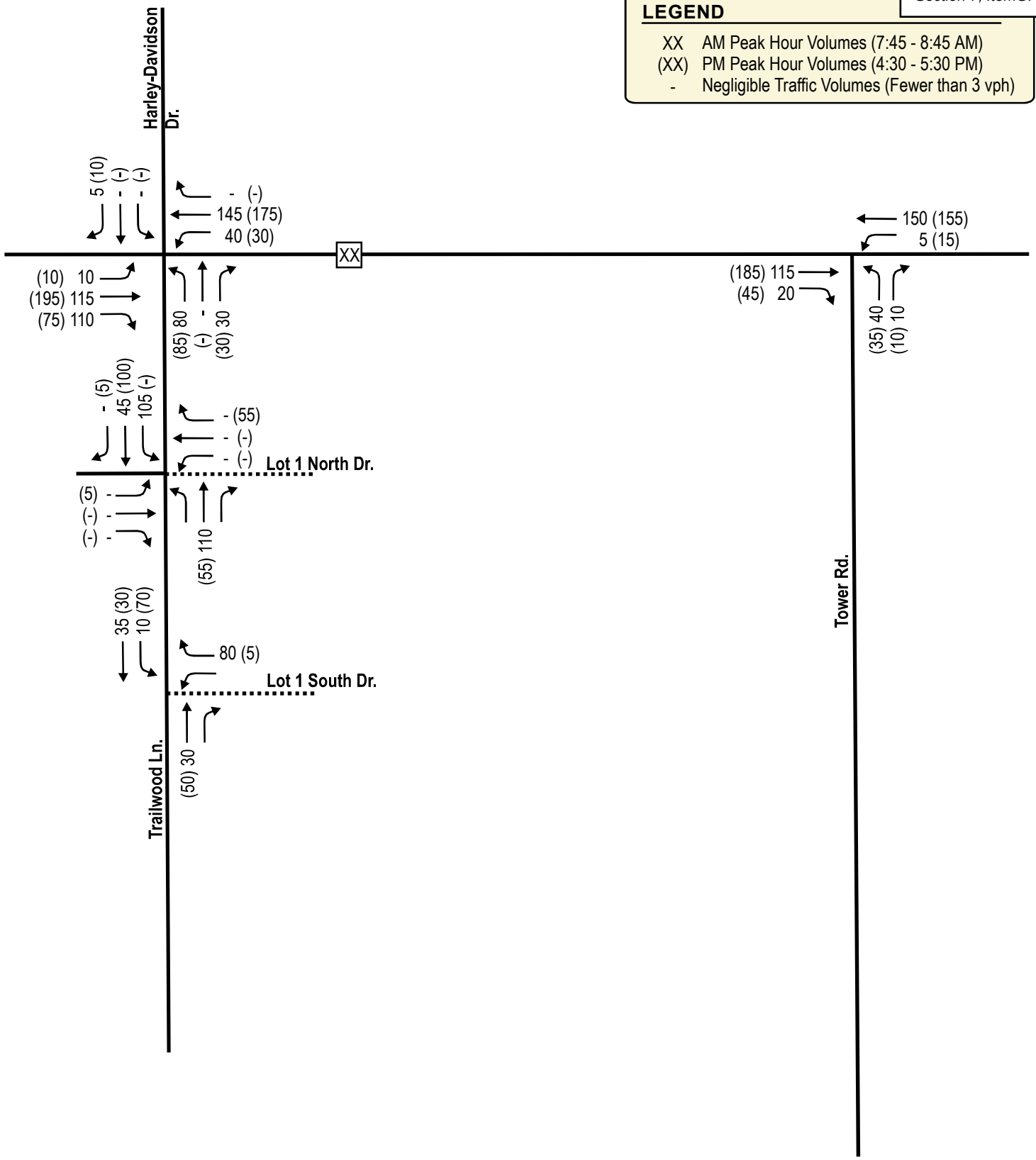

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EXHIBIT 8
YEAR 2026 PHASE 1 BUILD TRAFFIC VOLUMES

KRONENWETTER, WISCON

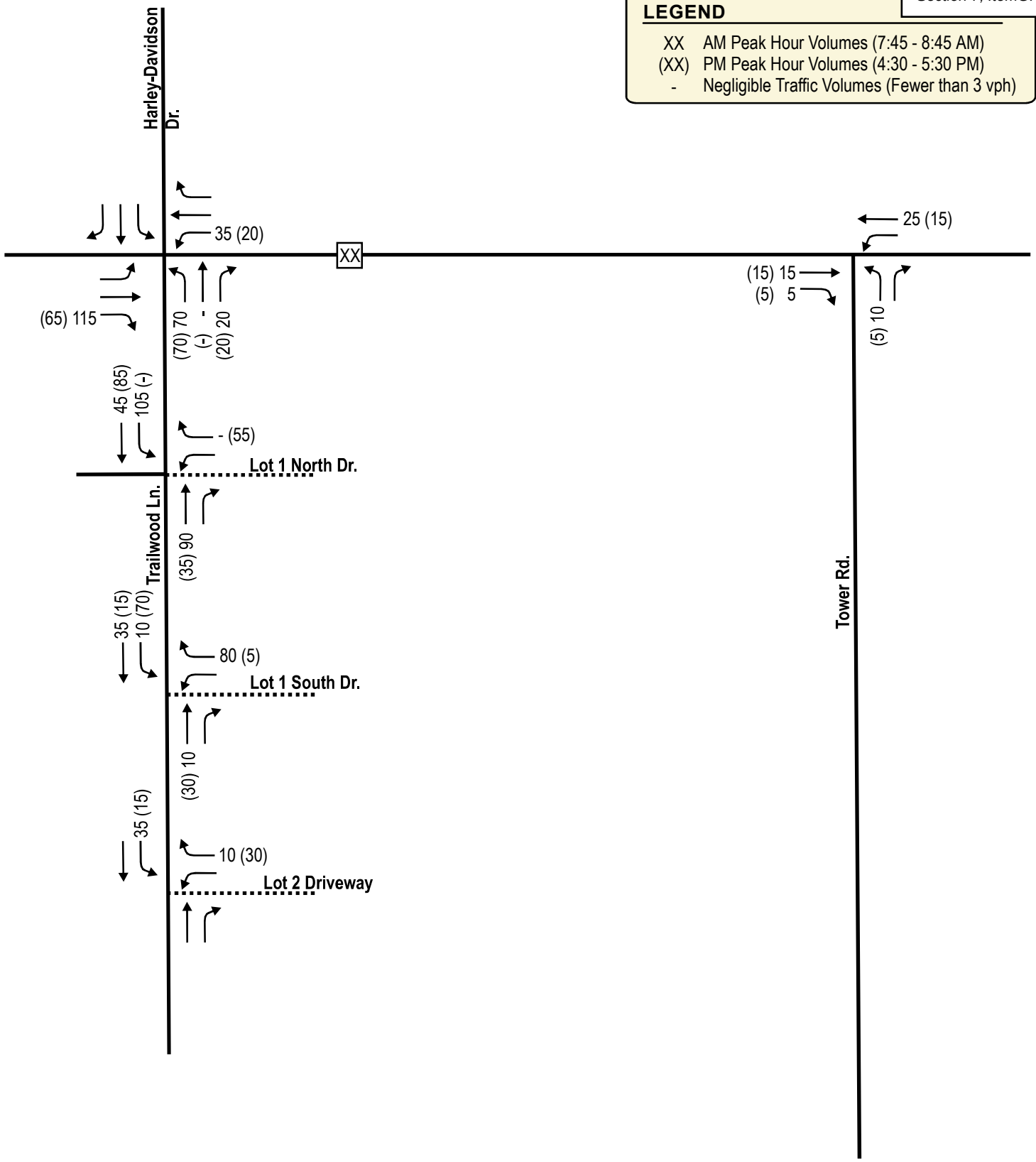

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EXHIBIT 9
ON-SITE DEVELOPMENT NEW TRIPS
FULL BUILDOUT

KRONENWETTER, WISCON

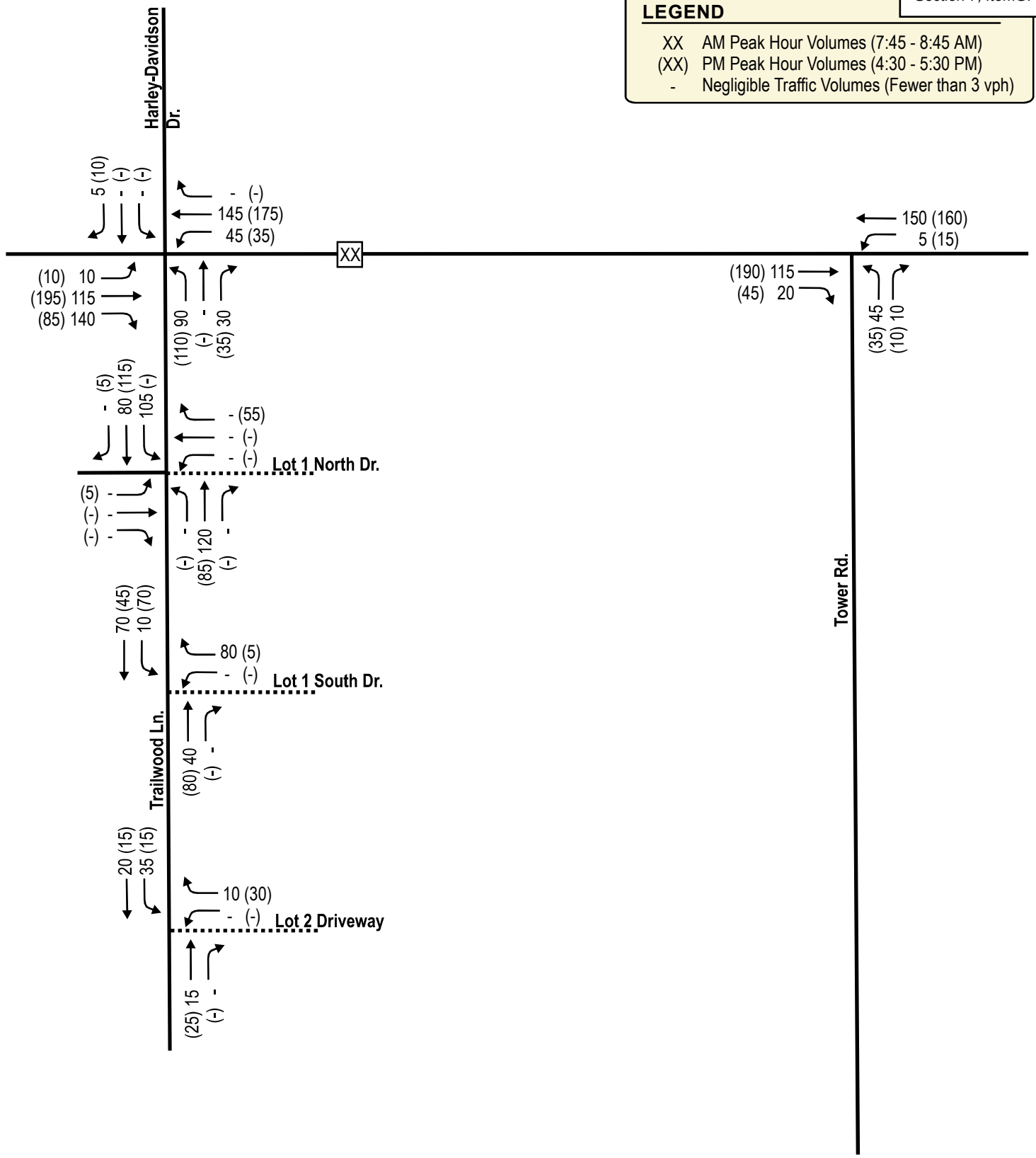

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EXHIBIT 10
YEAR 2027 FULL BUILD TRAFFIC VOLUMES

KRONENWETTER, WISCON

Intersection Traffic: Long Semi-Trucks

Hourly Volume Summary - Motor Vehicle Data

BUS 51 & CTH XX - Imperial Avenue

Count Basics		
Start Date: Tuesday, August 26, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 12	Non-Holiday	No Special Events

All Motor Vehicles

53' or Longer Trailers

One-Hour 53' or Longer Trailers Vehicle Data

One-Hour Time Period Start Time		From North (↓) BUS 51					From East (←) CTH XX - Imperial Avenue					From South (↑) BUS 51					From West (→) CTH XX - Imperial Avenue					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	1	0	0	1	1	0	5	0	6	5	3	2	0	10	0	0	0	0	0	17	6	11
	7:00 AM	0	5	0	0	5	2	0	1	0	3	5	3	0	0	8	1	0	1	0	2	18	5	13
	8:00 AM	1	2	0	0	3	0	0	4	0	4	4	4	0	0	8	2	0	1	0	3	18	7	11
	9:00 AM	1	5	0	0	6	1	1	7	0	9	8	5	2	0	15	2	0	1	0	3	33	12	21
MD	10:00 AM	1	5	0	0	6	3	0	4	0	7	3	5	0	0	8	0	0	0	0	0	21	7	14
	11:00 AM	1	6	1	0	8	0	0	2	0	2	7	8	1	0	16	0	0	1	0	1	27	3	24
	12:00 PM	0	2	0	0	2	2	0	4	0	6	6	4	0	0	10	0	0	0	0	0	18	6	12
	1:00 PM	0	4	0	0	4	0	0	2	0	2	2	2	0	0	4	0	0	1	0	1	11	3	8
PM	2:00 PM	0	1	0	0	1	0	0	1	0	1	5	1	1	0	7	0	0	0	0	0	9	1	8
	3:00 PM	0	6	0	0	6	0	0	4	0	4	3	2	0	0	5	0	0	0	0	0	15	4	11
	4:00 PM	0	2	0	0	2	0	0	2	0	2	9	2	0	0	11	0	0	0	0	0	15	2	13
	5:00 PM	0	2	1	0	3	1	0	1	0	2	4	1	0	0	5	1	0	0	0	1	11	3	8
Totals		4	41	2	0	47	10	1	37	0	48	61	40	6	0	107	6	0	5	0	11	213	59	154

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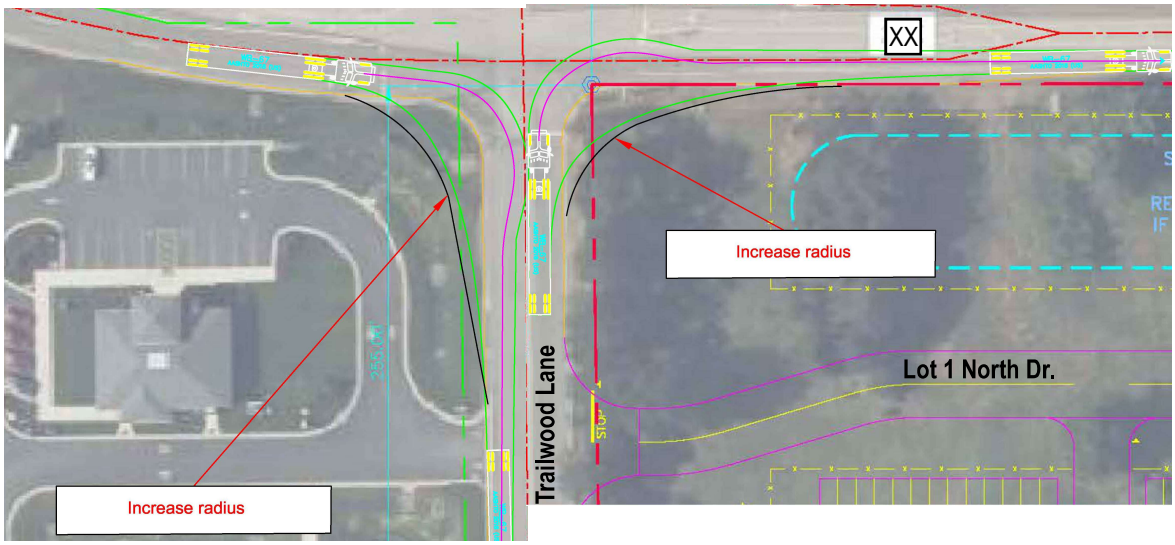
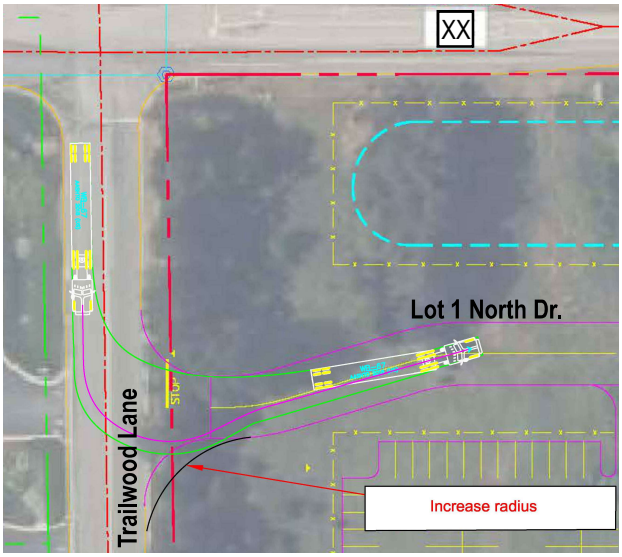
EXHIBIT 11
BUS. 51 & CTH XX TRAFFIC COUNT
SHOWING 53-FT OR LONGER TRAILER TRUCKS

Recommended Radius Improvements Based on WB-67 Turning Paths



Recommended Radius Improvements Based on WB-67 Turning Paths



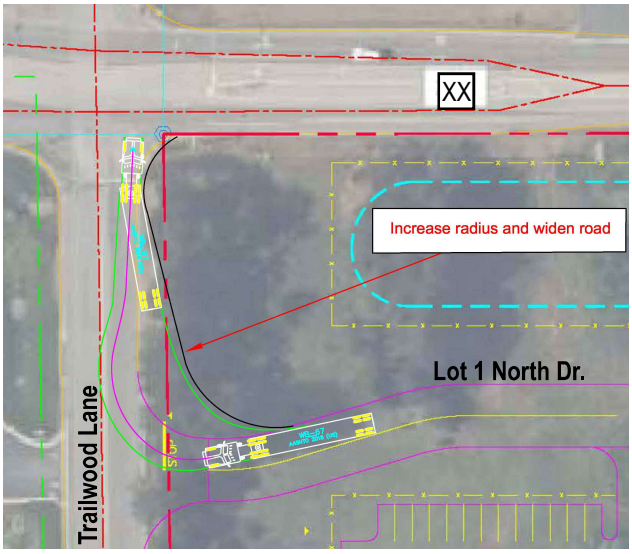


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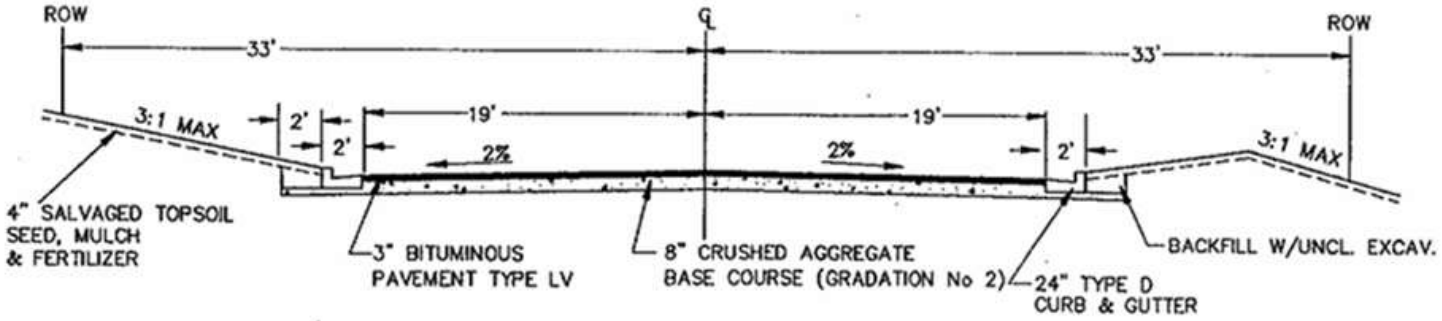
EXHIBIT 12
TRAILWOOD LANE WITH CTH XX AND ACCESS DRIVE INTERSECTIONS; RADII IMPROVEMENTS

KRONENWETTER, WISCON

TRAILWOOD LANE



TYPICAL FINISHED SECTION

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EXHIBIT 13
TRAILWOOD LANE EXISTING CROSS SECTION

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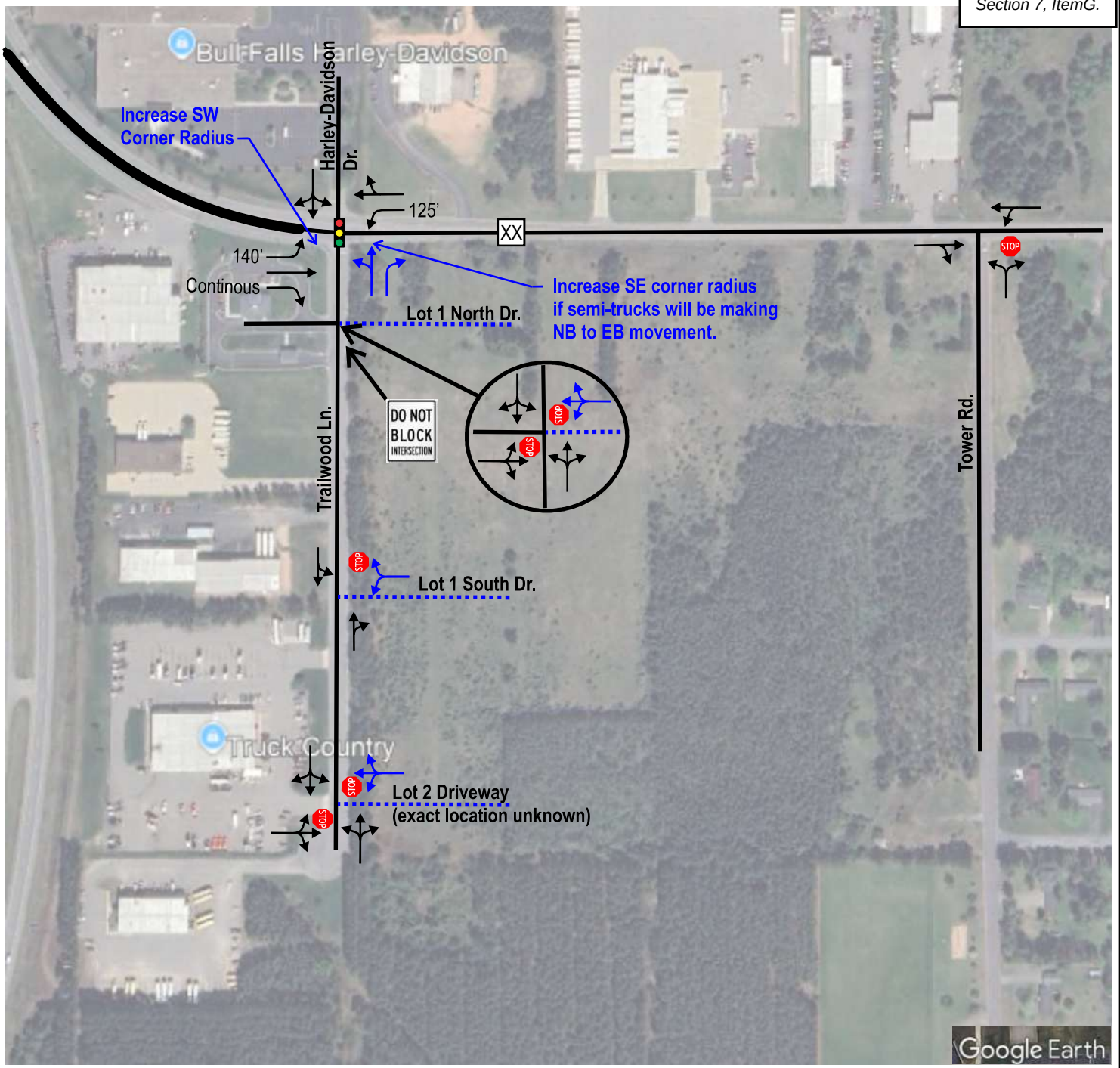

LEGEND

- Traffic Signal Control
- Stop Sign Control
- Existing Lane Configuration
- Planned Lane Configuration
- BLUE Proposed Modifications

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EXHIBIT 14
RECOMMENDED MODIFICATIONS

KRONENWETTER, WISCON

Appendix A
Traffic

Existing Turning Movement Counts

Saturation Flow Rate Calculations

Photos of WB-67 & Double Trailer Trucks at Bus. 51 & CTH XX

Intersection Traffic Volume Report

Count Basics	Version 2025.03	
Start Date:	Wednesday, June 18, 2025	Weekday
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Major St: **CTH XX**
Minor St: **Trailwood Lane**
Intersection of: ***CTH XX & Trailwood Lane***

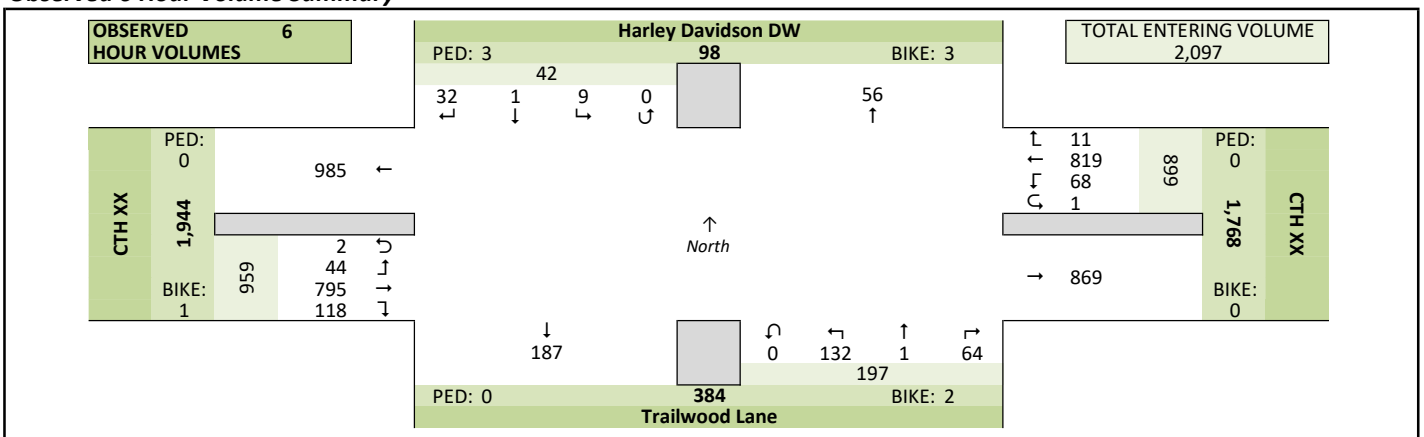
Site Information

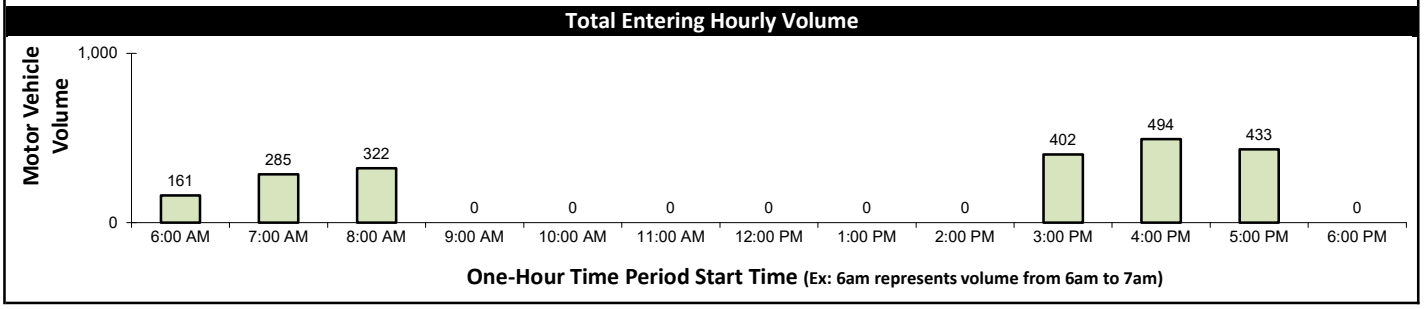
Municipality	Village of Kronenwetter		
County	37 - Marathon	WisDOT Region	NC-W
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Harley Davidson DW		
East Leg	CTH XX		
South Leg	Trailwood Lane		
West Leg	CTH XX		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

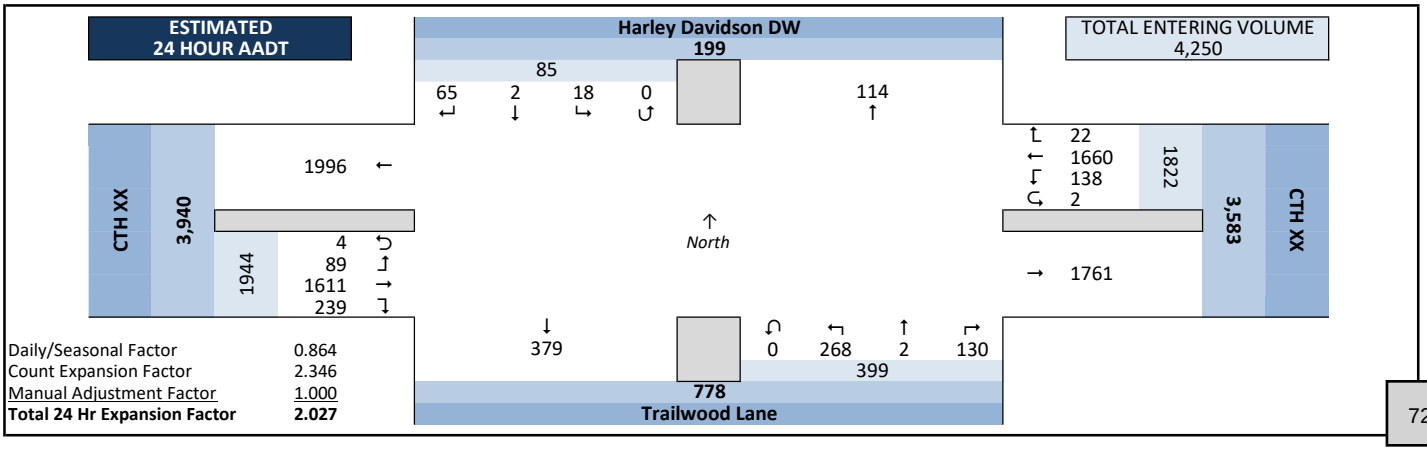
Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Wednesday, June 18, 2025			Weather	
AM Peak Period	Thursday, June 19, 2025			Clear and Dry	
Midday Peak Period	Thursday, June 19, 2025			Clear and Dry	
PM Peak Period	Wednesday, June 18, 2025			Clear and Dry	
Calculated Peak Hours					
	AM	7:45-8:45am	MD	PM	4:00-5:00pm
Peak Hours Selected for Analysis					
	AM	7:45-8:45am	MD	PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.864	Count Expansion Factor	2.346		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Lori Atwell			
	Midday Peak Period	None			
	PM Peak Period	Lori Atwell			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 6 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

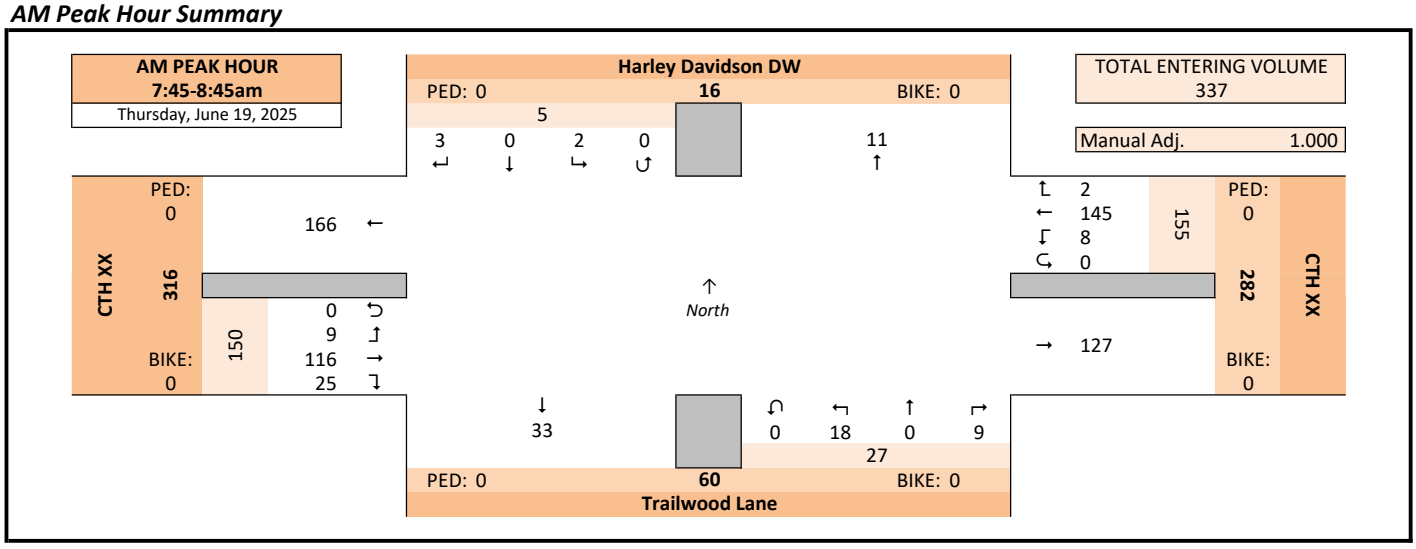
Peak Hour Volume Graphical Summary

Count Basics			
Start Date:	Wednesday, June 18, 2025	Weekday	Scho
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

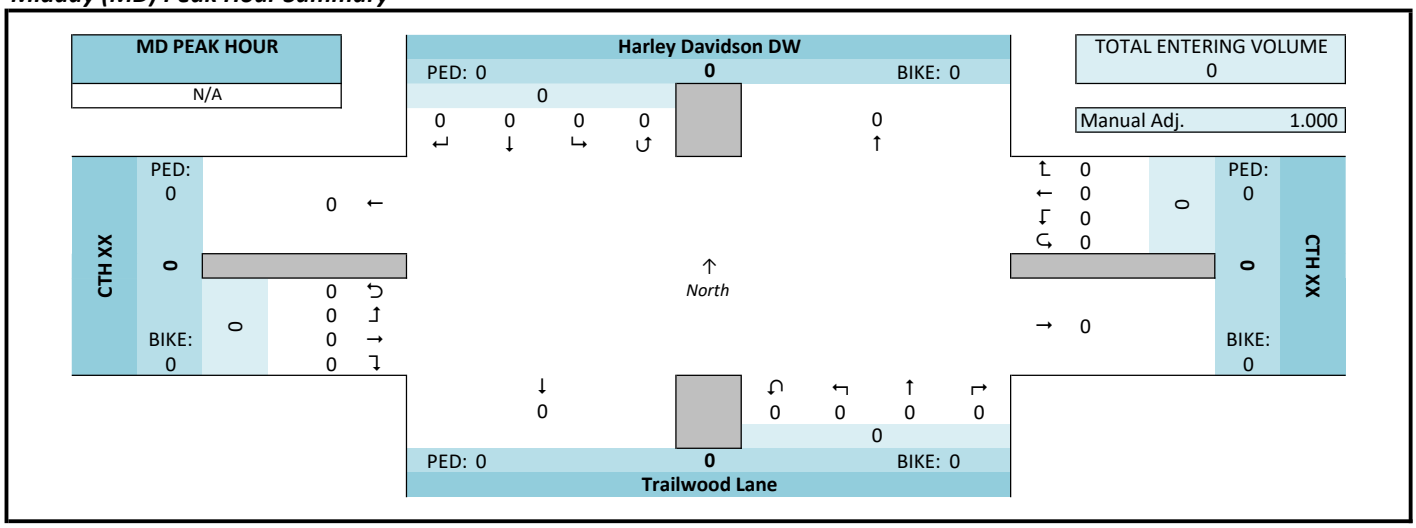
CTH XX & Trailwood Lane

All Motor Vehicles

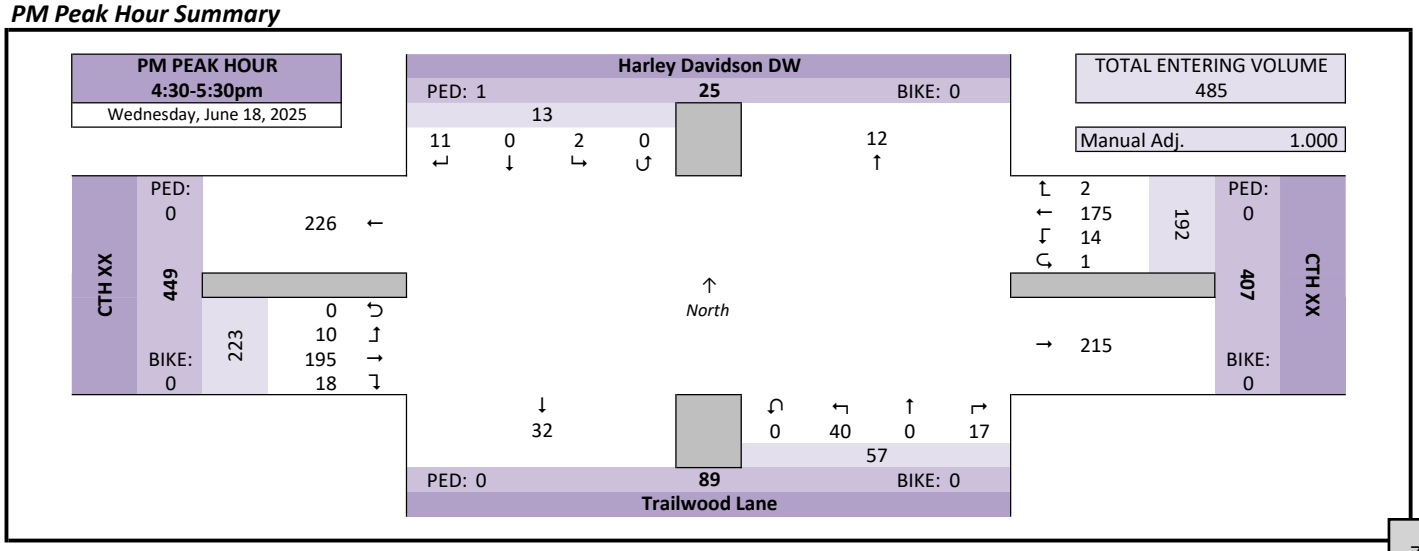
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

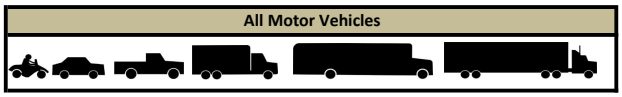


Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, June 18, 2025	Weekday	S
Total Number of Hours Counted: 6	Non-Holiday	NO Special Events

Peak Hour Volume Summary

CTH XX & Trailwood Lane



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, June 19, 2025		From North					From East					From South					From West					
	AM Peak Hour	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX					
	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	7:45 AM	1	0	0	0	1	0	42	2	0	44	2	0	5	0	7	9	36	0	0	45	97
	8:00 AM	1	0	0	0	1	0	32	4	0	36	1	0	6	0	7	7	30	2	0	39	83
	8:15 AM	0	0	1	0	1	1	32	0	0	33	2	0	4	0	6	2	25	1	0	28	68
	8:30 AM	1	0	1	0	2	1	39	2	0	42	4	0	3	0	7	7	25	6	0	38	89
	Peak Hour Volume	3	0	2	0	5	2	145	8	0	155	9	0	18	0	27	25	116	9	0	150	337
	Rounded Hourly Volume	5	0	0	0	5	0	145	10	0	155	10	0	20	0	30	25	115	10	0	150	340
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.5	22.2	0.0	27.8	0.0	25.9	28.0	4.3	0.0	0.0	8.0	7.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	4.0	0.9	0.0	0.0	1.3	1.8
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	7.1	22.2	0.0	27.8	0.0	25.9	32.0	5.2	0.0	0.0	9.3	9.5
	Peak Hour Factor (PHF)	0.75	0.00	0.50	0.00	0.62	0.50	0.86	0.50	0.00	0.88	0.56	0.00	0.75	0.00	0.96	0.69	0.81	0.37	0.00	0.83	0.87

N/A		From North					From East					From South					From West					
	MD Peak Hour	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX					
	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

Wednesday, June 18, 2025		From North					From East					From South					From West					
	PM Peak Hour	Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	4	0	0	0	4	0	39	6	0	45	3	0	11	0	14	1	49	1	0	51	114
	4:45 PM	1	0	0	0	1	0	50	3	0	53	8	0	15	0	23	6	42	3	0	51	128
	5:00 PM	0	0	0	0	0	0	40	4	1	45	3	0	5	0	8	5	46	4	0	55	108
	5:15 PM	6	0	2	0	8	2	46	1	0	49	3	0	9	0	12	6	58	2	0	66	135
	Peak Hour Volume	11	0	2	0	13	2	175	14	1	192	17	0	40	0	57	18	195	10	0	223	485
	Rounded Hourly Volume	10	0	0	0	10	0	175	15	0	190	15	0	40	0	55	20	195	10	0	225	480
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.7	28.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.0	3.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	5.6	3.1	0.0	0.0	3.1	2.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	3.4	28.6	0.0	5.2	0.0	0.0	0.0	0.0	0.0	5.6	7.7	0.0	0.0	7.2	5.4
	Peak Hour Factor (PHF)	0.46	0.00	0.25	0.00	0.41	0.25	0.87	0.58	0.25	0.91	0.53	0.00	0.67	0.00	0.62	0.75	0.84	0.62	0.00	0.84	0.90

Peak Hour Pedestrian and Bicyclist Volumes

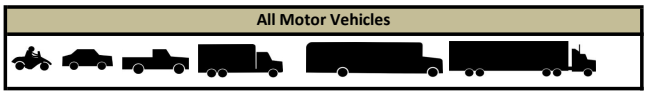
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Harley Davidson DW			CTH XX			Trailwood Lane			CTH XX			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:45 AM	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
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	1	0	1	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
	5:00 PM	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
	Total	1	0	1	0	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

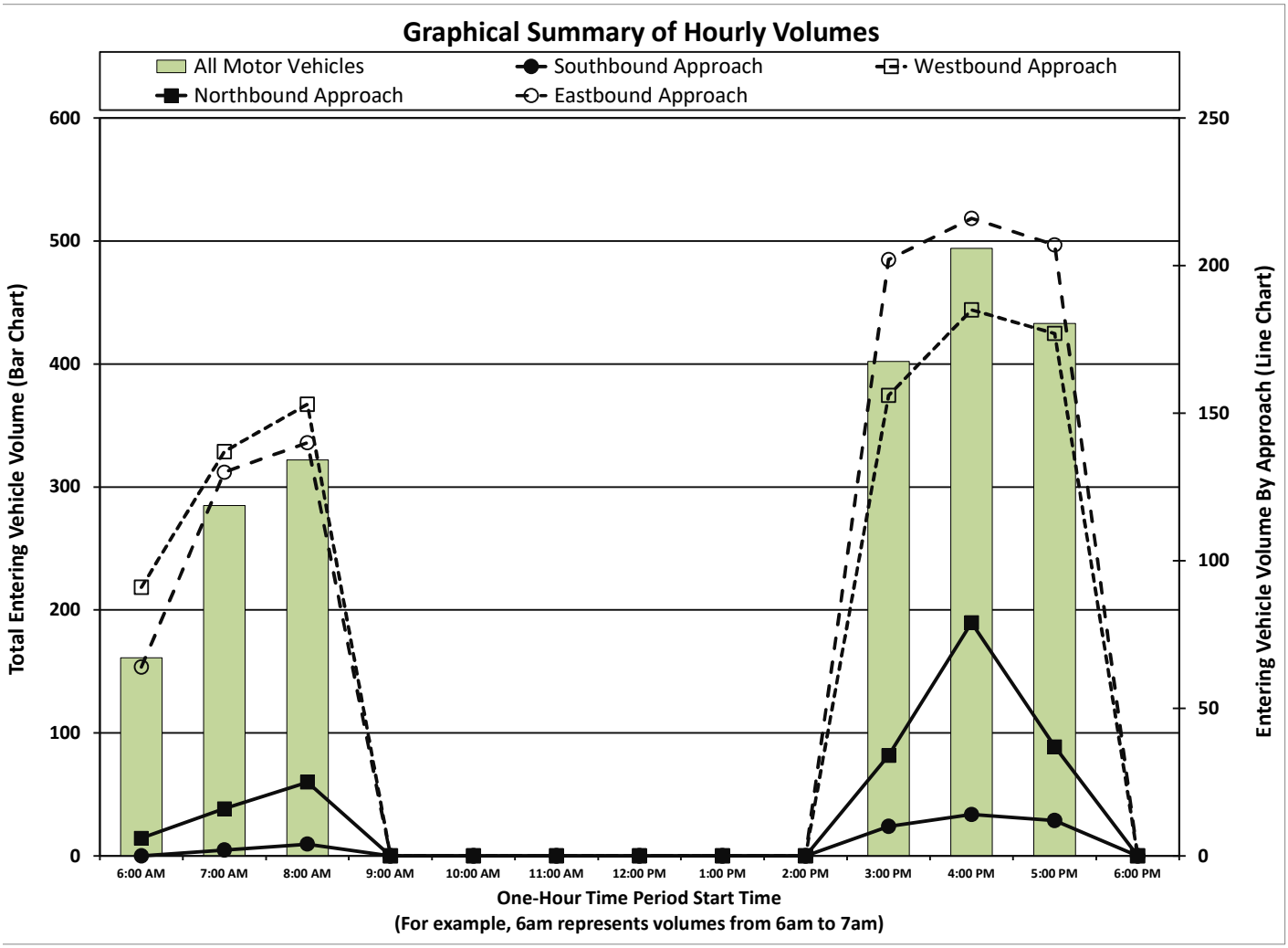
Count Basics		
Start Date: Wednesday, June 18, 2025	Weekday	Schools in
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

CTH XX & Trailwood Lane



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Harley Davidson DW					From East (←) CTH XX					From South (↑) Trailwood Lane					From West (→) CTH XX					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	0	0	0	0	0	78	13	0	91	3	0	3	0	6	15	48	1	0	64	161	155	6
AM	7:00 AM	2	0	0	0	2	0	132	5	0	137	3	0	13	0	16	21	105	4	0	130	285	267	18
AM	8:00 AM	2	0	2	0	4	2	142	9	0	153	8	0	17	0	25	21	106	13	0	140	322	293	29
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	7	0	3	0	10	3	138	15	0	156	14	0	20	0	34	22	172	7	1	202	402	358	44
PM	4:00 PM	12	1	1	0	14	1	165	19	0	185	25	1	53	0	79	20	186	10	0	216	494	401	93
PM	5:00 PM	9	0	3	0	12	5	164	7	1	177	11	0	26	0	37	19	178	9	1	207	433	384	49
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
Totals		32	1	9	0	42	11	819	68	1	899	64	1	132	0	197	118	795	44	2	959	2097	1858	239

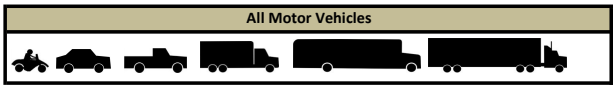


Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, June 18, 2025	Weekday	Schools in Se
Total Number of Hours Counted: 6	Non-Holiday	No Special Ev

15-Minute Motor Vehicle Data

CTH XX & Trailwood Lane



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Harley Davidson DW					From East (←) CTH XX					From South (↑) Trailwood Lane					From West (→) CTH XX					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	17	3	0	20	0	0	1	0	1	3	10	0	0	13	34	161	0.82
	6:15 AM	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1	6	9	0	0	15	29	180	0.85
	6:30 AM	0	0	0	0	0	0	24	6	0	30	2	0	2	0	4	2	12	1	0	15	49	218	0.81
	6:45 AM	0	0	0	0	0	0	25	3	0	28	0	0	0	0	0	4	17	0	0	21	49	237	0.87
	7:00 AM	0	0	0	0	0	0	25	1	0	26	0	0	4	0	4	3	19	1	0	23	53	285	0.73
	7:15 AM	1	0	0	0	1	0	33	1	0	34	0	0	2	0	2	5	24	1	0	30	67	315	0.81
	7:30 AM	0	0	0	0	0	0	32	1	0	33	1	0	2	0	3	4	26	2	0	32	68	316	0.81
	7:45 AM	1	0	0	0	1	0	42	2	0	44	2	0	5	0	7	9	36	0	0	45	97	337	0.87
	8:00 AM	1	0	0	0	1	0	32	4	0	36	1	0	6	0	7	7	30	2	0	39	83	322	0.90
	8:15 AM	0	0	1	0	1	1	32	0	0	33	2	0	4	0	6	2	25	1	0	28	68		
	8:30 AM	1	0	1	0	2	1	39	2	0	42	4	0	3	0	7	7	25	6	0	38	89		
	8:45 AM	0	0	0	0	0	0	39	3	0	42	1	0	4	0	5	5	26	4	0	35	82		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	2	0	2	0	4	1	32	3	0	36	5	0	5	0	10	3	34	1	1	39	89	402	0.81
	3:15 PM	2	0	0	0	2	1	34	2	0	37	4	0	3	0	7	5	41	0	0	46	92	452	0.81
	3:30 PM	2	0	0	0	2	0	35	2	0	37	1	0	4	0	5	5	48	0	0	53	97	473	0.85
	3:45 PM	1	0	1	0	2	1	37	8	0	46	4	0	8	0	12	9	49	6	0	64	124	490	0.88
	4:00 PM	2	1	1	0	4	0	47	2	0	49	10	0	11	0	21	11	51	3	0	65	139	494	0.89
	4:15 PM	5	0	0	0	5	1	29	8	0	38	4	1	16	0	21	2	44	3	0	49	113	463	0.90
	4:30 PM	4	0	0	0	4	0	39	6	0	45	3	0	11	0	14	1	49	1	0	51	114	485	0.90
	4:45 PM	1	0	0	0	1	0	50	3	0	53	8	0	15	0	23	6	42	3	0	51	128	477	0.88
	5:00 PM	0	0	0	0	0	0	40	4	1	45	3	0	5	0	8	5	46	4	0	55	108	433	0.80
	5:15 PM	6	0	2	0	8	2	46	1	0	49	3	0	9	0	12	6	58	2	0	66	135		
	5:30 PM	1	0	1	0	2	1	44	2	0	47	3	0	6	0	9	4	43	1	0	48	106		
	5:45 PM	2	0	0	0	2	2	34	0	0	36	2	0	6	0	8	4	31	2	1	38	84		
	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		32	1	9	0	42	11	819	68	1	899	64	1	132	0	197	118	795	44	2	959	2097		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Harley Davidson DW					From East (←) CTH XX					From South (↑) Trailwood Lane					From West (→) CTH XX					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	7:45 AM	3	0	2	0	5	2	145	8	0	155	9	0	18	0	27	25	116	9	0	150	337	0.87
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	11	0	2	0	13	2	175	14	1	192	17	0	40	0	57	18	195	10	0	223	485	0.90

Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, June 18, 2025	Weekday	Schools in Sess
Total Number of Hours Counted: 6	Non-Holiday	No Special Event

15-Minute Automobile Data

CTH XX & Trailwood Lane

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Harley Davidson DW					From East (←) CTH XX					From South (↑) Trailwood Lane					From West (→) CTH XX					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	17	3	0	20	0	0	0	0	0	3	8	0	0	11	31	150
	6:15 AM	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1	6	9	0	0	15	29	167
	6:30 AM	0	0	0	0	0	0	19	6	0	25	2	0	0	0	2	2	12	1	0	15	42	199
	6:45 AM	0	0	0	0	0	0	25	3	0	28	0	0	0	0	0	4	16	0	0	20	48	221
	7:00 AM	0	0	0	0	0	0	23	1	0	24	0	0	1	0	1	3	19	1	0	23	48	260
	7:15 AM	1	0	0	0	1	0	31	1	0	32	0	0	0	0	0	5	22	1	0	28	61	288
	7:30 AM	0	0	0	0	0	0	28	1	0	29	1	0	2	0	3	4	26	2	0	32	64	291
	7:45 AM	1	0	0	0	1	0	38	2	0	40	1	0	5	0	6	7	33	0	0	40	87	305
	8:00 AM	1	0	0	0	1	0	31	4	0	35	1	0	5	0	6	3	29	2	0	34	76	291
	8:15 AM	0	0	1	0	1	1	31	0	0	32	2	0	1	0	3	2	25	1	0	28	64	
	8:30 AM	1	0	1	0	2	1	34	2	0	37	3	0	2	0	5	5	23	6	0	34	78	
	8:45 AM	0	0	0	0	0	0	33	3	0	36	1	0	3	0	4	3	26	4	0	33	73	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	2	0	2	0	4	1	31	2	0	34	5	0	5	0	10	3	31	1	1	36	84	376
	3:15 PM	2	0	0	0	2	1	33	2	0	36	4	0	2	0	6	4	40	0	0	44	88	421
	3:30 PM	2	0	0	0	2	0	35	1	0	36	0	0	3	0	3	2	46	0	0	48	89	439
	3:45 PM	1	0	1	0	2	1	37	8	0	46	4	0	7	0	11	8	43	5	0	56	115	459
	4:00 PM	1	1	1	0	3	0	46	1	0	47	10	0	9	0	19	9	48	3	0	60	129	462
	4:15 PM	5	0	0	0	5	1	27	7	0	35	4	1	14	0	19	2	42	3	0	47	106	433
	4:30 PM	4	0	0	0	4	0	38	6	0	44	3	0	11	0	14	1	45	1	0	47	109	459
	4:45 PM	1	0	0	0	1	0	49	1	0	50	8	0	15	0	23	5	36	3	0	44	118	451
	5:00 PM	0	0	0	0	0	0	38	2	1	41	3	0	5	0	8	5	42	4	0	51	100	413
	5:15 PM	6	0	2	0	8	2	44	1	0	47	3	0	9	0	12	6	57	2	0	65	132	
	5:30 PM	1	0	1	0	2	1	43	2	0	46	3	0	6	0	9	4	39	1	0	44	101	
	5:45 PM	2	0	0	0	2	2	33	0	0	35	1	0	5	0	6	4	30	2	1	37	80	
	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		31	1	9	0	41	11	776	60	1	848	60	1	110	0	171	100	747	43	2	892	1952	

Peak Hour Automobile Volume Summary

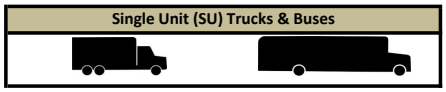
Hourly Time Period		From North (↓) Harley Davidson DW					From East (←) CTH XX					From South (↑) Trailwood Lane					From West (→) CTH XX					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:45 AM	3	0	2	0	5	2	134	8	0	144	7	0	13	0	20	17	110	9	0	136	305
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	11	0	2	0	13	2	169	10	1	182	17	0	40	0	57	17	180	10	0	207	459

Intersection Traffic Volume Report

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

Count Basics		Po
Start Date: Wednesday, June 18, 2025	Weekday	Schools in Sess
Total Number of Hours Counted: 6	Non-Holiday	No Special Event

CTH XX & Trailwood Lane



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

15-Minute		From North					From East					From South					From West					15-Min	Hourly
Time Period		Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX					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	1	0	1	0	1	0	0	1	2	9
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	6:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	7	18
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	0	0	0	0	0	5	24
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	2	0	0	2	6	26
	7:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	24
	7:45 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	1	3	0	0	4	9	26
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4	1	0	0	5	7	23
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	4	
	8:30 AM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	2	1	0	0	3	6	
	8:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	0	0	0	1	6	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	4	20
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	4	22
	3:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	2	1	0	0	3	6	24
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	1	0	5	6	21
	4:00 PM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	1	3	0	0	4	6	20
	4:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	0	2	0	0	2	6	20
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	16
	4:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	5	15
	5:00 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	3	0	0	3	6	14
	5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	4	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	0	0	1	0	31	8	0	39	4	0	19	0	23	13	33	1	0	47	110	
SU Truck %age:		3.1%	0.0%	0.0%	0.0%	2.4%	0.0%	3.8%	11.8%	0.0%	4.3%	6.3%	0.0%	14.4%	0.0%	11.7%	11.0%	4.2%	2.3%	0.0%	4.9%	5.2%	

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

Hourly		From North					From East					From South					From West					Total
Time Period		Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX					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	7:45 AM	0	0	0	0	0	0	7	0	0	7	2	0	5	0	7	7	5	0	0	12	26
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	0	9	0	0	9	16

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Po*
Start Date: Wednesday, June 18, 2025	Weekday	Schools in Sess
Total Number of Hours Counted: 6	Non-Holiday	No Special Event

CTH XX & Trailwood Lane

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Harley Davidson DW					From East (←) CTH XX					From South (↑) Trailwood Lane					From West (→) CTH XX					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	1	0	0	1	1	2
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	1	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	6
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	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	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5	
	8:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	10
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	10
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	4	12
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	10
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	10
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	5	11
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	6
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	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	
	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	12	0	0	12	0	0	3	0	3	5	15	0	0	20	35	
emi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	1.3%	0.0%	0.0%	2.3%	0.0%	1.5%	4.2%	1.9%	0.0%	0.0%	2.1%	1.7%	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Harley Davidson DW					From East (←) CTH XX					From South (↑) Trailwood Lane					From West (→) CTH XX					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	7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	6
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	3	0	0	3	0	0	0	0	0	1	6	0	0	7	10

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics		*Po*
Start Date: Wednesday, June 18, 2025	Weekday	Schools in Sess
Total Number of Hours Counted: 6	Non-Holiday	No Special Event

CTH XX & Trailwood Lane

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

15-Minute Heavy Vehicle Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
Time Period		Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX						
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	1	0	1	0	2	0	0	2	3	11
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	6:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	7	19
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	16
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	0	0	0	0	0	5	25
	7:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	2	0	0	2	6	27
	7:30 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	25
	7:45 AM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	2	3	0	0	5	10	32
	8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4	1	0	0	5	7	31
	8:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	4	
	8:30 AM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	2	2	0	0	4	11	
	8:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	2	0	0	0	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	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5	26
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	4	31
	3:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	3	2	0	0	5	8	34
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	6	1	0	8	9	31
	4:00 PM	1	0	0	0	1	0	1	1	0	2	0	0	2	0	2	2	3	0	0	5	10	32
	4:15 PM	0	0	0	0	0	0	2	1	0	3	0	0	2	0	2	0	2	0	0	2	7	30
	4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	26
	4:45 PM	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	1	6	0	0	7	10	26
	5:00 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	4	0	0	4	8	20
	5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	4	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	0	0	0	1	0	43	8	0	51	4	0	22	0	26	18	48	1	0	67	145	
Total Truck %age:		3.1%	0.0%	0.0%	0.0%	2.4%	0.0%	5.3%	11.8%	0.0%	5.7%	6.3%	0.0%	16.7%	0.0%	13.2%	15.3%	6.0%	2.3%	0.0%	7.0%	6.9%	

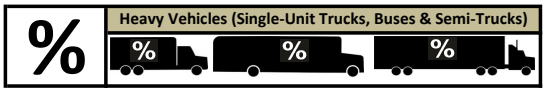
Peak Hour Heavy Vehicle Volume Summary

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		Harley Davidson DW					CTH XX					Trailwood Lane					CTH XX					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	7:45 AM	0	0	0	0	0	0	11	0	0	11	2	0	5	0	7	8	6	0	0	14	32
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	6	4	0	10	0	0	0	0	0	1	15	0	0	16	26

Intersection Traffic Volume Report

Count Basics			Pag
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Sess
Total Number of Hours Counted: 6		Non-Holiday	No Special Event

15-Minute Heavy Vehicle Percentages



CTH XX & Trailwood Lane

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) Harley Davidson DW					From East (←) CTH XX					From South (↑) Trailwood Lane					From West (→) CTH XX					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	100.0	0.0	100.0	0.0	20.0	0.0	0.0	15.4	8.8	6.8
	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	7.2
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	20.8	0.0	0.0	16.7	0.0	0.0	100.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	14.3	8.7
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	4.8	2.0	6.8
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	7.7	0.0	0.0	75.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	9.4	8.8
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.9	0.0	0.0	100.0	0.0	100.0	0.0	8.3	0.0	0.0	6.7	9.0	8.6
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	7.9
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	9.1	50.0	0.0	0.0	0.0	14.3	22.2	8.3	0.0	0.0	11.1	10.3	9.5
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.8	0.0	0.0	16.7	0.0	14.3	57.1	3.3	0.0	0.0	12.8	8.4	9.6
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.0	0.0	0.0	75.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	5.9	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.8	0.0	0.0	11.9	25.0	0.0	33.3	0.0	28.6	28.6	8.0	0.0	0.0	10.5	12.4	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	14.3	0.0	0.0	25.0	0.0	20.0	40.0	0.0	0.0	0.0	5.7	11.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.1	33.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	8.8	0.0	0.0	7.7	5.6	6.5
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	33.3	0.0	14.3	20.0	2.4	0.0	0.0	4.3	4.3	6.9
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	2.7	100.0	0.0	25.0	0.0	40.0	60.0	4.2	0.0	0.0	9.4	8.2	7.2
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	8.3	11.1	12.2	16.7	0.0	12.5	7.3	6.3
	4:00 PM	50.0	0.0	0.0	0.0	25.0	0.0	2.1	50.0	0.0	4.1	0.0	0.0	18.2	0.0	9.5	18.2	5.9	0.0	0.0	7.7	7.2	6.5
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.9	12.5	0.0	7.9	0.0	0.0	12.5	0.0	9.5	0.0	4.5	0.0	0.0	4.1	6.2	6.5
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	8.2	0.0	0.0	7.8	4.4	5.4
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.0	66.7	0.0	5.7	0.0	0.0	0.0	0.0	0.0	16.7	14.3	0.0	0.0	13.7	7.8	5.5
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.0	50.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0	7.3	7.4	4.6
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.5	2.2	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	8.3	4.7	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.8	50.0	0.0	16.7	0.0	25.0	0.0	3.2	0.0	0.0	2.6	4.8	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		3.1	0.0	0.0	0.0	2.4	0.0	5.3	11.8	0.0	5.7	6.3	0.0	16.7	0.0	13.2	15.3	6.0	2.3	0.0	7.0	6.9	

Semi Truck Percentage: 1.6691

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period	Start Time	From North (↓) Harley Davidson DW					From East (←) CTH XX					From South (↑) Trailwood Lane					From West (→) CTH XX					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	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	7.1	22.2	0.0	27.8	0.0	25.9	32.0	5.2	0.0	0.0	9.3	9.5
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	0.0	0.0	0.0	0.0	0.0	3.4	28.6	0.0	5.2	0.0	0.0	0.0	0.0	0.0	5.6	7.7	0.0	0.0	7.2	5.4

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 1*
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH XX & Trailwood Lane

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2025.03		
Start Date:	Wednesday, June 18, 2025	Weekday	
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Major St: **CTH XX**
Minor St: **Tower Road**
Intersection of: ***CTH XX & Tower Road***

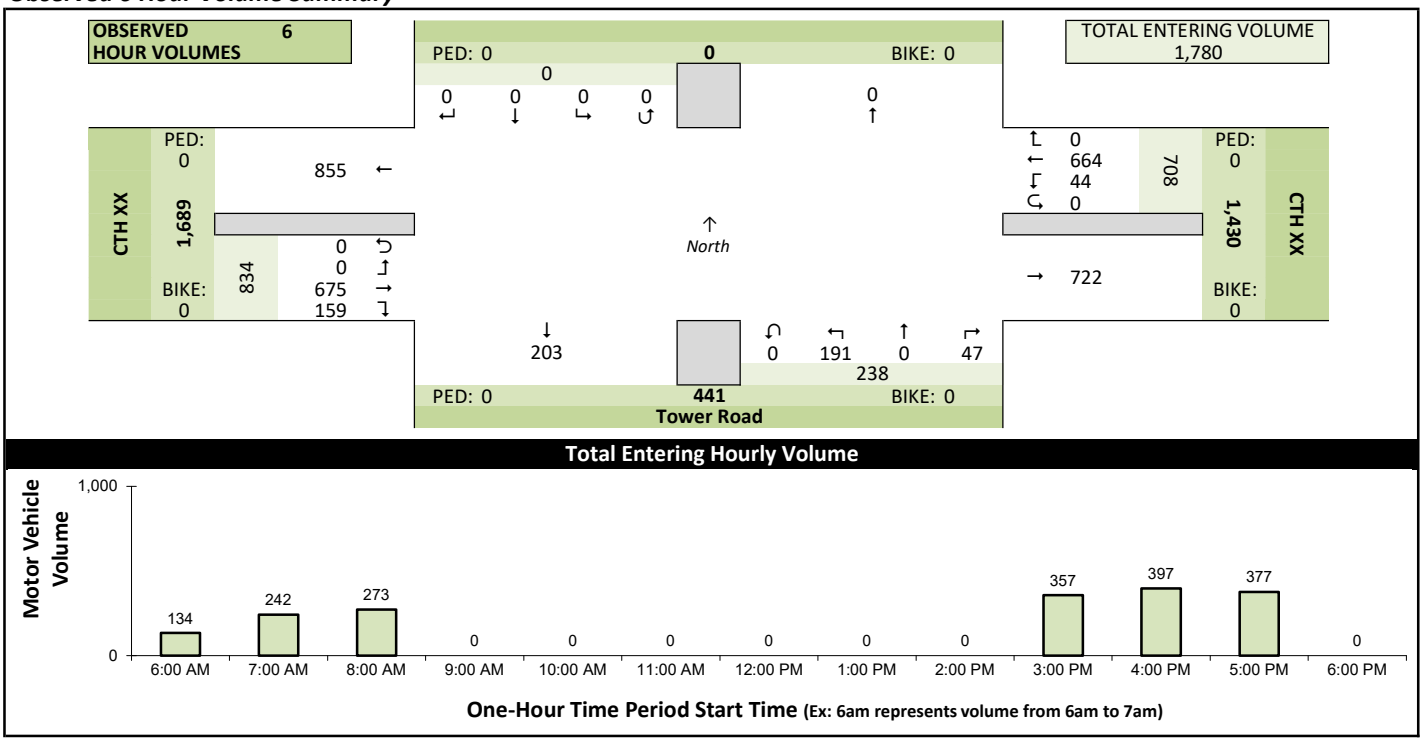
Site Information

Municipality	Village of Kronenwetter		
County	37 - Marathon	WisDOT Region	NC-W
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	CTH XX		
South Leg	Tower Road		
West Leg	CTH XX		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

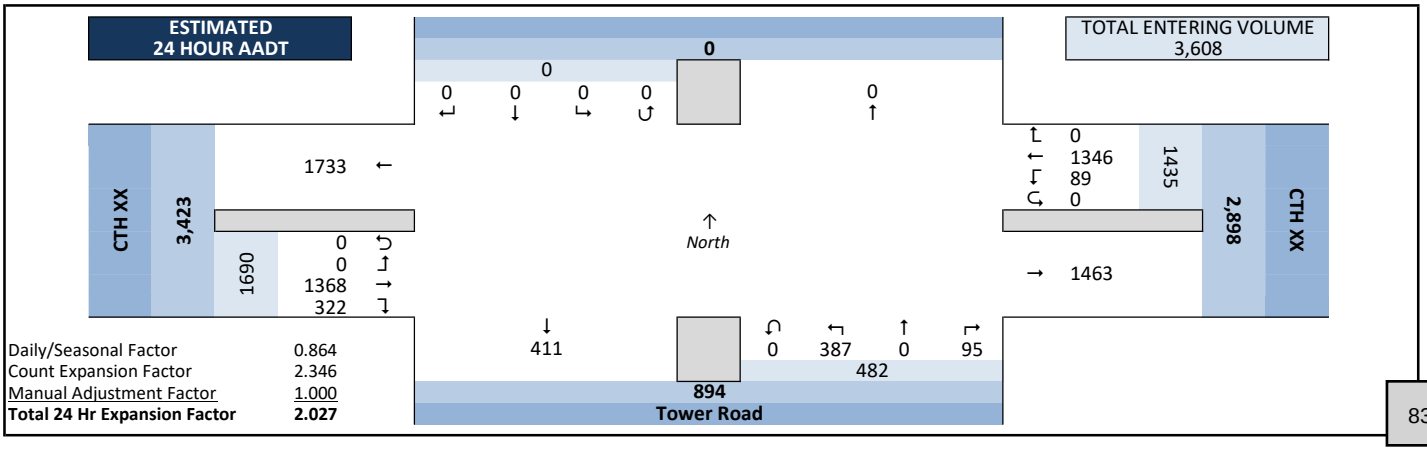
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM				
1st Day of Count	Wednesday, June 18, 2025			Weather	
AM Peak Period	Thursday, June 19, 2025			Clear and Dry	
Midday Peak Period	Thursday, June 19, 2025			Clear and Dry	
PM Peak Period	Wednesday, June 18, 2025			Clear and Dry	
Calculated Peak Hours					
	AM	7:45-8:45am	MD	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
	AM	7:45-8:45am	MD	PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.864	Count Expansion Factor	2.346		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Jane Fait			
	Midday Peak Period	None			
	PM Peak Period	Jane Fait			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

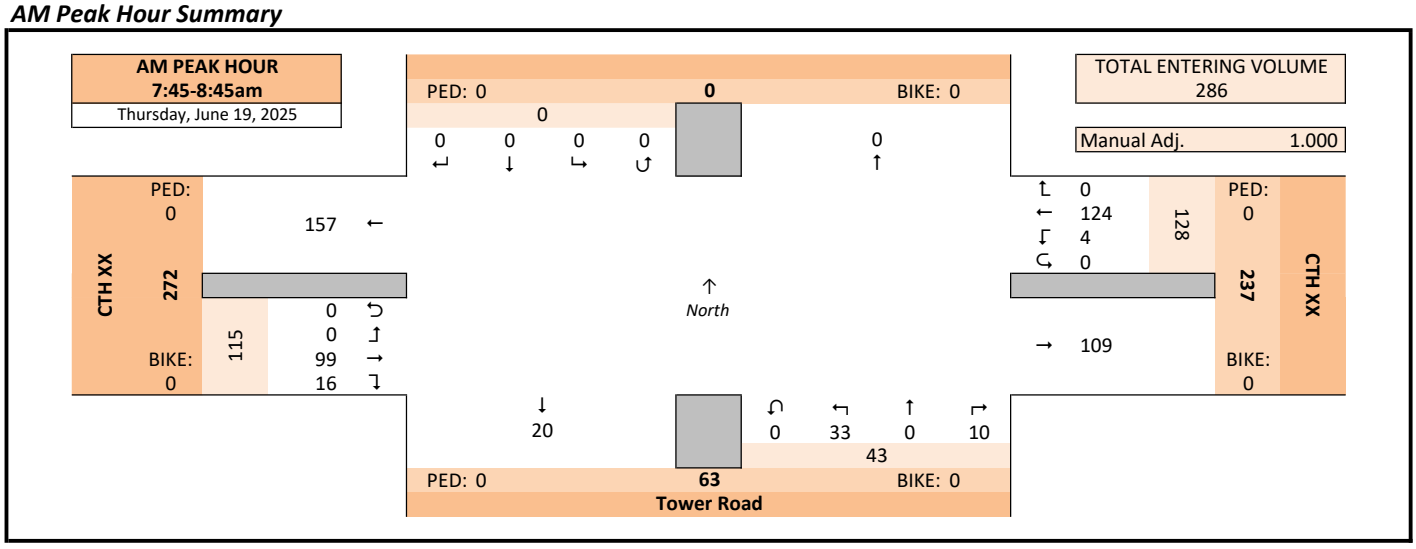
Peak Hour Volume Graphical Summary

Count Basics			
Start Date:	Wednesday, June 18, 2025	Weekday	Scho
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

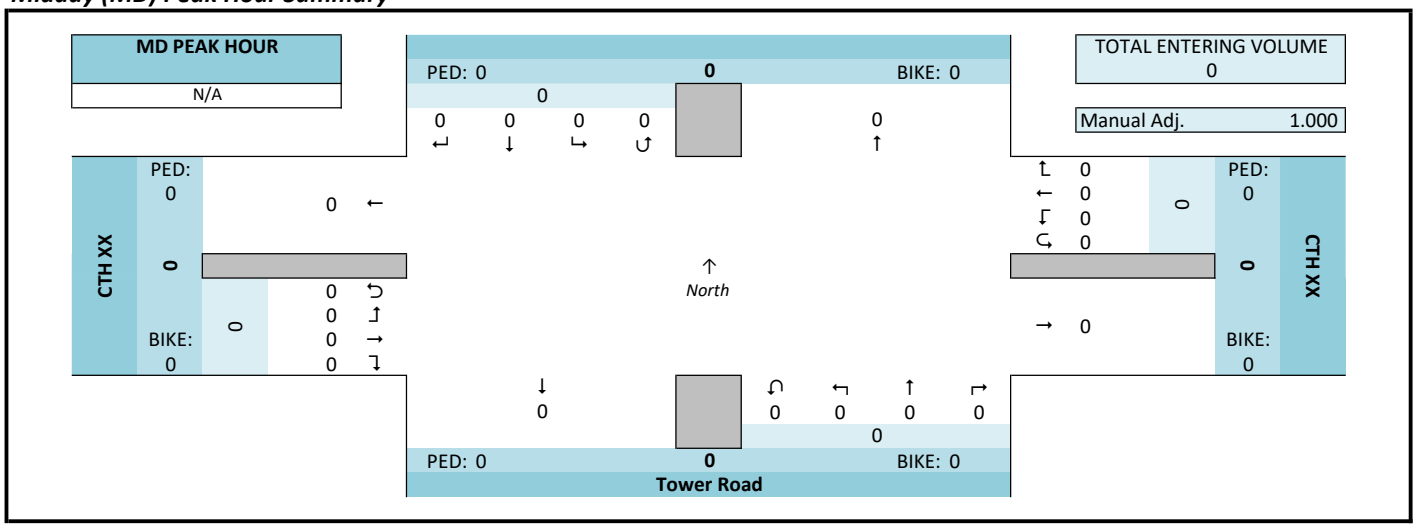
CTH XX & Tower Road

All Motor Vehicles

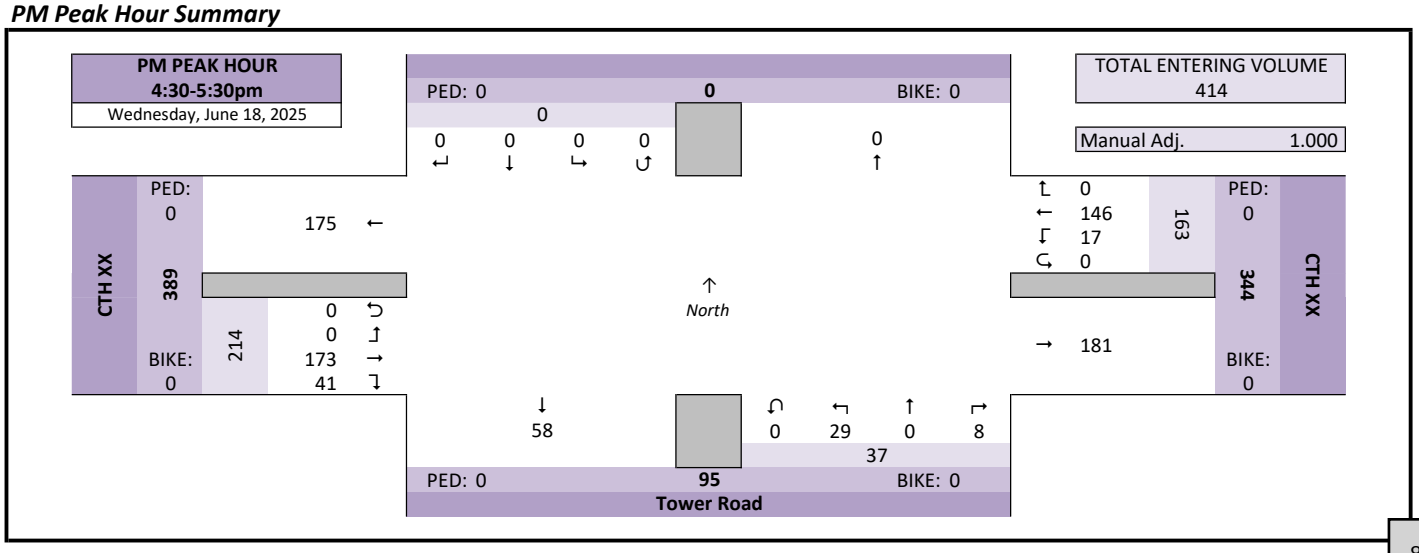
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

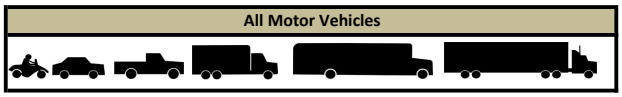


Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, June 18, 2025	Weekday	S
Total Number of Hours Counted: 6	Non-Holiday	NO Special Events

