COMMUNITY LIFE, INFRASTRUCTURE AND PUBLIC PROPERTY (CLIPP) COMMITTEE MEETING AGENDA

July 07, 2025 at 6:00 PM

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

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1. **CALL MEETING TO ORDER**
   - **A.** Roll Call
2. **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.
3. **APPROVAL OF MINUTES - DISCUSSION AND POSSIBLE ACTION**
   - **B.** June 9, 2025 CLIPP Committee Meeting Minutes
4. **REPORTS AND DISCUSSIONS**
   - **C.** Police Chief Report
   - **D.** Fire Chief Report
   - **E.** Public Works Director Report
   - **F.** Community Development Director Report
   - **G.** Complaint Log
5. **OLD BUSINESS - DISCUSSION AND POSSIBLE ACTION**
   - **H.** Estimated Costs to Maintain Roads at a PASER Rating of 6 or 7
   - **I.** Chicken Ownership in the Village
6. **NEW BUSINESS - DISCUSSION AND POSSIBLE ACTION**
   - **J.** Yard Waste Site Status
   - **K.** Trails and Leisure for Village Owned Property on Lea Rd.
   - **L.** Potential Upgrades for Parks
   - **M.** Swiderski Park Upgrades
   - **N.** Intersection of CTH X, CTH XX and Pine Road
   - **O.** Water Fluoridation
   - **P.** Proposed Improvements to Pond Area Behind Municipal Center
   - **Q.** Review of Lawn and Natural Area Ordinance Language
   - **R.** Election Inspector Selection Process
7. **NEXT MEETING:** August 4, 2025
8. **CONSIDERATION OF ITEMS FOR FUTURE AGENDA**
9. **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: 07/03/2025 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, The Wausonian

COMMUNITY LIFE, INFRASTRUCTURE AND PUBLIC PROPERTY (CLIPP) COMMITTEE MEETING MINUTES

June 02, 2025 at 6:00 PM

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

1. **CALL MEETING TO ORDER**
   Chairperson and Trustee Ken Charneski called the June 2, 2025 Community Life, Infrastructure and Public Property Committee Meeting to order at 6 p.m.
   A. Roll Call
   PRESENT: *Trustee Ken Charneski, Trustee Dan Joling, Ryan Leff, Garrett Lysne, Patty Tikalsky*
   STAFF: *Fire Chief Theresa O'Brien, Police Chief Terry McHugh, Interim Finance Director John Jacobs, Community Development Director Peter Wegner, Public Works Director Greg Ulman, Clerk Jennifer Poyer*
2. **PUBLIC COMMENT**
   No public comment.
3. **APPROVAL OF MINUTES - DISCUSSION AND POSSIBLE ACTION**
   B. April 7, 2025 CLIPP Committee Meeting Minutes
   Motion by Leff/Joling to approved the minutes as presented.
   Motion carried by voice vote. 5:0.
4. **REPORTS AND DISCUSSIONS**
   C. Fire Chief Report
   Fire Chief Theresa O'Brien presented her report. She said the EMS calls were up and 24 Narcan kits were purchased with grant money.
   D. Police Chief Report
   Police Chief Terry McHugh presented report. He said two police vehicles were up for sale on the auction site.
   E. Public Works Director Report
   Public Works Director Greg Ulman presented his report. He gave an overview of the Kronenwetter Drive project.
   F. Community Development Director Report
   Community Development Director Peter Wegner presented his report. He answered questions regarding the complaint log.
   G. Complaint Log
   Wegner discussed the timing and process of complaints, anonymous complaints, etc.
5. **OLD BUSINESS - DISCUSSION AND POSSIBLE ACTION**
   H. Chicken Ownership in the Village
   Motion by Tikalsky/Joling to delay action until the next CLIPP meeting. Motion carried by voice vote. 5:0.

Discussed where chickens are allowed in the Village, possible permits, coop allowances, reasons behind wanting chickens, previous actions taken by Village officials and survey results.

6. NEW BUSINESS - DISCUSSION AND POSSIBLE ACTION

I. Five-Year Capital Improvement Plan Items

NO ACTION TAKEN.

Discussed vehicle and road replacement schedule; possible garage behind the Municipal Center; and vacuum truck purchase.

J. PASER Road Ratings

NO ACTION TAKEN.

Ulman reviewed the PASER ratings of the Village roads.

K. Village Recreation Trails Information

NO ACTION TAKEN.

Discussed possible trail sites and past actions taken by Village staff and CLIPP Committee.

L. Swiderski Park Path Information

NO ACTION TAKEN.

M. Upcoming Garbage Contract

Motion by Leff/Charneski to send RFP to APC with the changes we discussed. (3 and 5 year option with 2 year extension option) Motion carried by voice vote. 5:0.

Discussed possible companies, size of garbage bins, changes to RFP, trick pick-up and time options.

N. Election Facilitation

NO ACTION TAKEN.

Discussed the current Village election ordinances, complaints and steps forward. Tiikalsky and Poyer tasked with reviewing election inspector selection process.

7. COMMITTEE EDUCATION

O. Review of Wisconsin Constitutional Obligations

Charneski presented "The Fundamentals of Village Government" to the committee.

8. NEXT MEETING: July 7, 2025

9. CONSIDERATION OF ITEMS FOR FUTURE AGENDA

Election officials selection

10. ADJOURNMENT

Motion by Joling/Leff to adjourn the meeting. Motion carried by voice vote. 5:0.

Meeting adjourned at 8:11 p.m.

KRONENWETTER POLICE DEPARTMENT

Office of the Chief of Police

Executive Summary for July 2025 CLIPP

TO: CLIPP COMMITTEE MEMBERS

DEPARTMENT ACTIVITY SUMMARY – In May, we handled 753 total calls for service. Some highlights included the following:

- Nine arrests for operating while intoxicated, including the same person twice in the same week!!
  - Four drivers were arrested because of a traffic crash.
  - Four others were arrested because of traffic stops.
  - One was arrested on a disabled vehicle check when the officer stopped to see if the driver needed assistance.
  - PBT's (preliminary breath tests) ranged from 0.10 to 0.29. The legal limit is 0.08.
  - Two drivers were arrested on "drugged driving."
- Two subjects were arrested on domestic disturbances. Charges included disorderly conduct and bail jumping.
- Four welfare/mental health calls. One resulted in an emergency mental health detention for an overdose, and one ended with a referral to Adult Protective Services.
- One identity theft complaint that is still being actively worked. The victim is a mentally challenged individual whose personal information had been illegally used by the suspect.
- Two drug investigations, one for simple possession of marijuana and another for a teenager with a vape product.
- A criminal damage to property complaint after officers found an apartment building on Eva Rd had been tagged (graffiti).
- Two assists to Mosinee PD where our officers drafted reports on arrest situations.
- One investigation for exposing minors to harmful materials is still ongoing and just started at the end of May.

DEPARTMENT PERSONNEL ISSUES & STATUS – As you can see, we had a very busy month and handled a lot of calls. The number of OWI arrests we made last month is also quite eye-opening: every arrest made at a traffic stop is a potential life saved, so kudos to our officers for their great work in that area. Officers were also trying to catch a driver who had been doing burnouts on Spring Rd, causing large black patches. Persistence paid off and one of our officers was in the right spot at the right time and caught the driver in the act. He was given an expensive citation for that, as well as for operating without insurance.

Officers recently completed their biennial EVOC (emergency vehicle operation) training, which is a state requirement. There is a classroom and driving portion to this training and Ofc Dunst is a certified EVOC instructor, so we were able to hold the training in-house, which is nice. Thank you to Wausau Homes, who let us use their parking lot to do the driving portion.

We have been working on a very serious investigation for more than a week that could turn into a homicide. We called in most of the department on the night of the incident and kept a couple of officers in reserve for the following day's work. Officers have come in on short notice, come in on days off and vacation days, and stayed late to investigate this case. Needless to say, there's an incredible amount of work that's been done already and continues to be done every day. Officers have been focusing on this case and many other things have had to be prioritized.

Lastly, we had an officer resignation recently, so we are down one spot and in a hiring process. The hiring process closes in the third week of July, and we hope to start interviews very shortly afterwards.

KRONENWETTER POLICE DEPARTMENT

Office of the Chief of Police

Executive Summary for July 2025 CLIPP

CURRENT GRANTS AND EQUIPMENT — The Durango and Charger were sold on the auction recently and the Village got roughly $17,650 for both. Our new squad car is back from our installer, Belco Vehicle Solutions. There is a minor tweak that they're going to make to this, but it is ready to go.

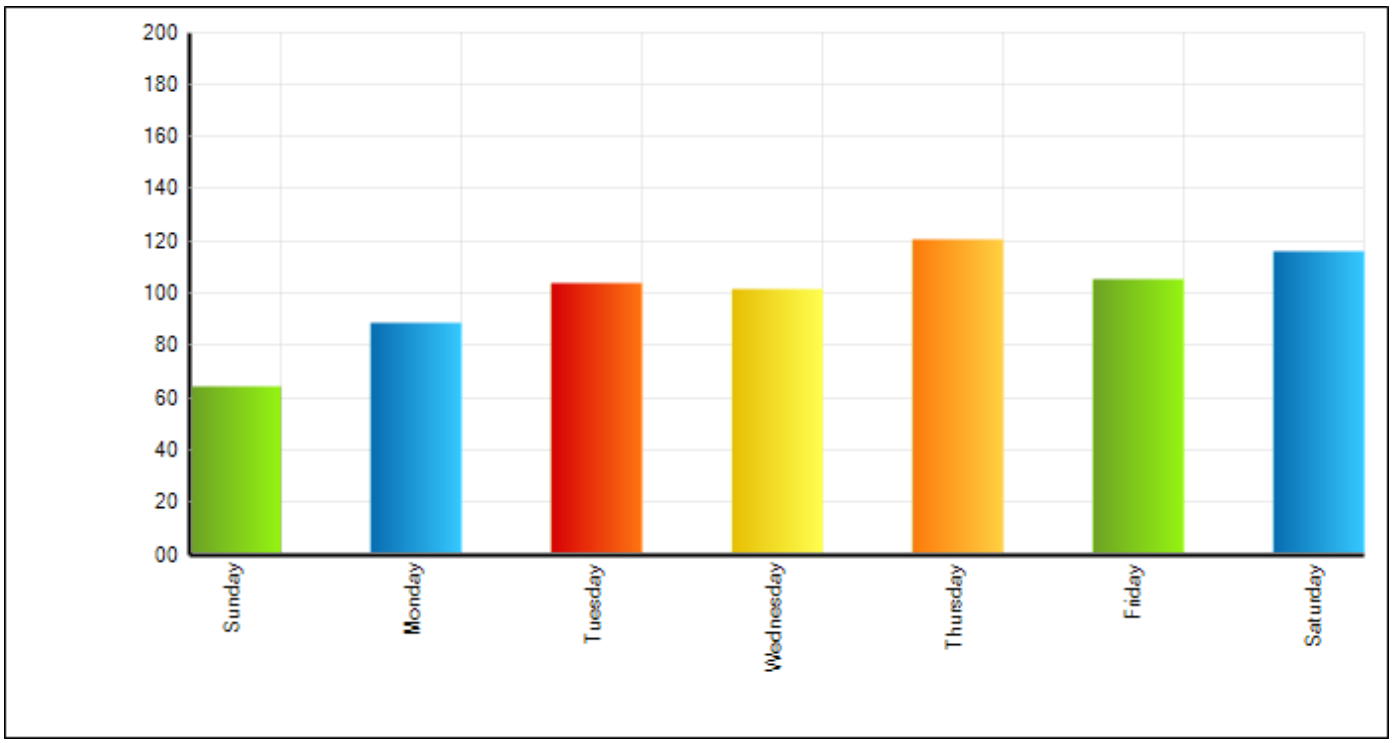
May 2025 Calls for Service Info

Events by Nature Code by Agency

KP	911 HANG UP	9
	ALARMS	2
	ANIMAL COMPLAINT	13
	BUSINESS SECURITY CHECK	30
	CIVIL COMPLAINT	13
	CRIMINAL DAMAGE TO PROPERTY	2
	CRIMINAL MISCELLANEOUS	26
	DISABLED VEHICLE	14
	DNR VIOLATION	1
	EXTRA PATROL	90
	FAMILY DISTURBANCE	3
	FIELD INTERVIEW	2
	FINGERPRINTING	5
	FOLLOW-UP INVESTIGATION	46
	FRAUD COMPLAINT	1
	FUNERAL ESCORT	1
	HIT & RUN CRASH	1
	JUVENILE DISTURBANCE	1
	LOST AND FOUND	7
	MENTAL SUBJECT	3
	PARKING MISCELLANEOUS	1
	PROCESS SERVICE	1
	SCHOOL WALK THROUGH	10
	SERVICE MISCELLANEOUS	129
	SUSPICIOUS ACTIVITY	6
	TRAFFIC HAZARD	15
	TRAFFIC MISCELLANEOUS	15
	TRAFFIC STOP	157
	WARRANT SERVICE	2
	WELFARE CHECK	13
	CAR/DEER VOLUNTARY	1
	HIT & RUN CRASH	1
	TRAFFIC CRASH - INJURY	1
	TRAFFIC CRASH PDO	14
	FIRE ASSIST	2
	UTILITY FIRE CALL	3
	DEAD ANIMAL	5
	COMMUNITY RELATIONS ACT	6
	SERVICE MISCELLANEOUS	1
	TELEPHONE MESSAGE	8
	VACANT HOME CHECK	2
	VEHICLE ATL	9
	WEATHER INFO	1
	MEDICAL EMERGENCY	30

May 2025 Calls for Service Info

Calls by Day of the Week



May 2025 Calls for Service Info

Summons/Citations Charge Summary

Agency: KRONENWETTER PD, Date Range: 05/01/2025

Charges	Count
AUTOMOBILE FOLLOWING TOO CLOSELY	1
EXCEEDING SPEED ZONES, ETC. (11-15 MPH)	6
EXCEEDING SPEED ZONES, ETC. (16-19 MPH)	4
EXCEEDING SPEED ZONES, ETC. (20-24 MPH)	2
EXCEEDING SPEED ZONES, ETC. (30-34 MPH)	1
EXCEEDING SPEED ZONES/POSTED LIMITS	4
FAIL/STOP AT STOP SIGN	1
FAILURE TO KEEP VEHICLE UNDER	1
IGNITION INTERLOCK DEVICE	1
IID TAMPERING/FAIL TO INSTALL/VIOLATE	1
INATTENTIVE DRIVING	1
NON-REGISTRATION OF AUTO, ETC	8
NON-REGISTRATION OF VEHICLE	2
OPERATE AFTER REV/SUSP OF	2
OPERATE MOTOR VEHICLE W/O INSURANCE	7
OPERATE MOTORCYCLE W/O VALID	1
OPERATE W/O VALID LICENSE	1
OPERATING A MOTOR VEHICLE W/O	3
OPERATING MOTOR VEHICLE W/O PROOF OF	1
OPERATING WHILE REVOKED	1
OPERATING WHILE REVOKED (FORFEITURE	1
OPERATING WHILE REVOKED (REV DUE TO	1
OPERATING WHILE SUSPENDED	9
OPERATING WHILE UNDER THE INFLUENCE	5
OPERATING WHILE UNDER THE INFLUENCE	1
OPERATING WHILE UNDER THE	3
POSSESS DRUG PARAPHERNALIA	1
POSSESS OPEN INTOXICANTS IN MV	1
POSSESS OPEN INTOXICANTS IN MV-DRIVER	1
POSSESSION OF THC	1
SPEEDING ON CITY HIGHWAY	2
SPEEDING ON CITY HIGHWAY (11-15 MPH)	1
SPEEDING ON CITY HIGHWAY (20-24 MPH)	1
SPEEDING ON CITY HIGHWAY (30-34 MPH)	1
SPEEDING ON FREEWAY	1
SPEEDING ON FREEWAY (11-15 MPH)	1
Total:	80

KRONENWETTER FIRE DEPARTMENT
MAY 2025

Training:

FIRE: 5/5/2025 – Hose Testing
5/12/2025 – Hose Testing
5/19/2025 – Hose Testing/Station Drills
EMS: 5/08/2025 – Airways/Oxygen Management
5/22/2025 – Bike/Walk Event – Blood Pressure Checks

Fire Calls:

May Fire Calls – 1 Grass Fire, 1 Car Accident, 1 Weather related power line, 1 Smoke Odor

EMS Calls and Updates:

April EMS Calls – 37 – YTD 182 as of 5/31/2025

Vehicle/Equipment Updates:

Annual Vehicle Oil Changes/DOT inspections started
SCBA Air Pack repairs
Engine 1 and Truck 1 Pump Testing

Staffing:

At end of April 2025 - 33 members
4 Members completed WI State Fire 1 Certification
6 Members completed WI State Fire 2 Certification

Past and Upcoming training and events:

Bike and Walk Event – kids bike obstacle course
Pool Fills for local residents

Opportunities

Signed members up for National Volunteer Fire Council – this opens numerous grant opportunities as well as free trainings – both for in house and online

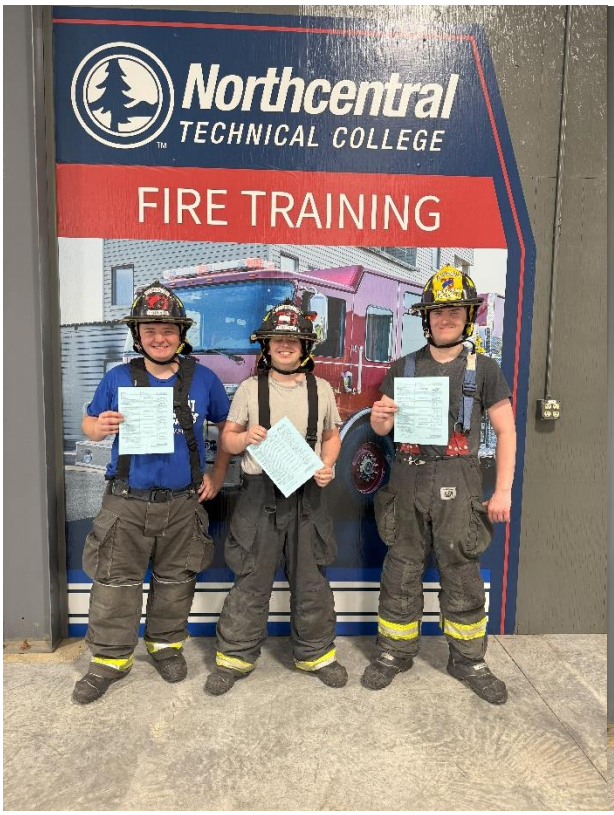
KRONENWETTER FIRE DEPARTMENT

MAY 2025

TOTAL FIRE EMERGENCY CALLS ENDING 05/31/2025

	Village	Guenther	Mutual Aid	Monthly Total	Year To Date
Vehicle Accidents	1			1	8
Chimney Fire					0
Grass/Brush Fire			1	1	2
Structure Fire					6
Weather	1			1	2
CO/Gas/Alarms					10
Car Fire					0
Other	1			1	1
Cancelled calls					2
Total Calls	**3**	**0**	**1**	**4**	**31**
Mutual Aid Received				0	4
Mutual Aid Given/Dispatched	1			1	8
First Responder Calls	37	N/A	N/A	37	182

				Monthly	Year To Date
Engine 1				1	20
Truck 1				0	3
Tanker 2				1	3
Rescue 6				1	9
Brush 1				1	2
Car 2				0	5
UTV				1	2


Northcentral
TECHNICAL COLLEGE
FIRE TRAINING


Northcentral
TECHNICAL COLLEGE
FIRE TRAINING
Hard Rock

village of Kronenwetter

Report to CLIPP

Item Name: Director of Public Works and Utilities Report
Meeting Date: June 2, 2025
Referring Body:
Committee Contact:
Staff Contact: Greg Ulman
Report Prepared by: Greg Ulman

- The chip seal projct is underway and should be finishing up in a few weeks.
- Earth Inc. is starting the boring of pipe along Kronenwetter Dr the week of July 14th and will start at Kowalski and move south toward the lift station. They should complete the boring in about 3-4 weeks.
- The local roads south of Maple Ridge Rd along Kronenwetter Dr have their first layer of asphalt. Kronenwetter Dr north of Maple Ridge where the gravel area is currently will be paved in the next few weeks.
- Staff has been working with Denyon Homes to plan the proposed subdivision by CTY X, certain criteria that the Village needs to see before a concept plan is approved will be a drainage plan, sanitarty sewer plan, traffic studies, among other items requested by the Community Development Director.
- The annual Consumer Confidence Report has been mailed out and residents with Village Water shall receive that shortly.
- Staff is working with Kurita, the manufacturer of the water filtration tanks, to get a few valves replaced which are still under warranty. They have been sticking during the bacwash sequence.
- Staff is working on the garbage contract and we should hopefully have a full report to the Village Board next week.

VILLAGE OF KRONENWETTER

Bicycle Route Map

village of Kronenwetter

VILLAGE OF KRONENWETTER

1582 Kronenwetter Drive
Kronenwetter WI 54455
Phone 715-693-4200
www.kronenwetter.org

Take a Bike Ride Through Kronenwetter

Take a ride through Kronenwetter's beautiful Village on a marked bike route that will take you on a 20 mile journey. Positioned south of Wausau, the Village of Kronenwetter offers an opportunity for the perfect day bike trip throughout central Wisconsin. Or enjoy an afternoon with friends enjoying the fresh air.

Distances:

Towering Pines Park to Friendship Park:

2.5 miles

Friendship Park to Seville Park:

1.75 miles

Seville Park to Sunset Park:

1.75 miles

Towering Pines Park to Gooding Park:

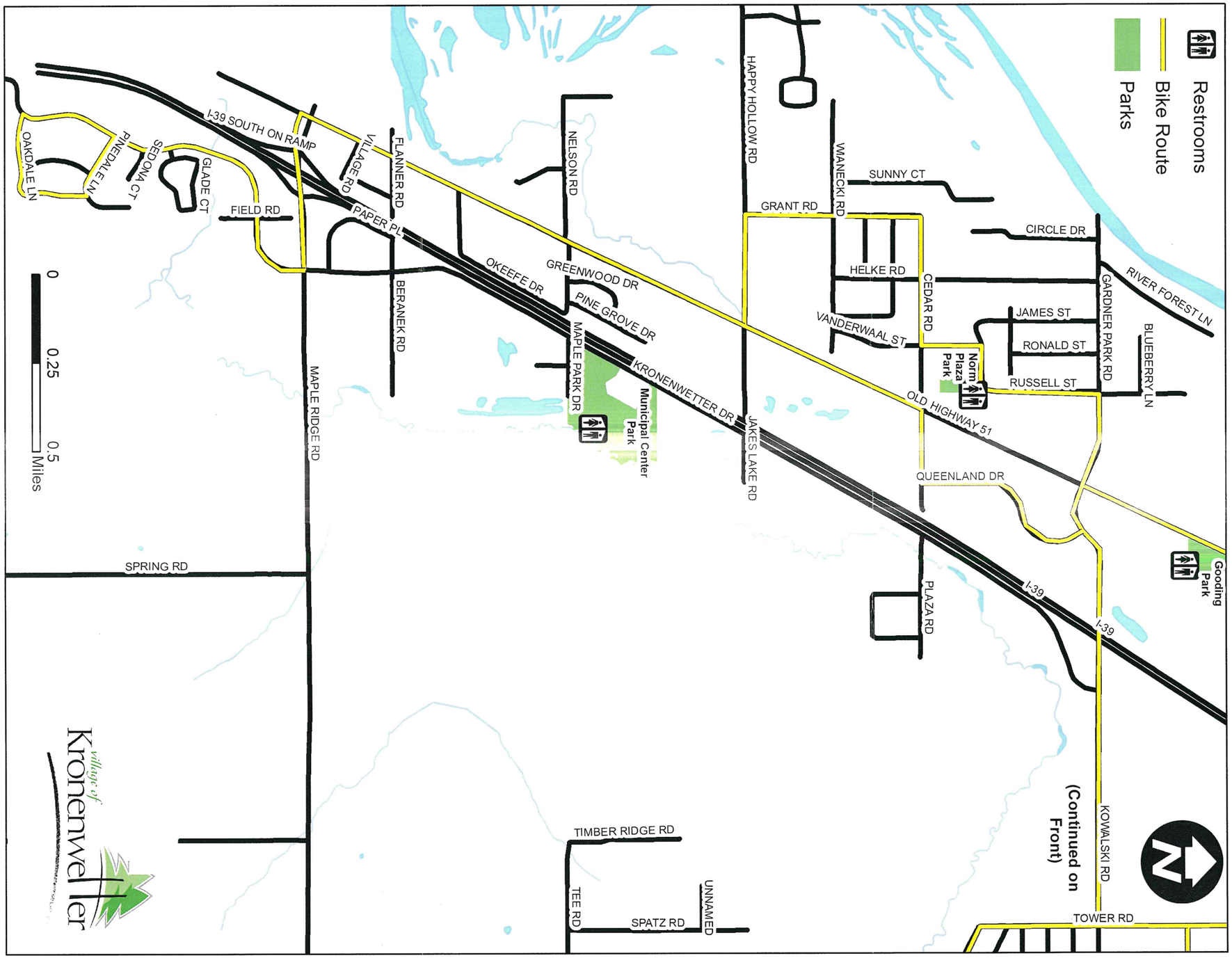
2.3 miles

Gooding Park to Norm Plaza Park:

1.1 miles

Smart Rules for Road Safety

- Always wear a helmet
- Bike in the direction of traffic
- Obey all traffic laws and lights



Community Development/Planning and Zoning Director Report

July 7, 2025

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

- Review Variance Application for 2306 Pleasant Drive.
- Correspondence with SBA Communications and T-Mobile regarding swapping antennas on E. Nick Ave Cell Tower.
- Complaints and correspondence.
- Correspondence with WiDOT regarding parcels at the end of Village Road.
- Discussions with Developers regarding options in TID #1.
- Correspondence with Nsight and Cellcom regarding proposed modifications to equipment on Creek Road Cell Tower.
- Review § 520-16. - Standards generally applicable to land uses. Number of principal buildings.
- Correspondence with Surveyor, Engineer and Developer regarding proposed Glacier Meadows Subdivision.
- Review Chapter 508 - WATER AND SEWERS.
- Farmer's Market season kick-off event.
- Review 3037 W. Nick Avenue 2022 rezone and CSM.
- Review § 409-2. - Lawns and natural areas and § 382-4. - Public nuisances affecting health. F. All noxious weeds and other rank growth of vegetation.
- Review Waiver of Construction Lien Rights as it relates to permit fees.
- Review Chapter 285 – EXPLOSIVES and permit requirements for sale or display.
- Correspondence with Milestone Materials regarding proposed Non-metallic Mining Operation.
- Meeting with Kronenwetter Storage Contractor to address driveway, curb and walkway.
- Correspondence with contractor and Village Building Inspector regarding decks and frost protected footings.
- Review proposed 419-6 ROADWAY ACCESS CONTROL Variance request, Forest Grove Avenue Parcel.
- Correspondence with Attorney for Mullins Cheese, Inc. regarding permit requirements for an existing use in B3-General Commercial.
- Review drainage issues on vacant lot, Parcel ID Number: 145-2707-122-0044, northside of Jaynes Road.
- Inspect Oak Tree causing imminent danger to property at 1953 Austyn Lane.
- Correspondence with Appraiser regarding 1420 Kronenwetter Drive current Zoning and allowable uses.
- Review propose CSM and Rezone 3225 Martin Road.
- Construction Meeting Kronenwetter Drive & Local Roads Rehabilitation Projects.
- Review maintenance and upgrade proposal from Mastec for AT&T's existing telecommunication facility located at 3111 16th Road.
- Review proposed CSM and Rezone on Forest Road. Tax Parcel ID Number: 145-2708-191-0988.
- Correspondence with Realtor regarding vacant lot on the corner of Terrebonne Drive and Plantation Lane.