Peak Hour Volume Summary

CTH XX & Tower Road



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, June 19, 2025		From North					From East					From South					From West					
	AM Peak Hour						CTH XX					Tower Road					CTH XX					
	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	7:45 AM	0	0	0	0	0	0	34	2	0	36	3	0	11	0	14	3	28	0	0	31	81
	8:00 AM	0	0	0	0	0	0	25	0	0	25	1	0	12	0	13	2	27	0	0	29	67
	8:15 AM	0	0	0	0	0	0	31	1	0	32	2	0	5	0	7	7	22	0	0	29	68
	8:30 AM	0	0	0	0	0	0	34	1	0	35	4	0	5	0	9	4	22	0	0	26	70
	Peak Hour Volume	0	0	0	0	0	0	124	4	0	128	10	0	33	0	43	16	99	0	0	115	286
	Rounded Hourly Volume	0	0	0	0	0	0	125	5	0	130	10	0	35	0	45	15	100	0	0	115	290
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.2	3.8
	% Heavy Trucks	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	0.0	1.0	0.0	0.0	0.9	0.7
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.1	4.5
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.50	0.00	0.89	0.62	0.00	0.69	0.00	0.77	0.57	0.88	0.00	0.00	0.93	0.88

N/A		From North					From East					From South					From West					
	MD Peak Hour						CTH XX					Tower Road					CTH XX					
	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

Wednesday, June 18, 2025		From North					From East					From South					From West					
	PM Peak Hour						CTH XX					Tower Road					CTH XX					
	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	0	0	0	0	0	30	4	0	34	1	0	5	0	6	7	44	0	0	51	91
	4:45 PM	0	0	0	0	0	0	48	5	0	53	3	0	4	0	7	9	40	0	0	49	109
	5:00 PM	0	0	0	0	0	0	29	5	0	34	0	0	11	0	11	14	37	0	0	51	96
	5:15 PM	0	0	0	0	0	0	39	3	0	42	4	0	9	0	13	11	52	0	0	63	118
	Peak Hour Volume	0	0	0	0	0	0	146	17	0	163	8	0	29	0	37	41	173	0	0	214	414
	Rounded Hourly Volume	0	0	0	0	0	0	145	15	0	160	10	0	30	0	40	40	175	0	0	215	415
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.3	0.0	0.0	3.4	0.0	2.7	0.0	4.6	0.0	0.0	3.7	3.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.2	12.5	0.0	0.0	0.0	2.7	0.0	0.6	0.0	0.0	0.5	1.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.5	12.5	0.0	3.4	0.0	5.4	0.0	5.2	0.0	0.0	4.2	4.8
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.85	0.00	0.77	0.50	0.00	0.66	0.00	0.71	0.73	0.83	0.00	0.00	0.85	0.88

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
					CTH XX			Tower Road			CTH XX			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:45 AM	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
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	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
	5:00 PM	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

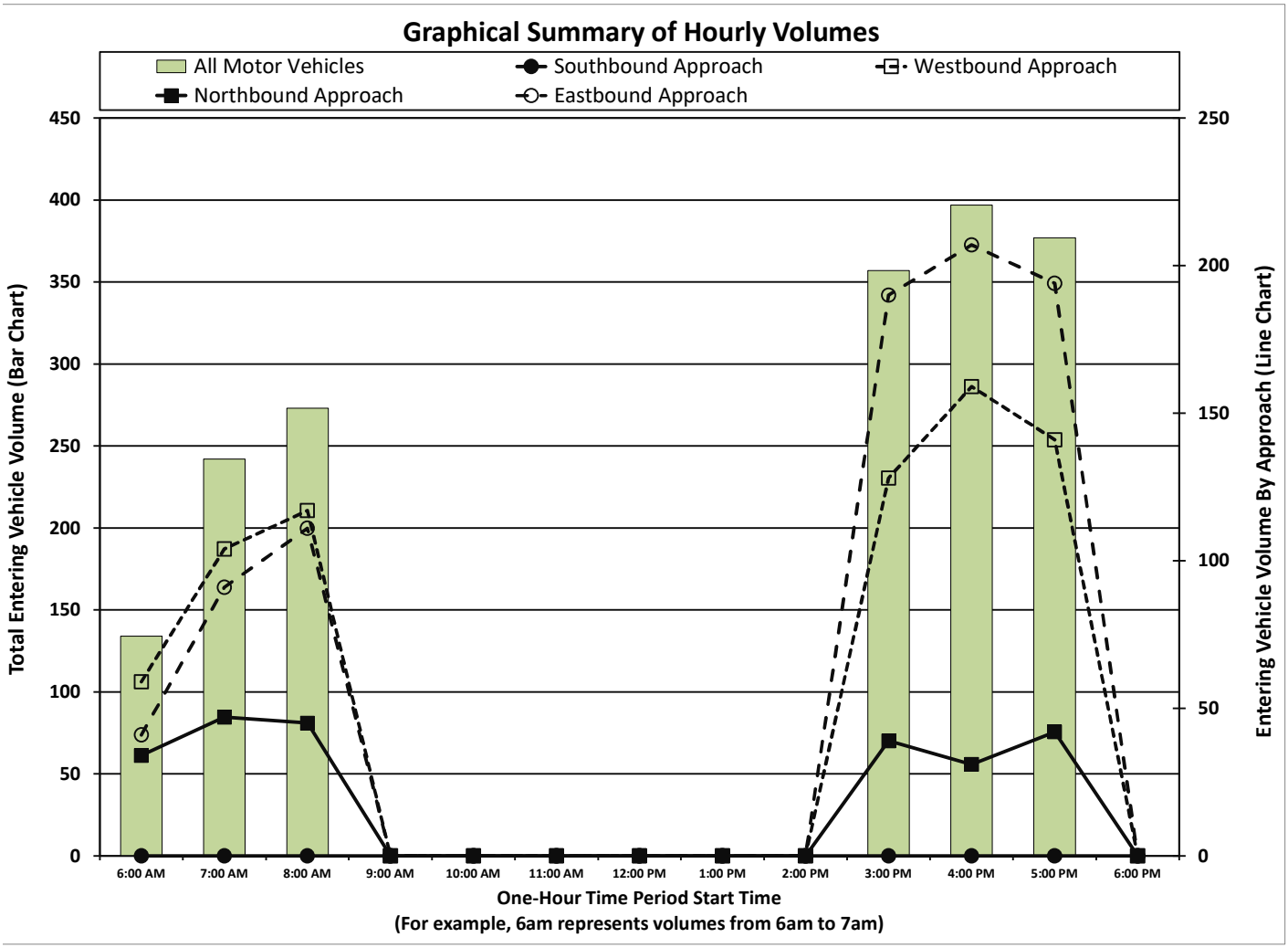
CTH XX & Tower Road

Count Basics		
Start Date: Wednesday, June 18, 2025	Weekday	Schools in
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					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	0	0	0	0	0	58	1	0	59	7	0	27	0	34	6	35	0	0	41	134	100	34
	7:00 AM	0	0	0	0	0	0	100	4	0	104	13	0	34	0	47	14	77	0	0	91	242	195	47
	8:00 AM	0	0	0	0	0	0	114	3	0	117	10	0	35	0	45	19	92	0	0	111	273	228	45
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	119	9	0	128	5	0	34	0	39	40	150	0	0	190	357	318	39
	4:00 PM	0	0	0	0	0	0	145	14	0	159	5	0	26	0	31	38	169	0	0	207	397	366	31
	5:00 PM	0	0	0	0	0	0	128	13	0	141	7	0	35	0	42	42	152	0	0	194	377	335	42
	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
Totals		0	0	0	0	0	0	664	44	0	708	47	0	191	0	238	159	675	0	0	834	1780	1542	238



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics		
Start Date: Wednesday, June 18, 2025	Weekday	Schools in Se
Total Number of Hours Counted: 6	Non-Holiday	No Special Ev

CTH XX & Tower Road

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (CTH XX) Right	Thru	Left	U-Tn	Total	From East (Tower Road) Right	Thru	Left	U-Tn	Total	From South (CTH XX) Right	Thru	Left	U-Tn	Total	From West Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	9	1	0	10	1	0	8	0	9	0	8	0	0	8	27	134	0.68
	6:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	5	0	6	1	4	0	0	5	15	155	0.79
	6:30 AM	0	0	0	0	0	0	24	0	0	24	4	0	7	0	11	4	10	0	0	14	49	192	0.92
	6:45 AM	0	0	0	0	0	0	21	0	0	21	1	0	7	0	8	1	13	0	0	14	43	204	0.84
	7:00 AM	0	0	0	0	0	0	23	1	0	24	3	0	4	0	7	2	15	0	0	17	48	242	0.75
	7:15 AM	0	0	0	0	0	0	22	0	0	22	2	0	10	0	12	1	17	0	0	18	52	261	0.81
	7:30 AM	0	0	0	0	0	0	21	1	0	22	5	0	9	0	14	8	17	0	0	25	61	277	0.85
	7:45 AM	0	0	0	0	0	0	34	2	0	36	3	0	11	0	14	3	28	0	0	31	81	286	0.88
	8:00 AM	0	0	0	0	0	0	25	0	0	25	1	0	12	0	13	2	27	0	0	29	67	273	0.98
	8:15 AM	0	0	0	0	0	0	31	1	0	32	2	0	5	0	7	7	22	0	0	29	68		
	8:30 AM	0	0	0	0	0	0	34	1	0	35	4	0	5	0	9	4	22	0	0	26	70		
	8:45 AM	0	0	0	0	0	0	24	1	0	25	3	0	13	0	16	6	21	0	0	27	68		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	26	3	0	29	2	0	11	0	13	10	33	0	0	43	85	357	0.92
	3:15 PM	0	0	0	0	0	0	31	2	0	33	2	0	7	0	9	8	37	0	0	45	87	382	0.87
	3:30 PM	0	0	0	0	0	0	29	2	0	31	0	0	7	0	7	12	38	0	0	50	88	382	0.87
	3:45 PM	0	0	0	0	0	0	33	2	0	35	1	0	9	0	10	10	42	0	0	52	97	385	0.88
	4:00 PM	0	0	0	0	0	0	39	2	0	41	0	0	8	0	8	9	52	0	0	61	110	397	0.90
	4:15 PM	0	0	0	0	0	0	28	3	0	31	1	0	9	0	10	13	33	0	0	46	87	383	0.88
	4:30 PM	0	0	0	0	0	0	30	4	0	34	1	0	5	0	6	7	44	0	0	51	91	414	0.88
	4:45 PM	0	0	0	0	0	0	48	5	0	53	3	0	4	0	7	9	40	0	0	49	109	413	0.88
	5:00 PM	0	0	0	0	0	0	29	5	0	34	0	0	11	0	11	14	37	0	0	51	96	377	0.80
	5:15 PM	0	0	0	0	0	0	39	3	0	42	4	0	9	0	13	11	52	0	0	63	118		
	5:30 PM	0	0	0	0	0	0	33	2	0	35	1	0	8	0	9	9	37	0	0	46	90		
	5:45 PM	0	0	0	0	0	0	27	3	0	30	2	0	7	0	9	8	26	0	0	34	73		
	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	664	44	0	708	47	0	191	0	238	159	675	0	0	834	1780		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (CTH XX) Right	Thru	Left	U-Tn	Total	From East (Tower Road) Right	Thru	Left	U-Tn	Total	From South (CTH XX) Right	Thru	Left	U-Tn	Total	From West Right	Thru	Left	U-Tn	Total	Total Hourly Volume	PHF
AM	7:45 AM	0	0	0	0	0	0	124	4	0	128	10	0	33	0	43	16	99	0	0	115	286	0.88
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:30 PM	0	0	0	0	0	0	146	17	0	163	8	0	29	0	37	41	173	0	0	214	414	0.88

Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, June 18, 2025	Weekday	Schools in Sess
Total Number of Hours Counted: 6	Non-Holiday	No Special Event

15-Minute Automobile Data

CTH XX & Tower Road

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute Time Period Start Time	From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					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	9	1	0	10	1	0	8	0	9	0	8	0	0	8	27	129
	6:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	5	0	6	1	4	0	0	5	15	148
	6:30 AM	0	0	0	0	0	0	21	0	0	21	4	0	6	0	10	4	10	0	0	14	45	183
	6:45 AM	0	0	0	0	0	0	20	0	0	20	1	0	7	0	8	1	13	0	0	14	42	195
	7:00 AM	0	0	0	0	0	0	21	1	0	22	3	0	4	0	7	2	15	0	0	17	46	229
	7:15 AM	0	0	0	0	0	0	22	0	0	22	2	0	9	0	11	1	16	0	0	17	50	247
	7:30 AM	0	0	0	0	0	0	18	1	0	19	4	0	9	0	13	8	17	0	0	25	57	265
	7:45 AM	0	0	0	0	0	0	32	2	0	34	3	0	11	0	14	3	25	0	0	28	76	273
	8:00 AM	0	0	0	0	0	0	23	0	0	23	1	0	12	0	13	2	26	0	0	28	64	264
	8:15 AM	0	0	0	0	0	0	31	1	0	32	2	0	5	0	7	7	22	0	0	29	68	
	8:30 AM	0	0	0	0	0	0	32	1	0	33	4	0	5	0	9	4	19	0	0	23	65	
	8:45 AM	0	0	0	0	0	0	23	1	0	24	3	0	13	0	16	6	21	0	0	27	67	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	24	2	0	26	2	0	11	0	13	10	30	0	0	40	79	339
	3:15 PM	0	0	0	0	0	0	30	2	0	32	1	0	7	0	8	8	36	0	0	44	84	366
	3:30 PM	0	0	0	0	0	0	28	2	0	30	0	0	7	0	7	12	36	0	0	48	85	363
	3:45 PM	0	0	0	0	0	0	32	2	0	34	1	0	9	0	10	9	38	0	0	47	91	364
	4:00 PM	0	0	0	0	0	0	38	2	0	40	0	0	8	0	8	9	49	0	0	58	106	376
	4:15 PM	0	0	0	0	0	0	25	3	0	28	1	0	9	0	10	12	31	0	0	43	81	359
	4:30 PM	0	0	0	0	0	0	29	4	0	33	0	0	5	0	5	7	41	0	0	48	86	394
	4:45 PM	0	0	0	0	0	0	45	5	0	50	3	0	4	0	7	9	37	0	0	46	103	394
	5:00 PM	0	0	0	0	0	0	26	5	0	31	0	0	10	0	10	14	34	0	0	48	89	362
	5:15 PM	0	0	0	0	0	0	37	3	0	40	4	0	9	0	13	11	52	0	0	63	116	
	5:30 PM	0	0	0	0	0	0	32	2	0	34	1	0	8	0	9	9	34	0	0	43	86	
	5:45 PM	0	0	0	0	0	0	27	3	0	30	2	0	7	0	9	8	24	0	0	32	71	
	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	629	43	0	672	44	0	188	0	232	157	638	0	0	795	1699	

Peak Hour Automobile Volume Summary

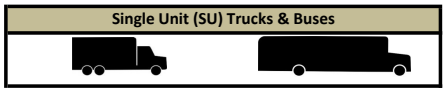
	Hourly Time Period Start Time	From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:45 AM	0	0	0	0	0	0	118	4	0	122	10	0	33	0	43	16	92	0	0	108	273
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	137	17	0	154	7	0	28	0	35	41	164	0	0	205	394

Intersection Traffic Volume Report

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

Count Basics		*Po*
Start Date: Wednesday, June 18, 2025	Weekday	Schools in Sess
Total Number of Hours Counted: 6	Non-Holiday	No Special Event

CTH XX & Tower Road



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

	15-Minute Time Period Start Time	From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					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	5
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	6:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	4	8
	6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	13
	7:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4	12
	7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	11
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	7
	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	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	5	15
	3:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	14
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	16
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4	16
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	16
	4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	5	19
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	16
	4:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	15
	5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	7	13
	5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	29	1	0	30	2	0	2	0	4	2	32	0	0	34	68	
SU Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	2.3%	0.0%	4.2%	4.3%	0.0%	1.0%	0.0%	1.7%	1.3%	4.7%	0.0%	0.0%	4.1%	3.8%	

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

	Hourly Time Period Start Time	From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					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	7:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	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	7	0	0	7	0	0	1	0	1	0	8	0	0	8	16

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Po*
Start Date: Wednesday, June 18, 2025	Weekday	Schools in Sess
Total Number of Hours Counted: 6	Non-Holiday	No Special Event

CTH XX & Tower Road

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	3
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	5
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	4:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2	4
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	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	
	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	6	0	0	6	1	0	1	0	2	0	5	0	0	5	13	
emi Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.8%	2.1%	0.0%	0.5%	0.0%	0.8%	0.0%	0.7%	0.0%	0.0%	0.6%	0.7%	

Peak Hour Semi-Truck Volume Summary

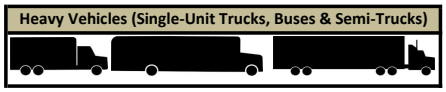
Hourly Time Period Start Time		From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	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	2	0	0	2	1	0	0	0	1	0	1	0	0	1	4

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics		*Po*
Start Date: Wednesday, June 18, 2025	Weekday	Schools in Sess
Total Number of Hours Counted: 6	Non-Holiday	No Special Event

CTH XX & Tower Road



15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					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	5
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	6:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	4	9
	6:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
	7:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	13
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	14
	7:30 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4	12
	7:45 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	13
	8:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	9
	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	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	
	8:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	6	18
	3:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	3	16
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	19
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	6	21
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	21
	4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	6	24
	4:30 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	5	20
	4:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6	19
	5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	7	15
	5:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	35	1	0	36	3	0	3	0	6	2	37	0	0	39	81	
	Total Truck %age:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	2.3%	0.0%	5.1%	6.4%	0.0%	1.6%	0.0%	2.5%	1.3%	5.5%	0.0%	0.0%	4.7%	4.6%	

Peak Hour Heavy Vehicle Volume Summary

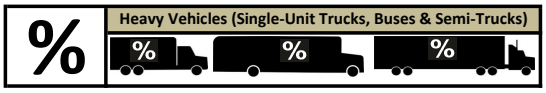
	Hourly Time Period Start Time	From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:45 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	13
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:30 PM	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	0	9	0	0	9	20

Intersection Traffic Volume Report

Count Basics			Pag
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Sess
Total Number of Hours Counted: 6		Non-Holiday	No Special Event

15-Minute Heavy Vehicle Percentages

CTH XX & Tower Road



15-Minute Heavy Vehicle Percentages

15-Minute Time Period	Start Time	From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					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	3.7
	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	4.5
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	12.5	0.0	0.0	14.3	0.0	9.1	0.0	0.0	0.0	0.0	0.0	8.2	4.7
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	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	2.3	4.4
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	8.7	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	4.2	5.4
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	8.3	0.0	5.9	0.0	0.0	5.6	3.8	5.4
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	13.6	20.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	6.6	4.3
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	9.7	6.2	4.5
	8:00 AM	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	0.0	3.7	0.0	0.0	3.4	4.5	3.3
	8:15 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	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0	11.5	7.1	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.2	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	1.5	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	7.7	33.3	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	7.0	7.1	5.0
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.0	50.0	0.0	0.0	0.0	11.1	0.0	2.7	0.0	0.0	2.2	3.4	4.2
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	4.0	3.4	5.0
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	10.0	9.5	0.0	0.0	9.6	6.2	5.5
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	4.9	3.6	5.3
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	7.7	6.1	0.0	0.0	6.5	6.9	6.3
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	2.9	100.0	0.0	0.0	0.0	16.7	0.0	6.8	0.0	0.0	5.9	5.5	4.8
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	6.1	5.5	4.6
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0	8.8	0.0	0.0	9.1	0.0	9.1	0.0	8.1	0.0	0.0	5.9	7.3	4.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	5.1	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	1.7	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	6.5	4.4	
	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	7.7	0.0	0.0	5.9	2.7	
	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	0.0	0.0	0.0	0.0	0.0	5.3	2.3	0.0	5.1	6.4	0.0	1.6	0.0	2.5	1.3	5.5	0.0	0.0	4.7	4.6	

Semi Truck Percentage: 0.7303

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period	Start Time	From North (↓)					From East (←) CTH XX					From South (↑) Tower Road					From West (→) CTH XX					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	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.1	4.5
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	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	5.5	12.5	0.0	3.4	0.0	5.4	0.0	5.2	0.0	0.0	4.2	4.8

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 1*
Start Date:	Wednesday, June 18, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

CTH XX & Tower Road

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics		Version 2025.03	
Start Date:	Tuesday, August 26, 2025	Weekday	
Total Number of Hours Counted: 12		Non-Holiday	No Special Events

Base Information, Observed (12) Hour and Estimated (24) Hour Volume Summaries

Major St: **BUS 51**
Minor St: **CTH XX - Imperial Avenue**
Intersection of: ***BUS 51 & CTH XX - Imperial Avenue***

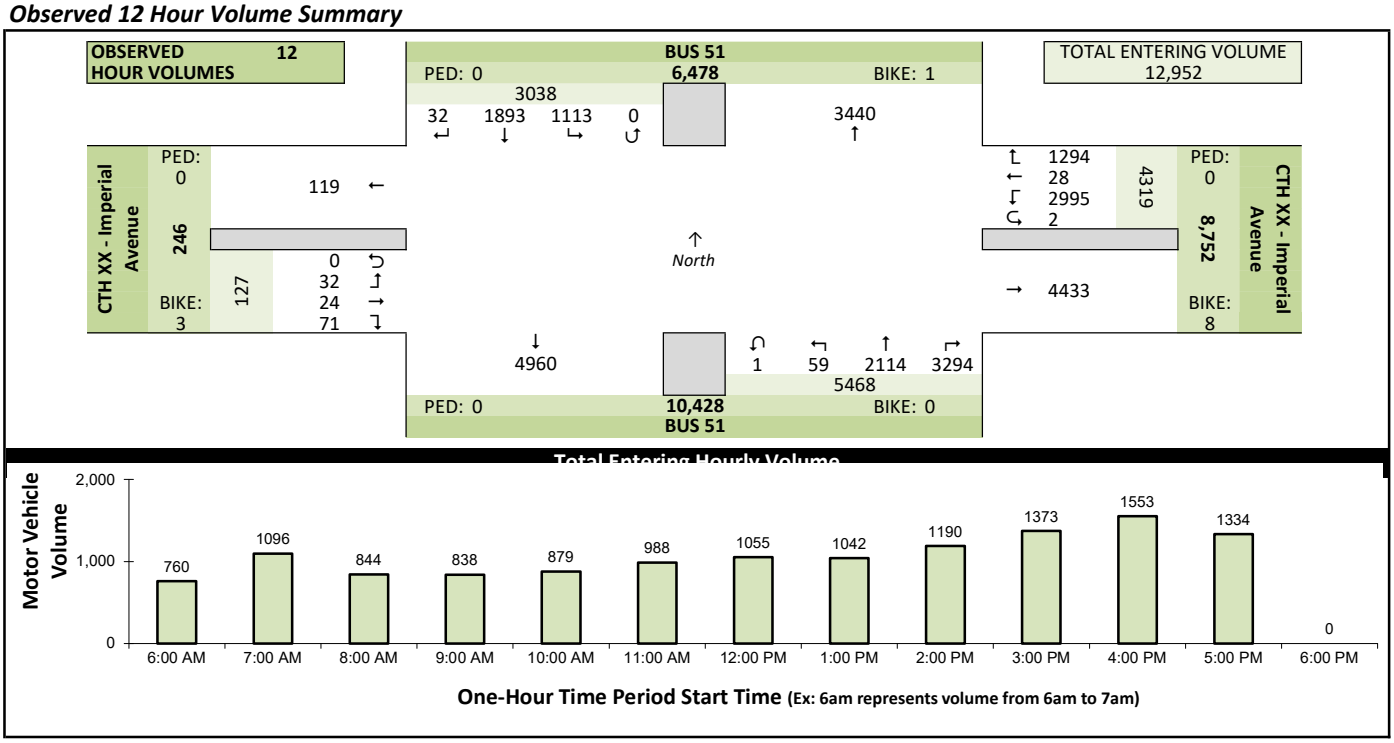
Site Information

Municipality	Village of Rothchild		
County	37 - Marathon	WisDOT Region	NC-W
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	BUS 51		
East Leg	CTH XX - Imperial Avenue		
South Leg	BUS 51		
West Leg	CTH XX - Imperial Avenue		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

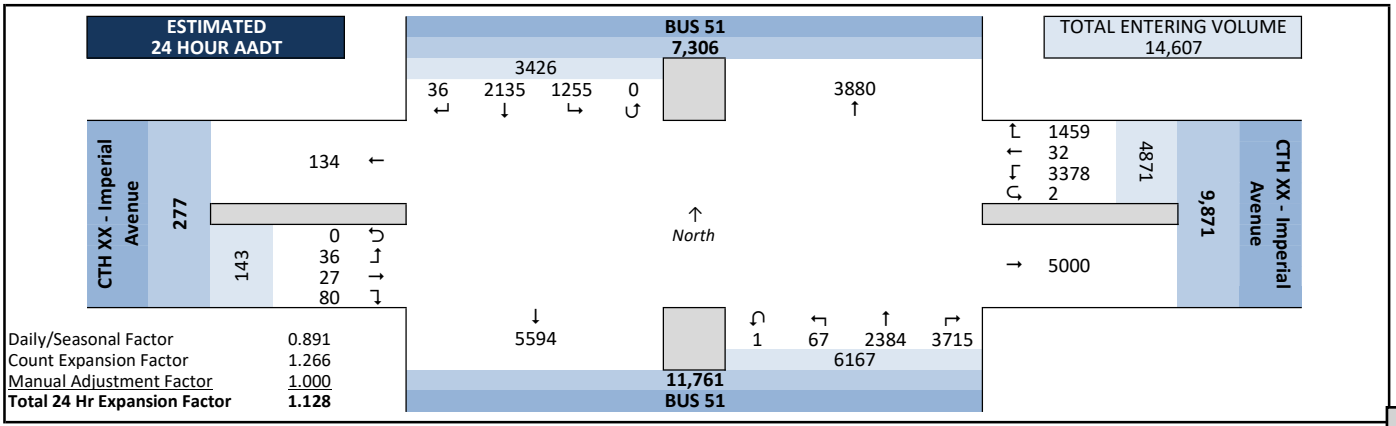
Count Information

Hrs Counted:	06:00 AM-06:00 PM				
1st Day of Count	Tuesday, August 26, 2025			Weather	
AM Peak Period	Tuesday, August 26, 2025			Clear and Dry	
Midday Peak Period	Tuesday, August 26, 2025			Clear and Dry	
PM Peak Period	Tuesday, August 26, 2025			Clear and Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD	12:30-1:30pm	PM	4:00-5:00pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD	12:30-1:30pm	PM	4:00-5:00pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	0.891		Count Expansion Factor		1.266
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Amy Scheuerlein			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors. Semi-truck category only includes 53' or longer trailers.				

Observed 12 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

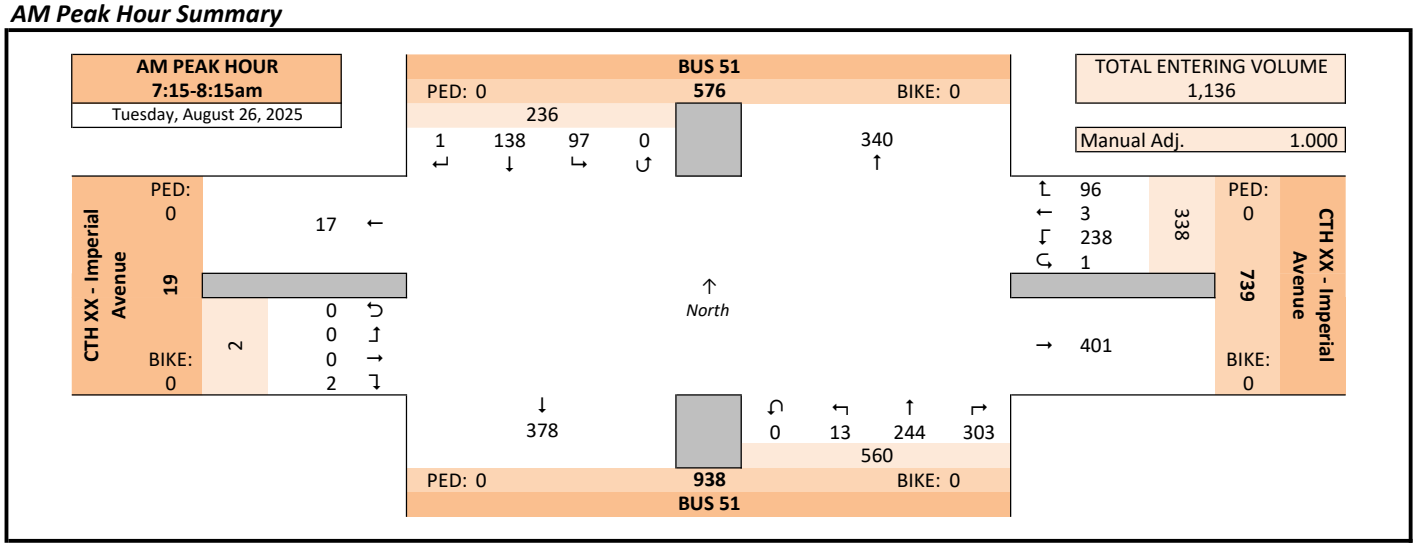
Peak Hour Volume Graphical Summary

Count Basics			
Start Date:	Tuesday, August 26, 2025	Weekday	Scho
Total Number of Hours Counted: 12		Non-Holiday	No Special Events

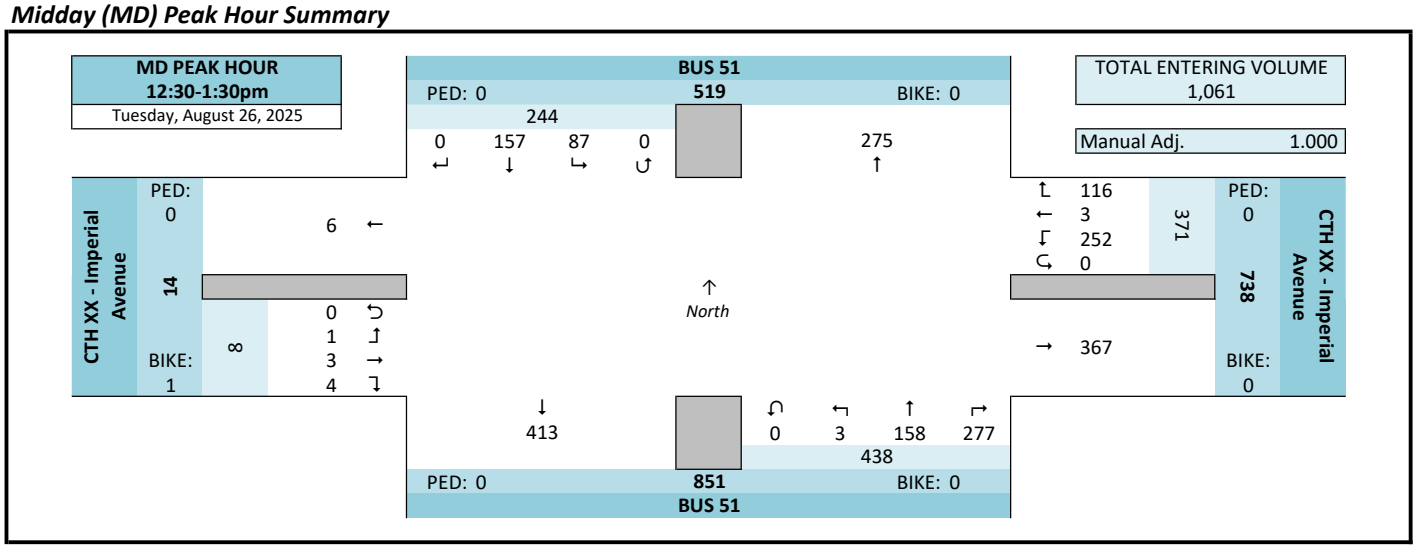
All Motor Vehicles

BUS 51 & CTH XX - Imperial Avenue

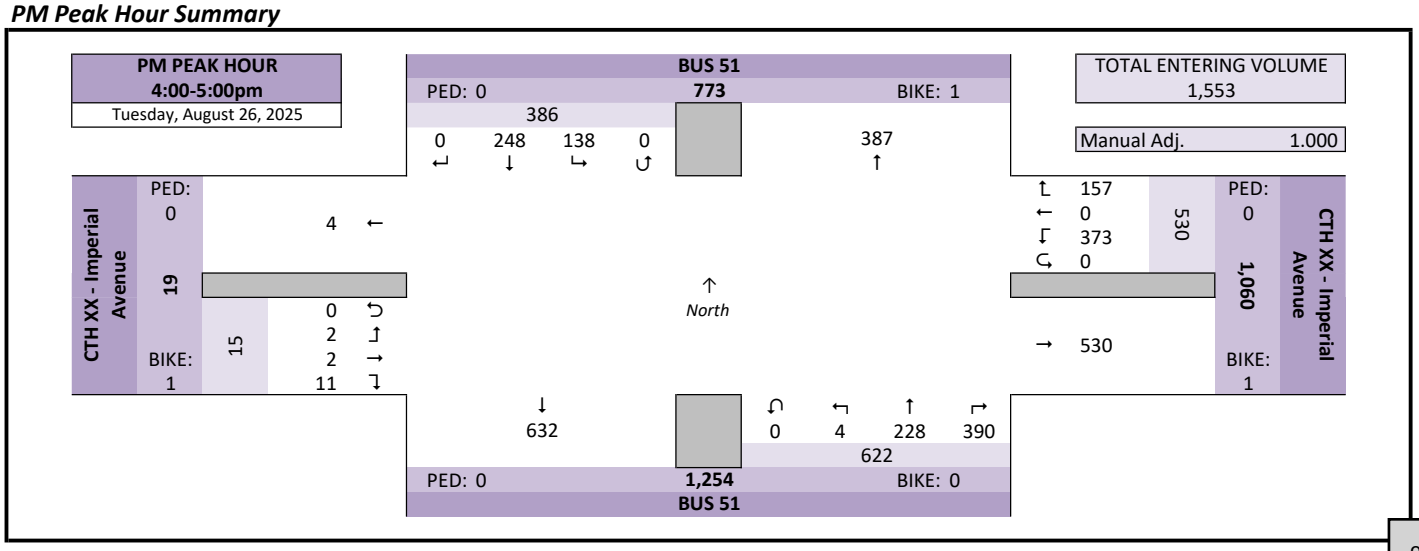
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

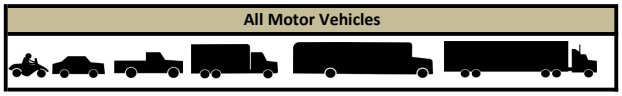


Intersection Traffic Volume Report

Count Basics			
Start Date:	Tuesday, August 26, 2025	Weekday	S
Total Number of Hours Counted: 12		Non-Holiday	No Special Events

Peak Hour Volume Summary

BUS 51 & CTH XX - Imperial Avenue



Peak Hour Volumes, Truck Percentages, and PHFs

Tuesday, August 26, 2025		From North					From East					From South					From West					
	AM Peak Hour	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					
	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	7:15 AM	0	39	23	0	62	28	0	61	0	89	81	44	3	0	128	0	0	0	0	0	279
	7:30 AM	0	32	30	0	62	24	0	79	0	103	85	48	4	0	137	0	0	0	0	0	302
	7:45 AM	0	47	27	0	74	20	3	54	1	78	65	85	4	0	154	0	0	0	0	0	306
	8:00 AM	1	20	17	0	38	24	0	44	0	68	72	67	2	0	141	2	0	0	0	2	249
	Peak Hour Volume	1	138	97	0	236	96	3	238	1	338	303	244	13	0	560	2	0	0	0	2	1136
	Rounded Hourly Volume	0	140	95	0	235	95	5	240	0	340	305	245	15	0	565	0	0	0	0	0	1140
	% Single Unit Trucks	0.0	3.6	5.2	0.0	4.2	5.2	0.0	8.4	0.0	7.4	4.0	6.6	30.8	0.0	5.7	50.0	0.0	0.0	0.0	50.0	6.0
	% Heavy Trucks	100.0	4.3	0.0	0.0	3.0	2.1	0.0	0.4	0.0	0.9	1.0	1.6	0.0	0.0	1.2	50.0	0.0	0.0	0.0	50.0	1.6
	% Trucks (Total)	100.0	8.0	5.2	0.0	7.2	7.3	0.0	8.8	0.0	8.3	5.0	8.2	30.8	0.0	7.0	100.0	0.0	0.0	0.0	100.0	7.6
	Peak Hour Factor (PHF)	0.25	0.73	0.81	0.00	0.80	0.86	0.25	0.75	0.25	0.82	0.89	0.72	0.81	0.00	0.91	0.25	0.00	0.00	0.00	0.25	0.93

Tuesday, August 26, 2025		From North					From East					From South					From West					
	MD Peak Hour	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					
	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	12:30 PM	0	33	21	0	54	29	1	63	0	93	72	43	2	0	117	3	1	1	0	5	269
	12:45 PM	0	34	29	0	63	30	1	61	0	92	75	28	0	0	103	1	1	0	0	2	260
	1:00 PM	0	47	21	0	68	25	0	59	0	84	67	37	1	0	105	0	1	0	0	1	258
	1:15 PM	0	43	16	0	59	32	1	69	0	102	63	50	0	0	113	0	0	0	0	0	274
	Peak Hour Volume	0	157	87	0	244	116	3	252	0	371	277	158	3	0	438	4	3	1	0	8	1061
	Rounded Hourly Volume	0	155	85	0	240	115	5	250	0	370	275	160	5	0	440	5	5	0	0	10	1060
	% Single Unit Trucks	0.0	12.7	2.3	0.0	9.0	1.7	66.7	4.8	0.0	4.3	8.3	7.6	33.3	0.0	8.2	50.0	33.3	0.0	0.0	37.5	7.3
	% Heavy Trucks	0.0	0.6	0.0	0.0	0.4	0.9	0.0	1.6	0.0	1.3	1.8	1.3	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.2
	% Trucks (Total)	0.0	13.4	2.3	0.0	9.4	2.6	66.7	6.3	0.0	5.7	10.1	8.9	33.3	0.0	9.8	50.0	33.3	0.0	0.0	37.5	8.5
	Peak Hour Factor (PHF)	0.00	0.84	0.75	0.00	0.90	0.91	0.75	0.91	0.00	0.91	0.92	0.79	0.37	0.00	0.94	0.33	0.75	0.25	0.00	0.40	0.97

Tuesday, August 26, 2025		From North					From East					From South					From West					
	PM Peak Hour	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					
	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	4:00 PM	0	59	33	0	92	36	0	104	0	140	97	58	0	0	155	4	1	0	0	5	392
	4:15 PM	0	57	34	0	91	40	0	82	0	122	94	60	1	0	155	5	1	1	0	7	375
	4:30 PM	0	60	29	0	89	48	0	101	0	149	94	53	0	0	147	1	0	0	0	1	386
	4:45 PM	0	72	42	0	114	33	0	86	0	119	105	57	3	0	165	1	0	1	0	2	400
	Peak Hour Volume	0	248	138	0	386	157	0	373	0	530	390	228	4	0	622	11	2	2	0	15	1553
	Rounded Hourly Volume	0	250	140	0	390	155	0	375	0	530	390	230	5	0	625	10	0	0	0	10	1555
	% Single Unit Trucks	0.0	2.4	4.3	0.0	3.1	1.3	0.0	2.9	0.0	2.5	4.6	3.1	25.0	0.0	4.2	18.2	0.0	0.0	0.0	13.3	3.4
	% Heavy Trucks	0.0	0.8	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.4	2.3	0.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.0
	% Trucks (Total)	0.0	3.2	4.3	0.0	3.6	1.3	0.0	3.5	0.0	2.8	6.9	3.9	25.0	0.0	5.9	18.2	0.0	0.0	0.0	13.3	4.4
	Peak Hour Factor (PHF)	0.00	0.86	0.82	0.00	0.85	0.82	0.00	0.90	0.00	0.89	0.93	0.95	0.33	0.00	0.94	0.55	0.50	0.50	0.00	0.54	0.97

Peak Hour Pedestrian and Bicyclist Volumes

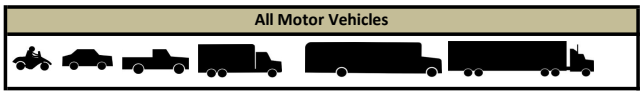
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		BUS 51			CTH XX - Imperial Avenue			BUS 51			CTH XX - Imperial Avenue			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:30 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	1	1	1
	Total	0	0	0	0	0	0	0	0	0	0	1	1	1
PM	4:00 PM	0	1	1	0	0	0	0	0	0	0	1	1	2
	4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
	4:30 PM	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
	Total	0	1	1	0	1	1	0	0	0	0	1	1	3

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

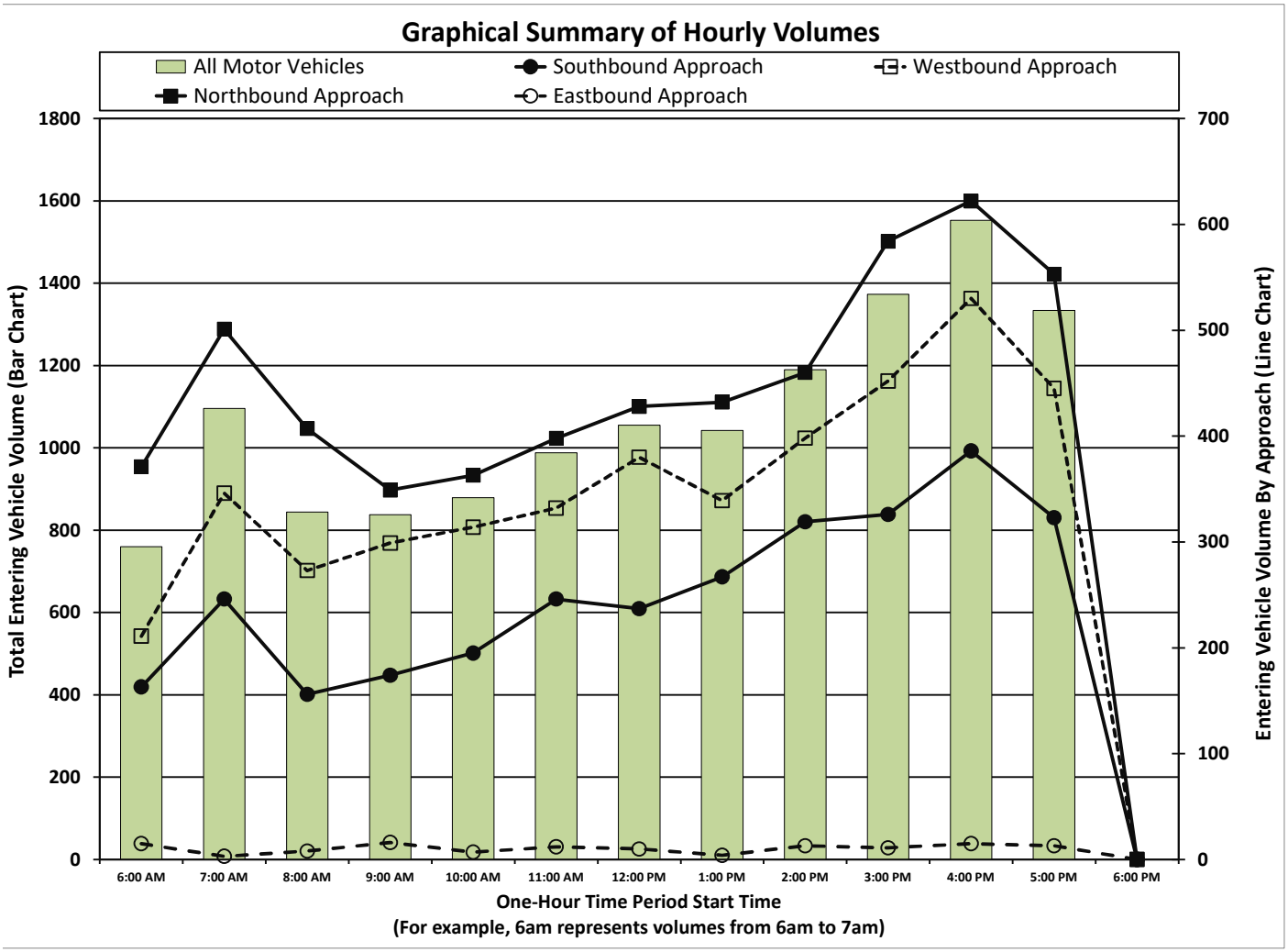
Count Basics		
Start Date: Tuesday, August 26, 2025	Weekday	Schools N
Total Number of Hours Counted: 12	Non-Holiday	No Special Events

BUS 51 & CTH XX - Imperial Avenue



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) BUS 51					From East (←) CTH XX - Imperial Avenue					From South (↑) BUS 51					From West (→) CTH XX - Imperial Avenue					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	3	114	46	0	163	51	1	159	0	211	222	141	8	0	371	8	1	6	0	15	760	226	534
AM	7:00 AM	2	153	91	0	246	81	3	261	1	346	282	207	12	0	501	2	0	1	0	3	1096	349	747
AM	8:00 AM	1	81	74	0	156	66	2	205	0	273	246	155	5	1	407	4	1	3	0	8	844	281	563
AM	9:00 AM	7	107	60	0	174	87	3	209	0	299	218	126	5	0	349	7	4	5	0	16	838	315	523
MD	10:00 AM	5	115	75	0	195	101	5	207	1	314	212	147	4	0	363	4	1	2	0	7	879	321	558
MD	11:00 AM	2	143	101	0	246	109	4	219	0	332	262	132	4	0	398	5	5	2	0	12	988	344	644
MD	12:00 PM	0	139	98	0	237	117	5	258	0	380	289	135	4	0	428	6	3	1	0	10	1055	390	665
MD	1:00 PM	2	178	87	0	267	107	1	231	0	339	246	185	1	0	432	1	2	1	0	4	1042	343	699
PM	2:00 PM	1	205	113	0	319	121	1	276	0	398	274	183	3	0	460	6	3	4	0	13	1190	411	779
PM	3:00 PM	1	222	103	0	326	145	2	305	0	452	333	248	3	0	584	8	0	3	0	11	1373	463	910
PM	4:00 PM	0	248	138	0	386	157	0	373	0	530	390	228	4	0	622	11	2	2	0	15	1553	545	1008
PM	5:00 PM	8	188	127	0	323	152	1	292	0	445	320	227	6	0	553	9	2	2	0	13	1334	458	876
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
Totals		32	1893	1113	0	3038	1294	28	2995	2	4319	3294	2114	59	1	5468	71	24	32	0	127	12952	4446	8506

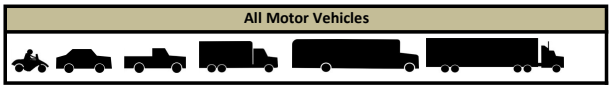


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics		
Start Date: Tuesday, August 26, 2025	Weekday	Schools Not in
Total Number of Hours Counted: 12	Non-Holiday	No Special Eve

BUS 51 & CTH XX - Imperial Avenue



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) BUS 51					From East (←) CTH XX - Imperial Avenue					From South (↑) BUS 51					From West (→) CTH XX - Imperial Avenue					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	2	26	3	0	31	7	0	24	0	31	29	28	1	0	58	6	0	6	0	12	132	760	0.75
	6:15 AM	1	27	9	0	37	11	1	34	0	46	46	24	2	0	72	1	1	0	0	2	157	837	0.83
	6:30 AM	0	27	10	0	37	14	0	50	0	64	67	49	1	0	117	1	0	0	0	1	219	959	0.86
	6:45 AM	0	34	24	0	58	19	0	51	0	70	80	40	4	0	124	0	0	0	0	0	252	1042	0.86
	7:00 AM	2	35	11	0	48	9	0	67	0	76	51	30	1	0	82	2	0	1	0	3	209	1096	0.90
	7:15 AM	0	39	23	0	62	28	0	61	0	89	81	44	3	0	128	0	0	0	0	0	279	1136	0.93
	7:30 AM	0	32	30	0	62	24	0	79	0	103	85	48	4	0	137	0	0	0	0	0	302	1046	0.85
	7:45 AM	0	47	27	0	74	20	3	54	1	78	65	85	4	0	154	0	0	0	0	0	306	944	0.77
	8:00 AM	1	20	17	0	38	24	0	44	0	68	72	67	2	0	141	2	0	0	0	2	249	844	0.85
	8:15 AM	0	22	16	0	38	17	1	45	0	63	55	31	0	0	86	0	1	1	0	2	189	831	0.88
	8:30 AM	0	21	22	0	43	14	1	55	0	70	53	31	0	0	84	1	0	2	0	3	200	845	0.90
	8:45 AM	0	18	19	0	37	11	0	61	0	72	66	26	3	1	96	1	0	0	0	1	206	851	0.90
	9:00 AM	4	31	16	0	51	25	0	55	0	80	63	39	2	0	104	0	0	1	0	1	236	838	0.89
	9:15 AM	0	24	13	0	37	24	1	54	0	79	51	27	1	0	79	4	1	3	0	8	203	800	0.97
	9:30 AM	2	27	18	0	47	19	1	53	0	73	46	34	2	0	82	2	2	0	0	4	206	827	0.90
	9:45 AM	1	25	13	0	39	19	1	47	0	67	58	26	0	0	84	1	1	1	0	3	193	853	0.92
Midday Peak Period	10:00 AM	0	28	14	0	42	22	3	58	0	83	43	27	1	0	71	2	0	0	0	2	198	879	0.95
	10:15 AM	1	29	27	0	57	18	0	47	0	65	60	46	1	0	107	1	0	0	0	1	230	912	0.98
	10:30 AM	2	29	14	0	45	35	2	53	1	91	49	45	0	0	94	1	0	1	0	2	232	919	0.97
	10:45 AM	2	29	20	0	51	26	0	49	0	75	60	29	2	0	91	0	1	1	0	2	219	953	0.90
	11:00 AM	0	31	25	0	56	37	1	53	0	91	55	27	0	0	82	1	0	1	0	2	231	988	0.93
	11:15 AM	0	29	22	0	51	30	1	46	0	77	62	41	1	0	104	2	3	0	0	5	237	1026	0.95
	11:30 AM	1	43	32	0	76	20	1	51	0	72	76	40	0	0	116	1	1	0	0	2	266	1046	0.97
	11:45 AM	1	40	22	0	63	22	1	69	0	92	69	24	3	0	96	1	1	1	0	3	254	1049	0.97
	12:00 PM	0	29	20	0	49	35	2	70	0	107	79	30	1	0	110	2	1	0	0	3	269	1055	0.98
	12:15 PM	0	43	28	0	71	23	1	64	0	88	63	34	1	0	98	0	0	0	0	0	257	1044	0.97
	12:30 PM	0	33	21	0	54	29	1	63	0	93	72	43	2	0	117	3	1	1	0	5	269	1061	0.97
	12:45 PM	0	34	29	0	63	30	1	61	0	92	75	28	0	0	103	1	1	0	0	2	260	1041	0.95
	1:00 PM	0	47	21	0	68	25	0	59	0	84	67	37	1	0	105	0	1	0	0	1	258	1042	0.95
	1:15 PM	0	43	16	0	59	32	1	69	0	102	63	50	0	0	113	0	0	0	0	0	274	1067	0.94
	1:30 PM	1	42	19	0	62	21	0	48	0	69	59	58	0	0	117	0	0	1	0	1	249	1107	0.88
	1:45 PM	1	46	31	0	78	29	0	55	0	84	57	40	0	0	97	1	1	0	0	2	261	1151	0.92
PM Peak Period	2:00 PM	0	49	20	0	69	36	1	62	0	99	51	61	0	0	112	1	2	0	0	3	283	1190	0.95
	2:15 PM	1	50	42	0	93	23	0	57	0	80	90	47	1	0	138	2	0	1	0	3	314	1256	0.90
	2:30 PM	0	58	27	0	85	32	0	76	0	108	60	36	0	0	96	1	1	2	0	4	293	1280	0.92
	2:45 PM	0	48	24	0	72	30	0	81	0	111	73	39	2	0	114	2	0	1	0	3	300	1355	0.92
	3:00 PM	0	54	30	0	84	45	0	92	0	137	81	43	0	0	124	3	0	1	0	4	349	1373	0.93
	3:15 PM	0	59	25	0	84	38	2	68	0	108	85	56	1	0	142	3	0	1	0	4	338	1416	0.90
	3:30 PM	1	54	20	0	75	34	0	81	0	115	91	84	1	0	176	1	0	1	0	2	368	1453	0.93
	3:45 PM	0	55	28	0	83	28	0	64	0	92	76	65	1	0	142	1	0	0	0	1	318	1471	0.94
	4:00 PM	0	59	33	0	92	36	0	104	0	140	97	58	0	0	155	4	1	0	0	5	392	1553	0.97
	4:15 PM	0	57	34	0	91	40	0	82	0	122	94	60	1	0	155	5	1	1	0	7	375	1520	0.95
	4:30 PM	0	60	29	0	89	48	0	101	0	149	94	53	0	0	147	1	0	0	0	1	386	1482	0.93
	4:45 PM	0	72	42	0	114	33	0	86	0	119	105	57	3	0	165	1	0	1	0	2	400	1428	0.89
	5:00 PM	1	53	30	0	84	35	1	85	0	121	76	78	0	0	154	0	0	0	0	0	359	1334	0.93
	5:15 PM	4	48	33	0	85	34	0	74	0	108	92	45	3	0	140	1	1	2	0	4	337		
	5:30 PM	3	50	32	0	85	33	0	83	0	116	73	56	2	0	131	0	0	0	0	0	332		
	5:45 PM	0	37	32	0	69	50	0	50	0	100	79	48	1	0	128	8	1	0	0	9	306		
	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		32	1893	1113	0	3038	1294	28	2995	2	4319	3294	2114	59	1	5468	71	24	32	0	127	12952		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) BUS 51					From East (←) CTH XX - Imperial Avenue					From South (↑) BUS 51					From West (→) CTH XX - Imperial Avenue					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	7:15 AM	1	138	97	0	236	96	3	238	1	338	303	244	13	0	560	2	0	0	0	2	1136	0.93
MD	12:30 PM	0	157	87	0	244	116	3	252	0	371	277	158	3	0	438	4	3	1	0	8	1061	0.97
PM	4:00 PM	0	248	138	0	386	157	0	373	0	530	390	228	4	0	622	11	2	2	0	15	1553	0.97

Intersection Traffic Volume Report

Count Basics			Pag
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in S
Total Number of Hours Counted: 12		Non-Holiday	No Special Event

15-Minute Automobile Data

BUS 51 & CTH XX - Imperial Avenue

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓) BUS 51					From East (←) CTH XX - Imperial Avenue					From South (↑) BUS 51					From West (→) CTH XX - Imperial Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	1	26	3	0	30	4	0	15	0	19	25	28	1	0	54	5	0	6	0	11	114	699
	6:15 AM	0	25	9	0	34	9	0	31	0	40	42	23	0	0	65	0	0	0	0	0	139	782
	6:30 AM	0	26	10	0	36	13	0	47	0	60	67	45	1	0	113	1	0	0	0	1	210	905
	6:45 AM	0	31	24	0	55	18	0	46	0	64	77	36	4	0	117	0	0	0	0	0	236	973
	7:00 AM	2	32	11	0	45	9	0	66	0	75	49	27	1	0	77	0	0	0	0	0	197	1027
	7:15 AM	0	35	23	0	58	26	0	56	0	82	79	40	3	0	122	0	0	0	0	0	262	1050
	7:30 AM	0	29	28	0	57	22	0	71	0	93	80	45	3	0	128	0	0	0	0	0	278	956
	7:45 AM	0	45	27	0	72	18	3	50	1	72	62	82	2	0	146	0	0	0	0	0	290	856
	8:00 AM	0	18	14	0	32	23	0	40	0	63	67	57	1	0	125	0	0	0	0	0	220	749
	8:15 AM	0	16	14	0	30	16	1	40	0	57	53	28	0	0	81	0	0	0	0	0	168	742
	8:30 AM	0	19	21	0	40	13	1	49	0	63	46	27	0	0	73	1	0	1	0	2	178	747
	8:45 AM	0	17	19	0	36	11	0	53	0	64	56	25	1	1	83	0	0	0	0	0	183	753
	9:00 AM	3	28	15	0	46	23	0	51	0	74	57	35	0	0	92	0	0	1	0	1	213	744
	9:15 AM	0	20	13	0	33	22	0	47	0	69	45	22	0	0	67	2	0	2	0	4	173	702
	9:30 AM	2	23	17	0	42	18	1	50	0	69	42	29	1	0	72	1	0	0	0	1	184	731
	9:45 AM	1	22	13	0	36	18	0	43	0	61	54	21	0	0	75	0	1	1	0	2	174	759
Midday Peak Period	10:00 AM	0	23	14	0	37	21	1	51	0	73	38	22	0	0	60	1	0	0	0	1	171	785
	10:15 AM	0	25	27	0	52	18	0	42	0	60	53	37	0	0	90	0	0	0	0	0	202	823
	10:30 AM	2	26	14	0	42	34	1	49	1	85	48	36	0	0	84	0	0	1	0	1	212	836
	10:45 AM	1	25	20	0	46	25	0	47	0	72	54	27	0	0	81	0	0	1	0	1	200	869
	11:00 AM	0	23	24	0	47	35	1	50	0	86	52	23	0	0	75	1	0	0	0	1	209	899
	11:15 AM	0	25	22	0	47	29	1	41	0	71	58	35	0	0	93	1	3	0	0	4	215	938
	11:30 AM	1	39	30	0	70	19	1	46	0	66	75	32	0	0	107	1	1	0	0	2	245	963
	11:45 AM	0	37	20	0	57	22	0	66	0	88	60	22	2	0	84	0	0	1	0	1	230	962
	12:00 PM	0	27	20	0	47	32	2	68	0	102	71	26	1	0	98	1	0	0	0	1	248	974
	12:15 PM	0	40	28	0	68	22	1	55	0	78	61	32	1	0	94	0	0	0	0	0	240	965
	12:30 PM	0	29	21	0	50	28	0	60	0	88	61	40	2	0	103	1	1	1	0	3	244	971
	12:45 PM	0	29	27	0	56	29	1	57	0	87	70	28	0	0	98	1	0	0	0	1	242	964
	1:00 PM	0	41	21	0	62	25	0	56	0	81	63	32	0	0	95	0	1	0	0	1	239	966
	1:15 PM	0	37	16	0	53	31	0	63	0	94	55	44	0	0	99	0	0	0	0	0	246	986
	1:30 PM	0	39	18	0	57	21	0	47	0	68	56	56	0	0	112	0	0	0	0	0	237	1034
	1:45 PM	1	37	29	0	67	28	0	54	0	82	56	39	0	0	95	0	0	0	0	0	244	1076
PM Peak Period	2:00 PM	0	47	20	0	67	35	0	57	0	92	41	56	0	0	97	1	2	0	0	3	259	1117
	2:15 PM	0	48	41	0	89	22	0	52	0	74	83	45	0	0	128	2	0	1	0	3	294	1186
	2:30 PM	0	57	26	0	83	32	0	72	0	104	56	34	0	0	90	0	0	2	0	2	279	1218
	2:45 PM	0	45	24	0	69	30	0	77	0	107	69	37	1	0	107	1	0	1	0	2	285	1288
	3:00 PM	0	50	30	0	80	42	0	88	0	130	74	40	0	0	114	3	0	1	0	4	328	1307
	3:15 PM	0	54	25	0	79	38	1	67	0	106	83	54	0	0	137	3	0	1	0	4	326	1361
	3:30 PM	0	52	20	0	72	32	0	78	0	110	85	80	1	0	166	0	0	1	0	1	349	1387
	3:45 PM	0	51	28	0	79	28	0	62	0	90	73	61	0	0	134	1	0	0	0	1	304	1406
	4:00 PM	0	59	33	0	92	36	0	103	0	139	90	57	0	0	147	3	1	0	0	4	382	1485
	4:15 PM	0	57	31	0	88	39	0	78	0	117	85	56	0	0	141	4	1	1	0	6	352	1445
	4:30 PM	0	55	28	0	83	47	0	99	0	146	87	51	0	0	138	1	0	0	0	1	368	1423
	4:45 PM	0	69	40	0	109	33	0	80	0	113	101	55	3	0	159	1	0	1	0	2	383	1384
	5:00 PM	1	51	30	0	82	34	1	80	0	115	69	76	0	0	145	0	0	0	0	0	342	1293
	5:15 PM	4	45	33	0	82	33	0	73	0	106	90	45	3	0	138	1	1	2	0	4	330	
	5:30 PM	3	50	32	0	85	33	0	83	0	116	70	56	2	0	128	0	0	0	0	0	329	
	5:45 PM	0	35	31	0	66	48	0	48	0	96	76	47	0	0	123	6	1	0	0	7	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		22	1739	1084	0	2845	1244	17	2804	2	4067	3064	1951	34	1	5050	44	13	26	0	83	12045	

Peak Hour Automobile Volume Summary

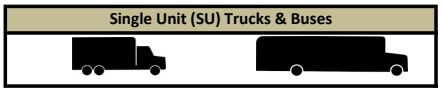
Hourly Time Period		From North (↓) BUS 51					From East (←) CTH XX - Imperial Avenue					From South (↑) BUS 51					From West (→) CTH XX - Imperial Avenue					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	127	92	0	219	89	3	217	1	310	288	224	9	0	521	0	0	0	0	0	1050
MD	12:30 PM	0	136	85	0	221	113	1	236	0	350	249	144	2	0	395	2	2	1	0	5	971
PM	4:00 PM	0	240	132	0	372	155	0	360	0	515	363	219	3	0	585	9	2	2	0	13	1485

Intersection Traffic Volume Report

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

Count Basics		*Pag*
Start Date: Tuesday, August 26, 2025	Weekday	Schools Not in S
Total Number of Hours Counted: 12	Non-Holiday	No Special Event

BUS 51 & CTH XX - Imperial Avenue



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

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
Time Period		BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					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	1	0	0	0	1	3	0	8	0	11	2	0	0	0	2	1	0	0	0	1	15	44
	6:15 AM	1	1	0	0	2	2	1	2	0	5	2	1	0	0	3	1	1	0	0	2	12	37
	6:30 AM	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	6	37
	6:45 AM	0	3	0	0	3	1	0	3	0	4	2	2	0	0	4	0	0	0	0	0	11	48
	7:00 AM	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	8	51
	7:15 AM	0	2	0	0	2	1	0	5	0	6	1	3	0	0	4	0	0	0	0	0	12	68
	7:30 AM	0	2	2	0	4	1	0	7	0	8	3	1	1	0	5	0	0	0	0	0	17	73
	7:45 AM	0	0	0	0	0	2	0	4	0	6	3	3	2	0	8	0	0	0	0	0	14	73
	8:00 AM	0	1	3	0	4	1	0	4	0	5	5	9	1	0	15	1	0	0	0	1	25	77
	8:15 AM	0	5	2	0	7	1	0	4	0	5	2	2	0	0	4	0	1	0	0	1	17	67
	8:30 AM	0	2	1	0	3	1	0	5	0	6	5	2	0	0	7	0	0	1	0	1	17	69
	8:45 AM	0	1	0	0	1	0	0	6	0	6	8	1	2	0	11	0	0	0	0	0	18	68
	9:00 AM	0	2	1	0	3	2	0	2	0	4	3	4	1	0	8	0	0	0	0	0	15	61
	9:15 AM	0	4	0	0	4	1	1	4	0	6	3	4	0	0	7	1	1	0	0	2	19	67
	9:30 AM	0	2	1	0	3	1	0	2	0	3	4	3	1	0	8	0	2	0	0	2	16	68
	9:45 AM	0	1	0	0	1	1	0	3	0	4	2	3	0	0	5	1	0	0	0	1	11	67
Midday Peak Period	10:00 AM	0	4	0	0	4	0	2	6	0	8	4	3	1	0	8	1	0	0	0	1	21	73
	10:15 AM	0	3	0	0	3	0	0	3	0	3	6	6	1	0	13	1	0	0	0	1	20	67
	10:30 AM	0	1	0	0	1	0	1	3	0	4	0	9	0	0	9	1	0	0	0	1	15	62
	10:45 AM	1	3	0	0	4	0	0	2	0	2	6	2	2	0	10	0	1	0	0	1	17	62
	11:00 AM	0	5	1	0	6	2	0	3	0	5	2	2	0	0	4	0	0	0	0	0	15	62
	11:15 AM	0	2	0	0	2	1	0	4	0	5	3	4	0	0	7	1	0	0	0	1	15	62
	11:30 AM	0	3	1	0	4	1	0	4	0	5	1	5	0	0	6	0	0	0	0	0	15	59
	11:45 AM	0	3	2	0	5	0	1	3	0	4	4	1	1	0	6	1	1	0	0	2	17	63
	12:00 PM	0	2	0	0	2	2	0	2	0	4	6	1	0	0	7	1	1	0	0	2	15	63
	12:15 PM	0	1	0	0	1	1	0	7	0	8	2	1	0	0	3	0	0	0	0	0	12	64
	12:30 PM	0	4	0	0	4	1	1	1	0	3	7	3	0	0	10	2	0	0	0	2	19	77
	12:45 PM	0	5	2	0	7	0	0	4	0	4	5	0	0	0	5	0	1	0	0	1	17	67
	1:00 PM	0	6	0	0	6	0	0	2	0	2	3	4	1	0	8	0	0	0	0	0	16	65
	1:15 PM	0	5	0	0	5	1	1	5	0	7	8	5	0	0	13	0	0	0	0	0	25	71
	1:30 PM	1	2	1	0	4	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	9	62
	1:45 PM	0	7	2	0	9	1	0	1	0	2	1	1	0	0	2	1	1	0	0	2	15	66
PM Peak Period	2:00 PM	0	2	0	0	2	1	1	5	0	7	8	5	0	0	13	0	0	0	0	0	22	64
	2:15 PM	1	1	1	0	3	1	0	5	0	6	4	2	1	0	7	0	0	0	0	0	16	58
	2:30 PM	0	1	1	0	2	0	0	4	0	4	4	1	0	0	5	1	1	0	0	2	13	50
	2:45 PM	0	3	0	0	3	0	0	3	0	3	4	2	0	0	6	1	0	0	0	1	13	51
	3:00 PM	0	2	0	0	2	3	0	2	0	5	6	3	0	0	9	0	0	0	0	0	16	51
	3:15 PM	0	3	0	0	3	0	1	1	0	2	1	1	1	0	3	0	0	0	0	0	8	44
	3:30 PM	1	1	0	0	2	2	0	1	0	3	5	3	0	0	8	1	0	0	0	1	14	55
	3:45 PM	0	3	0	0	3	0	0	2	0	2	3	4	1	0	8	0	0	0	0	0	13	51
	4:00 PM	0	0	0	0	0	0	0	1	0	1	6	1	0	0	7	1	0	0	0	1	9	53
	4:15 PM	0	0	3	0	3	1	0	3	0	4	7	3	1	0	11	1	0	0	0	1	19	58
	4:30 PM	0	4	1	0	5	1	0	1	0	2	2	1	0	0	3	0	0	0	0	0	10	45
	4:45 PM	0	2	2	0	4	0	0	6	0	6	3	2	0	0	5	0	0	0	0	0	15	36
	5:00 PM	0	2	0	0	2	0	0	4	0	4	6	2	0	0	8	0	0	0	0	0	14	30
	5:15 PM	0	2	0	0	2	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	6	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	
	5:45 PM	0	1	0	0	1	2	0	2	0	4	2	0	1	0	3	1	0	0	0	1	9	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	113	27	0	146	40	10	154	0	204	169	123	19	0	311	21	11	1	0	33	694	
SU Truck %age:		18.8%	6.0%	2.4%	0.0%	4.8%	3.1%	35.7%	5.1%	0.0%	4.7%	5.1%	5.8%	32.2%	0.0%	5.7%	29.6%	45.8%	3.1%	0.0%	26.0%	5.4%	

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

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					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	7:15 AM	0	5	5	0	10	5	0	20	0	25	12	16	4	0	32	1	0	0	0	1	68
MD	12:30 PM	0	20	2	0	22	2	2	12	0	16	23	12	1	0	36	2	1	0	0	3	77
PM	4:00 PM	0	6	6	0	12	2	0	11	0	13	18	7	1	0	26	2	0	0	0	2	53

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics			*Pag*
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in S
Total Number of Hours Counted: 12		Non-Holiday	No Special Event

BUS 51 & CTH XX - Imperial Avenue

Semi-Trucks

15-Minute Semi-Truck Data (53' or more trailers)

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3	17
	6:15 AM	0	1	0	0	1	0	0	1	0	1	2	0	2	0	4	0	0	0	0	0	6	18
	6:30 AM	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	3	17
	6:45 AM	0	0	0	0	0	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	5	21
	7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	1	0	2	4	18
	7:15 AM	0	2	0	0	2	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	5	18
	7:30 AM	0	1	0	0	1	1	0	1	0	2	2	2	0	0	4	0	0	0	0	0	7	17
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
	8:00 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4	18
	8:15 AM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	4	22
	8:30 AM	0	0	0	0	0	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	5	29
	8:45 AM	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	1	0	0	0	1	5	30
	9:00 AM	1	1	0	0	2	0	0	2	0	2	3	0	1	0	4	0	0	0	0	0	8	33
	9:15 AM	0	0	0	0	0	1	0	3	0	4	3	1	1	0	5	1	0	1	0	2	11	31
	9:30 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	1	0	0	0	1	6	28
	9:45 AM	0	2	0	0	2	0	1	1	0	2	2	2	0	0	4	0	0	0	0	0	8	27
Midday Peak Period	10:00 AM	0	1	0	0	1	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	6	21
	10:15 AM	1	1	0	0	2	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	8	22
	10:30 AM	0	2	0	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	5	21
	10:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	22
	11:00 AM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	1	0	1	7	27
	11:15 AM	0	2	0	0	2	0	0	1	0	1	1	2	1	0	4	0	0	0	0	0	7	26
	11:30 AM	0	1	1	0	2	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	6	24
	11:45 AM	1	0	0	0	1	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	7	24
	12:00 PM	0	0	0	0	0	1	0	0	0	1	2	3	0	0	5	0	0	0	0	0	6	18
	12:15 PM	0	2	0	0	2	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	5	15
	12:30 PM	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0	0	0	0	0	6	13
	12:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
	1:00 PM	0	0	0	0	0	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	3	11
	1:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	10
	1:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	3	11
	1:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	9
	2:15 PM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	12
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	12
	2:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2	16
	3:00 PM	0	2	0	0	2	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	5	15
	3:15 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4	11
	3:30 PM	0	1	0	0	1	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	5	11
	3:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	15
	4:15 PM	0	0	0	0	0	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	4	17
	4:30 PM	0	1	0	0	1	0	0	1	0	1	5	1	0	0	6	0	0	0	0	0	8	14
	4:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	8
	5:00 PM	0	0	0	0	0	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	3	11
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	
	5:45 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	1	0	0	0	1	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		4	41	2	0	47	10	1	37	0	48	61	40	6	0	107	6	0	5	0	11	213	
emi Truck %age:		12.5%	2.2%	0.2%	0.0%	1.5%	0.8%	3.6%	1.2%	0.0%	1.1%	1.9%	1.9%	10.2%	0.0%	2.0%	8.5%	0.0%	15.6%	0.0%	8.7%	1.6%	

Peak Hour Semi-Truck Volume Summary

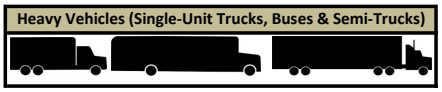
	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	1	6	0	0	7	2	0	1	0	3	3	4	0	0	7	1	0	0	0	1	18
MD	12:30 PM	0	1	0	0	1	1	0	4	0	5	5	2	0	0	7	0	0	0	0	0	13
PM	4:00 PM	0	2	0	0	2	0	0	2	0	2	9	2	0	0	11	0	0	0	0	0	15

Intersection Traffic Volume Report

Count Basics			Pag
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in S
Total Number of Hours Counted: 12		Non-Holiday	No Special Event

15-Minute Heavy Vehicle Data

BUS 51 & CTH XX - Imperial Avenue



15-Minute Heavy Vehicle Data

15-Minute		From North (↓)					From East (←)					From South (↑)					From West (→)						
Time Period		BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	1	0	0	0	1	3	0	9	0	12	4	0	0	0	4	1	0	0	0	1	18	61
	6:15 AM	1	2	0	0	3	2	1	3	0	6	4	1	2	0	7	1	1	0	0	2	18	55
	6:30 AM	0	1	0	0	1	1	0	3	0	4	0	4	0	0	4	0	0	0	0	0	9	54
	6:45 AM	0	3	0	0	3	1	0	5	0	6	3	4	0	0	7	0	0	0	0	0	16	69
	7:00 AM	0	3	0	0	3	0	0	1	0	1	2	3	0	0	5	2	0	1	0	3	12	69
	7:15 AM	0	4	0	0	4	2	0	5	0	7	2	4	0	0	6	0	0	0	0	0	17	86
	7:30 AM	0	3	2	0	5	2	0	8	0	10	5	3	1	0	9	0	0	0	0	0	24	90
	7:45 AM	0	2	0	0	2	2	0	4	0	6	3	3	2	0	8	0	0	0	0	0	16	88
	8:00 AM	1	2	3	0	6	1	0	4	0	5	5	10	1	0	16	2	0	0	0	2	29	95
	8:15 AM	0	6	2	0	8	1	0	5	0	6	2	3	0	0	5	0	1	1	0	2	21	89
	8:30 AM	0	2	1	0	3	1	0	6	0	7	7	4	0	0	11	0	0	1	0	1	22	98
	8:45 AM	0	1	0	0	1	0	0	8	0	8	10	1	2	0	13	1	0	0	0	1	23	98
	9:00 AM	1	3	1	0	5	2	0	4	0	6	6	4	2	0	12	0	0	0	0	0	23	94
	9:15 AM	0	4	0	0	4	2	1	7	0	10	6	5	1	0	12	2	1	1	0	4	30	98
	9:30 AM	0	4	1	0	5	1	0	3	0	4	4	5	1	0	10	1	2	0	0	3	22	96
	9:45 AM	0	3	0	0	3	1	1	4	0	6	4	5	0	0	9	1	0	0	0	1	19	94
Midday Peak Period	10:00 AM	0	5	0	0	5	1	2	7	0	10	5	5	1	0	11	1	0	0	0	1	27	94
	10:15 AM	1	4	0	0	5	0	0	5	0	5	7	9	1	0	17	1	0	0	0	1	28	89
	10:30 AM	0	3	0	0	3	1	1	4	0	6	1	9	0	0	10	1	0	0	0	1	20	83
	10:45 AM	1	4	0	0	5	1	0	2	0	3	6	2	2	0	10	0	1	0	0	1	19	84
	11:00 AM	0	8	1	0	9	2	0	3	0	5	3	4	0	0	7	0	0	1	0	1	22	89
	11:15 AM	0	4	0	0	4	1	0	5	0	6	4	6	1	0	11	1	0	0	0	1	22	88
	11:30 AM	0	4	2	0	6	1	0	5	0	6	1	8	0	0	9	0	0	0	0	0	21	83
	11:45 AM	1	3	2	0	6	0	1	3	0	4	9	2	1	0	12	1	1	0	0	2	24	87
	12:00 PM	0	2	0	0	2	3	0	2	0	5	8	4	0	0	12	1	1	0	0	2	21	81
	12:15 PM	0	3	0	0	3	1	0	9	0	10	2	2	0	0	4	0	0	0	0	0	17	79
	12:30 PM	0	4	0	0	4	1	1	3	0	5	11	3	0	0	14	2	0	0	0	2	25	90
	12:45 PM	0	5	2	0	7	1	0	4	0	5	5	0	0	0	5	0	1	0	0	1	18	77
	1:00 PM	0	6	0	0	6	0	0	3	0	3	4	5	1	0	10	0	0	0	0	0	19	76
	1:15 PM	0	6	0	0	6	1	1	6	0	8	8	6	0	0	14	0	0	0	0	0	28	81
	1:30 PM	1	3	1	0	5	0	0	1	0	1	3	2	0	0	5	0	0	1	0	1	12	73
	1:45 PM	0	9	2	0	11	1	0	1	0	2	1	1	0	0	2	1	1	0	0	2	17	75
PM Peak Period	2:00 PM	0	2	0	0	2	1	1	5	0	7	10	5	0	0	15	0	0	0	0	0	24	73
	2:15 PM	1	2	1	0	4	1	0	5	0	6	7	2	1	0	10	0	0	0	0	0	20	70
	2:30 PM	0	1	1	0	2	0	0	4	0	4	4	2	0	0	6	1	1	0	0	2	14	62
	2:45 PM	0	3	0	0	3	0	0	4	0	4	4	2	1	0	7	1	0	0	0	1	15	67
	3:00 PM	0	4	0	0	4	3	0	4	0	7	7	3	0	0	10	0	0	0	0	0	21	66
	3:15 PM	0	5	0	0	5	0	1	1	0	2	2	2	1	0	5	0	0	0	0	0	12	55
	3:30 PM	1	2	0	0	3	2	0	3	0	5	6	4	0	0	10	1	0	0	0	1	19	66
	3:45 PM	0	4	0	0	4	0	0	2	0	2	3	4	1	0	8	0	0	0	0	0	14	65
	4:00 PM	0	0	0	0	0	0	0	1	0	1	7	1	0	0	8	1	0	0	0	1	10	68
	4:15 PM	0	0	3	0	3	1	0	4	0	5	9	4	1	0	14	1	0	0	0	1	23	75
	4:30 PM	0	5	1	0	6	1	0	2	0	3	7	2	0	0	9	0	0	0	0	0	18	59
	4:45 PM	0	3	2	0	5	0	0	6	0	6	4	2	0	0	6	0	0	0	0	0	17	44
	5:00 PM	0	2	0	0	2	1	0	5	0	6	7	2	0	0	9	0	0	0	0	0	17	41
	5:15 PM	0	3	0	0	3	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	7	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3	
	5:45 PM	0	2	1	0	3	2	0	2	0	4	3	1	1	0	5	2	0	0	0	2	14	
	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		10	154	29	0	193	50	11	191	0	252	230	163	25	0	418	27	11	6	0	44	907	
Total Truck %age:		31.3%	8.1%	2.6%	0.0%	6.4%	3.9%	39.3%	6.4%	0.0%	5.8%	7.0%	7.7%	42.4%	0.0%	7.6%	38.0%	45.8%	18.8%	0.0%	34.6%	7.0%	

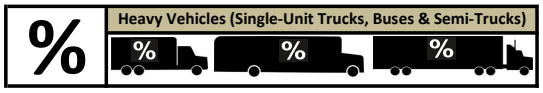
Peak Hour Heavy Vehicle Volume Summary

Hourly		From North (↓)					From East (←)					From South (↑)					From West (→)					Total
Time Period		BUS 51					CTH XX - Imperial Avenue					BUS 51					CTH XX - Imperial Avenue					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	7:15 AM	1	11	5	0	17	7	0	21	0	28	15	20	4	0	39	2	0	0	0	2	86
MD	12:30 PM	0	21	2	0	23	3	2	16	0	21	28	14	1	0	43	2	1	0	0	3	90
PM	4:00 PM	0	8	6	0	14	2	0	13	0	15	27	9	1	0	37	2	0	0	0	2	68

Intersection Traffic Volume Report

Count Basics			Page
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in S
Total Number of Hours Counted: 12		Non-Holiday	No Special Event

15-Minute Heavy Vehicle Percentages



BUS 51 & CTH XX - Imperial Avenue

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) BUS 51					From East (←) CTH XX - Imperial Avenue					From South (↑) BUS 51					From West (→) CTH XX - Imperial Avenue					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	50.0	0.0	0.0	0.0	3.2	42.9	0.0	37.5	0.0	38.7	13.8	0.0	0.0	0.0	6.9	16.7	0.0	0.0	0.0	8.3	13.6	8.0
	6:15 AM	100.0	7.4	0.0	0.0	8.1	18.2	100.0	8.8	0.0	13.0	8.7	4.2	100.0	0.0	9.7	100.0	100.0	0.0	0.0	100.0	11.5	6.6
	6:30 AM	0.0	3.7	0.0	0.0	2.7	7.1	0.0	6.0	0.0	6.3	0.0	8.2	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	4.1	5.6
	6:45 AM	0.0	8.8	0.0	0.0	5.2	5.3	0.0	9.8	0.0	8.6	3.8	10.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	6.3	6.6
	7:00 AM	0.0	8.6	0.0	0.0	6.3	0.0	0.0	1.5	0.0	1.3	3.9	10.0	0.0	0.0	6.1	100.0	0.0	100.0	0.0	100.0	5.7	6.3
	7:15 AM	0.0	10.3	0.0	0.0	6.5	7.1	0.0	8.2	0.0	7.9	2.5	9.1	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	6.1	7.6
	7:30 AM	0.0	9.4	6.7	0.0	8.1	8.3	0.0	10.1	0.0	9.7	5.9	6.3	25.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	7.9	8.6
	7:45 AM	0.0	4.3	0.0	0.0	2.7	10.0	0.0	7.4	0.0	7.7	4.6	3.5	50.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	5.2	9.3
	8:00 AM	100.0	10.0	17.6	0.0	15.8	4.2	0.0	9.1	0.0	7.4	6.9	14.9	50.0	0.0	11.3	100.0	0.0	0.0	0.0	100.0	11.6	11.3
	8:15 AM	0.0	27.3	12.5	0.0	21.1	5.9	0.0	11.1	0.0	9.5	3.6	9.7	0.0	0.0	5.8	0.0	100.0	100.0	0.0	100.0	11.1	10.7
	8:30 AM	0.0	9.5	4.5	0.0	7.0	7.1	0.0	10.9	0.0	10.0	13.2	12.9	0.0	0.0	13.1	0.0	0.0	50.0	0.0	33.3	11.0	11.6
	8:45 AM	0.0	5.6	0.0	0.0	2.7	0.0	0.0	13.1	0.0	11.1	15.2	3.8	66.7	0.0	13.5	100.0	0.0	0.0	0.0	100.0	11.2	11.5
	9:00 AM	25.0	9.7	6.3	0.0	9.8	8.0	0.0	7.3	0.0	7.5	9.5	10.3	100.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	9.7	11.2
	9:15 AM	0.0	16.7	0.0	0.0	10.8	8.3	100.0	13.0	0.0	12.7	11.8	18.5	100.0	0.0	15.2	50.0	100.0	33.3	0.0	50.0	14.8	12.3
	9:30 AM	0.0	14.8	5.6	0.0	10.6	5.3	0.0	5.7	0.0	5.5	8.7	14.7	50.0	0.0	12.2	50.0	100.0	0.0	0.0	75.0	10.7	11.6
	9:45 AM	0.0	12.0	0.0	0.0	7.7	5.3	100.0	8.5	0.0	9.0	6.9	19.2	0.0	0.0	10.7	100.0	0.0	0.0	0.0	33.3	9.8	11.0
Midday Peak Period	10:00 AM	0.0	17.9	0.0	0.0	11.9	4.5	66.7	12.1	0.0	12.0	11.6	18.5	100.0	0.0	15.5	50.0	0.0	0.0	0.0	50.0	13.6	10.7
	10:15 AM	100.0	13.8	0.0	0.0	8.8	0.0	0.0	10.6	0.0	7.7	11.7	19.6	100.0	0.0	15.9	100.0	0.0	0.0	0.0	100.0	12.2	9.8
	10:30 AM	0.0	10.3	0.0	0.0	6.7	2.9	50.0	7.5	0.0	6.6	2.0	20.0	0.0	0.0	10.6	100.0	0.0	0.0	0.0	50.0	8.6	9.0
	10:45 AM	50.0	13.8	0.0	0.0	9.8	3.8	0.0	4.1	0.0	4.0	10.0	6.9	100.0	0.0	11.0	0.0	100.0	0.0	0.0	50.0	8.7	8.8
	11:00 AM	0.0	25.8	4.0	0.0	16.1	5.4	0.0	5.7	0.0	5.5	5.5	14.8	0.0	0.0	8.5	0.0	0.0	100.0	0.0	50.0	9.5	9.0
	11:15 AM	0.0	13.8	0.0	0.0	7.8	3.3	0.0	10.9	0.0	7.8	6.5	14.6	100.0	0.0	10.6	50.0	0.0	0.0	0.0	20.0	9.3	8.6
	11:30 AM	0.0	9.3	6.3	0.0	7.9	5.0	0.0	9.8	0.0	8.3	1.3	20.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	7.9	7.9
	11:45 AM	100.0	7.5	9.1	0.0	9.5	0.0	100.0	4.3	0.0	4.3	13.0	8.3	33.3	0.0	12.5	100.0	100.0	0.0	0.0	66.7	9.4	8.3
	12:00 PM	0.0	6.9	0.0	0.0	4.1	8.6	0.0	2.9	0.0	4.7	10.1	13.3	0.0	0.0	10.9	50.0	100.0	0.0	0.0	66.7	7.8	7.7
	12:15 PM	0.0	7.0	0.0	0.0	4.2	4.3	0.0	14.1	0.0	11.4	3.2	5.9	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	6.6	7.6
	12:30 PM	0.0	12.1	0.0	0.0	7.4	3.4	100.0	4.8	0.0	5.4	15.3	7.0	0.0	0.0	12.0	66.7	0.0	0.0	0.0	40.0	9.3	8.5
	12:45 PM	0.0	14.7	6.9	0.0	11.1	3.3	0.0	6.6	0.0	5.4	6.7	0.0	0.0	0.0	4.9	0.0	100.0	0.0	0.0	50.0	6.9	7.4
	1:00 PM	0.0	12.8	0.0	0.0	8.8	0.0	0.0	5.1	0.0	3.6	6.0	13.5	100.0	0.0	9.5	0.0	0.0	0.0	0.0	0.0	7.4	7.3
	1:15 PM	0.0	14.0	0.0	0.0	10.2	3.1	100.0	8.7	0.0	7.8	12.7	12.0	0.0	0.0	12.4	0.0	0.0	0.0	0.0	0.0	10.2	7.6
	1:30 PM	100.0	7.1	5.3	0.0	8.1	0.0	0.0	2.1	0.0	1.4	5.1	3.4	0.0	0.0	4.3	0.0	0.0	100.0	0.0	100.0	4.8	6.6
	1:45 PM	0.0	19.6	6.5	0.0	14.1	3.4	0.0	1.8	0.0	2.4	1.8	2.5	0.0	0.0	2.1	100.0	100.0	0.0	0.0	100.0	6.5	6.5
PM Peak Period	2:00 PM	0.0	4.1	0.0	0.0	2.9	2.8	100.0	8.1	0.0	7.1	19.6	8.2	0.0	0.0	13.4	0.0	0.0	0.0	0.0	0.0	8.5	6.1
	2:15 PM	100.0	4.0	2.4	0.0	4.3	4.3	0.0	8.8	0.0	7.5	7.8	4.3	100.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0	6.4	5.6
	2:30 PM	0.0	1.7	3.7	0.0	2.4	0.0	0.0	5.3	0.0	3.7	6.7	5.6	0.0	0.0	6.3	100.0	100.0	0.0	0.0	50.0	4.8	4.8
	2:45 PM	0.0	6.3	0.0	0.0	4.2	0.0	0.0	4.9	0.0	3.6	5.5	5.1	50.0	0.0	6.1	50.0	0.0	0.0	0.0	33.3	5.0	4.9
	3:00 PM	0.0	7.4	0.0	0.0	4.8	6.7	0.0	4.3	0.0	5.1	8.6	7.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	6.0	4.8
	3:15 PM	0.0	8.5	0.0	0.0	6.0	0.0	50.0	1.5	0.0	1.9	2.4	3.6	100.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	3.6	3.9
	3:30 PM	100.0	3.7	0.0	0.0	4.0	5.9	0.0	3.7	0.0	4.3	6.6	4.8	0.0	0.0	5.7	100.0	0.0	0.0	0.0	50.0	5.2	4.5
	3:45 PM	0.0	7.3	0.0	0.0	4.8	0.0	0.0	3.1	0.0	2.2	3.9	6.2	100.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4.4	4.4
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.7	7.2	1.7	0.0	0.0	5.2	25.0	0.0	0.0	0.0	20.0	2.6	4.4
	4:15 PM	0.0	0.0	8.8	0.0	3.3	2.5	0.0	4.9	0.0	4.1	9.6	6.7	100.0	0.0	9.0	20.0	0.0	0.0	0.0	14.3	6.1	4.9
	4:30 PM	0.0	8.3	3.4	0.0	6.7	2.1	0.0	2.0	0.0	2.0	7.4	3.8	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	4.7	4.0
	4:45 PM	0.0	4.2	4.8	0.0	4.4	0.0	0.0	7.0	0.0	5.0	3.8	3.5	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	4.3	3.1
	5:00 PM	0.0	3.8	0.0	0.0	2.4	2.9	0.0	5.9	0.0	5.0	9.2	2.6	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	4.7	3.1
	5:15 PM	0.0	6.3	0.0	0.0	3.5	2.9	0.0	1.4	0.0	1.9	2.2	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	2.1	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.9	
	5:45 PM	0.0	5.4	3.1	0.0	4.3	4.0	0.0	4.0	0.0	4.0	3.8	2.1	100.0	0.0	3.9	25.0	0.0	0.0	0.0	22.2	4.6	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		31.3	8.1	2.6	0.0	6.4	3.9	39.3	6.4	0.0	5.8	7.0	7.7	42.4	0.0	7.6	38.0	45.8	18.8	0.0	34.6	7.0	

Semi Truck Percentage: 1.6445

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓) BUS 51					From East (←) CTH XX - Imperial Avenue					From South (↑) BUS 51					From West (→) CTH XX - Imperial Avenue					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	7:15 AM	100.0	8.0	5.2	0.0	7.2	7.3	0.0	8.8	0.0	8.3	5.0	8.2	30.8	0.0	7.0	100.0	0.0	0.0	0.0	100.0	7.6
MD	12:30 PM	0.0	13.4	2.3	0.0	9.4	2.6	66.7	6.3	0.0	5.7	10.1	8.9	33.3	0.0	9.8	50.0	33.3	0.0	0.0	37.5	8.5
PM	4:00 PM	0.0	3.2	4.3	0.0	3.6	1.3	0.0	3.5	0.0	2.8	6.9	3.9	25.0	0.0	5.9	18.2	0.0	0.0	0.0	13.3	4.4

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, August 26, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted: 12		Non-Holiday	No Special Events

Pedestrians and Bicyclists

BUS 51 & CTH XX - Imperial Avenue

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach BUS 51			Crossing East Approach CTH XX - Imperial Avenue			Crossing South Approach BUS 51			Crossing West Approach CTH XX - Imperial Avenue			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	2
	6:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	1	2
	6:30 AM	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	1	1	1	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	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
	9:15 AM	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
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:15 AM	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
	10:45 AM	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
	11:15 AM	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
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	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	1
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	1
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2:15 PM	0	0	0	0	4	4	0	0	0	0	0	0	4	4
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:15 PM	0	0	0	0	2	2	0	0	0	0	0	0	2	4
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:00 PM	0	1	1	0	0	0	0	0	0	0	1	1	2	3
	4:15 PM	0	0	0	0	1	1	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
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**1**	**1**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**3**	**3**	**12**	

Special Pedestrians

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

Date: June 23, 2025

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
CTH XX & Trailwood Ln

Urbanized Area/Cluster Population
74,600

Exit Ramp:	No
Speed Limit:	25

Sat. Flow Rate (pc/h/ln)				
		1588		

*

*Consider using 1750 pc/h/ln

N

Exit Ramp:	Sat. Flow (pc/h/ln)	# of Lanes	Lane Type						Lane Type	# of Lanes	Sat. Flow (pc/h/ln)	Exit Ramp:
No	1794	1	L					R				No
Speed Limit:			L-T					T-R		1		Speed Limit:
35	1794	1	T					T			1757	35
			T-R					L-T				
	1750	1	R					L		1	1757	
				R	T-R	T	L-T	L				
						1						
				# of Lanes								
				Lane Type								
				L	L-T	T	T-R	R				
						1						
				Lane Type								
				# of Lanes								

Traffic Signal

*Consider using 1750 pc/h/ln

*

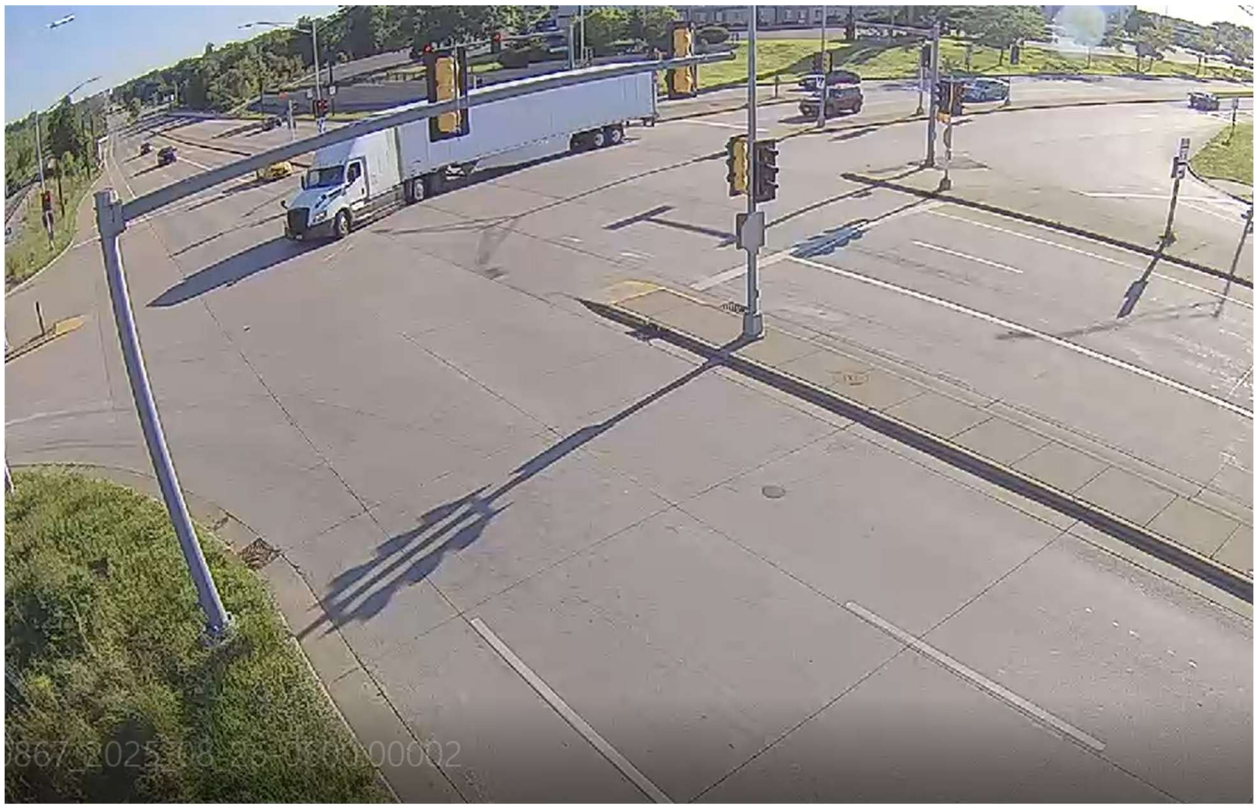
Sat. Flow Rate (pc/h/ln)				
		1588		

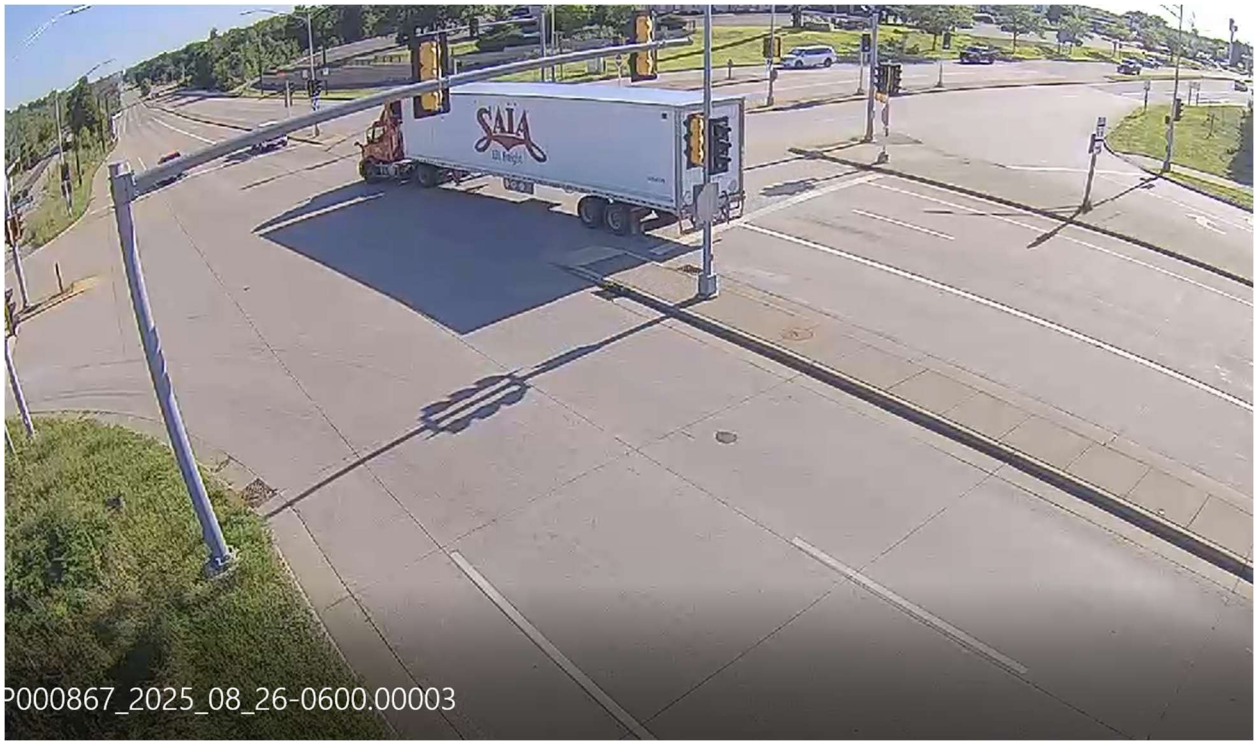
Speed Limit:	25
Exit Ramp:	No

Bureau of Traffic Operations

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

Photos of WB-67 and double trailers at Bus. 51 & CTH XX from Aug. 26, 2025. All photos are taken looking Northeast.

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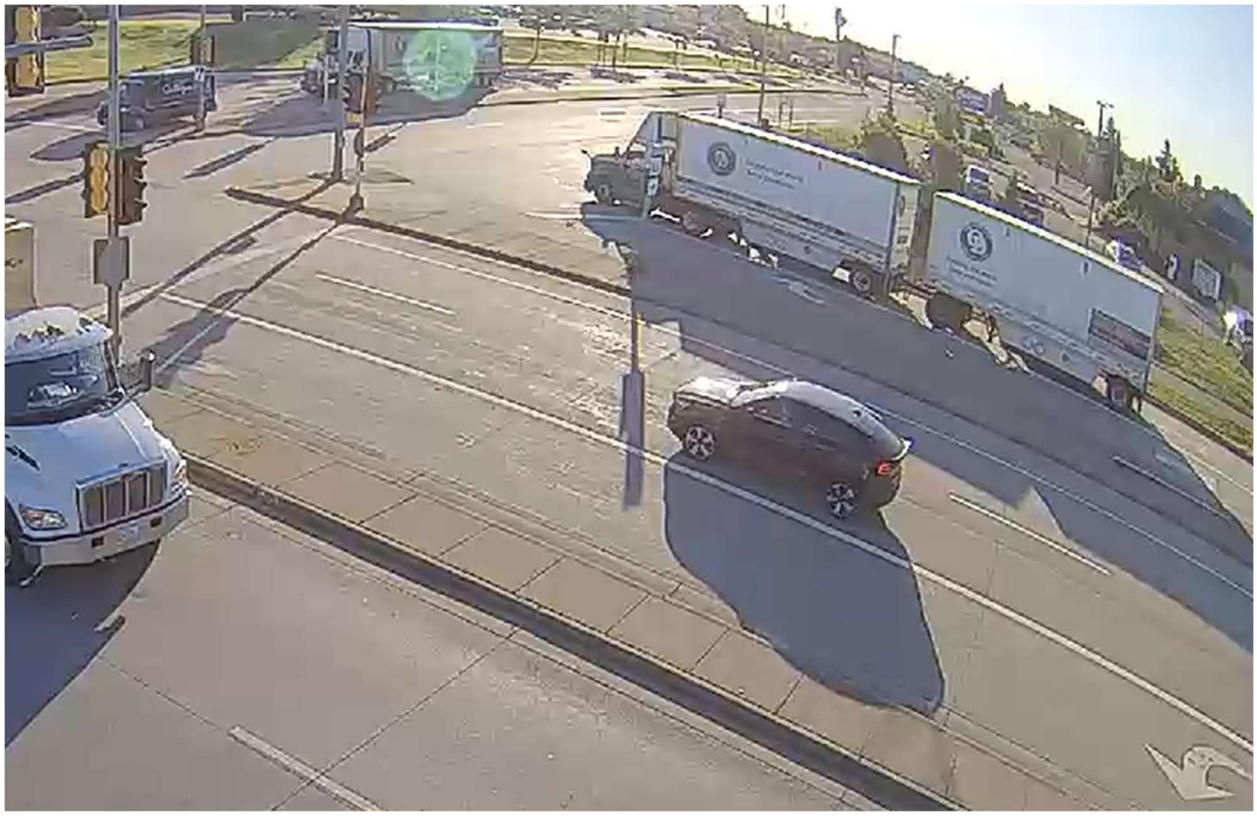

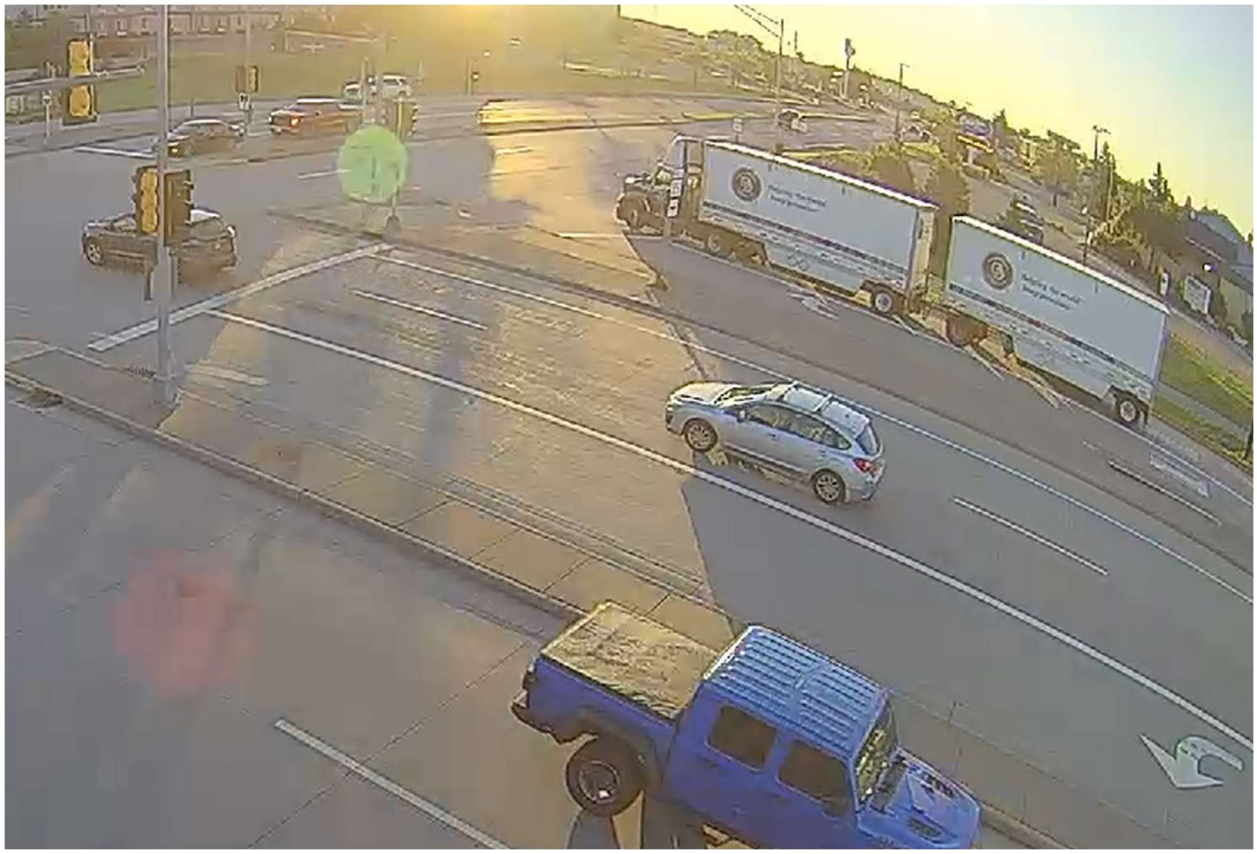

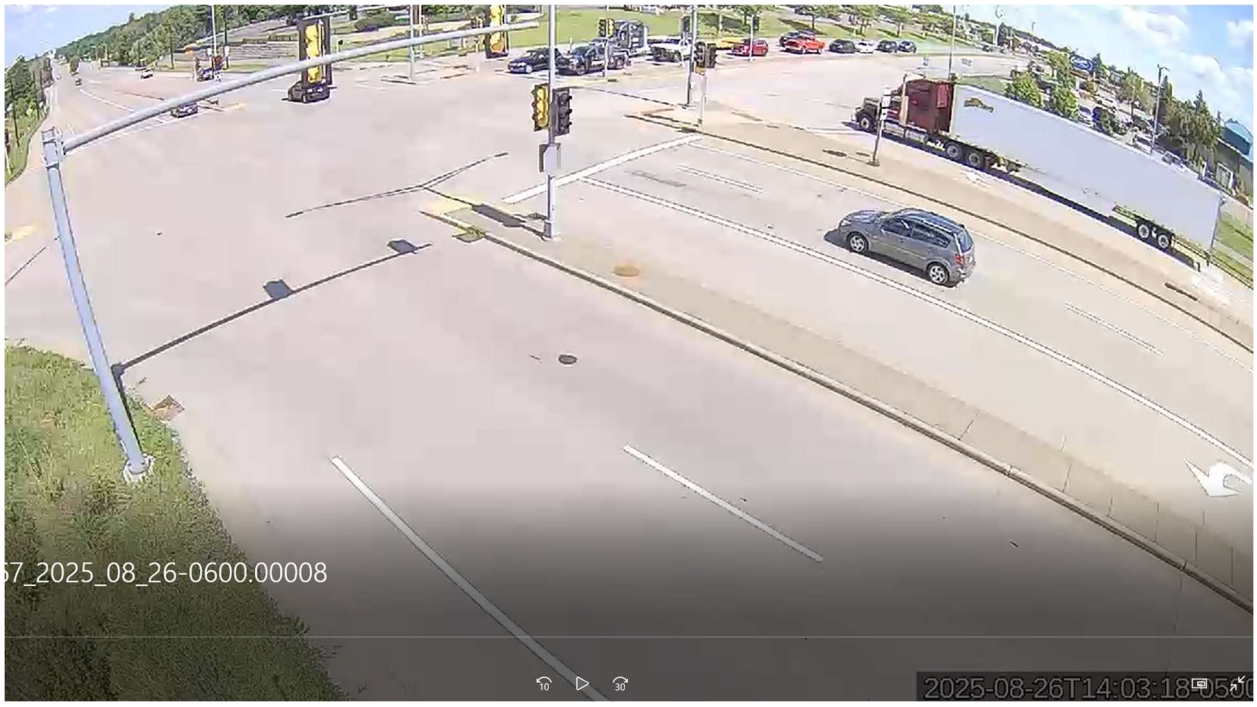
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Appendix B
Year 2025 Existing Traffic
Peak Hour Analysis Outputs

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	100	15	5	125	35	10
Future Vol, veh/h	100	15	5	125	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	6	5	5	1	1
Mvmt Flow	114	17	6	142	40	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	276	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1436	-	716	932
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	713	932
Mov Cap-2 Maneuver	-	-	-	-	713	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.29	10.13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	69	-
HCM Lane V/C Ratio	0.068	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

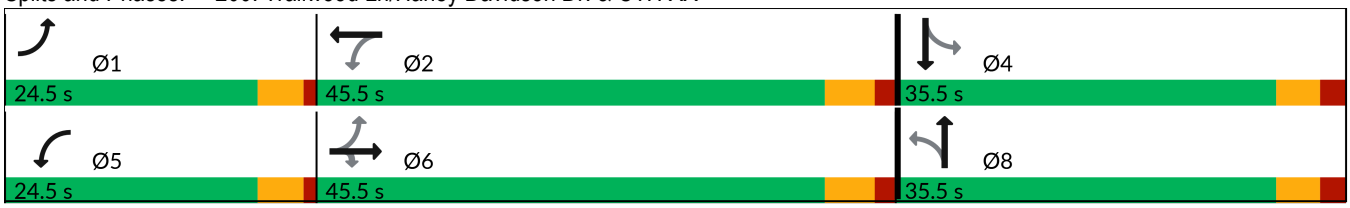
Queues
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

06/27/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	115	25	10	145	2	20	0	10	2	0	5
Future Volume (vph)	10	115	25	10	145	2	20	0	10	2	0	5
Satd. Flow (prot)	1671	1811	1365	1560	1639	0	0	1284	0	0	1539	0
Flt Permitted	0.650			0.673								
Satd. Flow (perm)	1143	1811	1365	1105	1639	0	0	1328	0	0	1558	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	132	18	11	169	0	0	34	0	0	8	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	27.9	30.8	30.8	27.9	30.8			8.3			8.3	
Actuated g/C Ratio	0.79	0.87	0.87	0.79	0.87			0.23			0.23	
v/c Ratio	0.01	0.08	0.02	0.01	0.12			0.11			0.02	
Control Delay (s/veh)	2.5	4.8	5.8	2.5	4.9			12.8			12.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	2.5	4.8	5.8	2.5	4.9			12.8			12.0	
LOS	A	A	A	A	A			B			B	
Approach Delay (s/veh)		4.7			4.8			12.8			12.0	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	0	0	0	0	0			5			1	
Queue Length 95th (ft)	5	51	12	5	65			24			10	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	1228	1770	1334	1155	1602			1239			1454	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.07	0.01	0.01	0.11			0.03			0.01	

Intersection Summary	
Cycle Length: 105.5	
Actuated Cycle Length: 35.5	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.12	
Intersection Signal Delay (s/veh): 5.6	Intersection LOS: A
Intersection Capacity Utilization 37.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

06/27/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	115	25	10	145	2	20	0	10	2	0	5
Future Volume (veh/h)	10	115	25	10	145	2	20	0	10	2	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1766	1835	1627	1661	1661	1661	1395	1395	1395	1736	1736	1736
Adj Flow Rate, veh/h	11	132	18	11	167	2	23	0	11	2	0	6
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
Percent Heavy Veh, %	2	9	9	7	7	7	26	26	26	1	1	1
Cap, veh/h	682	817	614	683	729	9	237	0	28	158	5	87
Arrive On Green	0.02	0.45	0.45	0.02	0.45	0.45	0.08	0.00	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1682	1835	1379	1582	1638	20	749	0	358	313	62	1127
Grp Volume(v), veh/h	11	132	18	11	0	169	34	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1682	1835	1379	1582	0	1658	1107	0	0	1502	0	0
Q Serve(g_s), s	0.1	1.4	0.2	0.1	0.0	2.1	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	1.4	0.2	0.1	0.0	2.1	1.0	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.68		0.32	0.25		0.75
Lane Grp Cap(c), veh/h	682	817	614	683	0	738	265	0	0	250	0	0
V/C Ratio(X)	0.02	0.16	0.03	0.02	0.00	0.23	0.13	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	1651	2179	1637	1595	0	1968	1152	0	0	1409	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	5.6	5.3	4.9	0.0	5.8	14.8	0.0	0.0	14.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.0	5.7	5.3	4.9	0.0	5.9	15.0	0.0	0.0	14.5	0.0	0.0
LnGrp LOS	A	A	A	A		A	B			B		
Approach Vol, veh/h		161			180			34			8	
Approach Delay, s/veh		5.6			5.9			15.0			14.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	20.5		8.1	5.1	20.5		8.1				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.1	4.1		2.2	2.1	3.4		3.0				
Green Ext Time (p_c), s	0.0	1.0		0.0	0.0	0.8		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.7									
HCM 7th LOS			A									

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	175	40	15	145	30	10
Future Vol, veh/h	175	40	15	145	30	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	6	6	5	5
Mvmt Flow	199	45	17	165	34	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	244	0	420	222
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	-	-	4.16	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1299	-	584	811
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1299	-	575	811
Mov Cap-2 Maneuver	-	-	-	-	575	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.73	11.26
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	620	-	-	169	-
HCM Lane V/C Ratio	0.073	-	-	0.013	-
HCM Ctrl Dly (s/v)	11.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

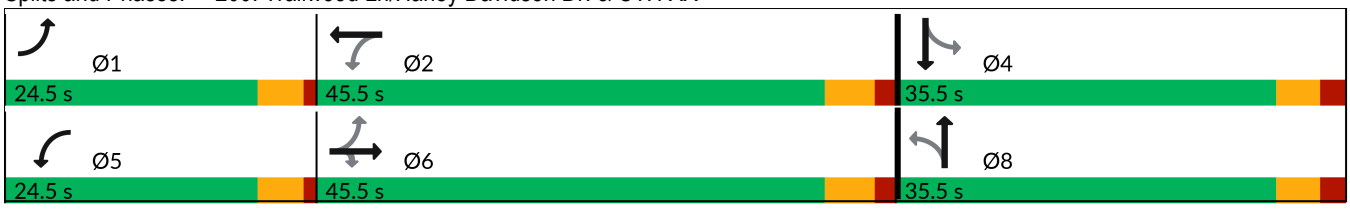
Queues
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

06/27/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	195	20	15	175	2	40	0	15	2	0	10
Future Volume (vph)	10	195	20	15	175	2	40	0	15	2	0	10
Satd. Flow (prot)	1593	1845	1390	1590	1670	0	0	1608	0	0	1523	0
Flt Permitted	0.634			0.620							0.933	
Satd. Flow (perm)	1063	1845	1390	1037	1670	0	0	1667	0	0	1432	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	217	14	17	196	0	0	61	0	0	13	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	25.3	27.0	27.0	25.4	27.1			8.5			8.5	
Actuated g/C Ratio	0.70	0.75	0.75	0.71	0.75			0.24			0.24	
v/c Ratio	0.01	0.16	0.01	0.02	0.16			0.15			0.04	
Control Delay (s/veh)	4.2	6.8	7.8	4.1	6.9			13.2			12.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	4.2	6.8	7.8	4.1	6.9			13.2			12.7	
LOS	A	A	A	A	A			B			B	
Approach Delay (s/veh)		6.7			6.7			13.2			12.7	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	0	0	0	1	0			6			1	
Queue Length 95th (ft)	5	87	11	7	80			37			13	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	1099	1793	1351	1093	1623			1508			1295	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.12	0.01	0.02	0.12			0.04			0.01	

Intersection Summary	
Cycle Length: 105.5	
Actuated Cycle Length: 35.9	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.16	
Intersection Signal Delay (s/veh): 7.6	Intersection LOS: A
Intersection Capacity Utilization 37.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

06/27/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	195	20	15	175	2	40	0	15	2	0	10
Future Volume (veh/h)	10	195	20	15	175	2	40	0	15	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1696	1866	1654	1688	1688	1688	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	217	14	17	194	2	44	0	17	2	0	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	7	5	5	5	1	1	1	1	1	1
Cap, veh/h	613	787	591	603	718	7	274	17	45	131	12	145
Arrive On Green	0.02	0.42	0.42	0.03	0.43	0.43	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1615	1866	1402	1608	1668	17	855	142	385	122	104	1244
Grp Volume(v), veh/h	11	217	14	17	0	196	61	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1615	1866	1402	1608	0	1685	1382	0	0	1471	0	0
Q Serve(g_s), s	0.1	2.7	0.2	0.2	0.0	2.7	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	2.7	0.2	0.2	0.0	2.7	1.4	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.72		0.28	0.15		0.85
Lane Grp Cap(c), veh/h	613	787	591	603	0	725	335	0	0	288	0	0
V/C Ratio(X)	0.02	0.28	0.02	0.03	0.00	0.27	0.18	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	1493	2098	1576	1465	0	1895	1313	0	0	1336	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	6.7	6.0	5.6	0.0	6.5	14.5	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.2	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	0.0	0.0	0.0	0.6	0.4	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.7	6.9	6.0	5.6	0.0	6.7	14.7	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A	A	A	A		A	B			B		
Approach Vol, veh/h		242			213			61			13	
Approach Delay, s/veh		6.8			6.6			14.7			14.1	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	20.8		9.6	5.4	20.5		9.6				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.1	4.7		2.3	2.2	4.7		3.4				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.3		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.8
HCM 7th LOS	A

Appendix C
Year 2026 Phase 1 Build Volumes
Peak Hour Analysis Outputs

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	20	5	150	40	10
Future Vol, veh/h	115	20	5	150	40	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	6	5	5	1	1
Mvmt Flow	131	23	6	170	45	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	153	0	324	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1409	-	672	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1409	-	669	908
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	848	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.24	10.54
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	-	-	58	-
HCM Lane V/C Ratio	0.08	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.5	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

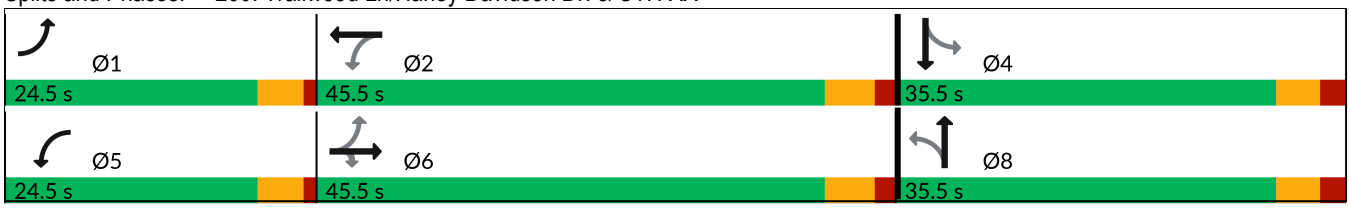
Queues
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	115	110	40	145	2	80	0	30	2	0	5
Future Volume (vph)	10	115	110	40	145	2	80	0	30	2	0	5
Satd. Flow (prot)	1671	1811	1365	1560	1639	0	0	857	0	0	1539	0
Flt Permitted	0.650			0.593				0.780			0.933	
Satd. Flow (perm)	1143	1811	1365	974	1639	0	0	693	0	0	1453	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	132	78	46	169	0	0	126	0	0	8	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	24.1	21.4	21.4	26.8	26.0			14.8			14.6	
Actuated g/C Ratio	0.50	0.44	0.44	0.55	0.53			0.30			0.30	
v/c Ratio	0.02	0.17	0.13	0.07	0.19			0.60			0.02	
Control Delay (s/veh)	8.6	17.1	17.3	8.5	12.8			28.6			12.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	8.6	17.1	17.3	8.5	12.8			28.6			12.7	
LOS	A	B	B	A	B			C			B	
Approach Delay (s/veh)		16.8			11.8			28.6			12.7	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	1	31	18	6	26			33			2	
Queue Length 95th (ft)	9	80	54	24	97			79			9	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	893	1490	1123	820	1349			473			991	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.09	0.07	0.06	0.13			0.27			0.01	

Intersection Summary	
Cycle Length: 105.5	
Actuated Cycle Length: 48.6	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 17.5	Intersection LOS: B
Intersection Capacity Utilization 37.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	115	110	40	145	2	80	0	30	2	0	5
Future Volume (veh/h)	10	115	110	40	145	2	80	0	30	2	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1766	1835	1627	1661	1661	1661	522	522	522	1736	1736	1736
Adj Flow Rate, veh/h	11	132	78	46	167	2	92	0	34	2	0	6
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
Percent Heavy Veh, %	2	9	9	7	7	7	90	90	90	1	1	1
Cap, veh/h	533	607	456	541	609	7	212	6	30	164	42	320
Arrive On Green	0.02	0.33	0.33	0.06	0.37	0.37	0.27	0.00	0.27	0.27	0.00	0.27
Sat Flow, veh/h	1682	1835	1379	1582	1638	20	278	22	111	241	156	1190
Grp Volume(v), veh/h	11	132	78	46	0	169	126	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1682	1835	1379	1582	0	1658	411	0	0	1587	0	0
Q Serve(g_s), s	0.2	2.4	1.8	0.8	0.0	3.2	11.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	2.4	1.8	0.8	0.0	3.2	12.2	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.73		0.27	0.25		0.75
Lane Grp Cap(c), veh/h	533	607	456	541	0	617	248	0	0	526	0	0
V/C Ratio(X)	0.02	0.22	0.17	0.09	0.00	0.27	0.51	0.00	0.00	0.02	0.00	0.00
Avail Cap(c_a), veh/h	1246	1619	1216	1147	0	1462	407	0	0	1083	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	10.9	10.8	8.8	0.0	10.0	17.3	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.1	0.0	0.2	1.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.4	0.8	0.4	0.0	1.7	2.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.7	11.1	10.9	8.8	0.0	10.2	18.9	0.0	0.0	12.2	0.0	0.0
LnGrp LOS	A	B	B	A		B	B			B		
Approach Vol, veh/h		221			215			126			8	
Approach Delay, s/veh		11.0			9.9			18.9			12.2	
Approach LOS		B			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	22.4		17.6	7.1	20.5		17.6				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	5.2		2.2	2.8	4.4		14.2				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.1	1.0		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.3									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	2	0	110	0	105	45	0
Future Vol, veh/h	1	0	0	0	0	2	0	110	0	105	45	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	90	90	90	5	26	26
Mvmt Flow	1	0	0	0	0	2	0	126	0	121	52	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	420	420	52	420	420	126	52	0	0	126	0	0
Stage 1	293	293	-	126	126	-	-	-	-	-	-	-
Stage 2	126	126	-	293	293	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	5	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	3.01	-	-	2.245	-	-
Pot Cap-1 Maneuver	544	525	1016	544	525	924	1137	-	-	1441	-	-
Stage 1	715	670	-	877	791	-	-	-	-	-	-	-
Stage 2	877	791	-	715	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	496	480	1016	497	480	924	1137	-	-	1441	-	-
Mov Cap-2 Maneuver	496	480	-	497	480	-	-	-	-	-	-	-
Stage 1	653	612	-	877	791	-	-	-	-	-	-	-
Stage 2	875	791	-	653	612	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.28	8.91	0	5.41
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1137	-	-	496	924	1260	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.002	0.084	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.3	8.9	7.7	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.3	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	80	30	0	10	35
Future Vol, veh/h	0	80	30	0	10	35
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, %	90	90	26	26	26	26
Mvmt Flow	0	92	34	0	11	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	98	34	0	0	34	0
Stage 1	34	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	7.3	7.1	-	-	4.36	-
Critical Hdwy Stg 1	6.3	-	-	-	-	-
Critical Hdwy Stg 2	6.3	-	-	-	-	-
Follow-up Hdwy	4.31	4.11	-	-	2.434	-
Pot Cap-1 Maneuver	726	835	-	-	1435	-
Stage 1	803	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	720	835	-	-	1435	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.85	0	1.67
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	835	400	-
HCM Lane V/C Ratio	-	-	0.11	0.008	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	45	15	155	35	10
Future Vol, veh/h	185	45	15	155	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	6	6	5	5
Mvmt Flow	210	51	17	176	40	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	261	0	446	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.16	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1280	-	564	796
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1280	-	556	796
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.69	11.61
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	-	-	159	-
HCM Lane V/C Ratio	0.086	-	-	0.013	-
HCM Ctrl Dly (s/v)	11.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

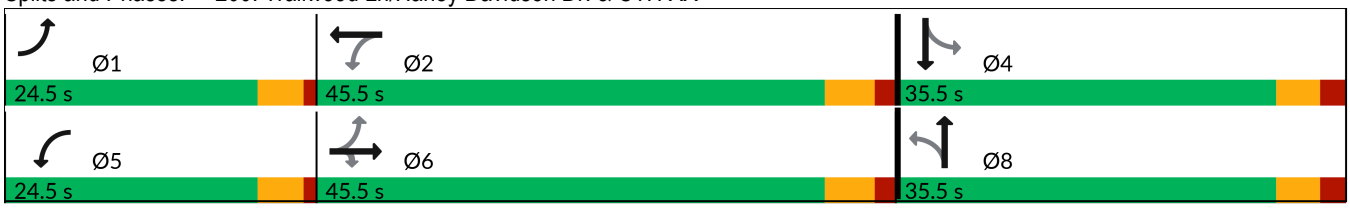
Queues
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	195	75	30	175	2	85	0	30	2	0	10
Future Volume (vph)	10	195	75	30	175	2	85	0	30	2	0	10
Satd. Flow (prot)	1593	1845	826	1113	1670	0	0	1612	0	0	1523	0
Flt Permitted	0.634			0.579				0.774			0.940	
Satd. Flow (perm)	1063	1845	826	678	1670	0	0	1294	0	0	1443	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	217	52	33	196	0	0	127	0	0	13	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	22.3	20.6	20.6	23.9	22.9			10.3			10.3	
Actuated g/C Ratio	0.53	0.49	0.49	0.57	0.55			0.25			0.25	
v/c Ratio	0.02	0.24	0.13	0.07	0.21			0.40			0.04	
Control Delay (s/veh)	5.8	12.6	13.4	5.9	9.9			18.9			14.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	5.8	12.6	13.4	5.9	9.9			18.9			14.3	
LOS	A	B	B	A	A			B			B	
Approach Delay (s/veh)		12.5			9.3			18.9			14.3	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)	1	25	6	3	23			20			2	
Queue Length 95th (ft)	7	105	36	14	92			72			14	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	926	1680	752	639	1521			1002			1118	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.13	0.07	0.05	0.13			0.13			0.01	

Intersection Summary	
Cycle Length: 105.5	
Actuated Cycle Length: 41.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.40	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 44.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	195	75	30	175	2	85	0	30	2	0	10
Future Volume (veh/h)	10	195	75	30	175	2	85	0	30	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1696	1866	658	1072	1688	1688	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	217	52	33	194	2	94	0	33	2	0	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	80	50	5	5	1	1	1	1	1	1
Cap, veh/h	583	727	217	431	699	7	307	20	58	122	23	202
Arrive On Green	0.02	0.39	0.39	0.05	0.42	0.42	0.16	0.00	0.16	0.16	0.00	0.16
Sat Flow, veh/h	1615	1866	558	1021	1668	17	895	123	357	88	140	1252
Grp Volume(v), veh/h	11	217	52	33	0	196	127	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1615	1866	558	1021	0	1685	1374	0	0	1480	0	0
Q Serve(g_s), s	0.2	3.1	2.4	0.7	0.0	2.9	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.1	2.4	0.7	0.0	2.9	3.2	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.74		0.26	0.15		0.85
Lane Grp Cap(c), veh/h	583	727	217	431	0	706	384	0	0	347	0	0
V/C Ratio(X)	0.02	0.30	0.24	0.08	0.00	0.28	0.33	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1395	1939	579	914	0	1751	1214	0	0	1235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.9	8.1	7.9	6.5	0.0	7.4	14.8	0.0	0.0	13.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.6	0.1	0.0	0.2	0.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.6	0.4	0.2	0.0	1.3	1.7	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.9	8.3	8.5	6.5	0.0	7.6	15.3	0.0	0.0	13.7	0.0	0.0
LnGrp LOS	A	A	A	A		A	B			B		
Approach Vol, veh/h		280			229			127			13	
Approach Delay, s/veh		8.3			7.4			15.3			13.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	21.6		11.7	6.3	20.5		11.7				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	4.9		2.3	2.7	5.1		5.2				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.5		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	55	0	55	0	2	100	5
Future Vol, veh/h	5	0	0	0	0	55	0	55	0	2	100	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	90	90	90
Mvmt Flow	8	0	0	0	0	85	0	85	0	3	154	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	248	248	158	245	252	85	162	0	0	85	0	0
Stage 1	164	164	-	85	85	-	-	-	-	-	-	-
Stage 2	85	85	-	160	168	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.11	-	-	5	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.209	-	-	3.01	-	-
Pot Cap-1 Maneuver	705	654	888	709	651	974	1424	-	-	1101	-	-
Stage 1	838	763	-	923	825	-	-	-	-	-	-	-
Stage 2	923	825	-	842	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	642	652	888	707	649	974	1424	-	-	1101	-	-
Mov Cap-2 Maneuver	642	652	-	707	649	-	-	-	-	-	-	-
Stage 1	836	760	-	923	825	-	-	-	-	-	-	-
Stage 2	843	825	-	840	757	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.68	9.05	0	0.15
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1424	-	-	642	974	33	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.087	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	10.7	9	8.3	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	50	0	70	30
Future Vol, veh/h	0	5	50	0	70	30
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	65	65	65	65	65	65
Heavy Vehicles, %	90	90	1	1	90	90
Mvmt Flow	0	8	77	0	108	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	338	77	0	0	77	0
Stage 1	77	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Critical Hdwy	7.3	7.1	-	-	5	-
Critical Hdwy Stg 1	6.3	-	-	-	-	-
Critical Hdwy Stg 2	6.3	-	-	-	-	-
Follow-up Hdwy	4.31	4.11	-	-	3.01	-
Pot Cap-1 Maneuver	511	786	-	-	1110	-
Stage 1	764	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	460	786	-	-	1110	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.62	0	6.01
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	786	1081	-
HCM Lane V/C Ratio	-	-	0.01	0.097	-
HCM Ctrl Dly (s/v)	-	-	9.6	8.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.3	-

Appendix D
Year 2027 Full Build Volumes
Peak Hour Analysis Outputs

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	20	5	150	45	10
Future Vol, veh/h	115	20	5	150	45	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	6	5	5	1	1
Mvmt Flow	131	23	6	170	51	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	153	0	324	142
Stage 1	-	-	-	-	142	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1409	-	672	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1409	-	669	908
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	848	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.24	10.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	703	-	-	58	-
HCM Lane V/C Ratio	0.089	-	-	0.004	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Queues
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

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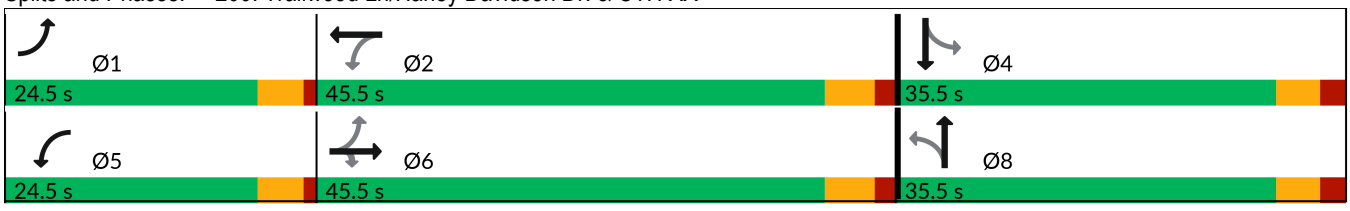
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	115	140	45	145	2	90	0	30	2	0	5
Future Volume (vph)	10	115	140	45	145	2	90	0	30	2	0	5
Satd. Flow (prot)	1671	1811	1365	1560	1639	0	0	858	0	0	1539	0
Flt Permitted	0.650			0.578				0.775			0.947	
Satd. Flow (perm)	1143	1811	1365	949	1639	0	0	690	0	0	1475	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	132	100	52	169	0	0	137	0	0	8	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	23.0	18.6	18.6	26.0	23.6			17.1			17.1	
Actuated g/C Ratio	0.43	0.35	0.35	0.48	0.44			0.32			0.32	
v/c Ratio	0.02	0.21	0.21	0.10	0.24			0.63			0.02	
Control Delay (s/veh)	9.5	18.5	19.3	9.4	13.9			29.2			12.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	9.5	18.5	19.3	9.4	13.9			29.2			12.4	
LOS	A	B	B	A	B			C			B	
Approach Delay (s/veh)		18.5			12.9			29.2			12.4	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	2	33	25	8	28			38			2	
Queue Length 95th (ft)	10	84	69	28	101			87			9	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	785	1381	1040	718	1249			395			846	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.10	0.10	0.07	0.14			0.35			0.01	

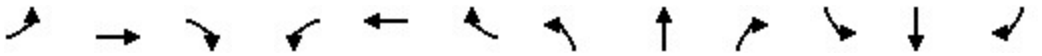
Intersection Summary	
Cycle Length: 105.5	
Actuated Cycle Length: 53.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay (s/veh): 18.8	Intersection LOS: B
Intersection Capacity Utilization 37.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	115	140	45	145	2	90	0	30	2	0	5
Future Volume (veh/h)	10	115	140	45	145	2	90	0	30	2	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1766	1835	1627	1661	1661	1661	522	522	522	1736	1736	1736
Adj Flow Rate, veh/h	11	132	100	52	167	2	103	0	34	2	0	6
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
Percent Heavy Veh, %	2	9	9	7	7	7	90	90	90	1	1	1
Cap, veh/h	476	544	409	486	558	7	223	5	34	181	41	399
Arrive On Green	0.02	0.30	0.30	0.06	0.34	0.34	0.34	0.00	0.34	0.34	0.00	0.34
Sat Flow, veh/h	1682	1835	1379	1582	1638	20	292	15	101	273	123	1188
Grp Volume(v), veh/h	11	132	100	52	0	169	137	0	0	8	0	0
Grp Sat Flow(s),veh/h/ln	1682	1835	1379	1582	0	1658	408	0	0	1584	0	0
Q Serve(g_s), s	0.2	2.8	2.8	1.1	0.0	3.8	16.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	2.8	2.8	1.1	0.0	3.8	17.0	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.75		0.25	0.25		0.75
Lane Grp Cap(c), veh/h	476	544	409	486	0	565	262	0	0	621	0	0
V/C Ratio(X)	0.02	0.24	0.24	0.11	0.00	0.30	0.52	0.00	0.00	0.01	0.00	0.00
Avail Cap(c_a), veh/h	1112	1450	1090	1014	0	1310	365	0	0	985	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.0	13.5	13.5	10.9	0.0	12.2	16.7	0.0	0.0	11.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.1	0.0	0.3	1.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.8	1.4	0.6	0.0	2.2	2.7	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	13.7	13.8	11.0	0.0	12.5	18.4	0.0	0.0	11.2	0.0	0.0
LnGrp LOS	B	B	B	B		B	B			B		
Approach Vol, veh/h		243			221			137			8	
Approach Delay, s/veh		13.7			12.2			18.4			11.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	22.8		22.5	7.6	20.5		22.5				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	5.8		2.2	3.1	4.8		19.0				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.1	1.1		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.2									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	0	0	2	0	120	0	105	80	0
Future Vol, veh/h	1	0	0	0	0	2	0	120	0	105	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	2	2	2	2	2	2	90	90	90	5	26	26
Mvmt Flow	1	0	0	0	0	2	0	138	0	121	92	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	471	471	92	471	471	138	92	0	0	138	0	0
Stage 1	333	333	-	138	138	-	-	-	-	-	-	-
Stage 2	138	138	-	333	333	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	5	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	3.01	-	-	2.245	-	-
Pot Cap-1 Maneuver	503	491	965	503	491	910	1094	-	-	1427	-	-
Stage 1	680	644	-	865	782	-	-	-	-	-	-	-
Stage 2	865	782	-	680	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	457	447	965	458	447	910	1094	-	-	1427	-	-
Mov Cap-2 Maneuver	457	447	-	458	447	-	-	-	-	-	-	-
Stage 1	620	586	-	865	782	-	-	-	-	-	-	-
Stage 2	863	782	-	620	586	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.9	8.96	0	4.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	457	910	1022	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.003	0.085	-	-
HCM Ctrl Dly (s/v)	0	-	-	12.9	9	7.8	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0.3	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	80	40	0	10	70
Future Vol, veh/h	0	80	40	0	10	70
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, %	90	90	26	26	26	26
Mvmt Flow	0	92	46	0	11	80

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	149	46	0	0	46	0
Stage 1	46	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	7.3	7.1	-	-	4.36	-
Critical Hdwy Stg 1	6.3	-	-	-	-	-
Critical Hdwy Stg 2	6.3	-	-	-	-	-
Follow-up Hdwy	4.31	4.11	-	-	2.434	-
Pot Cap-1 Maneuver	674	821	-	-	1421	-
Stage 1	792	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	668	821	-	-	1421	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.94	0	0.94
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	821	225	-
HCM Lane V/C Ratio	-	-	0.112	0.008	-
HCM Ctrl Dly (s/v)	-	-	9.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	15	0	35	20
Future Vol, veh/h	0	10	15	0	35	20
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, %	2	2	26	26	26	26
Mvmt Flow	0	11	17	0	40	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	121	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	103	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.36	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.434	-
Pot Cap-1 Maneuver	875	1062	-	-	1457	-
Stage 1	1006	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	850	1062	-	-	1457	-
Mov Cap-2 Maneuver	850	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.43	0	4.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1062	1145	-
HCM Lane V/C Ratio	-	-	0.011	0.028	-
HCM Ctrl Dly (s/v)	-	-	8.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	45	15	160	35	10
Future Vol, veh/h	190	45	15	160	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	4	6	6	5	5
Mvmt Flow	216	51	17	182	40	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	267	0	457	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	-	-	4.16	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.254	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1274	-	556	790
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	813	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1274	-	548	790
Mov Cap-2 Maneuver	-	-	-	-	548	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	801	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.67	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	588	-	-	154	-
HCM Lane V/C Ratio	0.087	-	-	0.013	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

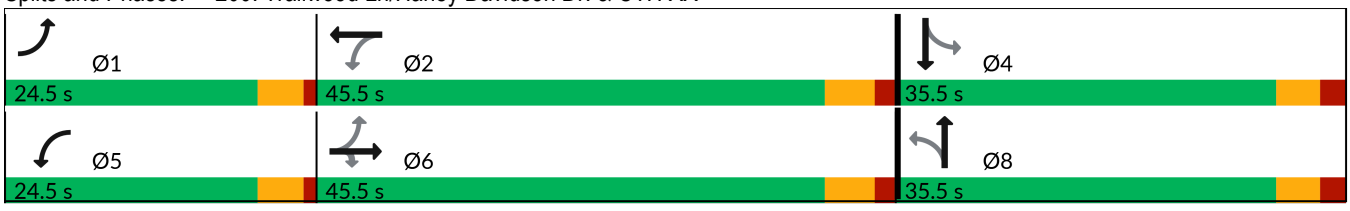
Queues
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	195	85	35	175	2	110	0	35	2	0	10
Future Volume (vph)	10	195	85	35	175	2	110	0	35	2	0	10
Satd. Flow (prot)	1593	1845	826	1113	1670	0	0	1614	0	0	1523	0
Flt Permitted	0.634			0.570				0.770			0.950	
Satd. Flow (perm)	1063	1845	826	668	1670	0	0	1290	0	0	1458	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	217	59	39	196	0	0	161	0	0	13	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Total Split (s)	24.5	45.5	45.5	24.5	45.5		35.5	35.5		35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5			5.5	
Act Effct Green (s)	21.7	18.6	18.6	23.6	21.2			11.6			11.6	
Actuated g/C Ratio	0.47	0.41	0.41	0.51	0.46			0.25			0.25	
v/c Ratio	0.02	0.29	0.18	0.09	0.25			0.50			0.04	
Control Delay (s/veh)	6.5	13.9	15.1	6.8	10.8			20.8			14.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	6.5	13.9	15.1	6.8	10.8			20.8			14.2	
LOS	A	B	B	A	B			C			B	
Approach Delay (s/veh)		13.9			10.1			20.8			14.2	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	1	28	7	4	25			26			2	
Queue Length 95th (ft)	7	113	42	18	97			92			14	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	842	1583	709	580	1433			877			991	
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.01	0.14	0.08	0.07	0.14			0.18			0.01	

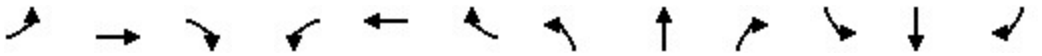
Intersection Summary			
Cycle Length: 105.5			
Actuated Cycle Length: 45.9			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay (s/veh): 14.2		Intersection LOS: B	
Intersection Capacity Utilization 46.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

09/08/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	195	85	35	175	2	110	0	35	2	0	10
Future Volume (veh/h)	10	195	85	35	175	2	110	0	35	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1696	1866	658	1072	1688	1688	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	217	59	39	194	2	122	0	39	2	0	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	80	50	5	5	1	1	1	1	1	1
Cap, veh/h	576	711	212	426	695	7	325	14	57	120	25	217
Arrive On Green	0.02	0.38	0.38	0.05	0.42	0.42	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1615	1866	558	1021	1668	17	952	79	330	82	146	1254
Grp Volume(v), veh/h	11	217	59	39	0	196	161	0	0	13	0	0
Grp Sat Flow(s),veh/h/ln	1615	1866	558	1021	0	1685	1360	0	0	1482	0	0
Q Serve(g_s), s	0.2	3.2	2.9	0.9	0.0	3.0	3.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.2	2.9	0.9	0.0	3.0	4.3	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.76		0.24	0.15		0.85
Lane Grp Cap(c), veh/h	576	711	212	426	0	702	396	0	0	362	0	0
V/C Ratio(X)	0.02	0.31	0.28	0.09	0.00	0.28	0.41	0.00	0.00	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1368	1895	566	890	0	1711	1185	0	0	1207	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	8.5	8.4	6.7	0.0	7.6	15.2	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.1	0.0	0.2	0.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.7	0.5	0.2	0.0	1.4	2.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	8.8	9.1	6.8	0.0	7.8	15.9	0.0	0.0	13.6	0.0	0.0
LnGrp LOS	A	A	A	A		A	B			B		
Approach Vol, veh/h		287			235			161			13	
Approach Delay, s/veh		8.8			7.6			15.9			13.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	21.9		12.3	6.6	20.5		12.3				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	20.0	40.0		30.0	20.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	5.0		2.3	2.9	5.2		6.3				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.1	1.5		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.1									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	0	0	55	0	85	0	2	115	5
Future Vol, veh/h	5	0	0	0	0	55	0	85	0	2	115	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	1	1	1	90	90	90
Mvmt Flow	8	0	0	0	0	85	0	131	0	3	177	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	318	318	181	314	322	131	185	0	0	131	0	0
Stage 1	187	187	-	131	131	-	-	-	-	-	-	-
Stage 2	131	131	-	183	191	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.11	-	-	5	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.209	-	-	3.01	-	-
Pot Cap-1 Maneuver	635	599	862	639	596	919	1396	-	-	1053	-	-
Stage 1	815	745	-	873	788	-	-	-	-	-	-	-
Stage 2	873	788	-	819	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	575	597	862	637	594	919	1396	-	-	1053	-	-
Mov Cap-2 Maneuver	575	597	-	637	594	-	-	-	-	-	-	-
Stage 1	812	743	-	873	788	-	-	-	-	-	-	-
Stage 2	792	788	-	816	740	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.35	9.32	0	0.14
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1396	-	-	575	919	29	-	-
HCM Lane V/C Ratio	-	-	-	0.013	0.092	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.3	9.3	8.4	0	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	80	0	70	45
Future Vol, veh/h	0	5	80	0	70	45
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	65	65	65	65	65	65
Heavy Vehicles, %	90	90	1	1	90	90
Mvmt Flow	0	8	123	0	108	69

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	408	123	0	0	123	0
Stage 1	123	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	7.3	7.1	-	-	5	-
Critical Hdwy Stg 1	6.3	-	-	-	-	-
Critical Hdwy Stg 2	6.3	-	-	-	-	-
Follow-up Hdwy	4.31	4.11	-	-	3.01	-
Pot Cap-1 Maneuver	462	737	-	-	1061	-
Stage 1	724	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	413	737	-	-	1061	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.94	0	5.34
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	737	1020	-
HCM Lane V/C Ratio	-	-	0.01	0.102	-
HCM Ctrl Dly (s/v)	-	-	9.9	8.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.3	-

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	30	25	0	15	15
Future Vol, veh/h	0	30	25	0	15	15
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	65	65	65	65	65	65
Heavy Vehicles, %	2	2	1	1	1	1
Mvmt Flow	0	46	38	0	23	23

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	108	38	0	0	38	0
Stage 1	38	-	-	-	-	-
Stage 2	69	-	-	-	-	-
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	890	1033	-	-	1578	-
Stage 1	984	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	877	1033	-	-	1578	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.65	0	3.66
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1033	900	-
HCM Lane V/C Ratio	-	-	0.045	0.015	-
HCM Ctrl Dly (s/v)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Appendix E
Year 2027 Full Build Volumes
Peak Hour Analysis Outputs
With Improvements

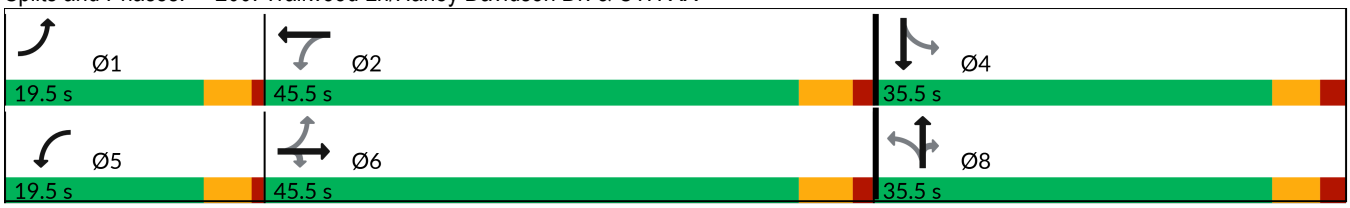
Queues
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

07/07/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	115	140	45	145	2	90	0	30	2	0	5
Future Volume (vph)	10	115	140	45	145	2	90	0	30	2	0	5
Satd. Flow (prot)	1671	1811	1365	1560	1639	0	0	875	783	0	1539	0
Flt Permitted	0.650			0.589				0.752			0.930	
Satd. Flow (perm)	1143	1811	1365	967	1639	0	0	693	783	0	1449	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	132	100	52	169	0	0	103	34	0	8	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases	6		6	2			8		8	4		
Total Split (s)	19.5	45.5	45.5	19.5	45.5		35.5	35.5	35.5	35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5	5.5		5.5	
Act Effct Green (s)	23.9	21.1	21.1	26.7	25.8			12.9	12.9		12.9	
Actuated g/C Ratio	0.51	0.45	0.45	0.57	0.55			0.28	0.28		0.28	
v/c Ratio	0.02	0.16	0.16	0.08	0.19			0.54	0.16		0.02	
Control Delay (s/veh)	7.4	15.7	16.2	7.3	11.4			27.4	16.0		13.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	7.4	15.7	16.2	7.3	11.4			27.4	16.0		13.6	
LOS	A	B	B	A	B			C	B		B	
Approach Delay (s/veh)		15.5			10.4			24.6			13.6	
Approach LOS		B			B			C			B	
Queue Length 50th (ft)	1	28	22	6	23			26	8		2	
Queue Length 95th (ft)	8	75	62	23	89			66	25		9	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	837	1531	1154	757	1386			485	548		1014	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.01	0.09	0.09	0.07	0.12			0.21	0.06		0.01	

Intersection Summary			
Cycle Length: 100.5			
Actuated Cycle Length: 46.8			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 15.7		Intersection LOS: B	
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

07/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	115	140	45	145	2	90	0	30	2	0	5
Future Volume (veh/h)	10	115	140	45	145	2	90	0	30	2	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1766	1835	1627	1661	1661	1661	522	522	522	1736	1736	1736
Adj Flow Rate, veh/h	11	132	100	52	167	2	103	0	34	2	0	6
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
Percent Heavy Veh, %	2	9	9	7	7	7	90	90	90	1	1	1
Cap, veh/h	437	505	380	451	522	6	193	0	168	83	40	120
Arrive On Green	0.02	0.28	0.28	0.06	0.32	0.32	0.38	0.00	0.38	0.38	0.00	0.38
Sat Flow, veh/h	1682	1835	1379	1582	1638	20	161	0	442	0	105	316
Grp Volume(v), veh/h	11	132	100	52	0	169	103	0	34	8	0	0
Grp Sat Flow(s),veh/h/ln	1682	1835	1379	1582	0	1658	161	0	442	421	0	0
Q Serve(g_s), s	0.3	3.1	3.1	1.2	0.0	4.2	0.0	0.0	2.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	3.1	3.1	1.2	0.0	4.2	20.7	0.0	2.8	20.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.25		0.75
Lane Grp Cap(c), veh/h	437	505	380	451	0	528	193	0	168	243	0	0
V/C Ratio(X)	0.03	0.26	0.26	0.12	0.00	0.32	0.53	0.00	0.20	0.03	0.00	0.00
Avail Cap(c_a), veh/h	872	1348	1012	791	0	1217	260	0	243	484	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.8	15.4	15.4	12.5	0.0	14.1	21.1	0.0	11.3	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.4	0.1	0.0	0.3	2.3	0.0	0.6	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	2.1	1.6	0.7	0.0	2.5	2.5	0.0	0.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.8	15.7	15.8	12.6	0.0	14.4	23.4	0.0	11.9	12.6	0.0	0.0
LnGrp LOS	B	B	B	B		B	C		B	B		
Approach Vol, veh/h		243			221			137			8	
Approach Delay, s/veh		15.6			14.0			20.5			12.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	22.9		26.1	7.8	20.5		26.1				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	15.0	40.0		30.0	15.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.3	6.2		22.7	3.2	5.1		22.7				
Green Ext Time (p_c), s	0.0	0.9		0.0	0.1	1.1		0.4				

Intersection Summary			
HCM 7th Control Delay, s/veh		16.1	
HCM 7th LOS		B	

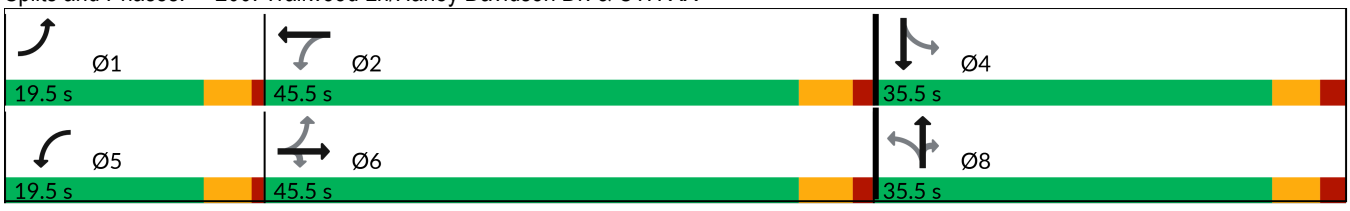
Queues
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

07/07/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	195	85	35	175	2	110	0	35	2	0	10
Future Volume (vph)	10	195	85	35	175	2	110	0	35	2	0	10
Satd. Flow (prot)	1593	1845	826	1113	1670	0	0	1646	1473	0	1523	0
Flt Permitted	0.634			0.573				0.749			0.940	
Satd. Flow (perm)	1063	1845	826	671	1670	0	0	1298	1473	0	1443	0
Satd. Flow (RTOR)												
Lane Group Flow (vph)	11	217	59	39	196	0	0	122	39	0	13	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			8			4	
Permitted Phases	6		6	2			8		8	4		
Total Split (s)	19.5	45.5	45.5	19.5	45.5		35.5	35.5	35.5	35.5	35.5	
Total Lost Time (s)	4.5	5.5	5.5	4.5	5.5			5.5	5.5		5.5	
Act Effct Green (s)	22.1	20.4	20.4	23.9	22.8			10.2	10.2		10.2	
Actuated g/C Ratio	0.53	0.49	0.49	0.57	0.55			0.25	0.25		0.25	
v/c Ratio	0.02	0.24	0.15	0.08	0.21			0.38	0.11		0.04	
Control Delay (s/veh)	5.7	12.6	13.6	5.9	9.7			18.7	14.9		14.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	5.7	12.6	13.6	5.9	9.7			18.7	14.9		14.4	
LOS	A	B	B	A	A			B	B		B	
Approach Delay (s/veh)		12.5			9.1			17.8			14.4	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)	1	25	6	4	23			19	6		2	
Queue Length 95th (ft)	7	105	40	16	91			70	28		14	
Internal Link Dist (ft)		654			1271			119			230	
Turn Bay Length (ft)	140			125								
Base Capacity (vph)	817	1681	753	555	1521			1010	1146		1123	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.01	0.13	0.08	0.07	0.13			0.12	0.03		0.01	

Intersection Summary			
Cycle Length: 100.5			
Actuated Cycle Length: 41.6			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 12.6		Intersection LOS: B	
Intersection Capacity Utilization 43.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 200: Trailwood Ln/Harley Davidson Dr. & CTH XX



HCM 7th Signalized Intersection Summary
200: Trailwood Ln/Harley Davidson Dr. & CTH XX