Violation #	Date Received	Property Address	Owner Name	Zoning	Complainant name	Nature of the Complaint	Valid ?	Action Taken	
23-0517-013	5/17/2023	860 W Nelson Road	Joel Straub	SF	Anonymous	Three trailers parked at the end of drive way, a pile of concrete	yes	5/28/2025 - Defendant found guilty of § 382-6. - Public nuisances affecting peace and safety. Ordered to pay forfeiture of $124.00. Violation of the Side Lot Setback pending.	On going
24-0409-006	4/9/2024	County Road X	Stacey Stepan, 2177 River Forest Lane	SF	anonymous	Storing campers on land	Yes	04/01/2025: Camper and 2 boats are still on the lot, sending letters.	Open - Continue to monitor
24-0322-007	3/22/2024	920 Wedgewood	Cheryl Viviano	SF	anonymous	Siding coming off house, 2 vehicle Not moved and sunk into the blacktop. Car have not been registered in over 10 years. Dozen of boxes and mailbox has been removed. Home is eyesore and they are hoarders.	Yes	Pictures on 05/24/2024: Boxes are removed, Van is still sunken into the blacktop driveway. 05/28/2024, Spoke to owner and she is not home and needs time to figure out what to do with the van. She would possibly consider having the van towed and selling the car. Owner will call back in a few days. 06/17/2024: Called resident and she was going to the store and wil call back in an hour. May be in the area mid July will call when back in town. 3/18/2025: Vehicles are still in the driveway and updated pictures. 03/19/2025: Sent letter with a 10 day notice to remove both vehicles. Called on 03/31/2025 I am giving her until 04/22/2025 to move both cars. If not moved citations will be written. 04/02/2025 Got a call from Cheryl, She is will to pay the citation and move the vehicles after the 23rd of April. I will be checking back after the week of May 1, 2025. Cheryl called and will be in town the first week of May, Cars will be moved at that time. Will check again. The beginning of May the owner stopped in and is moving both vehicles. June 1, 2025, Drove by the property and the white van is still in the driveway, citations will be given for noncompliance.	Open
24-0424-013	4/24/2024	2092 South Road	Faye Parker and Orman Boggs	SF	anonymous	Junkyard	Needs onsite	Updated picture, the junk is still in place.. 04/11/2025 - Updated Pictures Junk is still in place, sending 10 day letter.	Open
24-0618-047	6/18/2024	2177 Angelo Drive	Michael Ausloos	SF	anonymous	Grass has not been mowed and is over 18 inches high.		07/17/2024: Called owner and left a VM	Open- Continue to monitor
24-0827-052	8/27/2024	2302 & 2304 Bonneydune	The Hot Spot	SF	anonymous	Building garden shed without permit		04/14/2025: Pictures updated.	Open
25-0304-001	3/4/2025	1849 Deerwood Trail	Steven & Stephanie Woytasik - 715-907-2083	SF	Anonymous	Rubbish piles in yard	Yes	Called Steven on 03-04-2025 and VM was full. Steven called back later and I talked to him about the rubbish piles in the yard. I informed him he had 10 days to get the rubbish cleaned up. If he did not, there would be a citation given. 10 days are up 03/11/2025, I will check on the property on 03/12/2025 to see if the rubbish has been cleaned up. 03/11/2025: The large pile of rubbish was removed, there are a few item left to clean up. I talked to the owner of the land next door and they have given permission to go on the land to get more pictures. 03/19/2025 Called left a VM, Gave the owner 10 days to finish up the clean-up then will issue a citation. Letter sent 03/19/2025. 03/25/2025 Steven called and will be removing the wood, lawn mower, wheel barrow and dolley when the snow melts. I will check back after the snow is gone.	Open

25-0314-002	3/14/2025	2054 Paintbrush	Jody Strenz - 715-360-1750 - Hugh Dombeck- 715-803-9740.	SF	Sonja Kurtzweil	Rubbish piles in yard, Tires, lawn tractors,	Yes	03/14/2025- Called Owner of house and she would like me to go over to the house as her sons live there. She would like me to give guidance on what needs to be cleaned up so they can be compliant. Will call to schedule an appointment to do that. 03/17/2025 Called and talked to Hue (The son). He is going to work on cleaning up the corner of the yard with all the mowers and tires. I told him I would be doing drive - by's to check on the progress. 06/04/2025 Drive by and the items have not moved. Letter to be sent with 10 day notice. 06/13/2025 Tenant called they are getting a storage unit to put all the items in there. Hugh will call with updates.	Open
25-0529-005	5/27/2025	1775 Pine Road	JASON SCHMIRLER & DANA MORTENSEN	SF	Anonymous	Cars in the yard		Gathering information. Needs onsite	Open
25-0521-006	5/21/2025	2718 North Road	Michael & Debra King	AR	Marathon County	Manure complaint		Gathering information. Needs onsite	Open
25-0605-007	6/5/2025	2015 Creciente	Robert Zimmerman	SF	Cynthia Brinkman	nuisance weeds, unkept yard	Yes	Received a call about nuisance weeds in the back yard that are coming into the neighbors yard. There has been a lot of snakes and mice in the area.	Open
25-0610-008	6/10/2025	1054 Russell Street	Susan Ficenec		Russ Stark	Grass has not been mowed		Gathering information. Needs onsite. 06/15/2025 Updated Pictures and talked to the owner. She asked for names of lawn care companies to care for the lawn. Sent email with names. 06/19/2025 Susan called back and has calls out to people to mow, will update when one is found. 06/26/2025 Received 2nd complaint on the grass. Complainant called for an update.	Open
25-0611-009	6/11/2025	2066 Paintbrush	Hannah Schade & Daniel Burns	SF	Anonymous	Grass in back yard has not been mowed		Gathering information. Needs onsite, Picture sent to me on 06/11/2025. need to touch base. 06/16/2025 Called and left a VM. Owner called back and they did not have a lawn mower and they just bought one. They will be mowing once the rain stops.	Open
25-0612-010	6/12/2025	2115 Terrebonne			Mrs. Reid	Several cars in the driveway and in the yard		Gathering information. Needs onsite	Open
25-0612-011	6/12/2025	2124 Terrebonne			Mrs. Reid	Several cars in the driveway and in the yard		Gathering information. Needs onsite	Open
25-0613-012 and 23-0530-015	6/13/2025	2363 New Castle	Nicholas Wokatsch	SF	Kim Sether	Grass out of control		Gathering information. Needs onsite. 06/18/2025 Updated pictures. Sent letter on 06/19/2025	Open
25-0613-013	6/13/2025	2637 Canterbury		SF	Kim Sether	Yard not established & Very tall weeds		Gathering information. Needs onsite. 06/18/2025 Updated pictures. 06/18/2025 Received a 2nd complaint on property. 06/27/2025 3rd complaint received. 06/27/2025 Called owner and they are having a landscaper come next week. will update after.	Open

25-0616-014	6/16/2025	1757 Kowalski Road	Tim Myers	SF	Anonymous	Junk in yard, old camper, old truck bed, old water heater, planted bush in ROW. Drove on neighbors property without permission		Gathering information. Needs onsite. 06/16/2025 Pictures send via email. 06/18/2025 updated pictures, sending letters. 06/26/2025, Owner called and the camper will be moved to their cabin up north. The truck is for sale, the hot water heater will be disposed of correctly.	Open
25-0616-015	6/16/2025	2142 Conestonga	Dylan Buettner	SF	Bradley Crook	Grass is very high		Gathering information. Needs onsite. 06/18/2025 updated pictures. Called on 06/17/2025 and 06/19/2025 not able to leave VM. Will send letters. 07/03/2025 Received 2 more complaints on this yard. There are skunks, rats and deer living in the weeds.	Open
25-0617-016	6/17/2025	1900 Seville	Paul Jaeger	SF	James Macintyre	Threatening Utility worker with stick		talked to James about what happened, sent to PD.	Open

village of Kronenwetter

Report to CLIPP

Agenda Item: Discussion and Possible Action: PASER Ratings for Village Roads
Meeting Date: July 7, 2025
Referring Body: CLIPP
Committee Contact:
Staff Contact: Greg Ulman
Report Prepared by: Greg Ulman

AGENDA ITEM: Discussion and Possible Action: PASER Ratings for Village Roads

OBJECTIVE(S): To have the CLIPP Committee discuss which roads are the most important to reconstruct and how the funding could look.

HISTORY/BACKGROUND: Attached are the PASER ratings for the inspection which were done in the fall of 2023 (new inspection will take place in 2025). With the ratings the Village President was looking for CLIPP to give guidance on which roads are top priority as well as possible funding mechanisims. The PASER ratings are just a document to show the State of Wisconsin the conditions of the roads and they help with state and federal funding as well, the Village is not required to reconstruct or repair and road based solely on the PASER rating, the Village can fix the roads they deem most worthy.

Based on my CIP the roads I recommend being reconstructed are in this order:

1. Martin Rd.
2. Peplin Rd.
3. Maple Ridge Rd.
4. South Rd.
5. Forrest Rd.
6. Autumn Rd.

RECOMMENDED ACTION: To give direction as CLIPP sees fit.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
WISCONSIN INFORMATION SYSTEM FOR LOCAL ROADS

Inventory Listing User Guide

Certification Year
DISTRICT #

1 ROAD NAME	2 ROAD LENGTH
ALEX CT.	0.10

3 AT RD/ST (OFFSET)	4 TO RD/ST	5 LENGTH MILES (FEET)	6 OW	7 L	8 SURFACE TYPE	8 SURFACE WD	8 SURFACE YR	9 P	10 CURB LT	10 CURB RT	11 SHOULDER LT	11 SHOULDER RT	12 MEDIAN TYPE	12 MEDIAN WD	13 ADT I	13 ADT CNT	13 ADT YR	14 ROW I	14 ROW W	15 FC	16 RC	17 SC	18 O	19 U/A	20 NHS	21 H	22 AC	23 ALN H	23 ALN V	24 INV YR	25 PVT R	25 PVT YR	26 SW
WEST RD. (.02)	ELM ST.	0.08	N	2	65	22	1980	4	0	0	102	102			E	000350	1995	E	66	30	5		4	000	NON		00			1995	9	2001	0

1 ROAD NAME = Name on street sign in field *ALEX CT.*

2 ROAD LENGTH = Total length of roadway *0.10*

3 AT RD/ST = STARTING INTERSECTION
(OFFSET) = DISTANCE FROM STARTING ROAD

4 TO RD/ST = RD TRAVELING TOWARD

5 LENGTH = LENGTH OF SEGMENT

6 OW = ONE WAY

7 L = # OF LANES

8 SURFACE
TYPE = SURFACE TYPE
WD = SURFACE WIDTH
YR = SURFACE YEAR

9 P = PARKING

10 CURB
LT = LEFT CURB TYPE
RT = RIGHT CURB TYPE

11 SHOULDER
LT = LEFT SHOULDER TYPE + WIDTH
RT = RIGHT SHOULDER TYPE + WIDTH

12 MEDIAN
TYPE = MEDIAN TYPE
WD = MEDIAN WIDTH

13 ADT
I = AVERAGE DAILY TRAFFIC INDICATOR
CNT = AVERAGE DAILY TRAFFIC COUNT
YR = YEAR OF COUNT

14 ROW
I = RIGHT OF WAY INDICATOR
W = RIGHT OF WAY WIDTH

15 FC = FUNCTIONAL CLASS

16 RC = ROAD CATEGORY

17 SC = SUBROAD CATEGORY

18 O = OWNER AGENCY

19 U/A = FEDERAL URBAN AREA CODES

20 NHS = NATIONAL HIGHWAY SYSTEM INDICATOR

21 H = HPMS SAMPLE TYPE

22 AC = ACCESS CONTROL

23 ALN (optional)
H = HORIZONTAL ALIGNMENT
V = VERTICAL ALIGNMENT

24 INV YR = INVENTORY YEAR

25 PVT
R = PAVEMENT RATING
YR = RATING YEAR

26 SW (opt) = SIDEWALK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
WISCONSIN INFORMATION SYSTEM FOR LOCAL ROADS

ALL MEASUREMENTS ARE TO THE NEAREST FOOT
Roadway with no curb is measured from edge of pavement to edge of pavement.
Roadway with curb and gutter is measured from face of curb to face of curb.
Roadway with mountable curb and gutter is measured from gutter line to gutter line.
Shoulder is measured from edge of pavement to the down slope of the ditch.
Number of lanes is determined by the width of the roadway minus the parking lanes (minimum parking lane is 8 feet).
The minimum width for a two lane road with no parking is 16 feet. If there are more than 2 lanes - painted lane lines are required.

SURFACE TYPE CODES

20 = WATERWAY
25=UNIMPROVED ROAD
30=GRADED & DRAINED EARTH ROAD
35=GRAVEL ROAD (NOT OIL & GRAVEL)
40 = <1" WEARING SURFACE
45 = COLD MIX ASPHALT PAVEMENT (CMAC) ON CONCRETE
50=COLD MIX RESURF ON ASPHALT PVMT SURFACE + BASE <7"
52= COLD MIX RESURF ON ASPHALT PVMT SURFACE + BASE >7"
55=CMAC SURFACE + BASE <7"
57=CMAS SURFACE + BASE >7"
60 HOT MIX ASPHALT PAVEMENT (HMAC) ON CONCRETE (PCC)
65=HOT MIX RESURFACING (OVERLAY) ON ASPHALT PAVEMENT
70=HMAC
75= PCC
80= BRICK OR BLOCK PAVEMENT

MEDIAN CODES

0=NONE
1=CLEAR PAVED, 4' WIDE OR MORE
2=CLEAR GRASS WITH OCCASIONAL SHRUBS
3=FENCED, NOT "CLASS A" BARRIER
4=RUMBLE STRIP - PC CONCRETE
5=RUMBLE STRIP - BITUMINOUS
6=CONCRETE BARRIER/S/F <=42" HIGH
7=CONCRETE BARRIER/S/F >42" HIGH
8=CONCRETE BARRIER/D/F <=42"HIGH
9=CONCRETE BARRIER/D/F > 42" HIGH
10= GUARD RAIL
11= BARRIER CURB
12=MOUNTABLE CURB
13=SHRUBS AND OR TREES
14= CONTINUOUS MEDIAN LEFT TURN
15= INTERCHANGE (MORE THAN 99 FEET)

SHOULDER CODES

0 = NONE
1= GRASS
2=GRAVEL
3=PAVED

CURB CODES

0 = NONE
1=STANDARD
2-=MOUNTABLE

PARKING CODES

0 = NONE
1=RIGHT SIDE
2=LEFT SIDE
3=BOTH SIDES
4=RURAL

SIDEWALK CODES (OPTIONAL)

0 = NONE
1=RIGHT SIDE
2=LEFT SIDE
3=BOTH SIDES

INDICATORS:

A = ACTUAL
E = ESTIMATED

Surface Type and Paser Rating Table

Surface Type	Surface Description
20	Waterway
25	Unimproved Road
30	Graded and Drained Earth Road
35	Gravel Road (not oil & gravel) ▪ Includes gravel on graded and drained earth ▪ Includes gravel on unimproved earth
40	<1" Wearing Surface ▪ Includes bituminous surfaces <1" ▪ Includes surface treatments/sealcoats on base ▪ Includes double sealcoat roads on base ▪ Includes oil on gravel
45	Cold Mix Asphalt Pavement on Concrete
50	Cold Mix Resurface on Asphalt Pavement Surface + Base <7" ▪ Includes cold mix overlay on hot or cold mix pavement ▪ Includes milling and cold mix resurfacing when milling is not full depth
52	Cold Mix Resurface on Asphalt Pavement Surface + Base >7" ▪ Includes cold mix overlay on hot or cold mix pavement ▪ Includes milling and cold mix resurfacing when milling is not full depth
55	Cold Mix Asphalt Pavement (CMAC) Surface + Base <7" ▪ Includes pavement pulverized and resurfaced with CMAC ▪ Includes full depth milling and resurfacing with CMAC
57	Cold Mix Asphalt Pavement (CMAC) Surface + Base >7" ▪ Includes pavement pulverized and resurfaced with CMAC ▪ Includes full depth milling and resurfacing with CMAC
60	Hot Mix Asphalt Pavement on Concrete (HMAC on PCC)
65	Hot Mix Resurfacing (overlay) on Asphalt Pavement ▪ Includes HMAC overlay on hot mix pavement ▪ Includes HMAC overlay on cold mix pavement ▪ Includes mill and HMAC resurface when milling is not full depth
70	Hot Mix Asphalt Pavement (HMAC) ▪ Includes full depth HMAC pavement ▪ Includes pulverized and resurfaced with HMAC ▪ Includes full depth milling and resurfacing with HMAC pavement
75	Concrete Pavement (PCC)
80	Brick or Block Pavement

20	Waterway has no Paser rating association

Paser Ratings for Unpaved (35) and Sealcoat (40) Roads

Rating	Pavement Condition
1	FAILED – Complete rebuilding required – travel is difficult.
2	POOR – Needs addition of aggregate plus drainage maintenance.
3	FAIR – Needs routine regarding plus minor ditch maintenance.
4	GOOD – Good crown and drainage.
5	EXCELLENT – Excellent crown and drainage.

Paser Ratings for Paved (Asphalt and Concrete) Roads

Rating	Pavement Condition
1	FAILED – Needs total reconstruction.
2	VERY POOR – Severe deterioration. Needs reconstruction with extensive base repair.
3	POOR – Needs patching & major overlay or complete recycling.
4	FAIR – Significant aging and first signs of need for strengthening. Would benefit from recycling or overlay.
5	FAIR – Surface aging, sound structural condition. Needs sealcoat or nonstructural overlay.
6	GOOD – Shows sign of aging. Sound structural condition. Could extend with sealcoat.
7	GOOD – First signs of aging. Maintain with routine crack filling.
8	VERY GOOD – Recent sealcoat or new road mix. Little or no maintenance required.
9	EXCELLENT – Recent overlay, like new.
10	EXCELLENT – New Construction

Paser Ratings for Unimproved/Earth (25,30) and Brick and Block (80)

Rating	Pavement Condition
1	POOR – Reconstruction needed.
2	FAIR – Significant grading required.
3	GOOD – Routine maintenance or spot grading helpful.
4	VERY GOOD – No improvement needed.

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles
16th Rd	3.26

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Peplin Rd	Twilight Rd	2.26 (11933)	N	2	40	24	2014			4	0	0	101	101			E	000035		E	50	45	5		4	000	NON		00			2024	5	2023	
Twilight Rd	Pioneer Rd	0.25 (1320)	N	2	40	24	2014	4	2011	4	0	0	000	000			E	000035		E	50	45	5		4	000	NON		00			2024	5	2023	
Pioneer Rd	Termini (0.42)	0.42 (2218)	N	2	35	20	2005			4	0	0	102	102			E	000015		E	50	45	5		4	000	NON		00			2024	4	2023	
Pioneer Rd (0.42)	Termini	0.33 (1742)	N	1	25	10	1968			4	0	0	000	000			E	000015		E	50	45	5		4	000	NON		00			2024	1	2023	
Access Rd		0.08																																
Termini	Paper Pl	0.08 (446)	N	2	40	18	2014						00	00				000000		E	50	97	5		4	094	NON		00			2024	5	2023	
Amber Dr		0.21																																
Sunny Meadow Dr	Moondance Dr	0.08 (427)	N	2	70	22	2007			4	0	0	203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Moondance Dr	Windsong Cir	0.08 (424)	N	2	70	22	2007			4	0	0	203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Windsong Cir	Kowalski Rd	0.05 (257)	N	2	70	22	2007			4	0	0	203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Andrys Ln		0.49																																
Termini	STH 153	0.49 (2587)	N	2	40	28	2006	10	2011	4	0	0	101	101			E	000015		E	66	45	5		4	000	NON		00			2024	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Angelo Dr — 0.25

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Kowalski Rd	Seville Rd	0.25 (1320)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Annamarie Dr — 0.32

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Josephine Ln	Sunny Meadow Dr (0.08)	0.08 (408)	N	2	70	22	2016						203	203				000000		A	66	97	5		4	094	NON		00			2024	9	2023	
Josephine Ln (0.08)	Sunny Meadow Dr	0.07 (349)	N	2	70	22	2017						00	00				000000		A	66	97	5		4	094	NON		00			2024	9	2023	
Sunny Meadow Dr	Kowalski Rd (0.01)	0.01 (35)	N	2	70	22	2017						202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Sunny Meadow Dr (0.01)	Kowalski Rd	0.16 (863)	N	2	70	20	2017						202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Apple Ct — 0.05

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Pear Dr	Termini	0.05 (264)	N	2	70	26	2015			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Arlene Ln — 0.09

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Conestoga Ln	Kowalski Rd	0.09 (475)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Aspen Rd — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Creek Rd	Termini (0.31)	0.31 (1637)	N	2	40	24	2015	10	2011	4	0	0	102	102			E	000015		E	50	45	5		4	000	NON		00			2024	5	2023	
Creek Rd (0.31)	Termini	0.19 (1003)	N	1	25	24	1970	10	2011	4	0	0	103	103			E	000015		E	50	45	5		4	000	NON		00			2024	2	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Austin Ln — 0.08

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Greenbud Rd	Creciente Dr	0.08 (423)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Autumn Rd — 0.79

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Trunk Rd	Forest Rd	0.50 (2640)	N	2	70	22	1999	4	2011	4	0	0	107	107			E	000035		E	66	45	5		4	000	NON		00			2024	3	2023	
Forest Rd	Termini	0.29 (1531)	N	2	40	26	2005	10	2011	4	0	0	102	102			E	000005		E	50	45	5		4	000	NON		00			2024	3	2023	

Bank Rd — 0.49

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Pleasant Dr	Creek Rd	0.49 (2587)	N	2	65	26	1992			4	0	0	102	102			E	000015		E	50	97	5		4	094	NON		00			2024	8	2023	

Beranek Rd — 0.45

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Paper Pl	Kronenwetter Dr (0.03)	0.03 (168)	N	2	70	31	2012						203	203				000000		E	66	97	5		4	094	NON		00			2024	7	2023	
Paper Pl (0.03)	Kronenwetter Dr	0.06 (296)	N	2	70	31	2012	10	2011	4	0	0	203	203			E	000015		E	50	97	5		4	094	NON		00			2024	7	2023	
Kronenwetter Dr	Termini (0.16)	0.16 (854)	N	2	35	22	2004	10	2011	4	0	0	101	101			E	000015		E	50	97	5		4	094	NON		00			2024	4	2023	
Kronenwetter Dr (0.16)	Termini	0.21 (1109)	N	1	25	10	1968	10	2011	4	0	0	105	105			E	000015		E	50	97	5		4	094	NON		00			2024	2	2023	

Blossom Ct — 0.05

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Peach Rd	Termini	0.05 (264)	N	2	70	22	2009			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Blueberry Ln — 0.17

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Russel St	0.17 (898)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000010		E	66	97	5		4	094	NON		00			2024	8	2023	

Bluejay Ln — 0.24

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Hemlock Dr	Meadowlark Dr	0.24 (1268)	N	2	65	26	2010	2, 7	2011	4	0	0	103	103			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Blue Sky Ln — 0.09

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Meadowlark Dr	Morning Dove Rd	0.09 (467)	N	2	70	22	2010			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Bluestem Way — 0.09

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Paintbrush Dr	Pasque Flower Pl	0.04 (211)	N	2	70	22	2009	1, 7	2021	3	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Pasque Flower Pl	Prairie Meadow Dr	0.05 (264)	N	2	70	22	2009	1, 7	2021	3	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Bonneydune Dr — 0.40

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Seville Rd	Pine Rd	0.21 (1109)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Pine Rd	Rollingwood Rd	0.05 (264)	N	2	70	22	2009			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Rollingwood Rd	Boulevard Rd	0.03 (158)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Boulevard Rd	Kimberly Rd	0.03 (158)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Kimberly Rd	Bonney Oak Dr	0.08 (422)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Bonney Oak Dr — 0.20

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Morningside Dr	Bonneydune Dr	0.20 (1056)	N	2	70	22	2008			4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Boulevard Rd — 0.08

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Bonneydune Dr	CTH XX	0.08 (422)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	106	97	5		4	094	NON		00			2024	8	2023	

Burton Ave — 0.22

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Paniolo Rd	Sisken Ln	0.21 (1109)	N	2	70	22	2004	1, 7	2014	3			202	202				000000		A	66	97	5		4	094	NON		00			2024	6	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Canterbury Dr — 0.38

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Mystic Meadow Dr	Newcastle Dr	0.08 (426)	N	2	70	22	2005			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Newcastle Dr	Chesterfield Dr	0.08 (425)	N	2	70	22	2005			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Chesterfield Dr	Towerwoods Dr	0.10 (542)	N	2	70	22	2005			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Towerwoods Dr	Sussex Pl	0.11 (573)	N	2	70	22	2005			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Cedar Rd — 0.85

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Grant Rd	Helke Rd	0.18 (950)	N	2	70	22	2015	2, 7	2011	3	0	0	202	202			E	000035		E	66	92	5		4	094	NON		00			2024	5	2023	
Helke Rd	Vanderwaal St (0.04)	0.04 (211)	N	2	70	22	2015	2, 7	2011	3	0	0	202	202			E	000035		E	66	92	5		4	094	NON		00			2024	5	2023	
Helke Rd (0.04)	Vanderwaal St	0.15 (792)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000035		E	66	92	5		4	094	NON		00			2024	5	2023	
Vanderwaal St	Old Highway 51	0.18 (950)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			T	000680	2023	E	66	92	5		4	094	NON		00			2024	5	2023	
Old Highway 51	Queenland Dr	0.21 (1109)	N	2	70	22	2000			4	0	0	202	202			E	000035		E	66	97	5		4	094	NON		00			2024	5	2023	
Queenland Dr	Termini	0.08 (427)	N	2	70	22	2007			4	0	0	202	202			E	000035		E	66	97	5		4	094	NON		00			2024	6	2023	

Chesterfield Dr — 0.15

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Canterbury Dr	Sussex Pl	0.15 (789)	N	2	70	22	2005			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Circle Dr — 0.41

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Gardner Park Rd	0.41 (2165)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Coneflower Way — 0.15

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Walker Rd	Paintbrush Dr	0.07 (369)	N	2	70	22	2009	1, 7	2021	3	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Paintbrush Dr	Prairie Meadow Dr	0.08 (422)	N	2	70	22	2009	1, 7	2021	3	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	

Conestoga Ln — 0.36

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Oregon Trl	Meadow Dr	0.15 (792)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Meadow Dr	Paniolo Rd	0.15 (792)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Paniolo Rd	Arlene Ln	0.06 (317)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Courtland Dr — 0.36

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Seville Rd	Norway Ln	0.09 (475)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Norway Ln	Plantation Ln	0.08 (422)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Plantation Ln	Pine Rd	0.08 (422)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Pine Rd	Tonawanda Rd	0.11 (581)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Creciente Dr — 0.82

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Lea Rd	Austin Ln	0.37 (1971)	N	2	70	22	2016						203	203				000000		A	66	97	5		4	094	NON		00			2024	9	2023	
Austin Ln	Kowalski Rd	0.24 (1267)	N	2	70	22	2009	1, 7	2021	4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	9	2023	
Kowalski Rd	Dewberry Dr	0.21 (1108)	N	2	70	22	2009	1, 7	2021	4	0	0	203	203			E	000015		E	60	97	5		4	094	NON		00			2024	8	2023	

Creek Rd — 3.53

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
North Rd	Trunk Rd	0.50 (2640)	N	2	40	28	2016			4	0	0	205	205			E	000075		E	66	45	5		4	000	NON		00			2024	5	2023	
Trunk Rd	Aspen Rd	0.50 (2640)	N	2	40	28	2016			4	0	0	205	205			E	000075		E	66	45	5		4	000	NON		00			2024	5	2023	
Aspen Rd	Pyke Rd	0.50 (2640)	N	2	40	28	2016			4	0	0	205	205			E	000075		E	66	45	5		4	000	NON		00			2024	5	2023	
Pyke Rd	Bank Rd	1.00 (5280)	N	2	40	28	2016			4	0	0	104	104			E	000075		E	66	45	5		4	000	NON		00			2024	5	2023	
Bank Rd	Martin Rd	0.54 (2851)	N	2	40	30	2009			4	0	0	303	303			E	000075		E	50	92	5		4	094	NON		00			2024	5	2023	
Martin Rd	Pine Rd	0.49 (2587)	N	2	40	28	2009			4	0	0	202	202			E	000075		E	50	92	5		4	094	NON		00			2024	5	2023	

Crystal View Ln — 0.14

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Golden Eagle Dr	CTH X	0.12 (634)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

CTH X — 7.48

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
South Rd	STH 153	0.98 (5174)	N	2	70	24	2024			4	0	0	205	205			T	000870	2019	E	66	30	4		3	000	NON		00			2025	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name		Certified Miles																																						
CTH X		**7.48**																																							
STH 153	Green Acres	0.65 (3432)	N	2	70	30	2024			4	0	0	206	206			T	002300	2014	E	66	30	4		3	000	NON	S	00			2025	4	2023	
Green Acres	North Rd	0.40 (2112)	N	2	70	30	2024			4	0	0	206	206			A	000410		E	66	30	4		3	000	NON		00			2025	4	2023	
North Rd	Friendship Ln	0.35 (1848)	N	2	70	30	2024			4	0	0	206	206			A	000410		E	66	30	4		3	000	NON		00			2025	4	2023	
Friendship Ln	Curve Rd	0.44 (2323)	N	2	70	30	2024			4	0	0	206	206			A	000410		E	66	30	4		3	000	NON		00			2025	4	2023	
Curve Rd	Kurzy Ln	0.02 (106)	N	2	70	30	2024			4	0	0	206	206			A	000410		E	66	30	4		3	000	NON		00			2025	4	2023	
Kurzy Ln	Forest Rd	0.59 (3115)	N	2	70	30	2024			4	0	0	206	206			A	000410		E	66	30	4		3	000	NON		00			2025	4	2023	
Forest Rd	Wood Rd	1.19 (6283)	N	2	70	30	2024			4	0	0	206	206				000000		E	66	30	4		3	000	NON		00			2025	4	2023	
Wood Rd	West Rd	0.41 (2165)	N	2	57	22	2004			4	0	0	206	206			A	000410		E	66	71	4		3	094	NON		00			2023	6	2023	
West Rd	Setter Dr	0.06 (317)	N	2	57	22	2008			4	0	0	206	206			A	000410		E	66	71	4		3	094	NON		00			2023	6	2023	
Setter Dr	Kowalski Rd	0.23 (1214)	N	2	57	22	2008			4	0	0	206	206			A	000410		E	66	71	4		3	094	NON		00			2023	6	2023	
Kowalski Rd	Plum Rd	0.06 (317)	N	2	70	34	2008			4	0	0	202	202			T	005000	2014	E	66	71	4		3	094	NON		00			2023	6	2023	
Plum Rd	Peach Rd	0.09 (475)	N	2	70	34	2008			4	0	0	202	202			A	000410		E	66	71	4		3	094	NON		00			2023	6	2023	
Peach Rd	Ryan Rd	0.04 (211)	N	2	70	34	2008			4	0	0	202	202			A	000410		E	66	71	4		3	094	NON		00			2023	6	2023	
Ryan Rd	Seville Rd	0.09 (475)	N	2	70	34	2008			4	0	0	202	202			A	000410		E	66	71	4		3	094	NON		00			2023	6	2023	
Seville Rd	CTH XX	0.22 (1162)	N	2	70	34	2008			4	0	0	202	202			A	000410		E	66	71	4		3	094	NON		00			2023	6	2023	
CTH XX	Meadow Dr	0.12 (624)	N	2	70	34	2008			4	0	0	202	202				000000		E	83	71	4		3	094	NON		00			2023	5	2023	
Meadow Dr	Paniolo Rd	0.18 (940)	N	2	70	34	2008			4	0	0	202	202			T	000000	2017	E	83	71	4		3	094	NON		00			2023	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

CTH X — 7.48

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Paniolo Rd	Winterhaven Pl	0.23 (1234)	N	2	70	34	2008			4	0	0	202	202			T	005000	2023	E	83	71	4		3	094	NON		00			2023	5	2023	
Winterhaven Pl	Summerset Ct	0.06 (317)	N	2	70	34	2008			4	0	0	202	202			A	001340		E	83	71	4		3	094	NON		00			2023	5	2023	
Summerset Ct	Mystic Meadow Dr	0.22 (1162)	N	2	70	24	2008			4	0	0	202	202			A	001340		E	83	71	4		3	094	NON		00			2023	5	2023	
Mystic Meadow Dr	Crystal View Ln	0.08 (422)	N	2	70	34	2008			4	0	0	202	202			A	001340		E	83	71	4		3	094	NON		00			2023	5	2023	
Crystal View Ln	Pine Rd	0.22 (1162)	N	2	70	34	2008			4	0	0	202	202			A	001340		E	83	71	4		3	094	NON		00			2023	5	2023	
Pine Rd	Pleasant Dr	0.27 (1426)	N	2	70	34	2008			4	0	0	202	202			A	001340		E	83	71	4		3	094	NON		00			2023	5	2023	
Pleasant Dr	Howland Ave (0.28)	0.28 (1478)	N	2	70	34	2008			4	0	0	202	202			A	001340		E	83	71	4		3	094	NON		00			2023	5	2023	

CTH XX — 0.93

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Trailwood Ln	Tower Rd (0.10)	0.10 (528)	N	2	70	24	2010			4	0	0	202	202			E	006770		E	66	92	4		3	094	NON		00			2023	6	2023	
Trailwood Ln (0.10)	Tower Rd	0.19 (1003)	N	2	70	24	2010			4	0	0	305	305			E	006770		E	66	92	4		3	094	NON		00			2023	6	2023	
Tower Rd	Terrebonne Dr	0.21 (1109)	N	2	70	24	2010			4	0	0	305	305			T	004100	2019	E	66	92	4		3	094	NON		00			2023	6	2023	
Terrebonne Dr	Benaszeski St (0.03)	0.03 (158)	N	2	70	34	2010			4	0	0	305	305			E	006770		E	66	71	4		3	094	NON		00			2023	6	2023	
CTH XX (0.50)	Boulevard Rd	0.29 (1531)	N	2	70	34	2008			4	0	0	202	202			T	003700	2023	E	66	71	4		3	094	NON		00			2023	6	2023	
Boulevard Rd	CTH X	0.11 (581)	N	2	70	34	2008			4	0	0	202	202			E	001020		E	66	71	4		3	094	NON		00			2023	6	2023	

Curve Rd — 0.74

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
CTH X	Forest Rd	0.74 (3907)	N	2	40	30	2009			4	0	0	303	303			E	000025		E	66	45	5		4	000	NON		00			2024	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Deerwood Trl — 0.58

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
West Rd	Woodcrest Cir	0.29 (1531)	N	2	70	22	2002			4	0	0	202	202	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Woodcrest Cir	Woodcrest Cir	0.07 (370)	N	2	70	22	2002			4	0	0	202	202	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Woodcrest Cir	Whitetail Dr	0.22 (1162)	N	2	70	22	2003			3	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Dewberry Dr — 0.15

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Glendalen Rd	Greenbud Rd	0.08 (422)	N	2	70	22	2009	1, 7	2021	4	0	0	203	203			E	000015		E	60	97	5		4	094	NON		00			2024	8	2023	
Greenbud Rd	Creciente Dr	0.07 (370)	N	2	70	22	2009	1, 7	2021	4	0	0	203	203			E	000015		E	60	97	5		4	094	NON		00			2024	8	2023	

Dons Way — 0.15

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Maple Park Dr	0.15 (772)	N	2	70	22	2006	1, 7	2016	4			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Downing Dr — 0.22

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Pine Rd	Tonawanda Rd	0.10 (528)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Tonawanda Rd	Pickwick Pl	0.07 (370)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Pickwick Pl	McAddoe Pl	0.05 (264)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Eva Rd — 0.49

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Terrebonne Dr	Park Rd	0.08 (422)	N	2	70	22	2007	1, 7	2014	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Park Rd	Pico Rd	0.09 (475)	N	2	70	22	2007	1, 7	2014	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Pico Rd	Roselawn Rd	0.07 (370)	N	2	70	22	2007	1, 7	2014	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Roselawn Rd	Rainbow Dr	0.16 (845)	N	2	70	22	2007	1, 7	2014	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Rainbow Dr	Morningside Dr	0.09 (475)	N	2	70	22	2008	8	2011	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	5	2023	

Falcon Crest Ct — 0.13

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Golden Eagle Dr	Morning Dove Rd	0.09 (475)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Morning Dove Rd	Termini	0.02 (106)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Field Rd — 0.22

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Kronenwetter Dr	0.10 (532)	N	2	70	22	2001			3	0	0	203	203			E	000015		E	50	97	5		4	094	NON		00			2024	8	2023	
Kronenwetter Dr	Termini	0.12 (634)	N	2	70	22	2001			3	0	0	203	203			E	000015		E	50	97	5		4	094	NON		00			2024	8	2023	

E Flanner Rd — 0.17

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
W Flanner Rd	Jamroz Ln	0.11 (581)	N	2	70	22	2001			3	0	0	203	203			E	000015		E	50	97	5		4	094	NON		00			2024	6	2023	
Jamroz Ln	Termini	0.06 (317)	N	2	70	22	2001			3	0	0	203	203			E	000015		E	50	97	5		4	094	NON		00			2024	6	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

W Flanner Rd — 0.20

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini (0.04)	E Flanner Rd (0.20)	0.16 (845)	N	2	70	22	2001	2, 7	2012	3	0	0	203	203			E	000015		E	50	97	5		4	094	NON		00			2024	6	2023	
Termini (0.20)	E Flanner Rd	0.04 (211)	N	2	70	20	1968	2, 7	2012	4	0	0	000	000			E	000015		E	50	97	5		4	094	NON		00			2024	6	2023	

Forest Grove Ave — 0.79

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Meadow Dr	Seville Rd	0.09 (475)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Seville Rd	Paniolo Rd	0.09 (475)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Paniolo Rd	Sisken Ln	0.21 (1109)	N	2	70	22	2004	1, 7	2014	3			202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Sisken Ln	Winterhaven Pl	0.05 (265)	N	2	70	22	2004	1, 7	2014	3			202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Winterhaven Pl	Summerset Ct	0.06 (317)	N	2	70	22	2000	1, 7	2014	3	0	0	202	202			E	000025		A	66	97	5		4	094	NON		00			2024	8	2023	
Summerset Ct	Frosty Pines Ln (0.19)	0.19 (1003)	N	2	70	22	2000	1, 7	2014	3	0	0	202	202			E	000025		A	66	97	5		4	094	NON		00			2024	8	2023	
Summerset Ct (0.19)	Frosty Pines Ln (0.28)	0.09 (475)	N	2	70	20	2017						202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Summerset Ct (0.28)	Frosty Pines Ln	0.00 (15)	N	2	70	24	2017						202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Forest Rd — 1.10

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
CTH X	Curve Rd	0.02 (85)	N	2	70	22	2001			4	0	0	107	107			E	000035		E	66	45	5		4	000	NON		00			2024	3	2023	
Curve Rd	Autumn Rd	0.78 (4139)	N	2	70	22	2001			4	0	0	107	107			E	000035		E	66	45	5		4	000	NON		00			2024	3	2023	
Autumn Rd	Termini	0.30 (1584)	N	2	35	16	1968	10	2011	4	0	0	102	102			E	000015		E	50	45	5		4	000	NON		00			2024	3	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Forsyth Rd — 0.75

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Tower Rd	McAddoe Pl	0.11 (581)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
McAddoe Pl	Pickwick Pl	0.07 (370)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Pickwick Pl	Terrebonne Dr	0.07 (370)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Terrebonne Dr	Park Rd	0.09 (475)	N	2	70	22	2007			4	0	0	207	207			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Park Rd	Pico Rd	0.09 (475)	N	2	70	22	2007			4	0	0	207	207			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Pico Rd	Roselawn Rd	0.07 (370)	N	2	70	22	2007			4	0	0	207	207			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Roselawn Rd	Rainbow Dr	0.17 (898)	N	2	70	22	2007			4	0	0	207	207			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Rainbow Dr	Morningside Dr	0.08 (422)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Friendship Ln — 0.22

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
CTH X	Termini	0.22 (1162)	N	2	70	22	2003	1, 7	2014	3	0	0	203	203	0	0		000000		A	66	45	5		4	000	NON		00			2024	4	2023	

Frosty Pines Ln — 0.17

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Summerset Ct	Forest Grove Ave	0.19 (1014)	N	2	70	20	2017						202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Gabes Rd — 0.18

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Grant Rd	Helke Rd	0.18 (950)	N	2	70	22	2000			3	0	0	202	202			E	000025		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Gardner Park Rd — 0.71

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Circle Dr	River Forest Ln	0.08 (422)	N	2	70	22	2000	2, 7	2011	3	0	0	202	202			E	000075		E	66	97	5		4	094	NON		00			2024	8	2023	
River Forest Ln	Helke Rd	0.09 (475)	N	2	70	22	2000	2, 7	2011	3	0	0	202	202			E	000075		E	66	97	5		4	094	NON		00			2024	8	2023	
Helke Rd	James St	0.06 (317)	N	2	70	22	2000	2, 7	2011	3	0	0	202	202			E	000075		E	66	92	5		4	094	NON		00			2024	8	2023	
James St	Ronald St	0.10 (528)	N	2	70	22	2000	2, 7	2011	3	0	0	202	202			E	000075		E	66	92	5		4	094	NON		00			2024	8	2023	
Ronald St	Russel St (0.08)	0.08 (401)	N	2	70	22	2000	2, 7	2011	3	0	0	202	202			E	000075		E	66	92	5		4	094	NON		00			2024	8	2023	
Ronald St (0.08)	Russel St	0.02 (127)	N	2	70	50	2009	2, 7	2011	3	0	0	202	202			E	000075		E	66	92	5		4	094	NON		00			2024	6	2023	
Russel St	Russel St	0.01 (53)	N	2	70	50	2009			3	0	0	202	202			E	000075		E	66	92	5		4	094	NON		00			2024	6	2023	
Russel St	Old Gardner Park Rd (0.12)	0.12 (656)	N	2	70	50	2009	2, 7	2011	3	0	0	204	204			E	000075		E	66	92	5		4	094	NON		00			2024	6	2023	
Russel St (0.12)	Old Gardner Park Rd	0.06 (339)	N	2	70	50	2009	2, 7	2011	3	0	0	204	204				000000		A	80	92	5		4	094	NON		00			2024	6	2023	
Old Gardner Park Rd	Kowalski Rd	0.08 (433)	N	2	70	50	2009	2, 7	2011	3	0	0	204	204	12	10		000000		A	80	92	5		4	094	NON		00			2024	6	2023	

Gary Lee Dr — 0.17

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Sunny Meadow Dr	Kowalski Rd	0.16 (845)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	9	2023	

Gate Of Heaven Dr — 0.25

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Old Highway 51	Unknown	0.25 (1320)	N	2	70	22	2000			3	0	0	202	202			E	000015		E	60	97	5		4	094	NON		00			2024	7	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Glendalen Rd — 0.25

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Kowalski Rd	Dewberry Dr	0.21 (1109)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Dewberry Dr	Termini	0.04 (211)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

N Glendalen Rd — 0.26

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Seville Rd	Seville Rd (0.01)	0.01 (53)	N	2	70	22	2008			4	0	0	204	204			E	000015		A	66	97	5		4	094	NON		00			2024	7	2023	
Seville Rd (0.01)	Seville Rd	0.03 (158)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Seville Rd	Norway Ln	0.06 (317)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Norway Ln	Plantation Ln	0.08 (422)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Plantation Ln	Pine Rd	0.08 (422)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	

Golden Eagle Dr — 0.16

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Mystic Meadow Dr	Crystal View Ln	0.08 (422)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Crystal View Ln	Falcon Crest Ct	0.08 (422)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Goldfinch Dr — 0.20

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Meadowlark Dr	Pine Rd	0.20 (1056)	N	2	40	26	2010	2, 7	2011	4	0	0	102	102			E	000015		E	66	97	5		4	094	NON		00			2024	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Grant Rd — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Happy Hollow Rd	Wianecki Rd	0.26 (1373)	N	2	70	24	1995			4	0	0	203	203			E	000015		E	66	92	5		4	094	NON		00			2024	5	2023	
Wianecki Rd	Gabes Rd	0.10 (528)	N	2	70	24	1995			4	0	0	203	203			E	000015		E	66	92	5		4	094	NON		00			2024	5	2023	
Gabes Rd	Stonebridge Rd	0.07 (370)	N	2	70	22	2000			3	0	0	202	202			E	000015		E	66	92	5		4	094	NON		00			2024	5	2023	
Stonebridge Rd	Cedar Rd	0.07 (370)	N	2	70	22	2000			3	0	0	202	202			E	000015		E	66	92	5		4	094	NON		00			2024	5	2023	

Green Acres — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Termini	CTH X	0.50 (2640)	N	2	70	26	2014	10	2011	4	0	0	000	000			E	000015		E	66	45	5		4	000	NON		00			2024	6	2023	

Greenbud Rd — 0.45

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Austin Ln	Kowalski Rd	0.24 (1267)	N	2	70	22	2009	1, 7	2021	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Kowalski Rd	Dewberry Dr	0.21 (1109)	N	2	70	22	2009	1, 7	2021	4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Greenwood Dr — 0.22

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
E Nelson Rd	Pine Grove Dr	0.22 (1162)	N	2	70	22	2000	2, 7	2012	3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Happy Hollow Rd — 1.36

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	River Oaks Trl	0.14 (739)	N	2	70	26	2010	2, 4, 7	2011	4	0	0	102	102			E	000015		E	50	97	5		4	094	NON		00			2024	9	2023	
River Oaks Trl	River Oaks Ct	0.17 (898)	N	2	40	26	2010	2, 4, 7	2011	4	0	0	102	102			E	000015		E	50	97	5		4	094	NON		00			2024	5	2023	
River Oaks Ct	Grant Rd	0.53 (2798)	N	2	40	26	2010	2, 4, 7	2011	4	0	0	102	102			E	000015		E	50	97	5		4	094	NON		00			2024	5	2023	
Grant Rd	Old Highway 51	0.30 (1584)	N	2	70	24	2010	2, 4, 7	2011	4	0	0	202	202			T	000520	2023	E	66	92	5		4	094	NON		00			2024	9	2023	
Old Highway 51	Termini	0.22 (1162)	N	2	70	24	2005			3	0	0	203	203			E	000015		E	33	97	5		4	094	NON		00			2024	7	2023	

Helke Rd — 0.75

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Wianecki Rd	Gabes Rd	0.10 (528)	N	2	70	22	2000			3	0	0	202	202			E	000035		E	66	97	5		4	094	NON		00			2024	8	2023	
Gabes Rd	Stonebridge Rd	0.07 (370)	N	2	70	22	2000			3	0	0	202	202			E	000035		E	66	97	5		4	094	NON		00			2024	8	2023	
Stonebridge Rd	Cedar Rd	0.08 (422)	N	2	70	22	2000			3	0	0	202	202			E	000035		E	66	97	5		4	094	NON		00			2024	8	2023	
Cedar Rd	Gardner Park Rd	0.50 (2640)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000035		E	66	92	5		4	094	NON		00			2024	6	2023	

Hemlock Dr — 0.13

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Pleasant Dr	Bluejay Ln	0.13 (686)	N	2	40	26	2010	2, 7	2011	4	0	0	000	000			E	000015		E	66	97	5		4	094	NON		00			2024	5	2023	

Highland Dr — 0.25

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Kowalski Rd	Seville Rd	0.25 (1320)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

E Horseshoe Dr — 0.20

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
W Horseshoe Dr	Plaza Rd	0.20 (1056)	N	2	40	28	2008			4	0	0	000	000			E	000015		E	66	97	5		4	094	NON		00			2024	5	2023	

W Horseshoe Dr — 0.19

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
E Horseshoe Dr	Plaza Rd	0.19 (1003)	N	2	40	28	2008			4	0	0	000	000			E	000015		E	66	97	5		4	094	NON		00			2024	5	2023	

Island View Ln — 0.17

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Park Vista Pl	Timothy Ln	0.12 (620)	N	2	70	22	2007			4			203	203				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Timothy Ln	Termini	0.04 (198)	N	2	70	22	2007			4			203	203				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Jackie Rd — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Tower Rd	Terrebonne Dr	0.24 (1267)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000025		E	66	97	5		4	094	NON		00			2024	8	2023	
Terrebonne Dr	Lea Rd	0.26 (1373)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000025		E	66	97	5		4	094	NON		00			2024	8	2023	

Jakes Lake Rd — 0.13

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Kronenwetter Dr	Termini	0.13 (686)	N	2	35	26	1970	10	2011	4	0	0	000	000			E	000005		E	50	97	5		4	094	NON		00			2024	3	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

James St — 0.41

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Russel St	Sundance Rd	0.17 (898)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000015		E	60	97	5		4	094	NON		00			2024	8	2023	
Sundance Rd	Gardner Park Rd	0.24 (1267)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000015		E	60	97	5		4	094	NON		00			2024	8	2023	

Jamroz Ln — 0.10

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	E Flanner Rd	0.10 (528)	N	2	70	22	2001	2, 7	2012	4	0	0	102	102			E	000015		E	50	97	5		4	094	NON		00			2024	8	2023	

Jaynes Rd — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Tower Rd	Terrebonne Dr	0.25 (1320)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000035		E	66	97	5		4	094	NON		00			2024	8	2023	
Terrebonne Dr	Lea Rd	0.25 (1320)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000035		E	66	97	5		4	094	NON		00			2024	8	2023	

Johnson Dr — 0.07

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Pear Dr	Paniolo Rd	0.07 (370)	N	2	70	22	1997			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Josephine Ln — 0.14

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Moondance Dr	Annamarie Dr	0.09 (450)	N	2	70	22	2016						203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Annamarie Dr	Kowalski Rd	0.05 (253)	N	2	70	22	2016						203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Joy Ln — 0.27

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Tower Rd	Terrebonne Dr	0.27 (1426)	N	2	70	22	2009	1, 7	2021	4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Judy Rd — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Tower Rd	Terrebonne Dr	0.25 (1320)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000025		E	66	97	5		4	094	NON		00			2024	8	2023	
Terrebonne Dr	Lea Rd	0.25 (1320)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000025		E	66	97	5		4	094	NON		00			2024	8	2023	