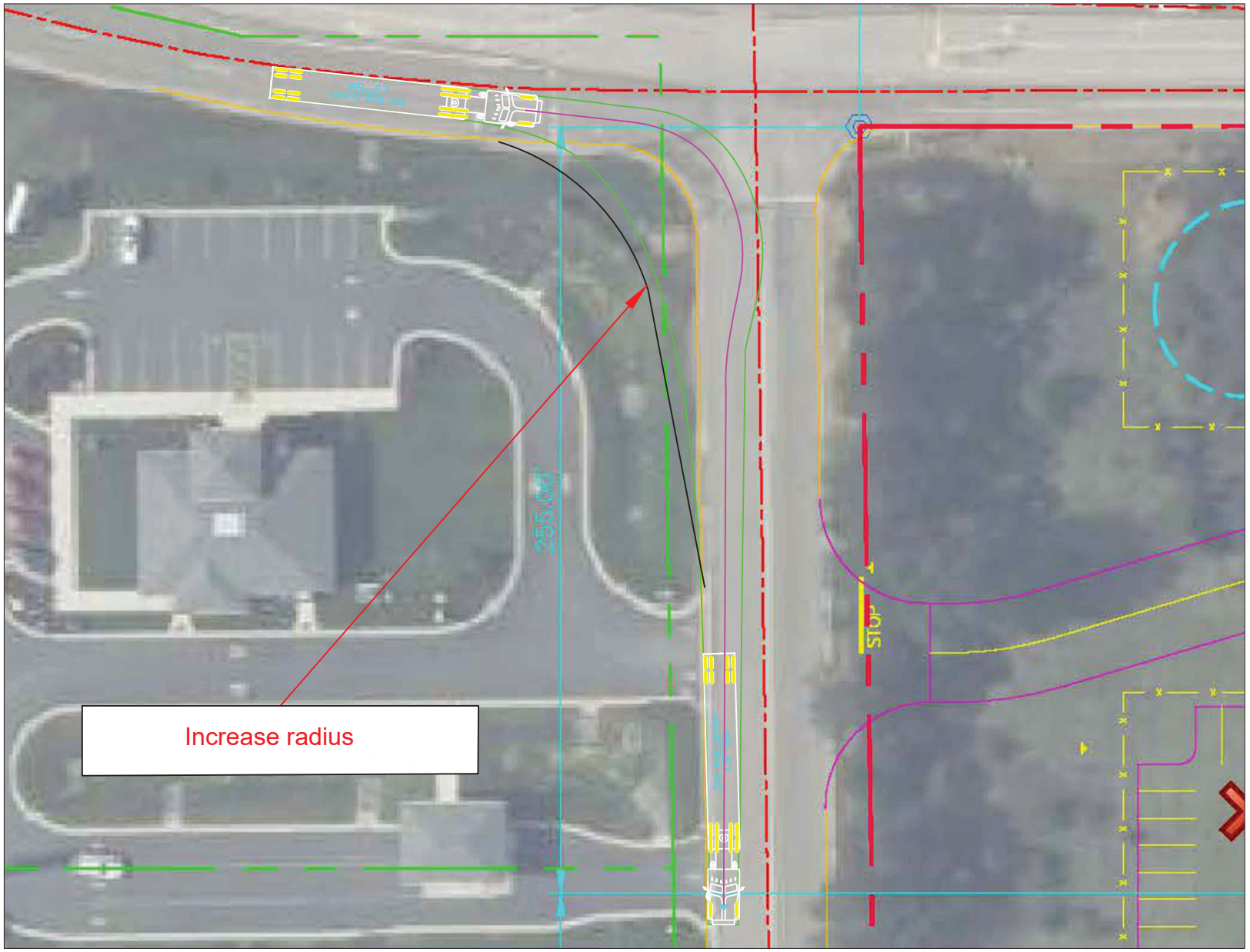
07/07/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	195	85	35	175	2	110	0	35	2	0	10
Future Volume (veh/h)	10	195	85	35	175	2	110	0	35	2	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1696	1866	658	1072	1688	1688	1736	1736	1736	1736	1736	1736
Adj Flow Rate, veh/h	11	217	59	39	194	2	122	0	39	2	0	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	80	50	5	5	1	1	1	1	1	1
Cap, veh/h	576	711	212	426	695	7	410	0	254	120	25	217
Arrive On Green	0.02	0.38	0.38	0.05	0.42	0.42	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1615	1866	558	1021	1668	17	1318	0	1471	81	146	1253
Grp Volume(v), veh/h	11	217	59	39	0	196	122	0	39	13	0	0
Grp Sat Flow(s),veh/h/ln	1615	1866	558	1021	0	1685	1318	0	1471	1481	0	0
Q Serve(g_s), s	0.2	3.2	2.9	0.9	0.0	3.0	3.0	0.0	0.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	3.2	2.9	0.9	0.0	3.0	3.3	0.0	0.9	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.15		0.85
Lane Grp Cap(c), veh/h	576	711	212	426	0	702	410	0	254	361	0	0
V/C Ratio(X)	0.02	0.31	0.28	0.09	0.00	0.28	0.30	0.00	0.15	0.04	0.00	0.00
Avail Cap(c_a), veh/h	1163	1895	566	761	0	1711	1178	0	1121	1207	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.2	8.5	8.4	6.7	0.0	7.6	14.8	0.0	13.8	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.1	0.0	0.2	0.4	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	1.7	0.5	0.2	0.0	1.4	1.6	0.0	0.5	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	8.8	9.1	6.8	0.0	7.8	15.2	0.0	14.1	13.6	0.0	0.0
LnGrp LOS	A	A	A	A		A	B		B	B		
Approach Vol, veh/h		287			235			161			13	
Approach Delay, s/veh		8.8			7.6			14.9			13.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	21.9		12.3	6.6	20.5		12.3				
Change Period (Y+Rc), s	4.5	5.5		5.5	4.5	5.5		5.5				
Max Green Setting (Gmax), s	15.0	40.0		30.0	15.0	40.0		30.0				
Max Q Clear Time (g_c+I1), s	2.2	5.0		2.3	2.9	5.2		5.3				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.5		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.9									
HCM 7th LOS			A									

Appendix F
Truck Turning Wheel Path Exhibits

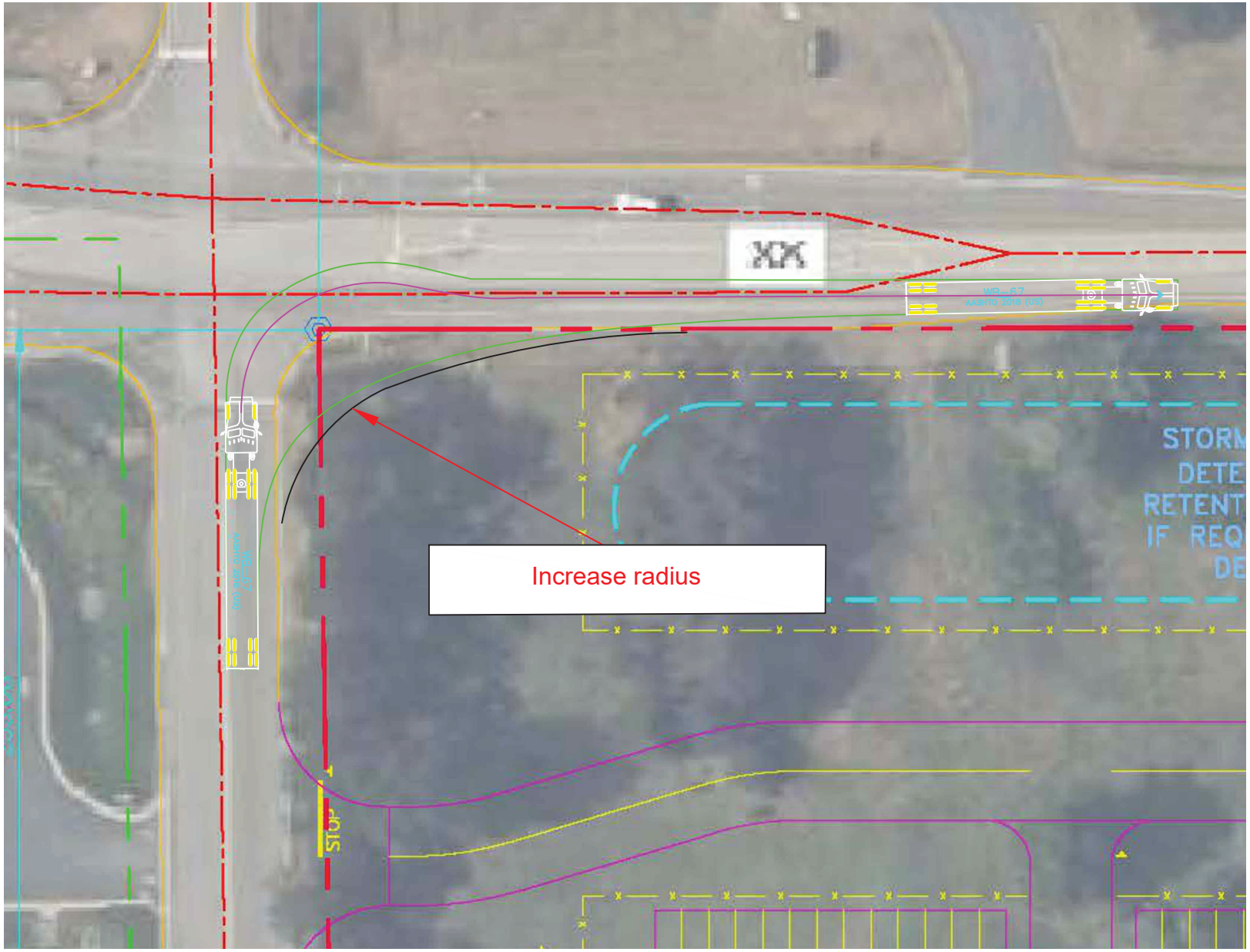


NORTH

GRAPHICAL SCALE (FEET)
0 20' 40'

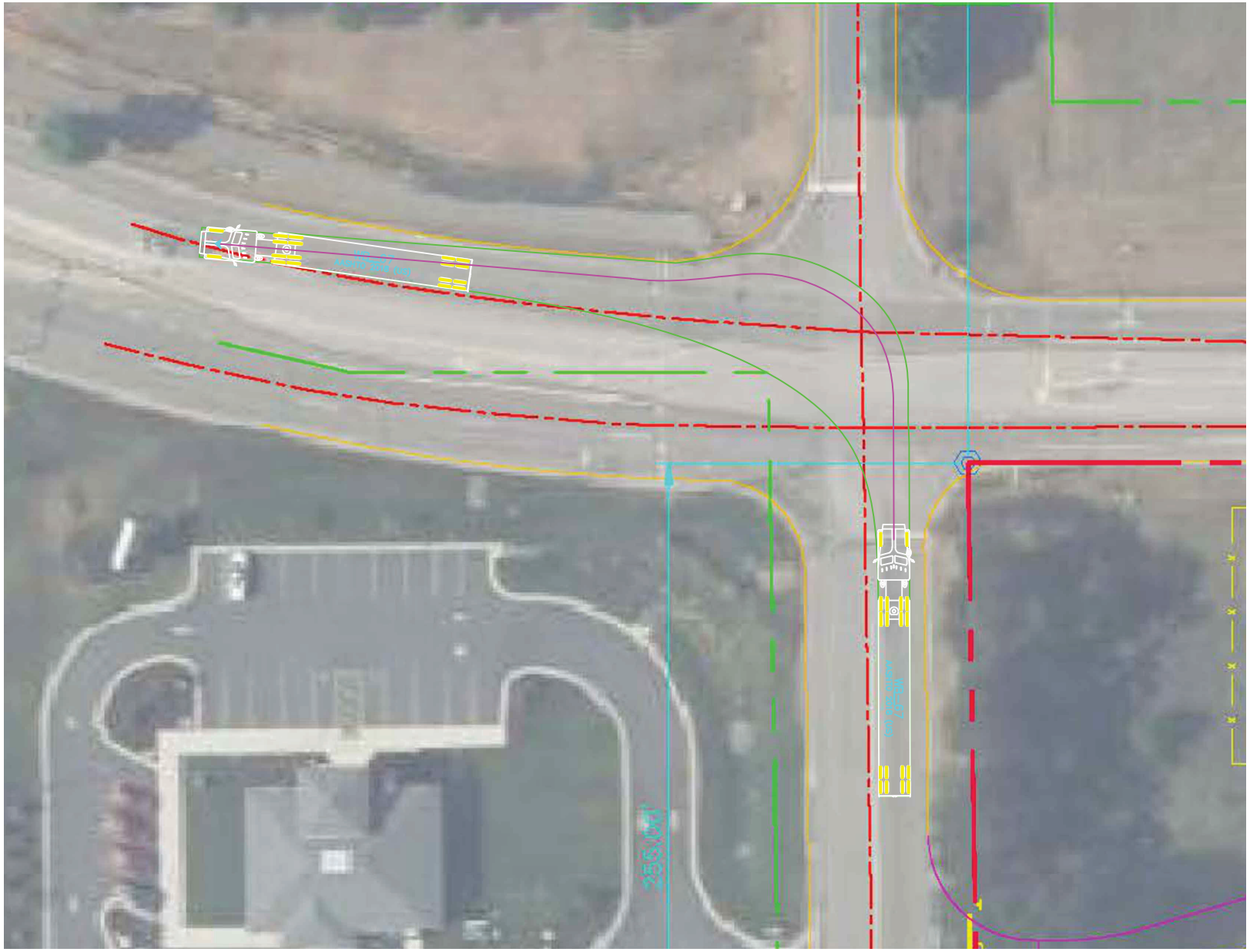
TADI
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 1 - CTH XX AT TRAILWOOD 1 STAA TYPE A (WB-67) VEHICLE EB TO SB RIGHT TURN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 2 - CTH XX AT TRAILWOOD 1 STAA TYPE A (WB-67) VEHICLE NB TO EB RIGHT TURN

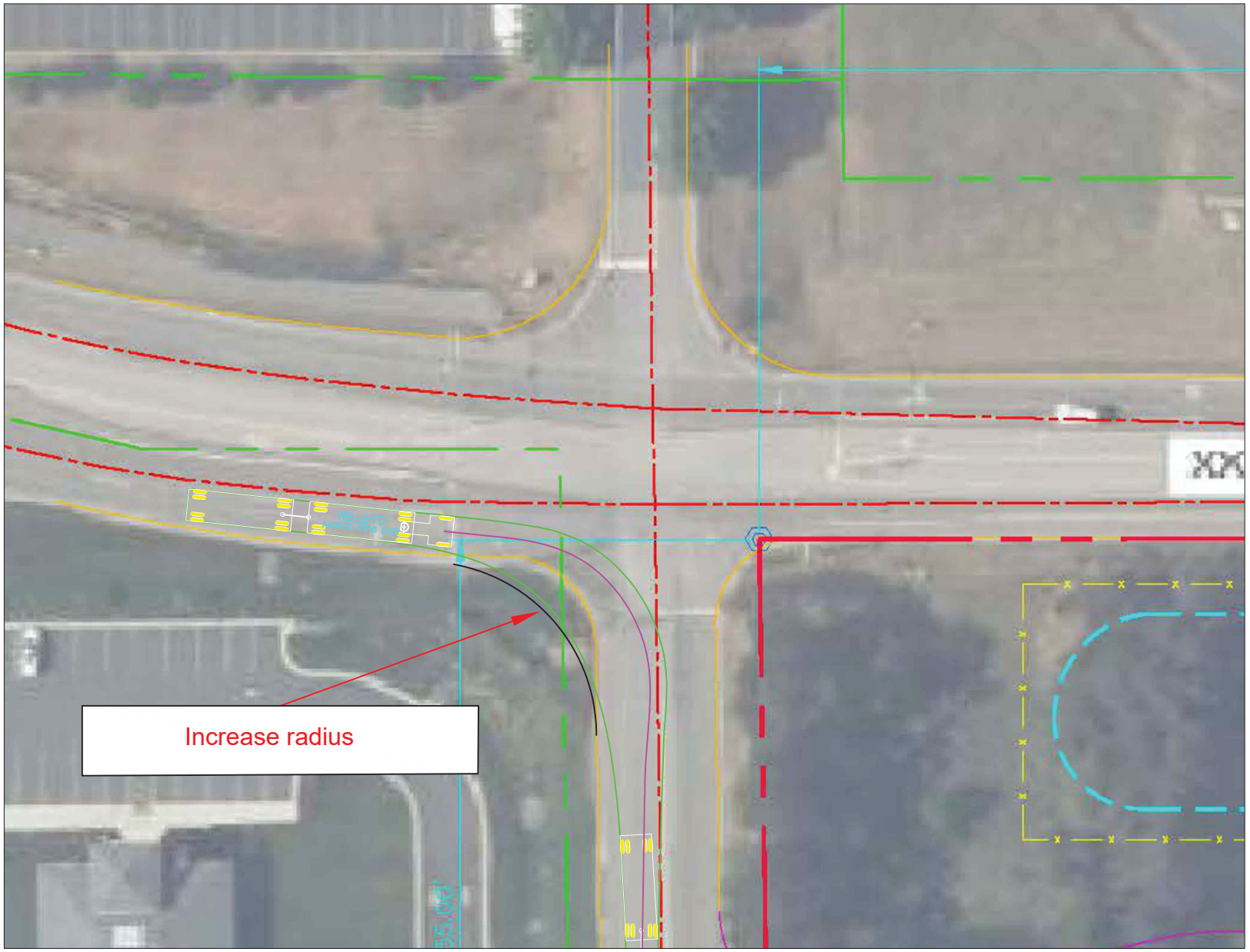


TADI
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 3 - CTH XX AT TRAILWOOD 1 STAA TYPE A (WB-67) VEHICLE NB TO WB LEFT TURN

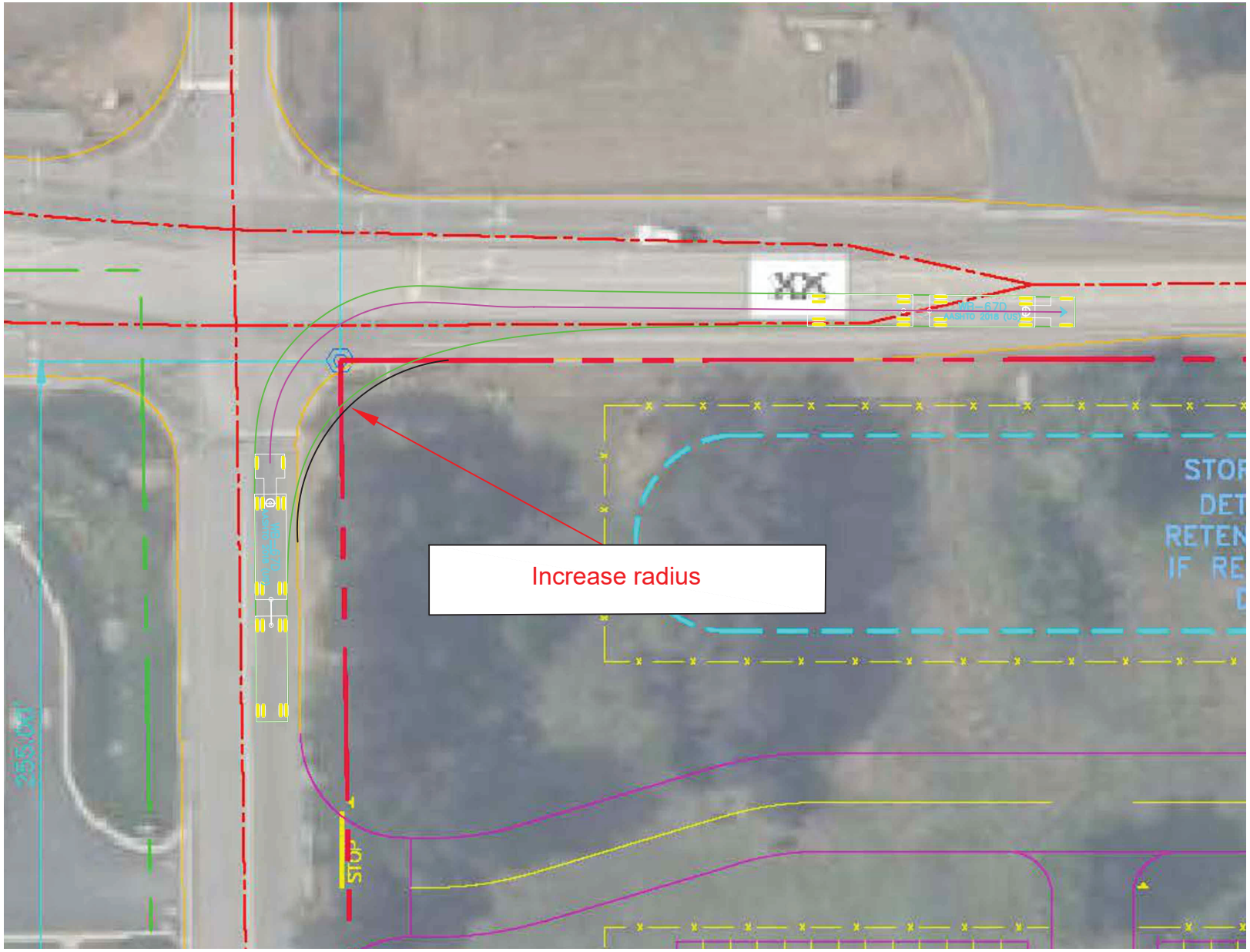
TADI
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 4 - CTH XX AT TRAILWOOD 1 STAA TYPE A (WB-67) VEHICLE WB TO SB LEFT TURN



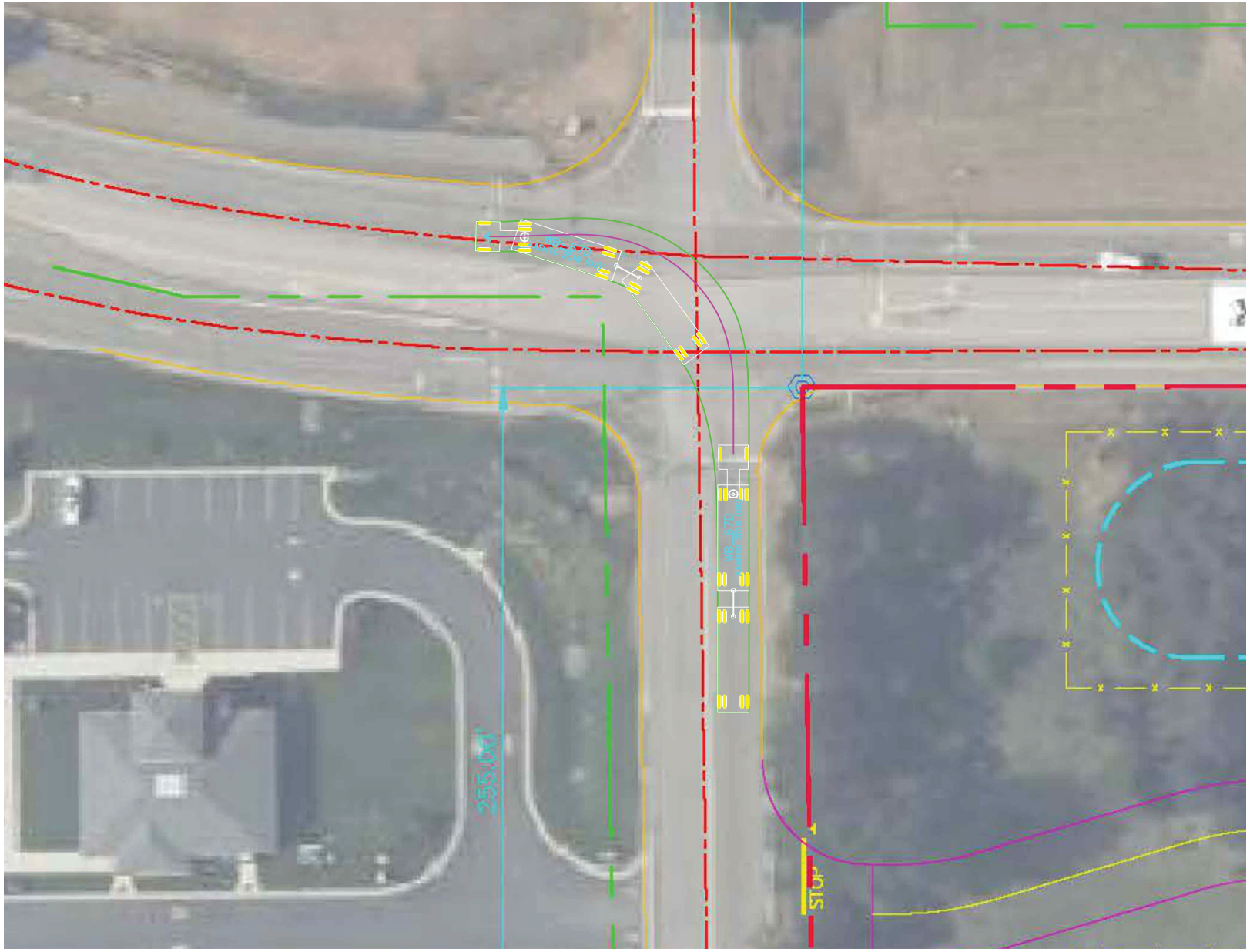
TADI
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 5 - CTH XX AT TRAILWOOD 1 STAA TYPE B (WB-67D) VEHICLE EB TO SB RIGHT TURN



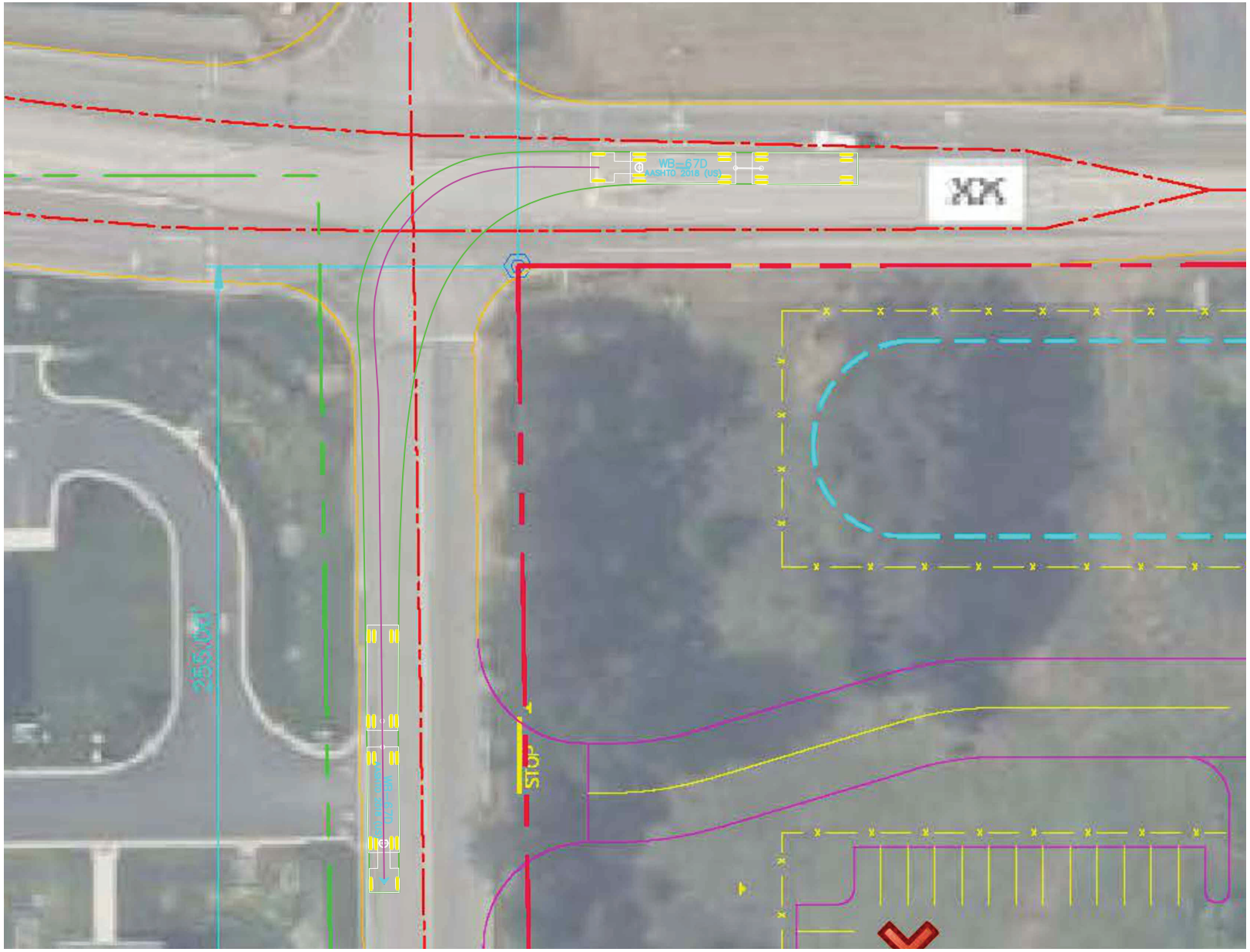
TADI
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 6 - CTH XX AT TRAILWOOD 1 STAA TYPE B (WB-67D) VEHICLE NB TO EB RIGHT TURN



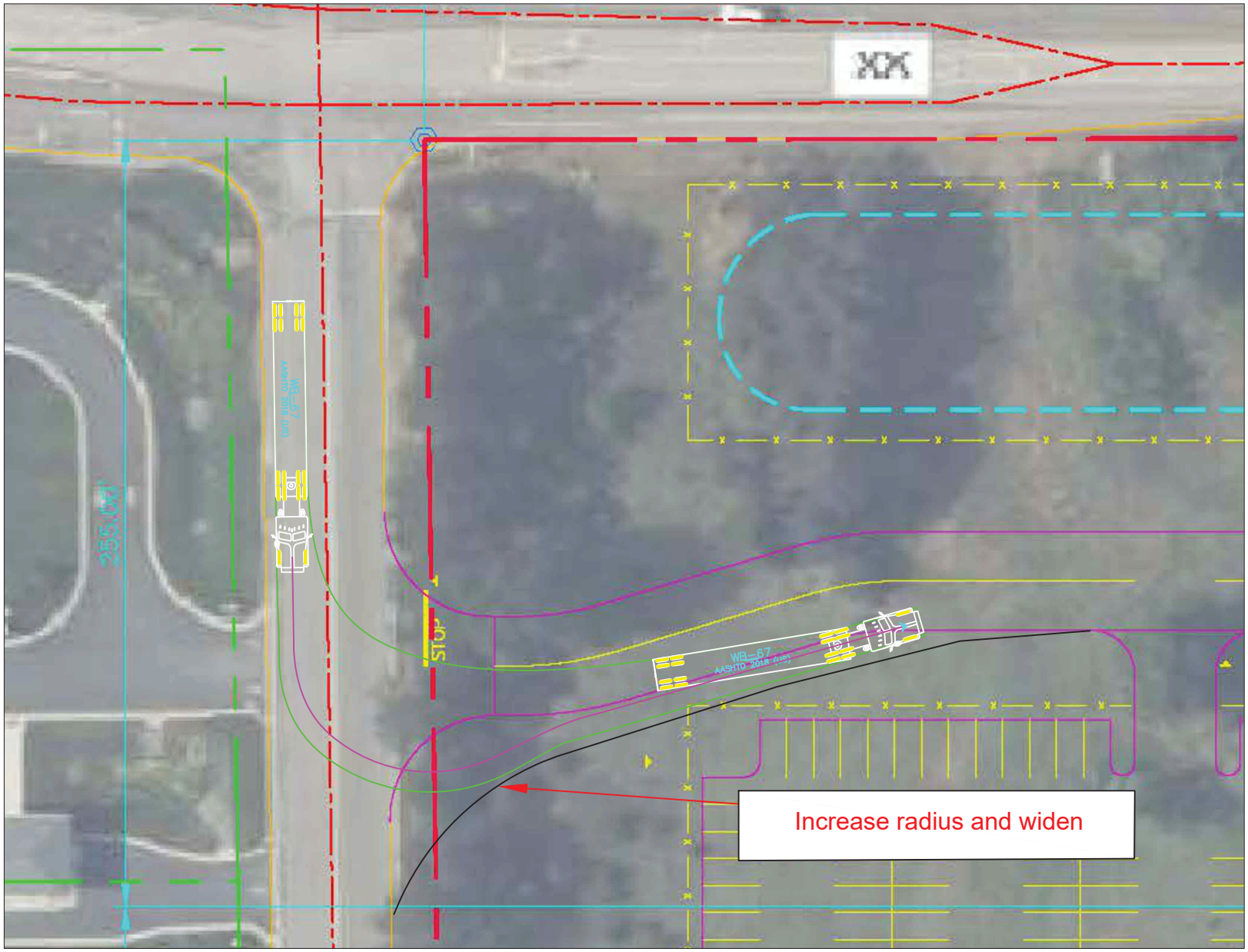
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 7 - CTH XX AT TRAILWOOD 1 STAA TYPE B (WB-67D) VEHICLE NB TO WB LEFT TURN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 8 - CTH XX AT TRAILWOOD 1 STAA TYPE B (WB-67D) VEHICLE WB TO SB LEFT TURN



TADI
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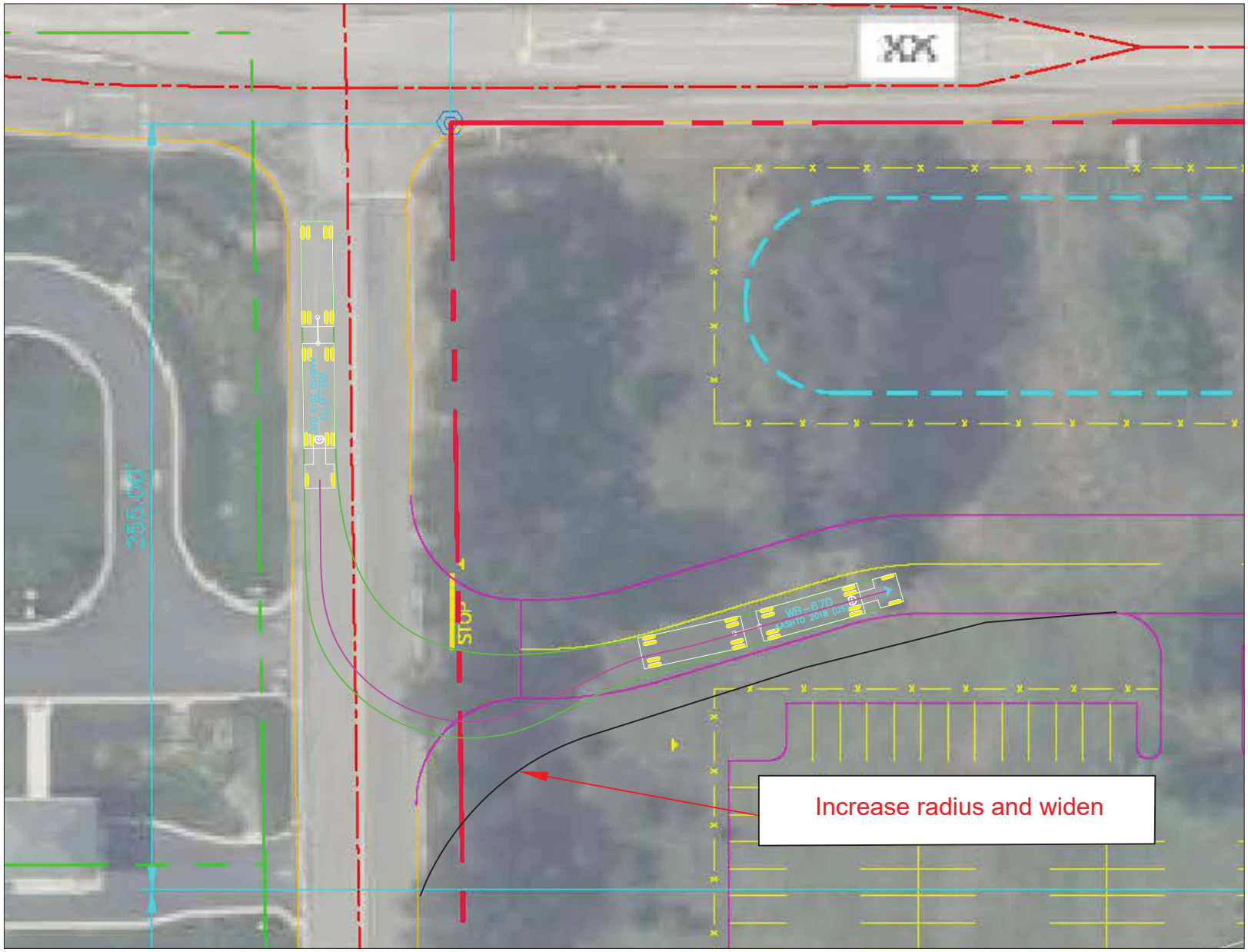
EXHIBIT 9 - TRAILWOOD AT NORTH DRIVEWAY
STAA TYPE A (WB-67) VEHICLE SB TO EB LEFT TURN

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 10 - TRAILWOOD AT NORTH DRIVEWAY
STAA TYPE A (WB-67) VEHICLE EB TO NB RIGHT TURN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 11 - TRAILWOOD AT NORTH DRIVEWAY
STAA TYPE B (WB-67D) VEHICLE SB TO EB LEFT TURN

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

EXHIBIT 12 - TRAILWOOD AT NORTH DRIVEWAY
STAA TYPE B (WB-67D) VEHICLE WB TO NB RIGHT TUR

REI
CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

January 30, 2026

Village of Kronenwetter
Attn: Peter Wegner
Community Development Director
1582 Kronenwetter Drive
Kronenwetter, WI 54455

Subject: **Distribution Facility Site Plan Application**

Dear Peter:

We are submitting the following information on behalf of Ruedebusch Development & Construction, Inc., for consideration and approval regarding a distribution facility.

- Completed Village of Kronenwetter Site Plan Application
- Intended Use Report
- Proposed CSM
- Small Location Map
- 60% Plan Set
- Elevation Drawings
- Renderings
- Stormwater Management Report
- Check for $1,000 for the Site Plan Application

Please contact us if you need any additional information to complete the review and approval of this request. Thanks in advance for your help.

Sincerely,

Nate Guldan

Nate Guldan
Civil Design Operations Manager
REI Engineering, Inc.

cc. Dave Hull, Ruedebusch Development and Construction Inc
Bill Scholfield, Scholfield Group LLC

Enclosures

Proposed Distribution Facility

Intended Use Report

Prepared For:
Ruedebusch Development and Construction, Inc.

Submitted To:
Village of Kronenwetter

Facility Location:
1619 County Highway
Kronenwetter, WI 54455

Prepared By:
Adam Kish
Civil Design Engineer
REI Engineering, Inc.

Date Submitted:
January 30, 2026

TABLE OF CONTENTS

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3	Land Use Designation	2
4	Current Land Uses	2
5	Proposed Land Uses	2
6	Projected Use	3
7	Proposed Property Overview	3
8	Operations Information	3
9	Building Materials	3
10	Expansion	3
11	Other Information	3

1. Introduction

We respectfully submit this Intended Use Report as part of the Site Plan Application for the proposed distribution facility located within the Village of Kronenwetter. This report addresses all required items listed in the Village's Site Plan Application Checklist and provides a clear description of the project's intended use, operational characteristics, zoning compliance, and overall development intent.

The proposed project includes the development of a new distribution facility along with associated parking, internal drive aisles, pedestrian sidewalks, utilities, and stormwater management systems. The proposed development will be constructed on a 26.33-acre undeveloped property and will be approximately 18.43 acres (70.00%) of impervious cover.

We appreciate your time and consideration and look forward to working with the Village of Kronenwetter throughout the review process.

2. Existing and Proposed Zoning

The property is now zoned M2 – General Industrial, following approval of the zoning change request submitted to the Village of Kronenwetter. The zoning was previously BP – Business Park, but the approved rezoning brings the property into alignment with the proposed distribution facility use per the Village of Kronenwetter Zoning Code. No additional zoning approvals are required for the distribution center, as the M2 classification fully supports general industrial and logistics operations.

3. Land Use Designation

The parcel's future land use designation is Industrial/Commercial.

4. Current Land Uses

The project site is currently undeveloped with the exception of two minor features: a small wooden shed situated on the northwest portion of the parcel, and an asphalt driveway located in the northeast corner. Other than these isolated elements, the land is vacant and has no existing buildings, infrastructure, utilities, or operational uses.

5. Proposed Land Uses

The proposed land use is a distribution facility, which is consistent with the newly approved M2 – General Industrial zoning classification. The facility will support package handling, loading and unloading operations, employee parking, vehicular circulation, and associated support functions typical of a modern distribution center.

6. Projected Use

No residents will occupy the site, as the property is not intended for residential use. The number of employees still needs to be determined. Visitor numbers, including non-employee truck drivers, maintenance contractors, inspectors, and third-party service personnel, will vary depending on operational demands and are not precisely known at this time.

7. Proposed Property Overview

The project includes no dwelling units as the property is intended for residential use. The site area is 26.33 acres, with 5.30 acres of building floor area. Impervious surfaces total 18.43 acres, and 7.90 acres are landscaped. The resulting floor area ratio is 20.14%, the impervious surface ratio is 70.00%, and the landscape surface ratio is 30.00%.

8. Operations Information

The distribution center will operate 24 hours per day to support around-the-clock package handling and logistics operations. Projected water usage, both normal and peak, has not yet been finalized. However, it is expected to remain low because distribution activities do not require water-intensive processes. Most water consumption will be limited to restrooms and breakroom fixtures. Similarly, sanitary sewer loading values are still to be determined but will remain minimal due to the low water demand. The completed Traffic Impact Analysis indicates that the facility will generate approximately 1,700 new trips per day, with 195 during the morning peak and 130 during the evening peak.

9. Building Materials

The primary materials used for the distribution facility will include precast concrete wall panels, a structural steel frame providing vertical and lateral support, and a TPO membrane roofing system installed over a metal deck. These materials are durable, energy-efficient, and consistent with the design and performance requirements typical of large-scale distribution and industrial facilities.

10. Expansion

There are no current plans for future expansion of the facility. The proposed development represents the full anticipated build-out of the site.

11. Other Information

The proposed distribution facility is being designed to comply with all applicable requirements of local and state regulations. These requirements include (but aren't limited to) stormwater, lighting, traffic impact, and site design, which will help ensure compatibility with nearby properties. The project will also provide significant economic benefits to the Village of Kronenwetter.

REI
CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE, WAUSAU, WI 54401
(715) 675-9784

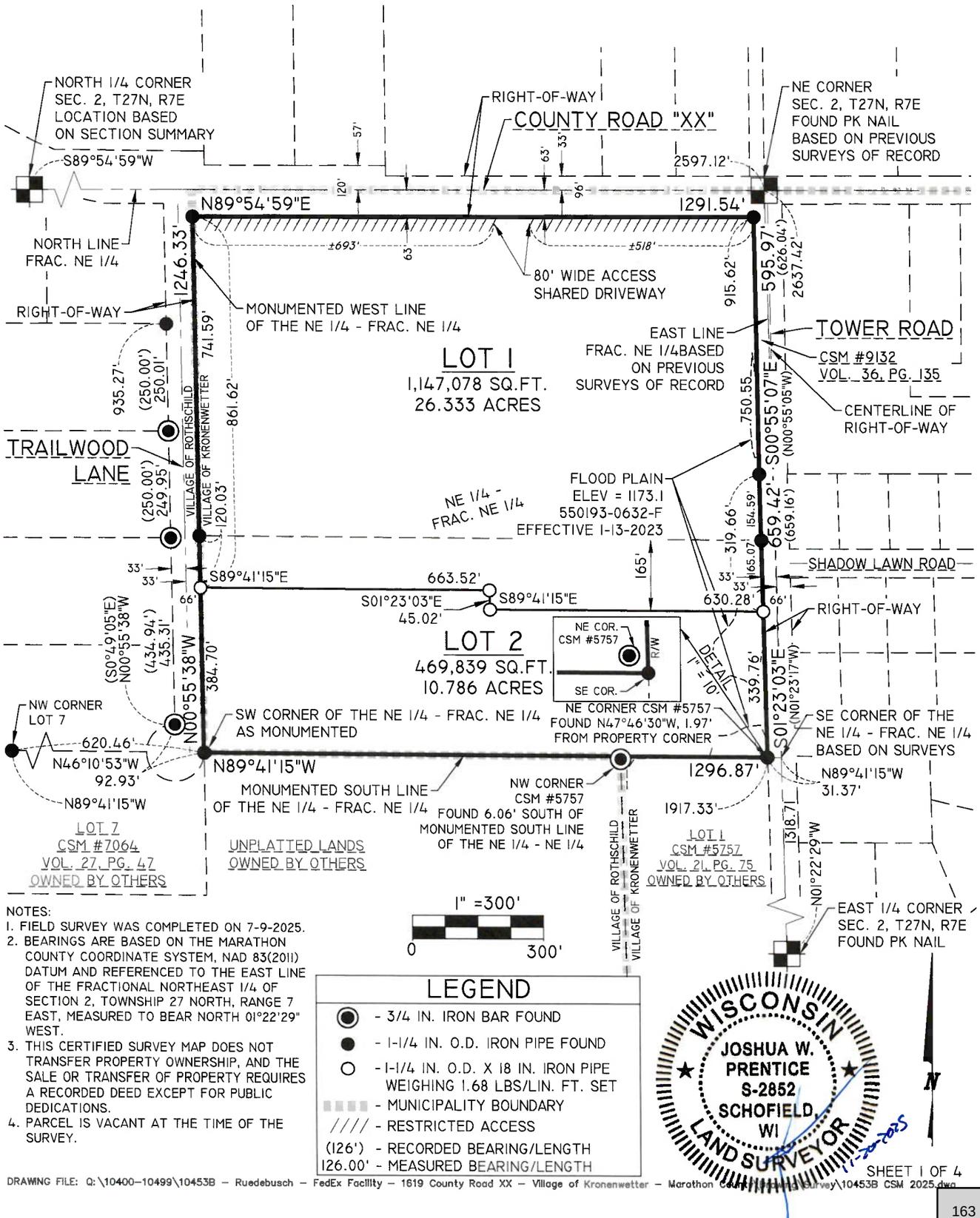
MARATHON COUNTY CERTIFIED SURVEY MAP

MAP NO._____

PREPARED FOR: RUEDEBUSCH DEVELOPMENT & CONSTRUCTION
ALLIANCE HOLDINGS, LLC

LANDOWNER: WAUSAU LIMITED PARTNERSHIP

ALL OF LOT 1 AND LOT 2 OF CERTIFIED SURVEY MAP NUMBER 19700, RECORDED AS DOCUMENT NUMBER 1891378 AND CORRECTED WITH AN AFFIDAVIT OF CORRECTION RECORDED AS DOCUMENT NUMBER 1898304, BOTH FILED IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE; LOCATED IN THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN.



NOTES:
1. FIELD SURVEY WAS COMPLETED ON 7-9-2025.
2. BEARINGS ARE BASED ON THE MARATHON COUNTY COORDINATE SYSTEM, NAD 83(2011) DATUM AND REFERENCED TO THE EAST LINE OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, MEASURED TO BEAR NORTH 01°22'29" WEST.
3. THIS CERTIFIED SURVEY MAP DOES NOT TRANSFER PROPERTY OWNERSHIP, AND THE SALE OR TRANSFER OF PROPERTY REQUIRES A RECORDED DEED EXCEPT FOR PUBLIC DEDICATIONS.
4. PARCEL IS VACANT AT THE TIME OF THE SURVEY.

LEGEND

- ◉ - 3/4 IN. IRON BAR FOUND
- ● - 1-1/4 IN. O.D. IRON PIPE FOUND
- ○ - 1-1/4 IN. O.D. X 18 IN. IRON PIPE WEIGHING 1.68 LBS/LIN. FT. SET
- ▪▪▪▪ - MUNICIPALITY BOUNDARY
- //// - RESTRICTED ACCESS
- (126') - RECORDED BEARING/LENGTH
- 126.00' - MEASURED BEARING/LENGTH

WISCONSIN
JOSHUA W. PRENTICE
S-2852
SCHOFIELD, WI
LAND SURVEYOR
1-20-2026

DRAWING FILE: Q:\10400-10499\10453B - Ruedebusch - FedEx Facility - 1619 County Road XX - Village of Kronenwetter - Marathon Co\Survey\10453B CSM 2025.dwg

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CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE, WAUSAU, WI 54401
(715) 675-9784

MARATHON COUNTY CERTIFIED SURVEY MAP

MAP NO._____

PREPARED FOR: RUEDEBUSCH DEVELOPMENT & CONSTRUCTION
ALLIANCE HOLDINGS, LLC

LANDOWNER: WAUSAU LIMITED PARTNERSHIP

ALL OF LOT 1 AND LOT 2 OF CERTIFIED SURVEY MAP NUMBER 19700, RECORDED AS DOCUMENT NUMBER 1891378 AND CORRECTED WITH AN AFFIDAVIT OF CORRECTION RECORDED AS DOCUMENT NUMBER 1898304, BOTH FILED IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE; LOCATED IN THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN.

SURVEYOR'S CERTIFICATE

I, JOSHUA W. PRENTICE, WISCONSIN PROFESSIONAL LAND SURVEYOR S-2852, DO HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF: THAT I HAVE SURVEYED, MAPPED, AND DIVIDED ALL OF LOT 1 AND LOT 2 OF CERTIFIED SURVEY MAP NUMBER 19700, RECORDED AS DOCUMENT NUMBER 1891378 AND CORRECTED WITH AN AFFIDAVIT OF CORRECTION RECORDED AS DOCUMENT NUMBER 1898304, BOTH FILED IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE; LOCATED IN THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN.

THAT THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 1,616,917 SQUARE FEET, 37.119 ACRES, MORE OR LESS.

THAT I HAVE MADE THIS SURVEY, DIVISION AND MAP THEREOF AT THE DIRECTION OF ALLIANCE HOLDINGS, LLC, OWNER OF SAID PARCEL.

THAT SAID PARCEL IS SUBJECT TO EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD.

THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF SECTION 236.34 OF THE WISCONSIN STATUTES, WISCONSIN ADMINISTRATIVE CODE A-E7, AND THE SUBDIVISION REGULATIONS OF THE VILLAGE OF KRONENWETTER.

THAT THIS MAP IS A CORRECT AND ACCURATE REPRESENTATION OF THE EXTERIOR BOUNDARIES OF SAID PARCEL, AND OF THE DIVISION THEREOF MADE.

DATED THIS 20TH DAY OF NOVEMBER 2025

REI
JOSHUA W. PRENTICE
WI P.L.S. S-2852

WISCONSIN
JOSHUA W. PRENTICE
S-2852
SCHOFIELD, WI
LAND SURVEYOR
11-20-2025

DRAWING FILE: Q:\10400-10499\10453B - Ruedebusch - FedEx Facility - 1619 County Road XX - Village of Kronenwetter - Marathon County\Drawing\Survey\10453B CSM 2025.dwg

REI
CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE, WAUSAU, WI 54401
(715) 675-9784

MARATHON COUNTY CERTIFIED SURVEY MAP

MAP NO._____

PREPARED FOR: RUEDEBUSCH DEVELOPMENT & CONSTRUCTION
ALLIANCE HOLDINGS, LLC

LANDOWNER: WAUSAU LIMITED PARTNERSHIP

ALL OF LOT 1 AND LOT 2 OF CERTIFIED SURVEY MAP NUMBER 19700, RECORDED AS DOCUMENT NUMBER 1891378 AND CORRECTED WITH AN AFFIDAVIT OF CORRECTION RECORDED AS DOCUMENT NUMBER 1898304, BOTH FILED IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE; LOCATED IN THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN.

WISCONSIN
JOSHUA W. PRENTICE
S-2852
SCHOFIELD, WI
LAND SURVEYOR
11-20-2025

LIMITED LIABILITY COMPANY OWNER'S CERTIFICATE

ALLIANCE HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AS OWNER, DOES HEREBY CERTIFY THAT SAID COMPANY CAUSED THE LAND DESCRIBED ON THIS CERTIFIED SURVEY MAP TO BE SURVEYED, DIVIDED, AND MAPPED AS REPRESENTED ON THIS CERTIFIED SURVEY MAP.

IN WITNESS WHEREOF, THE SAID ALLIANCE HOLDINGS, LLC., HAS CAUSED THESE PRESENTS

TO BE SIGNED BY Jay Schuette, MANAGER

AT Rothschild, WI,

THIS 17, DAY OF December, 2025

IN THE PRESENCE OF: ALLIANCE HOLDINGS, LLC.

Jschuette, MANAGER

STATE OF WISCONSIN)
SS
MARATHON COUNTY)

PERSONALLY CAME BEFORE ME THIS 17th DAY OF December, 2025

THE ABOVE NAMED Jay Schuette, MANAGER

OF THE ABOVE NAMED CORPORATION TO ME KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT AND TO ME KNOWN TO BE SUCH MANAGER OF SAID COMPANY, AND ACKNOWLEDGE THAT THEY EXECUTED THE FOREGOING INSTRUMENT AS SUCH MANAGER AS THE DEED OF SAID COMPANY, BY ITS AUTHORITY.

Ryan D Rossenbach
NOTARY PUBLIC

Wisconsin
STATE OF

MY COMMISSION EXPIRES November 9th, 2027

RYAN D ROSSENBACH
NOTARY
PUBLIC
STATE OF WISCONSIN

DRAWING FILE: Q:\10400-10499\10453B - Ruedebusch - FedEx Facility - 1619 County Road XX - Village of Kronenwetter - Marathon County\Drawing\Survey\10453B CSM 2025.dwg

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MARATHON COUNTY CERTIFIED SURVEY MAP

MAP NO._____

PREPARED FOR: RUEDEBUSCH DEVELOPMENT & CONSTRUCTION
ALLIANCE HOLDINGS, LLC

LANDOWNER: WAUSAU LIMITED PARTNERSHIP

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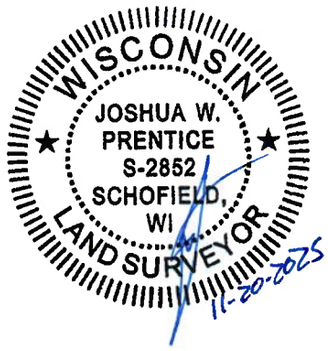


CORPORATE OWNER'S CERTIFICATE

WAUSAU LIMITED PARTNERSHIP, A CORPORATION, AS OWNER, DOES HEREBY CERTIFY THAT SAID COMPANY CAUSED THE LAND DESCRIBED ON THIS CERTIFIED SURVEY MAP TO BE SURVEYED, DIVIDED, AND MAPPED AS REPRESENTED ON THIS CERTIFIED SURVEY MAP.

IN WITNESS WHEREOF, THE SAID WAUSAU LIMITED PARTNERSHIP, HAS CAUSED THESE PRESENTS

TO BE SIGNED BY _____ Gregory McCoy, MANAGER

AT Dubuque, Iowa,

THIS 23rd DAY OF December, 2025

IN THE PRESENCE OF: ALLIANCE HOLDINGS, LLC.

_____, MANAGER

STATE OF WISCONSIN)
SS
MARATHON COUNTY)

PERSONALLY CAME BEFORE ME THIS 23rd DAY OF December, 2025

THE ABOVE NAMED Gregory McCoy, MANAGER

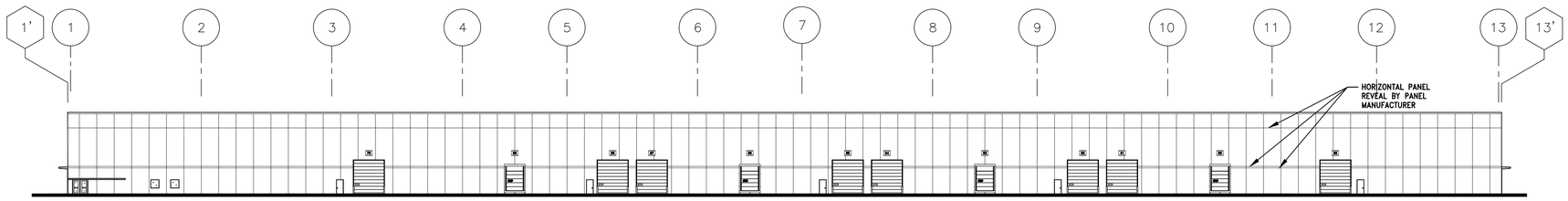
OF THE ABOVE NAMED CORPORATION TO ME KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT AND TO ME KNOWN TO BE SUCH MANAGER OF SAID COMPANY, AND ACKNOWLEDGE THAT THEY EXECUTED THE FOREGOING INSTRUMENT AS SUCH MANAGER AS THE DEED OF SAID COMPANY, BY ITS AUTHORITY.

Emily Middendorf — Iowa
NOTARY PUBLIC — STATE OF

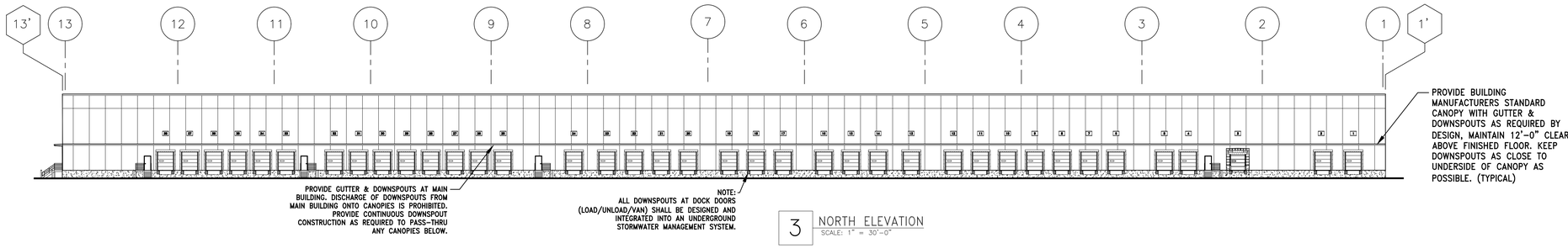
MY COMMISSION EXPIRES 10-28-26

EMILY MIDDENDORF
Commission Number 770269
My Comm. Exp. 10-28-26

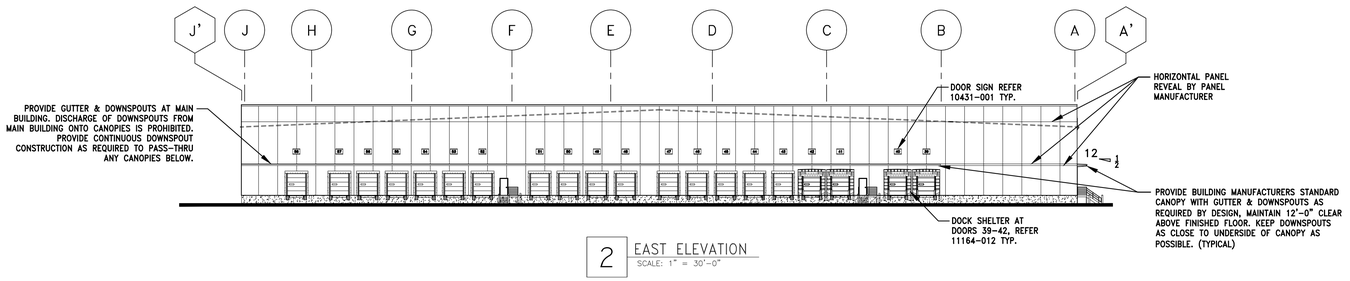
DRAWING FILE: Q:\10400-10499\10453B - Ruedebusch - FedEx Facility - 1619 County Road XX - Village of Kronenwetter - Marathon County\Drawing\Survey\10453B CSM 2025.dwg



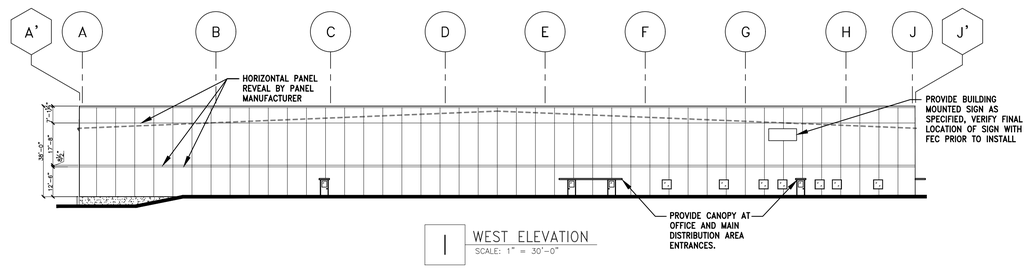
4 SOUTH ELEVATION
SCALE: 1" = 30'-0"



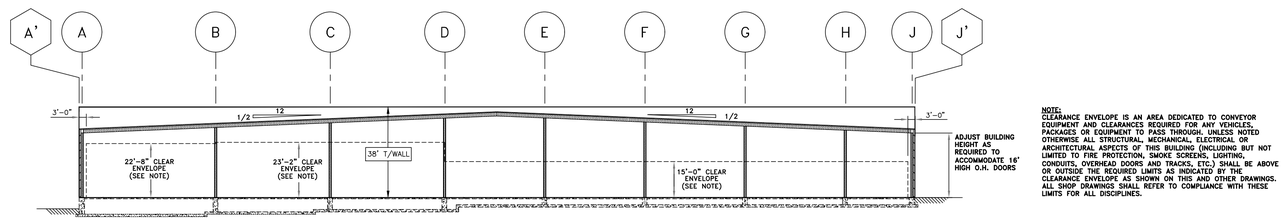
3 NORTH ELEVATION
SCALE: 1" = 30'-0"



2 EAST ELEVATION
SCALE: 1" = 30'-0"



1 WEST ELEVATION
SCALE: 1" = 30'-0"



BUILDING SECTION
SCALE: 1" = 30'-0"

NOTE:
CLEARANCE ENVELOPE IS AN AREA DEDICATED TO CONVEYOR EQUIPMENT AND CLEARANCES REQUIRED FOR ANY VEHICLES, PACKAGES OR EQUIPMENT TO PASS THROUGH. UNLESS NOTED OTHERWISE ALL STRUCTURAL, MECHANICAL, ELECTRICAL OR ARCHITECTURAL ASPECTS OF THIS BUILDING (INCLUDING BUT NOT LIMITED TO FIRE PROTECTION, SMOKE SCREENS, LIGHTING, CONDUITS, OVERHEAD DOORS AND TRACKS, ETC.) SHALL BE ABOVE OR OUTSIDE THE REQUIRED LIMITS AS INDICATED BY THE CLEARANCE ENVELOPE AS SHOWN ON THIS AND OTHER DRAWINGS. ALL SHOP DRAWINGS SHALL REFER TO COMPLIANCE WITH THESE LIMITS FOR ALL DISCIPLINES.

DEVELOPMENT & CONSTRUCTION
RUEDEBUSCH
4605 DOVETAIL DRIVE
MADISON, WI 53704
P: 608.249.2012
F: 608.249.2032
RUEDEBUSCH.COM

WAUSAU
1619 COUNTY ROAD XX
ROTHSCHILD, WI 54474

NO.	REVISION:	DATE:

SHEET TITLE:
BUILDING ELEVATIONS

JOB NUMBER:	25001
DESIGNED BY:	TC
DRAWN BY:	TC
CHECKED BY:	RDC
DATE:	12/31/2025

SHEET NO:
A2.1

Site Plan Application & Submittal Requirement

village of Kronenwetter
1582 Kronenwetter Drive
Kronenwetter, WI 54455
715-693-4200
www.kronenwetter.org

Application Fees

Minor Site Plan Amendment: $150
Site Plans less than 5,000 SF of Building Area: $500
Site Plans greater than 5,000 SF of Building Area: $1,000

Completed applications shall be submitted to the Village Clerk 45 days prior to the Planning Commission meeting date on which they will be considered. It is pertinent that the relevant sections of the zoning ordinance be reviewed for regulations and other information, which may be required for submittal depending on the type of application.

1. Project Name Proposed Distribution Facility Submittal Date 1/30/2026
2. Owner Carl Ruedebusch Telephone (608) 249-2012
   Address 4605 Dovetail Drive, Madison, WI 53704
3. Applicant is (check one) ☐ Owner ☑ Agent ☐ Other _____
   (If Applicant is not the owner, provide letter of Authorization from Owner)
4. Project Applicant / Contact Person Carl Ruedebusch
   Phone # (608) 249-2012 Fax # 608-249-2032
   Address 4605 Dovetail Drive, Madison, WI 53704
   Email Address carl@ruedebusch.com
5. Is property to be subdivided within an existing subdivision? No
   If so, what is the existing subdivision name? N/A
6. Location and legal description of property (by government lot, section, township, range and county)
   1619 County Highway XX & 2409 Tower Road, Kronenwetter, WI 54455
   See attached proposed CSM for legal description
7. Total acreage of property 26.33 AC.
8. Frontage width of parcel 3793.3'
9. Parcel Identification Number (PIN) 145-2707-021-0981 & 145-2707-021-0980
10. Existing Zoning of the property M2 - General Industrial
11. Type of Parcel ☐ Commercial ☐ Multi-Family ☑ Industrial ☐ PUD ☐ Other
12. Current Zoning/Use

	Zoning	Land Use
North:	I-1	Light Industrial (Village of Rothschild)
South:	M2	General Industrial
East:	SF	Single-Family Residential
West:	C-2	Commercial (Village of Rothschild)

CHECKLIST

☑ Plans and written submittals. The following is a description of the plans, documents and written submittals required for the various permits by this chapter. Applications shall be submitted on forms provided by the Village Clerk, along with applicable fees as per the fee schedule. All plans and documents must be 11 inches by 17 inches reproducible, except one set of originals at D-size scale. A description of the intended uses, described in reasonable detail, shall include the following:

a. Zoning. Existing zoning district(s) and proposed zoning district(s) (if different).
b. Land use plan designation. The designated type of use shown for the site on the Village Land Use Map.
c. Current land uses. Present land uses on the subject property.
d. Proposed land uses. Proposed land uses for the subject property.
e. Projected use. Projected number of residents, employees, and daily visitors.
f. Proposed development. The amount of dwelling units, floor area, impervious surface area, and landscape surface area, and resulting site density floor area ratio, impervious surface area ratio, and landscape surface area ratio.
g. Operations. The operational considerations relating to hours of operation, projected normal and peak water usage, sanitary sewer or septic loading, and traffic generation.
h. Building material. The exterior building and fencing material types and colors.
i. Expansion. Any possible future expansion and related implications.
j. Other information. Any other information pertinent to adequate understanding by the Plan Commission of the intended use and its relation to nearby properties.

☑ Small location map. A map of the subject property showing all lands for which the use is proposed, and all other lands within 200 feet of the boundaries of the subject property. The location map shall clearly indicate the current zoning of the subject property and adjacent properties and show any other jurisdiction(s) that maintain control over the property. The location map shall be at a scale that is not less than one inch equals 800 feet, as well as a location map copy on a sheet no larger than 11 inches by 17 inches, showing the subject property and illustrating its relationship to the nearest street intersection.

☑ Scale Site Plan: A site plan of the subject property as proposed for development. A site plan shall be submitted at scale (and a reduction at 11" x 17") that includes:

a. A title block which indicates the name, address and phone/fax number(s) of the current property owner and/or agent(s) (developer, architect, engineer, planner) for project;
b. The date of the original plan and the latest date of revision to the plan;
c. A north arrow and a graphic scale. Said scale shall not be smaller than one inch equals one hundred (100) feet;
d. A legal description of the subject property;
e. All property lines and existing and proposed right-of-way lines with bearings and dimensions clearly labeled;
f. All existing and proposed easement lines and dimensions with a key provided and explained on the margins of the plan as to ownership and purpose;
g. All required building setback lines;
h. All existing and proposed buildings, structures, and paved areas, including building entrances, walks, drives, decks, patios, fences, utility poles, drainage facilities, and walls;
i. The location and dimensions of all access points onto public streets:
j. The location and dimensions of all on-site parking (and off-site parking provision if they are to be employed), including a summary of the number and size of parking stalls provided versus the number required by this Ordinance;
k. The location and dimensions of all loading and service areas on the subject property and labels indicating the dimensions of such areas;

l. The location of all outdoor storage areas and screening devices;
m. The location, type, height, size and lighting of all signage on the subject property:
n. The location, height, design/type, illumination power and orientation of exterior lighting on the subject property;
o. The location and type of any permanently protected green space areas;
p. The location of existing and proposed drainage facilities;
q. In the legend, data for the subject property: (Lot Area, Floor Area, Floor Area Ratio, Impervious Surface Area, Impervious Surface Ratio, and Building Height.)

☑ Detailed Landscape Plan: At the same scale as the site plan (and a reduction at 11" x 17'), showing the location of all required buffer yards and landscaped areas and existing and proposed landscape point fencing and berm options for meeting said requirements.

a. The individual plant locations, species, and size shall be shown.
b. Screening such as: fencing types and berm heights shall be shown by size and height.

☑ Grading Plan: At the same scale as the site plan (and a reduction at 11" x 17") showing existing and proposed grades, including retaining walls and related devices and erosion control measures. It will include:

a. Existing and proposed contours at a minimum of 2-foot contours;
b. Existing and proposed spot elevations at corners of structures and significant changes in grade;
c. Flow lines of all drainages.

☑ Elevation Drawings: Side views of proposed buildings, structures, or proposed remodeling of existing buildings showing finished exterior treatment shall also be submitted, with adequate labels provided to clearly depict exterior materials, texture, color and overall appearance. Perspective renderings of the proposed project and/or photo of similar structures may be submitted, but not in lieu of adequate drawing showing the actual intended appearance of the buildings.

☑ Erosion Control Plan: At the same scale as the site plan (and a reduction at 11" x I7") showing all erosion control measures:

a. Location and description of soil types which have been rated severe for erosion limitations by the U.S. Soil Conservation Service;
b. Elevation and extent of all proposed grading;
c. Plans and specifications for erosion control devices, such as: retaining walls, cribbing, planting, anti- erosion devices, and other protective measures;
d. Drainage areas of the site, upstream and downstream culverts or other restrictions;
e. Plans (written or drawn) for removal, re-contouring, or other disposition of sediment basins or other temporary devices;
f. Plans prepared as per *Wisconsin Construction Site Best Management Practices Handbook,* prepared by the Wisconsin Department of Natural Resources.

☑ Storm Water Management: The storage and controlled release of excess storm water must be shown along with calculations indicating the development does not exceed the peak discharge of storm water runoff as occurring under the predevelopment existing conditions of the parcel, based upon a ten (10) year storm event. Where site detention is required for runoff control, the detention facilities shall safely pass the runoff of a one hundred (100) year storm through an emergency outlet.

Note: Applicant must be the landowner or his/her designee. Tenants, agents, designers, contractors, attorneys, etc. shall not sign application unless Power of Attorney is submitted with the application.

Carl Ruedebusch — Printed Name of Applicant

Agent. — Signature of Applicant

FOR OFFICE USE ONLY:

Application Received _____ Check #_____

Plan Commission:

Meeting Date_____ Recommendation: Approved / Denied

Village Board:

Meeting Date_____ Decision: Approved / Denied

REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784,FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM

REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

SCALE 0 100 200

N

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: NAP

LOCATION MAP

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET EXHIBIT

Stormwater Management Calculations For:

Proposed Facility
1619 County Highway XX & 2409 Tower Road
Village of Kronenwetter
Marathon County, WI

REI #10453B

Prepared For:
Ruedebusch Development & Construction, Inc.
4605 Dovetail Dr
Madison, WI 53704

1/30/2026

TABLE OF CONTENTS

Section	Name
1.0	Stormwater Calculations Overview
2.0	Existing Watershed Areas
3.0	Proposed Watershed Areas
4.0	Pre-Development Conditions Peak Flow Analysis
5.0	Post-Development Conditions Peak Flow Analysis
6.0	Detention Pond Safe Passage Analysis

Section 1.0 - Stormwater Calculations Overview

Software: HydroCAD Version 10.20-8a

Rainfall Reference: NRCS Rainfall Distributions and 24-hour Duration Rainfall Depths for each Marathon County, Wisconsin

Distribution: MSE 3

State Stormwater Requirements: (WDNR) Developed condition shall not exceed the Pre-Developed condition for the 1-yr and 2-yr rainfall events and pass the 100-yr safely.

Other Stormwater Requirements: (Village of Kronenwetter) Developed condition shall not exceed the Pre-Developed condition for the 10-yr rainfall events

Table 1
Peak Flow Summary

Development Condition	Composite Curve Number	1-yr Storm Peak Flow	2-yr Storm Peak Flow	10-yr Storm Peak Flow
Pre-Development	36	0.00	0.00	0.01
Post-Development	84	0.38	0.44	1.38

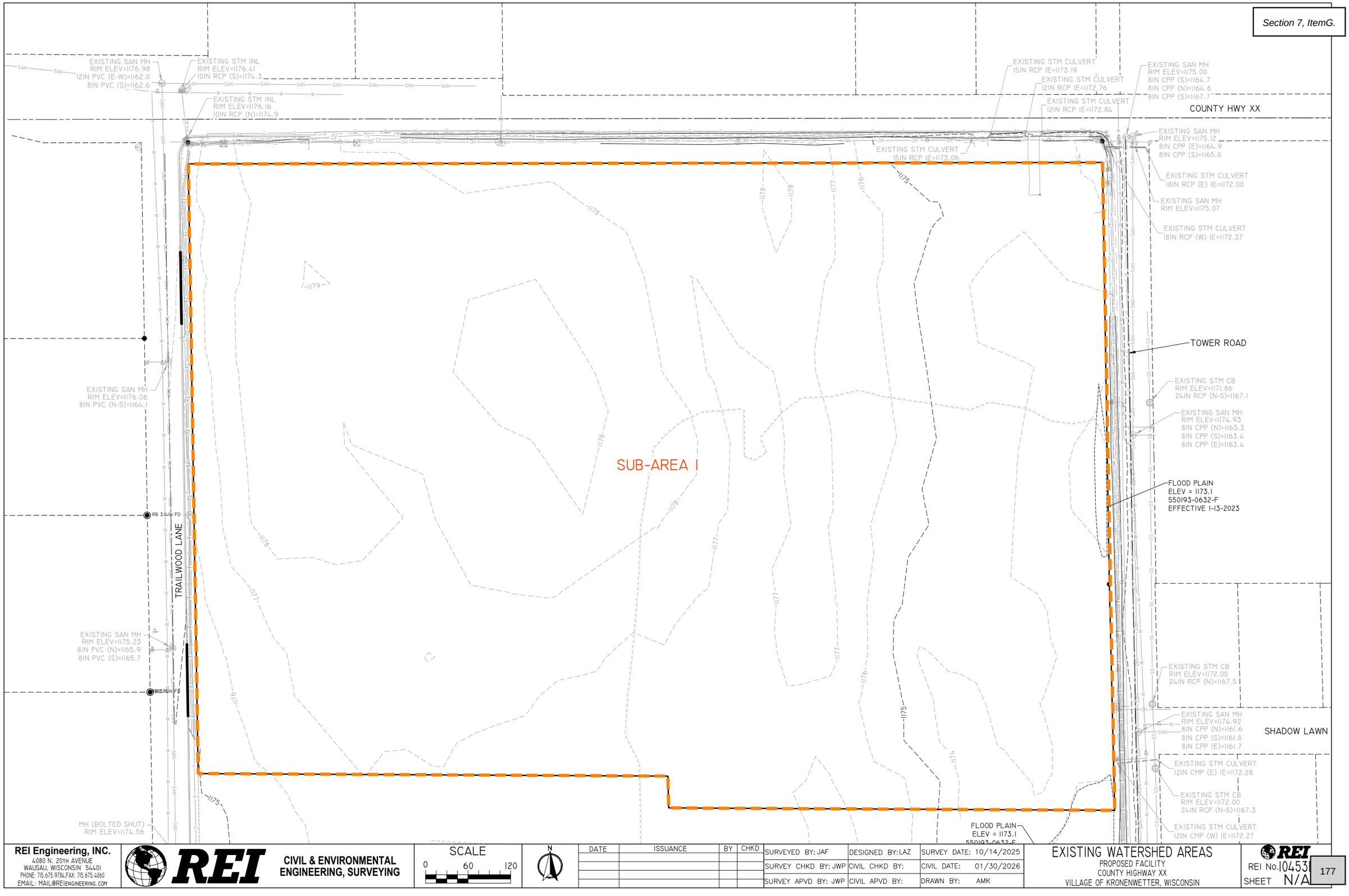
note: peak flow units are in cfs

Table 2
100-year Peak Water Elevation

Stormwater Device	100-Year Peak Elevation	Top of Pond Elevation	Overflow Elevation
Infiltration Pond 1	1176.31	1177.00	1176.50
Infiltration Pond 2	1174.82	1175.00	1174.00
Infiltration Pond 3	1174.86	1175.00	1174.00

Section 2.0

Existing Watershed Areas



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WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784, FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM

REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

SCALE 0 60 120

N

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: AMK

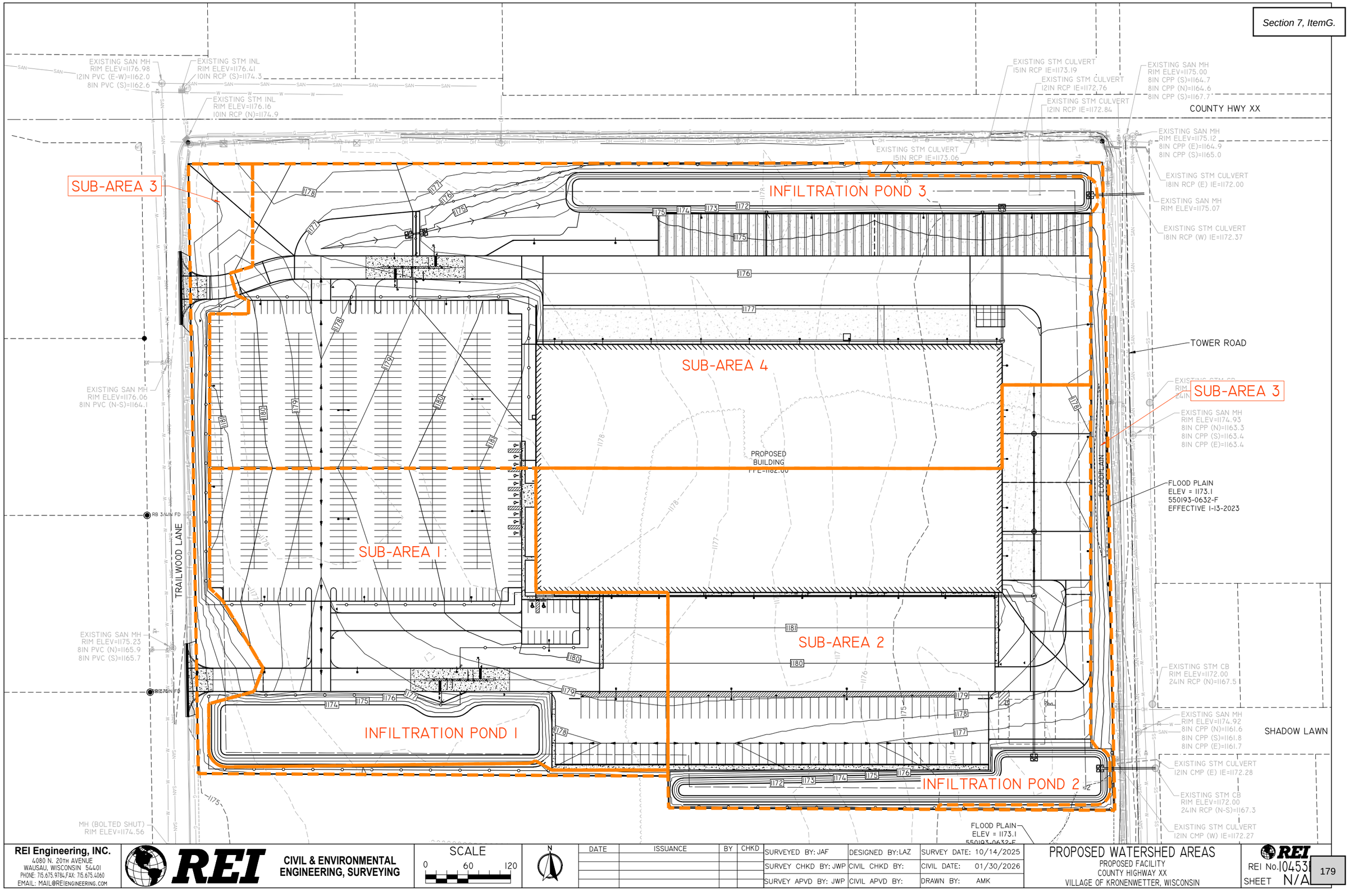
EXISTING WATERSHED AREAS

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET N/A

Section 3.0

Proposed Watershed Areas



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REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

SCALE 0 60 120

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SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: AMK

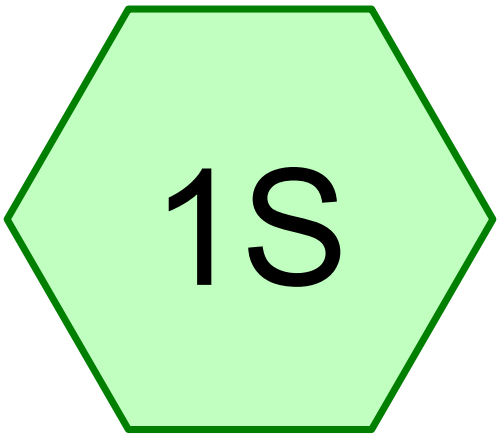
PROPOSED WATERSHED AREAS

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET N/A

Section 4.0

Pre-Development Conditions Peak Flow Analysis



Sub-Area 1

Subcat Reach Pond Link

Routing Diagram for 10453B-Pre
Prepared by REI Engineering, Printed 1/30/2026
HydroCAD® 10.20-8a s/n 03070 © 2025 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
17.614	39	>75% Grass cover, Good, HSG A (1S)
0.016	98	Paved driveway, HSG B (1S)
0.001	98	Roofs, HSG A (1S)
8.514	30	Woods, Good, HSG A (1S)
26.145	**36**	**TOTAL AREA**

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Sub-Area1 Runoff Area=26.145 ac 0.07% Impervious Runoff Depth=0.00"
Flow Length=430' Tc=15.8 min CN=36 Runoff=0.00 cfs 0.000 af

Total Runoff Area = 26.145 ac Runoff Volume = 0.000 af Average Runoff Depth = 0.00"
99.93% Pervious = 26.128 ac 0.07% Impervious = 0.017 ac

Summary for Subcatchment 1S: Sub-Area 1

[45] Hint: Runoff=Zero

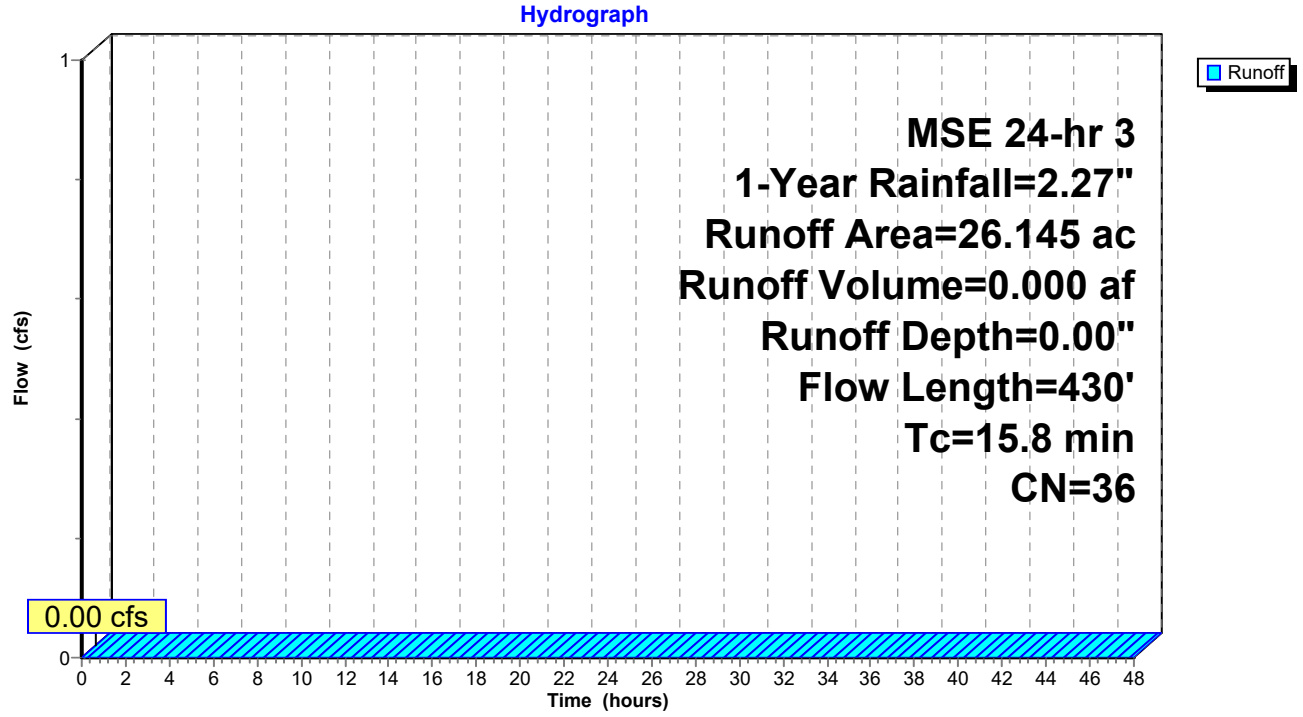
Runoff = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Depth= 0.00"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
MSE 24-hr 3 1-Year Rainfall=2.27"

	Area (ac)	CN	Description
	8.514	30	Woods, Good, HSG A
	17.614	39	>75% Grass cover, Good, HSG A
	0.001	98	Roofs, HSG A
*	0.016	98	Paved driveway, HSG B
	26.145	36	Weighted Average
	26.128		99.93% Pervious Area
	0.017		0.07% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.7	100	0.0135	0.13		**Sheet Flow,** Grass: Short n= 0.150 P2= 2.61"
3.1	330	0.0119	1.76		**Shallow Concentrated Flow,** Unpaved Kv= 16.1 fps
15.8	430	Total			

Subcatchment 1S: Sub-Area 1



Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Sub-Area1 Runoff Area=26.145 ac 0.07% Impervious Runoff Depth=0.00"
Flow Length=430' Tc=15.8 min CN=36 Runoff=0.00 cfs 0.000 af

Total Runoff Area = 26.145 ac Runoff Volume = 0.000 af Average Runoff Depth = 0.00"
99.93% Pervious = 26.128 ac 0.07% Impervious = 0.017 ac

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

Subcatchment1S: Sub-Area1 Runoff Area=26.145 ac 0.07% Impervious Runoff Depth=0.00"
Flow Length=430' Tc=15.8 min CN=36 Runoff=0.01 cfs 0.004 af

Total Runoff Area = 26.145 ac Runoff Volume = 0.004 af Average Runoff Depth = 0.00"
99.93% Pervious = 26.128 ac 0.07% Impervious = 0.017 ac

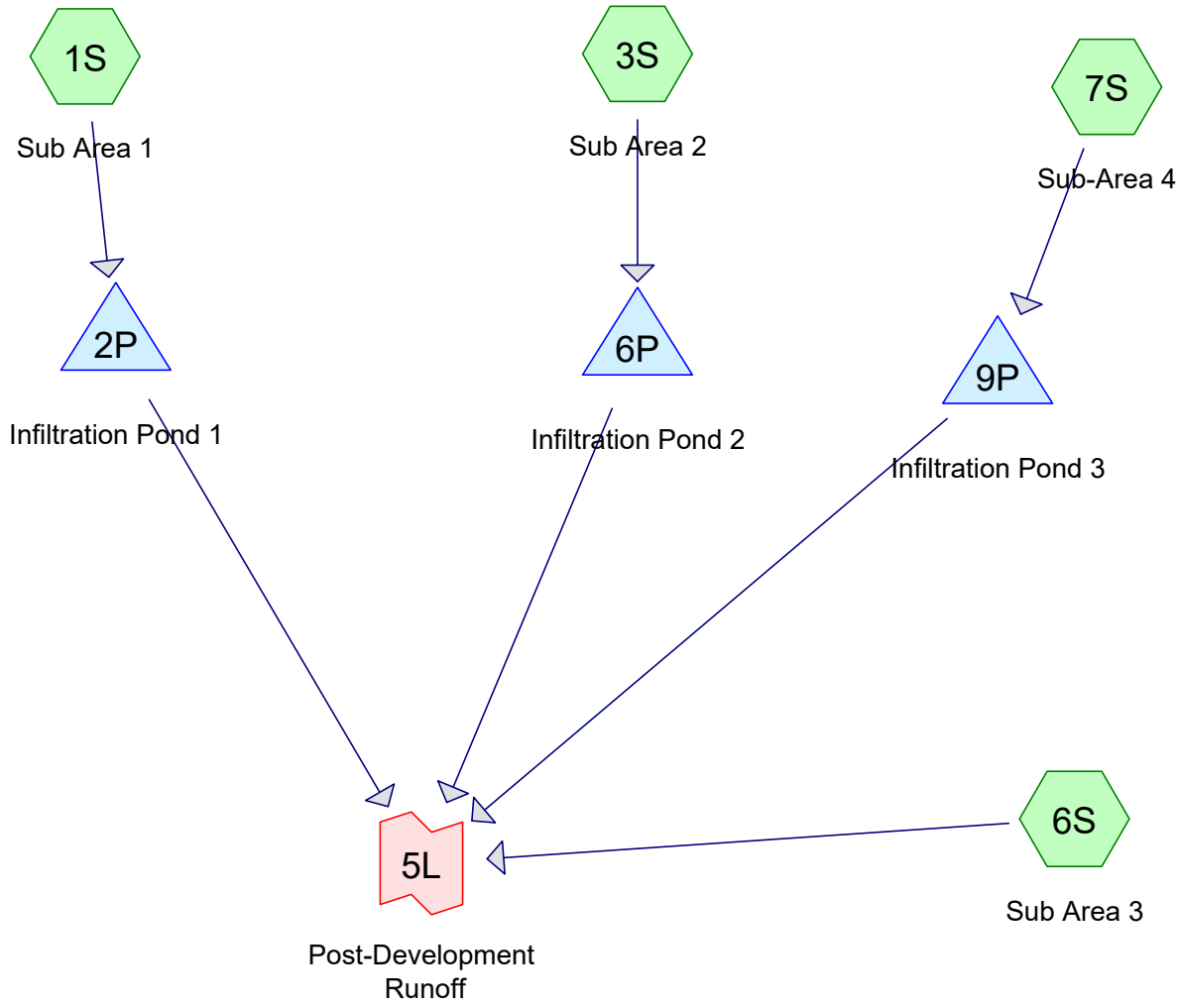
Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Dyn-Stor-Ind method - Pond routing by Dyn-Stor-Ind method

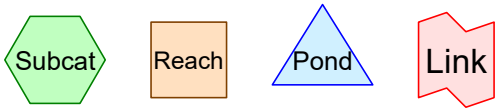
Subcatchment1S: Sub-Area1 Runoff Area=26.145 ac 0.07% Impervious Runoff Depth=0.26"
Flow Length=430' Tc=15.8 min CN=36 Runoff=2.45 cfs 0.571 af

Total Runoff Area = 26.145 ac Runoff Volume = 0.571 af Average Runoff Depth = 0.26"
99.93% Pervious = 26.128 ac 0.07% Impervious = 0.017 ac

Section 5.0

Post-Development Conditions Peak Flow Analysis





Routing Diagram for 10453B-Post
Prepared by REI Engineering, Printed 1/30/2026
HydroCAD® 10.20-8a s/n 03070 © 2025 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
6.211	39	>75% Grass cover, Good, HSG A (1S, 3S, 6S, 7S)
0.101	98	Paved Sidewalk, HSG A (1S)
12.834	98	Paved parking, HSG A (1S, 3S, 6S, 7S)
2.654	98	Roofs (3S)
2.649	98	Roofs, HSG A (7S)
0.088	98	Sidewalk, HSG A (3S)
1.609	98	Water Surface, 0% imp, HSG A (1S, 3S, 7S)
26.145	**84**	**TOTAL AREA**

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-Q
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Sub Area 1 Runoff Area=223,614 sf 65.08% Impervious Runoff Depth=1.61"
Tc=6.0 min CN=WQ Runoff=12.95 cfs 0.688 af

Subcatchment3S: Sub Area 2 Runoff Area=335,580 sf 81.99% Impervious Runoff Depth=1.77"
Tc=6.0 min CN=WQ Runoff=21.42 cfs 1.139 af

Subcatchment6S: Sub Area 3 Runoff Area=74,938 sf 6.85% Impervious Runoff Depth=0.14"
Tc=6.0 min CN=WQ Runoff=0.38 cfs 0.020 af

Subcatchment7S: Sub-Area 4 Runoff Area=504,741 sf 73.79% Impervious Runoff Depth=1.60"
Tc=6.0 min CN=WQ Runoff=29.06 cfs 1.545 af

Pond 2P: Infiltration Pond 1 Peak Elev=1,174.27' Storage=8,567 cf Inflow=12.95 cfs 0.688 af
Discarded=2.68 cfs 0.688 af Primary=0.00 cfs 0.000 af Outflow=2.68 cfs 0.688 af

Pond 6P: Infiltration Pond 2 Peak Elev=1,173.18' Storage=22,076 cf Inflow=21.42 cfs 1.139 af
Discarded=1.77 cfs 1.139 af Primary=0.00 cfs 0.000 af Outflow=1.77 cfs 1.139 af

Pond 9P: Infiltration Pond 3 Peak Elev=1,173.19' Storage=29,999 cf Inflow=29.06 cfs 1.545 af
Discarded=2.32 cfs 1.545 af Primary=0.00 cfs 0.000 af Outflow=2.32 cfs 1.545 af

Link 5L: Post-DevelopmentRunoff Inflow=0.38 cfs 0.020 af
Primary=0.38 cfs 0.020 af

Total Runoff Area = 26.145 ac Runoff Volume = 3.392 af Average Runoff Depth = 1.56"
29.91% Pervious = 7.820 ac 70.09% Impervious = 18.325 ac

Summary for Subcatchment 1S: Sub Area 1

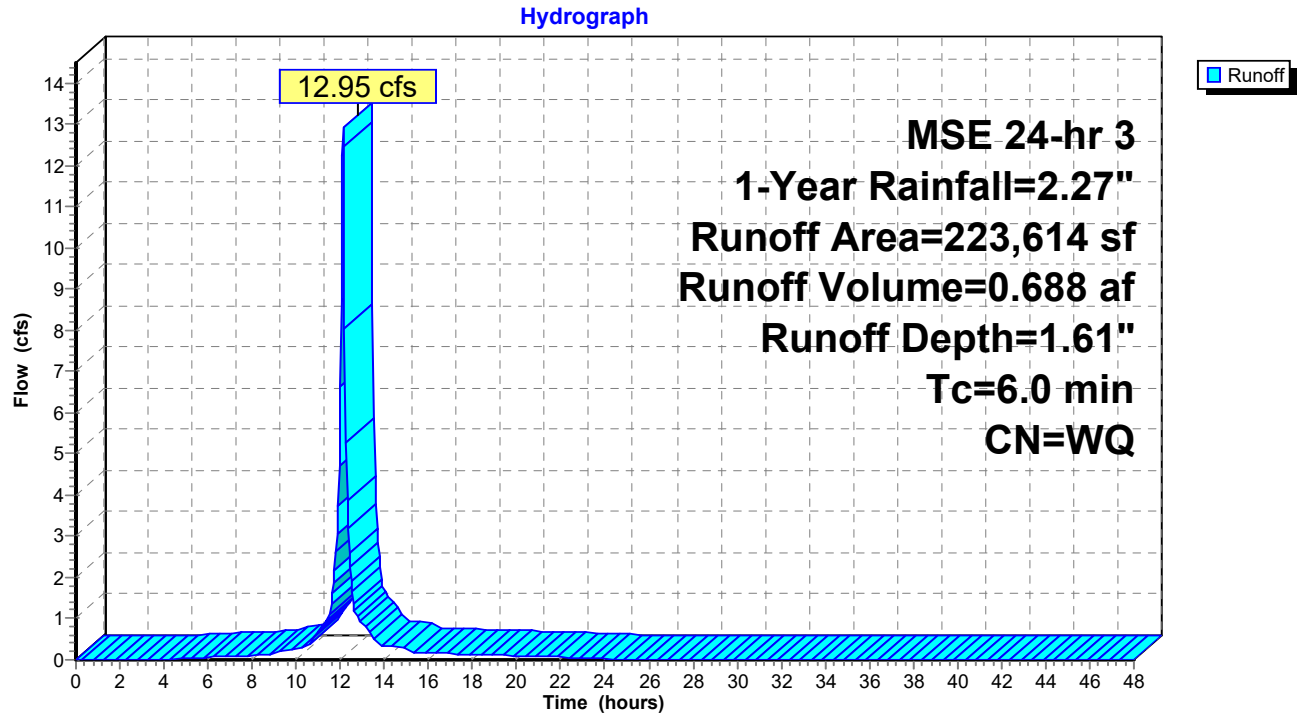
Runoff = 12.95 cfs @ 12.13 hrs, Volume= 0.688 af, Depth= 1.61"
Routed to Pond 2P : Infiltration Pond 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
MSE 24-hr 3 1-Year Rainfall=2.27"

	Area (sf)	CN	Description
	141,144	98	Paved parking, HSG A
	47,436	39	>75% Grass cover, Good, HSG A
	30,654	98	Water Surface, 0% imp, HSG A
*	4,380	98	Paved Sidewalk, HSG A
	223,614		Weighted Average
	78,090		34.92% Pervious Area
	145,524		65.08% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 1S: Sub Area 1



Summary for Subcatchment 3S: Sub Area 2

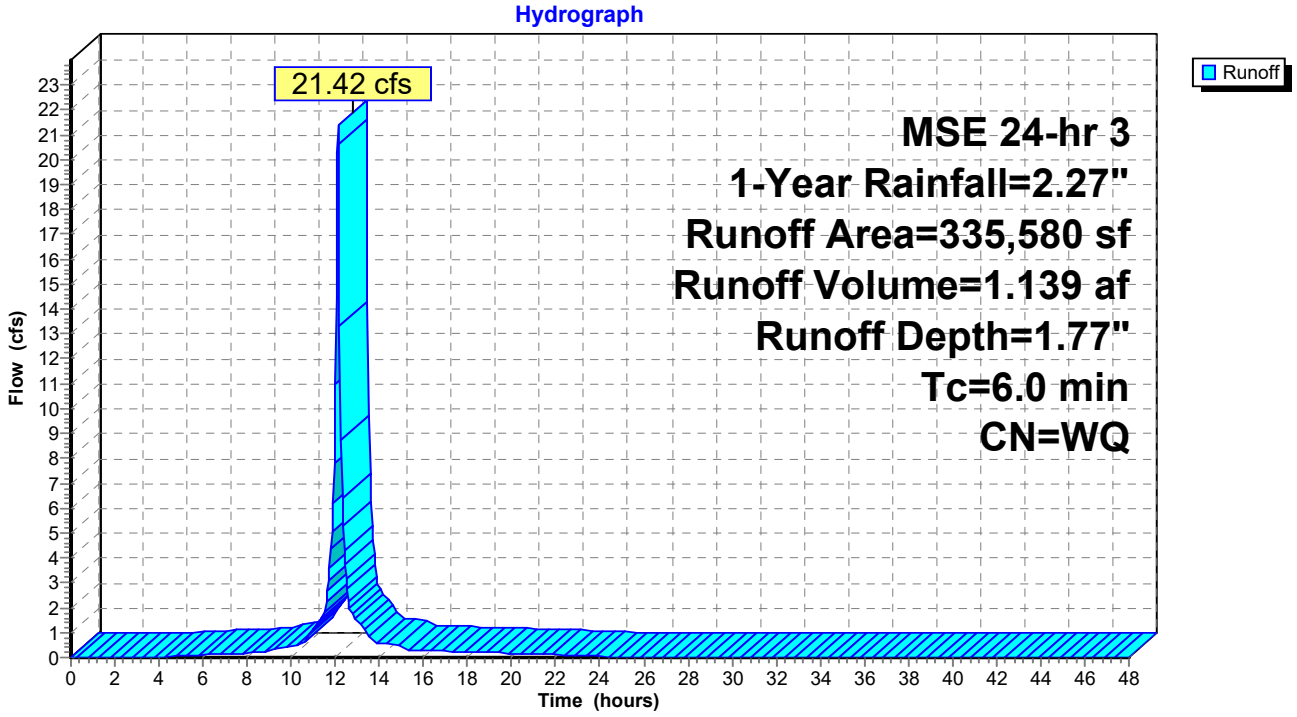
Runoff = 21.42 cfs @ 12.13 hrs, Volume= 1.139 af, Depth= 1.77"
Routed to Pond 6P : Infiltration Pond 2

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
MSE 24-hr 3 1-Year Rainfall=2.27"

	Area (sf)	CN	Description
*	115,596	98	Roofs
*	155,693	98	Paved parking, HSG A
*	3,850	98	Sidewalk, HSG A
*	44,022	39	>75% Grass cover, Good, HSG A
	16,419	98	Water Surface, 0% imp, HSG A
	335,580		Weighted Average
	60,441		18.01% Pervious Area
	275,139		81.99% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3S: Sub Area 2



Summary for Subcatchment 6S: Sub Area 3

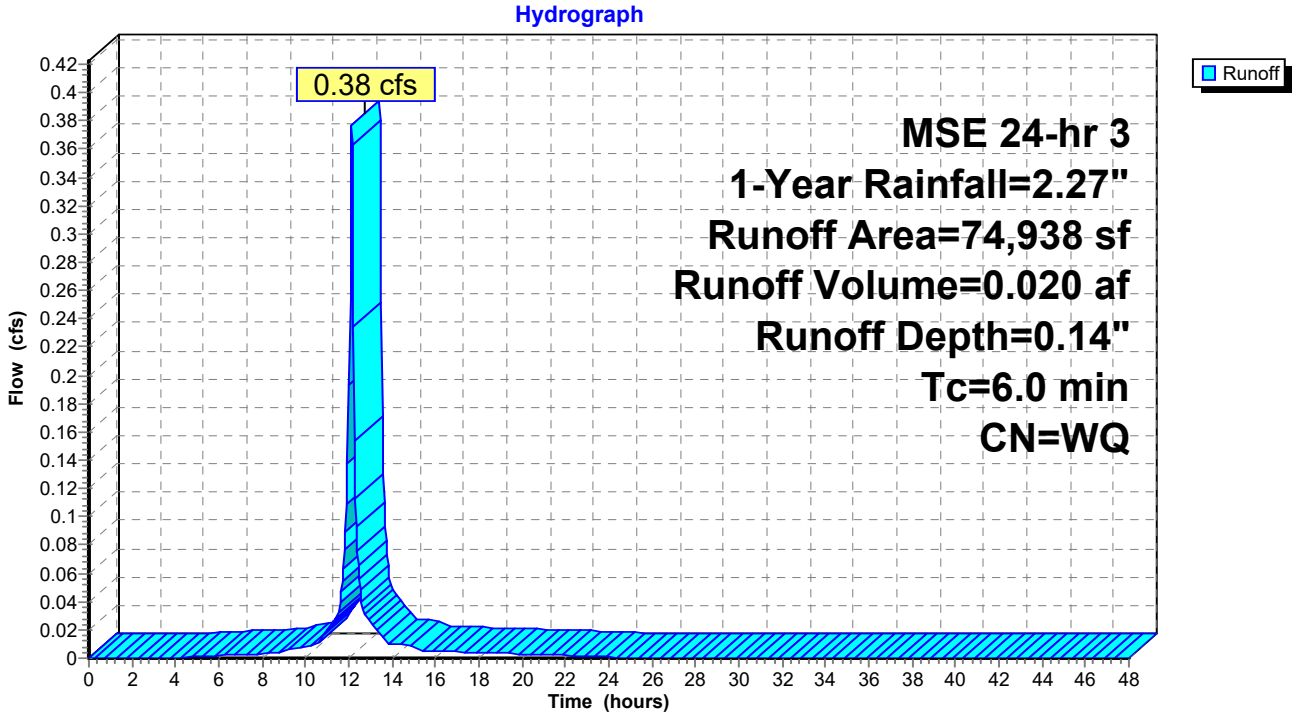
Runoff = 0.38 cfs @ 12.13 hrs, Volume= 0.020 af, Depth= 0.14"
Routed to Link 5L : Post-Development Runoff

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
MSE 24-hr 3 1-Year Rainfall=2.27"

Area (sf)	CN	Description
69,805	39	>75% Grass cover, Good, HSG A
5,133	98	Paved parking, HSG A
74,938		Weighted Average
69,805		93.15% Pervious Area
5,133		6.85% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 6S: Sub Area 3



Summary for Subcatchment 7S: Sub-Area 4

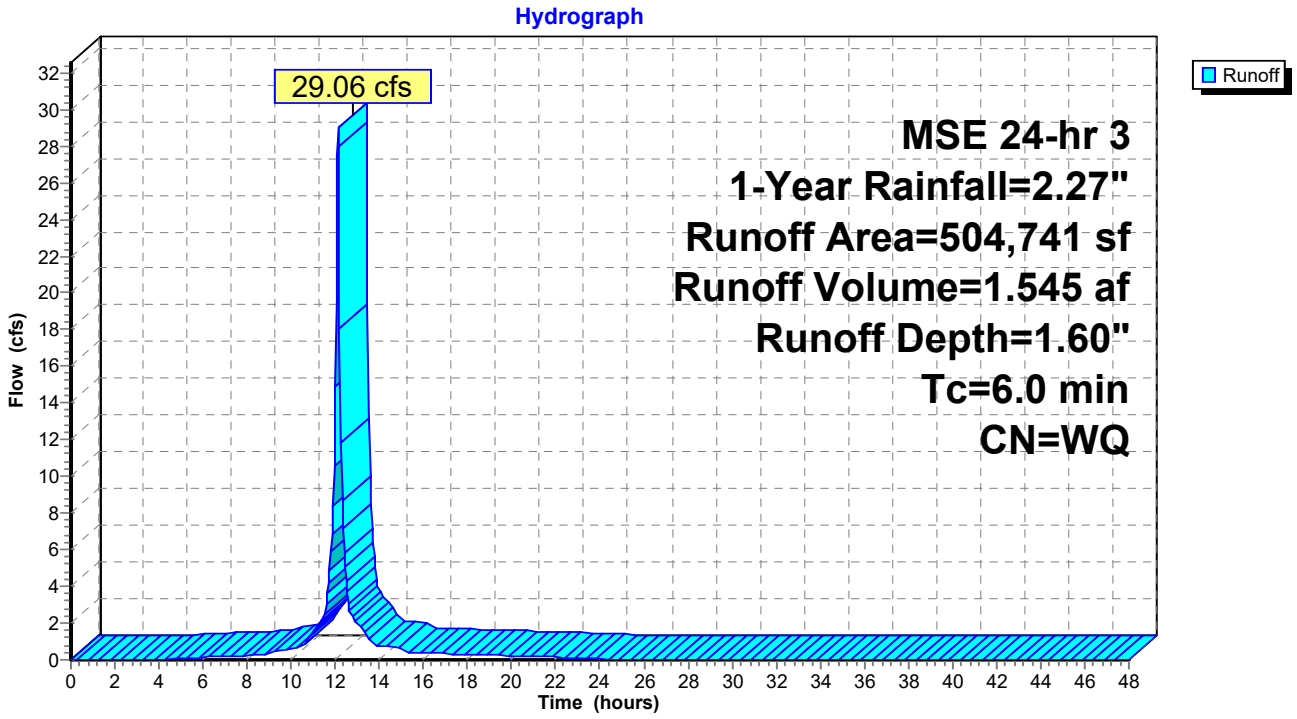
Runoff = 29.06 cfs @ 12.13 hrs, Volume= 1.545 af, Depth= 1.60"
Routed to Pond 9P : Infiltration Pond 3

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
MSE 24-hr 3 1-Year Rainfall=2.27"

Area (sf)	CN	Description
115,376	98	Roofs, HSG A
257,059	98	Paved parking, HSG A
109,277	39	>75% Grass cover, Good, HSG A
23,029	98	Water Surface, 0% imp, HSG A
504,741		Weighted Average
132,306		26.21% Pervious Area
372,435		73.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 7S: Sub-Area 4



Summary for Pond 2P: Infiltration Pond 1

Inflow Area = 5.133 ac, 65.08% Impervious, Inflow Depth = 1.61" for 1-Year event
Inflow = 12.95 cfs @ 12.13 hrs, Volume= 0.688 af
Outflow = 2.68 cfs @ 12.40 hrs, Volume= 0.688 af, Atten= 79%, Lag= 16.2 min
Discarded = 2.68 cfs @ 12.40 hrs, Volume= 0.688 af
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Routed to Link 5L : Post-Development Runoff

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 1,174.27' @ 12.40 hrs Surf.Area= 31,966 sf Storage= 8,567 cf

Plug-Flow detention time= 21.5 min calculated for 0.688 af (100% of inflow)
Center-of-Mass det. time= 21.5 min (779.4 - 757.9)

Volume	Invert	Avail.Storage	Storage Description
#1	1,174.00'	114,350 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

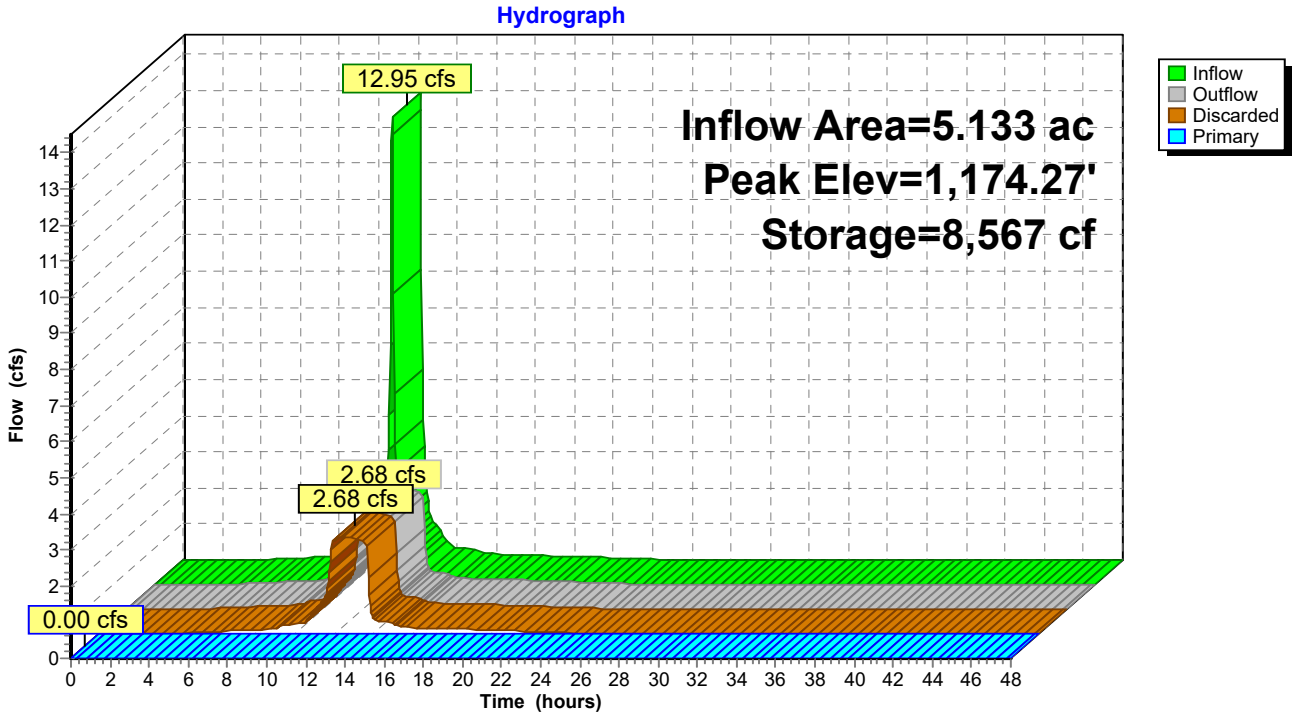
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
1,174.00	30,654	1,036.0	0	0	30,654
1,175.00	35,583	1,069.0	33,088	33,088	36,281
1,176.00	40,639	1,101.0	38,083	71,171	41,913
1,177.00	45,771	1,127.0	43,180	114,350	46,655

Device	Routing	Invert	Outlet Devices
#1	Primary	1,176.50'	**10.0' long + 3.0 '/' SideZ x 4.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66 2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32
#2	Discarded	1,174.00'	**3.600 in/hr Exfiltration over Wetted area**

Discarded OutFlow Max=2.68 cfs @ 12.40 hrs HW=1,174.27' (Free Discharge)
↑**2=Exfiltration** (Exfiltration Controls 2.68 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=1,174.00' (Free Discharge)
↑**1=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond 2P: Infiltration Pond 1



Summary for Pond 6P: Infiltration Pond 2

Inflow Area = 7.704 ac, 81.99% Impervious, Inflow Depth = 1.77" for 1-Year event
Inflow = 21.42 cfs @ 12.13 hrs, Volume= 1.139 af
Outflow = 1.77 cfs @ 12.76 hrs, Volume= 1.139 af, Atten= 92%, Lag= 38.2 min
Discarded = 1.77 cfs @ 12.76 hrs, Volume= 1.139 af
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Routed to Link 5L : Post-Development Runoff

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 1,173.18' @ 12.76 hrs Surf.Area= 20,961 sf Storage= 22,076 cf

Plug-Flow detention time= 100.5 min calculated for 1.139 af (100% of inflow)
Center-of-Mass det. time= 100.5 min (858.4 - 757.9)

Volume	Invert	Avail.Storage	Storage Description
#1	1,172.00'	66,646 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

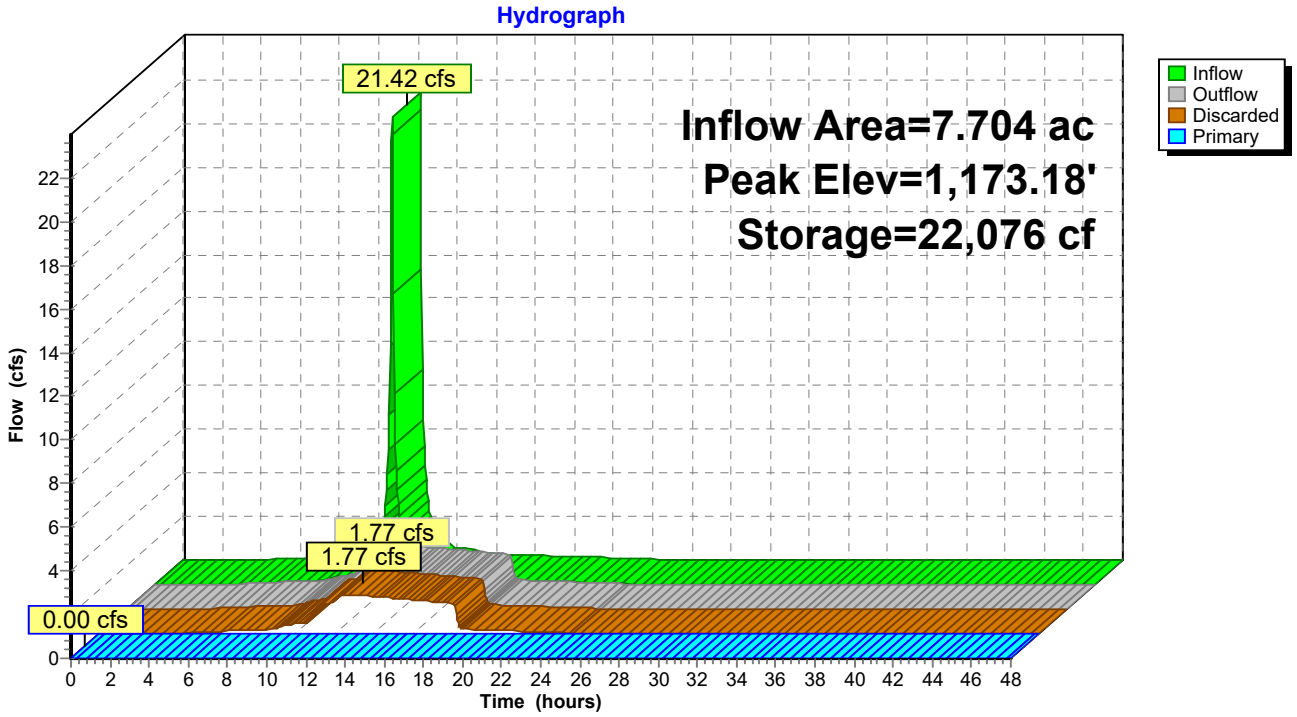
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
1,172.00	16,419	1,275.0	0	0	16,419
1,173.00	20,273	1,294.0	18,312	18,312	20,510
1,174.00	24,180	1,313.0	22,198	40,510	24,662
1,175.00	28,142	1,332.0	26,136	66,646	28,874

Device	Routing	Invert	Outlet Devices
#1	Primary	1,174.00'	**8.0' long + 3.0 '/' SideZ x 4.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66 2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32
#2	Discarded	1,172.00'	**3.600 in/hr Exfiltration over Wetted area**

Discarded OutFlow Max=1.77 cfs @ 12.76 hrs HW=1,173.18' (Free Discharge)
↑—**2=Exfiltration** (Exfiltration Controls 1.77 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=1,172.00' (Free Discharge)
↑—**1=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond 6P: Infiltration Pond 2



Summary for Pond 9P: Infiltration Pond 3

Inflow Area = 11.587 ac, 73.79% Impervious, Inflow Depth = 1.60" for 1-Year event
Inflow = 29.06 cfs @ 12.13 hrs, Volume= 1.545 af
Outflow = 2.32 cfs @ 12.81 hrs, Volume= 1.545 af, Atten= 92%, Lag= 41.1 min
Discarded = 2.32 cfs @ 12.81 hrs, Volume= 1.545 af
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Routed to Link 5L : Post-Development Runoff

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 1,173.19' @ 12.81 hrs Surf.Area= 27,573 sf Storage= 29,999 cf

Plug-Flow detention time= 102.7 min calculated for 1.545 af (100% of inflow)
Center-of-Mass det. time= 102.6 min (860.6 - 757.9)

Volume	Invert	Avail.Storage	Storage Description
#1	1,172.00'	86,434 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

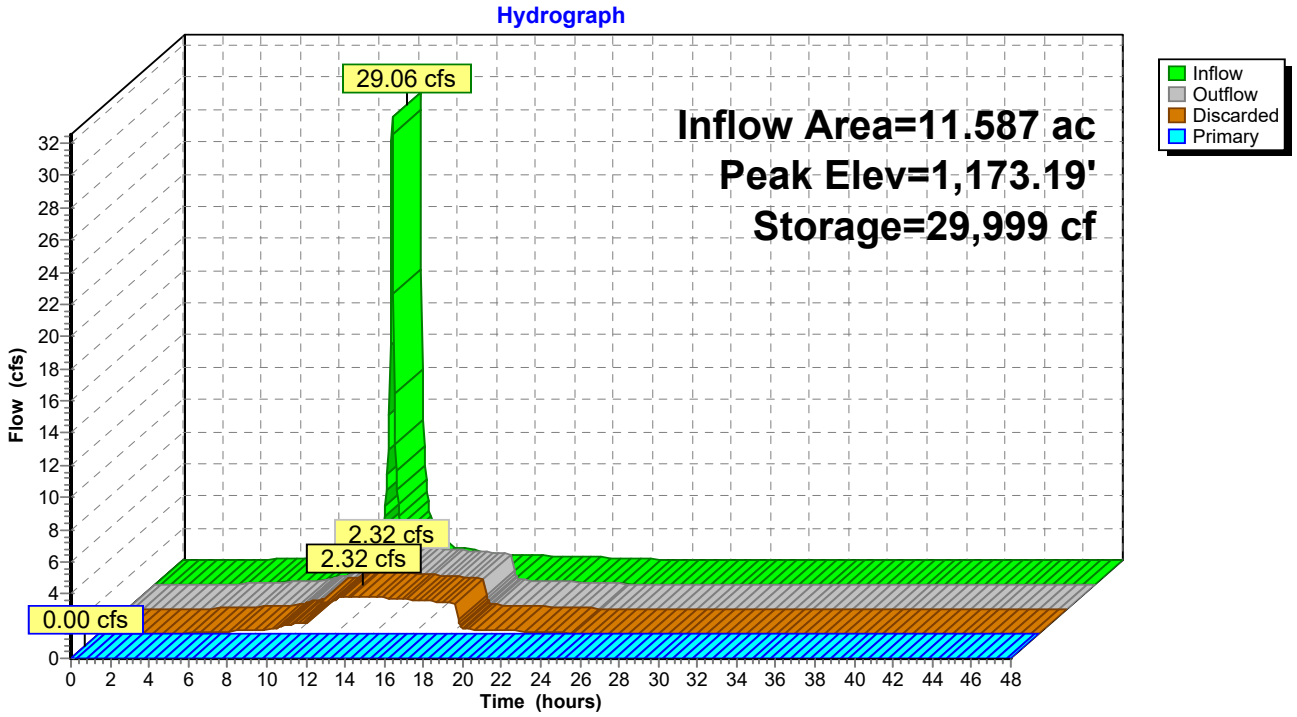
Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
1,172.00	23,029	1,270.0	0	0	23,029
1,173.00	26,867	1,289.0	24,923	24,923	27,104
1,174.00	30,762	1,308.0	28,793	53,716	31,240
1,175.00	34,714	1,327.0	32,718	86,434	35,436

Device	Routing	Invert	Outlet Devices
#1	Primary	1,174.00'	**8.0' long + 3.0 '/' SideZ x 4.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66 2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32
#2	Discarded	1,172.00'	**3.600 in/hr Exfiltration over Wetted area**

Discarded OutFlow Max=2.32 cfs @ 12.81 hrs HW=1,173.19' (Free Discharge)
↑—**2=Exfiltration** (Exfiltration Controls 2.32 cfs)

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=1,172.00' (Free Discharge)
↑—**1=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond 9P: Infiltration Pond 3

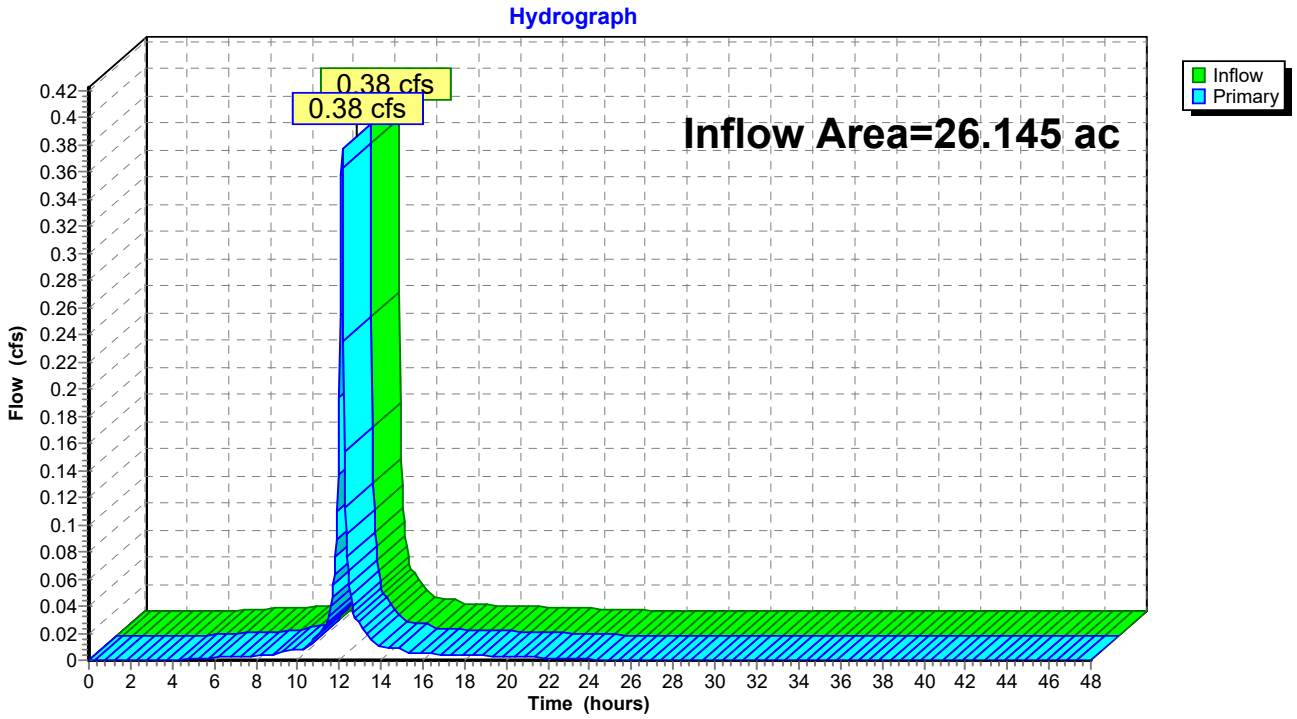


Summary for Link 5L: Post-Development Runoff

Inflow Area = 26.145 ac, 70.09% Impervious, Inflow Depth = 0.01" for 1-Year event
Inflow = 0.38 cfs @ 12.13 hrs, Volume= 0.020 af
Primary = 0.38 cfs @ 12.13 hrs, Volume= 0.020 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs

Link 5L: Post-Development Runoff



Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-Q
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Sub Area 1 Runoff Area=223,614 sf 65.08% Impervious Runoff Depth=1.88"
Tc=6.0 min CN=WQ Runoff=14.96 cfs 0.802 af

Subcatchment3S: Sub Area 2 Runoff Area=335,580 sf 81.99% Impervious Runoff Depth=2.07"
Tc=6.0 min CN=WQ Runoff=24.76 cfs 1.328 af

Subcatchment6S: Sub Area 3 Runoff Area=74,938 sf 6.85% Impervious Runoff Depth=0.16"
Tc=6.0 min CN=WQ Runoff=0.44 cfs 0.023 af

Subcatchment7S: Sub-Area 4 Runoff Area=504,741 sf 73.79% Impervious Runoff Depth=1.86"
Tc=6.0 min CN=WQ Runoff=33.58 cfs 1.801 af

Pond 2P: Infiltration Pond 1 Peak Elev=1,174.34' Storage=10,702 cf Inflow=14.96 cfs 0.802 af
Discarded=2.71 cfs 0.802 af Primary=0.00 cfs 0.000 af Outflow=2.71 cfs 0.802 af

Pond 6P: Infiltration Pond 2 Peak Elev=1,173.40' Storage=26,789 cf Inflow=24.76 cfs 1.328 af
Discarded=1.85 cfs 1.328 af Primary=0.00 cfs 0.000 af Outflow=1.85 cfs 1.328 af

Pond 9P: Infiltration Pond 3 Peak Elev=1,173.42' Storage=36,482 cf Inflow=33.58 cfs 1.801 af
Discarded=2.40 cfs 1.801 af Primary=0.00 cfs 0.000 af Outflow=2.40 cfs 1.801 af

Link 5L: Post-DevelopmentRunoff Inflow=0.44 cfs 0.023 af
Primary=0.44 cfs 0.023 af

Total Runoff Area = 26.145 ac Runoff Volume = 3.954 af Average Runoff Depth = 1.81"
29.91% Pervious = 7.820 ac 70.09% Impervious = 18.325 ac

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-Q
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Sub Area 1 Runoff Area=223,614 sf 65.08% Impervious Runoff Depth=2.76"
Tc=6.0 min CN=WQ Runoff=21.57 cfs 1.180 af

Subcatchment3S: Sub Area 2 Runoff Area=335,580 sf 81.99% Impervious Runoff Depth=3.04"
Tc=6.0 min CN=WQ Runoff=35.69 cfs 1.952 af

Subcatchment6S: Sub Area 3 Runoff Area=74,938 sf 6.85% Impervious Runoff Depth=0.26"
Tc=6.0 min CN=WQ Runoff=0.63 cfs 0.037 af

Subcatchment7S: Sub-Area 4 Runoff Area=504,741 sf 73.79% Impervious Runoff Depth=2.74"
Tc=6.0 min CN=WQ Runoff=48.41 cfs 2.649 af

Pond 2P: Infiltration Pond 1 Peak Elev=1,174.57' Storage=18,307 cf Inflow=21.57 cfs 1.180 af
Discarded=2.82 cfs 1.180 af Primary=0.00 cfs 0.000 af Outflow=2.82 cfs 1.180 af

Pond 6P: Infiltration Pond 2 Peak Elev=1,174.08' Storage=42,509 cf Inflow=35.69 cfs 1.952 af
Discarded=2.08 cfs 1.919 af Primary=0.47 cfs 0.033 af Outflow=2.55 cfs 1.952 af

Pond 9P: Infiltration Pond 3 Peak Elev=1,174.12' Storage=57,564 cf Inflow=48.41 cfs 2.649 af
Discarded=2.65 cfs 2.579 af Primary=0.87 cfs 0.071 af Outflow=3.51 cfs 2.649 af

Link 5L: Post-DevelopmentRunoff Inflow=1.38 cfs 0.141 af
Primary=1.38 cfs 0.141 af

Total Runoff Area = 26.145 ac Runoff Volume = 5.819 af Average Runoff Depth = 2.67"
29.91% Pervious = 7.820 ac 70.09% Impervious = 18.325 ac

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-Q
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Sub Area 1 Runoff Area=223,614 sf 65.08% Impervious Runoff Depth=4.51"
Tc=6.0 min CN=WQ Runoff=34.16 cfs 1.928 af

Subcatchment3S: Sub Area 2 Runoff Area=335,580 sf 81.99% Impervious Runoff Depth=4.93"
Tc=6.0 min CN=WQ Runoff=56.41 cfs 3.164 af

Subcatchment6S: Sub Area 3 Runoff Area=74,938 sf 6.85% Impervious Runoff Depth=0.76"
Tc=6.0 min CN=WQ Runoff=1.28 cfs 0.109 af

Subcatchment7S: Sub-Area 4 Runoff Area=504,741 sf 73.79% Impervious Runoff Depth=4.48"
Tc=6.0 min CN=WQ Runoff=76.68 cfs 4.330 af

Pond 2P: Infiltration Pond 1 Peak Elev=1,175.04' Storage=34,423 cf Inflow=34.16 cfs 1.928 af
Discarded=3.04 cfs 1.928 af Primary=0.00 cfs 0.000 af Outflow=3.04 cfs 1.928 af

Pond 6P: Infiltration Pond 2 Peak Elev=1,174.68' Storage=57,721 cf Inflow=56.41 cfs 3.164 af
Discarded=2.29 cfs 2.357 af Primary=14.34 cfs 0.807 af Outflow=16.63 cfs 3.164 af

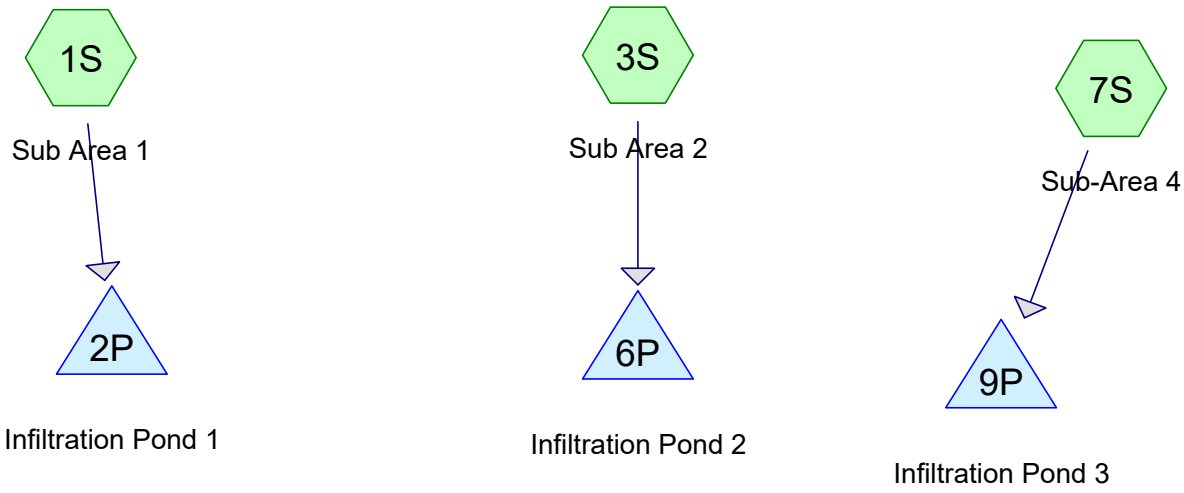
Pond 9P: Infiltration Pond 3 Peak Elev=1,174.78' Storage=79,034 cf Inflow=76.68 cfs 4.330 af
Discarded=2.88 cfs 3.172 af Primary=18.40 cfs 1.158 af Outflow=21.27 cfs 4.330 af

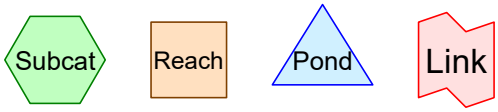
Link 5L: Post-DevelopmentRunoff Inflow=33.43 cfs 2.073 af
Primary=33.43 cfs 2.073 af

Total Runoff Area = 26.145 ac Runoff Volume = 9.531 af Average Runoff Depth = 4.37"
29.91% Pervious = 7.820 ac 70.09% Impervious = 18.325 ac

Section 6.0

Detention Pond Safe Passage Analysis





Routing Diagram for 10453B-Post Safe Passage 2026
Prepared by REI Engineering, Printed 1/30/2026
HydroCAD® 10.20-8a s/n 03070 © 2025 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (acres)	CN	Description (subcatchment-numbers)
4.608	39	>75% Grass cover, Good, HSG A (1S, 3S, 7S)
0.101	98	Paved Sidewalk, HSG A (1S)
12.716	98	Paved parking, HSG A (1S, 3S, 7S)
2.654	98	Roofs (3S)
2.649	98	Roofs, HSG A (7S)
0.088	98	Sidewalk, HSG A (3S)
1.609	98	Water Surface, 0% imp, HSG A (1S, 3S, 7S)
24.425	**87**	**TOTAL AREA**

Time span=0.00-48.00 hrs, dt=0.05 hrs, 961 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-Q
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: Sub Area 1 Runoff Area=223,614 sf 65.08% Impervious Runoff Depth=4.51"
Tc=6.0 min CN=WQ Runoff=34.16 cfs 1.928 af

Subcatchment3S: Sub Area 2 Runoff Area=335,580 sf 81.99% Impervious Runoff Depth=4.93"
Tc=6.0 min CN=WQ Runoff=56.41 cfs 3.164 af

Subcatchment7S: Sub-Area 4 Runoff Area=504,741 sf 73.79% Impervious Runoff Depth=4.48"
Tc=6.0 min CN=WQ Runoff=76.68 cfs 4.330 af

Pond 2P: Infiltration Pond 1 Peak Elev=1,176.31' Storage=83,988 cf Inflow=34.16 cfs 1.928 af
Outflow=0.00 cfs 0.000 af

Pond 6P: Infiltration Pond 2 Peak Elev=1,174.82' Storage=61,729 cf Inflow=56.41 cfs 3.164 af
Outflow=39.95 cfs 2.234 af

Pond 9P: Infiltration Pond 3 Peak Elev=1,174.86' Storage=101,850 cf Inflow=76.68 cfs 4.330 af
Outflow=34.05 cfs 2.789 af

Total Runoff Area = 24.425 ac Runoff Volume = 9.422 af Average Runoff Depth = 4.63"
25.46% Pervious = 6.218 ac 74.54% Impervious = 18.207 ac

Summary for Subcatchment 1S: Sub Area 1

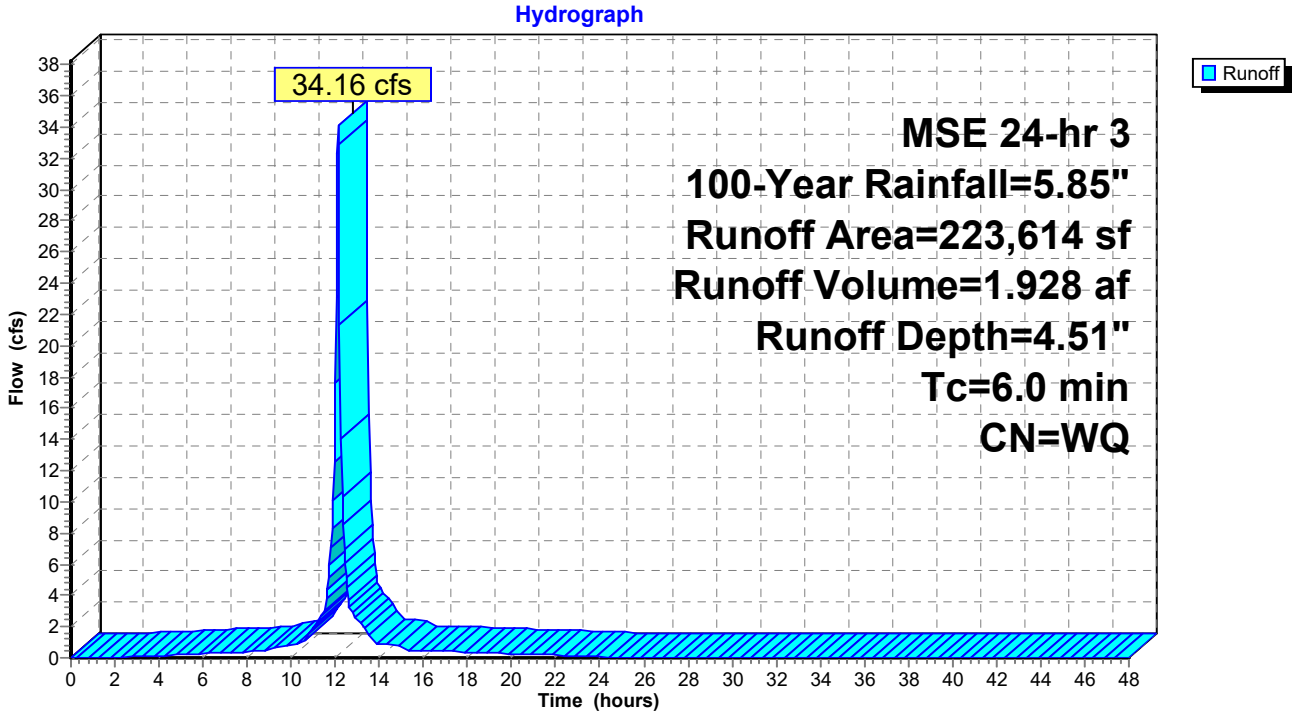
Runoff = 34.16 cfs @ 12.13 hrs, Volume= 1.928 af, Depth= 4.51"
Routed to Pond 2P : Infiltration Pond 1

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
MSE 24-hr 3 100-Year Rainfall=5.85"

	Area (sf)	CN	Description
	141,144	98	Paved parking, HSG A
	47,436	39	>75% Grass cover, Good, HSG A
	30,654	98	Water Surface, 0% imp, HSG A
*	4,380	98	Paved Sidewalk, HSG A
	223,614		Weighted Average
	78,090		34.92% Pervious Area
	145,524		65.08% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 1S: Sub Area 1



Summary for Subcatchment 3S: Sub Area 2

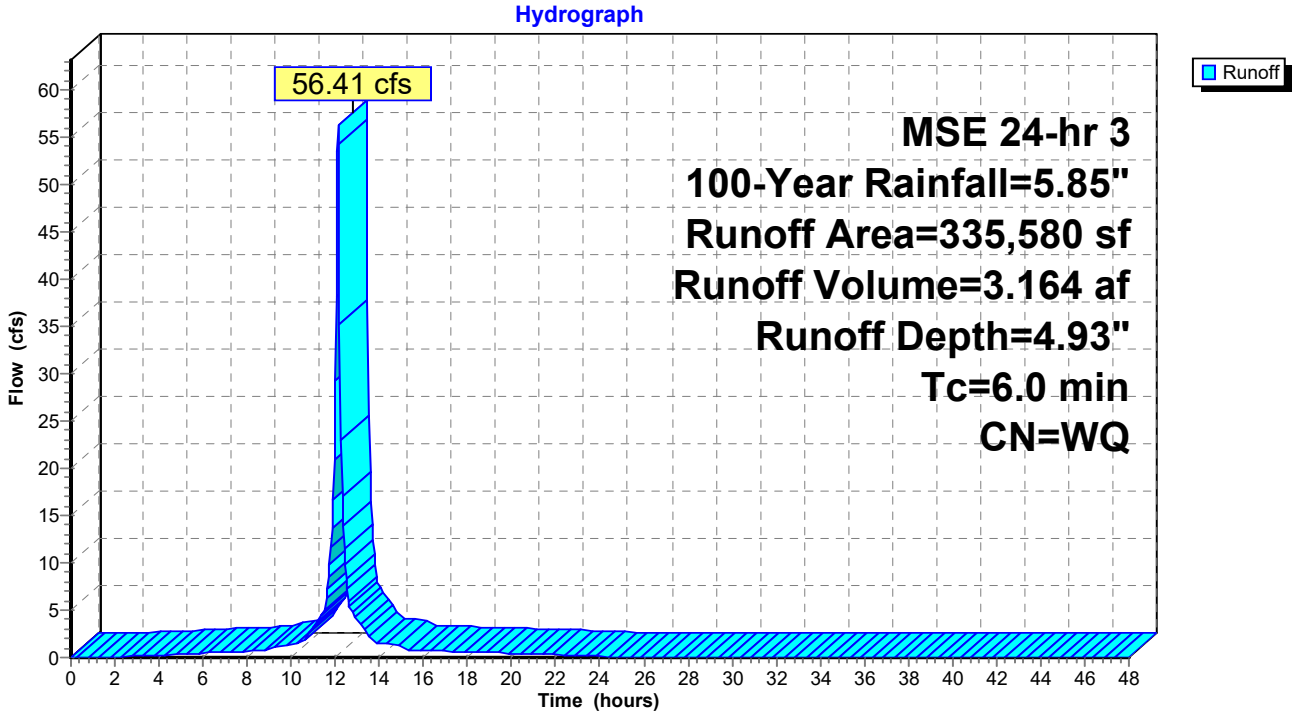
Runoff = 56.41 cfs @ 12.13 hrs, Volume= 3.164 af, Depth= 4.93"
Routed to Pond 6P : Infiltration Pond 2

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
MSE 24-hr 3 100-Year Rainfall=5.85"

	Area (sf)	CN	Description
*	115,596	98	Roofs
*	155,693	98	Paved parking, HSG A
*	3,850	98	Sidewalk, HSG A
*	44,022	39	>75% Grass cover, Good, HSG A
	16,419	98	Water Surface, 0% imp, HSG A
	335,580		Weighted Average
	60,441		18.01% Pervious Area
	275,139		81.99% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 3S: Sub Area 2



Summary for Subcatchment 7S: Sub-Area 4

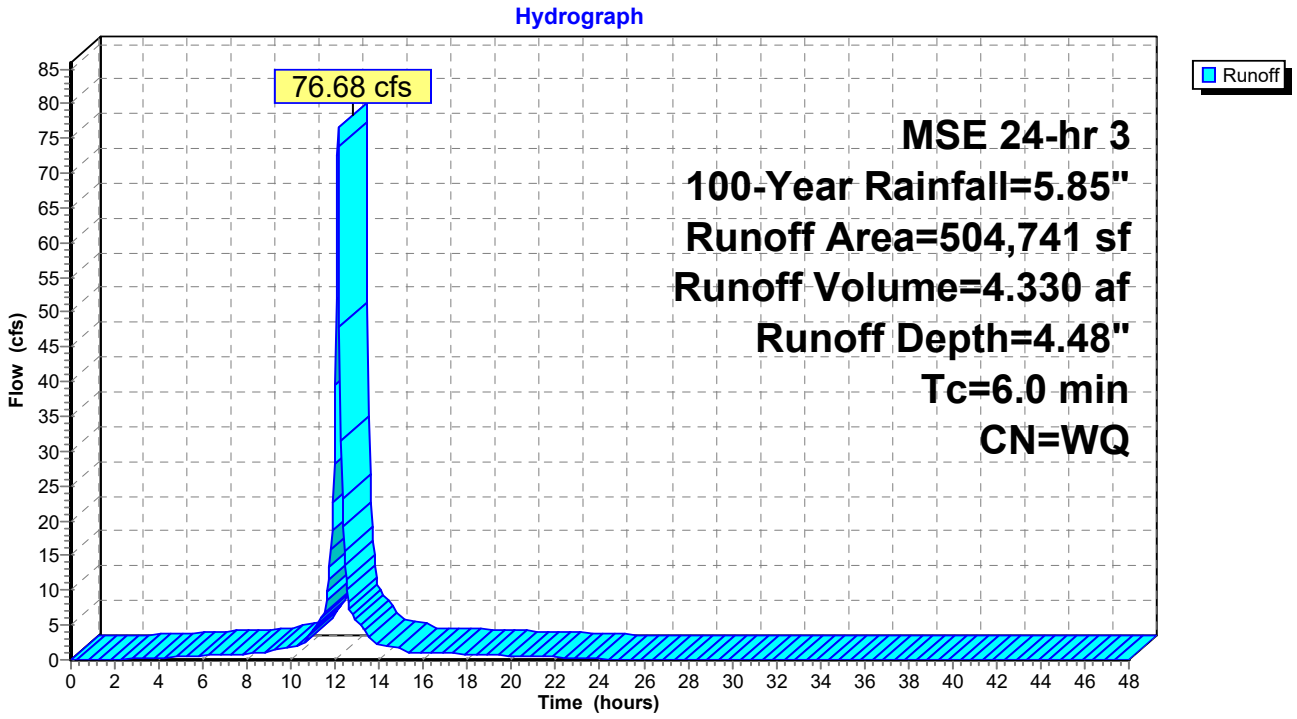
Runoff = 76.68 cfs @ 12.13 hrs, Volume= 4.330 af, Depth= 4.48"
Routed to Pond 9P : Infiltration Pond 3

Runoff by SCS TR-20 method, UH=SCS, Weighted-Q, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
MSE 24-hr 3 100-Year Rainfall=5.85"

Area (sf)	CN	Description
115,376	98	Roofs, HSG A
257,059	98	Paved parking, HSG A
109,277	39	>75% Grass cover, Good, HSG A
23,029	98	Water Surface, 0% imp, HSG A
504,741		Weighted Average
132,306		26.21% Pervious Area
372,435		73.79% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry,**

Subcatchment 7S: Sub-Area 4



Summary for Pond 2P: Infiltration Pond 1

Inflow Area = 5.133 ac, 65.08% Impervious, Inflow Depth = 4.51" for 100-Year event
Inflow = 34.16 cfs @ 12.13 hrs, Volume= 1.928 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Routed to nonexistent node 5L

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 1,176.31' @ 24.40 hrs Surf.Area= 42,195 sf Storage= 83,988 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
Center-of-Mass det. time= (not calculated: no outflow)

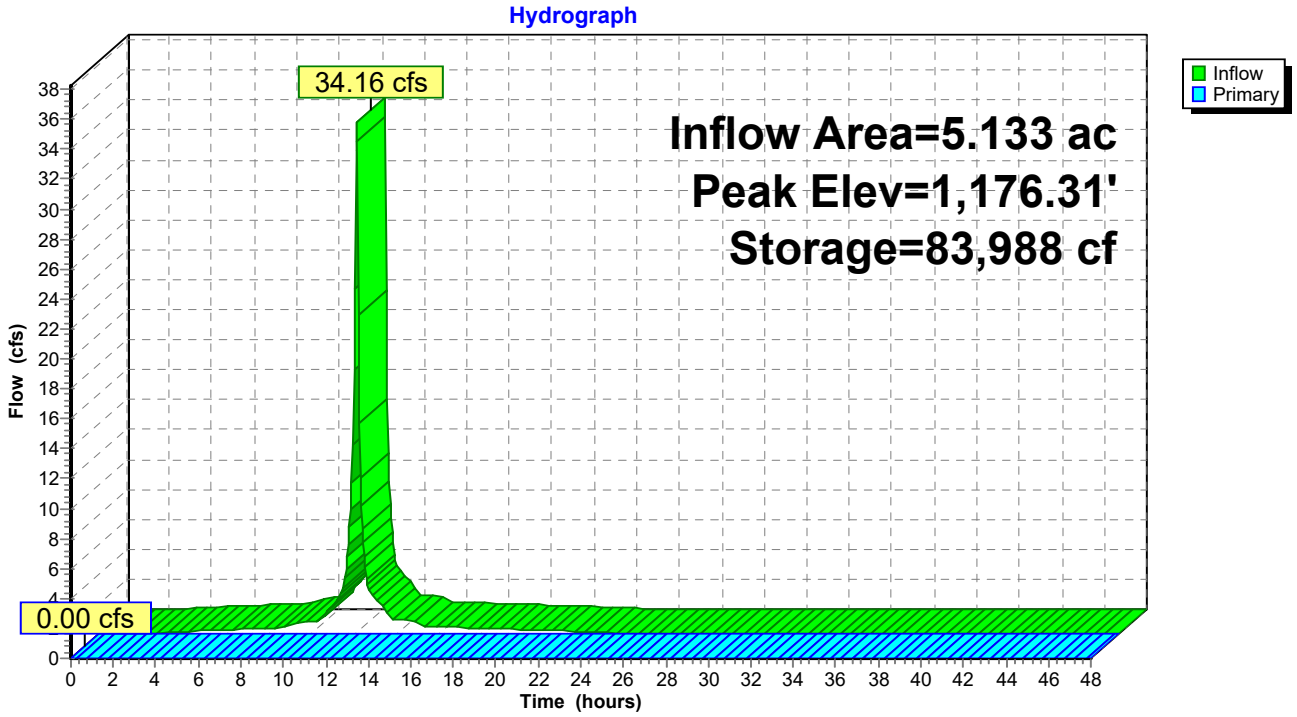
Volume	Invert	Avail.Storage	Storage Description
#1	1,174.00'	114,350 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
1,174.00	30,654	1,036.0	0	0	30,654
1,175.00	35,583	1,069.0	33,088	33,088	36,281
1,176.00	40,639	1,101.0	38,083	71,171	41,913
1,177.00	45,771	1,127.0	43,180	114,350	46,655

Device	Routing	Invert	Outlet Devices
#1	Primary	1,176.50'	**10.0' long + 3.0 '/' SideZ x 4.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66 2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=1,174.00' (Free Discharge)
↑—**1=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Pond 2P: Infiltration Pond 1



Summary for Pond 6P: Infiltration Pond 2

Inflow Area = 7.704 ac, 81.99% Impervious, Inflow Depth = 4.93" for 100-Year event
Inflow = 56.41 cfs @ 12.13 hrs, Volume= 3.164 af
Outflow = 39.95 cfs @ 12.20 hrs, Volume= 2.234 af, Atten= 29%, Lag= 4.1 min
Primary = 39.95 cfs @ 12.20 hrs, Volume= 2.234 af
Routed to nonexistent node 5L

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 1,174.82' @ 12.20 hrs Surf.Area= 27,419 sf Storage= 61,729 cf

Plug-Flow detention time= 149.8 min calculated for 2.232 af (71% of inflow)
Center-of-Mass det. time= 80.1 min (825.0 - 744.9)

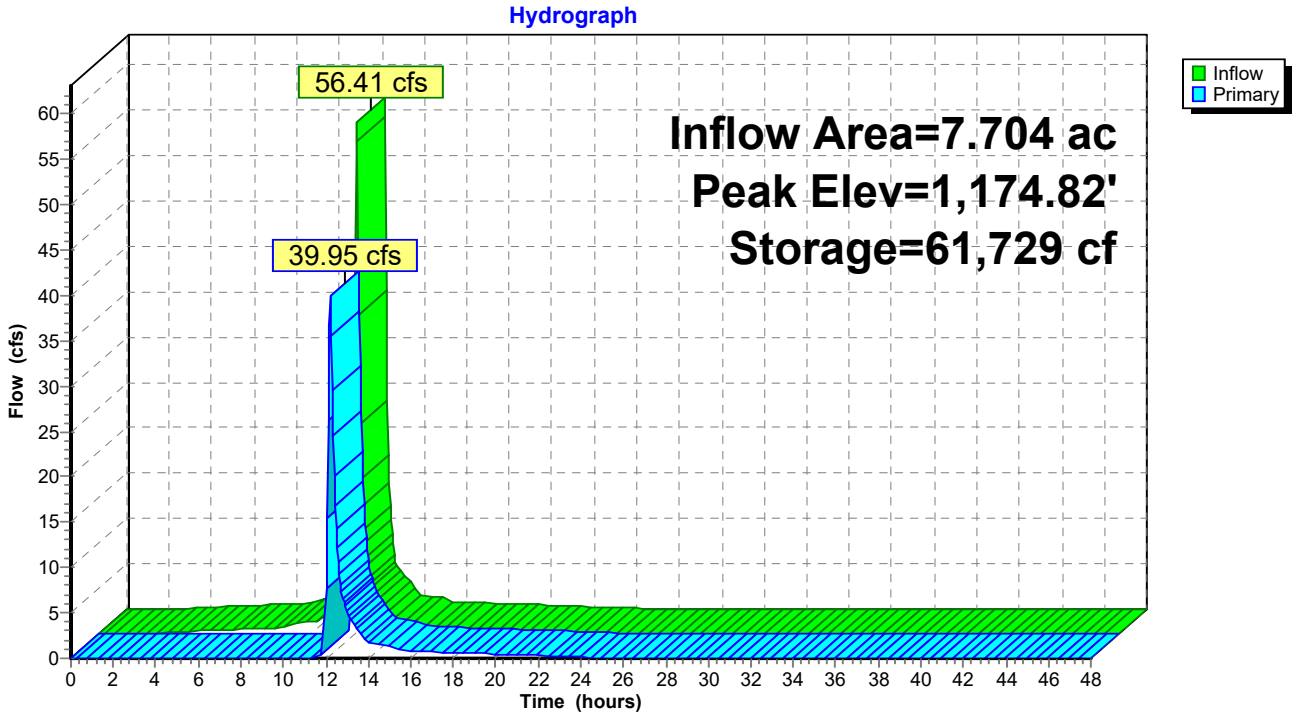
Volume	Invert	Avail.Storage	Storage Description
#1	1,172.00'	66,646 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
1,172.00	16,419	1,275.0	0	0	16,419
1,173.00	20,273	1,294.0	18,312	18,312	20,510
1,174.00	24,180	1,313.0	22,198	40,510	24,662
1,175.00	28,142	1,332.0	26,136	66,646	28,874

Device	Routing	Invert	Outlet Devices
#1	Primary	1,174.00'	**18.0' long + 3.0 '/' SideZ x 4.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66 2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32

Primary OutFlow Max=39.68 cfs @ 12.20 hrs HW=1,174.82' (Free Discharge)
↑**1=Broad-Crested Rectangular Weir** (Weir Controls 39.68 cfs @ 2.37 fps)

Pond 6P: Infiltration Pond 2



Summary for Pond 9P: Infiltration Pond 3

Inflow Area = 11.587 ac, 73.79% Impervious, Inflow Depth = 4.48" for 100-Year event
Inflow = 76.68 cfs @ 12.13 hrs, Volume= 4.330 af
Outflow = 34.05 cfs @ 12.25 hrs, Volume= 2.789 af, Atten= 56%, Lag= 7.4 min
Primary = 34.05 cfs @ 12.25 hrs, Volume= 2.789 af
Routed to nonexistent node 5L