Kimberly Rd — 0.71

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Terrebonne Dr	Park Rd	0.09 (475)	N	2	70	22	2007			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Park Rd	Terracea Rd	0.13 (686)	N	2	70	22	2007			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Terracea Rd	Roselawn Rd	0.03 (158)	N	2	70	22	2007			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Roselawn Rd	Rollingwood Rd	0.11 (581)	N	2	70	22	2007			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Rollingwood Rd	Rainbow Dr	0.06 (317)	N	2	70	22	2007			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Rainbow Dr	Morningside Dr	0.12 (634)	N	2	70	22	2007			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Morningside Dr	Bonneydune Dr	0.17 (898)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Kowalski Rd — 3.65

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Gardner Park Rd	Queenland Dr	0.13 (710)	N	2	70	48	2007			0	1	1	00	00	13	20		000000		A	80	73	5		4	094	NON		00			2024	6	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name		Certified Miles																																				
Kowalski Rd		**3.65**																																					
Queenland Dr	Kronenwetter Dr (0.13)	0.13 (667)	N	2	70	48	2007						00	00			T	001700	2014	A	80	73	5		4	094	NON		00			2024	6	2023	
Queenland Dr (0.13)	Kronenwetter Dr (0.25)	0.12 (641)	N	4	70	48	2006			0	1	1	202	202	13	20	T	001700	2014	E	66	73	5		4	094	NON		00			2024	6	2023	
Queenland Dr (0.25)	Kronenwetter Dr	0.22 (1174)	N	2	70	22	2009			3	0	0	202	202			T	001700	2014	E	66	73	5		4	094	NON		00			2024	6	2023	
Kronenwetter Dr	Tower Rd (0.07)	0.07 (368)	N	2	70	28	2008			3	0	0	202	202			T	002500	2023	E	66	73	5		4	094	NON	S	00			2024	7	2023	
Kronenwetter Dr (0.07)	Tower Rd (0.15)	0.08 (424)	N	2	40	22	2010	2, 7	2011	3	0	0	202	202			T	002500	2023	E	66	73	5		4	094	NON	S	00			2024	5	2023	
Kronenwetter Dr (0.15)	Tower Rd	0.62 (3274)	N	2	40	22	2010	2, 7	2011	4	0	0	202	202			T	002500	2023	E	50	73	5		4	094	NON	S	00			2024	5	2023	
Tower Rd	Highland Dr	0.16 (845)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000075		E	50	73	5		4	094	NON		00			2024	8	2023	
Highland Dr	Terrebonne Dr	0.08 (422)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000075		E	50	73	5		4	094	NON		00			2024	8	2023	
Terrebonne Dr	Angelo Dr	0.09 (475)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000075		E	50	73	5		4	094	NON		00			2024	8	2023	
Angelo Dr	Victor Ln	0.15 (800)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000075		E	50	73	5		4	094	NON		00			2024	8	2023	
Victor Ln	Lea Rd	0.02 (97)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000075		E	50	73	5		4	094	NON		00			2024	8	2023	
Lea Rd	Glendalen Rd	0.04 (211)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000075		E	50	73	5		4	094	NON		00			2024	8	2023	
Glendalen Rd	Greenbud Rd	0.07 (370)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000075		E	50	73	5		4	094	NON		00			2024	8	2023	
Greenbud Rd	Creciente Dr	0.10 (528)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000075		E	50	73	5		4	094	NON		00			2024	8	2023	
Creciente Dr	Walker Rd	0.09 (475)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000075		E	50	73	5		4	094	NON		00			2024	8	2023	
Walker Rd	Pasque Flower Pl	0.10 (528)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000075		E	50	73	5		4	094	NON		00			2024	8	2023	
Pasque Flower Pl	CTH X	0.10 (528)	N	2	70	24	2006			4	0	0	203	203	0	0	T	001700	2012	E	50	73	5		4	094	NON	S	00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles
Kowalski Rd	**3.65**

CTH X	Meadow Dr	0.15 (792)	N	2	70	30	1997			0	0	0	202	202			E	000100	1997	A	66	92	5		4	094	NON		00			2024	6	2023	
Meadow Dr	Paniolo Rd	0.15 (792)	N	2	70	30	1997			0	0	0	202	202			E	000100	1997	A	66	92	5		4	094	NON		00			2024	6	2023	
Paniolo Rd	Arlene Ln	0.08 (422)	N	2	70	22	2004	1, 7	2016	3			304	304				000000		A	66	92	5		4	094	NON		00			2024	6	2023	
Arlene Ln	Timothy Ln	0.09 (475)	N	2	70	22	2004	1, 7	2016	3			304	304				000000		A	66	92	5		4	094	NON		00			2024	6	2023	
Timothy Ln	Gary Lee Dr	0.09 (475)	N	2	70	22	2004	1, 7	2016	3			304	304				000000		A	66	92	5		4	094	NON		00			2024	6	2023	
Gary Lee Dr	Sundial Ave (0.04)	0.04 (211)	N	2	70	30	2006	1, 7	2016	4	0	0	203	203	0	0		000000		A	66	92	5		4	094	NON		00			2024	6	2023	
Gary Lee Dr (0.04)	Sundial Ave	0.11 (560)	N	2	70	30	2006	1, 7	2016	4	0	0	203	203	0	0		000000		A	80	92	5		4	094	NON		00			2024	8	2023	
Sundial Ave	Amber Dr (0.09)	0.09 (465)	N	2	70	30	2006	1, 7	2016	4	0	0	203	203	0	0		000000		A	80	92	5		4	094	NON		00			2024	8	2023	
Sundial Ave (0.09)	Amber Dr	0.05 (269)	N	2	70	24	2016	1, 7	2016				303	303				000000		A	80	92	5		4	094	NON		00			2024	8	2023	
Amber Dr	Josephine Ln	0.12 (620)	N	2	70	24	2016	1, 7	2016				303	303				000000		A	80	92	5		4	094	NON		00			2024	8	2023	
Josephine Ln	Annamarie Dr (0.08)	0.08 (407)	N	2	70	24	2016	1, 7	2016				303	303				000000		A	80	92	5		4	094	NON		00			2024	8	2023	
Josephine Ln (0.08)	Annamarie Dr	0.19 (1005)	N	2	70	22	2017						302	302				000000		A	80	92	5		4	094	NON		00			2024	8	2023	
Annamarie Dr	Pleasant Dr (0.00)	0.00 (14)	N	2	70	22	2017						302	302				000000		A	80	97	5		4	094	NON		00			2024	8	2023	
Annamarie Dr (0.00)	Pleasant Dr	0.05 (273)	N	2	70	22	2017						00	00				000000		A	80	92	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Kronenwetter Dr — 3.85

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Indianhead Dr	Oakdale Ln (0.09)	0.09 (450)	N	2	70	30	2005			0	0	0	203	203	0	0		000000		A	80	92	5		4	094	NON		00			2024	4	2023	
Indianhead Dr (0.09)	Oakdale Ln	0.05 (254)	N	2	70	28	2010			3			203	203				000000		A	80	92	5		4	094	NON		00			2024	4	2023	
Oakdale Ln	Pinedale Ln	0.28 (1490)	N	2	70	30	2005			0	0	0	203	203	0	0		000000		A	80	92	5		4	094	NON		00			2024	4	2023	
Pinedale Ln	Sedona Ct	0.09 (449)	N	2	70	30	2005			0	0	0	203	203	0	0		000000		A	80	92	5		4	094	NON		00			2024	4	2023	
Sedona Ct	Field Rd	0.46 (2412)	N	2	70	30	2005			0	0	0	203	203	0	0		000000		A	80	92	5		4	094	NON		00			2024	4	2023	
Field Rd	Maple Ridge Rd	0.24 (1286)	N	2	70	24	2012						305	305				000000		A	100	92	5		4	094	NON		00			2024	7	2023	
Maple Ridge Rd	Paper Pl	0.07 (350)	N	2	70	24	2012	2, 7	2012				305	305				000000		A	100	92	5		4	094	NON		00			2024	6	2023	
Paper Pl	Beranek Rd	0.18 (956)	N	2	70	24	2012	2, 7	2012				305	305				000000		A	100	92	5		4	094	NON		00			2024	6	2023	
Beranek Rd	Maple Park Dr (0.24)	0.24 (1284)	N	2	70	24	2012	2, 7	2012				305	305			T	000940	2014	A	100	92	5		4	094	NON		00			2024	6	2023	
Beranek Rd (0.24)	Maple Park Dr	0.31 (1624)	N	2	70	24	2002	2, 7	2012	4	0	0	203	203			T	000940	2014	E	66	92	5		4	094	NON		00			2024	6	2023	
Maple Park Dr	Jakes Lake Rd	0.57 (2995)	N	2	70	24	2002	2, 7	2012	4	0	0	203	203			E	000035		E	66	92	5		4	094	NON		00			2024	6	2023	
Jakes Lake Rd	Plaza Rd	0.58 (3062)	N	2	70	24	2002	2, 7	2012	4	0	0	203	203			E	000035		E	66	92	5		4	094	NON		00			2024	6	2023	
Plaza Rd	Kowalski Rd	0.69 (3643)	N	2	70	24	2002	2, 7	2012	4	0	0	203	203			E	000035		E	66	92	5		4	094	NON		00			2024	6	2023	

Kurzy Ln — 0.23

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
CTH X	Unknown	0.23 (1214)	N	2	35	20	2005			4	0	0	104	104			E	000005		E	50	45	5		4	000	NON		00			2024	3	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Lane Rd — 0.38

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Termini	Wood Rd	0.38 (2006)	N	2	40	20	2014	10	2011	4	0	0	102	102			E	000015		E	50	45	5		4	000	NON		00			2024	5	2023	

Lea Rd — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Termini	Creciente Dr	0.20 (1049)	N	2	40	22	2009	1, 7	2021	4	0	0	202	202			E	000015		E	50	97	5		4	094	NON		00			2024	5	2023	
Creciente Dr	Jackie Rd	0.09 (482)	N	2	40	22	2009	1, 7	2021	4	0	0	202	202			E	000015		E	50	97	5		4	094	NON		00			2024	5	2023	
Jackie Rd	Judy Rd	0.07 (370)	N	2	70	22	2009	1, 7	2021	4	0	0	202	202			E	000015		E	50	97	5		4	094	NON		00			2024	8	2023	
Judy Rd	Jaynes Rd	0.07 (370)	N	2	70	22	2009	1, 7	2021	4	0	0	202	202			E	000015		E	50	97	5		4	094	NON		00			2024	8	2023	
Jaynes Rd	Kowalski Rd	0.07 (370)	N	2	70	22	2009	1, 7	2021	4	0	0	202	202			E	000015		E	50	97	5		4	094	NON		00			2024	8	2023	

Manatee Dr — 0.22

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Terrebonne Dr	Terracea Rd	0.22 (1162)	N	2	70	22	2007			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	6	2023	

Maple Park Dr — 0.16

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Kronenwetter Dr	Dons Way	0.07 (381)	N	2	70	30	2006	1, 7	2016	4			203	203				000000		A	66	97	5		4	094	NON		00			2024	6	2023	
Dons Way	Termini	0.08 (439)	N	2	70	30	2006	1, 7	2016	4			203	203				000000		A	66	97	5		4	094	NON		00			2024	6	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Maple Ridge Rd — 2.81

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Old 51 (0.02)	Ramp IH 39 to Maple Ridg	0.06 (318)	N	2	70	20	2012				1	1	00	00	11	6	T	007000	2023	A	100	73	5		4	094	NON		00			2024	7	2023	
Ramp IH 39 to Maple Ridge Rd (2)	Ramp Maple Ridge Rd to	0.03 (158)	N	2	70	20	2012				1	1	00	00	11	6		000000		A	100	73	5		4	094	NON		00			2024	7	2023	
Ramp Maple Ridge Rd to IH 39 (2)	Ramp Maple Ridge Rd to	0.13 (705)	N	2	70	20	2012				1	1	00	00	11	6		000000		A	100	73	5		4	094	NON		00			2024	7	2023	
Ramp Maple Ridge Rd to IH 39 (1)	Ramp IH 39 to Maple Ridg	0.03 (158)	N	2	70	12	2012				1		00	306	11	6		000000		A	100	92	5		4	094	NON		00			2024	7	2023	
Ramp IH 39 to Maple Ridge Rd (1)	Kronenwetter Dr (0.07)	0.07 (370)	N	2	70	12	2012				1		00	306	11	6		000000		A	100	92	5		4	094	NON		00			2024	7	2023	
Ramp IH 39 to Maple Ridge Rd (1) (0.07)	Kronenwetter Dr	0.09 (487)	N	2	70	24	2012						306	306				000000		A	100	92	5		4	094	NON		00			2024	7	2023	
Kronenwetter Dr	Spring Rd (0.01)	0.01 (41)	N	2	70	24	2012						306	306				000000		A	100	97	5		4	094	NON		00			2024	5	2023	
Kronenwetter Dr (0.01)	Spring Rd (0.08)	0.07 (378)	N	2	70	24	2012						303	303				000000		A	100	97	5		4	094	NON		00			2024	5	2023	
Kronenwetter Dr (0.08)	Spring Rd (0.61)	0.53 (2797)	N	2	70	22	2011	2, 7	2011	4	0	0	203	203			E	000150		E	50	97	5		4	094	NON		00			2024	5	2023	
Kronenwetter Dr (0.61)	Spring Rd	0.25 (1325)	N	2	70	22	2011	2, 7	2011	4	0	0	203	203			E	000150		E	50	45	5		4	000	NON		00			2024	5	2023	
Spring Rd	Oak Rd	0.75 (3960)	N	2	70	22	2011	2, 7	2011	4	0	0	203	203			E	000150		E	50	45	5		4	000	NON		00			2024	5	2023	
Oak Rd	Ropel Rd	0.50 (2640)	N	2	70	22	2011	2, 7	2011	4	0	0	203	203			E	000150		E	50	45	5		4	000	NON		00			2024	5	2023	
Ropel Rd	CTH X	0.26 (1373)	N	2	70	22	2011	2, 7	2011	4	0	0	203	203			E	000150		E	50	45	5		4	000	NON		00			2024	5	2023	

Marbella Dr — 0.21

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Seville Rd	Pine Rd	0.21 (1109)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Martin Rd — 4.01

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Creek Rd	Schmidt Pl	2.00 (10560)	N	2	40	24	1992	4, 8	2011	4	0	0	000	000			T	000350	2015	E	66	45	5		4	000	NON		00			2024	2	2023	
Schmidt Pl	CTH J (2.01)	2.01 (10613)	N	2	40	24	1992	4, 8	2011	4	0	0	000	000			E	000035		E	66	45	5		4	000	NON		00			2024	2	2023	

McAddoe Pl — 0.17

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Tower Rd	Downing Dr	0.10 (528)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Downing Dr	Forsyth Rd	0.07 (370)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Meadow Dr — 0.59

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Conestoga Ln	Kowalski Rd	0.08 (422)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Kowalski Rd	Plum Rd	0.06 (317)	N	2	70	22	2009			4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Plum Rd	Peach Rd	0.16 (845)	N	2	70	22	2009			4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Peach Rd	Seville Rd	0.07 (370)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Seville Rd	Forest Grove Ave	0.13 (686)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Forest Grove Ave	Meadowood Dr	0.03 (158)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Meadowood Dr	CTH X	0.05 (264)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Meadowlark Dr — 0.33

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Blue Sky Ln	Windmill Ln	0.15 (785)	N	2	70	22	2010			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	6	2023	
Windmill Ln	Pleasant Dr	0.05 (259)	N	2	70	22	2010			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Pleasant Dr	Bluejay Ln	0.08 (422)	N	2	40	26	2010	2, 7	2011	4	0	0	102	102			E	000015		E	66	97	5		4	094	NON		00			2024	5	2023	
Bluejay Ln	Goldfinch Dr	0.05 (264)	N	2	40	26	2010	2, 7	2011	4	0	0	102	102			E	000015		E	66	97	5		4	094	NON		00			2024	5	2023	

Meadowood Dr — 0.23

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Seville Rd	Meadow Dr	0.22 (1162)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Mike Ln — 0.06

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Victor Ln	0.05 (264)	N	2	70	22	2004	1, 7	2021	3			202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Mile Rd — 0.99

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
STH 153	North Rd	0.99 (5227)	N	2	40	22	2011	2, 4, 7	2011	4	0	0	203	203	0	0	E	000035		E	50	45	5		4	000	NON		00			2024	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Moondance Dr — 0.18

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Amber Dr	Josephine Ln (0.06)	0.06 (326)	N	2	70	22	2007			4			203	203				000000		A	66	97	5		4	094	NON		00			2024	6	2023	
Amber Dr (0.06)	Josephine Ln (0.07)	0.01 (68)	N	2	70	22	2016			4			203	203				000000		A	66	97	5		4	094	NON		00			2024	6	2023	
Amber Dr (0.07)	Josephine Ln	0.04 (225)	N	2	70	22	2016						203	203				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Josephine Ln	Termini	0.04 (207)	N	2	70	22	2016						203	203				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Morning Dove Rd — 0.25

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Falcon Crest Ct	Blue Sky Ln (0.05)	0.05 (264)	N	2	70	22	2010			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	6	2023	
Falcon Crest Ct (0.05)	Blue Sky Ln	0.06 (315)	N	2	70	22	2010						203	203				000000		A	66	97	5		4	094	NON		00			2024	6	2023	
Blue Sky Ln	Windmill Ln	0.15 (796)	N	2	70	22	2010						203	203				000000		A	66	97	5		4	094	NON		00			2024	6	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Morningside Dr — 0.61

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Seville Rd	Plantation Ln	0.13 (686)	N	2	70	22	2009	1, 7	2021	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Plantation Ln	Pine Rd	0.09 (475)	N	2	70	22	2009	1, 7	2021	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Pine Rd	Rollingwood Rd	0.07 (370)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Rollingwood Rd	Kimberly Rd	0.07 (370)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Kimberly Rd	Bonney Oak Dr	0.08 (422)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Bonney Oak Dr	Forsyth Rd	0.04 (211)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Forsyth Rd	Eva Rd	0.13 (687)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Mystic Meadow Dr — 0.34

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Golden Eagle Dr	CTH X	0.12 (634)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	6	2023	
CTH X	Canterbury Dr	0.06 (304)	N	2	70	22	2005			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	6	2023	
Canterbury Dr	Sussex Pl	0.15 (792)	N	2	70	22	2005			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	6	2023	

E Nelson Rd — 0.19

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Old Highway 51 (0.54)	Pine Grove Dr	0.04 (211)	N	2	70	22	2000	2, 7	2012	3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Pine Grove Dr	Greenwood Dr	0.06 (317)	N	2	70	22	2000			3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Greenwood Dr	Old Highway 51	0.09 (475)	N	2	70	22	2000			3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

W Nelson Rd — 0.43

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Silver Cir	0.17 (898)	N	2	70	22	2000	2, 7	2012	3	0	0	202	202			E	000035		E	50	97	5		4	094	NON		00			2024	8	2023	
Silver Cir	Old Highway 51	0.26 (1373)	N	2	70	22	2000	2, 7	2012	3	0	0	202	202			E	000035		E	50	97	5		4	094	NON		00			2024	8	2023	

Newcastle Dr — 0.15

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Canterbury Dr	Sussex Pl	0.15 (788)	N	2	70	22	2005			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Nick Ave — 0.38

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Pine Rd (0.25)	0.25 (1320)	N	2	40	20	2014						101	101				000000		A	66	97	5		4	094	NON		00			2024	5	2023	
Pine Rd	Heeren St (0.12)	0.12 (634)	N	2	40	22	2015			4	0	0	000	000			E	000150		E	50	97	5		4	094	NON		00			2024	5	2023	

Nick Ave E — 0.88

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Kimieck St	Termini (0.88)	0.88 (4647)	N	2	25	16	1997	4	2011	4	0	0	000	000			E	000015		E	50	45	5		4	000	NON		00			2024	4	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

North Rd — 4.97

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
CTH X	Mile Rd	1.80 (9504)	N	2	40	28	2016			4	0	0	203	203			E	000150		A	66	45	5		4	000	NON		00			2024	5	2023	
Mile Rd	Creek Rd	0.51 (2693)	N	2	40	28	2016			4	0	0	203	203			E	000150		A	66	45	5		4	000	NON		00			2024	5	2023	
Creek Rd	N Pioneer Rd	1.35 (7128)	N	2	40	28	2016			4	0	0	205	205			E	000150		E	66	45	5		4	000	NON		00			2024	5	2023	
N Pioneer Rd	Termini (0.05)	0.05 (264)	N	2	40	28	1982	10	2011	4	0	0	000	000			E	000015		E	50	45	5		4	000	NON		00			2024	5	2023	
N Pioneer Rd (0.05)	Termini (1.20)	1.15 (6072)	N	2	40	26	2015	10	2011	4	0	0	000	000			E	000015		E	50	45	5		4	000	NON		00			2024	5	2023	
N Pioneer Rd (1.20)	Termini	0.11 (580)	N	2	25	12	2015			0			000	000				000000		E	66	45	5		4	000	NON		00			2024	2	2023	

Norway Ln — 0.40

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Courtland Dr	Terrebonne Dr	0.15 (792)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Terrebonne Dr	N Glendalen Rd	0.25 (1320)	N	2	70	22	2008			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	

Oakdale Ln — 0.23

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Kronenwetter Dr	Windwood Dr	0.15 (800)	N	2	70	22	2005			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	4	2023	
Windwood Dr	Wedgewood Dr	0.08 (402)	N	2	70	22	2005			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	4	2023	

Oak Rd — 1.74

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
STH 153 (0.25)	Maple Ridge Rd	1.74 (9187)	N	2	40	28	2015			4	0	0	000	000			E	000035		E	50	45	5		4	000	NON		00			2025	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

S Oak Rd — 0.75

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
South Rd	Oak Rd (0.75)	0.75 (3960)	N	2	40	28	2002			4	0	0	102	102			E	000015		E	66	97	5		4	094	NON		00			2025	5	2023	

Okeefe Dr — 0.54

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Old Highway 51	E Nelson Rd (0.54)	0.54 (2851)	N	2	70	22	2001	2, 7	2012	3	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Old Gardner Park Rd — 0.07

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Gardner Park Rd	Termini	0.07 (370)	N	2	70	20	2009			3	0	0	202	202				000000		E	66	97	5		4	094	NON		00			2024	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles
Old Highway 51	3.51

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Maple Ridge Rd (0.07)	Village Rd	0.07 (370)	N	2	70	22	1975			4	0	0	107	107			E	001500		E	66	72	5		4	094	NON		00			2024	6	2023	
Village Rd	E Flanner Rd	0.10 (528)	N	2	70	22	2001			4	0	0	107	107			T	004200	2023	E	66	72	5		4	094	NON		00			2024	8	2023	
E Flanner Rd	E Nelson Rd	0.21 (1109)	N	2	70	30	2001			3	0	0	303	303			E	001500		E	100	72	5		4	094	NON		00			2024	8	2023	
E Nelson Rd	W Nelson Rd	0.33 (1742)	N	2	70	30	2001			3	0	0	303	303			E	001500		E	100	72	5		4	094	NON		00			2024	8	2023	
W Nelson Rd	E Nelson Rd	0.02 (106)	N	2	70	30	2001			3	0	0	303	303			E	001500		E	100	72	5		4	094	NON		00			2024	8	2023	
E Nelson Rd	Happy Hollow Rd	0.55 (2904)	N	2	70	30	2001			3	0	0	303	303			E	001500		E	100	72	5		4	094	NON		00			2024	8	2023	
Happy Hollow Rd	Cedar Rd	0.56 (2957)	N	2	70	30	2001			3	0	0	303	303			E	001500		E	100	72	5		4	094	NON		00			2024	8	2023	
Cedar Rd	Gardner Park Rd	0.51 (2691)	N	2	70	30	2001			3	0	0	303	303			E	001500		E	100	72	5		4	094	NON		00			2024	8	2023	
Gardner Park Rd	Gate Of Heaven Dr	0.60 (3170)	N	2	70	30	2001			3	0	0	303	303			E	001500		E	100	72	5		4	094	NON		00			2024	8	2023	
Gate Of Heaven Dr	Village Way Dr	0.54 (2827)	N	2	70	30	2001			3	0	0	303	303			E	001500		E	100	72	5		4	094	NON		00			2024	8	2023	
Village Way Dr	Morrison Ave (0.02)	0.02 (130)	N	2	70	30	2001			3	0	0	303	303			T	005300	2023	E	100	72	5		4	094	NON		00			2024	8	2023	
Orange Ct		**0.10**																																
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Plum Rd	Termini	0.10 (528)	N	2	70	22	2009			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Oregon Trl — 0.26

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Conestoga Ln	Woodgate Ln	0.09 (475)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Woodgate Ln	Paniolo Rd	0.16 (845)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Paintbrush Dr — 0.16

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Coneflower Way	Bluestem Way	0.16 (845)	N	2	70	22	2009	1, 7	2021	3	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	

Paniolo Rd — 0.75

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Setter Dr	Oregon Trl	0.10 (528)	N	2	70	22	2023						00	00				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Oregon Trl	Conestoga Ln	0.07 (370)	N	2	70	22	2023						00	00				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Conestoga Ln	Kowalski Rd	0.08 (422)	N	2	70	22	2023						00	00				000000		A	66	97	5		4	094	NON		00			2024	6	2023	
Kowalski Rd	Johnson Dr	0.13 (686)	N	2	70	22	1997			0	0	0	202	202			T	000710	2019	A	66	92	5		4	094	NON		00			2024	7	2023	
Johnson Dr	Pond View Pl	0.09 (472)	N	2	70	22	1997			0	0	0	202	202			E	000025	1997	A	66	92	5		4	094	NON		00			2024	7	2023	
Pond View Pl	Burton Ave (0.03)	0.03 (162)	N	2	70	22	1997			0	0	0	202	202			E	000025	1997	A	66	92	5		4	094	NON		00			2024	7	2023	
Pond View Pl (0.03)	Burton Ave	0.05 (264)	N	2	70	22	2004			3			303	303				000000		A	66	92	5		4	094	NON		00			2024	7	2023	
Burton Ave	Forest Grove Ave	0.09 (475)	N	2	70	22	2004			3			303	303				000000		A	66	92	5		4	094	NON		00			2024	7	2023	
Forest Grove Ave	CTH X	0.10 (528)	N	2	70	22	2004			3			303	303				000000		A	66	92	5		4	094	NON		00			2024	7	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Paper Pl — 0.32