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.05 hrs
Peak Elev= 1,174.86' @ 12.25 hrs Surf.Area= 42,663 sf Storage= 101,850 cf

Plug-Flow detention time= 183.4 min calculated for 2.789 af (64% of inflow)
Center-of-Mass det. time= 105.2 min (851.6 - 746.4)

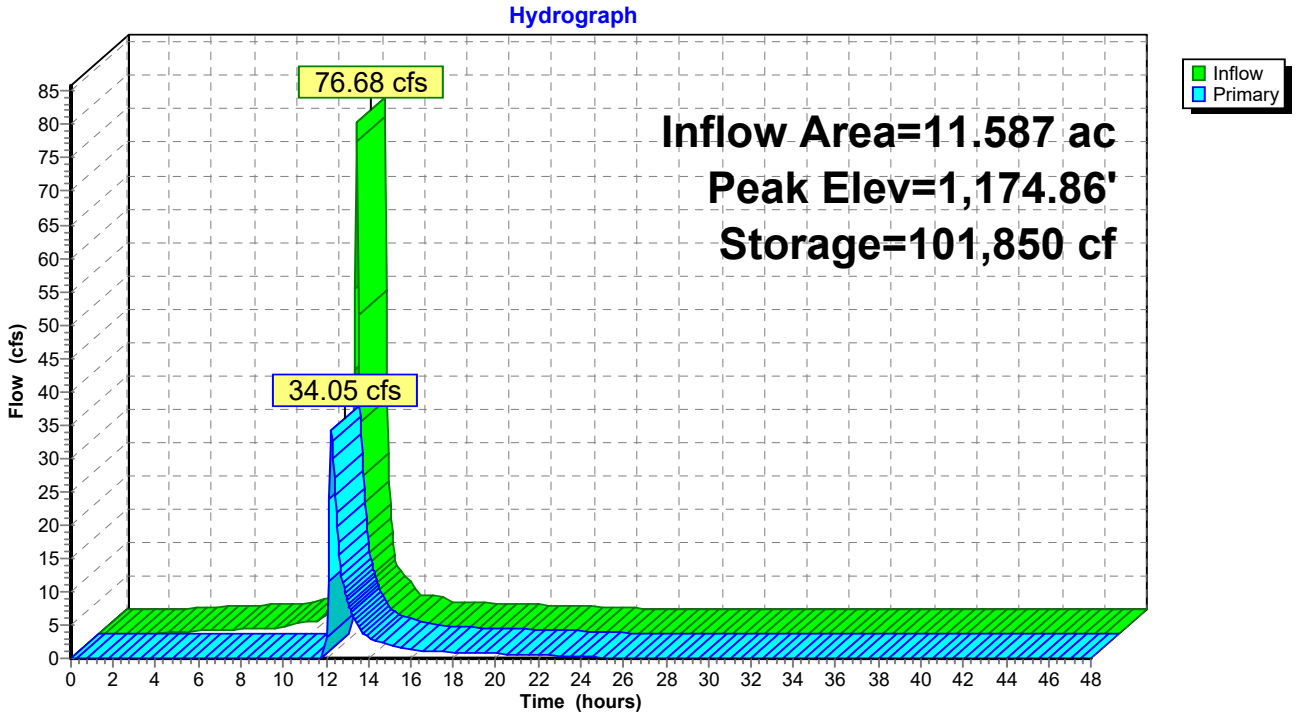
Volume	Invert	Avail.Storage	Storage Description
#1	1,172.00'	108,043 cf	**Custom Stage Data (Irregular)** Listed below (Recalc) x 1.25

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
1,172.00	23,029	1,270.0	0	0	23,029
1,173.00	26,867	1,289.0	24,923	24,923	27,104
1,174.00	30,762	1,308.0	28,793	53,716	31,240
1,175.00	34,714	1,327.0	32,718	86,434	35,436

Device	Routing	Invert	Outlet Devices
#1	Primary	1,174.00'	**14.0' long + 3.0 '/' SideZ x 4.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 4.00 4.50 5.00 5.50 Coef. (English) 2.38 2.54 2.69 2.68 2.67 2.67 2.65 2.66 2.66 2.68 2.72 2.73 2.76 2.79 2.88 3.07 3.32

Primary OutFlow Max=34.00 cfs @ 12.25 hrs HW=1,174.86' (Free Discharge)
↑**1=Broad-Crested Rectangular Weir** (Weir Controls 34.00 cfs @ 2.40 fps)

Pond 9P: Infiltration Pond 3



SITE PLAN PACKAGE FOR:

PROPOSED FACILITY

VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN

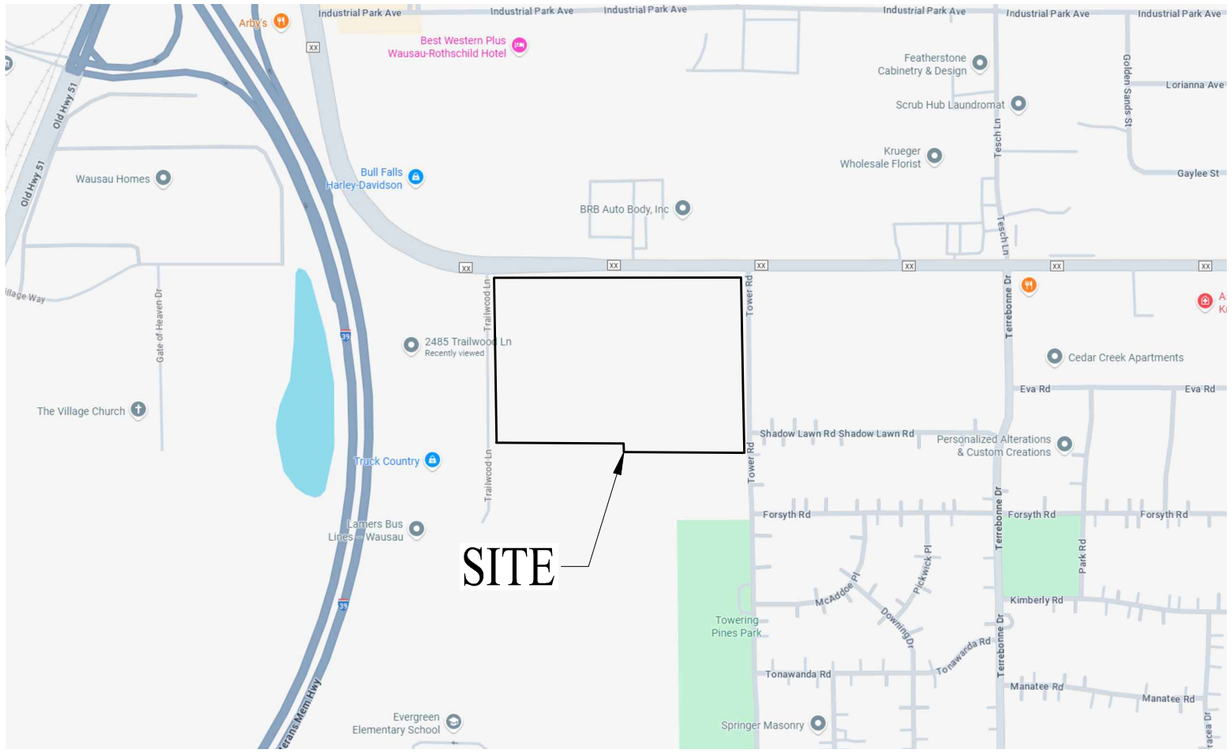
INDEX OF SHEETS

SHEET C001	TITLE SHEET
SHEET C010	EXISTING SITE CONDITIONS
SHEET C020	OVERLAY SITE PLAN
SHEET C030	DEMO SHEET
SHEET C100	SITE PLAN - NW
SHEET C101	SITE PLAN - NE
SHEET C102	SITE PLAN - SW
SHEET C103	SITE PLAN - SE
SHEET C200	GRADING & EROSION CONTROL PLAN - NW
SHEET C201	GRADING & EROSION CONTROL PLAN - NE
SHEET C202	GRADING & EROSION CONTROL PLAN - SW
SHEET C203	GRADING & EROSION CONTROL PLAN - SE
SHEET C300	UTILITY PLAN - NW
SHEET C301	UTILITY PLAN - NE
SHEET C302	UTILITY PLAN - SW
SHEET C303	UTILITY PLAN - SE
SHEET C400	LANDSCAPE PLAN - OVERALL
SHEET C401	LANDSCAPE PLAN - NW
SHEET C402	LANDSCAPE PLAN - NE
SHEET C403	LANDSCAPE PLAN - SW
SHEET C404	LANDSCAPE PLAN - SE
SHEET C405	LANDSCAPE NOTES & DETAILS
SHEET C800	SITE DETAILS
SHEET C810	EROSION CONTROL DETAILS
SHEET C820	UTILITY DETAILS
SHEET C900	SITE SPECIFICATIONS
SHEET 1 OF 2	LDS LIGHTING PHOTOMETRICS
SHEET 2 OF 2	LDS LIGHTING PHOTOMETRICS DETAILS

TOTAL SHEETS = 28

LIST OF STANDARD ABBREVIATIONS

&	AND
AB	AUGER BORING
ADT	AVERAGE DAILY TRAFFIC
BC	BOTTOM OF CURB
BM	BENCHMARK
BOC	BACK OF CURB
BR	BOTTOM OF RAMP
BS	BOTTOM OF STEPS
BW	BOTTOM OF WALL
CB	CATCH BASIN
CMAC	CORRUGATED METAL ARCH CULVERT
CMBC	CORRUGATED METAL BOX CULVERT
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC.	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
DGB	DENSE GRADED BASE
DIP	DUCTILE IRON PIPE
D/S	DOWNSTREAM
(E)	EAST
ELEV.	ELEVATION
EOG	EDGE OF GRAVEL
FFE	FINISHED FLOOR ELEVATION
FG	FINISH GRADE
F.O.	FIBER OPTIC
INL	INLET
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HMA	HOT MIX ASPHALT
HP	HIGH POINT
IE	INVERT ELEVATION
LF	LINEAL FEET
LP	LOW POINT
MEG	MATCH EXISTING GRADE
MH	MANHOLE
(N)	NORTH
(NE)	NORTHEAST
(NW)	NORTHWEST
OH	OVERHEAD
PC	POINT OF CURVATURE
PE	POLYETHYLENE PIPE
P/L	PROPERTY LINE
PP	POWER POLE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE PIPE
RCB	REINFORCED CONCRETE BOX CULVERT
RCP	REINFORCED CONCRETE PIPE
RR	RAIL ROAD
R/W	RIGHT OF WAY
(S)	SOUTH
SAN	SANITARY SEWER
SB	SOIL BORING
SS	STORM SEWER
STM	STORM
(SW)	SOUTHWEST
TC	TOP OF CURB
TBR	TO BE REMOVED
TLE	TEMPORARY LIMITED EASEMENT
TNH	TOP NUT FIRE HYDRANT
TP	TEST PIT
TR	TOP OF RAMP
TYP.	TYPICAL
TS	TOP OF STEPS
TW	TOP OF WALL
U/S	UPSTREAM
VAR.	VARIES
(W)	WEST



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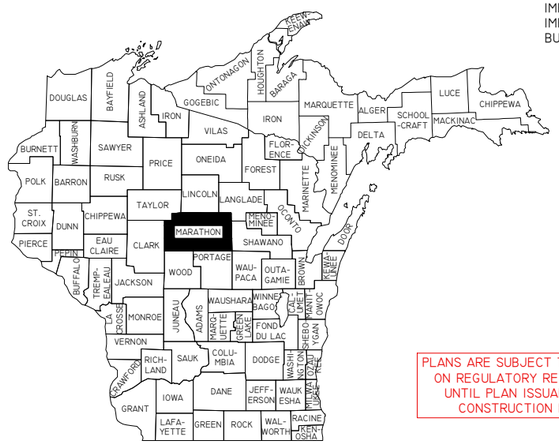
TITLE WORK REQUIRED
TITLE WORK FOR THE PROJECT SITE WAS NOT PROVIDED TO REI FOR REVIEW, THEREFORE REI WAS UNABLE TO VERIFY THE EXISTENCE OF EASEMENTS OR USE ENCUMBRANCES.

INFORMATION SHOWN WITH RESPECT TO EXISTING UNDERGROUND FACILITIES IS BASED ON INFORMATION AND DATA FURNISHED BY THE OWNER OF SUCH UNDERGROUND FACILITIES. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXACT LOCATIONS OF ALL UNDERGROUND FACILITIES PRIOR TO COMMENCING ANY WORK. IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITY FACILITIES.



PLANS ARE SUBJECT TO CHANGE BASED ON REGULATORY REVIEW COMMENTS UNTIL PLAN ISSUANCE REFLECTS CONSTRUCTION PLAN LEVEL.

PROPERTY OVERVIEW:

LOT AREA = 26.33 AC.
FLOOR AREA = 5.30 AC.
FLOOR AREA RATIO = 5.30 AC./26.33 AC. = 20.14%
IMPERVIOUS COVER = 18.43 AC.
IMPERVOUS COVER RATIO = 18.43 AC./26.33 AC. = 70.00%
BUILDING HEIGHT = 38 FT.

LEGEND

- BENCHMARK
- I" IRON BAR
- EXISTING MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING STORM SEWER MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING HYDRANT
- EXISTING WATER VALVE
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING WATER SHUTOFF
- EXISTING DECIDUOUS TREE
- EXISTING CONIFEROUS TREE
- EXISTING GAS VALVE
- EXISTING CURB INLET
- EXISTING WELL
- TEST PIT LOCATION
- SBI SOIL BORING
- AC EXISTING AIR CONDITIONING UNIT
- GM EXISTING GAS METER
- EM EXISTING ELECTRIC METER
- EXISTING UTILITY PEDESTAL
- EXISTING RAILROAD TRACKS
- EXISTING TREE LINE
- EXISTING GUY POLE
- TV EXISTING CABLE TV
- FO EXISTING FIBER OPTIC CABLE
- G EXISTING UNDERGROUND GAS
- E EXISTING UNDERGROUND ELECTRIC
- T EXISTING UNDERGROUND TELEPHONE
- OH EXISTING OVERHEAD UTILITIES
- W EXISTING WATER MAIN
- SS EXISTING STORM SEWER
- SAN EXISTING SANITARY SEWER
- EXISTING PROPERTY LINE
- PROPOSED HANDICAP PARKING
- PROPOSED CURB STOP
- PROPOSED HYDRANT
- PROPOSED WATER VALVE
- SAN PROPOSED SANITARY SEWER
- SS PROPOSED STORM SEWER
- F.M. PROPOSED FORCE MAIN
- SAN. LAT. PROPOSED SANITARY SEWER LATERAL
- W.S. PROPOSED WATER LATERAL
- W PROPOSED WATER MAIN
- PS PROPOSED PUMP STATION
- MS PROPOSED SANITARY MANHOLE
- MS PROPOSED STORM MANHOLE
- PROPOSED CURB INLET
- PROPOSED CATCH BASIN
- CO PROPOSED CLEANOUT
- PROPOSED DRAINAGE FLOW
- 3% PROPOSED SLOPE
- PROPOSED CURB & GUTTER
- PROPOSED REJECT CURB & GUTTER
- PROPOSED MOUNTABLE CURB & GUTTER
- 1178 EXISTING GROUND CONTOUR(INTERVAL-1 FT.)
- 1180 PROPOSED GROUND CONTOUR(INTERVAL-1 FT.)
- 1095.90 PROPOSED SPOT ELEVATION (TOP OF CURB)
- 1095.40 PROPOSED SPOT ELEVATION (BOTTOM OF CURB)
- PROPOSED SILT FENCE
- PROPOSED INLET PROTECTION
- PROPOSED RIPRAP
- PROPOSED EROSION MAT
- PROPOSED SAWCUT
- PROPOSED VEGETATIVE DRAINAGE SWALE
- PROPOSED ASPHALT DRAINAGE SWALE

REI CLIENT:
RUEDEBUSCH DEVELOPMENT & CONSTRUCTION
4605 DOVETAIL DRIVE
MADISON, WI
(608) 957-7720
FAX: (608) 249-2032
PROJECT MANAGER
DAVID HULL

SURVEYOR:
REI ENGINEERING, INC.
4080 N. 20TH AVENUE
WAUSAU, WI 54401
(715) 675-9784

ENGINEER:
REI ENGINEERING, INC.
4080 N. 20TH AVENUE
WAUSAU, WI 54401
(715) 675-9784
PROJECT MANAGER
KURT SCHMIDT

APPROVING AUTHORITIES:
VILLAGE OF KRONENWETTER
WDNR
DSPS

REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784,FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM

REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

NO SCALE

DATE	ISSUANCE	BY	CHKD
01/30/2026	60% PLAN SUBMITTAL	NAP	CSS

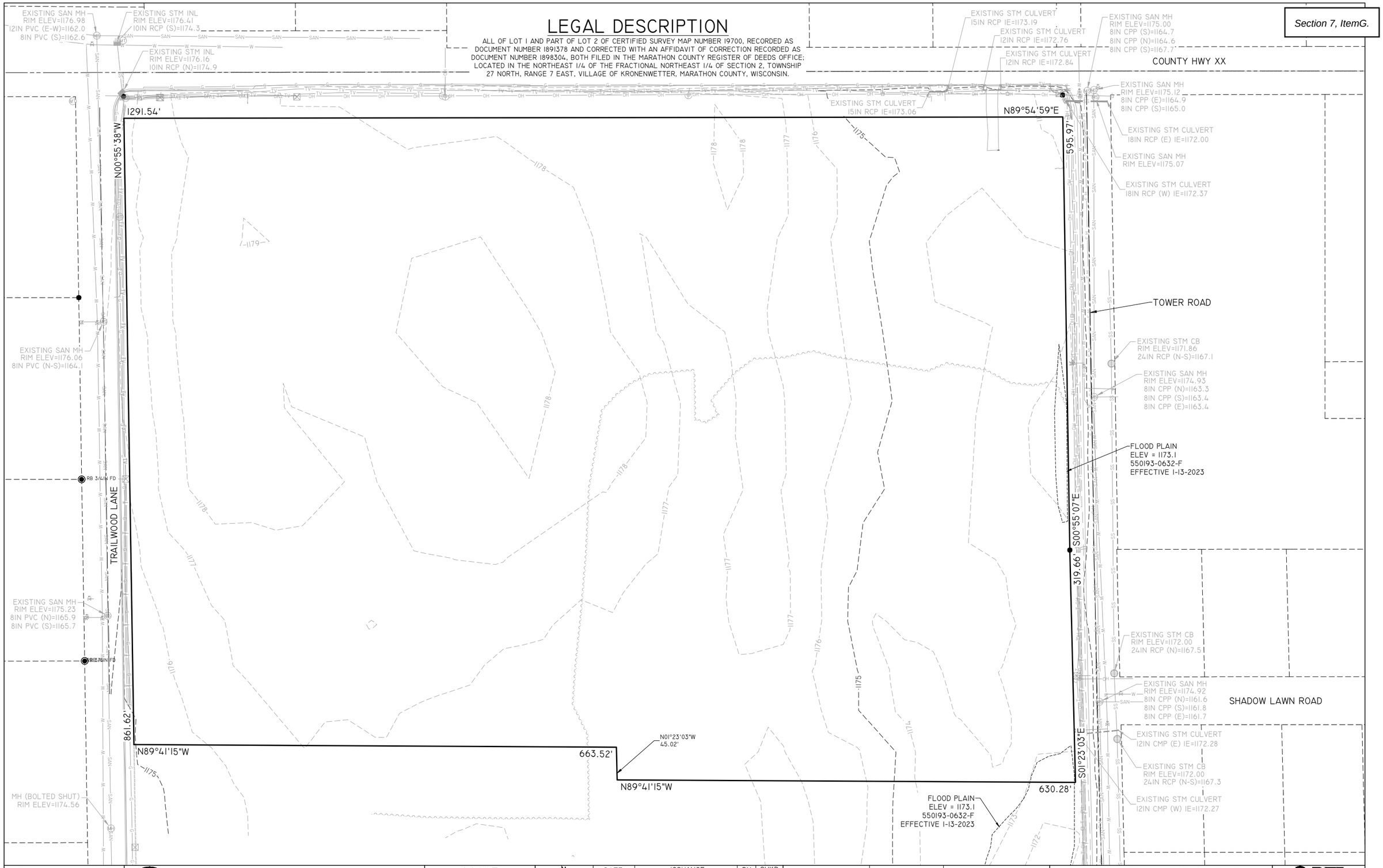
SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: NAP

TITLE SHEET
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No.10453
SHEET C001

LEGAL DESCRIPTION

ALL OF LOT 1 AND PART OF LOT 2 OF CERTIFIED SURVEY MAP NUMBER 19700, RECORDED AS DOCUMENT NUMBER 1891378 AND CORRECTED WITH AN AFFIDAVIT OF CORRECTION RECORDED AS DOCUMENT NUMBER 1898304, BOTH FILED IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE; LOCATED IN THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN.



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EMAIL: MAIL@REIENGINEERING.COM

REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

SCALE 0 60 120

DATE	ISSUANCE	BY	CHKD

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SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: NAP

EXISTING SITE CONDITIONS
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C010

EXISTING SAN MH
RIM ELEV=1176.98
12IN PVC (E-W)=1162.0
8IN PVC (S)=1162.6

EXISTING STM INL
RIM ELEV=1176.41
10IN RCP (S)=1174.3

EXISTING STM INL
RIM ELEV=1176.16
10IN RCP (N)=1174.9

EXISTING STM CULVERT
15IN RCP IE=1173.19

EXISTING STM CULVERT
12IN RCP IE=1172.76

EXISTING STM CULVERT
12IN RCP IE=1172.84

EXISTING SAN MH
RIM ELEV=1175.00
8IN CPP (S)=1164.7
8IN CPP (N)=1164.6
8IN CPP (S)=1167.7

COUNTY HWY XX

EXISTING STM CULVERT
15IN RCP IE=1173.06

EXISTING SAN MH
RIM ELEV=1175.12
8IN CPP (E)=1164.9
8IN CPP (S)=1165.0

EXISTING STM CULVERT
18IN RCP (E) IE=1172.00

EXISTING SAN MH
RIM ELEV=1175.07

EXISTING STM CULVERT
18IN RCP (W) IE=1172.37

40' BUILDING SETBACK

INFILTRATION POND 3

53

9

27

TOWER ROAD

EXISTING SAN MH
RIM ELEV=1176.06
8IN PVC (N-S)=1164.1

EXISTING STM CB
RIM ELEV=1171.86
24IN RCP (N-S)=1167.1

EXISTING SAN MH
RIM ELEV=1174.93
8IN CPP (N)=1163.3
8IN CPP (S)=1163.4
8IN CPP (E)=1163.4

43

74 74 74 74 74 74

38

PROPOSED
BUILDING
FFE=1182.00

40' BUILDING SETBACK

TRAILWOOD LANE

13

26

7

8

40' BUILDING SETBACK

EXISTING SAN MH
RIM ELEV=1175.23
8IN PVC (N)=1165.9
8IN PVC (S)=1165.7

EXISTING STM CB
RIM ELEV=1172.00
24IN RCP (N)=1167.5

EXISTING SAN MH
RIM ELEV=1174.92
8IN CPP (N)=1161.6
8IN CPP (S)=1161.8
8IN CPP (E)=1161.7

SHADOW LAWN ROAD

45

25

51

INFILTRATION POND 1

30' BUILDING SETBACK

30' BUILDING SETBACK

INFILTRATION POND 2

EXISTING STM CULVERT
12IN CMP (E) IE=1172.28

EXISTING STM CB
RIM ELEV=1172.00
24IN RCP (N-S)=1167.3

EXISTING STM CULVERT
12IN CMP (W) IE=1172.27

MH (BOLTED SHUT)
RIM ELEV=1174.56

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REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

SCALE
0 60 120

N

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025	
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OVERLAY SITE PLAN
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C020

KEY

1. SAW ASPHALT.
2. REMOVE CURB AND GUTTER.

COUNTY HWY XX

EXISTING SAN MH
RIM ELEV=1176.98
12IN PVC (E-W)=1162.0
8IN PVC (S)=1162.6

EXISTING STM INL
RIM ELEV=1176.41
10IN RCP (S)=1174.3

EXISTING STM INL
RIM ELEV=1176.16
10IN RCP (N)=1174.9

EXISTING STM CULVERT
15IN RCP IE=1173.19

EXISTING STM CULVERT
12IN RCP IE=1172.76

EXISTING STM CULVERT
12IN RCP IE=1172.84

EXISTING SAN MH
RIM ELEV=1175.00
8IN CPP (S)=1164.7
8IN CPP (N)=1164.6
8IN CPP (S)=1167.7

EXISTING STM CULVERT
15IN RCP IE=1173.06

EXISTING SAN MH
RIM ELEV=1175.12
8IN CPP (E)=1164.9
8IN CPP (S)=1165.0

EXISTING STM CULVERT
18IN RCP (E) IE=1172.00

EXISTING SAN MH
RIM ELEV=1175.07

EXISTING STM CULVERT
18IN RCP (W) IE=1172.37

TOWER ROAD

EXISTING SAN MH
RIM ELEV=1176.06
8IN PVC (N-S)=1164.1

EXISTING STM CB
RIM ELEV=1171.86
24IN RCP (N-S)=1167.1

EXISTING SAN MH
RIM ELEV=1174.93
8IN CPP (N)=1163.3
8IN CPP (S)=1163.4
8IN CPP (E)=1163.4

TRAILWOOD LANE

EXISTING SAN MH
RIM ELEV=1175.23
8IN PVC (N)=1165.9
8IN PVC (S)=1165.7

EXISTING STM CB
RIM ELEV=1172.00
24IN RCP (N)=1167.5

EXISTING SAN MH
RIM ELEV=1174.92
8IN CPP (N)=1161.6
8IN CPP (S)=1161.8
8IN CPP (E)=1161.7

SHADOW LAWN ROAD

EXISTING STM CULVERT
12IN CMP (E) IE=1172.28

EXISTING STM CB
RIM ELEV=1172.00
24IN RCP (N-S)=1167.3

EXISTING STM CULVERT
12IN CMP (W) IE=1172.27

MH (BOLTED SHUT)
RIM ELEV=1174.56

1178 1179 1177 1176 1175 1174 1173 1172

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REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

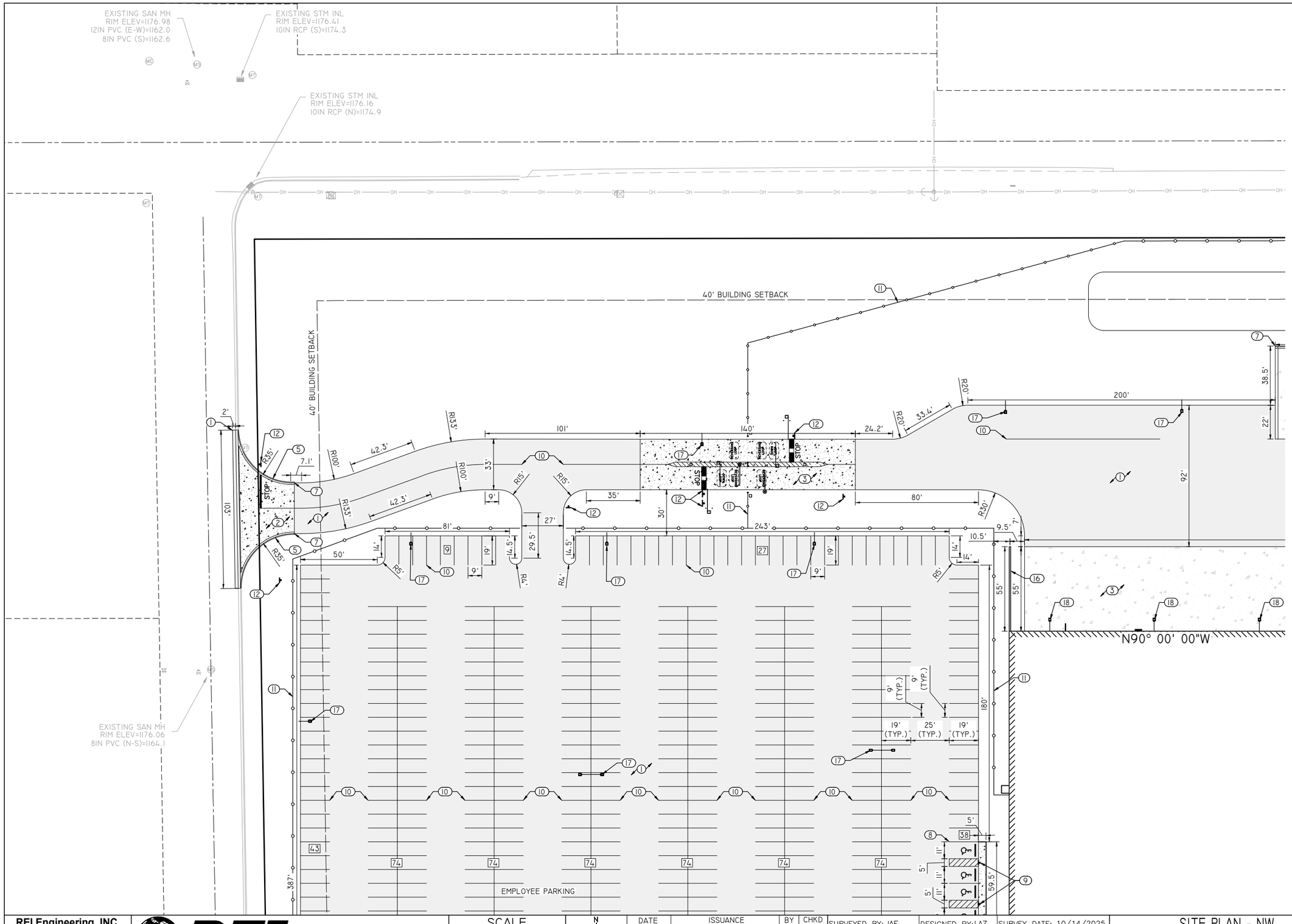
SCALE 0 60 120

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025	
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026	
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: RSW	

DEMO PLAN
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C03



KEYED NOTES

1. ASPHALT PAVEMENT. SEE DETAIL A/C800.
2. CONCRETE DRIVEWAY APRON. SEE DETAIL B/C800.
3. 6" CONCRETE PAVEMENT. SEE DETAIL C/C800.
4. 4" CONCRETE SIDEWALK. SEE DETAIL D/C800.
5. I8" CURB AND GUTTER. SEE DETAIL E/C800.
6. SIDEWALK WITH INTEGRAL CURB. SEE DETAIL F/C800.
7. STANDARD CURB & GUTTER TERMINATION. SEE DETAIL G/C800.
8. HANDICAP PARKING SPACES & STRIPING. SEE DETAIL H/C800.
9. VAN ACCESSIBLE HANDICAP SIGN WITH DOUBLE ARROW. SEE DETAIL I/C800.
10. PAINTED STRIPING, YELLOW. (TYPICAL)
11. 6" CHAIN LINK FENCE.
12. SIGNS BY OTHERS.
13. CONCRETE FLUME. SEE DETAIL J/C800
14. TRASH DUMPSTER PROVIDED BY FEC.
15. SOUND BARRIER WALL.
16. RETAINING WALL.
17. LIGHT POLE (TYP.)
18. LED AREA LIGHT MOUNTED ON BUILDING (TYP.)

PARKING SUMMARY

EMPLOYEE PARKING: 603 STANDARD @ 9'x19' (REQ'D TO BE DETERMINED) + I2 ADA @ II' x I9' (I2 REQ'D) = 615 STALLS (TOTAL REQ'D TO BE DETERMINED)

VAN PARKING: 96 @ I2'x30'
NO VILLAGE REQUIRMENTS, RECOMMENDED AMOUNT BY OWNER

TRACTOR TRAILER PARKING: 53 @ 9'x60'
NO VILLAGE REQUIRMENTS, RECOMMENDED AMOUNT BY OWNER

TOTAL PARKING: 764 STALLS

NOTES:

(A) BUILDINGS AND PARKING SPACES ARE PARALLEL AND PERPENDICULAR TO REFERENCE LINE LABELED, N90°00'00"W, AS TAKEN FROM THE SURVEY.

(B) ALL DIMENSIONS ARE TO THE BACK OF CURB OR FACE OF INTEGRAL CURB, UNLESS OTHERWISE NOTED.

(C) PRIVATE & PUBLIC UTILITY COORDINATION INCLUDING GAS, ELECTRIC, AND TELECOMMUNICATIONS SHALL BE COORDINATED BY THE CONTRACTOR.

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REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

SCALE 0 30 60

N

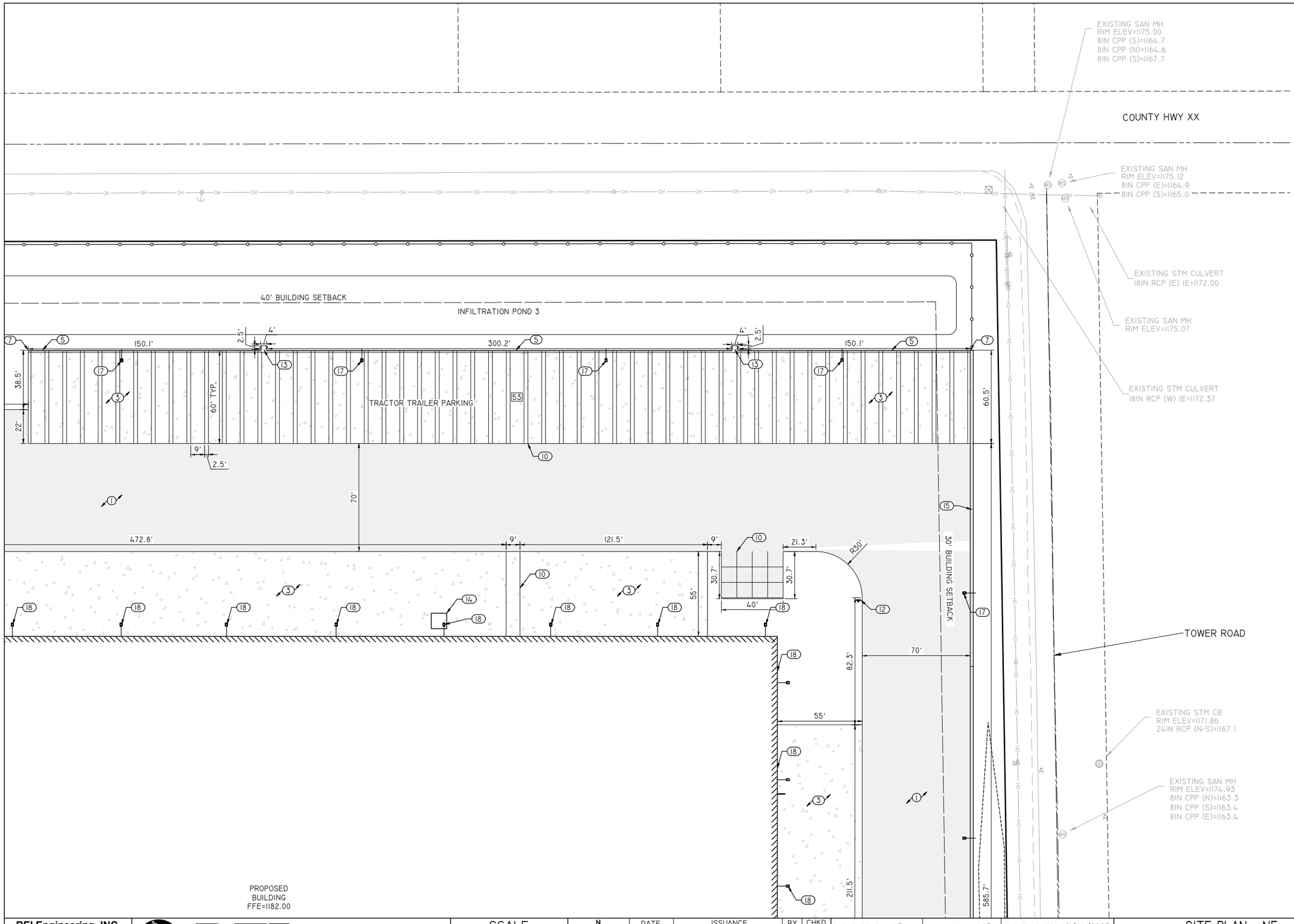
DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: NAP

SITE PLAN - NW

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No.10453
SHEET C100



KEYED NOTES

1. ASPHALT PAVEMENT. SEE DETAIL A/C800.
2. CONCRETE DRIVEWAY APRON. SEE DETAIL B/C800.
3. 6" CONCRETE PAVEMENT. SEE DETAIL C/C800.
4. 4" CONCRETE SIDEWALK. SEE DETAIL D/C800.
5. 18" CURB AND GUTTER. SEE DETAIL E/C800.
6. SIDEWALK WITH INTEGRAL CURB. SEE DETAIL F/C800.
7. STANDARD CURB & GUTTER TERMINATION. SEE DETAIL G/C800.
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10. PAINTED STRIPING, YELLOW. (TYPICAL)
11. 6" CHAIN LINK FENCE.
12. SIGNS BY OTHERS.
13. CONCRETE FLUME. SEE DETAIL J/C800
14. TRASH DUMPSTER PROVIDED BY FEC.
15. SOUND BARRIER WALL.
16. RETAINING WALL.
17. LIGHT POLE (TYP.)
18. LED AREA LIGHT MOUNTED ON BUILDING (TYP.)

PARKING SUMMARY

EMPLOYEE PARKING: 603 STANDARD @ 9'x19' (REQ'D TO BE DETERMINED) + 12 ADA @ 11' x 19' (12 REQ'D) = 615 STALLS (TOTAL REQ'D TO BE DETERMINED)

VAN PARKING: 96 @ 12'x30'
NO VILLAGE REQUIRMENTS, RECOMMENDED AMOUNT BY OWNER

TRACTOR TRAILER PARKING: 53 @ 9'x60'
NO VILLAGE REQUIRMENTS, RECOMMENDED AMOUNT BY OWNER

TOTAL PARKING: 764 STALLS

NOTES:

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REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

SCALE 0 30 60

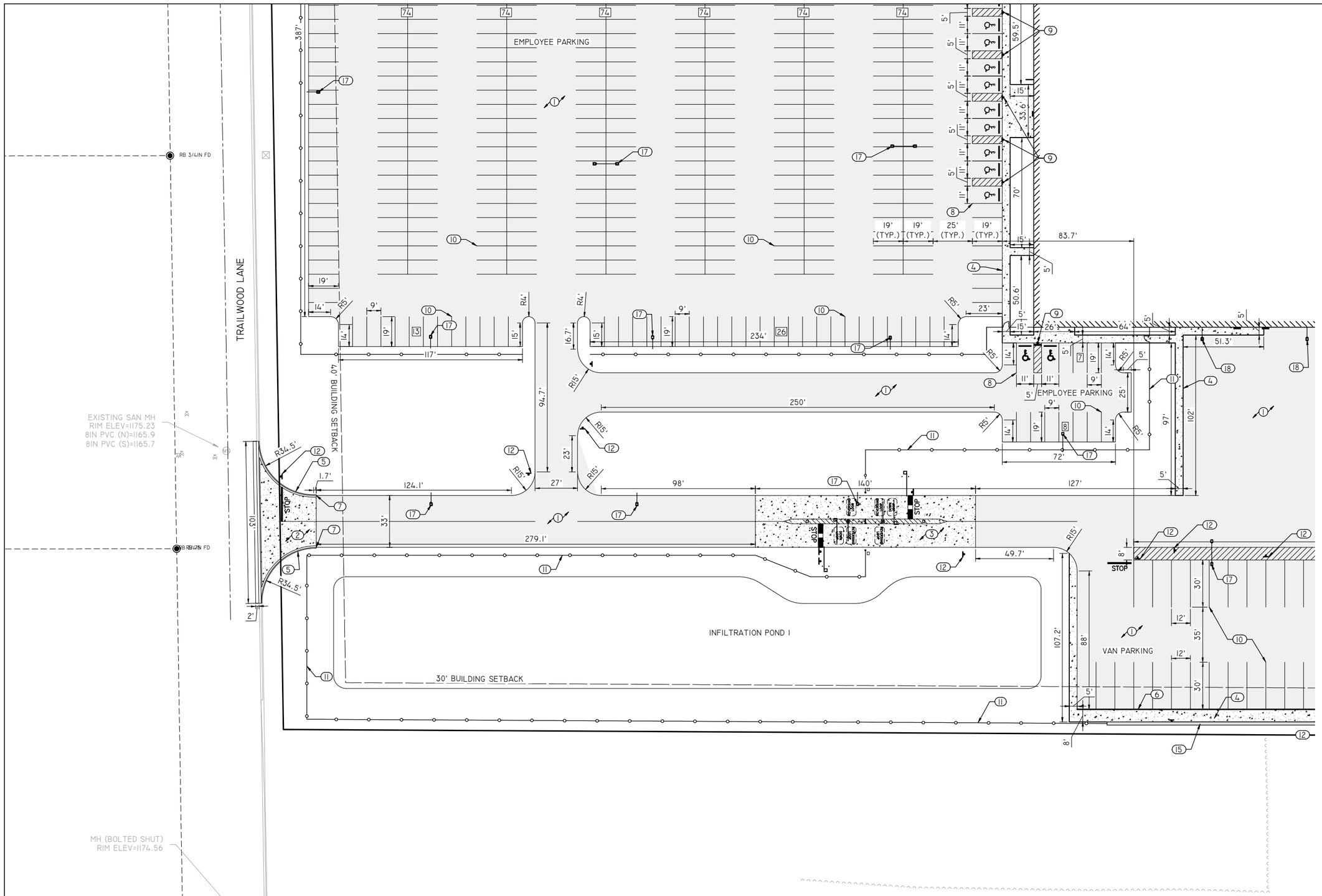
DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025	
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026	
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: NAP	

SITE PLAN - NE

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No.10453
SHEET C101



KEYED NOTES

1. ASPHALT PAVEMENT. SEE DETAIL A/C800.
2. CONCRETE DRIVEWAY APRON. SEE DETAIL B/C800.
3. 6" CONCRETE PAVEMENT. SEE DETAIL C/C800.
4. 4" CONCRETE SIDEWALK. SEE DETAIL D/C800.
5. 18" CURB AND GUTTER. SEE DETAIL E/C800.
6. SIDEWALK WITH INTEGRAL CURB. SEE DETAIL F/C800.
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12. SIGNS BY OTHERS.
13. CONCRETE FLUME. SEE DETAIL J/C800
14. TRASH DUMPSTER PROVIDED BY FEC.
15. SOUND BARRIER WALL.
16. RETAINING WALL.
17. LIGHT POLE (TYP.)
18. LED AREA LIGHT MOUNTED ON BUILDING (TYP.)

PARKING SUMMARY

EMPLOYEE PARKING: 603 STANDARD @ 9'x19' (REQ'D TO BE DETERMINED) + 12 ADA @ 11' x 19' (12 REQ'D) = 615 STALLS (TOTAL REQ'D TO BE DETERMINED)

VAN PARKING: 96 @ 12'x30'
NO VILLAGE REQUIRMENTS, RECOMMENDED AMOUNT BY OWNER

TRACTOR TRAILER PARKING: 53 @ 9'x60'
NO VILLAGE REQUIRMENTS, RECOMMENDED AMOUNT BY OWNER

TOTAL PARKING: 764 STALLS

NOTES:

(A) BUILDINGS AND PARKING SPACES ARE PARALLEL AND PERPENDICULAR TO REFERENCE LINE LABELED, N90°00'00"W, AS TAKEN FROM THE SURVEY.

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REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

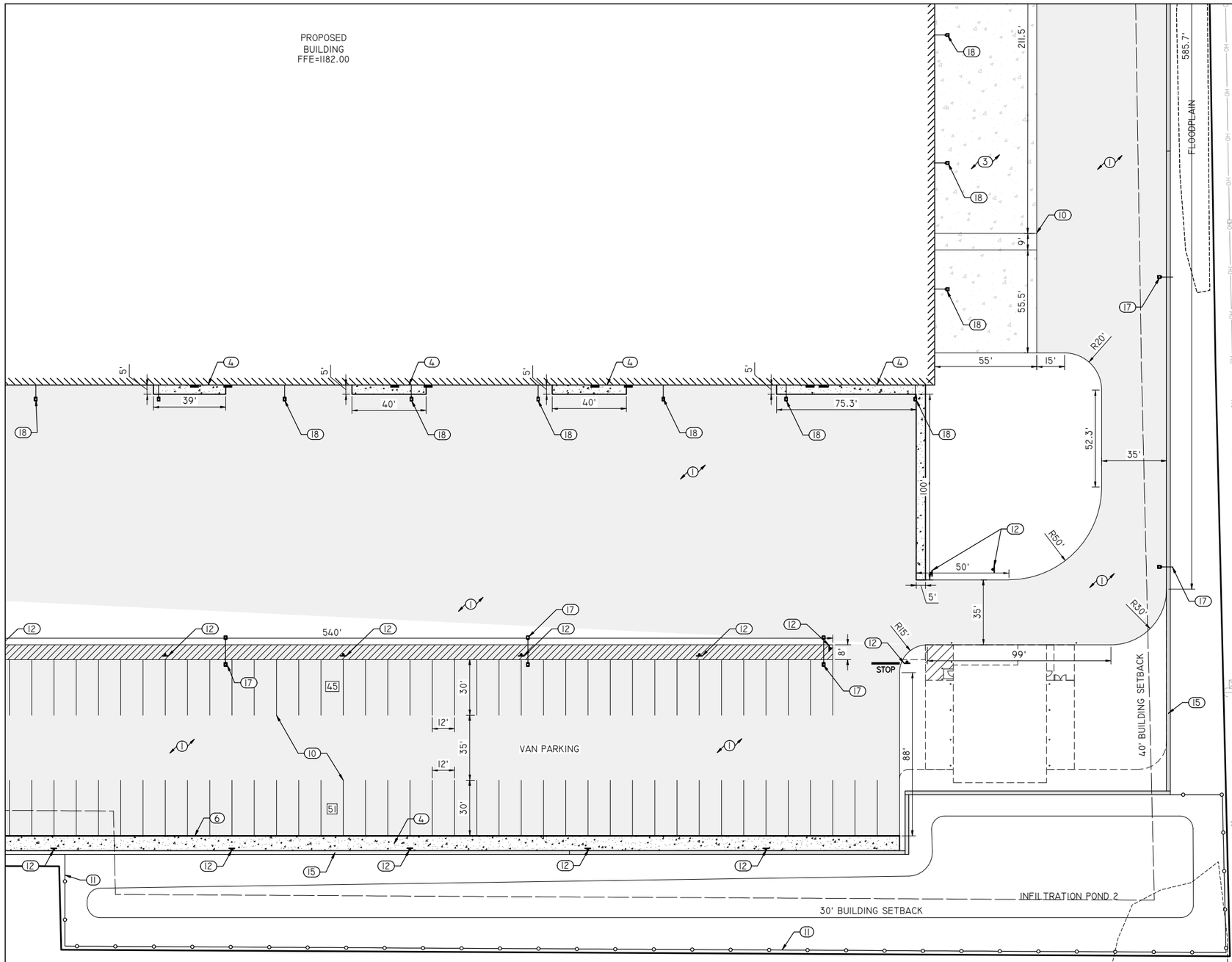
SCALE 0 30 60

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: NAP

SITE PLAN - SW
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No.10453
SHEET C102



KEYED NOTES

1. ASPHALT PAVEMENT. SEE DETAIL A/C800.
2. CONCRETE DRIVEWAY APRON. SEE DETAIL B/C800.
3. 6" CONCRETE PAVEMENT. SEE DETAIL C/C800.
4. 4" CONCRETE SIDEWALK. SEE DETAIL D/C800.
5. 18" CURB AND GUTTER. SEE DETAIL E/C800.
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7. STANDARD CURB & GUTTER TERMINATION. SEE DETAIL G/C800.
8. HANDICAP PARKING SPACES & STRIPING. SEE DETAIL H/C800.
9. VAN ACCESSIBLE HANDICAP SIGN WITH DOUBLE ARROW. SEE DETAIL I/C800.
10. PAINTED STRIPING, YELLOW. (TYPICAL)
11. 6" CHAIN LINK FENCE.
12. SIGNS BY OTHERS.
13. CONCRETE FLUME. SEE DETAIL J/C800
14. TRASH DUMPSTER PROVIDED BY FEC.
15. SOUND BARRIER WALL.
16. RETAINING WALL.
17. LIGHT POLE (TYP.)
18. LED AREA LIGHT MOUNTED ON BUILDING (TYP.)

PARKING SUMMARY

EMPLOYEE PARKING: 603 STANDARD @ 9'x19' (REQ'D TO BE DETERMINED) + 12 ADA @ 11' x 19' (12 REQ'D) = 615 STALLS (TOTAL REQ'D TO BE DETERMINED)

VAN PARKING: 96 @ 12'x30'
NO VILLAGE REQUIRMENTS, RECOMMENDED AMOUNT BY OWNER

TRACTOR TRAILER PARKING: 53 @ 9'x60'
NO VILLAGE REQUIRMENTS, RECOMMENDED AMOUNT BY OWNER

TOTAL PARKING: 764 STALLS

NOTES:

(A) BUILDINGS AND PARKING SPACES ARE PARALLEL AND PERPENDICULAR TO REFERENCE LINE LABELED, N90°00'00"W, AS TAKEN FROM THE SURVEY.

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REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

SCALE 0 30 60

N

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025	
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026	
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: NAP	

SITE PLAN - SE

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No.10453
SHEET C103

EXISTING SAN MH
RIM ELEV=1176.98
12IN PVC (E-W)=1162.0
8IN PVC (S)=1162.6

EXISTING STM INL
RIM ELEV=1176.41
10IN RCP (S)=1174.3

EXISTING STM INL
RIM ELEV=1176.16
10IN RCP (N)=1174.9

SUGGESTED SEQUENCING:

- PROVIDE CONSTRUCTION ACCESS
- INSTALL SILT FENCE AND INLET / CULVERT PROTECTION ON EXISTING STORM STRUCTURES
- SITE REMOVALS
- SUBGRADE CORRECTION (IF APPLICABLE)
- ROUGH GRADING
- INSTALL DITCH CHECKS IN SWALES
- BUILDING CONSTRUCTION
- SITE UTILITY INSTALLATION
- INSTALL INLET PROTECTION ON NEW STORM STRUCTURES
- FINISH GRADING
- PAVING
- FINAL STABILIZATION

NOTES:

(A) CONTRACTOR IS RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, AND IS RESPONSIBLE FOR ANY DAMAGE TO THEM DURING CONSTRUCTION.

(B) CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND COORDINATING ALL PROPOSED UTILITY RUNS, INSTALLATIONS AND RELOCATIONS.

(C) CALL DIGGERS HOTLINE @ 811 OR 1-800-242-8511 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATING.

(D) ADJUST ALL MANHOLES, INLETS, AND VALVE BOXES TO FINISH GRADE.

(E) INSTALL WISDOT CLASS I, TYPE B EROSION MAT ON ALL REVEGETATED SLOPES 4:1 OR GREATER AND WITHIN SWALE BOTTOMS.

(F) CONTRACTOR SHALL ABIDE BY THE WDNR CONSERVATION PRACTICE STANDARDS FOR INSTALLATION AND MAINTENANCE OF EROSION CONTROL.

(G) GRADING CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE BETWEEN PROPOSED IMPROVEMENTS AND EXISTING CONTOURS.

(H) IN AREAS WHERE THE PAVEMENT DRAINS ONTO ADJACENT GRASS AREAS, MAINTAIN PAVEMENT 1" ABOVE GRASS.

(I) SPOT ELEVATIONS SHOWN ALONG CURBLINE DENOTE FLOWLINE UNLESS SPECIFIED. REFER TO LAYOUT PLAN FOR CURB TYPES.

(J) CONTRACTOR SHALL REMOVE EXCESS CONSTRUCTION SEDIMENT FROM THE INFILTRATION POND PRIOR TO FINAL RESTORATION.

KEYED NOTES

1. PROVIDE TEMPORARY CONSTRUCTION ENTRANCE/EXIT. SEE DETAIL A/C810.
2. INSTALL SILT FENCE. SEE DETAIL B/C810.
3. PROVIDE INLET PROTECTION. SEE DETAIL C/C810.
4. INSTALL LIGHT RIPRAP ON TYPE R GEOTEXTILE FABRIC. SEE DETAIL D/C810.
5. INSTALL DITCH CHECKS @ MAX. OF 200-FT INTERVALS OR EVERY 2-FT OF DROP. SEE DETAIL E/C810.
6. CONSTRUCT VEGETATED DRAINAGE SWALE. SEE DETAIL F/C810.
7. CONSTRUCT ASPHALT DRAINAGE SWALE.
8. INSTALL CULVERT PROTECTION. SEE DETAIL G/C810.
9. INFILTRATION POND 1. SEE DETAIL H/C810.
   TOP = 1177.00
   BOTTOM = 1174.00
   5' WEIR = 1176.00
10. INFILTRATION POND 2. SEE DETAIL H/C810.
    TOP = 1175.00
    BOTTOM = 1172.00
    5' WEIR = 1174.00
11. INFILTRATION POND 3. SEE DETAIL H/C810.
    TOP = 1175.00
    BOTTOM = 1172.00
    5' WEIR = 1174.00
12. PROPOSED CONCRETE WASHOUT AREA. SEE DETAIL I/C810.
13. PROPOSED GRADING LIMITS.

SWALE-1173.00
TC/BC-1174.90
18" HDPE (E) IE = 1175.22
18" HDPE (W) IE = 1174.68
SWALE-1176.00
SWALE-1177.00
1175.28
1175.28
1175.50
1179.66
RIDGE
1180.16
1180.51
1180.57
1176.90
1178.00
1182.00
MEG-1176.3±
MEG-1176.0±
MEG-1175.9±
MEG-1176.2±
ASPHALT SWALE
RIDGE
SWALE-1178.77
1181.60
1181.60

REI Engineering, INC. 4080 N. 20TH AVENUE WAUSAU, WISCONSIN 54401 PHONE: 715.675.9784,FAX: 715.675.4060 EMAIL: MAIL@REIENGINEERING.COM	REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING	SCALE 0 30 60	N

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025	
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026	
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: NAP	

GRADING & EROSION CONTROL PLAN - NW
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C200

○KEYED NOTES○

1. PROVIDE TEMPORARY CONSTRUCTION ENTRANCE/EXIT. SEE DETAIL A/C810.
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3. PROVIDE INLET PROTECTION. SEE DETAIL C/C810.
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    TOP = 1175.00
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12. PROPOSED CONCRETE WASHOUT AREA. SEE DETAIL I/C810.
13. PROPOSED GRADING LIMITS.

SUGGESTED SEQUENCING:

- PROVIDE CONSTRUCTION ACCESS
- INSTALL SILT FENCE AND INLET / CULVERT PROTECTION ON EXISTING STORM STRUCTURES
- SITE REMOVALS
- SUBGRADE CORRECTION (IF APPLICABLE)
- ROUGH GRADING
- INSTALL DITCH CHECKS IN SWALES
- BUILDING CONSTRUCTION
- SITE UTILITY INSTALLATION
- INSTALL INLET PROTECTION ON NEW STORM STRUCTURES
- FINISH GRADING
- PAVING
- FINAL STABILIZATION

NOTES:

(A) CONTRACTOR IS RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, AND IS RESPONSIBLE FOR ANY DAMAGE TO THEM DURING CONSTRUCTION.

(B) CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND COORDINATING ALL PROPOSED UTILITY RUNS, INSTALLATIONS AND RELOCATIONS.

(C) CALL DIGGERS HOTLINE @ 811 OR 1-800-242-8511 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATING.

(D) ADJUST ALL MANHOLES, INLETS, AND VALVE BOXES TO FINISH GRADE.

(E) INSTALL WISDOT CLASS I, TYPE B EROSION MAT ON ALL REVEGETATED SLOPES 4:1 OR GREATER AND WITHIN SWALE BOTTOMS.

(F) CONTRACTOR SHALL ABIDE BY THE WDNR CONSERVATION PRACTICE STANDARDS FOR INSTALLATION AND MAINTENANCE OF EROSION CONTROL.

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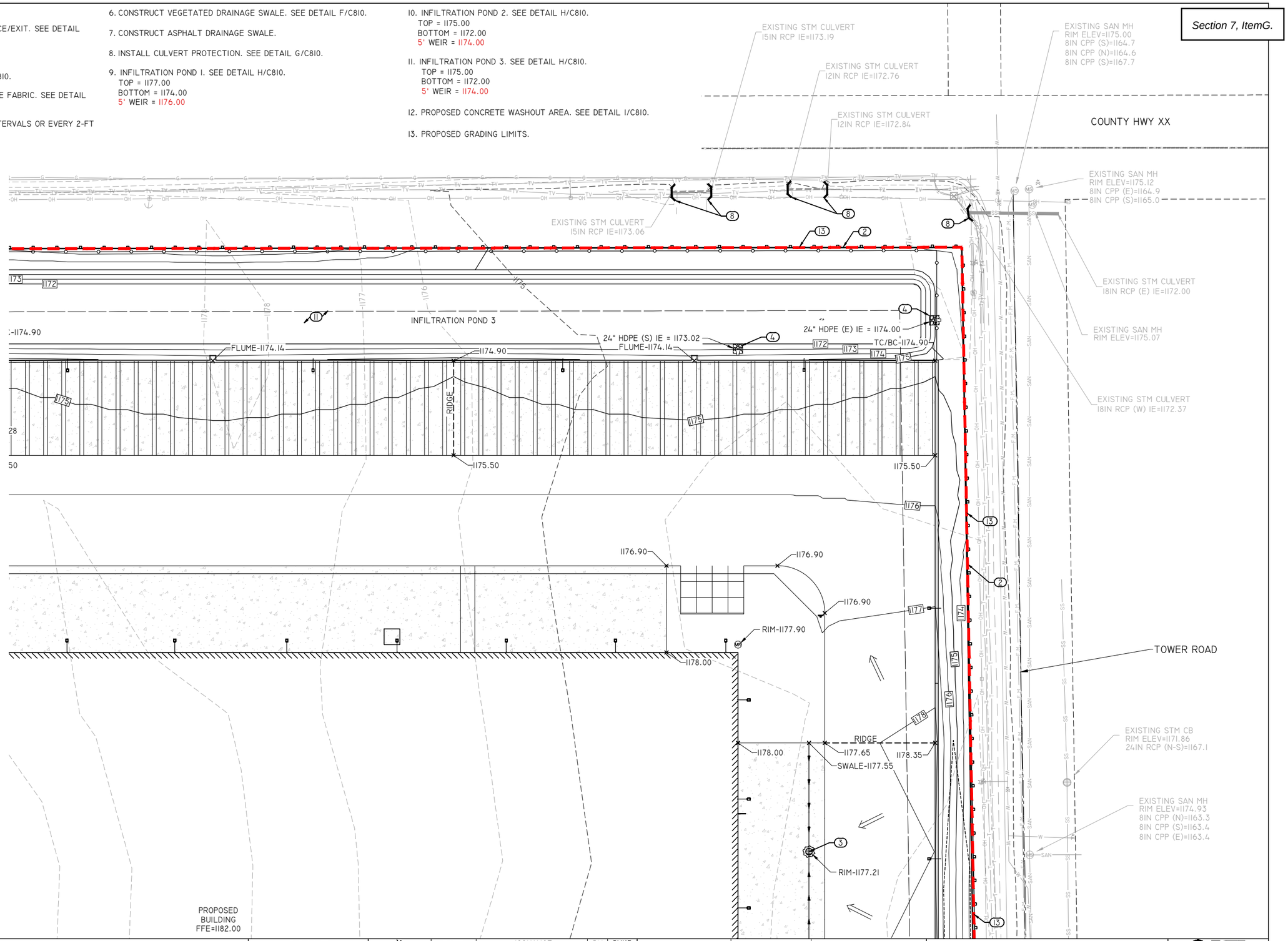

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REI
CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

SCALE 0 30 60

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
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GRADING & EROSION CONTROL PLAN - NE

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C201

SUGGESTED SEQUENCING:
- PROVIDE CONSTRUCTION ACCESS
- INSTALL SILT FENCE AND INLET / CULVERT PROTECTION ON EXISTING STORM STRUCTURES
- SITE REMOVALS
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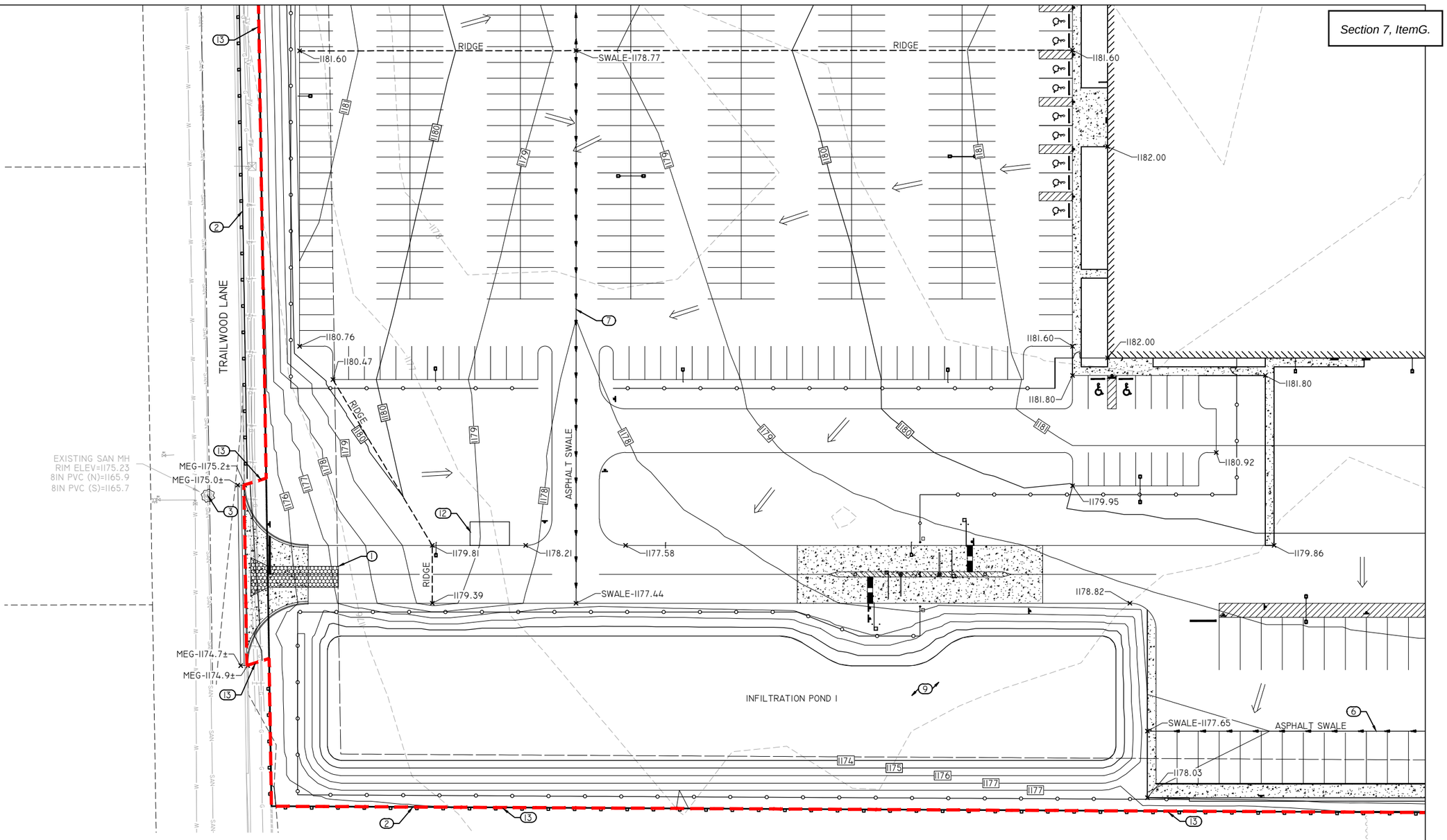

KEYED NOTES

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REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

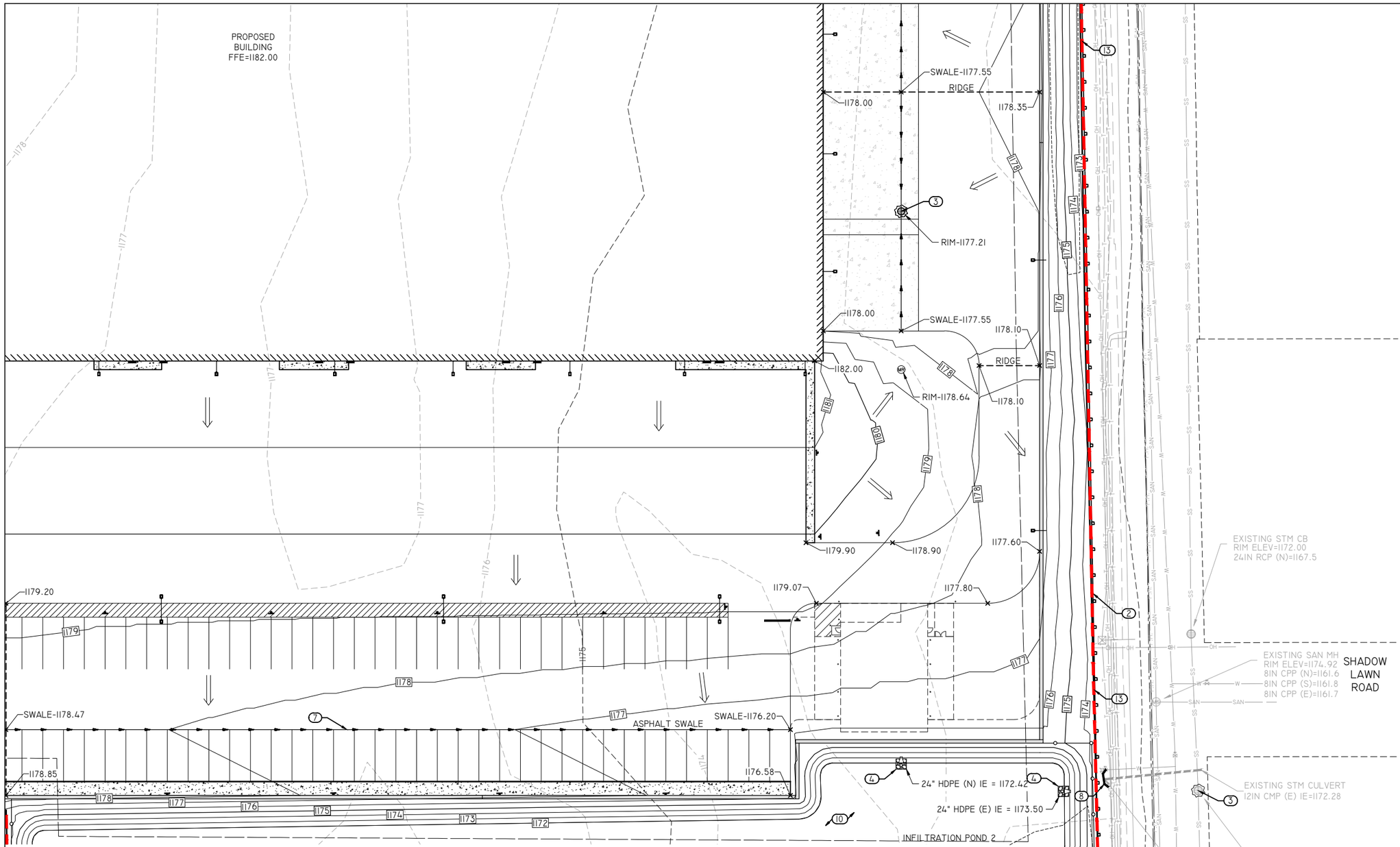
SCALE 0 30 60

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025	
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026	
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: NAP	

GRADING & EROSION CONTROL PLAN - SW
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No.10453
SHEET C202



SUGGESTED SEQUENCING

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- INSTALL SILT FENCE AND INLET PROTECTION ON EXISTING STORM STRUCTURES
- SITE REMOVALS
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KEYED NOTES

1. PROVIDE TEMPORARY CONSTRUCTION ENTRANCE/EXIT. SEE DETAIL A/C810.
2. INSTALL SILT FENCE. SEE DETAIL B/C810.
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6. CONSTRUCT VEGETATED DRAINAGE SWALE. SEE DETAIL F/C810.
7. CONSTRUCT ASPHALT DRAINAGE SWALE.
8. INSTALL CULVERT PROTECTION. SEE DETAIL G/C810.
9. INFILTRATION POND 1. SEE DETAIL H/C810.
   TOP = 1177.00
   BOTTOM = 1174.00
   5' WEIR = 1176.00
10. INFILTRATION POND 2. SEE DETAIL H/C810.
    TOP = 1175.00
    BOTTOM = 1172.00
    5' WEIR = 1174.00
11. INFILTRATION POND 3. SEE DETAIL H/C810.
    TOP = 1175.00
    BOTTOM = 1172.00
    5' WEIR = 1174.00
12. PROPOSED CONCRETE WASHOUT AREA. SEE DETAIL I/C810.
13. PROPOSED GRADING LIMITS.

REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784,FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM

REI — CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

SCALE 0 30 60

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025	
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026	
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GRADING & EROSION CONTROL PLAN - SE

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C203

EXISTING SAN MH
RIM ELEV=1176.98
12IN PVC (E-W)=1162.0
8IN PVC (S)=1162.6

EXISTING STM INL
RIM ELEV=1176.41
10IN RCP (S)=1174.3

EXISTING STM INL
RIM ELEV=1176.16
10IN RCP (N)=1174.9

KEYED NOTES

1. INSTALL STORM SEWER CATCH BASIN. SEE DETAIL A/C820.
2. CONNECT TO EXISTING UTILITIES.
3. INSTALL STORM SEWER MANHOLE. SEE DETAIL A/C820.
4. PROPOSED 8" WATER SERVICE LINE.
5. PROPOSED SANITARY SERVICE LINE.

18'' STM ENDWALL #310
RIM = 1175.22
18" HDPE (E) IE = 1175.22

20 LF OF 18" HDPE @ 2.67%

18'' STM ENDWALL #300
RIM = 1174.68
18" HDPE (W) IE = 1174.68

NOTES:

(A) CONTRACTOR RESPONSIBLE FOR MAINTAINING A MIN. COVER OF 7.5' GRADE OVER PROPOSED WATER LINE.

(B) CONTRACTOR IS RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, AND IS RESPONSIBLE FOR ANY DAMAGE TO THEM DURING CONSTRUCTION.

(C) CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND COORDINATING ALL PROPOSED UTILITY RUNS, INSTALLATIONS AND RELOCATIONS.

(D) SEE DETAIL B/C820 FOR PIPE BEDDING.

(E) CALL DIGGERS HOTLINE @ 811 OR 1-800-242-8511 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATING.

(F) CONTRACTOR IS RESPONSIBLE FOR PROVIDING A MEANS TO LOCATE NON-METALLIC WATER AND SEWER (SANITARY AND STORM) PER SPS 382.

(G) PRIOR TO INSTALLATION OF SANITARY AND WATER SERVICES, CONFIRM SIZE AND LOCATION WITH GENERAL CONTRACTOR.

(H) THE CONTRACTOR RESPONSIBLE FOR THE INSTALLATION OF SITE UTILITIES SHALL PROVIDE A TEMPORARY CAP OR PLUG AT BUILDING TERMINATION. REFER TO PLUMBING PLANS FOR CONTINUATION OF WORK INSIDE THE BUILDING.

(I) PIPE LENGTHS PROVIDED ARE GIVEN TO CENTER OF STRUCTURE OR END OF END STRUCTURE.

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REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

SCALE 0 30 60

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UTILITY PLAN - NW

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No.10453
SHEET C300

EXISTING STM CULVERT
15IN RCP IE=1173.19

EXISTING STM CULVERT
12IN RCP IE=1172.76

EXISTING STM CULVERT
12IN RCP IE=1172.84

EXISTING SAN MH
RIM ELEV=1175.00
8IN CPP (S)=1164.7
8IN CPP (N)=1164.6
8IN CPP (S)=1167.7

COUNTY HWY XX

EXISTING SAN MH
RIM ELEV=1175.12
8IN CPP (E)=1164.9
8IN CPP (S)=1165.0

EXISTING STM CULVERT
15IN RCP IE=1173.06

EXISTING STM CULVERT
18IN RCP (E) IE=1172.00

INFILTRATION POND 3

12'' STM ENDWALL #200
RIM = 1173.00
24" HDPE (S) IE = 1173.02

24'' STM ENDWALL #400
RIM = 1175.00
24" HDPE (E) IE = 1174.00

76 LF OF 24" HDPE @ 10.95%

EXISTING SAN MH
RIM ELEV=1175.07

EXISTING STM CULVERT
18IN RCP (W) IE=1172.37

188 LF OF 24" HDPE @ 0.50%

659 LF OF 24" HDPE @ 0.50%

48" STM MH #210
RIM = 1177.90
24" HDPE (W) IE = 1173.95
24" HDPE (N) IE = 1173.95

TOWER ROAD

STM CB #130
RIM = 1177.21
12" HDPE (S) IE = 1175.20

@ 0.50%

EXISTING STM CB
RIM ELEV=1171.86
24IN RCP (N-S)=1167.1

EXISTING SAN MH
RIM ELEV=1174.93
8IN CPP (N)=1163.3
8IN CPP (S)=1163.4
8IN CPP (E)=1163.4

PROPOSED
BUILDING
FFE=1182.00

KEYED NOTES

1. INSTALL STORM SEWE
   SEE DETAIL A/C820.
2. CONNECT TO EXISTING UTILITIES.
3. INSTALL STORM SEWER MANHOLE. SEE DETAIL A/C820.
4. PROPOSED 8" WATER SERVICE LINE.
5. PROPOSED SANITARY SERVICE LINE.

NOTES:

(A) CONTRACTOR RESPONSIBLE FOR MAINTAINING A MIN. COVER OF 7.5' GRADE OVER PROPOSED WATER LINE.

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SCALE 0 30 60

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UTILITY PLAN - NE

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C30

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KEYED NOTES

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2. CONNECT TO EXISTING UTILITIES.
3. INSTALL STORM SEWER MANHOLE. SEE DETAIL A/C820.
4. PROPOSED 8" WATER SERVICE LINE.
5. PROPOSED SANITARY SERVICE LINE.

TRAILWOOD LANE

STM RD #111
RIM = 1181.90
24" HDPE (E) IE = 1177.08

INFILTRATION POND 1

MH (BOLTED SHUT)
RIM ELEV=1174.56

STOP

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REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

SCALE 0 30 60

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: NAP

UTILITY PLAN - SW
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C302

PROPOSED
BUILDING
FFE=1182.00

138 LF OF 12" HDPE @ 0.50%

92 LF OF 18" HDPE @ 0.50%

228 LF OF 24" HDPE @ 0.50%

704 LF OF 24" HDPE @ 0.50%

STM CB #120
RIM = 1177.21
12" HDPE (N) IE = 1174.52
18" HDPE (S) IE = 1174.26

48" STM MH #110
RIM = 1178.64
18" HDPE (N) IE = 1173.81
24" HDPE (S) IE = 1173.56
24" HDPE (W) IE = 1173.56

12" STM ENDWALL #100
RIM = 1172.00
24" HDPE (N) IE = 1172.42

24" STM ENDWALL #500
RIM = 1172.00
24" HDPE (E) IE = 1173.50

78 LF OF 24" HDPE @ 8.02%

INFILTRATION POND 2

FLOODPLAIN

STOP

45

51

EXISTING STM CB
RIM ELEV=1172.00
24IN RCP (N)=1167.5

EXISTING SAN MH
RIM ELEV=1174.92
8IN CPP (N)=1161.6
8IN CPP (S)=1161.8
8IN CPP (E)=1161.7

SHADOW
LAWN
ROAD

EXISTING STM CULVERT
12IN CMP (E) IE=1172.28

EXISTING STM CB
RIM ELEV=1172.00
24IN RCP (N-S)=1167.3

EXISTING STM CULVERT
12IN CMP (W) IE=1172.27

KEYED NOTES

1. INSTALL STORM SEWER. SEE DETAIL A/C820.
2. CONNECT TO EXISTING UTILITIES.
3. INSTALL STORM SEWER MANHOLE. SEE DETAIL A/C820.
4. PROPOSED 8" WATER SERVICE LINE.
5. PROPOSED SANITARY SERVICE LINE.

NOTES:

(A) CONTRACTOR RESPONSIBLE FOR MAINTAINING A MIN. COVER OF 7.5' GRADE OVER PROPOSED WATER LINE.

(B) CONTRACTOR IS RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, AND IS RESPONSIBLE FOR ANY DAMAGE TO THEM DURING CONSTRUCTION.

(C) CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND COORDINATING ALL PROPOSED UTILITY RUNS, INSTALLATIONS AND RELOCATIONS.

(D) SEE DETAIL B/C820 FOR PIPE BEDDING.