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Kronenwetter Dr	Access Rd	0.17 (896)	N	2	70	31	2012						203	203				000000		A	100	97	5		4	094	NON		00			2024	7	2023	
Access Rd	Beranek Rd (0.05)	0.05 (253)	N	2	70	31	2012						203	203				000000		A	100	97	5		4	094	NON		00			2024	7	2023	
Access Rd (0.05)	Beranek Rd (0.10)	0.05 (283)	N	2	70	31	2012			4	0	0	203	203			E	000035		E	66	97	5		4	094	NON		00			2024	7	2023	
Access Rd (0.10)	Beranek Rd	0.04 (223)	N	2	70	31	2012						203	203				000000		E	66	97	5		4	094	NON		00			2024	7	2023	

Park Rd — 0.22

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Kimberly Rd	Forsyth Rd	0.10 (528)	N	2	70	22	2007			4	0	0	206	206			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Forsyth Rd	Eva Rd	0.12 (634)	N	2	70	22	2007			4	0	0	206	206			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	

Park Vista Pl — 0.27

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Island View Ln	Pond View Pl	0.14 (743)	N	2	70	22	2007			4			203	203				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Pond View Pl	Termini	0.12 (642)	N	2	70	22	2007			4			203	203				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Pasque Flower Pl — 0.04

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Bluestem Way	Kowalski Rd	0.04 (211)	N	2	70	22	2009	1, 7	2021	3	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Peach Rd — 0.25

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
CTH X	Meadow Dr	0.18 (950)	N	2	70	22	2009			4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Meadow Dr	Blossom Ct	0.07 (370)	N	2	70	22	2009			4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	

Pear Dr — 0.15

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Apple Ct	Johnson Dr	0.07 (370)	N	2	70	22	2009			4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Johnson Dr	Blossom Ct	0.08 (422)	N	2	70	22	2009			4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	

Peplin Rd — 1.00

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
South Rd	16th Rd	0.26 (1373)	N	2	70	22	1984	4	2011	4	0	0	204	204			E	000075		E	66	45	5		4	000	NON		00			2024	2	2023	
16th Rd	STH 153	0.74 (3907)	N	2	70	22	1984	4	2011	4	0	0	204	204			E	000075		E	66	45	5		4	000	NON		00			2024	2	2023	

Pickwick Pl — 0.12

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Downing Dr	Forsyth Rd	0.12 (634)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Pico Rd — 0.14

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Forsyth Rd	Eva Rd	0.14 (739)	N	2	70	22	2007			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Pinedale Ln — 0.33

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Kronenwetter Dr	Windwood Dr	0.13 (674)	N	2	70	22	2005			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	4	2023	
Windwood Dr	Wedgewood Dr	0.07 (348)	N	2	70	22	2005			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	4	2023	
Wedgewood Dr	Termini	0.13 (664)	N	2	70	22	2005			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	4	2023	

Pine Grove Dr — 0.26

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
E Nelson Rd	Greenwood Dr	0.14 (739)	N	2	70	22	2000	2, 7	2012	3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Greenwood Dr	Termini	0.12 (634)	N	2	70	22	2000	2, 7	2012	3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Pine Rd — 2.79

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Tower Rd	0.21 (1109)	N	2	70	24	2007			4	0	0	203	203			E	000300		E	66	97	5		4	094	NON		00			2024	5	2023	
Tower Rd	Courtland Dr	0.08 (422)	N	2	70	24	2006			4	0	0	203	203	0	0	T	000540	2019	E	66	92	5		4	094	NON		00			2024	5	2023	
Courtland Dr	Courtland Dr	0.02 (106)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	92	5		4	094	NON		00			2024	5	2023	
Courtland Dr	Downing Dr	0.06 (317)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	92	5		4	094	NON		00			2024	5	2023	
Downing Dr	Terrebonne Dr	0.08 (422)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	92	5		4	094	NON		00			2024	5	2023	
Terrebonne Dr	Terracea Rd	0.21 (1109)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	92	5		4	094	NON		00			2024	5	2023	
Terracea Rd	N Glendalen Rd	0.03 (158)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	92	5		4	094	NON		00			2024	5	2023	
N Glendalen Rd	Rainbow Dr	0.15 (792)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	92	5		4	094	NON		00			2024	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name		Certified Miles																																								
Pine Rd		**2.79**																																								
Rainbow Dr	Morningside Dr	0.11 (581)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	92	5		4	094	NON		00			2024	5	2023								
Morningside Dr	Marbella Dr	0.07 (370)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	92	5		4	094	NON		00			2024	5	2023								
Marbella Dr	Bonneydune Dr	0.10 (528)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	92	5		4	094	NON		00			2024	5	2023								
Bonneydune Dr	CTH X	0.08 (422)	N	2	70	24	2006			4	0	0	203	203	0	0	T	001200	2019	E	66	92	5		4	094	NON		00			2024	5	2023								
CTH X	Windmill Ln	0.13 (673)	N	2	70	22	1986	7	2014	4	0	0	205	205			E	000150		E	50	92	5		4	094	NON		00			2024	5	2023								
Windmill Ln	Pleasant Dr	0.05 (277)	N	2	70	22	1986	7	2014	4	0	0	205	205			E	000150		E	50	92	5		4	094	NON		00			2024	5	2023								
Pleasant Dr	Goldfinch Dr (0.06)	0.06 (335)	N	2	70	32	2011			3	0	0	203	203			T	000820	2010	E	50	92	5		4	094	NON		00			2024	5	2023								
Pleasant Dr (0.06)	Goldfinch Dr	0.14 (721)	N	2	70	24	2011			3	0	0	203	203			T	000820	2010	E	50	92	5		4	094	NON		00			2024	5	2023								
Goldfinch Dr	Creek Rd	0.31 (1637)	N	2	70	24	2011			3	0	0	203	203			E	000150		E	50	92	5		4	094	NON		00			2024	5	2023								
Creek Rd	Nick Ave (0.31)	0.31 (1637)	N	2	40	22	2015	4	2011	4	0	0	102	102			E	000150		E	50	97	5		4	094	NON		00			2024	5	2023								
Creek Rd (0.31)	Nick Ave	0.58 (3062)	N	2	40	26	2015	4	2011	4	0	0	102	102			E	000150		E	50	97	5		4	094	NON		00			2024	4	2023								
Pioneer Rd		**0.76**																																								
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
16th Rd	N Pioneer Rd	0.76 (4013)	N	2	40	30	2007	4	2011	4	0	0	303	303	0	0	E	000015		E	66	45	5		4	000	NON		00			2024	4	2023								
N Pioneer Rd		**1.02**																																								
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Pioneer Rd	North Rd	1.02 (5386)	N	2	40	28	2009	4	2011	4	0	0	205	205			E	000075		E	66	45	5		4	000	NON		00			2024	3	2023								

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Plantation Ln — 0.66

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Courtland Dr	Terrebonne Dr	0.14 (739)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Terrebonne Dr	N Glendalen Rd	0.26 (1373)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
N Glendalen Rd	Ruby Dr	0.09 (475)	N	2	70	22	2009			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Ruby Dr	Rickie Dr	0.09 (475)	N	2	70	22	2009	1, 7	2021	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Rickie Dr	Morningside Dr	0.08 (422)	N	2	70	22	2009	1, 7	2021	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Plaza Rd — 0.35

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Kronenwetter Dr	W Horseshoe Dr	0.17 (898)	N	2	40	28	2007			4	0	0	000	000			E	000015		E	50	97	5		4	094	NON		00			2024	4	2023	
W Horseshoe Dr	E Horseshoe Dr	0.13 (686)	N	2	40	28	2008			4	0	0	000	000			E	000015		E	50	97	5		4	094	NON		00			2024	4	2023	
E Horseshoe Dr	Termini	0.05 (264)	N	2	40	28	1992			4	0	0	000	000			E	000015		E	50	97	5		4	094	NON		00			2024	4	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Pleasant Dr — 1.45

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Wood Rd	Bank Rd	0.23 (1233)	N	2	40	26	2010			4	0	0	000	000			E	000035		E	50	97	5		4	094	NON		00			2024	4	2023	
Bank Rd	Kowalski Rd	0.54 (2840)	N	2	40	26	2010			4	0	0	000	000			E	000035		E	50	97	5		4	094	NON		00			2024	4	2023	
Kowalski Rd	Hemlock Dr	0.11 (592)	N	2	40	26	2010			4	0	0	000	000			E	000035		E	50	92	5		4	094	NON		00			2024	4	2023	
Hemlock Dr	Meadowlark Dr	0.24 (1267)	N	2	40	26	2010			4	0	0	000	000			E	000035		E	50	92	5		4	094	NON		00			2024	4	2023	
Meadowlark Dr	Pine Rd	0.14 (739)	N	2	40	26	2010			4	0	0	000	000			E	000035		E	50	92	5		4	094	NON		00			2024	4	2023	
Pine Rd	CTH X	0.19 (1003)	N	2	40	22	2002			4	0	0	203	203			E	000050		E	50	92	5		4	094	NON		00			2024	4	2023	

Plum Rd — 0.22

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
CTH X	Orange Ct	0.06 (317)	N	2	70	22	2009			4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Orange Ct	Meadow Dr	0.10 (528)	N	2	70	22	2009			4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Meadow Dr	Apple Ct	0.06 (317)	N	2	70	22	2009			4	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Pond View Pl — 0.11

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Paniolo Rd	Park Vista Pl	0.11 (561)	N	2	70	22	2007			4			203	203				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Prairie Meadow Dr — 0.16

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Coneflower Way	Bluestem Way	0.16 (845)	N	2	70	22	2009	1, 7	2021	3	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Pyke Rd — 1.94

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Creek Rd	Unknown (1.41)	1.41 (7445)	N	2	40	28	2010	2, 4, 7	2011	4	0	0	000	000			E	000015		E	66	45	5		4	000	NON		00			2024	4	2023	
Creek Rd (1.41)	Unknown	0.53 (2798)	N	2	35	28	2013	2, 4, 7	2011	4	0	0	000	000			E	000015		E	66	45	5		4	000	NON		00			2024	4	2023	

Queenland Dr — 0.55

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Cedar Rd	Kowalski Rd	0.53 (2822)	N	2	70	32	2007			0	1	1	00	00				000000		A	80	97	5		4	094	NON		00			2024	6	2023	

Rainbow Dr — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Pine Rd	Rollingwood Rd	0.08 (422)	N	2	70	22	2006	7	2014	4	0	0	203	203	0	0	E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Rollingwood Rd	Kimberly Rd	0.10 (528)	N	2	70	22	2006	7	2014	4	0	0	203	203	0	0	E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Kimberly Rd	Forsyth Rd	0.09 (475)	N	2	70	22	2006	7	2014	4	0	0	203	203	0	0	E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Forsyth Rd	Eva Rd	0.13 (686)	N	2	70	22	2006	7	2014	4	0	0	203	203	0	0	E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Eva Rd	CTH XX	0.10 (528)	N	2	70	22	2006	7	2014	4	0	0	203	203	0	0	E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	

Rickie Dr — 0.12

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Seville Rd	Plantation Ln	0.12 (634)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Ricklefs Pl — 0.16

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Unknown	Unknown	0.17 (898)	N	2	70	22	2000			3	0	0	202	202			E	000005		E	66	97	5		4	094	NON		00			2024	8	2023	

River Forest Ln — 0.38

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Gardner Park Rd	Termini	0.38 (2006)	N	2	40	24	2010	2, 7	2011	3	0	0	202	202			E	000035		E	66	97	5		4	094	NON		00			2024	4	2023	

River Oaks Ct — 0.24

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Happy Hollow Rd	River Oaks Trl	0.18 (950)	N	2	70	22	2011	2, 7	2011	4	0	0	204	204			E	000010		A	66	97	5		4	094	NON		00			2024	9	2023	
River Oaks Trl	Termini	0.06 (317)	N	2	70	22	2011			4	0	0	204	204			E	000010		A	66	97	5		4	094	NON		00			2024	9	2023	

River Oaks Trl — 0.75

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Happy Hollow Rd	River Oaks Ct	0.24 (1267)	N	2	70	22	2011	2, 7	2011	4	0	0	204	204			E	000010		A	66	97	5		4	094	NON		00			2024	9	2023	
River Oaks Ct	Termini	0.16 (845)	N	2	70	24	2011	2, 7	2011	4	0	0	204	204			E	000010		A	66	97	5		4	094	NON		00			2024	9	2023	
Termini	Termini (0.16)	0.16 (845)	N	2	70	24	2011			4	0	0	204	204			E	000010		A	66	97	5		4	094	NON		00			2024	9	2023	
Termini (0.16)	Termini	0.19 (1003)	N	2	70	22	2011			4	0	0	204	204			E	000010		A	66	97	5		4	094	NON		00			2024	9	2023	

VILLAGE OF KRONENWETTER (145)

Rollingwood Rd — 0.41

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Kimberly Rd	Rainbow Dr	0.15 (792)	N	2	70	22	2007			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Rainbow Dr	Morningside Dr	0.10 (528)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Morningside Dr	Bonneydune Dr	0.16 (845)	N	2	70	22	2008			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	6	2023	

Ronald St — 0.25

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Sundance Rd	Gardner Park Rd	0.25 (1320)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Ropel Rd — 0.75

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Maple Ridge Rd	Tee Rd	0.75 (3960)	N	2	40	28	1993	4	2011	4	0	0	000	000			E	000015		E	50	45	5		4	000	NON		00			2024	4	2023	

Roselawn Rd — 0.23

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Kimberly Rd	Forsyth Rd	0.12 (634)	N	2	70	22	2007			4	0	0	206	206			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Forsyth Rd	Eva Rd	0.11 (581)	N	2	70	22	2007			4	0	0	206	206			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	

Ruby Dr — 0.12

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Seville Rd	Plantation Ln	0.12 (634)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Russel St — 0.70

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
James St	Sundance Rd	0.18 (950)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Sundance Rd	Gardner Park Rd	0.26 (1373)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Gardner Park Rd	Blueberry Ln	0.13 (686)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000010		E	66	97	5		4	094	NON		00			2024	8	2023	
Blueberry Ln	Termini	0.13 (686)	N	2	70	22	2000			3	0	0	202	202			E	000010		E	66	97	5		4	094	NON		00			2024	5	2023	

Ryan Rd — 0.20

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Walker Rd	CTH X	0.20 (1056)	N	2	70	22	2009	1, 7	2021	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Schmidt Pl — 0.27

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Martin Rd (0.09)	0.09 (475)	N	2	40	26	2003	10	2011	4	0	0	203	203	0	0		000000		A	50	45	5		4	000	NON		00			2024	5	2023	
Termini (0.09)	Martin Rd	0.18 (950)	N	2	40	26	2003	10	2011	4	0	0	203	203	0	0	E	000010		E	66	45	5		4	000	NON		00			2024	5	2023	

Sedona Ct — 0.09

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Kronenwetter Dr	Termini	0.09 (496)	N	2	70	22	2005			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles
Setter Dr	**0.37**

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
CTH X	Woodgate Ln	0.13 (686)	N	2	70	22	2004			3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Woodgate Ln	Paniolo Rd	0.16 (845)	N	2	70	22	2004			3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	6	2023	
Paniolo Rd	Termini	0.05 (290)	N	2	40	26	2014			3			103	103	0	0		000000		E	66	97	5		4	094	NON		00			2024	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles
Seville Rd	1.32

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Tower Rd	Courtland Dr	0.10 (528)	N	2	70	22	2008	1, 7	2021	4	0	0	204	204			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Courtland Dr	Highland Dr	0.06 (317)	N	2	70	22	2008	1, 7	2021	4	0	0	204	204			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Highland Dr	Terrebonne Dr	0.08 (422)	N	2	70	22	2008	1, 7	2021	4	0	0	204	204			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Terrebonne Dr	Angelo Dr	0.09 (475)	N	2	70	22	2008			4	0	0	204	204			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Angelo Dr	Sunburst Ln	0.09 (475)	N	2	70	22	2009			4	0	0	204	204			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Sunburst Ln	Unknown	0.06 (317)	N	2	70	22	2009			4	0	0	204	204			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
N Glendalen Rd	Ruby Dr	0.09 (475)	N	2	70	22	2009			4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Ruby Dr	Rickie Dr	0.09 (475)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Rickie Dr	Morningside Dr	0.08 (422)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Morningside Dr	Marbella Dr	0.08 (422)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Marbella Dr	Bonneydune Dr	0.09 (475)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Bonneydune Dr	CTH X	0.08 (422)	N	2	70	22	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
CTH X	Meadowood Dr	0.05 (264)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Meadowood Dr	Meadow Dr	0.09 (475)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Meadow Dr	Forest Grove Ave	0.19 (1003)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Shadow Lawn Rd — 0.25

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Tower Rd	Terrebonne Dr	0.25 (1320)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Silver Cir — 0.15

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Termini	W Nelson Rd	0.15 (792)	N	2	40	22	1994			4	0	0	204	204			E	000020		A	66	97	5		4	094	NON		00			2024	5	2023	

Sisken Ln — 0.10

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Burton Ave	Forest Grove Ave	0.10 (528)	N	2	70	22	2004	1, 7	2014	3			202	202				000000		A	66	97	5		4	094	NON		00			2024	6	2023	

South Rd — 1.67

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
S Oak Rd	Kane Ln	0.53 (2798)	N	2	40	26	2007			4	0	0	101	101			E	000075		E	60	45	5		4	000	NON		00			2024	3	2023	
Kane Ln	CTH X	0.50 (2640)	N	2	40	26	2007			4	0	0	101	101			E	000075		E	60	45	5		4	000	NON		00			2024	4	2023	
South Rd (0.09)	Gorski Ln	0.25 (1320)	N	2	70	22	1968			4	0	0	203	203			E	000150		E	66	45	5		4	000	NON		00			2024	8	2023	
Gorski Ln (0.39)	Peplin Rd	0.15 (792)	N	2	70	20	1973	4	2011	4	0	0	104	104			E	000075		E	50	45	5		4	000	NON		00			2024	2	2023	
Peplin Rd	Buchkoski Ln (0.24)	0.24 (1267)	N	2	40	26	2004			4	0	0	203	203	0	0	E	000075		E	50	45	5		4	000	NON		00			2024	5	2023	

Spatz Dr — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Tee Rd	Termini	0.50 (2640)	N	2	40	22	2016	10	2011	4	0	0	104	104			E	000010		E	66	45	5		4	000	NON		00			2024	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Spring Rd — 1.60

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
STH 153 (0.08)	Maple Ridge Rd (0.17)	0.09 (454)	N	2	40	30	2007			4	0	0	303	303	0	0	E	000035		E	50	97	5		4	094	NON		00			2025	4	2023	
STH 153 (0.17)	Maple Ridge Rd	1.51 (7994)	N	2	40	30	2007			4	0	0	303	303	0	0	E	000035		E	50	45	5		4	000	NON		00			2025	4	2023	

Stonebridge Rd — 0.28

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Grant Rd	Helke Rd	0.18 (950)	N	2	70	22	2000			3	0	0	202	202			E	000025		E	66	97	5		4	094	NON		00			2024	8	2023	
Helke Rd	Unknown	0.10 (528)	N	2	70	22	2000			3	0	0	202	202			E	000025		E	66	97	5		4	094	NON		00			2024	8	2023	

Summerset Ct — 0.33

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Frosty Pines Ln	Forest Grove Ave (0.14)	0.14 (742)	N	2	70	22	2013				0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Frosty Pines Ln (0.14)	Forest Grove Ave	0.09 (472)	N	2	70	22	2010			3	0	0	203	203	0	0		000000		A	70	97	5		4	094	NON		00			2024	8	2023	
Forest Grove Ave	CTH X	0.10 (528)	N	2	70	22	2000			3	0	0	202	202			E	000025		A	66	97	5		4	094	NON		00			2024	8	2023	

Sunbeam Ct — 0.07

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Sundial Ave	Termini	0.06 (329)	N	2	70	22	2006						203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Sunburst Ln — 0.19

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Seville Rd	Termini	0.09 (475)	N	2	70	22	2008			4	0	0	204	204			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Termini	Termini	0.10 (528)	N	2	70	22	2008			4	0	0	204	204			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	

Sundance Rd — 0.20

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
James St	Ronald St	0.10 (528)	N	2	70	22	2000	2, 7	2011	3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Ronald St	Russel St	0.10 (528)	N	2	70	22	2000	2, 7	2011	3	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Sundial Ave — 0.53

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Sunny Meadow Dr	Sundown Pl	0.09 (487)	N	2	70	22	2006			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Sundown Pl	Sunbeam Ct	0.08 (430)	N	2	70	22	2006			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Sunbeam Ct	Kowalski Rd	0.04 (223)	N	2	70	22	2006			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Kowalski Rd	Forest Grove Ave	0.32 (1693)	N	2	70	22	2021			3	0	0	202	202	0			000000		A	66	97	5		4	094	NON		00			2024	10	2023	

Sundown Pl — 0.10

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Sundial Ave	Termini	0.09 (479)	N	2	70	22	2006			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Sunkist St — 0.27

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Tower Rd	Terrebonne Dr	0.27 (1426)	N	2	70	22	2009	1, 7	2021	4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Sunny Ct — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Wianecki Rd	Unknown	0.50 (2640)	N	2	70	22	1980	4	2011	3	0	0	203	203			E	000010		A	66	97	5		4	094	NON		00			2024	3	2023	

Sunny Meadow Dr — 0.97

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Arlene Ln	Timothy Ln	0.11 (581)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Timothy Ln	Gary Lee Dr	0.09 (475)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Gary Lee Dr	Sundial Ave	0.17 (888)	N	2	70	22	2006			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Sundial Ave	Amber Dr (0.14)	0.14 (753)	N	2	70	22	2007			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Sundial Ave (0.14)	Amber Dr	0.05 (248)	N	2	70	22	2007						00	00				000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Amber Dr	Annamarie Dr (0.07)	0.07 (395)	N	2	70	22	2007						202	202				000000		A	66	97	5		4	094	NON		00			2024	9	2023	
Amber Dr (0.07)	Annamarie Dr	0.33 (1762)	N	2	70	20	2017						202	202				000000		A	66	97	5		4	094	NON		00			2024	9	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Sussex Pl — 0.41

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Mystic Meadow Dr	0.03 (170)	N	2	70	22	2005						203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Mystic Meadow Dr	Newcastle Dr	0.08 (428)	N	2	70	22	2005						203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Newcastle Dr	Chesterfield Dr	0.08 (428)	N	2	70	22	2005						203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Chesterfield Dr	Towerwoods Dr	0.08 (425)	N	2	70	22	2005						203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Towerwoods Dr	Canterbury Dr	0.12 (654)	N	2	70	22	2005						203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Tee Rd — 0.74

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Timber Ridge Rd	0.05 (264)	N	2	25	20	1993			4	0	0	102	102			E	000015		E	50	45	5		4	000	NON		00			2024	3	2023	
Timber Ridge Rd	Spatz Dr	0.22 (1162)	N	2	40	20	1993			4	0	0	102	102			E	000015		E	50	45	5		4	000	NON		00			2024	4	2023	
Spatz Dr	Ropel Rd	0.22 (1162)	N	2	40	20	1993			4	0	0	102	102			E	000015		E	50	45	5		4	000	NON		00			2024	4	2023	
Ropel Rd	Termini	0.25 (1320)	N	2	40	18	2005			4	0	0	103	103			E	000005		E	50	45	5		4	000	NON		00			2024	4	2023	

Terracea Rd — 0.17

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Pine Rd	Manatee Dr	0.08 (422)	N	2	70	22	2007			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
Manatee Dr	Kimberly Rd	0.09 (475)	N	2	70	22	2007			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles
Terrebonne Dr	1.45

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Sunkist St	Joy Ln	0.08 (422)	N	2	70	24	2009	1, 7	2021	4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Joy Ln	Jackie Rd	0.15 (792)	N	2	70	24	2009	1, 7	2021	4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Jackie Rd	Judy Rd	0.08 (422)	N	2	70	24	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Judy Rd	Jaynes Rd	0.07 (370)	N	2	70	24	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Jaynes Rd	Kowalski Rd	0.07 (370)	N	2	70	24	2009	1, 7	2021	4	0	0	204	204			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Kowalski Rd	Seville Rd	0.26 (1373)	N	2	70	24	2006			4	0	0	203	203	0	0	T	000730	2019	E	66	73	5		4	094	NON	S	00			2024	5	2023	
Seville Rd	Norway Ln	0.08 (422)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	73	5		4	094	NON		00			2024	5	2023	
Norway Ln	Plantation Ln	0.08 (422)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	73	5		4	094	NON		00			2024	5	2023	
Plantation Ln	Pine Rd	0.08 (422)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	73	5		4	094	NON		00			2024	5	2023	
Pine Rd	Manatee Dr	0.08 (422)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	73	5		4	094	NON		00			2024	5	2023	
Manatee Dr	Tonawanda Rd	0.05 (264)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	73	5		4	094	NON		00			2024	5	2023	
Tonawanda Rd	Kimberly Rd	0.03 (158)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	73	5		4	094	NON		00			2024	5	2023	
Kimberly Rd	Forsyth Rd	0.09 (475)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	73	5		4	094	NON		00			2024	5	2023	
Forsyth Rd	Shadow Lawn Rd	0.07 (370)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	73	5		4	094	NON		00			2024	5	2023	
Shadow Lawn Rd	Eva Rd	0.04 (211)	N	2	70	24	2006			4	0	0	203	203	0	0	E	000015		E	66	73	5		4	094	NON		00			2024	5	2023	
Eva Rd	CTH XX	0.14 (739)	N	2	70	24	2006			4	0	0	203	203	0	0	T	001100	2019	E	66	73	5		4	094	NON	S	00			2024	5	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Thomas St — 0.12