(E) CALL DIGGERS HOTLINE @ 811 OR 1-800-242-8511 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATING.

(F) CONTRACTOR IS RESPONSIBLE FOR PROVIDING A MEANS TO LOCATE NON-METALLIC WATER AND SEWER (SANITARY AND STORM) PER SPS 382.

(G) PRIOR TO INSTALLATION OF SANITARY AND WATER SERVICES, CONFIRM SIZE AND LOCATION WITH GENERAL CONTRACTOR.

(H) THE CONTRACTOR RESPONSIBLE FOR THE INSTALLATION OF SITE UTILITIES SHALL PROVIDE A TEMPORARY CAP OR PLUG AT BUILDING TERMINATION. REFER TO PLUMBING PLANS FOR CONTINUATION OF WORK INSIDE THE BUILDING.

(I) PIPE LENGTHS PROVIDED ARE GIVEN TO CENTER OF STRUCTURE OR END OF END STRUCTURE.

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REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

SCALE 0 30 60

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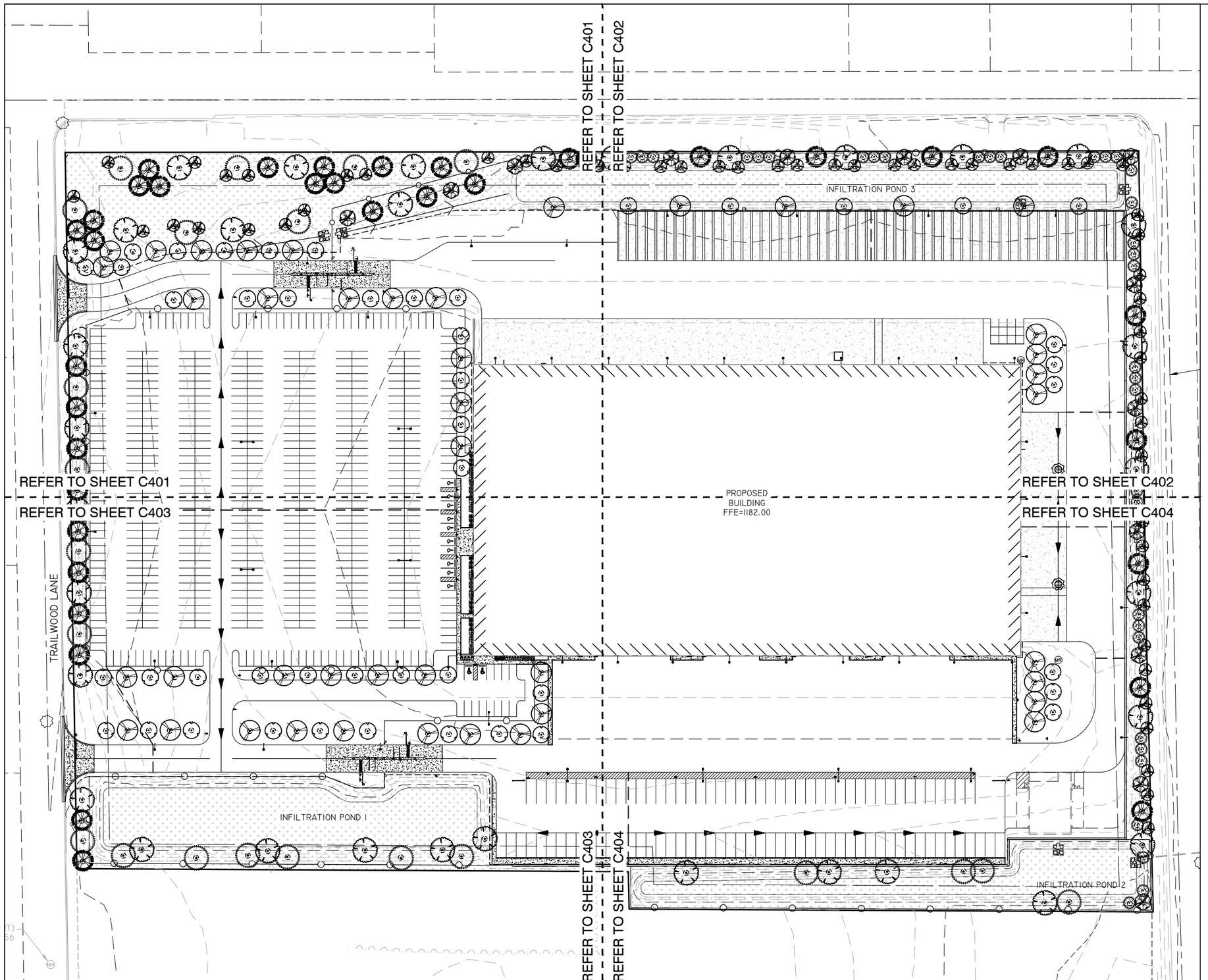
UTILITY PLAN - SE

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C303



GENERAL NOTES:

(A) NO PLANT OR MATERIAL SUBSTITUTIONS WILL BE ACCEPTED *UNLESS APPROVED IN ADVANCE BY LANDSCAPE DESIGNER OR OWNER.

(B) LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR LOCATING & VERIFYING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, AND IS RESPONSIBLE FOR ANY DAMAGE TO THEM DURING CONSTRUCTION.

(C) CALL DIGGERS HOTLINE @ 811 OR 1-800-242-8511 AT LEAST 5 WORKING DAYS PRIOR TO DEMOLITION, EXCAVATION OR ANY CONSTRUCTION ACTIVITY.

(D) ALL PLANT MATERIAL SHALL BE GUARANTEED ONE (1) FULL GROWING SEASON FOLLOWING TOTAL COMPLETION OF PROJECT AND ACCEPTANCE BY OWNER. PLANT INSTALLATION INCLUDES A ONE TIME REPLACEMENT WARRANTY UPON REQUEST BY OWNER DUE TO DEATH, UNSATISFACTORY GROWTH OR SIGNIFICANT DIEBACK. WARRANTY EXPIRES AFTER FIRST FULL GROWING SEASON FOLLOWING PROJECT COMPLETION.

(E) LANDSCAPE CONTRACTOR SHALL VERIFY MINIMUM 6" TOPSOIL DEPTH FOR ALL AREAS TO BE SEEDED/SODDED THROUGHOUT PROJECT SITE. CONTRACTOR IS REQUIRED TO CORRECT ANY DEFICIENCIES PRIOR TO SEED/SOD. TOPSOIL SHALL BE SCREENED AND CLEAN AND FREE OF STONES, WEEDS AND OTHER UNDESIRABLE DEBRIS.

(F) LANDSCAPE CONTRACTOR SHALL VERIFY MINIMUM 18" PLANTING SOIL DEPTH FOR ALL PROPOSED PLANTING BED AREAS THROUGHOUT THE PROJECT SITE. LANDSCAPE CONTRACTOR IS REQUIRED TO CORRECT ANY DEFICIENCIES AND EXCAVATE ALL PLANTING AREAS TO REQUIRED DEPTHS PRIOR TO PLANT INSTALLATION. PLANTING SOIL & AREA SHALL BE CLEAN AND FREE OF STONES, WEEDS, CONCRETE WASTE AND OTHER UNDESIRABLE DEBRIS. (REFER TO DETAILS ON SHEET C405) IF ANY PLANTING AREAS WERE UTILIZED FOR CONCRETE WASH/WASTE PITS, ALL MATERIAL SHALL BE REMOVED PRIOR TO PREPPING BEDS.

(G) LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR REPAIRING TOPSOIL AND SEEDING OR SODDING ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITY, INCLUDING ALL R.O.W. AND ADJACENT PROPERTIES.

(H) CONTRACTOR SHALL CLEAN ALL PAVEMENT AREAS AFTER LANDSCAPE CONSTRUCTION ACTIVITIES ARE COMPLETE AND APPROVED BY OWNER. *THIS TO BE DONE DAILY AS DEEMED NECESSARY BY MUNICIPALITY.

(I) PERMANENT IRRIGATION PLAN/SYSTEM TO BE PROVIDED BY OTHERS ONLY IF A SYSTEM IS REQUIRED BY THE MUNICIPALITY OR OWNER.

(J) IF THERE WILL BE NO PERMANENT IRRIGATION SYSTEM INSTALLED PRIOR TO PLANT INSTALLATION, THE LANDSCAPE CONTRACTOR IS RESPONSIBLE TO TEMPORARILY MAINTAIN/WATER ALL PLANT MATERIAL/SEEDED AREAS OR ENSURE A TEMPORARY IRRIGATION SYSTEM IS FULLY FUNCTIONAL UPON INSTALLATION OF PLANT MATERIAL. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARILY IRRIGATING ALL PLANT MATERIAL 2-3 TIMES PER WEEK FOR 2-3 MONTHS UNTIL ROOT SYSTEMS OF ALL PLANT MATERIALS HAVE TIME TO ESTABLISH & GENERATE GROWTH. TEMPORARY IRRIGATION PLAN STRATEGY TO BE APPROVED IN ADVANCE BY OWNER.

REFER TO SHEET C405
FOR COMPLETE PLANT SCHEDULE.

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REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

SCALE 0 60 120

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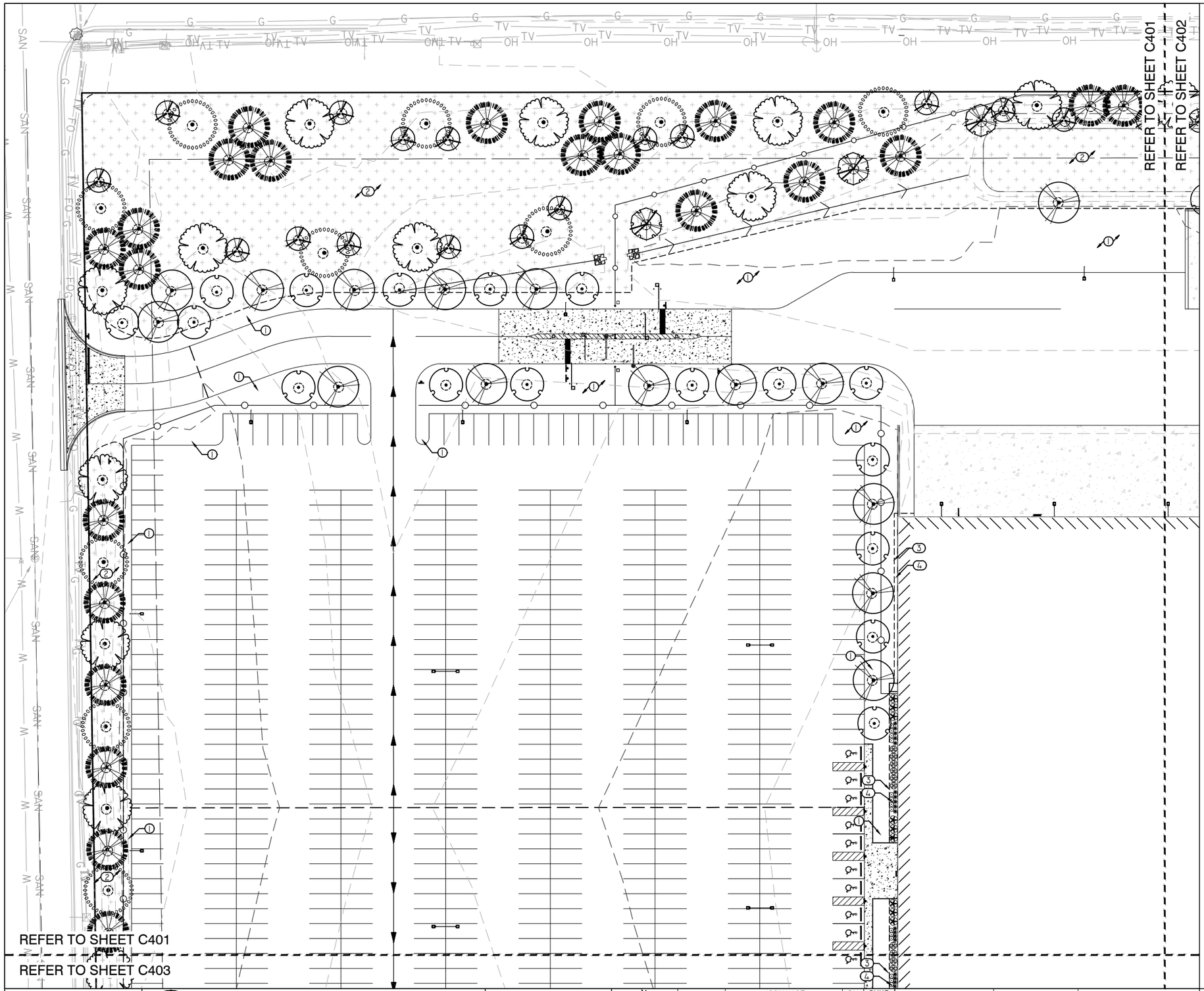
LANDSCAPE PLAN - OVERALL
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C400



KEYED NOTES

1. SEED, FERTILIZER & MULCH (HYDROSEED), *ALL AREAS NOTED ON PLAN & ALL DISTURBED AREAS DUE TO CONSTRUCTION ACTIVITY.
2. AGRECOL, INFILTRATION SWALE SEED MIX, APPLY GLYPHOSATE HERBICIDE TO AREA WHEN MAJORITY OF WEEDS ARE 2"-3" TALL. WAIT 10 DAYS THEN FINELY TILL THE SOIL ONLY 1"-2" DOWN AND PLANT IMMEDIATELY BY HAND BROADCASTING AT A RATE OF 11 LBS/ACRE. RAKE OR DRAG AREA LIGHTLY, COVERING THE SEED WITH ABOUT $\frac{1}{4}$" TO $\frac{1}{2}$" OF SOIL. ROLL AREA FIRMLY AFTER RAKING. MULCH PRAIRIE SEEDED AREAS LESS THAN 4:1 SLOPE WITH 1" OF WEED FREE STRAW MULCH. APPLY WISDOT NET-FREE CLASS 1, URBAN TYPE B EROSION MAT ON SLOPING AREAS STEEPER THAN 4:1. *REFER TO AGRECOL'S "NATIVE SEEDING INSTRUCTIONS" ON THEIR WEBSITE FOR DETAILED INSTRUCTIONS/GUIDELINES FOR SUCCESSFUL SEED ESTABLISHMENT AND MANAGEMENT. (LINK BELOW)

   HTTPS://WWW.AGRECOL.COM/NATIVE-SEEDING-INSTRUCTIONS_EP_44.HTML
3. ALUMINUM EDGING, CURV-RITE 200 SERIES, BRONZE COLOR, *INSTALL PER MANUFACTURER SPECIFICATIONS.
4. DECORATIVE STONE MULCH, 3"-4" DIAMETER ROUND COBBLES WITH COMMERCIAL GRADE WEED BARRIER FABRIC UNDERLAYMENT.

REFER TO SHEET C405
FOR COMPLETE PLANT SCHEDULE.

PLANT SCHEDULE

SYMBOL	COMMON NAME	BOTANICAL NAME
DECIDUOUS TREES		
	Autumn Blaze® Freeman Maple	Acer x freemanii 'Jeffersred'
	Fall Fiesta® Sugar Maple	Acer saccharum 'Bailsta'
	Red Oak	Quercus rubra
	River Birch Multi-Trunk	Betula nigra
	Sugar Maple	Acer saccharum
	Swamp White Oak	Quercus bicolor
EVERGREEN TREES		
	White Pine	Pinus alba
	White Spruce	Picea glauca
DECIDUOUS SHRUBS		
	Arctic Fire® Red Twig Dogwood	Cornus sericea 'Farrow'
EVERGREEN SHRUBS		
	Kallay Compact Pfitzer Juniper	Juniperus chinensis 'Kallays Compact'
PERENNIALS		
	Little Bluestem	Schizachyrium scoparium
	Prairie Dropseed	Sporobolus heterolepis

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REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

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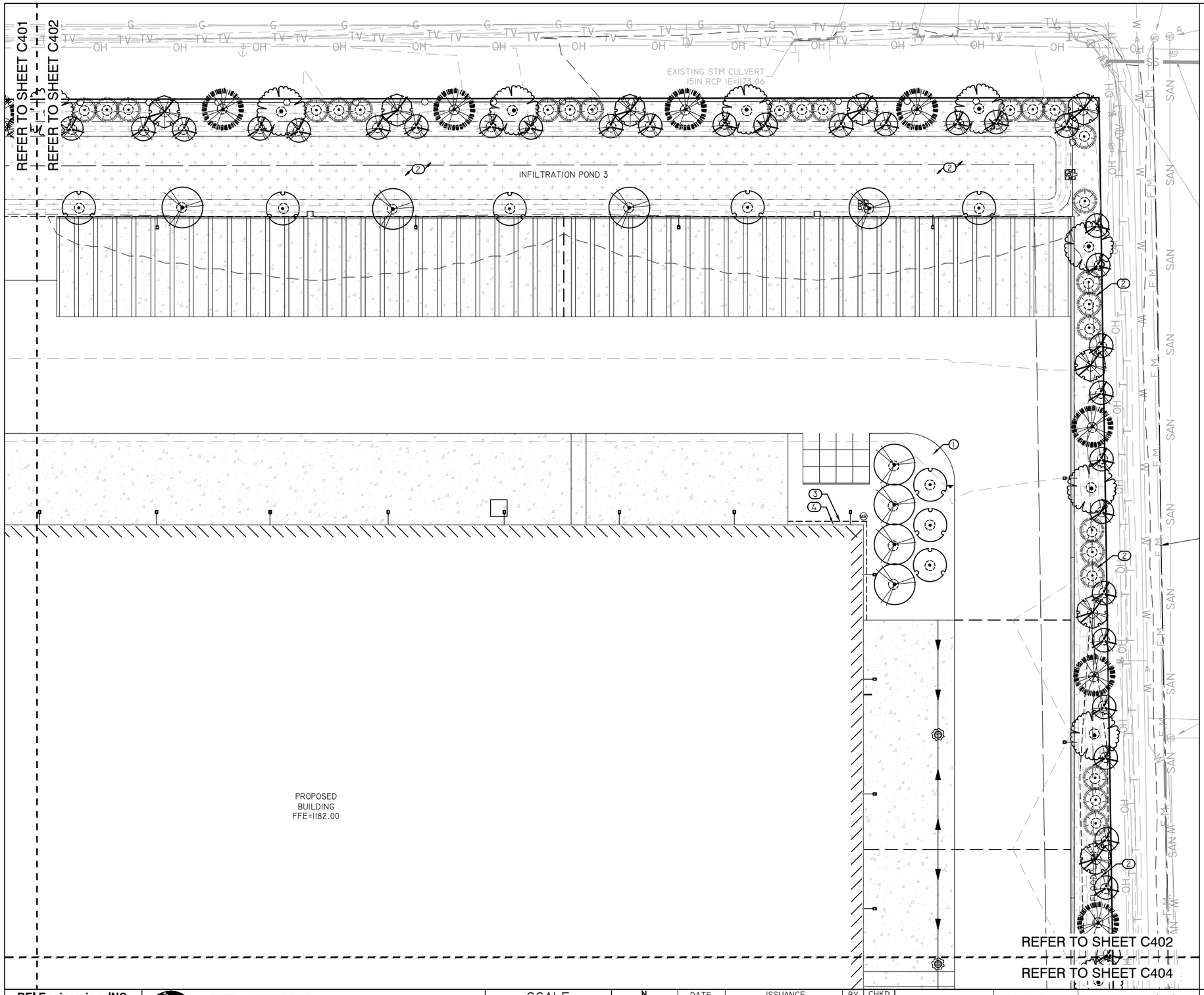
LANDSCAPE PLAN - NW

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C401



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PLANT SCHEDULE

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	River Birch Multi-Trunk	Betula nigra
	Sugar Maple	Acer saccharum
	Swamp White Oak	Quercus bicolor
EVERGREEN TREES		
	White Pine	Pinus alba
	White Spruce	Picea glauca
DECIDUOUS SHRUBS		
	Arctic Fire® Red Twig Dogwood	Cornus sericea 'Farrow'
EVERGREEN SHRUBS		
	Kallay Compact Pfitzer Juniper	Juniperus chinensis 'Kallays Compact'
PERENNIALS		
	Little Bluestem	Schizachyrium scoparium
	Prairie Dropseed	Sporobolus heterolepis

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SCALE 0 30 60

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LANDSCAPE PLAN - NE

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C402

REFER TO SHEET C401

REFER TO SHEET C403

TRAILWOOD LANE

INFILTRATION POND 1

REFER TO SHEET C403

REFER TO SHEET C404

KEYED NOTES

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REFER TO SHEET C405
FOR COMPLETE PLANT SCHEDULE.

PLANT SCHEDULE

SYMBOL	COMMON NAME	BOTANICAL NAME
DECIDUOUS TREES		
	Autumn Blaze® Freeman Maple	Acer x freemanii 'Jeffersred'
	Fall Fiesta® Sugar Maple	Acer saccharum 'Bailsta'
	Red Oak	Quercus rubra
	River Birch Multi-Trunk	Betula nigra
	Sugar Maple	Acer saccharum
	Swamp White Oak	Quercus bicolor
EVERGREEN TREES		
	White Pine	Pinus alba
	White Spruce	Picea glauca
DECIDUOUS SHRUBS		
	Arctic Fire® Red Twig Dogwood	Cornus sericea 'Farrow'
EVERGREEN SHRUBS		
	Kallay Compact Pfitzer Juniper	Juniperus chinensis 'Kallays Compact'
PERENNIALS		
	Little Bluestem	Schizachyrium scoparium
	Prairie Dropseed	Sporobolus heterolepis

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REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

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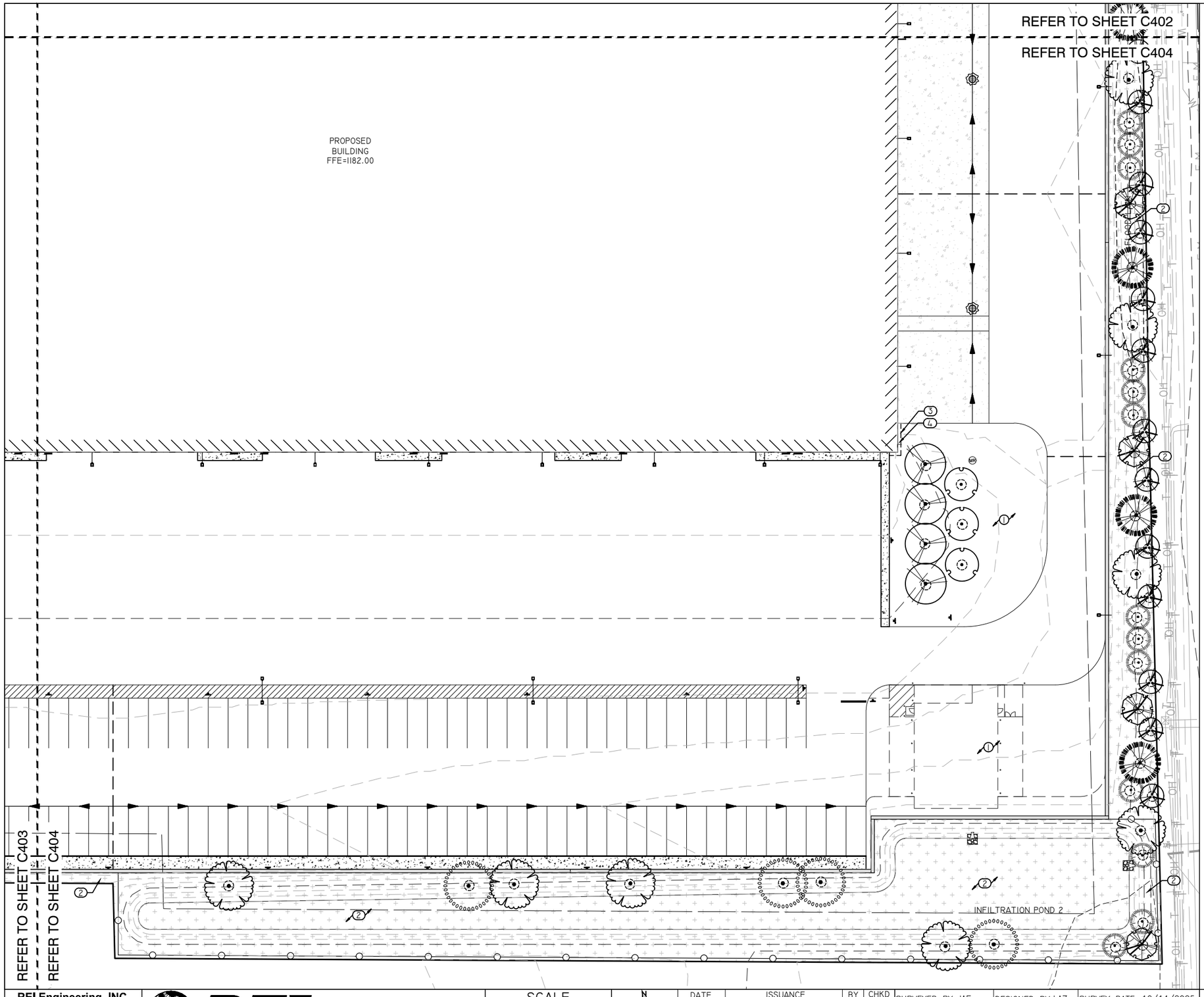
LANDSCAPE PLAN - SW

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No.10453
SHEET C403



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PLANT SCHEDULE

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	Red Oak	Quercus rubra
	River Birch Multi-Trunk	Betula nigra
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	Swamp White Oak	Quercus bicolor
EVERGREEN TREES		
	White Pine	Pinus alba
	White Spruce	Picea glauca
DECIDUOUS SHRUBS		
	Arctic Fire® Red Twig Dogwood	Cornus sericea 'Farrow'
EVERGREEN SHRUBS		
	Kallay Compact Pfitzer Juniper	Juniperus chinensis 'Kallays Compact'
PERENNIALS		
	Little Bluestem	Schizachyrium scoparium
	Prairie Dropseed	Sporobolus heterolepis

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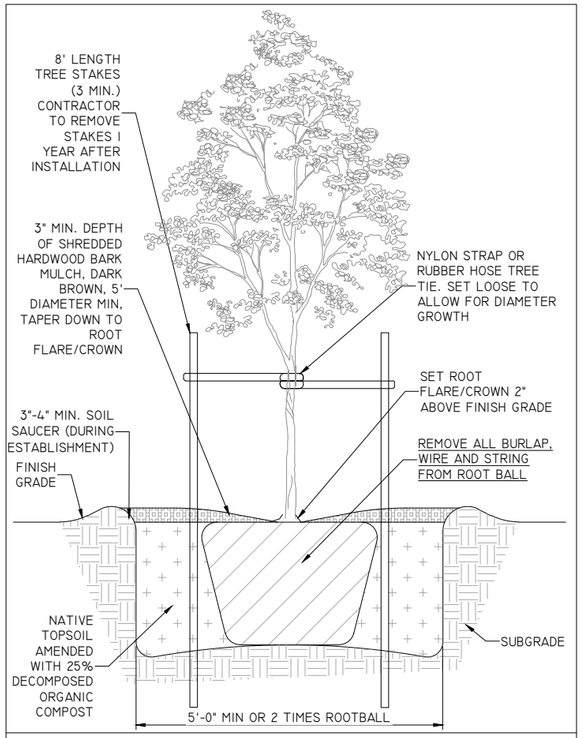
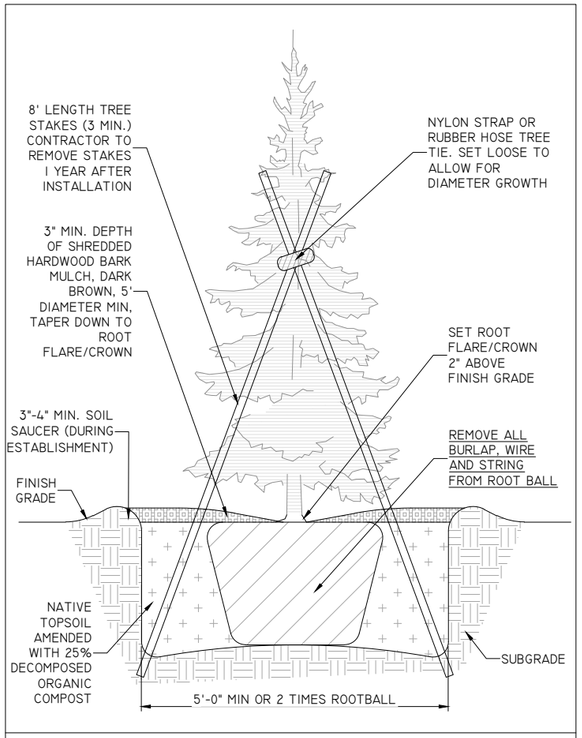
LANDSCAPE PLAN - SE

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C404



DECIDUOUS TREE - PLANTING DETAIL

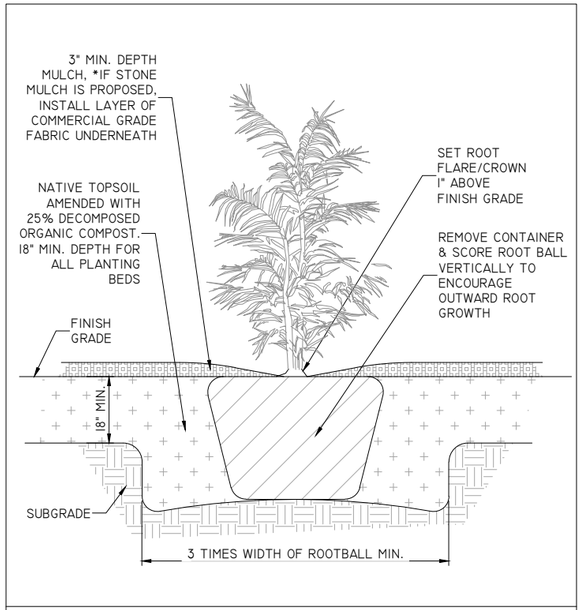


EVERGREEN TREE - PLANTING DETAIL

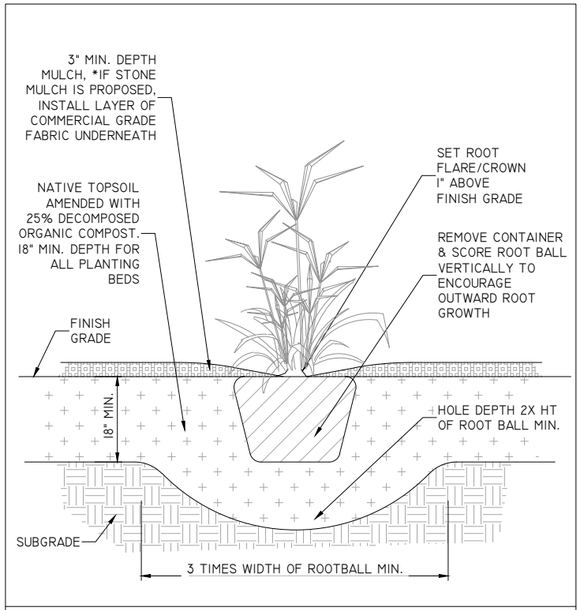
REFER TO ATTACHED LANDSCAPE CALCULATIONS DOCUMENT FOR DETAILED LANDSCAPE POINT REQUIREMENTS.

PLANT SCHEDULE

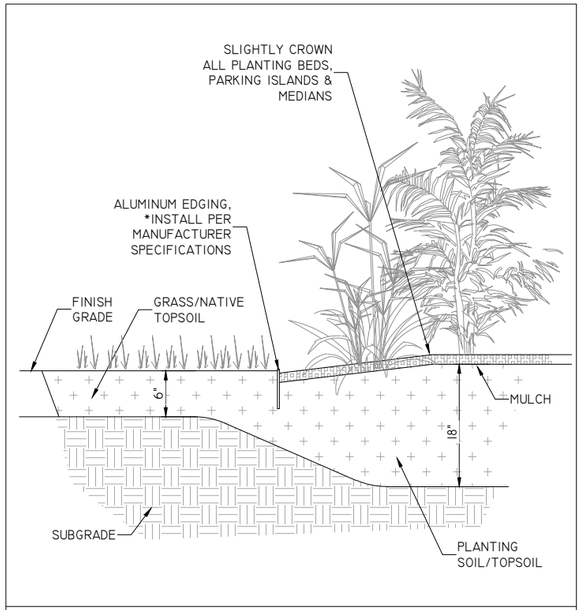
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE	CONT.	QTY
DECIDUOUS TREES					
	Autumn Blaze® Freeman Maple	Acer x freemanii 'Jeffersred'	2" Cal.	B&B	46
	Fall Fiesta® Sugar Maple	Acer saccharum 'Bailsta'	2" Cal.	B&B	43
	Red Oak	Quercus rubra	2" Cal.	B&B	22
	River Birch Multi-Trunk	Betula nigra	1.5" Cal.	B&B	56
	Sugar Maple	Acer saccharum	2" Cal.	B&B	14
	Swamp White Oak	Quercus bicolor	2" Cal.	B&B	34
EVERGREEN TREES					
	White Pine	Pinus alba	6` Ht.	B&B	36
	White Spruce	Picea glauca	6` Ht.	B&B	36
DECIDUOUS SHRUBS					
	Arctic Fire® Red Twig Dogwood	Cornus sericea 'Farrow'	5 gal.	Pot	17
EVERGREEN SHRUBS					
	Kallay Compact Pfitzer Juniper	Juniperus chinensis 'Kallays Compact'	5 gal.	Pot	18
PERENNIALS					
	Little Bluestem	Schizachyrium scoparium	1 gal.	Pot	33
	Prairie Dropseed	Sporobolus heterolepis	1 gal.	Pot	28



SHRUB - PLANTING DETAIL



PERENNIAL - PLANTING DETAIL



PLANTING BED & EDGING - DETAIL

REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784,FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM

REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

NO SCALE

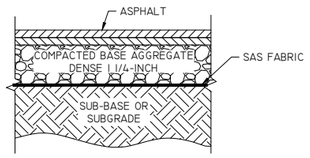
DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025	
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026	
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: KJS	

LANDSCAPE NOTES & DETAILS
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

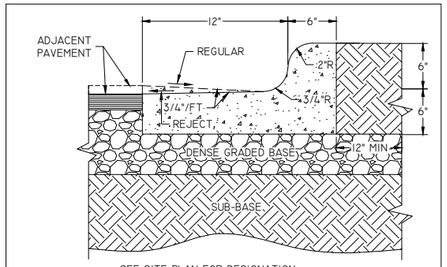
REI No.10453
SHEET C405

LIGHT DUTY		HEAVY DUTY	
SURFACE COURSE (4 LT 58-28S)	1.5"	SURFACE COURSE (4 LT 58-28S)	2.50"
BINDER COURSE (4 LT 58-28S)	1.5"	BINDER COURSE (3 LT 58-28S)	3.00"
BASE AGGREGATE	8"	BASE AGGREGATE	10"

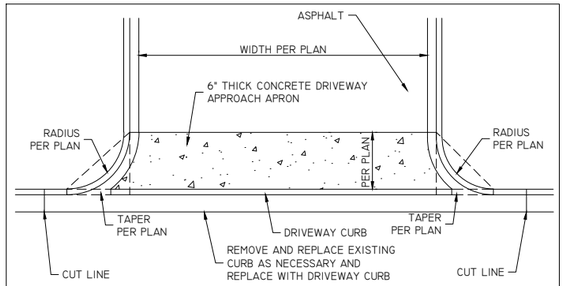


NOTES:
1. BASE AGGREGATE TO EXTEND 12" BEYOND BACK OF CURB OR EDGE OF PAVEMENT.
2. ASPHALT TO BE CONSIDERED LIGHT DUTY UNLESS SPECIFIED OTHERWISE.

A C800 ASPHALT PAVEMENT
NTS

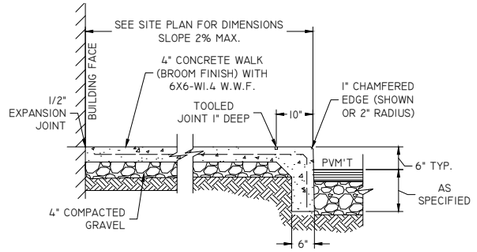


E C800 12" CURB & GUTTER / 12" REJECT CURB & GUTTER
NTS

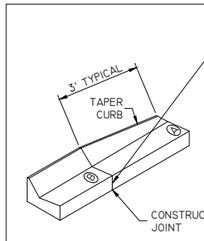


NOTE:
REFER TO SITE PLAN FOR RADIUS OR TAPER DESIGNATION

B C800 CONCRETE DRIVEWAY APRON DETAIL
NTS

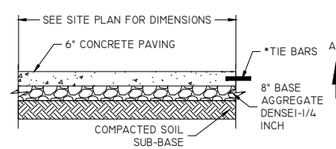


F C800 SIDEWALK WITH INTEGRAL CURB
NTS



THE CURB HEIGHT SHALL TRANSITION FROM FULL CURB HEIGHT AT Ⓑ TO ZERO CURB HEIGHT AT Ⓐ

G C800 STD CURB & GUTTER TERMINI
NTS



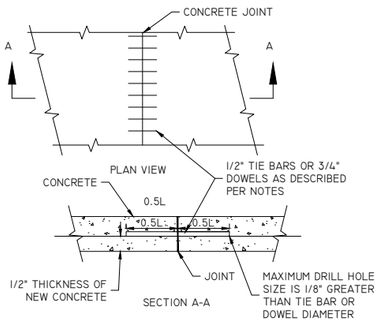
NOTES:
* TIE BARS SHALL BE 24" IN LENGTH, PLACED MID-DEPTH 30" O.C. ALONG CURBING AND ALSO TO TIE EACH EXTERIOR PANEL TO THE ADJACENT INTERIOR PANEL.

**DOWELS SHALL BE 14" IN LENGTH, PLACED MID-DEPTH 12" O.C. AT CONSTRUCTION JOINTS

TIE BARS AND DOWELS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

DOWELS SHALL BE FIXED ON ONE END AND GREASED ON THE OTHER

CONCRETE PANELS SHALL NOT BE GREATER THAN 15' IN LENGTH IN ANY DIRECTION AND CONTRACTION JOINTS SHALL BE TO A MINIMUM DEPTH OF $\frac{1}{4}$ THE CONCRETE DEPTH



NOTES:
BASE AGGREGATE TO EXTEND 12" BEYOND BACK OF CURB OR EDGE OF PAVEMENT.

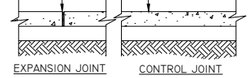
CONCRETE PAVEMENT SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4500 PSI AND AN AIR CONTENT OF 6% +/- 1.5%

C C800 CONCRETE PAVEMENT DETAIL
NTS

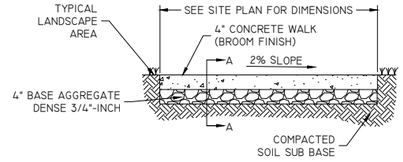
WHERE SIDEWALK IS IN CONTACT WITH A BUILDING, PROVIDE 1/2" EXPANSION JOINT.

1/2" EXPANSION JOINT NOT TO EXCEED
90'-0" APART (AT 5' WIDTH).
75'-0" APART (AT 6' WIDTH).
55'-0" APART (AT 8' WIDTH).

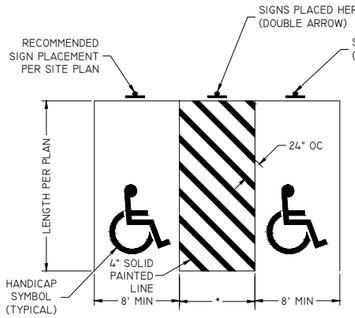
1/4" WIDE X 1" DEEP CONTROL JOINT AT A SPACING EQUAL TO THE WIDTH OF THE SIDEWALK.



SECTION A-A



D C800 SIDEWALK SECTION
NTS



* ACCESS AISLE - 8' MINIMUM FOR VAN ACCESSIBLE
5' MINIMUM FOR REGULAR OR UNIVERSAL

NOTES:

- SEE SITE PLAN FOR SITE SPECIFIC HANDICAPPED PARKING LOCATIONS AND LAYOUT

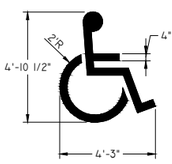
- GRADES WITHIN DESIGNATED PARKING AREAS SHALL NOT EXCEED 1/4" PER FT IN ANY DIRECTION

- 1 DESIGNATED STALL REQUIRED PER EVERY 25 PARKING STALLS UP TO 100, THEN 1 PER 50 FROM 101-200, THEN 1 PER 100 FROM 201-500

- 1 IN EVERY 6 DESIGNATED STALLS OR FRACTION OF 6 SHALL BE VAN-ACCESSIBLE

- ACCESS AISLES MAY BE SHARED BETWEEN DESIGNATED STALLS

HANDICAP SYMBOL

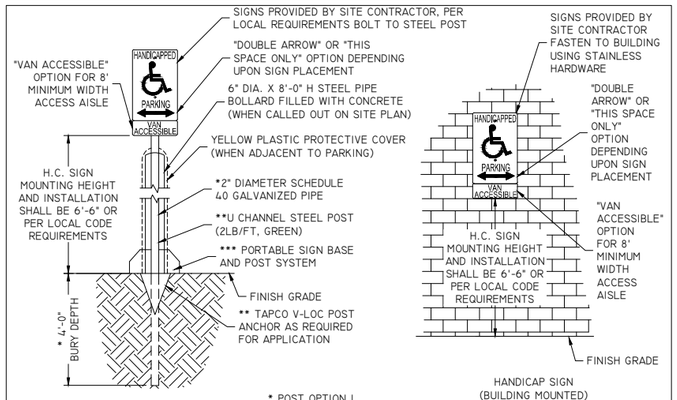


ACCESSIBILITY SYMBOL PAINTED ON PAVEMENT

PROPORTIONING GUIDE

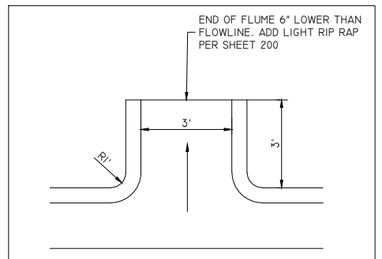
* TO BE BLUE IN COLOR, UNLESS OTHERWISE SPECIFIED.

H C800 HANDICAP PARKING SPACES & STRIPING
NTS



HANDICAP SIGN (BUILDING MOUNTED)

I C800 HANDICAP SIGN
NTS



J C800 CONCRETE FLUME
NTS

REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784,FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM

REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

NO SCALE

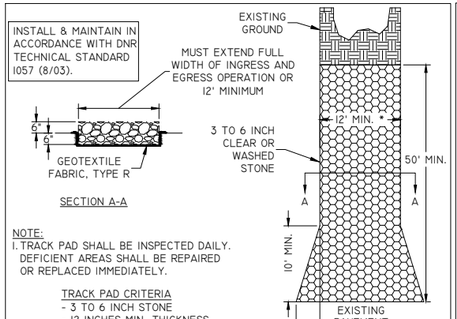
DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: RSW

SITE DETAILS
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C800

INSTALL & MAINTAIN IN ACCORDANCE WITH DNR TECHNICAL STANDARD 1057 (8/03).



NOTE:
1. TRACK PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

TRACK PAD CRITERIA
- 3 TO 6 INCH STONE
- 12 INCHES MIN. THICKNESS
- 50 FEET MIN. LENGTH

A C810 TEMPORARY CONSTRUCTION ENTRANCE/EXIT
NTS FOR CONSTRUCTION EGRESS POINTS

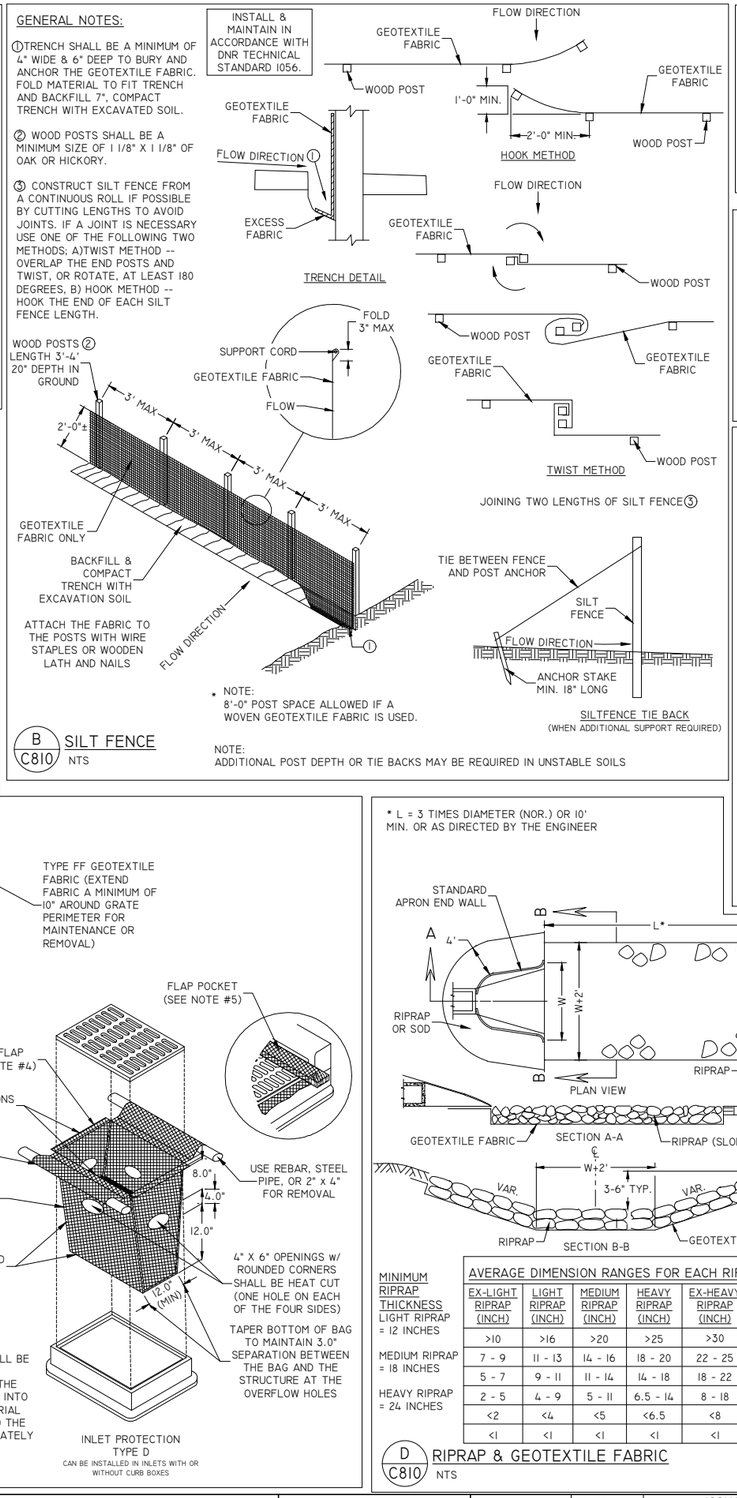
GENERAL NOTES:

① TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL 7", COMPACT TRENCH WITH EXCAVATED SOIL.

② WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.

③ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A)TWIST METHOD -- OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK METHOD -- HOOK THE END OF EACH SILT FENCE LENGTH.

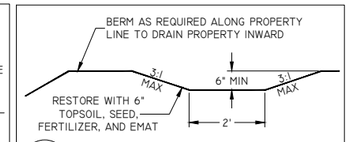
INSTALL & MAINTAIN IN ACCORDANCE WITH DNR TECHNICAL STANDARD 1056.



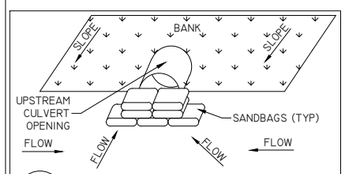
* NOTE:
8'-0" POST SPACE ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

NOTE:
ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

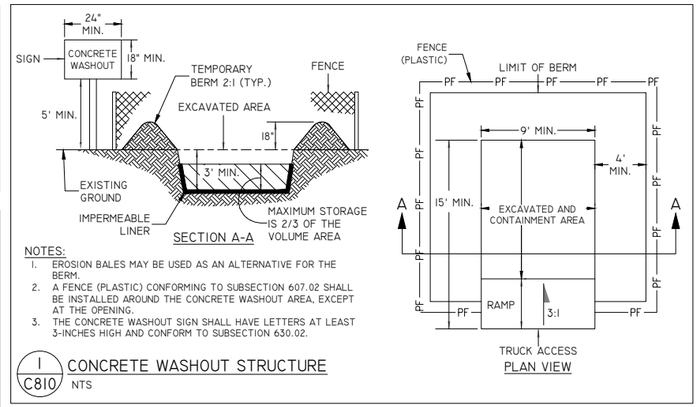
B C810 SILT FENCE
NTS



F C810 VEGETATED DRAINAGE SWALE
NTS



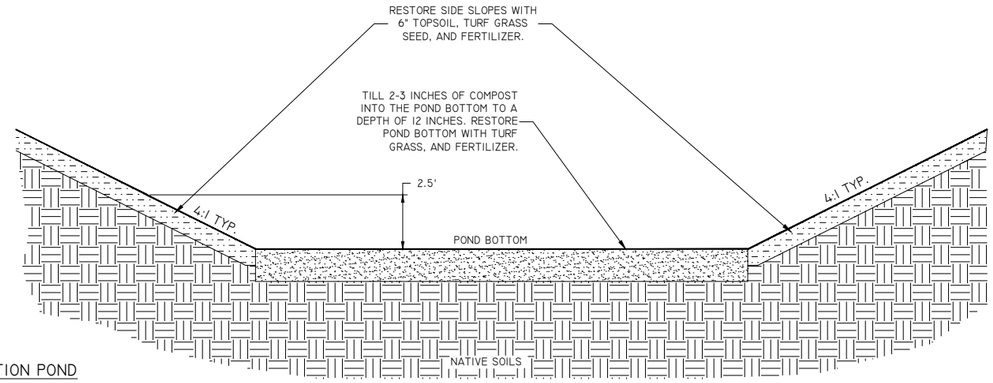
G C810 CULVERT PROTECTION
NTS



NOTES:
1. EROSION BALES MAY BE USED AS AN ALTERNATIVE FOR THE BERM.
2. A FENCE (PLASTIC) CONFORMING TO SUBSECTION 607.02 SHALL BE INSTALLED AROUND THE CONCRETE WASHOUT AREA, EXCEPT AT THE OPENING.
3. THE CONCRETE WASHOUT SIGN SHALL HAVE LETTERS AT LEAST 3-INCHES HIGH AND CONFORM TO SUBSECTION 630.02.

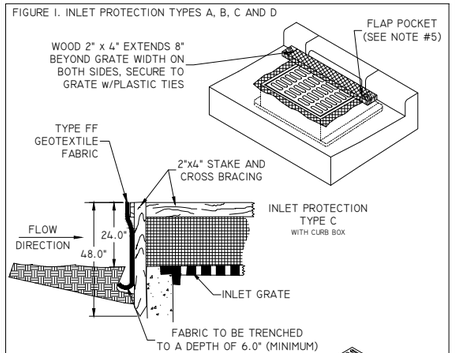
I C810 CONCRETE WASHOUT STRUCTURE
NTS

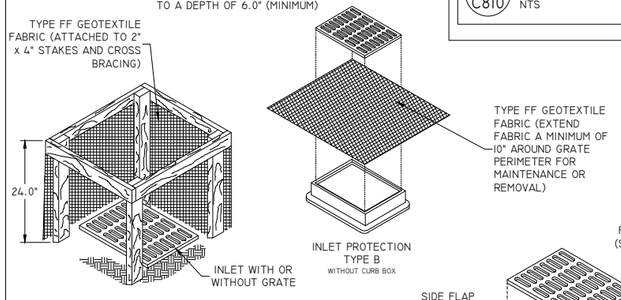
NOTES:
1. COMPOST SHALL MEET THE WDNR SPECIFICATION S100 COMPOST.



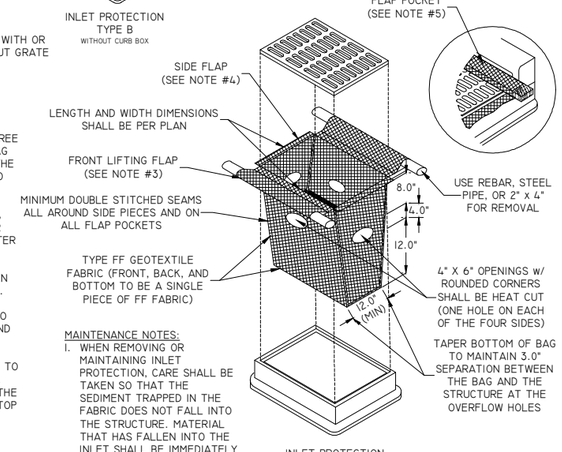
H C810 INFILTRATION POND
NTS

FIGURE 1. INLET PROTECTION TYPES A, B, C AND D





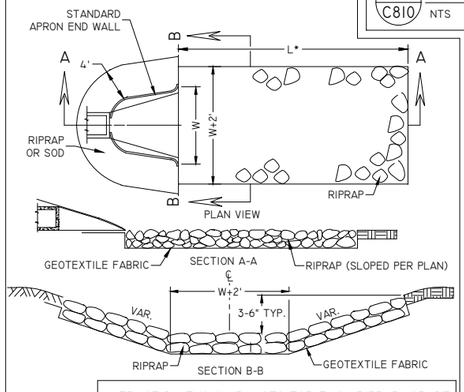
NOTES:
1. TAPER BOTTOM OF BAG TO MAINTAIN THREE INCHES OF CLEARANCE BETWEEN THE BAG AND THE STRUCTURE, MEASURED FROM THE BOTTOM OF THE OVERFLOW OPENINGS TO THE STRUCTURE WALL.
2. GEOTEXTILE FABRIC TYPE FF FOR FLAPS, TOP AND BOTTOM OF OUTSIDE OF FILTER BAG. FRONT, BACK, AND BOTTOM OF FILTER BAG BEING ONE PIECE.
3. FRONT LIFTING FLAP IS TO BE USED WHEN REMOVING AND MAINTAINING FILTER BAG.
4. SIDE FLAPS SHALL BE A MAXIMUM OF TWO INCHES LONG. FOLD THE FABRIC OVER AND REINFORCE WITH MULTIPLE STITCHES.
5. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2" x 4" THE REBAR, STEEL PIPE, OR WOOD SHALL BE INSTALLED IN THE REAR FLAP AND SHALL NOT BLOCK THE TOP HALF OF THE CURB FACE OPENING.



MAINTENANCE NOTES:
1. WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED IN THE FABRIC DOES NOT FALL INTO THE STRUCTURE. MATERIAL THAT HAS FALLEN INTO THE INLET SHALL BE IMMEDIATELY REMOVED.

C C810 INLET PROTECTION
NTS

* L = 3 TIMES DIAMETER (NOR.) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER

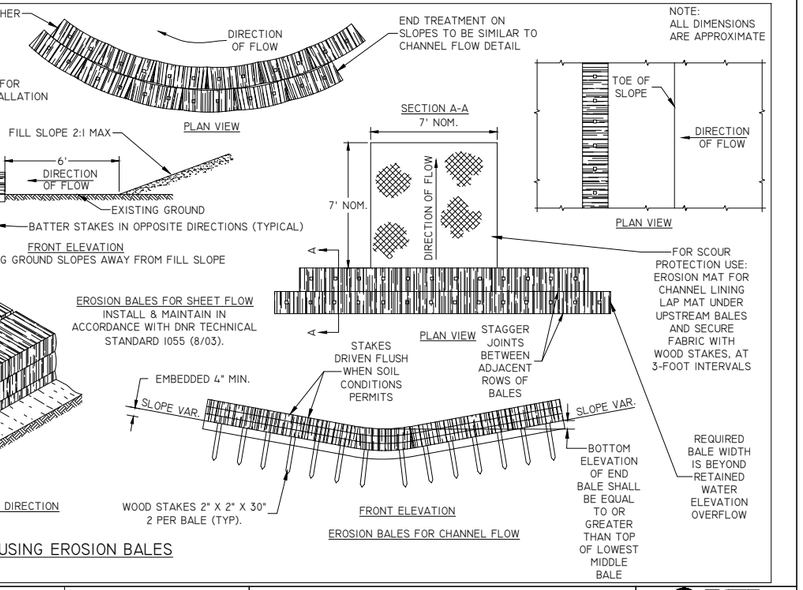


MINIMUM RIPRAP THICKNESS	AVERAGE DIMENSION RANGES FOR EACH RIPRAP GRADE					
	EX-LIGHT RIPRAP (INCH)	LIGHT RIPRAP (INCH)	MEDIUM RIPRAP (INCH)	HEAVY RIPRAP (INCH)	EX-HEAVY RIPRAP (INCH)	IN-PLACE VOLUME OF STONES
LIGHT RIPRAP = 12 INCHES	>10	>16	>20	>25	>30	0%
MEDIUM RIPRAP = 18 INCHES	7 - 9	11 - 13	14 - 16	18 - 20	22 - 25	10% - 14%
	5 - 7	9 - 11	11 - 14	14 - 18	18 - 22	15% - 21%
HEAVY RIPRAP = 24 INCHES	2 - 5	4 - 9	5 - 11	6.5 - 14	8 - 18	20% - 28%
	<2	<4	<5	<6.5	<8	5% - 7%
	<1	<1	<1	<1	<1	2% OR LESS

D C810 RIPRAP & GEOTEXTILE FABRIC
NTS

POTENTIAL SCOUR AREA USE EROSION MAT OR OTHER

NOTES:
1. ALL DIMENSIONS ARE APPROXIMATE
2. CONTRACTOR MAY REFER TO THE WISDOT PAL FOR OTHER APPROVED DITCH CHECKS AND THEIR INSTALLATION



E C810 TEMPORARY DITCH CHECK USING EROSION BALES
NTS

REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784,FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM

REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

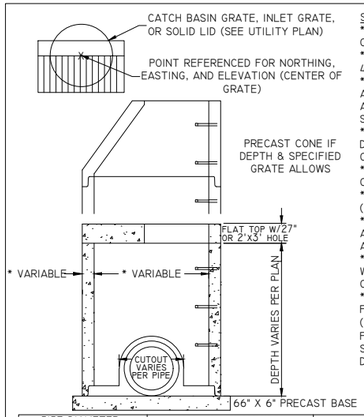
NO SCALE

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025	
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026	
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: RSW	

EROSION CONTROL DETAILS
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

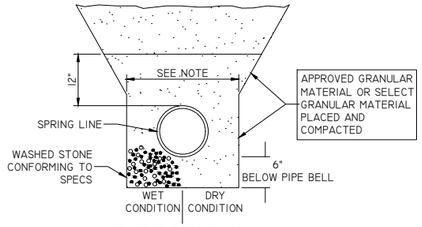
REI No. 10453
SHEET C810



SPECIFICATIONS:
* MANUFACTURED TO ASTM C-478 SPECIFICATIONS
* CONCRETE STRENGTH - 4000 P.S.I.
* STEEL DESIGN IN ACCORDANCE WITH A.S.T.M. C-478 0.12 SQ.IN./FT.
* ALL REINFORCING DESIGNED FOR 1" MIN. COVER
* STEP - STEEL, PLASTIC COATED, 16" ON CENTER
* 6" ADJUSTMENT RINGS (2" THICK EACH RING)
* NEENAH #1550A-C FRAME AND LID FOR MANHOLE APPLICATION
* NEENAH #1550A FRAME WITH #2050 GRATE FOR CATCH BASIN APPLICATION
* NEENAH #R-3067 SERIES FOR INLET APPLICATION. (TYPE C FOR SAG, TYPE L FOR ON-GRADE).
SUBSTITUTE HM BOX FOR DRIVEWAY APPLICATION.

PIPE DIAMETER	MANHOLE DIAMETER	WALL THICKNESS
8" THRU 27"	3'-6"	4-1/2"
30"	4'-0"	5"
36"	5'-0"	6"
42"	6'-0"	7"

A C820 STORM SEWER CATCH BASIN OR MANHOLE
NTS



CLASS "B" PIPE BEDDING
RIGID PIPE BEDDING CLASSIFICATIONS

NOTE: THE TRENCH WIDTH IS TO BE TAKEN AS THE HORIZONTAL DISTANCE AT THE OUTSIDE TOP OF THE PIPE. THE MAXIMUM ALLOWABLE WIDTH SHALL BE 1.) 3.0' GREATER THAN OUTSIDE DIA. FOR 36" OR LARGER PIPE 2.) 2.0' GREATER THAN OUTSIDE DIA. FOR PIPES LESS THAN 36" IN DIA.

B C820 PIPE BEDDING CLASSIFICATIONS
NTS

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REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

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SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: RSW

UTILITY DETAILS
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No.10453
SHEET C82

GENERAL NOTES/SPECIFICATIONS

1. SITE USAGE WILL BE PERMITTED ONLY WITHIN REASONABLE LIMITS TO FACILITATE CONSTRUCTION OF PROPOSED IMPROVEMENTS AND THE CONTRACTOR SHALL NOT UNREASONABLY ENCUMBER THE PREMISES WITH EQUIPMENT AND MATERIALS. MATERIAL STORAGE SHALL BE CONFINED TO SUCH LIMITS AS MAY BE JOINTLY AGREED UPON BY OWNER AND CONTRACTOR.

2. ALL SUB-CONTRACTORS SHALL BE UNDER THE DIRECTION OF THE GENERAL CONTRACTOR (OR OWNER'S REPRESENTATIVE) WHO WILL BE HELD RESPONSIBLE FOR THE COORDINATION OF ALL WORK ON THIS PROJECT AND THE PROPER EXECUTION OF THE SAME.

3. THE CONTRACTOR SHALL FURTHER ENFORCE THE OWNER'S INSTRUCTIONS OF SUCH NATURE, INCLUDING PARKING, USE OF ROADS, SAFE ACCESS TO FACILITIES, FIRE PREVENTION, AND PROJECT PHASING, WHICH THE OWNER MAY DEEM NECESSARY OR DESIRABLE ON THE OWNER'S PROPERTY.

4. CONTRACTOR SHALL KEEP A CLEAN SITE DURING CONSTRUCTION AND THROUGH FINAL ACCEPTANCE.

5. ALWAYS FOLLOW WRITTEN DIMENSIONS. DO NOT SCALE. IF DISCREPANCY EXISTS, CONTACT THE ENGINEER.

6. REMOVE ALL TREES WITHIN THE GRADING LIMITS, INCLUDING ROOT STRUCTURES, EXCEPT THOSE SPECIFICALLY NOTED TO REMAIN AND THOSE ON PROPERTY LINES. DO NOT CLEAR SITE PRIOR TO COORDINATING WITH THE OWNER TO LOCATE ALL TREES TO REMAIN.

7. PROTECT TREES, UTILITY POLES, ABOVE AND BELOW GRADE UTILITIES, AND OTHER FEATURES THAT ARE TO REMAIN. THE REPAIR OF ANY DAMAGE TO FEATURES TO REMAIN IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR WITH NO PAYMENT DUE FOR SUCH REPAIRS.

8. PROTECT ABOVE AND BELOW GRADE UTILITIES THAT ARE TO REMAIN.

9. ADJUST ANY UTILITY ELEMENT MEANT TO BE FLUSH WITH GRADE (CLEAN OUT MANHOLES, CATCH BASINS, INLETS, WATER VALVES, LIGHT POLES, HYDRANTS , ETC.) THAT IS AFFECTED BY SITE WORK OR GRADE CHANGES, WHETHER SPECIFICALLY NOTED ON PLANS OR NOT. REFER TO THE SITE GRADING PLAN SHEET.

10. PROTECT BENCHMARKS, REFERENCE SURVEY POINTS AND OTHER PROVIDED CONSTRUCTION STAKES.

11. CALL DIGGER'S HOTLINE @ 811 OR 1-800-242-8511 AT LEAST 3 WORKING DAYS PRIOR TO EXCAVATING.

12. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND VERIFYING ALL EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION, AND IS RESPONSIBLE FOR ANY DAMAGE TO THEM DURING CONSTRUCTION.

13. CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND COORDINATING ALL PROPOSED UTILITY RUNS, INSTALLATIONS, AND RELOCATIONS.

14. NOTIFY ELECTRIC UTILITY AT LEAST ONE WEEK PRIOR TO WORKING IN AREAS WHERE UTILITY POLES EXIST. UTILITY COMPANY WILL PROTECT POLES AS NECESSARY.

15. DURING CONSTRUCTION THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR INSPECTION AND DOCUMENTATION OF THE EROSION CONTROL DEVICES AS REQUIRED BY THE WPDES PERMIT. IF CHANGES TO THE EROSION CONTROL PLAN ARE REQUIRED, THE CONTRACTOR SHALL RECORD THOSE CHANGES ON THE PLAN. UPON COMPLETION OF WORK AND PRIOR TO LEAVING THE SITE, THE CONTRACTOR AND OWNER'S DESIGNEE SHALL COORDINATE ONGOING RESPONSIBILITY UNTIL THE SITE'S WPDES PERMIT IS TERMINATED BY THE WDNR.

16. DURING CONSTRUCTION THE CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR INSPECTION AND MAINTENANCE OF THE EROSION CONTROL DEVICES.

17. EROSION CONTROL DEVICES SHALL ABIDE BY THE WDNR CONSTRUCTION SITE EROSION AND SEDIMENT CONTROL STANDARDS. HTTPS://DNR.WI.GOV/TOPIC/STORMWATER/STANDARDS/CONST_STANDARDS.HTML

18. CONFIRM THAT ALL TOPSOIL HAS BEEN STRIPPED FROM AREAS TO RECEIVE EMBANKMENT BEFORE PLACING EMBANKMENT MATERIAL.

19. EMBANKMENT MATERIAL SHALL BE EXCAVATED SITE MATERIAL AND/OR IMPORTED MATERIAL DEEMED SUITABLE BY THE OWNER AND OWNER'S REPRESENTATIVE, AND CONFORM TO THE REQUIREMENTS OF SUB-SECTION 207.2 OF THE WISDOT STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL MODIFY WATER CONTENT OF THE MATERIAL AS NECESSARY TO OBTAIN SPECIFIED COMPACTION FOR ALL EMBANKMENT MATERIAL.

20. CONSTRUCT ALL EMBANKMENT THAT WILL SUPPORT ROADWAYS OR ASPHALT PARKING IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF SUB-SECTION 207.3.6.3 (SPECIAL COMPACTION) OF THE WISDOT STANDARD SPECIFICATIONS EXCEPT: THE MAXIMUM DENSITY SHALL BE DETERMINED IN ACCORDANCE WITH ASTM D1557, WITH METHOD B OR C; AND MAXIMUM LIFT THICKNESS SHALL BE 8 INCHES FOR ALL SOILS, GRANULAR, OR COHESIVE.

21. CONSTRUCT UTILITY TRENCHES IN EMBANKMENT AREAS AFTER CONSTRUCTION OF EMBANKMENT.

22. BORROW MATERIAL SHALL BE IMPORTED MATERIAL MEETING THE REQUIREMENTS OF SECTION 208.2 OF THE WISDOT STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL IDENTIFY ITS BORROW SOURCES TO THE OWNER'S CONSTRUCTION REPRESENTATIVE AT LEAST TWO WEEKS IN ADVANCE OF HAULING MATERIAL TO THE PROJECT SITE SO THE OWNER'S CONSTRUCTION REPRESENTATIVE CAN OBTAIN SAMPLES AND PERFORM THE DESIRED TESTING.

23. STRUCTURAL FILL IS REQUIRED IN ALL AREAS THAT WILL SUPPORT PRESENT OR FUTURE BUILDING STRUCTURES, AND WITHIN AREAS EXTENDING DOWNWARD AND OUTWARD FROM THE BUILDING LIMITS AT FINISHED GRADE ON A 1-TO-1 (HORIZONTAL TO VERTICAL) SLOPE TO THE BOTTOM OF THE FILL. CONFIRM THAT ALL UNSUITABLE MATERIAL HAS BEEN REMOVED FROM AREAS TO RECEIVE STRUCTURAL FILL BEFORE PLACING MATERIAL. SUB GRADES MAY NOT RECEIVE STRUCTURAL FILL IF FROZEN, AND FROZEN STRUCTURAL FILL IS NOT ACCEPTABLE FOR USE. PROVIDE ADEQUATE ADVANCED NOTIFICATION, ACCESS, EQUIPMENT, AND OPERATOR TO PERMIT TESTING AGENCY TO OBSERVE COMPACTING OF SUB GRADE PRIOR TO PLACEMENT OF STRUCTURAL FILL MATERIAL. PROVIDE ADEQUATE ADVANCE NOTIFICATION, ACCESS AND COOPERATION TO TESTING AGENCY TO PERFORM DENSITY TESTING ON EACH LIFT OF FILL PLACED, PRIOR TO PLACING FILL ABOVE THE LIFT. THE TESTING FREQUENCY WILL BE DETERMINED BY THE OWNER OR OWNER'S DESIGNATED REPRESENTATIVE. CONSTRUCT ALL STRUCTURAL FILL IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF SUB-SECTION 207.3.6.3 (SPECIAL COMPACTION) OF THE WISDOT STANDARD SPECIFICATIONS EXCEPT: THE MAXIMUM DENSITY SHALL BE DETERMINED IN ACCORDANCE WITH ASTM D1557, WITH METHOD B OR C; ALL LIFTS SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF THE MAXIMUM DRY DENSITY DETERMINED IN ACCORDANCE WITH ASTM D1557; MAXIMUM LIFT THICKNESS SHALL BE 8 INCHES FOR ALL SOILS, GRANULAR, OR COHESIVE; THE LIMIT OF STRUCTURAL FILL FOR PURPOSES OF COMPACTION REQUIREMENTS IS DEFINED AS THE AREA ENCOMPASSED BY PLANS EXTENDING DOWNWARD AND OUTWARD FROM THE EDGES OF THE STRUCTURE OR CONCRETE SLAB AT 45-DEGREE ANGLES RELATIVE TO HORIZONTAL (I.E. 1:1 SLOPES).

24. THE CONTRACTOR SHALL PREPARE THE SITE TO SUPPORT THE PROPOSED SURFACE PER SECTION 211 OF THE WISDOT STANDARD SPECIFICATIONS.

25. DENSE GRADED BASE SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF SECTION 305 OF THE WISDOT STANDARD SPECIFICATIONS FOR DENSE GRADED BASE, CONSISTENT WITH THE DESIGNATIONS SPECIFIED ON THE PLANS.

26. OPEN GRADED BASE SHALL BE CRUSHED MATERIAL MEETING THE REQUIREMENTS AS DESCRIBED IN SECTION 310 OF THE WISDOT STANDARD SPECIFICATIONS.

27. HOT MIX ASPHALT PAVEMENT SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF SECTION 460 OF THE WISDOT STANDARD SPECIFICATIONS FOR PAVEMENT, CONSISTENT WITH THE DESIGNATIONS SPECIFIED ON THE PLANS.

28. PULVERIZATION AND RE-LAYING OF EXISTING ASPHALT PAVEMENT SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 325 OF THE WISDOT STANDARD SPECIFICATIONS.

29. CONCRETE PAVING SHALL CONFORM TO SECTION 415 OF THE WISDOT STANDARD SPECIFICATIONS. CONCRETE CURB AND GUTTER SHALL CONFORM TO THE APPLICABLE REGULATIONS OF SECTION 601 OF THE WISDOT STANDARD SPECIFICATIONS. CONCRETE MATERIAL SHALL BE TYPE A OR A-FA AS DEFINED WITHIN SECTION 501 OF THE WISDOT STANDARD SPECIFICATIONS WITH A DESIGN STRENGTH OF 4,500 PSI.

30. HDPE STORM SEWER SHALL BE CORRUGATED EXTERIOR WITH SMOOTH INTERIOR AND SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M 294 TYPE S, ASTM F667, ASTM F405. END SECTIONS FOR CULVERTS SHALL BE OF THE SAME MATERIAL TYPE AS THE PIPE TO WHICH THE APRON END WALL WILL BE CONNECTED, EXCEPT STEEL END SECTIONS MAY BE USED FOR HDPE PIPE. INSTALL HDPE PIPE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 608 OF THE WISDOT STANDARD SPECIFICATIONS.

31. REINFORCED CONCRETE PIPE SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF SUB-SECTION 608.2 OF THE WISDOT STANDARD SPECIFICATIONS. UNLESS SPECIFICALLY NOTED OTHERWISE, ALL REINFORCED CONCRETE STORM SEWER PIPE SHALL BE CLASS III OR STRONGER.

32. DRAIN TILE SHALL BE CORRUGATED POLYETHYLENE DRAINAGE PIPE CONFORMING TO AASHTO M252, TYPE CP WITH CLASS 2 PERFORATIONS.

33. NON-PRESSURE POLYVINYL CHLORIDE PIPE SHALL BE SDR 35 OR SCHEDULE 40 PVC PIPE.

34. POLYVINYL CHLORIDE PIPE FOR PRESSURE APPLICATIONS SHALL CONFORM TO THE REQUIREMENTS OF AWWA C900, PRESSURE CLASS 150.

35. WATER TUBING SHALL BE OF MATERIALS SPECIFIED IN 8.24.1 OF THE LATEST EDITION OF THE WISCONSIN SEWER & WATER SPECIFICATIONS AND ALL CURRENT SUPPLEMENTAL SPECIFICATIONS AND ADDENDA.

36. DUCTILE IRON PIPE SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST REVISION OF ANSI A21.51 (AWWA C151). DUCTILE IRON PIPE SHALL BE CEMENT-MORTAR LINED AND COATED IN ACCORDANCE WITH THE LATEST REVISION OF ANSI A21.4 (AWWA C104). ALL DUCTILE IRON PIPE SHALL BE PRESSURE CLASS 350 UNLESS OTHERWISE SPECIFIED.

37. PIPE INSTALLATION SHALL BE COMPLETED IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF THE LATEST EDITION OF THE WISCONSIN SEWER & WATER SPECIFICATIONS AND ALL CURRENT SUPPLEMENTAL SPECIFICATIONS AND ADDENDA.

38. PIPE INSULATION SHALL BE INSTALLED IN ACCORDANCE WITH SPS 382.30(11)(C)2 AS REQUIRED BY SPS 382.30(11), SPS 382.36(7) & SPS 382.40(8).

39. STORM SEWER AND ROOF DRAIN LEADERS ARE SUBJECT TO FREEZING REGARDLESS OF BURY DEPTH AS THESE DRAINAGE SYSTEMS ARE TYPICALLY OPEN TO THE SURFACE. AS A MEASURE TO REDUCE FREEZE UP, REI SUGGESTS THE INSTALLATION OF HEAT TAPE AND/OR PIPE INSULATION TO ANY ROOF DRAIN LEADER OR CONNECTING PIPE. CONTRACTOR SHALL COORDINATE THIS WORK WITH THE OWNER AS WELL AS ELECTRICAL AND PLUMBING DESIGNERS.

40. RIPRAP SHALL CONFORM TO THE REQUIREMENTS OF SECTION 606 OF THE WISDOT STANDARD SPECIFICATIONS, WITH THE GRADE BEING SPECIFIED ON THE PLANS. REFER TO SECTION 645 OF THE WISDOT STANDARD SPECIFICATIONS REGARDING GEOTEXTILE FABRIC FOR RIPRAP.

41. TYPE SAS FABRIC SHALL CONFORM TO THE REQUIREMENTS OF SECTION 645 OF THE WISDOT STANDARD SPECIFICATIONS.

42. PAVEMENT MARKING PAINT SHALL BE PRE-MIXED WATERBORNE EMULSION APPLIED TO A CLEAN SURFACE AT MANUFACTURER'S RATES. CONFIRM COLOR WITH OWNER PRIOR TO APPLICATION. PAVEMENT MARKINGS PLACED WITHIN THE PUBLIC RIGHT OF WAY SHALL CONFORM TO THE REQUIREMENTS OF SECTION 646 OF THE WISDOT STANDARD SPECS (EPOXY).

43. AFTER FINAL STABILIZATION, ACCUMULATED SEDIMENT SHALL BE REMOVED SUCH THAT THE BOTTOM OF ANY STORM WATER FACILITY IS AT PLAN ELEVATION. SEDIMENT SHALL BE DISPOSED OF LEGALLY OFFSITE.

44. AFTER FINAL STABILIZATION, ACCUMULATED SEDIMENT SHALL BE REMOVED AND DISPOSED OF LEGALLY OFFSITE.

45. AT A MINIMUM RESTORE SITE BY SEEDING & MULCHING ALL DISTURBED AREAS TO BE VEGETATED AND ENSURE ESTABLISHMENT OF ADEQUATE VEGETATION. SEED IS TO BE OF A SINGLE URBAN LAWN MIX TYPE INTENDED FOR THE EXISTING SITE SOILS AND CONFORMING WITH SECTION 630 OF THE WISDOT STANDARD SPECIFICATION. REFER TO LANDSCAPING PLAN.

46. SITE AND IMPORTED TOPSOIL MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF SECTION 625 OF THE WISDOT STANDARD SPECIFICATIONS, GRADED FREE OF STONES AND LUMPS LARGER THAN 1 INCH AND FREE OF ROOTS, VEGETATION, AND OTHER UN-DECOMPOSED ORGANIC MATERIAL.

47. REFER TO "REPORT OF GEOTECHNICAL EXPLORATION & REVIEW" FOR SITE-SPECIFIC SOIL PREPARATION AND PAVEMENT RECOMMENDATIONS.

48. ELEVATIONS SHOWN AT THE TOP AND BOTTOM OF WALL DEPICT THE EXPOSED WALL FACE. THESE ELEVATIONS DO NOT ACCOUNT FOR WALL FOOTING DESIGN.

49. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND LEGALLY DISPOSING OF ALL EXCESS AND UNUSED MATERIALS FROM THE SITE FOLLOWING COMPLETION OF THEIR WORK.

50. QUANTITIES PROVIDED BY THE ENGINEER ARE IN PLACE QUANTITIES.

REI Engineering, INC.
4080 N. 20TH AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9784,FAX: 715.675.4060
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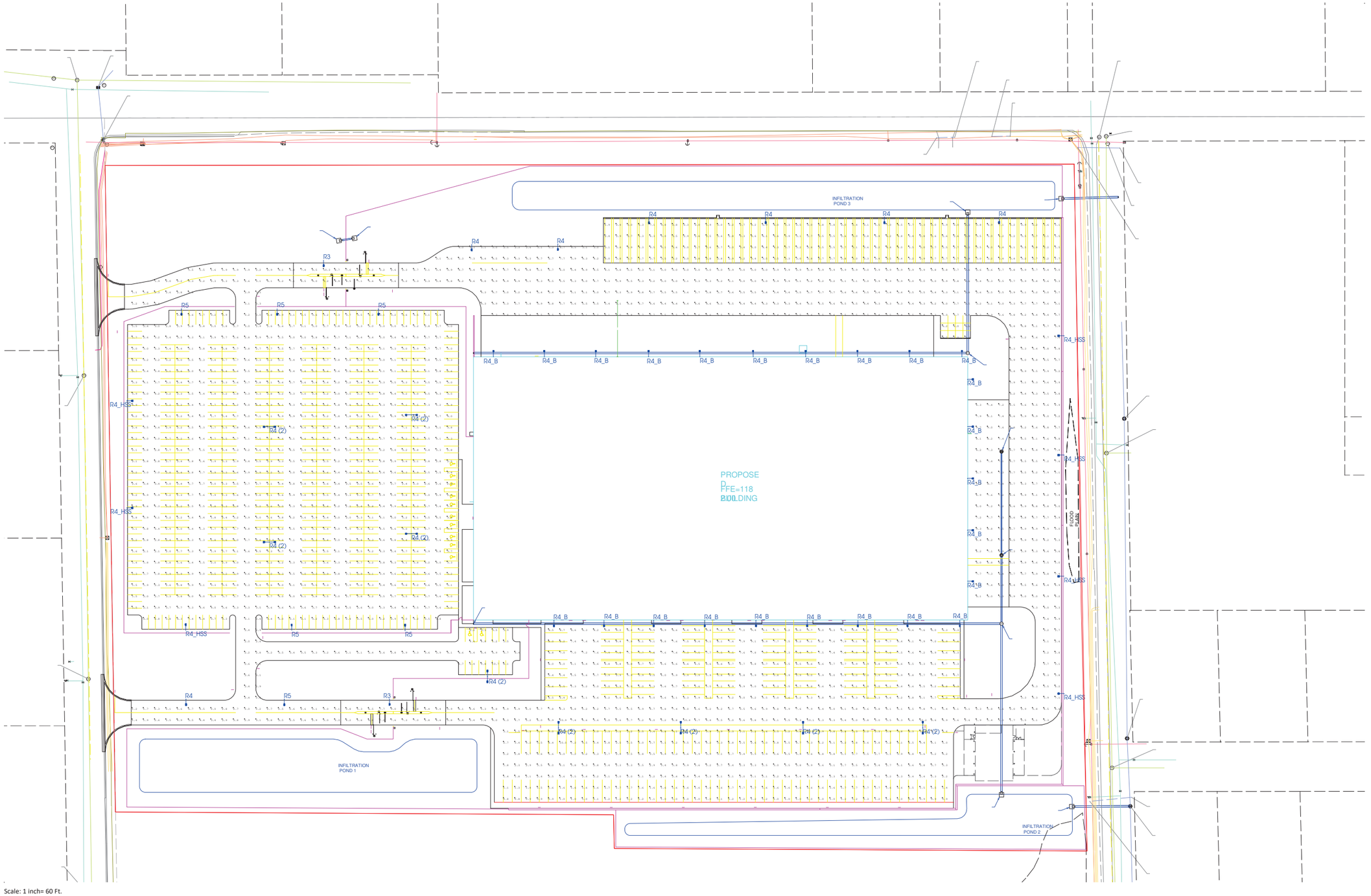
REI CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: RSW

SITE SPECIFICATIONS
PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No. 10453
SHEET C90



Scale: 1 inch= 60 Ft.

Luminaire Schedule					
Symbol	Qty	Label	Description	Luminaire Watts	Total Watts
	24	R4_B	LED AREA LIGHT MOUNTED ON 6' ARM AT 35' ON OFF OF BUILDING	369	8856
	9	R4 (2)	(2) LED AREA LIGHTS MOUNTED BACK TO BACK ON 6' ARMS ON A 30' POLE W/ 5' CONCRETE BASE	369	6642
	7	R4_HSS	LED AREA LIGHT W/ BACK HOUSE SHIELD MOUNTED ON 6' ARM ON 30' POLE W/ 5' CONCRETE BASE	369	2583
	7	R4	LED AREA LIGHT MOUNTED ON 6' ARM ON A 30' POLE W/ 5' CONCRETE BASE	369	2583
	6	R5	LED AREA LIGHT MOUNTED ON 6' ARM ON A 30' POLE W/ 5' CONCRETE BASE	369	2214
	2	R3	LED AREA LIGHT MOUNTED ON 6' ARM ON A 30' POLE W/ 5' CONCRETE BASE	369	738

Calculation Summary					
Label	Units	Avg	Max/Min	Max	Min
PARKING	Fc	4.1	14.9	11.9	0.8
PROPERTY LINE	Fc	0.3	N.A.	1.7	0.0

To request the Project Quotation for these materials or to place the order, please contact:
Sales@LightingDesignSolutions.com or call us at 1-888-357-7070

These plans, schedules, calculations, and lighting concepts are the property of Lighting Design Solutions (LDS) and are not to be shared, reproduced, viewed, or used in any manner without the explicit written permission of LDS. All luminaires and accessories purchased for this project are to be supplied by LDS unless other arrangements that include additional reimbursement for design costs are codified in a pre-approved written agreement with LDS.

These plans are not approved for construction unless specifically noted. They have not been reviewed or approved by any local or state agency, nor has the building owner confirmed final acceptance of the design or materials. Once approved, the final product details, voltages, accessories and quantities are the responsibility of the installing contractor and are to be fully verified by the contractor prior to release of order. Lead time for luminaires will vary but should be assumed to be 4-6 weeks after release unless specifically noted as "in-stock" or "quick ship" on the LDS Project Quotation.

Lighting performance and energy calculations are based on photometric data provided by the specified manufacturers, expected site finishes, anticipated energy costs, current rebate programs, and the projected operational use of the facility. Lighting Design Solutions, Inc. accepts no responsibility for variances resulting from inaccurate or changed data files, drawings, reflectance values, or rebate programs, and guarantees no alternate funding or rebate payment.

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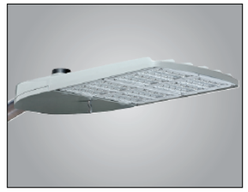
REV	DESCRIPTION	DATE

DRAWN BY: A. THOMER
REVIEWED BY: A. THOMER
CONTRACTOR:
APPROVED BY:
DATE: 01/30/2026

PROJECT INFORMATION:
NEW CONSTRUCTION
PROPOSED FACILITY
KRONENWETTER, WI

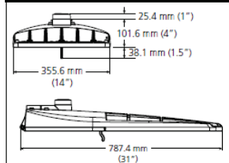
Autobahn Series ATB2
Roadway Lighting

PRODUCT OVERVIEW



Applications:
- Roadways
- Off ramps
- Residential streets
- Parking lots

DIMENSIONS



Effective Projected Area (EPA)
The EPA for the ATB2 is 0.78 sq. ft.,
Approx. Wt. = 21 lbs. (9.53 kg)

STANDARDS

DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Color temperatures of ≤ 3000K must be specified for International Dark-Sky Association certification.

Rated for -40°C to 40°C ambient.
CSA Certified to U.S. and Canadian standards
Complies with ANSI: C136.2, C136.10, C136.14, C136.31, C136.15, C136.37

GOVERNMENT PROCUREMENT — BAA – Buy America(n) Act: Product with the BAA option qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product with the BAA option also qualifies as manufactured in the United States under DOT Buy America regulations.

BABA – Build America Buy America: Product with the BAA option also qualifies as produced in the United States under the definitions of the Build America, Buy America Act.

Please refer to www.acuitybrands.com/buy-american for additional information.

Features:

OPTICAL

The Autobahn's new molded silicone optics provide exceptional performance. Silicone optics are superior to other polymeric materials in the areas of: optical efficiency, thermal performance, and reduction in dirt accumulation, all of which can lead to long term lumen degradation and a shift in optical distribution. Also, because silicone allows for the molding of fine details as well as thick sections, it produces the most crisp, clean and well-defined lighting distributions available. Silicone optics paired with modern LED's allow the Autobahn to take full advantage of both technologies.

Same Light: Performance is comparable to 400-1000W HPS roadway luminaires.

White Light: Correlated color temperature - 4000K, or optional 2700K, 3000K or 5000K, all 70 CRI minimum.

Unique IP66 rated LED light engines provided 0% uplight and restrict backlight to within sidewalk depth, providing optimal application coverage and optimal pole spacing.

Available in Type II, III, IIII, IV, & V roadway distributions.

ELECTRICAL

Expected Life: LED light engines are rated >100,000 hours at 25°C, L70. Electronic driver has an expected life of 100,000 hours at a 25°C ambient.

Lower Energy: Saves an average of 40-60% over comparable HPS platforms.

Robust Surge Protection: Two different surge protection options provide a minimum of ANSI C136.2 10kV/5kA protection. 20kV/10kA protection is also available.

Luminaire ships with a 0-10v dimmable driver. Luminaire is continuous and stop dimming capable via A0 option or controls installed on P7 photocontrol receptacle option.

MECHANICAL

Easy to Maintain: Includes standard AEL lineman-friendly features such as tool-less entry, 3 station terminal block and quick disconnects. Bubble level located inside the electrical compartment for easy leveling at installation.

Rugged die-cast aluminum housing is polyester powder-coated for durability and corrosion resistance. Rigorous five-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 7 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117).

Four-bolt mast arm mount is adjustable for arms from 1-1/4" to 2" (1-5/8" to 2-3/8" O.D.) diameter and provides a 3G vibration rating per ANSI C136.31.

Wildlife shield is cast into the housing (not a separate piece).

CONTROLS

NEMA 3 Pin photocontrol receptacle is standard, with the Acuity designed ANSI 7 Pin receptacle optionally available.

Premium solid state locking sale photocontrol - PCSS (10 year rated life). Extreme long life sold state locking style photocontrol - PCLL (20 year rated life).

Optional onboard Adjustable Output module allows the light output and input wattage to be modified to meet site specific requirements, and can also allow a single fixture to be flexibly applied in many different applications.

Autobahn Series ATB2
Roadway Lighting

B.U.G. Ratings

ATB2	Distribution	2700K			3000K			4000/5000K		
		B	U	G	B	U	G	B	U	G
P601	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	3	3	0	4
	R3L	3	0	4	3	0	4	3	0	4
	R4	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	3	5	0	3
P602	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	3	3	0	4	3	0	4
	R3L	3	0	4	3	0	4	3	0	4
	R4	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	3	5	0	3
P603	R2	3	0	3	3	0	3	4	0	4
	R3	3	0	4	3	0	4	3	0	4
	R3L	3	0	4	3	0	4	3	0	4
	R4	3	0	5	3	0	5	3	0	5
	R5	5	0	4	5	0	4	5	0	4
P604	R2	3	0	3	4	0	4	4	0	4
	R3	3	0	4	3	0	4	3	0	4
	R3L	3	0	4	3	0	4	3	0	5
	R4	3	0	5	3	0	5	3	0	5
	R5	5	0	4	5	0	4	5	0	4
P605	R2	4	0	4	4	0	4	4	0	4
	R3	3	0	4	3	0	4	3	0	4
	R3L	3	0	5	3	0	5	3	0	5
	R4	3	0	5	3	0	5	4	0	5
	R5	5	0	4	5	0	4	5	0	4
P901	R2	3	0	3	3	0	3	3	0	3
	R3	3	0	4	3	0	4	3	0	4
	R3L	3	0	4	3	0	4	3	0	4
	R5	5	0	3	5	0	4	5	0	4
P902	R2	4	0	4	4	0	4	4	0	4
	R3	3	0	4	3	0	4	3	0	4
	R3L	3	0	5	3	0	5	3	0	5
	R5	5	0	4	5	0	4	5	0	4
P903	R2	4	0	4	4	0	4	4	0	4
	R3	3	0	4	3	0	4	4	0	5
	R3L	4	0	5	4	0	5	4	0	5
	R5	5	0	4	5	0	4	5	0	4
P904	R2	4	0	4	4	0	4	4	0	4
	R3	3	0	4	4	0	5	4	0	5
	R3L	4	0	5	4	0	5	4	0	5
	R5	5	0	4	5	0	4	5	0	4
P905	R2	4	0	4	4	0	4	4	0	5
	R3	4	0	5	4	0	5	4	0	5
	R3L	4	0	5	4	0	5	4	0	5
	R5	5	0	5	5	0	5	5	0	5

AEL American Electric Lighting
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www.americanelectriclighting.com Phone: 1-866-ROLOPHANE
Email: TechSupport-Lighting@AcuityBrands.com
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Warranty Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions
Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.
Please contact your sales representative for the latest product information.

Autobahn Series ATB2
Roadway Lighting

ORDERING INFORMATION

Series	LED Performance Package				Voltage		Optics	
ATB2 Autobahn LED Roadway	P601	26,192 lumens nominal	P901	30,398 lumens nominal	MVOLT	Multi-volt, 120V - 277V	R2	Roadway Type II
	P602	29,188 lumens nominal	P902	36,273 lumens nominal	347	347V	R3	Roadway Type III
	P603	33,062 lumens nominal	P903	41,215 lumens nominal	480	480V	R3L	Roadway Type III Long
	P604	36,305 lumens nominal	P904	45,247 lumens nominal	XVOLT	277V-480V	R4	Roadway Type IV
	P605	39,786 lumens nominal	P905	50,476 lumens nominal			R5	Roadway Type V

Options

Color Temperature (CCT)
- (Blank) 6000K CCT, 70 CRI Min.
- 27K 2700K CCT, 70 CRI Min.
- 3K 3000K CCT, 70 CRI Min.
- 5K 5000K CCT, 70 CRI Min.

Paint
- (Blank) Gray (Standard)
- BK Black
- BZ Bronze
- DDB Dark Bronze
- GI Graphite
- WH White
- GN Green

Surge Protection
- (Blank) Standard 20kV/10kA SPD
- MP MOV Pack 10kV/5kA

Terminal Block
- (Blank) Terminal Block (Standard)
- T2 Wired to L1 & L2 Positions

Misc.
- BL External Bubble Level
- HSS House-Side Shield
- NL Nema Label
- XL Not CSA Certified
- HK Hingekeepers
- BAA Buy America(n) Act and/or Build America Buy America Qualified

Controls
- (Blank) 3 Pin NEMA Photocontrol Receptacle (Standard)
- P7 7 Pin Photocontrol Receptacle (Dimmable Driver Included)
- NR No Photocontrol Receptacle
- A0 Field Adjustable Output
- PCSS Solid State Lighting Photocontrol (120-277V)[1]
- PCLL Solid State Long Life Photocontrol
- SH Shorting Cap

Packaging
- (Blank) Single Unit (Standard)
- JP Job Pack (42/Pallet)

Accessories:
External House Side Shields
- ATB2P601XR2R3LRSHSS for use with P601 - P605, R2, R3L or R5 distribution
- ATB2P601XR4HSS for use with P601 - P605, R3 distribution
- ATB2P601XR4HSS for use with P601 - P605, R4 distribution
- ATB2P901XR2R3LRSHSS for use with P901 - P905, R2, R3L or R5 distribution
- ATB2P901XR3HSS for use with P901 - P905, R3 distribution

Light Trespass Shield
- ATB2ULTS ATB2 Universal Light Trespass Shield

ATB Decorative Arms (cast aluminum)
- ATB2DECOS XX ATB Decorative Arm for Square Pole Painted to match fixture
- ATB2DECOR XX ATB Decorative Arm for Round Pole Painted to match fixture

Universal Arms (steel)
- UMR XX 8" Horizontal Arm for Round Pole, Painted to match Fixture (XX - Paint Color)
- UMS XX 8" Horizontal Arm for Square Pole, Painted to match Fixture (XX - Paint Color)
- UMR GALV 8" Horizontal Arm for Round Pole, Galvanized
- UMS GALV 8" Horizontal Arm for Square Pole, Galvanized

Notes
1. Not available in 347 or 480V.
2. Not available with P901 - P905 performance packages

AEL American Electric Lighting
AEL Headquarters, One Lithonia Way, Conyers Georgia 30012
www.americanelectriclighting.com Phone: 1-866-ROLOPHANE
Email: TechSupport-Lighting@AcuityBrands.com
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Warranty Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions
Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.
Please contact your sales representative for the latest product information.

LITHONIA LIGHTING

Catalog Number	
Notes	
Type	

Wall Mount Upsweep Arm

SMAWLU

STEEL (SMAWLU) UPSWEEP ARM

(See next page for dimensions and drawings.)

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative. **Example:** SMAWLU T20 U54 GALV

SMAWLU	T20		
Series	**Pipe size**	**Arm length**	**Finish[1]**
SMAWLU	T20 2-3/8" O.D. (2" NPS)	U54 4' arm length U56 6' arm length U58 8' arm length	Super durable colors: DDBXD Dark bronze, DBLXD Black, DNAXD Natural aluminum, DWHXD White, DDBTXD Textured dark bronze, DBLBXD Textured black, DNATXD Textured natural aluminum, DWHGXD Textured white Other finishes: GALV Galvanized steel Primer finish: DPRM Red primer Architectural colors and special finishes: Paint over galvanized, RAL colors, custom colors and extended warranty finishes available.

NOTES:
1. Finish must be specified. Additional colors available: see Architectural Colors brochure linked here (Form No. 794.3).

WALL MOUNT BRACKET FOR BUILDING LIGHTS

Autobahn Series ATB2
Roadway Lighting

PERFORMANCE PACKAGE

ATB2	Distribution	Input Watts	2700K		3000K		4000/5000K	
			Lumens	LPW	Lumens	LPW	Lumens	LPW
P601	R2	175	22,828	131	24,280	139	27,200	156
	R3		22,689	130	25,200	144	27,080	155
	R3L		21,844	125	22,513	129	23,761	136
	R4		23,376	135	23,760	136	24,770	143
	R5		23,291	135	23,810	138	24,680	143
P602	R2	196	24,983	126	26,610	135	30,060	152
	R3		24,831	126	27,770	142	30,020	153
	R3L		24,270	124	24,770	126	26,400	135
	R4		25,697	135	26,280	137	27,230	143
	R5		25,489	135	26,270	138	27,010	144
P603	R2	233	28,442	121	30,430	131	34,020	145
	R3		28,269	121	32,760	141	33,990	145
	R3L		27,087	116	28,050	120	29,464	126
	R4		29,359	124	29,800	126	31,110	132
	R5		29,019	125	29,850	127	30,750	132
P604	R2	263	31,060	118	33,130	126	37,050	140
	R3		30,871	118	35,670	136	36,950	141
	R3L		29,369	112	30,541	116	31,946	121
	R4		32,001	125	32,450	126	33,010	132
	R5		31,690	126	32,790	127	33,580	133
P605	R2	295	33,992	115	36,980	125	39,750	135
	R3		33,785	115	38,670	131	39,910	136
	R3L		31,867	108	33,149	112	34,683	118
	R4		34,728	120	35,430	122	36,800	127
	R5		34,681	121	35,130	122	36,750	128
P901	R2	199	27,147	137	28,470	143	30,430	154
	R3		26,982	135	29,040	146	31,350	157
	R3L		26,100	131	26,603	134	28,390	143
	R5		27,898	141	29,020	146	29,350	149
P902	R2	245	32,512	133	35,070	144	38,090	156
	R3		32,314	132	35,600	145	38,970	159
	R3L		31,000	127	31,544	128	33,720	138
	R5		33,171	137	33,740	138	35,150	145
P903	R2	282	37,007	131	39,380	140	42,990	152
	R3		36,782	130	39,540	140	43,580	154
	R3L		35,238	125	35,154	125	38,330	136
	R5		37,758	134	37,860	134	40,010	142
P904	R2	319	40,420	127	43,410	137	47,220	148
	R3		40,175	126	43,600	137	48,170	151
	R3L		38,327	120	38,078	119	41,690	131
	R5		41,240	132	41,420	132	43,700	140
P905	R2	369	44,573	121	48,390	132	52,380	142
	R3		44,303	120	48,560	132	53,940	146
	R3L		42,886	116	42,455	115	46,649	126
	R5		45,477	128	45,390	127	48,190	136

Note: Individual fixture performance may vary. Specifications subject to change without notice.

ATB2	15C	20C	25C	30C	35C	40C
LLD Multiplier	1.02	1.01	1.00	0.99	0.98	0.97

To calculate the LLD for a temperature other than 25°C, multiply the LLD @ 25°C (shown in the performance package table) by the LLD multiplier for the selected temperature.

AEL American Electric Lighting
AEL Headquarters, One Lithonia Way, Conyers Georgia 30012
www.americanelectriclighting.com Phone: 1-866-ROLOPHANE
Email: TechSupport-Lighting@AcuityBrands.com
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Warranty Five-year limited warranty. This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions
Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.
Please contact your sales representative for the latest product information.

VILLAGE OF KRONENWETTER LIGHTING REQUIREMENTS
1. 35' MAX HEIGHT OF FIXTURES - COMPLIANT
2. 2 FC MAX AT PROPERTY LINE - COMPLIANT OUR MAX IS 1.7 FC
3. 5 FC MAX AVERAGE - COMPLIANT OUR AVERAGE IS 4.1 FC
4. NO POLES WITHIN 3' OF THE PROPERTY LINE - COMPLIANT

To request the Project Quotation for these materials or to place the order, please contact:
Sales@LightingDesignSolutions.com or call us at 1-888-357-7070

LIGHTING Design Solutions SDS
Lighting Design Solutions, Inc.
Schofield Office: PO Box 375 Schofield, WI 54476
Milwaukee Office: 935A Walnut Ridge Drive Hartland, WI 53029
Office: 888.357.7070
Fax: 715.693.2594
Design@LightingDesignSolutions
www.LightingDesignSolutions

These plans, schedules, calculations, and lighting concepts are the property of Lighting Design Solutions (LDS) and are not to be shared, reproduced, viewed, or used in any manner without the explicit written permission of LDS. All luminaires and accessories purchased for this project are to be supplied by LDS unless other arrangements that include additional reimbursement for design costs are codified in a pre-approved written agreement with LDS.

These plans are not approved for construction unless specifically noted. They have not been reviewed or approved by any local or state agency, nor has the building owner confirmed final acceptance of the design or materials. Once approved, the final product details, voltages, accessories and quantities are the responsibility of the installing contractor and are to be fully verified by the contractor prior to release of order. Lead time for luminaires will vary but should be assumed to be 4-6 weeks after release unless specifically noted as "in-stock" or "quick ship" on the LDS Project Quotation.

Lighting performance and energy calculations are based on photometric data provided by the specified manufacturers, expected site finishes, anticipated energy costs, current rebate programs, and the projected operational use of the facility. Lighting Design Solutions, Inc. accepts no responsibility for variances resulting from inaccurate or changed data files, drawings, reflectance values, or rebate programs, and guarantees no alternate funding or rebate payment.

REV	DESCRIPTION	DATE

DRAWN BY: A. THOMER
REVIEWED BY: A. THOMER
CONTRACTOR:
APPROVED BY:
DATE: 01/30/2026

PROJECT INFORMATION:
NEW CONSTRUCTION
PROPOSED FACILITY
KRONENWETTER, WI

REI ENGINEERING
4080 N 20th Ave.
Wausau, WI 54401

CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING

PROJECT NAME: Proposed Facility (Distribution Center)
LOCATION: Kronenwetter, WI
ZONING: General Industrial (M2)

VILLAGE OF KRONENWETTER - LANDSCAPE REQUIREMENTS

1. Building Foundations

Calculations	Quantity
LF Building Foundation	1360
Pts Required per 200 LF of Building Foundation	100
Total Points Required	**680**

Plant Category	Pts/Plant	Quantity	Total Pts
Large Deciduous Tree	125	0	0
Small Deciduous Tree	60	0	0
Evergreen Tree	50	0	0
Shrub (Deciduous or Evergreen)	20	35	700
Perennials & Ornamental Grasses	1	61	61
Total Points Proposed			**761**

2. Paved Areas

Calculations	Quantity
SF Area of Pavement	574,500
Pts Required per 2,500 SF of Pavement	100
Total Points Required	**22980**

Plant Category	Pts/Plant	Quantity	Total Pts
Large Deciduous Tree	125	166	20750
Small Deciduous Tree	60	0	0
Evergreen Tree	50	55	2750
Shrub (Deciduous or Evergreen)	20	0	0
Perennials & Ornamental Grasses	1	0	0
Total Points Proposed			**23500**

4. Yards

Calculations	Quantity
Total Lot Area - (Building SF & Paved Area)	343500
Pts Required per 5000 SF of General Yard Area	100
Total Points Required	**6870**

Plant Category	Pts/Plant	Quantity	Total Pts
Large Deciduous Tree	125	49	6125
Small Deciduous Tree	60	0	0
Evergreen Tree	50	17	850
Shrub (Deciduous or Evergreen)	20	0	0
Perennials & Ornamental Grasses	1	0	0
Total Points Proposed			**6975**

Date: 01.26.2026

REI Engineering Inc.

COMPANY
SIGNAGE

COMPANY
SIGNAGE
COMPANY
SIGNAGE

COMPANY
SIGNAGE

COMPANY
SIGNAGE
COMPANY
SIGNAGE

RESOLUTION: _____

VILLAGE OF KRONENWETTER VILLAGE BOARD
RESOLUTION APPROVING DEVELOPMENT AGREEMENT
LOGISTICS FACILITY

WHEREAS the VILLAGE seeks to protect the health, safety and general welfare of the community by requiring the completion of various improvements In the Property and thereby limiting the harmful effects of substandard site development, including a completed development site which leaves property undeveloped and unproductive.

WHEREAS the applicable provisions of the Municipal Zoning Ordinance require that provisions be made for the installation of water service laterals, the grading of public and private lands, erosion and storm water runoff control, and street improvements required to serve the Property.

WHEREAS the purpose of this AGREEMENT is to protect the VILLAGE from the cost of completing the development improvements in the event the Developer fails to do so.

WHEREAS, the purpose of this AGREEMENT includes, but is not limited to, the avoidance of harmful consequences of land development prior to satisfactory completion of improvements, or prior to the payment of improvement costs.

NOW, THEREFORE, BE IT RESOLVED that the **Village Board** of the Village of Kronenwetter, Marathon County, Wisconsin hereby approves the Execution of a Development Agreement for the Logistics Facility.

Dated this _____Day of _____,2026

APPROVED BY:

_____, Village Board President

ATTESTED:

_____, Village Clerk

VILLAGE OF KRONENWETTER

DEVELOPMENT AGREEMENT

Logistics Facility

THIS AGREEMENT TO UNDERTAKE DEVELOPMENT made this _____day ____2026, by and between the VILLAGE OF KRONENWETTER, a municipal corporation of Marathon County, Wisconsin, hereinafter referred to as "VILLAGE" located at 1582 Kronenwetter Drive, Kronenwetter, WI 54455 and RDC National, Inc 4605 Dovetail Drive, Madison, WI 53704 or as assigns, hereinafter referred to as "DEVELOPER".

RECITALS

WHEREAS DEVELOPER wishes to construct a 230,000 SF - 24/7/365 Logistics facility in the Village of Kronenwetter on approximately 26.333 acres more particularly described on Exhibit "A" attached here to and incorporated herein (the "Development Site"); and

WHEREAS, the VILLAGE approved a site plan for the DEVELOPER on March ___, 2026; and

WHEREAS, the VILLAGE has required the DEVELOPER to enter into a development agreement as part of site plan review pursuant to Village Code § 520-124(G); and

WHEREAS this Agreement is intended to provide for certain duties and responsibilities of the VILLAGE and DEVELOPER to cause the orderly construction and development of said improvements within the Village;

NOW, THEREFORE, it is hereby agreed as follows:

I. COMMITMENTS OF PARTIES

In consideration of the conditions set forth below, the VILLAGE will work with the DEVLEOPER to ensure an orderly development occurs on the site.

A. VILLAGE OBLIGATIONS

In consideration of the obligations of DEVELOPER as set forth herein, the sufficiency and receipt of which is hereby acknowledged, the VILLAGE shall:

1. The VILLAGE shall exercise due diligence in expeditiously processing all building permits as approved construction plans are submitted through the State of Wisconsin and the applicable fees are paid to the Village.

8. DEVELOPER OBLIGATIONS

In consideration of the obligations of the VILLAGE as set forth herein, the sufficiency and receipt of which is hereby acknowledged, DEVELOPER shall:

1. The DEVELOPER shall construct a new 24/7/365 logistics facility.

2. DEVELOPER shall submit to the VILLAGE for approval, and prior to commencement of any construction on the Development Site, a site plan showing by way of illustration without limitation, the proposed building(s), landscaping, parking, and green space and /or buffer zone as required by the VILLAGE Ordinances. Building permits shall also be required in accordance with the VILLAGE Ordinance(s). The DEVELOPER is required to meet any conditions set forth by the VILLAGE as part of the site plan approval process. Specific to this development those requirements are as follows:

    a. All exterior lighting shall be full cut-off lighting and installed according to the location, height, and illumination power specified in the Developers Lighting Plan.

    b. Property shall be seeded and mulched prior to site completion approval.

    c. All signage shall meet Village requirements for signs.

    d. The VILLAGE will assist the DEVELOPER in obtaining driveway access permits issuance from the Village of Rothschild for two entrance driveways onto Trailwood Lane as indicated on the approved Site Plan.

3. The DEVELOPER shall establish and maintain the required stormwater improvements as required by and in accordance with the site plan and the WDNR approved Stormwater Management Plan during each phase of construction. At the completion of each phase, the project site shall be graded to ensure proper stormwater conveyance. If the DEVELOPER does not meet the requirements, the VILLAGE will install the required stormwater management improvements and complete any necessary Development Site grading, and all reasonable costs will be invoiced to the DEVELOPER. Any unpaid portion of the invoice will be assessed to the property on the tax roll.

4. The DEVELOPER shall establish and maintain the required landscaping (grass and trees/shrubs) as required by the site plan at the end of construction and in accordance with the site plan. If the DEVELOPER does not meet the requirements, the VILLAGE will install the landscaping, and all reasonable costs will be invoiced to the DEVELOPER. Any unpaid portion of the invoice will be assessed to the property on the tax roll.

5. The DEVELOPER shall meet all local, state, and federal requirements for fire protection.

6. The VILLAGE may require the DEVELOPER to add additional landscaping/screening if the VILLAGE determines at site completion the site does not meet the VILLAGE's requirements for landscaping/screening.

7. During the site development process, the DEVLOPER shall maintain the site in an effort to reduce any negative effects of construction on neighboring properties.

8. The DEVELOPER will complete the off-site public road improvements recommended in the Traffic Impact Study dated December 4, 2025.

II. GENERAL REQUIREMENTS

A. EFFECTIVE DATE

This Agreement shall be effective on the date it is last executed by the authorized representatives of the parties hereto, as evidenced below.

B. DEFAULT

A default is defined herein as either party's breach of, or failure to comply with, the terms of this Agreement.

1. Remedies on Default. In the event of any default in or breach of this Agreement of any terms or conditions by any party hereto, or any successor in interest to such party, such party or successors shall cure or remedy such default or breach within thirty (30} days of receipt of written notice of default describing the nature of the default, what action, if any, is deemed necessary to cure the same and specify a time period of not less than thirty (30) days in which the default may be cured by the defaulting party. In case such action is not taken or the defaulted breach cannot be cured or remedied within the aforesaid time, the non-defaulting party may institute such proceedings that may be necessary or desirable in its opinion to cure the default or breach, including, but not limited to, proceedings to compel specific performance by the party in default or breached obligation(s) . If such a proceeding is commenced, the prevailing party in such proceeding shall be entitled to recover from the other party its reasonable costs incurred in such proceeding, including reasonable attorney fees.

2. Rights and Remedies. The rights and remedies of the parties under this Agreement, whether by law or provided by this Agreement, shall be cumulative and the exercise by any party of any one or more of such remedies shall not preclude the exercise by it at the same or different time of any such other remedies for the same event of default or breach or any of its remedies for any other default or breach by any other party. No waiver made by either party with respect to performance or manner or time thereof, or any obligation of any other party or any condition to its own obligations under this Agreement shall be considered a waiver of any rights of any party making the waiver or any other obligations of any other party.

C. TERM

This Agreement shall terminate and be of no further force and effect upon the issuance of the occupancy permit for this project.

D. NOTICE

Delivery of documents and written notices to a party shall be effective only when accomplished in any of the following ways:

1. By sending the document or written notice, postage or fees prepaid, by U.S. Mail registered or certified mail, return receipt requested, or by a nationally recognized commercial overnight delivery system addressed to the party at:

DEVELOPER: RDC National, Inc.
Carl Ruedebusch
4605 Dovetail Drive
Madison, WI 53704

VILLAGE: VILLAGE OF KRONENWETTER
Village President
1582 Kronenwetter Drive
Kronenwetter, WI 54455

WITH COPY TO:

2. By giving the document or written notice personally to the party.

E. MISCELLANEOUS PROVISIONS

1. Waiver. No waiver of any provision of this Agreement shall be deemed or constitute a waiver of any other provision, nor shall it be deemed or constitute a continuing waiver unless expressly provided for by a written amendment to this Agreement nor shall it be deemed a waiver of any subsequent default or defaults of the same type. The VILLAGE'S failure to exercise any right under this Agreement shall not constitute the approval of any wrongful act by the DEVELOPER.

2. Amendment/Modification. This Agreement may be amended or modified only by a written amendment approved and executed by the Village Board of the VILLAGE and the DEVELOPER.

3. Entire Agreement. This written Agreement and written amendments, and any referenced attachments hereto, shall constitute the entire Agreement between the DEVELOPER and the VILLAGE.

4. Time. Time is of the essence as to all dates and deadlines contained in this Agreement. Provided, however, in any instance where the performance of an act is required within a specifi time or by a specified date, strict compliance within the specified time shall be extended if the delay or inability to perform is caused by or results from civil disasters or acts of God. It is the intent of this provision that in the event of the occurrence of any such delay, the time or times of performance of any of the obligations of the party shall be reasonably extended for the period of the delay as determined by the other party, provided that the party seeking the extension due to the delay shall have first notified the other party thereof and requested an extension of the period of the delay.

5. Severability. If any part, term, or provision of this Agreement is held by the courts to be illegal or otherwise unenforceable, such illegality or unenforceability shall not affect the validity of any other part, term, or provision and the rights of the parties will be construed as if the part, term, or provision was never part of this Agreement.

6. Immunity. Nothing contained in this Agreement constitutes a waiver of the VILLAGE'S rights, privileges, and immunities afforded under Wisconsin law, including governmental immunity under Wis. Stat. §893.80 and the VILLAGE expressly retains all such rights, limitations on liability, privileges and immunities under any applicable law.

7. Personal Jurisdiction and Venue. Personal jurisdiction and venue for any civil action commenced by either party to this Agreement whether arising out of or relating to the Agreement shall be deemed to be proper only if such action is commenced in the Circuit Court for Marathon County, Wisconsin. The DEVELOPER expressly waives its right to bring such action in or to remove such action to any other court whether state or federal.

8. Binding Effect. This Agreement shall inure to the benefit of and shall be binding upon the VILLAGE and DEVELOPER and their respective successors and assigns if the property is ever transferred to new ownership.

9. Further Assurances and Corrective Instruments. The VILLAGE and DEVELOPER agree that they will, from time to time, execute, acknowledge, deliver, cause to be executed, acknowledged and delivered, such supplements hereto and such further instruments as may reasonably be required for correcting any inadequate or incorrect description of the land hereby conveyed or intended so to be, and for carrying out the **express** intentions of this Agreement, in accordance with the terms of this Agreement.

10. Authority. Each party warrants and represents to each other that the execution of this Agreement by their respective officers or agents has been duly authorized and that this Agreement, when fully executed, constitutes a valid, binding and legally enforceable obligation of itself.

11. Execution in Counterparts. This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall constitute one and the same instrument.

12. Reservation of Authority. The VILLAGE reserves the authority to impose new or different regulations according to VILLAGE procedure and ordinances.

13. Recordation. The DEVELOPER shall record the development agreement in the Register of

Deeds Office for Marathon County, Wisconsin. All costs of recording shall be paid by the DEVELOPER.

14. Effective Date. This Agreement shall be effective as of the date and year first written above.

15. Indemnification. In addition to, and not to the exclusion or prejudice of, any provisions of this AGREEMENT or documents incorporated herein by reference, the DEVELOPER shall indemnify and save harmless and agrees to accept tender of defense and to defend and pay any and all legal, accounting, consulting, engineering, and other expenses relating to the defense of any claim asserted or imposed upon the VILLAGE, its officers, agents, employees, and independent contractors growing out of this AGREEMENT by any party or parties. The DEVELOPER shall also name as additional insureds on its general liability insurance the VILLAGE, its officers, agents, employees, and any independent contractors hired by the VILLAGE to perform services as to this development and give the VILLAGE evidence of the same upon request by the VILLAGE. All agreements, representations, or warranties made herein shall survive the completion of the work contemplated under this AGREEMENT and the making of the grants hereunder.

16. Assignment. The DEVELOPER shall not assign this AGREEMENT without the written consent of the VILLAGE. If required by the VILLAGE, the assignee must agree to all terms and conditions of this document in writing.

17. Zoning. The VILLAGE does not guarantee or warrant that the Development Site will not at some later date be rezoned, nor does the VILLAGE herewith agree to rezone the lands into a different zoning district. It is further understood that any rezoning that may take place shall not void this AGREEMENT.

18. Compliance with Codes and Statutes. The DEVELOPER shall comply with all current and future applicable codes of the VILLAGE, Marathon County, State, and government and, further, the DEVELOPER shall follow all current and future lawful orders of any and all duly authorized employees and/or representatives of the VILLAGE, Marathon County, State, or Federal government.

19. General Conditions and Regulations. All provisions of the VILLAGE ordinances are incorporated herein by reference, and all such provisions shall bind the parties hereto and be a part of this AGREEMENT as fully as if set forth at length herein. This AGREEMENT and all work and improvements required hereunder shall be performed and carried out in strict accordance with and subject to the provisions of said ordinances.

20. Insurance. The DEVELOPER, its contractors, suppliers and any other individual working on the Development Site the performance of this AGREEMENT shall maintain at all times until the expiration of the Agreement, insurance coverage in the forms and in the amounts as required by the Village.

21. Exculpation Of VILLAGE Corporate Authorities: The parties mutually agree that the VILLAGE President of the Village Board, and/or the VILLAGE Clerk, entered into and are signatory to this AGREEMENT solely in their official capacity and not individually, and shall have no personal liability or responsibility hereunder; and personal liability as may otherwise exist, being expressly released and/or waived.

WITNESS WHEREOF, the parties hereto have executed this Agreement as of the year and date set forth above, and by so signing this Agreement, certify that they have been duly and properly authorized by their respective entities to make the commitments contained herein, intending them to be binding upon their respective entities and to execute this Agreement on their behalf.

By:

_____

Carl Ruedebusch- President

VILLAGE OF KRONENWETTER

By:_____, President

Attest: _____, Clerk

STATE OF WISCONSIN)
) ss.
MARATHON COUNTY)

Personally came before me this day 2026, the above named, _____, President., and _____, Clerk, to own to be the persons and officers who executed the foregoing instrument and acknowledged that they executed the same as such officers by the Village of Kronenwetter's authority.

Notary Public State of Wisconsin
My Commission: _____

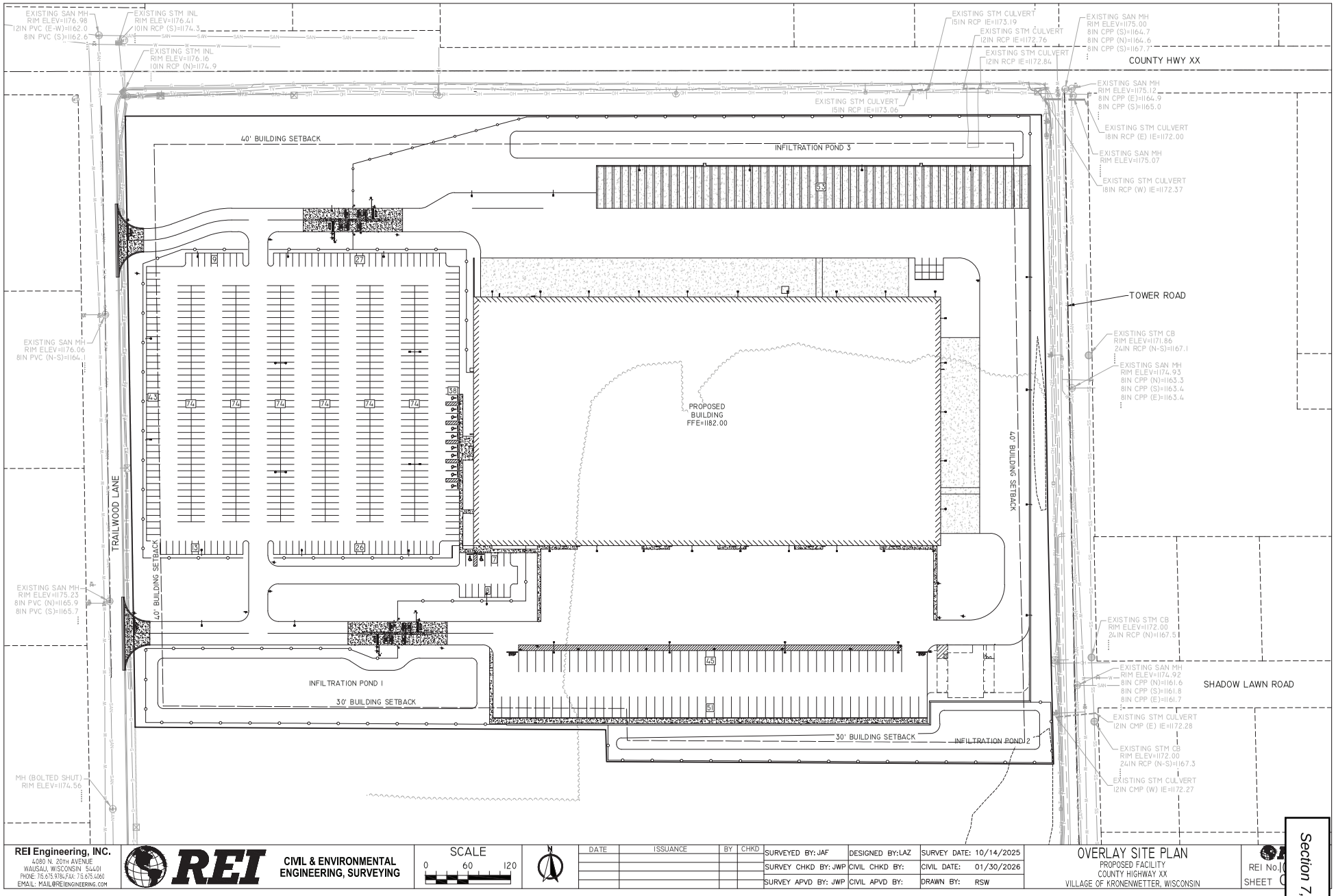
STATE OF WISCONSIN)
) ss.
MARATHON COUNTY)

Personally came before me this _____day of ___,2026 above named _____to me known to be the person who executed the foregoing instrument personally.

Notary Public, State of Wisconsin
My Commission:_____

EXHIBIT A

LEGAL. DESCRIPTION OF DEVELOPMENT SITE



REI Engineering, INC.
4080 N. 20th AVENUE
WAUSAU, WISCONSIN 54401
PHONE: 715.675.9781 FAX: 715.675.4060
EMAIL: MAIL@REIENGINEERING.COM

REI **CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING**

SCALE 0 60 120

N

DATE	ISSUANCE	BY	CHKD

SURVEYED BY: JAF	DESIGNED BY: LAZ	SURVEY DATE: 10/14/2025	
SURVEY CHKD BY: JWP	CIVIL CHKD BY:	CIVIL DATE: 01/30/2026	
SURVEY APVD BY: JWP	CIVIL APVD BY:	DRAWN BY: RSW	

OVERLAY SITE PLAN

PROPOSED FACILITY
COUNTY HIGHWAY XX
VILLAGE OF KRONENWETTER, WISCONSIN

REI No.
SHEET

REI
CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE, WAUSAU, WI 54401
(715) 675-9784

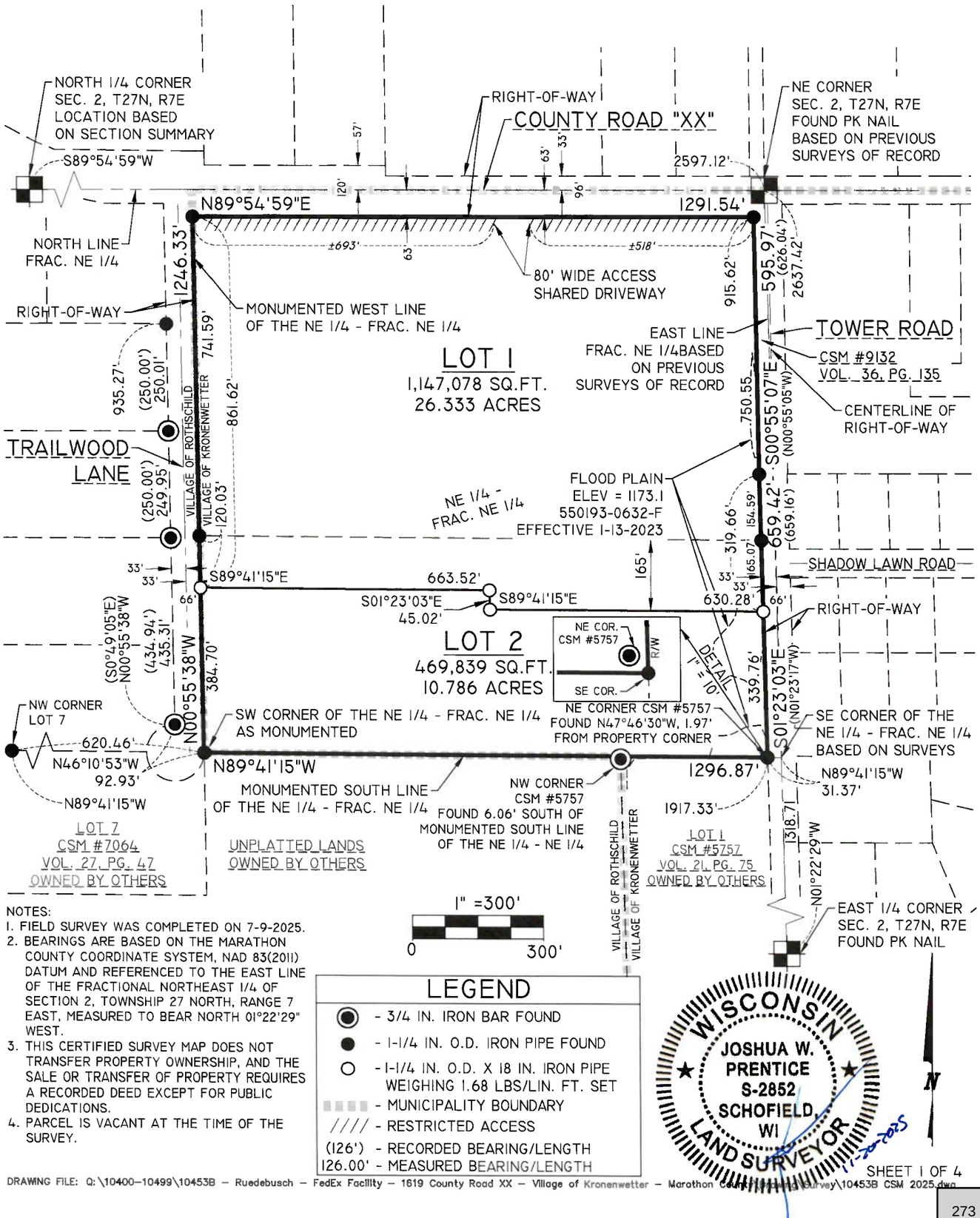
MARATHON COUNTY CERTIFIED SURVEY MAP

MAP NO._____

PREPARED FOR: RUEDEBUSCH DEVELOPMENT & CONSTRUCTION
ALLIANCE HOLDINGS, LLC

LANDOWNER: WAUSAU LIMITED PARTNERSHIP

ALL OF LOT 1 AND LOT 2 OF CERTIFIED SURVEY MAP NUMBER 19700, RECORDED AS DOCUMENT NUMBER 1891378 AND CORRECTED WITH AN AFFIDAVIT OF CORRECTION RECORDED AS DOCUMENT NUMBER 1898304, BOTH FILED IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE; LOCATED IN THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN.



NOTES:
1. FIELD SURVEY WAS COMPLETED ON 7-9-2025.
2. BEARINGS ARE BASED ON THE MARATHON COUNTY COORDINATE SYSTEM, NAD 83(2011) DATUM AND REFERENCED TO THE EAST LINE OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, MEASURED TO BEAR NORTH 01°22'29" WEST.
3. THIS CERTIFIED SURVEY MAP DOES NOT TRANSFER PROPERTY OWNERSHIP, AND THE SALE OR TRANSFER OF PROPERTY REQUIRES A RECORDED DEED EXCEPT FOR PUBLIC DEDICATIONS.
4. PARCEL IS VACANT AT THE TIME OF THE SURVEY.

LEGEND

- ◉ - 3/4 IN. IRON BAR FOUND
- ● - 1-1/4 IN. O.D. IRON PIPE FOUND
- ○ - 1-1/4 IN. O.D. X 18 IN. IRON PIPE WEIGHING 1.68 LBS/LIN. FT. SET
- ▪▪▪▪ - MUNICIPALITY BOUNDARY
- //// - RESTRICTED ACCESS
- (126') - RECORDED BEARING/LENGTH
- 126.00' - MEASURED BEARING/LENGTH

WISCONSIN
JOSHUA W. PRENTICE
S-2852
SCHOFIELD, WI
LAND SURVEYOR
1-20-2026

DRAWING FILE: Q:\10400-10499\10453B - Ruedebusch - FedEx Facility - 1619 County Road XX - Village of Kronenwetter - Marathon County\Survey\10453B CSM 2025.dwg

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SURVEYOR'S CERTIFICATE

I, JOSHUA W. PRENTICE, WISCONSIN PROFESSIONAL LAND SURVEYOR S-2852, DO HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF: THAT I HAVE SURVEYED, MAPPED, AND DIVIDED ALL OF LOT 1 AND LOT 2 OF CERTIFIED SURVEY MAP NUMBER 19700, RECORDED AS DOCUMENT NUMBER 1891378 AND CORRECTED WITH AN AFFIDAVIT OF CORRECTION RECORDED AS DOCUMENT NUMBER 1898304, BOTH FILED IN THE MARATHON COUNTY REGISTER OF DEEDS OFFICE; LOCATED IN THE NORTHEAST 1/4 OF THE FRACTIONAL NORTHEAST 1/4 OF SECTION 2, TOWNSHIP 27 NORTH, RANGE 7 EAST, VILLAGE OF KRONENWETTER, MARATHON COUNTY, WISCONSIN.

THAT THE ABOVE DESCRIBED PARCEL OF LAND CONTAINS 1,616,917 SQUARE FEET, 37.119 ACRES, MORE OR LESS.

THAT I HAVE MADE THIS SURVEY, DIVISION AND MAP THEREOF AT THE DIRECTION OF ALLIANCE HOLDINGS, LLC, OWNER OF SAID PARCEL.

THAT SAID PARCEL IS SUBJECT TO EASEMENTS, RESTRICTIONS, AND RIGHTS-OF-WAY OF RECORD.

THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF SECTION 236.34 OF THE WISCONSIN STATUTES, WISCONSIN ADMINISTRATIVE CODE A-E7, AND THE SUBDIVISION REGULATIONS OF THE VILLAGE OF KRONENWETTER.

THAT THIS MAP IS A CORRECT AND ACCURATE REPRESENTATION OF THE EXTERIOR BOUNDARIES OF SAID PARCEL, AND OF THE DIVISION THEREOF MADE.

DATED THIS 20TH DAY OF NOVEMBER 2025

REI
JOSHUA W. PRENTICE
WI P.L.S. S-2852

WISCONSIN
JOSHUA W. PRENTICE
S-2852
SCHOFIELD, WI
LAND SURVEYOR
11-20-2025

DRAWING FILE: Q:\10400-10499\10453B - Ruedebusch - FedEx Facility - 1619 County Road XX - Village of Kronenwetter - Marathon County\Drawing\Survey\10453B CSM 2025.dwg

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MARATHON COUNTY CERTIFIED SURVEY MAP

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ALLIANCE HOLDINGS, LLC

LANDOWNER: WAUSAU LIMITED PARTNERSHIP

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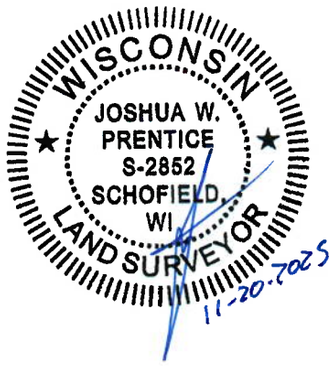


LIMITED LIABILITY COMPANY OWNER'S CERTIFICATE

ALLIANCE HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY, AS OWNER, DOES HEREBY CERTIFY THAT SAID COMPANY CAUSED THE LAND DESCRIBED ON THIS CERTIFIED SURVEY MAP TO BE SURVEYED, DIVIDED, AND MAPPED AS REPRESENTED ON THIS CERTIFIED SURVEY MAP.

IN WITNESS WHEREOF, THE SAID ALLIANCE HOLDINGS, LLC., HAS CAUSED THESE PRESENTS

TO BE SIGNED BY Jay Schuette, MANAGER

AT Rothschild, WI,

THIS 12, DAY OF December, 2025

IN THE PRESENCE OF: ALLIANCE HOLDINGS, LLC.

Jschuette, MANAGER

STATE OF WISCONSIN)
SS
MARATHON COUNTY)

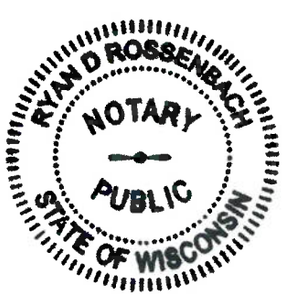
PERSONALLY CAME BEFORE ME THIS 17th DAY OF December, 2025

THE ABOVE NAMED Jay Schuette, MANAGER

OF THE ABOVE NAMED CORPORATION TO ME KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT AND TO ME KNOWN TO BE SUCH MANAGER OF SAID COMPANY, AND ACKNOWLEDGE THAT THEY EXECUTED THE FOREGOING INSTRUMENT AS SUCH MANAGER AS THE DEED OF SAID COMPANY, BY ITS AUTHORITY.

Ryan D Rossenbach — Wisconsin
NOTARY PUBLIC — STATE OF

MY COMMISSION EXPIRES November 9th, 2027



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REI
CIVIL & ENVIRONMENTAL ENGINEERING, SURVEYING
4080 N. 20TH AVENUE, WAUSAU, WI 54401
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MARATHON COUNTY CERTIFIED SURVEY MAP

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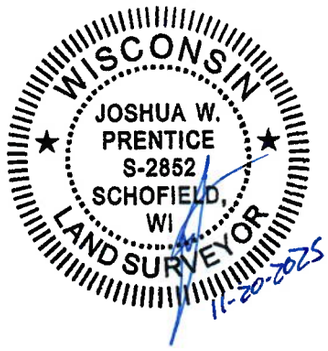

CORPORATE OWNER'S CERTIFICATE

WAUSAU LIMITED PARTNERSHIP, A CORPORATION, AS OWNER, DOES HEREBY CERTIFY THAT SAID COMPANY CAUSED THE LAND DESCRIBED ON THIS CERTIFIED SURVEY MAP TO BE SURVEYED, DIVIDED, AND MAPPED AS REPRESENTED ON THIS CERTIFIED SURVEY MAP.

IN WITNESS WHEREOF, THE SAID WAUSAU LIMITED PARTNERSHIP, HAS CAUSED THESE PRESENTS

TO BE SIGNED BY _____ Gregory McCoy, MANAGER

AT Dubuque, Iowa,

THIS 23rd, DAY OF December, 2025

IN THE PRESENCE OF: ALLIANCE HOLDINGS, LLC.

_____, MANAGER

STATE OF WISCONSIN)
SS
MARATHON COUNTY)

PERSONALLY CAME BEFORE ME THIS 23rd DAY OF December, 2025

THE ABOVE NAMED Gregory McCoy, MANAGER

OF THE ABOVE NAMED CORPORATION TO ME KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT AND TO ME KNOWN TO BE SUCH MANAGER OF SAID COMPANY, AND ACKNOWLEDGE THAT THEY EXECUTED THE FOREGOING INSTRUMENT AS SUCH MANAGER AS THE DEED OF SAID COMPANY, BY ITS AUTHORITY.

Emily Middendorf — Iowa
NOTARY PUBLIC — STATE OF

MY COMMISSION EXPIRES 10-28-26

EMILY MIDDENDORF
Commission Number 770269
My Comm. Exp. 10-28-26

DRAWING FILE: Q:\10400-10499\10453B - Ruedebusch - FedEx Facility - 1619 County Road XX - Village of Kronenwetter - Marathon County\Drawing\Survey\10453B CSM 2025.dwg

village of Kronenwetter

Report to Planning Commission

Agenda Item: Discussion and possible action regarding the review process to reverse Plan Commissions Decisions.
Meeting Date: April 8, 2026
Referring Body: Plan Commission
Committee Contact: Dan Lesniak
Staff Contact: Peter Wegner, CD/PZ Director
Report Prepared by: Peter Wegner, CD/PZ Director

AGENDA ITEM: Discussion and possible action regarding the review process to reverse Plan Commissions Decisions.

OBJECTIVE(S): Review and discuss current ordinance language.

HISTORY/BACKGROUND: On 10/21/2024 the Plan Commission discussed various aspects of §520-121 - Conditional use permits and §520-124 Site Plan Procedures. Staff provided background information regarding the Conditional Use and Site Plan Process, Review Criteria, Conditions of Approval, 2017 ACT 67, Renewals, Transfers and Appeals and Possible Changes to Existing Language. Staff was given direction and was asked to place this item on the 11/18/2024 PC Meeting Agenda.

On 11/18/2024, the Plan Commission reviewed draft language and discussed the issue of renewals. Staff was directed to research further.

On 2/17/2025, the Plan Commission reviewed and discussed draft language and options related to renewal and revocation of Conditional Use Permits. Staff was given direction to make appropriated changes and to bring back revised language for the next Planning Commission Meeting.

On 3/17/2025, staff presented the most recent proposed changes. As a result, the Plan Commission directed staff to hold a public hearing on April 21, 2025, to gather public input related to these changes.

On 4/21/2025, the Plan Commission held a public hearing and passed a motion to recommend Village Board approval.

On 7/28/2025, placed on the VB agenda under Review and Discussion. Community Development Director Peter Wegner introduced this item to the VB members. He explained the background and recommended action.

On 8/11/2025 The VB Motion by Joling/Myszka NOT to approve proposed changes to Conditional Use Permits 520-121 and proposed changes to 520-124 Site Plan Procedures. Motion carried by roll call vote. 7:0. Discussed background of proposed changes; attorney review; past action by Village Board; power of Village Board vs. Board of Appeals in this matter; required state statute procedure; compatibility with the Comprehensive Plan; and further discussion with the Plan Commission.

On February 16, 2026, the Plan Commission briefly discussed and requested staff place this item on the next agenda.

RECOMMENDED ACTION: Review updated information and direct staff to make changes as needed.

ATTACHMENTS: 520-121 and 520-124, 4/21/2025 Public Hearing Drafts and History.

Proposed Language 4/21/2025 Public Hearing

§ 520-124. - Site plan procedures.

Sections A. – G. unchanged

H. Action by plan commission; appeal procedure. Except as provided in subsection I, the plan commission shall, within 45 days of a complete submittal, approve the site plan as presented, approve the site plan with conditions, or reject the site plan, indicating reasons for rejection, unless this time frame is extended by written agreement of the applicant. Such deadline may be extended by written or electronic agreement from the applicant. The zoning administrator shall notify the applicant of such action in writing on a form designed for that purpose. Within ~~20~~ 30 days of such action, the applicant may appeal in writing all or part of the plan commission's decision to the ~~village board~~ Board of Appeals. During the appeal process, the zoning administrator and building inspector are authorized to hold the issuance of permits to enable commencement or continuation of building and other activities authorized by the zoning administrator's decision, and to issue a stop-work order for any such activities already commenced. The ~~village board~~ Board of Appeals may affirm, modify, or reverse the plan commission's decision. The plan commission shall inform the village board of all site plans submitted, reviewed, approved, and rejected under this subsection H during each meeting.

I. Action by village board.

(1) The plan commission shall not determine a site plan application, but shall forward the complete site plan application or components thereof, all associated materials, and a report and recommendation to the village board in all cases where at least one of the following conditions is present:

~~(a) The applicant has indicated on the application form a desire for village board action instead of plan commission action.~~

~~(b) The application is filed concurrently with a rezoning application for the same site.~~

(a) ~~(c)~~ The site plan is for a large retail and commercial service development as described in section 520-77.

(b) ~~(d)~~ The site plan proposes public improvements other than driveway connections to public streets and sanitary sewer or water lateral connections to existing public mains, or in the opinion of the commission requires such improvements.

~~(e) A written agreement between the village and applicant requires village board approval of the site plan.~~

(2) In the above instances, the village board shall, between ten and 60 days of submittal of plan commission referral, approve the site plan as presented, approve the site plan with conditions, or reject the site plan, including reasons for rejection, unless this time frame is extended by written or electronic agreement of the applicant. The zoning administrator shall notify the applicant of such action in writing on a form designed for this purpose.

J. Appeal to ~~village board~~ the Board of Appeals. An appeal of a decision under subsection H may be taken to the ~~village board~~ Board of Appeals by any person, firm or corporation or any officer, department, board, commission or agency of the village who is aggrieved by the decision. Such appeal shall be made in writing to the zoning administrator within ~~ten~~ 30 days after the date of the commission's decision. In the case of an appeal:

(1) The zoning administrator and building inspector shall issue no permits to enable commencement or continuation of building and other activities authorized by the site plan, and shall issue a stop-work order for any such activities already commenced.

(2) The zoning administrator shall immediately notify the applicant and property owner of the appeal in writing and shall schedule the appeal for consideration ~~village board~~ by the Board of Appeals.

(3) The ~~village board~~ Board of Appeals shall, ~~by resolution,~~ make a final decision to grant, with or without conditions, or to deny each application for site plan approval after receiving and reviewing the commission's findings and making its own findings as to whether or not the proposed use will satisfy the standards for approval set forth in subsection G, and shall have all of the powers of the Plan ~~c~~Commission under this section. The ~~village board's~~ Board of Appeals' determination shall be final and subject to appeal to the circuit court under any procedure authorized by statute.

Proposed Changes 4/21/2025 Public Hearing

§ 520-121 Conditional use permits.

A. Initiation of conditional use permit. Any person, firm, corporation, or organization having a freehold interest or a possessory interest entitled to exclusive possession, or a contractual interest that may become a freehold interest or an exclusive possessory interest, and that is specifically enforceable on the land for which a conditional use is sought, may file an application to use such land for one or more of the conditional uses in the zoning district in which such land is located.

B. Application for conditional use permit. No application for a conditional use permit shall be placed on any agenda as an item to be acted upon unless the Zoning Administrator has certified acceptance of a complete application. Prior to publication of the required notice of public hearing, the applicant shall provide the Zoning Administrator with the complete application certified by the Zoning Administrator, including an easily reproducible electronic copy plus hardcopies in a quantity directed by the Zoning Administrator. Said complete application shall be composed of all of the following:

(1) A completed conditional use permit application form furnished by the Zoning Administrator.

(2) A written description of the proposed conditional use describing the type of activities, buildings, and structures proposed for the subject property and their general locations.

(3) A site plan of the subject property, with any alterations as may be proposed to accommodate the conditional use. If the conditional use will make use of existing site improvements only, a site plan need only be of sufficient detail to confirm the portion of the site used by the conditional use.

(4) Written justification for the proposed conditional use consisting of the reasons why the applicant believes the proposed conditional use is appropriate, particularly as evidenced by compliance with the approval criteria set forth in this section.

(5) Any other plans and information deemed necessary by the Zoning Administrator or the Plan Commission to ensure that the intent of this chapter is fulfilled.

(6) A fee as established by the Village Board and stated in the Village of Kronenwetter's fee schedule.

C. Zoning Administrator review and recommendation.

(1) The Zoning Administrator shall determine whether the application is complete and fulfills the requirements of this chapter. Only a complete application in the determination of the Zoning Administrator shall entitle a public hearing under Subsection D. The Zoning Administrator shall inform the applicant if the application is incomplete in his or her determination.

(2) Once the Zoning Administrator determines that the application is complete, the Zoning Administrator or designee shall authorize the public hearing and prepare a written evaluation of the application based on the criteria for evaluating conditional use permits in Subsection G below. The Zoning Administrator shall forward a copy of the evaluation to the Plan Commission.

D. Notice of public hearing.

(1) ~~Legal ad (per existing ordinances). The notice of the time, date, and location of the Planning Commission public hearing shall be published by the Village at least two times in a newspaper of general circulation in the Village of Kronenwetter. Publications shall occur 14 calendar days and seven calendar days prior to the date of the Planning Commission public hearing on a conditional use permit or a zoning change request. The notice of the time, date, and location of the Planning Commission public hearing shall be published by the Village at least one time in a newspaper of general circulation in the Village of Kronenwetter 10 calendar days prior to the date of the Planning Commission public hearing on an application for variance request.~~ Upon receipt of a conditional use permit application, and following publication in the Village of a class 2 notice under Wis. Stat. ch. 985, the Village shall hold a public hearing on the application.

(2) Public notice. Notice of the Plan Commission public hearing shall be sent by regular mail to the applicant, each landowner adjoining the subject property and each landowner within 500 feet of the subject property. Notice of the Planning Commission public hearing shall be sent at least 10 calendar days prior to the Planning Commission public hearing. The notice shall be prepared and mailed by the Village. The failure of any person required by this section to receive the notice shall

not invalidate or otherwise have any effect upon a public meeting or public hearing or action taken on the application.

(3) Local government notice. The Village shall send one copy of the application at least 10 calendar days prior to the Plan Commission public hearing to the adjoining local government for review and comment when the project affects another municipality, or the primary access to the affected property is through an adjoining municipality. The failure of any person required by this section to receive the notice shall not invalidate or otherwise have any effect upon a public meeting or public hearing or action taken on the application.

(4) Village website. Notice of the Plan Commission public hearing shall be posted on the Village webpage. The failure of any person required by this section to receive the notice shall not invalidate or otherwise have any effect upon a public meeting or public hearing or action taken on the application.

E. Review and action by Plan Commission. Within 60 days after the public hearing, or an extension of said period requested in writing or electronic format by the applicant and granted by the Commission, the Plan Commission shall take final action on the conditional use permit request. The Commission may approve the conditional use as originally proposed, may approve the proposed conditional use with conditions or modifications, or may deny approval of the proposed conditional use and include reasons for denial. Any action to approve or amend the proposed conditional use permit requires a majority vote of Commission members in attendance.

F. Appeal to ~~Village Board~~ the ~~Zoning~~ Board of Appeals. An appeal of a decision under Subsection E may be taken to the ~~Village Board~~ ~~Zoning~~ Board of Appeals by any person, firm or corporation or any officer, department, board, commission or agency of the Village who is aggrieved by the decision. Such appeal shall be made in writing to the Zoning Administrator within ~~10~~ 30 days after the date of the Plan Commission's written decision. In the case of an appeal:

(1) The Zoning Administrator and Building Inspector shall issue no permits to enable commencement or continuation of building and other activities authorized by the conditional use permit and shall issue a stop-work order for any such activities already commenced.

(2) The Zoning Administrator shall immediately notify the applicant and property owner of the appeal in writing and shall schedule the appeal for ~~Village Board~~ consideration by the ~~Zoning~~ Board of Appeals.

(3) The ~~Village Board Zoning~~ Board of Appeals shall, by resolution, make a final decision to grant, with or without conditions, or to deny each application for a conditional use permit after receiving the Plan Commission's record and reviewing the Commission's findings and making its own findings as to whether or not the proposed use will satisfy the standards for approval set forth in Subsection G and shall have all of the powers of the Plan Commission under this section. The ~~Village Board's Zoning~~ Board of Appeals' determination shall be final and subject to appeal to the circuit court under any procedure authorized by statute.

G. Review criteria for conditional use permit. ~~Each requested conditional use permit shall meet the following criteria (achieve "yes" answers) to be approved:~~

(1) In this paragraph:

(a) "Conditional use" means a use allowed under a conditional use permit, special exception, or other special zoning permission issued by the Village, but does not include a variance.

(b) "Substantial evidence" means facts and information, other than merely personal preferences or speculation, directly pertaining to the requirements and conditions an applicant must meet to obtain a conditional use permit and that reasonable persons would accept in support of a conclusion.

(c) If an applicant for a conditional use permit meets or agrees to meet all of the requirements and conditions specified in the Village ordinance(s) or those imposed by the Village Plan Commission, the Village shall grant the conditional use permit. Any condition imposed must be related to the purpose of the ordinance(s) and be based on substantial evidence.

(d) The requirements and conditions described under subd. (2)(a) must be reasonable and, to the extent practicable, measurable and may include conditions such as the permit's duration, transfer, or renewal. The applicant must demonstrate that the application and all requirements and conditions established by the Village relating to the conditional use are or shall be satisfied, both of which must be supported by substantial evidence. The Village's decision to approve or deny the permit must be supported by substantial evidence.

(e) Once granted, a conditional use permit shall remain in effect as long as the conditions upon which the permit was issued are followed, but the Village may impose conditions such as the permit's duration, transfer, or renewal, in addition to any other conditions specified in the zoning ordinance(s) or by the Village Plan Commission.

(f) If the Village denies a person's conditional use permit application, the person may appeal the decision to the circuit court under the procedures contained in Wis. Stat. § 62.23(7)(e)10. a., or if the decision is on an application for an approval, as defined in Wis. Stat. § 781.10(1)(a), under the procedures described in Wis. Stat. § 62.23(7)(e)10. b.

(2) ~~(1)~~ Is the proposed conditional use ~~in harmony~~ compatible with the Comprehensive Plan, this chapter, and any other plan, program, or ordinance adopted by the Village?

(3) ~~(2)~~ The proposed conditional use does not, in its proposed location and as depicted on the required site plan, result in a substantial or adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future. ~~be developed as a result of the implementation of the provisions of this chapter, the Comprehensive Plan, or any other plan, program, map, or ordinance adopted by the Village?~~

(4) ~~(3)~~ Does the proposed conditional use maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property?

(5) ~~(4)~~ Is the proposed conditional use located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities, or services provided by public agencies serving the subject property?

~~(5) Do the potential public benefits of the proposed conditional use outweigh potential adverse impacts of the proposed conditional use, after taking into consideration the applicant's proposal and any requirements recommended by the applicant to ameliorate such impacts?~~

H. Issuance and recording of permit. Within 30 days following the granting of a conditional use permit, the Zoning Administrator shall issue to the applicant a written conditional use permit enumerating the details of the conditional use

permit, including what land use(s) and/or development was approved and any conditions of approval. The Zoning Administrator shall record the conditional use permit against the property, assigning all costs thereof to the applicant.

I. Effect of denial. No conditional use permit application that has been denied shall be resubmitted for a period of 12 months from the date of said order of denial, except on grounds of new evidence or proof of change of factors found valid by the Zoning Administrator.

J. Termination of approved conditional use. Once a conditional use permit is granted, no erosion control permit, site plan approval, certificate of occupancy, zoning permit, or building permit shall be issued for any development that does not comply with all requirements of the conditional use permit and this chapter. Any conditional use found not to be in compliance with the terms of this chapter or the approved conditional use permit shall be considered in violation of this chapter and shall be subject to all applicable procedures and penalties. A conditional use permit may be revoked for such a violation by the Plan Commission, following the procedures outlined within 520-121 K. ~~for original granting of a conditional use permit.~~

K. Revocation of Permits. The Planning Commission shall retain continuing jurisdiction over all activities authorized by the permit to assure compliance with this ordinance, other ordinances, and the permit terms. Such authority shall be in addition to the enforcement authority of the Zoning Administrator. Upon notice to the Planning Commission of an alleged violation of any permit, in its sole discretion, the Planning Commission may hold a public hearing to consider amending, suspending, or revoking the permit. Notice of the hearing and alleged violation shall be served upon the property owner and permit holder either in person or via certified mail to the address provided on the permit application form or otherwise provided to the Department prior to conducting the public hearing. The notice shall contain the date, time, and place of the hearing, a description of the property, a description of the activity authorized by the permit, and a statement of the alleged violation(s). Notice shall also be published as a class 2 notice. Any person may appear at such hearing and testify in person or be represented by an agent or attorney. The Planning Commission, at its sole discretion, may hold additional public hearings. If the Planning Commission finds after the hearing that the permit holder is not in compliance with the terms of the permit, it may amend, suspend, or revoke the permit. The decision of the Committee shall be furnished to the permit holder in writing, stating the reasons therefore.

L ~~K~~. Time limits on development of conditional use. The start of construction of any and all conditional uses shall be initiated within 365 days of approval of the associated conditional use permit and shall be operational within 730 days of

said approval. Failure to initiate development within this period shall automatically constitute a revocation of the conditional use permit. For the purposes of this section, "operational" shall be defined as occupancy of the conditional use.

M ~~L~~. Renewals. The permit holder may submit an application for renewal along with the appropriate fee for renewal prior to the expiration of the time limit on the permit, if any. No conditional use permit renewal shall be required to go through a new public hearing.

N ~~M~~. Discontinuance of approved conditional use. Any and all conditional uses that have been discontinued for a period exceeding 365 days shall have their conditional use permit automatically invalidated and receive no treatment as a legal prior nonconforming use. The burden of proof shall be on the property owner to conclusively demonstrate that the conditional use was operational during this period.

O ~~N~~. Change of ownership. All requirements of the approved conditional use permit shall be continued regardless of ownership of the subject property and shall run with the land, except as otherwise limited by this chapter or by a specific condition attached to the conditional use permit. Modification, alteration, or expansion of any conditional use in violation of the approved conditional use permit, without approval by the Plan Commission, shall be considered a violation of this chapter and shall be grounds for revocation of said conditional use permit.

P ~~O~~. Uses now regulated as conditional uses that were legal land uses (permitted by right or as conditional uses) prior to effective date of this ~~chapter~~ section. A use now regulated as a conditional use that was a legal land use — either permitted by right or as a conditional use — prior to the effective date of this ~~chapter~~ section shall be considered as a legal, conforming land use so long as any previously approved conditions of use and site plan are followed. Any substantial modification of such use or any previously approved condition of such use, in the determination of the Zoning Administrator, shall require application and Village consideration of a new conditional use permit under this section.

History of Proposed Changes to 520-121 Conditional Use Permits and 520-124 Site Plan Procedures

10/21/2024 – PC discussed various aspects of 520-121.

11/18/2024 – PC reviewed draft language and directed staff to research renewal language further.

2/17/2025 – PC reviewed draft language and options for renewal and revocation. Similar changes to 520-124 were also discussed. Staff directed to make changes.

3/17/2025 – PC reviewed draft language to 520-121 and 520-124. Staff directed to hold a public hearing.

4/21/2024 - PC held a public hearing and passed a motion to recommend Village Board approval.

7/28/2025 – VB agenda under Review and Discussion. Community Development Director Peter Wegner introduced this item to the VB members. He explained the background and recommended action.

8/11/2025 – VB Motion by Joling/Myszka NOT to approve proposed changes to Conditional Use Permits 520-121 and proposed changes to 520-124 Site Plan Procedures. Motion carried by roll call vote. 7:0. Discussed background of proposed changes; attorney review; past action by Village Board; power of Village Board vs. Board of Appeals in this matter; required state statute procedure; compatibility with the Comprehensive Plan; and further discussion with the Plan Commission.