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Termini	West Rd	0.12 (634)	N	2	70	22	2009			4	0	0	206	206			E	000010		E	66	97	5		4	094	NON		00			2024	7	2023	

Timber Ridge Rd — 0.30

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Tee Rd	Termini	0.30 (1584)	N	2	40	22	2016	10	2011	4	0	0	105	105			E	000005		E	66	45	5		4	000	NON		00			2024	5	2023	

Timothy Ln — 0.22

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Sunny Meadow Dr	Kowalski Rd	0.17 (898)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Kowalski Rd	Island View Ln	0.05 (243)	N	2	70	22	2007			4			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Tonawanda Rd — 0.25

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Tower Rd	Courtland Dr	0.08 (422)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Courtland Dr	Downing Dr	0.08 (422)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	
Downing Dr	Terrebonne Dr	0.09 (475)	N	2	70	22	2008			4	0	0	202	202			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles
Tower Rd	1.34

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Sunkist St	Joy Ln	0.09 (475)	N	2	70	24	2009	1, 7	2021	4	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Joy Ln	Jackie Rd	0.03 (158)	N	2	70	24	2009	1, 7	2021	4	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Jackie Rd	Judy Rd	0.08 (422)	N	2	70	24	2009	1, 7	2021	4	0	0	203	203			E	000015		E	50	97	5		4	094	NON		00			2024	8	2023	
Judy Rd	Jaynes Rd	0.08 (422)	N	2	70	24	2009	1, 7	2021	4	0	0	203	203			E	000015		E	50	97	5		4	094	NON		00			2024	8	2023	
Jaynes Rd	Kowalski Rd	0.07 (370)	N	2	70	24	2009	1, 7	2021	4	0	0	203	203			E	000015		E	50	97	5		4	094	NON		00			2024	8	2023	
Kowalski Rd	Seville Rd	0.25 (1320)	N	2	70	24	2006	1, 7	2014	4	0	0	203	203	0	0	E	000035		E	66	92	5		4	094	NON		00			2024	8	2023	
Seville Rd	Pine Rd	0.25 (1320)	N	2	70	24	2006	1, 7	2014	4	0	0	203	203	0	0	E	000035		E	66	92	5		4	094	NON		00			2024	8	2023	
Pine Rd	Tonawanda Rd	0.10 (528)	N	2	70	24	2006	1, 7	2014	4	0	0	203	203	0	0	E	000035		E	66	92	5		4	094	NON		00			2024	8	2023	
Tonawanda Rd	McAddoe Pl	0.06 (317)	N	2	70	24	2006	1, 7	2014	4	0	0	203	203	0	0	E	000035		E	66	92	5		4	094	NON		00			2024	8	2023	
McAddoe Pl	Forsyth Rd	0.09 (475)	N	2	70	24	2006	1, 7	2014	4	0	0	203	203	0	0	E	000035		E	66	92	5		4	094	NON		00			2024	8	2023	
Forsyth Rd	Shadow Lawn Rd	0.07 (370)	N	2	70	24	2006	1, 7	2014	4	0	0	203	203	0	0	E	000035		E	66	92	5		4	094	NON		00			2024	8	2023	
Shadow Lawn Rd	CTH XX	0.17 (898)	N	2	70	24	2006	1, 7	2014	4	0	0	203	203	0	0	T	001800	2014	E	66	92	5		4	094	NON		00			2024	8	2023	
Towerwoods Dr		0.18																																
AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
CTH X	Canterbury Dr	0.05 (263)	N	2	70	22	2005			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Canterbury Dr	Sussex Pl	0.13 (695)	N	2	70	22	2005			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Tracy Ct — 0.10

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Wood Rd	Termini	0.10 (528)	N	2	40	24	1983			4	0	0	203	203			E	000005		E	66	97	5		4	094	NON		00			2024	4	2023	

Trunk Rd — 1.01

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Autumn Rd	Creek Rd	1.01 (5333)	N	2	40	28	2009	4	2011	4	0	0	000	000			E	000035		E	50	45	5		4	000	NON		00			2024	4	2023	

Twilight Rd — 0.25

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Duberstein Rd (0.95)	16th Rd	0.25 (1320)	N	2	40	26	2014			4	0	0	000	000			E	000015		E	50	45	5		4	000	NON		00			2024	4	2023	

Vanderwaal St — 0.33

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Termini	Cedar Rd	0.14 (763)	N	2	70	22	2020			3	0	0	202	202	0			000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Cedar Rd	James St	0.17 (898)	N	2	70	22	2010	2, 7	2011	3	0	0	202	202			E	000015		E	60	97	5		4	094	NON		00			2024	8	2023	

Victor Ln — 0.11

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Kowalski Rd	Mike Ln	0.11 (581)	N	2	70	22	2009	1, 7	2021	3	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	7	2023	

Village Rd — 0.12

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Old Highway 51	Unknown	0.12 (634)	N	2	70	22	2001	2, 7	2012	3	0	0	203	203			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Village Way Dr — 0.16

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Old Highway 51	Termini	0.16 (827)	N	2	70	25	2006			4			202	202				000000		A	66	97	5		4	094	NON		00			2024	6	2023	

Walker Rd — 0.42

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Coneflower Way	Kowalski Rd	0.21 (1109)	N	2	70	22	2009	1, 7	2021	3	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	8	2023	
Kowalski Rd	Ryan Rd	0.21 (1109)	N	2	70	22	2009	1, 7	2021	4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	8	2023	

Wedgewood Dr — 0.18

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Oakdale Ln	Pinedale Ln	0.19 (991)	N	2	70	22	2005			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	5	2023	

West Rd — 0.34

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Thomas St	CTH X	0.20 (1056)	N	2	70	22	2009			4	0	0	205	205			E	000015		E	66	97	5		4	094	NON		00			2024	7	2023	
CTH X	Deerwood Trl	0.05 (264)	N	2	70	22	2004			3	0	0	202	202	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Deerwood Trl	Woodgate Ln	0.09 (475)	N	2	70	22	2004			3	0	0	202	202	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Whitetail Dr — 0.44

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Paniolo Rd	Deerwood Trl	0.11 (581)	N	2	70	22	2004			4	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	6	2023	
Deerwood Trl	Termini	0.32 (1706)	N	2	40	26	2005			4	0	0	202	202			E	000015		A	66	97	5		4	094	NON		00			2024	4	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Wianecki Rd — 0.55

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Termini	Sunny Ct	0.17 (898)	N	2	70	24	2002			3	0	0	202	202			E	000035		E	66	97	5		4	094	NON		00			2024	8	2023	
Sunny Ct	Grant Rd	0.09 (475)	N	2	70	22	2000			3	0	0	202	202			E	000035		E	66	97	5		4	094	NON		00			2024	8	2023	
Grant Rd	Helke Rd	0.18 (950)	N	2	70	22	2000			3	0	0	202	202			E	000035		E	66	97	5		4	094	NON		00			2024	8	2023	
Helke Rd	Unknown	0.11 (580)	N	2	70	22	2000			3	0	0	202	202			E	000035		E	66	97	5		4	094	NON		00			2024	8	2023	

Windmill Ln — 0.15

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Meadowlark Dr	Morning Dove Rd	0.09 (468)	N	2	70	22	2010			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	
Morning Dove Rd	Pine Rd	0.06 (297)	N	2	70	22	2010			3			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Windsong Cir — 0.05

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Amber Dr	Termini	0.04 (225)	N	2	70	22	2007			4			203	203				000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Windwood Dr — 0.21

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Oakdale Ln	Pinedale Ln	0.21 (1106)	N	2	70	22	2005			4	0	0	203	203	0	0		000000		A	66	97	5		4	094	NON		00			2024	8	2023	

Winterhaven Pl — 0.10

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE			MAINT		P	CURB		SHOULDER		MEDIAN		ADT			ROW		FC	RC	SC	O	U/A	NHS	H	AC	ALN		INV YR	PVT		SW
					Type	WD	YR	Type	YR		LT	RT	LT	RT	TYPE	WD	I	CNT	YR	I	W									H	V		R	YR	
Forest Grove Ave	CTH X	0.10 (528)	N	2	70	22	2000			3	0	0	202	202			E	000025		A	66	97	5		4	094	NON		00			2024	7	2023	

VILLAGE OF KRONENWETTER (145)

Rd/St Name	Certified Miles

Woodcrest Cir — 0.33

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Deerwood Trl	Woodgate Ln	0.07 (370)	N	2	70	20	2002			4	0	0	202	202	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Woodgate Ln	Deerwood Trl	0.26 (1373)	N	2	70	20	2002			4	0	0	202	202	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Woodgate Ln — 0.29

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
Woodcrest Cir	West Rd	0.14 (739)	N	2	70	20	2002			4	0	0	202	202	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	
West Rd	Setter Dr	0.07 (370)	N	2	70	20	2002			4	0	0	202	202	0	0		000000		A	66	97	5		4	094	NON		00			2024	7	2023	
Setter Dr	Oregon Trl	0.09 (475)	N	2	70	22	2004			3			202	202				000000		A	66	97	5		4	094	NON		00			2024	7	2023	

Wood Rd — 1.30

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
CTH X	Tracy Ct	0.25 (1332)	N	2	40	26	2010	2, 7	2011	4	0	0	000	000			E	000035		E	50	97	5		4	094	NON		00			2024	5	2023	
Tracy Ct	Lane Rd	0.31 (1625)	N	2	40	26	2010	2, 7	2011	4	0	0	000	000			E	000035		E	50	97	5		4	094	NON		00			2024	5	2023	
Lane Rd	Pleasant Dr	0.74 (3889)	N	2	40	26	2010	2, 7	2011	4	0	0	000	000			E	000035		E	50	97	5		4	094	NON		00			2024	5	2023	

Zogata Rd — 0.50

AT RD/ST OFFSET MILES	TO ROAD NAME OFFSET MILES	LENGTH MILES (FEET)	OW	L	SURFACE Type	SURFACE WD	SURFACE YR	MAINT Type	MAINT YR	P	CURB LT	CURB RT	SHOULDER LT	SHOULDER RT	MEDIAN TYPE	MEDIAN WD	ADT I	ADT CNT	ADT YR	ROW I	ROW W	FC	RC	SC	O	U/A	NHS	H	AC	ALN H	ALN V	INV YR	PVT R	PVT YR	SW
STH 153	Termini	0.50 (2640)	N	1	25	10	1968			4	0	0	102	102			E	000005		E	33	45	5		4	000	NON		00			2024	2	2023	

Capital Improvements

Public Works Equipment

2026

Tandem Axle Dump Truck: **$315,000** purchase **already approved by Village Board**

2027

Crew Cab Pickup: **$65,000**

2028

Front End Loader: **$275,000**

2029

2030

Tandem Axle Dump Truck: **$400,000**

2031

Wheeled Excavator: **$320,000**

2032

Front End Loader: **$300,000**

Parks Equipment

2026

1-Ton Dump Truck: **$80,000**

2028

Toro Groundsmaster 328 Lawnmower: **$25,000**

Roads

2026

Martin Rd, 3-miles of reconstruct: **$3,000,000**

2027

Peplin Rd, 1-mile of pulverize and chip: **$120,000**

Maple Ridge Rd, 3-miles of road from Cty X to Kronenwetter DR.: **Price will be determined from an engineering core sample**

2028

South Rd, 3-miles of road from village limits to Wisz Rd.: **Price will be determined from an engineering core sample**

2029

Forrest Rd

Autumn Rd

REPORT TO Village Board

ITEM NAME:	Chickens
MEETING DATE:	July 7, 2025
PRESENTING COMMITTEE:	CLIPP
COMMITTEE CONTACT:	Ken Charneski
STAFF CONTACT:	Pete Wegner
PREPARED BY:	Peter Wegner

ISSUE: A request to discuss permitting chickens on smaller lots was made at the May 12, 2025 Village Board Meeting under the items for future agendas. This item was discussed during the March 3, 2025 Community Life, Infrastructure and Public Property Meeting. During that meeting, a motion was made to take no action to allow chickens in single family residential zoning districts. The motion was carried by a 4:0 vote. On May 29, 2025, the Village Board discussed whether the concept of permitting chickens in residential zoned areas should be forwarded to CLIPP for review. On June 2, 2025, the CLIPP Committee discussed allowing Chickens on smaller lots. Action was delayed. Will be discussed further at the July 7, 2025 CLIPP meeting.

OBJECTIVES: To review and discuss allowing chickens in Residential Zoning Districts.

RECOMMENDED ACTION: Review materials provided by staff. Direct staff how to proceed.

ATTACHMENTS (describe briefly): Chicken History, 2021 survey results, Current Ordinance Language and example Ordinances.

Brief History

2012 - The Village decided to allow chickens on the former Suburban Residential Zoning District, which was a 1-acre minimum lot size residential district. *Note: Suburban Residential Zoning Districts no longer exist.*

7/24/2021 - A request to discuss permitting backyard chickens was made at a Village Board Meeting under the items for future agendas.

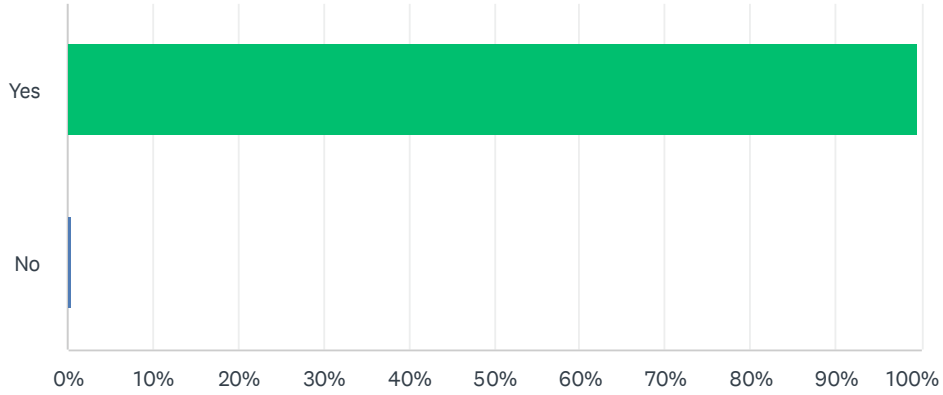
9/20/2021 – Plan Commission Meeting. Staff provided draft language as a starting point for discussion. The Plan Commission requested the Village put together a survey to gauge interest in permitting backyard chickens.

10/18/2021 – Staff gave update to the Village Board.

10/26/2021 - The Plan Commission discussed the survey results and decided to recommend the Village make no changes to the existing Ordinance.

Q1 Do you live in the Village of Kronenwetter?

Answered: 197 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	99.49%	196
No	0.51%	1
TOTAL		197

Q2 What is your street address?

Answered: 194 Skipped: 3

#	RESPONSES	DATE
1	1859 Kimberly Road	10/9/2021 8:19 AM
2	1739 Tonawanda Road	10/8/2021 7:17 PM
3	909 Wedgewood	10/7/2021 9:05 PM
4	909 Wedgewood Drive	10/7/2021 8:14 AM
5	Norway lane	10/5/2021 4:38 PM
6	1950 Creciente	10/5/2021 4:18 PM
7	2174 Setter Dr	10/5/2021 2:41 PM
8	2512 Moondance Dr	10/5/2021 2:16 PM
9	2379 Rainbow Drive	10/4/2021 9:57 PM
10	1900 Seville Road	10/4/2021 5:11 PM
11	2575 Canterbury Dr	10/4/2021 11:44 AM
12	2015 Creciente drive	10/3/2021 9:02 PM
13	892 Pinedale Ln, Kronenwetter WI 54455	10/3/2021 7:37 PM
14	2596 County Road X	10/3/2021 5:33 PM
15	Manatee	10/1/2021 8:55 PM
16	1793 Tonawanda	10/1/2021 10:51 AM
17	1760 Tonawanda Road	10/1/2021 9:12 AM
18	1729 McAddoe Pl.	10/1/2021 8:51 AM
19	2150 Forest grove Ave	9/30/2021 8:09 PM
20	1913 Woodcrest Cir	9/30/2021 4:05 PM
21	1034 Russell Street	9/30/2021 3:54 PM
22	2026 Creciente Drive	9/30/2021 2:43 PM
23	1828 Manatee Road	9/30/2021 12:53 PM
24	1828 Manatee Road	9/30/2021 12:45 PM
25	2355 Sunny Meadow Dr	9/30/2021 3:15 AM
26	1832 Jackie Rd	9/30/2021 1:37 AM
27	2617 Canterbury Dr	9/29/2021 8:30 PM
28	1957 Thomas Street	9/29/2021 6:54 PM
29	Deerwood Trail	9/29/2021 6:49 PM
30	2468 Frosty Pines Ln	9/29/2021 4:46 PM
31	Greenbud Road	9/29/2021 1:44 PM
32	2212 Meadow Dr.	9/29/2021 10:49 AM
33	2134 Greenbud Rd Kronenwetter wi 54455	9/29/2021 10:31 AM

34	2191 Conestoga Ln	9/29/2021 10:15 AM
35	2445 Sundown Place	9/29/2021 8:12 AM
36	2144 Meadow Drive	9/28/2021 10:42 PM
37	2661 Annamarie Drive	9/28/2021 10:39 PM
38	2040 Coneflower Way	9/28/2021 9:14 PM
39	2132 highland dr	9/28/2021 8:50 PM
40	2135 Terrebonne Drive	9/28/2021 8:19 PM
41	3993 martin rd	9/28/2021 8:03 PM
42	1945 Creciente Dr	9/28/2021 7:40 PM
43	Forest grove	9/28/2021 6:12 PM
44	2264 Falcon Crest Ct	9/28/2021 5:54 PM
45	2233 Meadow Drive	9/28/2021 4:18 PM
46	3115 Aspen rd	9/28/2021 4:04 PM
47	2067 Helke Rd	9/28/2021 3:53 PM
48	2265 Summerset ct	9/28/2021 3:38 PM
49	4152 Martin rd	9/28/2021 3:35 PM
50	Old Hwy 51	9/28/2021 3:03 PM
51	2460	9/28/2021 1:51 PM
52	2507 Forest Grove Ave	9/28/2021 1:35 PM
53	1900 Woodcrest Circle	9/28/2021 12:34 PM
54	2217 Setter Dr	9/28/2021 10:22 AM
55	Judy Dr	9/28/2021 10:20 AM
56	1910 Deerwood Trail	9/28/2021 9:15 AM
57	2652 Meadowlark Drive	9/28/2021 8:28 AM
58	1958 Creciente drive	9/28/2021 8:11 AM
59	2627 meadowlark drive	9/28/2021 5:32 AM
60	2175 Oregon Trl	9/28/2021 5:24 AM
61	1900 Seville Road	9/28/2021 12:11 AM
62	Martin Road, Kronenwetter	9/27/2021 10:31 PM
63	2175 Oregon Trail	9/27/2021 10:26 PM
64	2119 Sunburst Lane	9/27/2021 10:04 PM
65	1914 eva rd	9/27/2021 9:55 PM
66	Seville rd	9/27/2021 9:47 PM
67	2175 Oregon Trail	9/27/2021 9:41 PM
68	2297 Whitetail	9/27/2021 9:40 PM
69	1815 Jaynes Road	9/27/2021 9:37 PM
70	2152 Oregon Trail	9/27/2021 9:12 PM
71	1952 Austin Ln	9/27/2021 8:48 PM

72	2167 Meadow dr	9/27/2021 [illegible]
73	County Rd X	9/27/2021 8:21 PM
74	1470 Silver Circle Kronenwetter, WI 54455	9/27/2021 8:17 PM
75	1861 Jackie rd	9/27/2021 7:51 PM
76	1914 Eva Rd	9/27/2021 7:42 PM
77	2071 pine rd	9/27/2021 6:35 PM
78	1505 Pine Grove Drive	9/27/2021 6:21 PM
79	Sunburst Lane	9/27/2021 6:00 PM
80	2012 Ryan Road, Kronenwetter	9/27/2021 5:55 PM
81	2365 rainbow dr	9/27/2021 5:50 PM
82	1887 Kowalski Road	9/27/2021 5:45 PM
83	Setter Drive	9/27/2021 5:44 PM
84	1901 Forsyth rd	9/27/2021 5:41 PM
85	2587 Sunny Meadow Drive	9/27/2021 5:39 PM
86	1998 creciente dr	9/27/2021 5:28 PM
87	2114 Island View Lane	9/27/2021 5:27 PM
88	1986 Creciente drive	9/27/2021 5:25 PM
89	Sedona Ct	9/27/2021 5:13 PM
90	2205 Oregon Trail	9/27/2021 5:10 PM
91	Creciente Dr	9/27/2021 5:08 PM
92	1954 Creciente Drive	9/27/2021 5:05 PM
93	1905 Deerwood trail	9/27/2021 4:51 PM
94	1954 Creciente dr.	9/27/2021 4:51 PM
95	Peach Rd	9/27/2021 4:48 PM
96	1978 Creciente Drive	9/27/2021 4:27 PM
97	1942 Creciente Drive	9/27/2021 4:26 PM
98	2068 Ronald Street	9/27/2021 4:23 PM
99	1937 Creciente Dr.	9/27/2021 4:18 PM
100	1970 creciente	9/27/2021 4:14 PM
101	2269 Falcon Crest Ct	9/27/2021 4:07 PM
102	1876 Jaynes Road	9/27/2021 4:06 PM
103	2790 County road x	9/27/2021 4:06 PM
104	1958 creciente dr	9/27/2021 4:03 PM
105	1945 Creciente Dr Kronenwetter	9/27/2021 4:01 PM
106	1952 Austin Ln	9/27/2021 3:56 PM
107	Creciente Dr	9/27/2021 3:53 PM
108	1732 Jackie road	9/27/2021 3:53 PM
109	2014 Kimberly Rd	9/27/2021 3:53 PM

110	2086 Bonney Oak Dr	9/27/2021 [illegible]
111	2125 Paniolo Rd	9/27/2021 3:50 PM
112	520 17th Street S wisconsin rapids	9/27/2021 3:43 PM
113	2408 Terrebonne Dr	9/27/2021 3:37 PM
114	1958 Austin Ln	9/27/2021 3:29 PM
115	2137 Walker Rd	9/27/2021 3:19 PM
116	2033 Amber dr	9/27/2021 3:17 PM
117	1507 Spatz Dr	9/27/2021 3:16 PM
118	2644 meadowlark dr	9/27/2021 3:12 PM
119	2106 County Road XX	9/27/2021 3:09 PM
120	1803 Sunny Ct	9/27/2021 3:07 PM
121	1972 Woodcrest Circle	9/27/2021 2:55 PM
122	2185 Seville Rd	9/27/2021 2:51 PM
123	816 SpringRd.	9/27/2021 2:46 PM
124	2063 Amber Dr	9/27/2021 2:44 PM
125	2287 Crystal View Dr	9/27/2021 2:39 PM
126	1725 Jaynes Road	9/27/2021 2:35 PM
127	2439 sunny meadow drive kronenwetter wi 54455	9/27/2021 2:30 PM
128	2006 Creciente dr	9/27/2021 2:18 PM
129	2117 Island View Ln	9/27/2021 2:07 PM
130	2014 James street	9/27/2021 1:55 PM
131	2141 Island View Ln	9/27/2021 1:49 PM
132	1901 Forsyth Rd	9/27/2021 1:47 PM
133	2201 Apple Court	9/27/2021 1:24 PM
134	828 Sedona Ct	9/27/2021 1:09 PM
135	2343 Rainbow Dr	9/27/2021 1:04 PM
136	2171 Glendalen Road	9/27/2021 1:01 PM
137	1849 Kimberly Road	9/27/2021 1:01 PM
138	2005 Seville Road	9/27/2021 12:55 PM
139	2266 Pleasant Dr	9/27/2021 12:55 PM
140	2343 Rainbow Dr	9/27/2021 12:52 PM
141	Jaynes Rd	9/27/2021 12:50 PM
142	2450 Sunbeam Ct	9/27/2021 12:48 PM
143	2141 Kowalski Road	9/27/2021 12:42 PM
144	Pico Rd	9/27/2021 12:41 PM
145	2234 Bonneydune Drive	9/27/2021 12:37 PM
146	2048 Ronald Street	9/27/2021 12:36 PM
147	2162 highland dr	9/27/2021 12:33 PM

148	2128 conestoga lane	9/27/2021 [illegible]
149	Eva road	9/27/2021 12:30 PM
150	2285 Mystic Meadow Dr	9/27/2021 12:29 PM
151	2255 Bonneydune Dr	9/27/2021 12:23 PM
152	Green acres	9/27/2021 12:19 PM
153	2418 Morningside Drive	9/27/2021 12:10 PM
154	2617 Canterbury Drive	9/27/2021 12:08 PM
155	2391 Falcon Crest Ct	9/27/2021 12:00 PM
156	2172 wood rd	9/27/2021 11:54 AM
157	2028 Helke Road	9/27/2021 11:52 AM
158	2041 Timothy Lane	9/27/2021 11:48 AM
159	2325 terrebonne dr	9/27/2021 11:47 AM
160	2041 Timothy Ln	9/27/2021 11:46 AM
161	Sunny Meadow Drive	9/27/2021 11:44 AM
162	2354 Mystic Meadow Drive	9/27/2021 11:41 AM
163	1914 Eva road	9/27/2021 11:41 AM
164	2212 meadow Dr	9/27/2021 11:41 AM
165	985 Gardner Park Rd	9/27/2021 11:39 AM
166	1824 Plantation Lane	9/27/2021 11:31 AM
167	2201 Glendalen Rd	9/27/2021 11:29 AM
168	2239 Conestoga Lane	9/27/2021 11:29 AM
169	2668 Meadowlark Dr	9/27/2021 11:27 AM
170	2571 moondance dr kronenwetter wi 54455	9/27/2021 11:27 AM
171	2606 Annamarie Drive	9/27/2021 11:27 AM
172	940 Gardner Park Rd	9/27/2021 11:27 AM
173	Manatee drive	9/27/2021 11:27 AM
174	1905 Deerwood trl	9/27/2021 11:26 AM
175	870 Wedgewood	9/27/2021 11:25 AM
176	902 Kronenwetter Dr, Apt 2	9/27/2021 11:21 AM
177	2454 Sundown Pll	9/27/2021 11:19 AM
178	2132 Highland Drive	9/27/2021 11:19 AM
179	1825 Pine Road	9/27/2021 11:19 AM
180	2671 Morning Dove Rd	9/27/2021 11:18 AM
181	2516 Windsong circle	9/27/2021 11:18 AM
182	1431 Silver Circle Kronenwetter	9/27/2021 11:17 AM
183	1866 pine road	9/27/2021 11:16 AM
184	1470 Silver cir Kronenwetter, WI 54455	9/27/2021 11:13 AM
185	2201 Conestoga Lane	9/27/2021 11:13 AM

186	1234 tower	9/27/202
187	819 Sedona Court	9/27/2021 11:13 AM
188	2071 Amber Drive	9/27/2021 11:13 AM
189	1045 Sundance	9/27/2021 11:12 AM
190	1800 Deerwood Trail	9/27/2021 11:09 AM
191	2044 Pine Road	9/27/2021 11:09 AM
192	1294 Kowalski rd	9/27/2021 11:08 AM
193	Conestoga Lane	9/27/2021 11:08 AM
194	808 Indianhead Dr.	9/27/2021 11:08 AM

Q3 How big of a property (in acres) do you live on?

Answered: 194 Skipped: 3

#	RESPONSES	DATE
1	1/2 acres	10/9/2021 8:19 AM
2	.5	10/8/2021 7:17 PM
3	.5	10/7/2021 9:05 PM
4	.5 acre	10/7/2021 8:14 AM
5	.50 acre	10/5/2021 4:38 PM
6	1	10/5/2021 4:18 PM
7	.57	10/5/2021 2:41 PM
8	1/2 acre	10/5/2021 2:16 PM
9	. 5 acres	10/4/2021 9:57 PM
10	.54	10/4/2021 5:11 PM
11	.5	10/4/2021 11:44 AM
12	.58	10/3/2021 9:02 PM
13	.5	10/3/2021 7:37 PM
14	2 1/2 acres	10/3/2021 5:33 PM
15	Half	10/1/2021 8:55 PM
16	.5	10/1/2021 10:51 AM
17	A little over a half acre	10/1/2021 9:12 AM
18	.5	10/1/2021 8:51 AM
19	.53 acres	9/30/2021 8:09 PM
20	.55	9/30/2021 4:05 PM
21	.5 or so acres	9/30/2021 3:54 PM
22	0.5500	9/30/2021 2:43 PM
23	.75	9/30/2021 12:53 PM
24	.75 acres	9/30/2021 12:45 PM
25	0.51	9/30/2021 3:15 AM
26	Half acre lot I think	9/30/2021 1:37 AM
27	.54	9/29/2021 8:30 PM
28	.84	9/29/2021 6:54 PM
29	Not sure	9/29/2021 6:49 PM
30	.47	9/29/2021 4:46 PM
31	.55	9/29/2021 1:44 PM
32	.5	9/29/2021 10:49 AM
33	.5 acres	9/29/2021 10:31 AM

34	0.5 acre lot	9/29/2021 10:15 AM
35	.5	9/29/2021 8:12 AM
36	.5	9/28/2021 10:42 PM
37	.94	9/28/2021 10:39 PM
38	. 5	9/28/2021 9:14 PM
39	.69	9/28/2021 8:50 PM
40	.75	9/28/2021 8:19 PM
41	2 acers	9/28/2021 8:03 PM
42	.67	9/28/2021 7:40 PM
43	1/2 acre	9/28/2021 6:12 PM
44	.5	9/28/2021 5:54 PM
45	.5 acres	9/28/2021 4:18 PM
46	11 acres	9/28/2021 4:04 PM
47	.99 acres	9/28/2021 3:53 PM
48	1	9/28/2021 3:38 PM
49	20	9/28/2021 3:35 PM
50	.48	9/28/2021 1:51 PM
51	1 Acre	9/28/2021 1:35 PM
52	.6	9/28/2021 12:34 PM
53	.8 acre	9/28/2021 10:22 AM
54	.57	9/28/2021 10:20 AM
55	half acre	9/28/2021 9:15 AM
56	.65	9/28/2021 8:28 AM
57	One	9/28/2021 8:11 AM
58	.7?	9/28/2021 6:01 AM
59	Approx .5 acre	9/28/2021 5:32 AM
60	.75	9/28/2021 5:24 AM
61	.54 acres	9/28/2021 12:11 AM
62	1-5	9/27/2021 10:31 PM
63	2	9/27/2021 10:26 PM
64	.75	9/27/2021 10:04 PM
65	Unknown	9/27/2021 9:55 PM
66	.5 acres	9/27/2021 9:47 PM
67	.65?	9/27/2021 9:41 PM
68	6 acres	9/27/2021 9:40 PM
69	.5	9/27/2021 9:37 PM
70	.5	9/27/2021 9:12 PM
71	0.56	9/27/2021 8:48 PM

72	1/2 acre	9/27/2021 [illegible]
73	150x150	9/27/2021 8:21 PM
74	1.25	9/27/2021 8:17 PM
75	.5	9/27/2021 7:51 PM
76	N/A	9/27/2021 7:42 PM
77	<1	9/27/2021 6:35 PM
78	.96	9/27/2021 6:21 PM
79	1	9/27/2021 6:00 PM
80	1.49 acres	9/27/2021 5:55 PM
81	.6	9/27/2021 5:50 PM
82	.5 acres	9/27/2021 5:45 PM
83	.5 acres	9/27/2021 5:44 PM
84	.51	9/27/2021 5:41 PM
85	1.67	9/27/2021 5:39 PM
86	.5	9/27/2021 5:28 PM
87	1.0	9/27/2021 5:27 PM
88	.50	9/27/2021 5:25 PM
89	1.8	9/27/2021 5:13 PM
90	0.5	9/27/2021 5:10 PM
91	.5	9/27/2021 5:08 PM
92	1.3 acres	9/27/2021 5:05 PM
93	1.34	9/27/2021 4:51 PM
94	1.3 acres	9/27/2021 4:51 PM
95	.5	9/27/2021 4:48 PM
96	0.6	9/27/2021 4:27 PM
97	1/2 acre	9/27/2021 4:26 PM
98	.78	9/27/2021 4:23 PM
99	1.5 acers	9/27/2021 4:18 PM
100	1.5	9/27/2021 4:14 PM
101	.5 acre	9/27/2021 4:07 PM
102	.8 acres (I believe)	9/27/2021 4:06 PM
103	1	9/27/2021 4:06 PM
104	1	9/27/2021 4:03 PM
105	.67 acres	9/27/2021 4:01 PM
106	.5	9/27/2021 3:56 PM
107	1 acre	9/27/2021 3:53 PM
108	Over half acre	9/27/2021 3:53 PM
109	.5	9/27/2021 3:53 PM

110	Just under an acre I think?	9/27/2021 [illegible]
111	?	9/27/2021 3:50 PM
112	1	9/27/2021 3:43 PM
113	.5	9/27/2021 3:37 PM
114	.51	9/27/2021 3:29 PM
115	1 acre	9/27/2021 3:19 PM
116	.51	9/27/2021 3:17 PM
117	5	9/27/2021 3:16 PM
118	.5 acre	9/27/2021 3:12 PM
119	5	9/27/2021 3:09 PM
120	.5	9/27/2021 3:07 PM
121	.54	9/27/2021 2:55 PM
122	.9	9/27/2021 2:51 PM
123	1	9/27/2021 2:46 PM
124	1	9/27/2021 2:44 PM
125	.5	9/27/2021 2:39 PM
126	Less than an acre	9/27/2021 2:35 PM
127	.75	9/27/2021 2:30 PM
128	.5 acre	9/27/2021 2:18 PM
129	.5	9/27/2021 2:07 PM
130	.75	9/27/2021 1:55 PM
131	.75	9/27/2021 1:49 PM
132	. 51	9/27/2021 1:47 PM
133	0.64	9/27/2021 1:24 PM
134	.50	9/27/2021 1:09 PM
135	.53	9/27/2021 1:04 PM
136	just less than 1 acre	9/27/2021 1:01 PM
137	.5 acres	9/27/2021 1:01 PM
138	.6	9/27/2021 12:55 PM
139	1.33	9/27/2021 12:55 PM
140	0.5	9/27/2021 12:52 PM
141	not sure	9/27/2021 12:50 PM
142	.5 acres	9/27/2021 12:48 PM
143	I don’t know	9/27/2021 12:42 PM
144	.59	9/27/2021 12:41 PM
145	0.65	9/27/2021 12:37 PM
146	Less than 1 acre	9/27/2021 12:36 PM
147	.52	9/27/2021 12:33 PM

148	.68	9/27/202
149	0.5	9/27/2021 12:30 PM
150	.5	9/27/2021 12:29 PM
151	Not sure	9/27/2021 12:23 PM
152	3	9/27/2021 12:19 PM
153	1.54	9/27/2021 12:10 PM
154	.54	9/27/2021 12:08 PM
155	1/2	9/27/2021 12:00 PM
156	0.75	9/27/2021 11:54 AM
157	??	9/27/2021 11:52 AM
158	. 6	9/27/2021 11:48 AM
159	. 60	9/27/2021 11:47 AM
160	.5	9/27/2021 11:46 AM
161	1 acre	9/27/2021 11:44 AM
162	0.5	9/27/2021 11:41 AM
163	Unsure	9/27/2021 11:41 AM
164	0.55	9/27/2021 11:41 AM
165	. 80	9/27/2021 11:39 AM
166	Slightly under half acre	9/27/2021 11:31 AM
167	.75	9/27/2021 11:29 AM
168	.5 acre	9/27/2021 11:29 AM
169	.5	9/27/2021 11:27 AM
170	.5	9/27/2021 11:27 AM
171	1 acre	9/27/2021 11:27 AM
172	.75	9/27/2021 11:27 AM
173	.5 acre	9/27/2021 11:27 AM
174	1.4	9/27/2021 11:26 AM
175	.8	9/27/2021 11:25 AM
176	Apt	9/27/2021 11:21 AM
177	1/2	9/27/2021 11:19 AM
178	.8	9/27/2021 11:19 AM
179	.5	9/27/2021 11:19 AM
180	.6	9/27/2021 11:18 AM
181	Just under 1 acre	9/27/2021 11:18 AM
182	.97 acre	9/27/2021 11:17 AM
183	.5	9/27/2021 11:16 AM
184	1.3	9/27/2021 11:13 AM
185	.5 acre	9/27/2021 11:13 AM

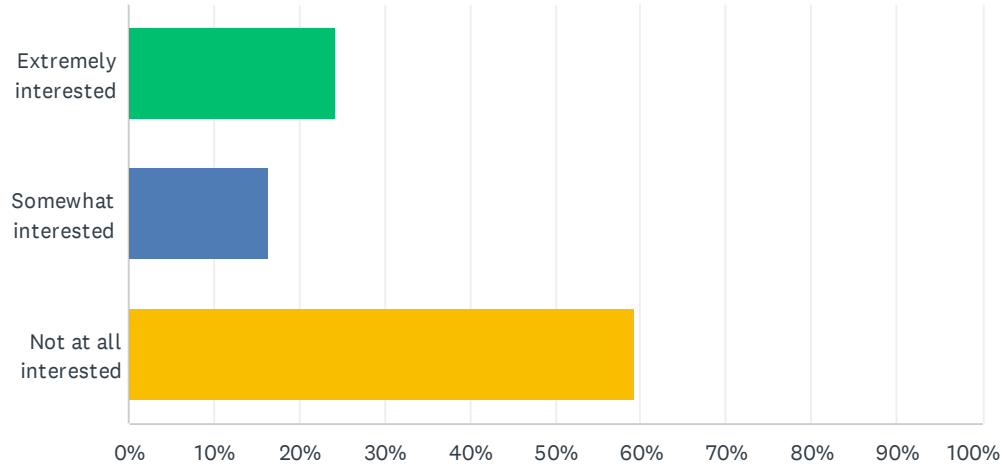
Section 5, Iteml.

186	Big	9/27/2021 [illegible]
187	. 53 acres	9/27/2021 11:13 AM
188	1/2 acre	9/27/2021 11:13 AM
189	.5	9/27/2021 11:12 AM
190	.54	9/27/2021 11:09 AM
191	.75	9/27/2021 11:09 AM
192	1.1	9/27/2021 11:08 AM
193	1/2 acre	9/27/2021 11:08 AM
194	.5	9/27/2021 11:08 AM

100

Q4 If you live in an area of the Village that currently does not allow chickens, would you consider getting chickens if the Village allowed it on your parcel?

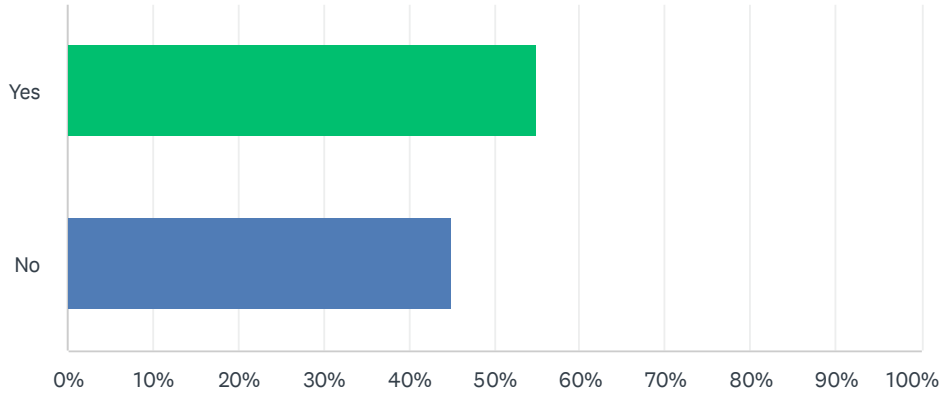
Answered: 194 Skipped: 3



ANSWER CHOICES	RESPONSES	
Extremely interested	24.23%	47
Somewhat interested	16.49%	32
Not at all interested	59.28%	115
TOTAL		194

Q5 Would you support the Village amending the current ordinance to allow chickens on smaller Single Family Residential zoned lots?

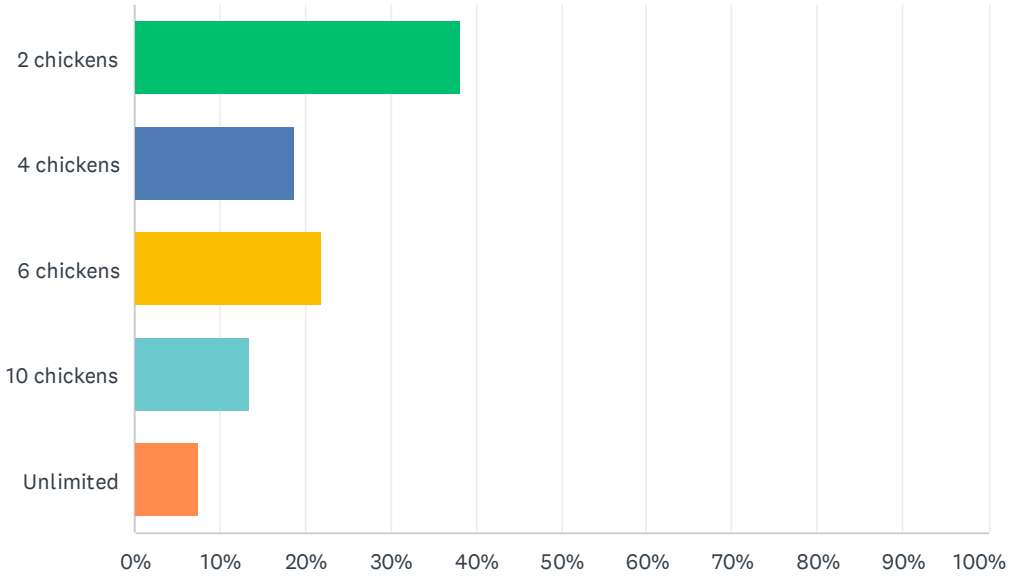
Answered: 196 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	55.10%	108
No	44.90%	88
TOTAL		196

Q6 If the regulation was changed, what do you think the limit on the number of chickens should be?

Answered: 186 Skipped: 11



ANSWER CHOICES	RESPONSES	
2 chickens	38.17%	71
4 chickens	18.82%	35
6 chickens	22.04%	41
10 chickens	13.44%	25
Unlimited	7.53%	14
TOTAL		186

Q7 Do you have any additional comments you would like to provide?

Answered: 133 Skipped: 64

#	RESPONSES	DATE
1	Just say no to chickens, it's a mess and health hazard, don't want them, no way!!!	10/9/2021 8:19 AM
2	Thank you for the opportunity to participate in surveys like these. I think this is a great way to allow citizens to be involved in decisions that impact us in a way that is easily accessible.	10/8/2021 7:17 PM
3	Please don't allow this.	10/7/2021 9:05 PM
4	None at this time	10/5/2021 4:38 PM
5	Chickens? Move to the country.	10/5/2021 4:18 PM
6	None	10/5/2021 2:41 PM
7	No roosters	10/5/2021 2:16 PM
8	Someone has a chicken nearby. We hear it crow sometimes. We love it!	10/4/2021 9:57 PM
9	NO, NONE ZERO NADA chickens on residential R1 properties. They stink and cackle and carry diseases.	10/4/2021 5:11 PM
10	People care for animals at differing levels of attention. I have relatives with chickens in a residential area. Although I love how beautiful these birds are, if they do not get fastidious attention, their coop and run can smell very bad and attract flies. This is not something we want in areas of .5 acre lots. My recommendation is to stay with the 2 acre lot limitation and the police will thank you.	10/3/2021 9:02 PM
11	no	10/3/2021 7:37 PM
12	I do not want to deal with the smell or sounds of chickens. I lived on a farm when younger and that is where the chickens need to live, not in the residential areas of the village	10/3/2021 5:33 PM
13	Na	10/1/2021 8:55 PM
14	If you want chickens move to rural area	10/1/2021 10:51 AM
15	None	9/30/2021 8:09 PM
16	I believe there is someone in our neighborhood behind the Williams pipe line tanks on Sundance already has chickens.	9/30/2021 3:54 PM
17	No	9/30/2021 2:43 PM
18	No chickens please	9/30/2021 12:53 PM
19	No chickens at all	9/30/2021 12:45 PM
20	No	9/30/2021 1:37 AM
21	There should not be an ordinance banning chickens on any size lot. Keep the coop clean, and don't allow roosters, done. Are dogs allowed to make noise as long as its not excessive? Chickens are quieter than dogs, loud exhaust, construction activities...	9/29/2021 8:30 PM
22	Regulations should be clear referring to egg layers and meat birds.	9/29/2021 6:54 PM
23	I currently have 8 chickens (at a different property where they are allowed). I know from personal experience, when properly kept (like any pet) they have no negative impact on the quality of life for those in surrounding (or connecting) properties. Chickens require little maintenance and in return provide excellent opportunities for my children to learn about responsibilities, work ethic, etc. They also produce for our family and provide entertainment. The benefits far outweigh any concern someone with no experience may raise.	9/29/2021 4:46 PM
24	It would be lovely to support backyard chickens in our village. I would just want to make sure	9/29/2021 10:15 AM

	there is proper recourse if people are not caring or maintain them as appropriate.	
25	I am against allowing homeowners on .5 acre lots from owning chickens. I feel it would have a negative impact on our home values. I don't want the smell, noise or mess they make that close to my house. Also, chickens roam. I wouldn't want to have to invest in a fence to keep them off my property.	9/29/2021 8:12 AM
26	No	9/28/2021 9:14 PM
27	I am glad that this is being brought up again. It is a very good idea. The city of Wausau allows chickens on their city lots which most of the lots are half the size of a Kronenwetter lot. Kronenwetter allows 4 wheelers and side by sides on there streets which is more dangerous than a couple of chickens in your own back yard.	9/28/2021 8:50 PM
28	We have the perfect lot for chickens, we would love them	9/28/2021 8:19 PM
29	Great idea as long as owners keep their property clean and it doesn't start to smell like a bar yard	9/28/2021 6:12 PM
30	No	9/28/2021 5:54 PM
31	This would be an amazing opportunity that I hope gets some traction and is taken seriously! Thank you for reaching out to the residents!	9/28/2021 3:53 PM
32	No roosters!	9/28/2021 3:35 PM
33	Absolutely do not support chickens in the neighborhoods	9/28/2021 3:03 PM
34	No roosters but hens yes	9/28/2021 1:35 PM
35	I don't believe chickens belong in residential areas.	9/28/2021 12:34 PM
36	No roosters	9/28/2021 10:22 AM
37	No chickens	9/28/2021 10:20 AM
38	Chickens are for rural life.	9/28/2021 9:15 AM
39	No	9/28/2021 8:28 AM
40	Too noisy for in town.	9/28/2021 6:01 AM
41	Not sure why anyone needs chickens on a small residential lot	9/28/2021 5:32 AM
42	No	9/28/2021 5:24 AM
43	This is chicken shit. I do not want clucking and disease. Chickens are a disease breeder. Noise is an issue. Where the hell is the trustee leadership? Urban chickens were banned 60 years ago for disease, noise and chicken shit smell.	9/28/2021 12:11 AM
44	The Village would positively affect more residents by spending more time/energy on getting internet service versus this chicken situation that affects only a select few.	9/27/2021 10:31 PM
45	N/A	9/27/2021 10:26 PM
46	I don't want my neighbors to have chickens. Chickens are annoying and smell bad. And you know someone is going to get the bright idea to get a rooster. I'm not a fan of waking up at 4 am to a rooster.	9/27/2021 10:04 PM
47	If you decide to allow this change, please do not allow roosters. They are noisy and a nuisance. I think adding chickens will bring down the value of houses in the neighborhood and the village will not be as attractive to newcomers. I would never live next to people who owned chickens, even on .5 lots. Too noisy.	9/27/2021 9:55 PM
48	No chickens!	9/27/2021 9:47 PM
49	No.	9/27/2021 9:41 PM
50	With homes that close, I'd recommend no roosters and in coops.	9/27/2021 9:40 PM
51	No chickens! They are noisy early in the morning. I'm elderly and don't want to get woken up by roosters crowing!	9/27/2021 9:37 PM

52	No roosters, only chickens.	9/27/2021 [illegible]
53	No	9/27/2021 8:48 PM
54	I am strongly against this idea.	9/27/2021 8:38 PM
55	I am totally against chickens in the village. It seems like more trouble than it's worth.	9/27/2021 8:21 PM
56	lets keep this nice town a clean and peaceful place to live. thank you	9/27/2021 7:51 PM
57	N/A	9/27/2021 7:42 PM
58	Maybe there should be a formula for chickens per acre. Such as 2-4 chickens per quarter Acre?	9/27/2021 6:35 PM
59	If you want chickens move to the country. Noise and smell would need to be monitored	9/27/2021 6:21 PM
60	Our family would not be fans of having chicken neighbors. That's why we live in the suburbs vs. Rural.	9/27/2021 6:00 PM
61	A pet owner on less than .5 acres would be able to bring their dog/cat in the house if there was a noise issue. How will this be addressed with .5 acres, houses being close together and a rooster than won't stop crowing. This was an actual issue with the family on our road that had chickens. 2 acres is a good number for the ordinance with owning chickens. Less than that 0 chickens should be allowed but 0 was not an option on your survey.	9/27/2021 5:55 PM
62	I've seen chickens in our residential area already, though I'm not sure where they belong.	9/27/2021 5:50 PM
63	I don't know much about raising chickens, so when I chose "unlimited," it is simply because I don't have background for what would be reasonable. I imagine the Village would require some kind of permit and follow up on issues that could potentially occur, so I wouldn't be opposed to people having chickens. I trust that it would be well-regulated.	9/27/2021 5:45 PM
64	I know of a family that has chickens near us. I do not want them in our neighborhood.	9/27/2021 5:44 PM
65	Government shouldn't dictate how many chickens a person can have... Or anything else for that matter.	9/27/2021 5:28 PM
66	Thanks	9/27/2021 5:27 PM
67	No	9/27/2021 5:13 PM
68	No	9/27/2021 5:10 PM
69	None	9/27/2021 5:05 PM
70	None	9/27/2021 4:51 PM
71	Common misconception is that Chickens are dirty, If you take care of their coop and surroundings they are actually very fun to have. Children love to watch them and they keep the mosquitoes away as well! Only stipulation needed would probably be no roosters.	9/27/2021 4:48 PM
72	no	9/27/2021 4:26 PM
73	There is no way the village will monitor this, like they don't any other violations, it will turn into a situation that will only bother their neighbors with no avenue for disputes.	9/27/2021 4:23 PM
74	None	9/27/2021 4:06 PM
75	I have zero interest in having chickens in my neighborhood. Roosters make a ton of noise. I have lived next to people with chickens and did not enjoy listening to roosters crowing at 4 am.	9/27/2021 4:01 PM
76	How will it be handled if the chickens roam into yard and you don't own any?	9/27/2021 3:53 PM
77	What about people that let their dogs lose in their yards and who is responsible if a chicken wanders into our yard and is hurt by our dog or a neighbors dog and how will the chickens be controlled	9/27/2021 3:53 PM
78	No	9/27/2021 3:50 PM
79	I live in the city of Wisconsin Rapids. Some of our neighbors have a few chickens. No problems. They are quiet, no smells. People are trying to have chickens at home for pets, and the eggs. People are becoming more self sustainable. Let the village of kronenwetter allow	9/27/2021 3:43 PM

	chickens to residents who have 2 acre or less property. They don't bark all day like many dogs do in many city neighborhoods.	
80	No roosters.	9/27/2021 3:29 PM
81	I grew up on a farm. If people really knew how dirty, smelly, and noisy chickens can be, they would not want them for neighbors!	9/27/2021 3:16 PM
82	Chickens are not harmful!	9/27/2021 3:12 PM
83	I think raising chickens is a worthwhile pursuit, and not overly bothersome (no worse than barking dogs anyway). I do think there should be some language in the ordinance about the chickens being fenced-in, and providing a minimum square footage of fenced-in living space per each chicken kept (this to avoid unsanitary or cruel overcrowding conditions)	9/27/2021 3:09 PM
84	This is long overdue. Thank you for reconsidering this.	9/27/2021 3:07 PM
85	not appropriate in tight residential areas. Chicken waste is harmful and could be carried to adjacent properties causing health issues.	9/27/2021 2:55 PM
86	I like the idea of allowing it, but I wouldn't be happy if my neighbors didn't have a fence & let 20 some birds roam and poop everywhere. I think there definitely needs to be rules on # of birds and confining them at all times	9/27/2021 2:39 PM
87	Not at this time	9/27/2021 2:35 PM
88	No	9/27/2021 2:18 PM
89	No Roosters	9/27/2021 2:07 PM
90	Chickens are great pets and they help control ticks and mosquitoes.	9/27/2021 1:55 PM
91	If wausau can successfully do this where lots are even smaller and houses closer together, I think Kronenwetter needs to get on board	9/27/2021 1:47 PM
92	No	9/27/2021 1:24 PM
93	No roosters!!! please take care of the one living behind my house	9/27/2021 1:04 PM
94	No Chickens please	9/27/2021 1:01 PM
95	I don't want the noise and free range option to have them on my property.	9/27/2021 1:01 PM
96	There is a "stray" chicken (rooster) who showed up at my neighbors house back in the spring. It has since moved yards and made a home under another neighbor's deck. Although my children love to see him and have named him "Kyle", his rooster calls at 5am each morning are not as liked, especially when we like to have our windows open this time of year.	9/27/2021 12:52 PM
97	No	9/27/2021 12:50 PM
98	This is ridiculous. Lot size is too small and I don't want peoples chickens in my yard	9/27/2021 12:37 PM
99	No. I don't want chickens or roosters waking me up in the morning. I live in Town for a reason.	9/27/2021 12:36 PM
100	No	9/27/2021 12:31 PM
101	No	9/27/2021 12:30 PM
102	Would think want something in place that would mention fenced in. No Roosters.	9/27/2021 12:29 PM
103	I have raised backyard chickens in Manitowoc WI prior to moving here. In fact, I held Manitowoc chicken license #1. If we can have vegetable gardens, we should be allowed to be in charge of our own food security.	9/27/2021 12:08 PM
104	Chickens are for farmers	9/27/2021 12:00 PM
105	We are did not purchase our property to have animals like this in our neighbors yards. Next thing will be roosters....chickens belong on farms.	9/27/2021 11:52 AM
106	No	9/27/2021 11:48 AM
107	No roosters	9/27/2021 11:47 AM

108	Chickens, NOT roosters.	9/27/2021 11:47 AM
109	Allowing Chickens in town would be a huge mistake. The noise and potential for disease is not worth the risk.	9/27/2021 11:44 AM
110	None	9/27/2021 11:41 AM
111	I would want to see additional ordinances regarding chickens vs roosters and fencing, and distance from neighbors property etc.	9/27/2021 11:41 AM
112	If you allow chickens Whats going to be next ? Goats? Cows?. If people want farm animals go live on a farm. Jeez!	9/27/2021 11:31 AM
113	They should be female chickens and no roosters. Egg layers/meat chickens without a male. Males make too much noise	9/27/2021 11:29 AM
114	Our neighborhood has chickens. They are noisy. House behind us had chickens they let run loose. My dogs went muts and chased them. I do not want to be responsible for watching chickens in my yard!	9/27/2021 11:29 AM
115	If chickens are allowed, would prefer them caged at all times, not let out to roam.	9/27/2021 11:27 AM
116	If you do pass this perhaps require a fenced yard and no roosters	9/27/2021 11:27 AM
117	I do not want chickens in residential neighborhoods. I am not interested in building a $500,000 plus house on the river if my neighbors are going to have chickens. If people want farm animals they should live on a farm. These lots are too small to allow this. DO NOT pass this ridiculous request to allow farm animals in suburban areas. Do not change zoning.	9/27/2021 11:27 AM
118	Chickens are good. Quiet. No roosters obviously. And have to be kept in a clean shelter. But would be great for our community	9/27/2021 11:27 AM
119	If you want chickens move to the country. Nobody wants to smell other peoples chickens.	9/27/2021 11:25 AM
120	I currently rent an apt, however I know individuals in other towns/villages that have chickens on small land parcels with no issues. I think Kronenwetter should follow suit.	9/27/2021 11:21 AM
121	Please do not allow chickens in the village. There is no reason I need to listen to farm animals in a residential neighborhood. Very very very much against it. Can't believe the village is actually considering this. Why don't you deal with our terrible water issue instead of something stupid like this	9/27/2021 11:19 AM
122	No roosters	9/27/2021 11:19 AM
123	I do not want chickens in residential areas of Kronenwetter. Leave them on farms.	9/27/2021 11:18 AM
124	I think the number of chickens should be determined by the size of the lot. I think there should be an annual permit associated with having chickens so people know exactly how many are allowed on their lot.	9/27/2021 11:17 AM
125	I think this is an AMAZING idea! And fully support it!	9/27/2021 11:13 AM
126	Really lower the taxes	9/27/2021 11:13 AM
127	I don't support a change.	9/27/2021 11:13 AM
128	I would only be okay with this if they were required to get a fenced in yard. Depending on the families that would get these chickens. Some may care for them better than others and may also contain them more than others.	9/27/2021 11:13 AM
129	N/A	9/27/2021 11:09 AM
130	No roosters	9/27/2021 11:09 AM
131	Na	9/27/2021 11:08 AM
132	Not a good idea in residential areas/subdivisions.	9/27/2021 11:08 AM
133	Don't want to have rooster crowing near me.	9/27/2021 11:08 AM

Current Ordinance Language 3/3/2025

§ 520-27. - Accessory and miscellaneous land use types.

H. Keeping of farm animals on residential lots.

(1) This is the keeping or raising of farm animals on a residential lot, in zoning districts where allowed under figure 520-17 [8] and where such activity is clearly accessory to the principal residential use. Farm animals are as defined in article XVI. The animals may be kept for show, breeding, or products that are predominantly consumed or used by the residents of the same lot. Gardening and residential composting are allowed in all zoning districts.

(2) Performance standards:

(a) All animals shall be kept within a completely enclosed area.

(b) Uses shall meet all performance standards in article XII, including odor standards in section 520-93.

(c) To be considered an accessory use within any RR-2 Zoning District:

1. The only permitted farm animals are chickens, ducks, and bees.

2. All animal enclosures and beehives shall meet the minimum interior side and rear setback requirements for detached accessory buildings per figure V(2).

3. No animal enclosure shall be located closer than ten feet from the principal building.

4. The raising or keeping of farm animals shall be permitted at a density not to exceed one animal unit per every acre owned, not considering fractional amounts of acreage.

ARTICLE III. - PROHIBITED ANIMALS, REPTILES AND EXOTIC ANIMALS

§ 200-15. - Keeping animals.

B. Horses, mules, ponies, donkeys, cows, pigs, goats, sheep, or chickens shall be allowed only in those areas as allowed by chapter 520, Zoning, of the Code of the Village of Kronenwetter.

KRONENWETTER CODE

Key to Zoning Districts:			
AR = Agriculture and Residential		SF = Single-Family Residential	
RR-5 = Rural Residential (5-acre minimum)		2F = Two-Family Residential	
RR-2 = Rural Residential (2-acre minimum)		MF = Multiple-Family Residential	
PR = Parks and Recreation		MH = Mobile Home	
P = Permitted Use	**C = Conditional Use**	**T = Temporary Use**	**X = Prohibited Use**

Land Use Category (#) Land Use Type		**Zoning District**						
		AR	**RR-5; RR-2**	**PR**	**SF**	**2F**	**MF**	**MH**
(10)	Indoor Commercial Entertainment	X	X	X	X	X	X	X
(11)	Outdoor Commercial Entertainment	P	X	X	X	X	X	X
(12)	Commercial Animal Establishment	P	C	X	X	X	X	X
(13)	Bed-and-Breakfast	C	C	X	C	C	P	X
(14)	Boardinghouse	X	X	X	X	X	C	X
(15)	Campground	C	X	P	X	X	X	X
(16)	Commercial Indoor Lodging	X	X	X	X	X	X	X
(17)	Tourist Rooming House	C	C	X	X	C	C	X
(18)	Adult Entertainment or Adult-Oriented Establishment	X	X	X	X	X	X	X
(19)	Large Retail and Commercial Service Development	X	X	X	X	X	X	X
(20)	Microbeverage Production Facility	X	X	X	X	X	X	X
Storage or Disposal Land Uses (see § 520-24 for descriptions and standards for each land use)								
(1)	Indoor Storage or Wholesaling	X	X	X	X	X	X	X
(2)	Outdoor Storage or Wholesaling	X	X	X	X	X	X	X
(3)	Personal Storage Facility	C	X	X	X	X	C	C
(4)	Junkyard or Salvage Yard	C	X	X	X	X	X	X
(5)	Solid Waste Disposal, Composting, and/or Recycling Facility	C	X	X	X	X	X	X
(6)	Auction Yard	X	X	X	X	X	X	X
Transportation Land Uses (see § 520-25 for descriptions and standards for each land use)								
(1)	Off-Site Parking	X	X	C	X	X	C	C
(2)	Airport or Heliport	C	X	X	X	X	X	X
(3)	Freight Terminal	X	X	X	X	X	X	X
(4)	Distribution Center	X	X	X	X	X	X	X
(5)	Livestock or Farm Commodity Trucking	C	X	X	X	X	X	X
Industrial Land Uses (see § 520-26 for descriptions and standards for each land use)								
(1)	Light Industrial	X	X	X	X	X	X	X
(2)	Heavy Industrial	X	X	X	X	X	X	X
(3)	Communications Tower	C	C	C	C	C	C	C
(4)	Nonmetallic Mineral Extraction	C	X	X	X	X	X	X
Accessory and Miscellaneous Land Uses (see § 520-27 for descriptions/standards for each use)								
(1)	Detached Accessory Structure (For Nonresidential Use)	P	P	P	P	P	P	X
(2)	Detached Accessory Structure (For Residential Use)	P	P	X	P	P	P	P
(3)	Family Day-Care Home (4-8 children)	P	P	X	P	C	X	C
(4)	Intermediate Day-Care Home (9-15 children)	C	C	X	C	C	C	C
(5)	Home Occupation	P	P	X	P	P	C	C
(6)	Residential Business	C	C	X	C	C	X	X
(7)	Animal Fancier	P	C	X	C	X	X	X
(8)	Keeping of Farm Animals on Residential Lots	P	P; C	X	X	X	X	X
(9)	Company Cafeteria	X	X	X	X	X	X	X
(10)	Company-Provided On-site Recreation or Child Care	X	X	X	X	X	X	X

three (3) days of the date of the violation or suffer a forfeiture of $100 per dog, per day for each subsequent day until the dogs are surrendered.

(6) Chickens, Ducks, and Rabbits

(a) Any person may apply for a permit to keep up to five (5) chickens, ducks, or rabbits under this subsection. Only one such permit per household may be issued under this subsection.

(b) Permits under this subsection may be issued by the City Clerk's office, provided that the following conditions are met:

(i) The applicant has registered with the Wisconsin Department of Agriculture, Trade and Consumer Protection as a "Livestock Premises Registration Application."

(ii) The applicant provides a written description and drawings of the proposed enclosure and its placement on the applicant's property.

(iii) The applicant certifies that he or she shall abide by the following restrictions:

A. No roosters shall be kept.

B. No animals shall be slaughtered upon the applicant's premises.

C. The animals shall be provided with a covered enclosure and must be kept in the covered enclosure or a fenced enclosure at all times.

D. No enclosure shall be located closer than 25 feet to any residential structure on an adjacent lot.

E. That the provisions of RMC 21.03(16)(b)1.a. through 21.03(16)(b)1.f. and Chapter 14 of the RMC shall be satisfied.

F.

(iv) The applicant pays a $10.00 licensing fee.

(c) Any permit issued under this subsection may be revoked by affirmative vote of the Common Council at any time upon application by the Building Inspector and a showing that the permit holder is in violation of one or more of the provisions of subsection 2.c.

14.14(7) Farm, Dangerous, or wild animals.

(a) Prohibition. No person shall keep, maintain, or have in his possession or under his control or sell or convey within the city, except as provided below, any farm or dangerous or wild animal. Farm or dangerous or wild animal means and includes any animal which is not naturally tame or which, because of its

Receipt _____

Date: _____

Amount: $10.00

By: _____

Application for Chicken Permit
City of Stevens Point, Wisconsin

Read and initial each item, then sign and print your name and fill in your address. Use black or dark blue ink.

____ I have completed the Wisconsin Department of Agriculture, Trade and Consumer Production "Livestock Premises Registration Application." My registration number is _____.

_____ I have read, and I understand, the conditions under which I may keep chickens. I agree to abide by these conditions, which are as follows:

1. No more than five (5) chickens shall be kept on a residential lot.
2. No person shall keep any rooster.
3. No person shall slaughter any chickens.
4. The chickens shall be provided with a covered enclosure and must be kept in the covered enclosure or a fenced enclosure at all times.
5. No enclosure shall be located closer than 25 feet to any residential structure on an adjacent lot.

____ I understand that my permit may be revoked by affirmative vote of the Common Council at any time upon application by the Building Inspector and a showing that I have been in violation of one or more of the provisions of any city ordinances related to the keeping of animals.

____ A written description and drawings of the proposed enclosure and its placement on the applicant's property are attached.

_____ _____
Signature of applicant Printed name of applicant

_____ _____
Address of applicant Date

_____
Phone Number

CITY OF WISCONSIN RAPIDS

CHICKEN REQUIREMENTS

shelter, food, handling, veterinary care, and expert testimony fees necessitated by enforcement of this ordinance.

(i) Exemptions. The provisions of this ordinance regarding dangerous animals shall not apply to animals owned by law enforcement agencies and used for law enforcement purposes.

(j) Severability. If any provision of this ordinance is adjudged invalid by any court of competent jurisdiction, such judgment shall not affect or impair the validity of the remainder of this ordinance.

25.02 BARNS, KENNELS, STABLES, AND PIGPENS OR OTHER ENCLOSURES (MC#978)

(1) No barn, kennel, stable, yard, or pen or other enclosure in which cows, horses, sheep, swine, geese, chickens or other domestic livestock, poultry or fowl or more than two dogs or cats are to be kept shall be hereafter located upon any private premises in the City of Wisconsin Rapids, except subject to 25.05 below in regard to dogs and cats, and except as provided in subsection (3) herein for chickens, and except as specifically allowed in properly zoned agricultural or industrial areas with approval by the common council. (MC#1182)

(2) Any enclosure of the type referred to in (a) above that currently exists may remain in existence but shall not be replaced or extended, shall be maintained in a clean and sanitary condition so as not to endanger the health, comfort, safety, and welfare of the public, and shall be in conformance with Chapter 11, Zoning.

(3) Regulating Chickens. (MC#1182)

(a) Definitions: For the purpose of this section, the following terms have the meaning indicated:

(1) Abutting Property. All property that abuts an applicant's property at 1 or more points, except public streets.

(2) Backyard. That portion of a lot enclosed by the property's rear lot line and the side lot lines to the points where the side lot lines intersected with an imaginary line established by the rear of the single family structure and extending to the 2 side lot lines.

(3) Chicken. A female hen of any age, including chicks. This definition does not include other kinds of fowl including but not limited to ducks, quail, pheasant, geese, turkeys, guinea hens, peacocks, emus, or ostriches.

(4) Coop. An enclosed structure, building or pen within which chickens roost or are housed.

(b) Keeping of chickens. Chickens may be kept or maintained upon the following:

(1) Up to 4 chickens may be raised within a lot zoned R-1 residential (one-family) or a lot zoned R-2 residential (one- and two-family), provided there is a use as a single-family or two-family; upon notification of all abutting property owners, and upon application and permit.

(2) Rental tenants of a single family dwelling or a one-two family dwelling that is zoned R-1 or R-2 shall obtain written approval from the landlord prior to the keeping or maintaining of chickens on the rental premise. The landlord's written approval must accompany the applicant's permit application.

(3) Educational facilities may keep chickens for educational purposes only.

(4) Chickens may be temporarily allowed for special purposes such as a public picnic and other special events upon approval of the planning and economic development department.

(5) Chickens may be allowed in the local veterinarian's office for the purpose of observation or treatment.

(6) In addition to 4 adult chickens, new born chickens (chicks) up to the age of 3 weeks may be kept in a residence or outbuilding.

(c) Chickens are not allowed. Chickens are not allowed to be kept or maintained upon the following:

(1) Mobile home parks.

(2) Vacant lots unless the person requesting the permit resides on the abutting property.

(3) Any property not zoned as provided for in (3)(b)(1) above.

(4) Condominiums.

(d) Permit required.

(1) No owner or tenant shall own, keep or maintain chickens within the corporate limits of the city without first obtaining a permit.

(2) The applicant for a permit must notify all abutting property owners of their intention to keep or maintain chickens prior to applying for a permit, and the permit application must certify that all such property owners have been notified. A list of all property owners and their addresses must be included with the permit application. Notification of abutting property owners shall not be required for renewal of a permit as long as the permit is kept current and has not lapsed.

(3) The permit year shall commence on January 1, and shall end on the following December 31, and shall be renewed annually.

(4) A permit granted shall not transfer to any other property or successor owners of permitted property. A new permit must be applied for.

(5) Proof of livestock premises registration with the Wisconsin Department of Agriculture, Trade, and Consumer Protection must be provided prior to the permit being issued.

(6) The annual fee for keeping and maintaining up to 4 chickens shall be as set by the common council by resolution, and must be paid to the planning and economic development department at the time of application. This fee shall not be prorated.

(7) All renewal permits are due and payable to the city no later than January 31 of the permit year. Any lapse in permitting shall require the applicant to meet all of the initial permit requirements as set forth above.

(8) Initial permits are due and payable within 15 days of acquiring the chickens.

(e) Property and Coop Requirements.

(1) A coop and any attached enclosure shall be located in the backyard of the permit holder's residence and shall meet all applicable setback requirements for accessory buildings as set forth in the Municipal Code. A drawing of the coop and any attached enclosure and their locations shall be submitted with the permit application. A separate building permit shall be required for any new coop and enclosures.

(2) A coop and any attached enclosure shall not be closer than 25 feet to a residential dwelling on adjacent lot.

(3) All chickens shall be kept and maintained within a ventilated and roofed coop in compliance with any applicable state and local requirements.

(4) All coops, including an attached coop enclosure, shall be enclosed with wire netting or equivalent material that will prevent chickens from escaping the coop or the attached enclosure. The ability to utilize wire netting or equivalent materials shall only be for the limited purpose of the coop and coop enclosure; wire netting is not to be used as a boundary fence. All other fencing must adhere to the fencing regulations found elsewhere within the Municipal Code.

(5) The coop structural floor shall allow at least 4 square feet per chicken, and the height of the coop shall not exceed 6 feet above ground level.

(6) The coop shall have a clear open space to allow the chickens to walk on the ground or a concrete slab.

(f) Further Chicken Regulations. Any person keeping chickens:

(1) Shall keep or maintain chickens within a coop or attached coop enclosure at all times.

(2) Shall not keep or maintain any roosters.

(3) Shall not sell any eggs.

(4) Shall not slaughter any chickens on the premises.

(5) Shall ensure that chickens are provided with access to feed and clean water at all times.

(6) Shall consult with a veterinarian regarding chickens that appear ill, or on the occasion of a sudden death. If a disease that would be contagious to humans is diagnosed, recommendations to insure prevention or transmission of a disease must be followed as recommended by the veterinarian.

(g) Sanitation.

(1) Chickens and their coops shall be kept and maintained at all times in outdoor areas and shall not be permitted inside a residential premise or dwelling, except as provided in subsection (3)(b)(6) above.

(2) Chicken feed shall be stored and kept in containers, which make the feed inaccessible to rodents, vermin, wild birds, and other predators.

(3) All coops and backyards where chickens are kept or maintained shall be reasonably free from chicken manure and other substances, such that the air or environment around the chickens does not become noxious or offensive or create a condition that would reasonably promote the breeding of flies, mosquitoes, or other insects, or provide a habitat, breeding or feeding place for rodents or other animals, or otherwise be injurious to public health.

(4) Inspection. The city shall have the power, whenever it may deem reasonably necessary, to enter a building, structure, or property where chickens are kept to ascertain whether the keeper is in compliance with this ordinance. The police department and the planning and economic development department may issue compliance orders and citations pursuant to the provisions of this section, and state law.

(5) Enforcement. The city may revoke a permit in the event that there have been 3 or more violations of this ordinance within any 6-month period, or 4 or more in any 12-month period.

(6) Restricted covenants. This section is not intended to interfere with any restrictive covenants otherwise applicable to certain properties in the city.

WISCONSIN RAPIDS

Community Development Department

444 West Grand Avenue
Wisconsin Rapids, WI 54495-2780
Ph: (715) 421-8228 • Fax: (715) 421-8291

Chicken Permit Application

FOR OFFICE USE ONLY

Date Received:	Date Paid:	Property Zoning:	Permit #:

PROPERTY INFORMATION

Site Address:		Parcel #:
Owner Name:	Owner Address, City, State, and Zip:	
Owner Phone Number:	Owner Fax Number:	Owner Email Address:

ABUTTING PROPERTIES INFORMATION (ONLY NECESSARY FOR INITIAL APPLICATIONS)

Name:	Address:	Date of Contact:
Name:	Address:	Date of Contact:
Name:	Address:	Date of Contact:
Name:	Address:	Date of Contact:
Name:	Address:	Date of Contact:
Name:	Address:	Date of Contact:

SUPPORTING INFORMATION

The following materials are required with your application:

☐ **Plot Plan Showing the Location of the Coop and Attached Enclosure**

☐ **Plans and Specifications for the Coop and Attached Enclosure (a separate building permit is required for the initial construction)**

☐ **Proof of Livestock Registration with the Wisconsin Department of Agriculture**

☐ **Permit application fee of $15**

I understand that I am subject to all applicable codes, statutes and ordinances and with the conditions of this permit; understand that the issuance of the permit creates no legal liability, express or implied, on the state or municipality; and certify that all the above information is accurate. I expressly grant the City, or the City's authorized agent, permission to enter the premises for which this permit is sought at all reasonable hours and for any proper purpose to inspect the premises for compliance with the applicable ordinances. **I further certify that all abutting owners have been notified of my intent to keep and maintain chickens on my property**.

Applicant (Sign):_____ **Print:**_____ **Date:**_____

Oneida County

Chapter 9 Article 5 – Additional Types of Uses

9.56 DOMESTICATED CHICKENS/DUCKS (#1-2011,5-2014)

A. Purpose and Intent

It is the purpose of this ordinance to provide standards for the keeping of domesticated chickens/ducks. It is intended to enable residents to keep a small number of chickens/ducks on a non-commercial basis.

B. Definitions

1. Chicken – The common fowl (Gallus gallus) especially when young; also - its flesh used as food.
2. Pen – shall mean a wire enclosure connected to a coop for the purpose of allowing chickens/ducks to leave the coop while remaining in an enclosed, predator-safe environment.
3. Duck – Any of various swimming birds (family Anatidae, the duck family) in which the neck and legs are short, the feet typically webbed, the bill often broad and flat, and the sexes usually different from each other in plumage.
4. Coop – shall mean a structure for the sheltering of chickens/ducks. An existing shed or garage can be used for this purpose if it meets the standards contained in this ordinance including the required setbacks from property lines.

C. Number and Type of Chickens/Ducks Allowed

1. The maximum number of chickens and/or ducks allowed is eight (8) per Lot.
2. Only female chickens are allowed, no roosters. Male or female ducks are allowed. There is no restriction on chicken or duck species.

D. Coop and Pen Construction

The chickens/ducks shall be provided with a covered coop and attached pen. Chickens/ducks shall not be allowed out of the coop or pen.

E. Location

1. Chicken/duck coops and pens shall not be located closer than fifty (50) feet to any lot line.
2. Chicken/duck coops and pens shall not be located closer than seventyfive (75) feet from the ordinary high water mark (OHWM) of any lake, river or stream.
3. Chicken coops and pens, pursuant to this section are allowed in District

#2 - Single Family Residential, District #4 – Residential and Farming, District #10 – General Use, District #14 – Residential and Retail and District #15 – Rural Residential.

4. Minimum lot size is one acre.

F. Other Provisions

Poultry are still allowed in District #4 - Residential and Farming, District #10 - General Use, District #14 - Residential and Retail, and District #15 – Rural Residential pursuant to the requirements in those sections.

village of Kronenwetter

Report to CLIPP

Agenda Item: Discussion and Possible Action: Yard Waste Site Status
Meeting Date: July 7, 2025
Referring Body: CLIPP
Committee Contact:
Staff Contact: Greg Ulman
Report Prepared by: Greg Ulman

AGENDA ITEM: Discussion and Possible Action: Yard Waste Site Status

OBJECTIVE(S): To have the CLIPP Committee discuss the yard waste site.

HISTORY/BACKGROUND: The yard waste site has shrunk in size a few years ago and is more congested with the smaller footprint. The attached mapping is a current overview of the site with the grass pile by the white roofed shed, the brush along Martin Rd., and the compost piles outside of the public area. We are required by the state to test and monitor our piles which takes up space, see attached information. We are also scheduled to have the brushed chipped up in the next few weeks which will create more space in the yard waste area. I have also attached pictures of Mosinee's yard waste site for comparison.

RECOMMENDED ACTION: To give direction as CLIPP sees fit.

Google Maps

Imagery ©2025 Airbus, Map data ©2025 20 ft

Temperature Monitoring at Licensed Compost Facilities

PUB WA 1585 2012

WISCONSIN DEPT. OF NATURAL RESOURCES

Waste & Materials Management
P.O. Box 7921
Madison, WI 53707-7921

INTRODUCTION

When done properly, the composting process significantly reduces the incidence of harmful pathogens in the finished product. Wisconsin's new composting regulations (NR 502.12, Wis. Adm. Code), effective June 1, 2012, require operators of licensed compost facilities to **monitor temperatures** during the composting process, and to **keep records of temperatures and turning events**. Turning piles and windrows and maintaining correct temperatures will ensure that any disease-causing bacteria, viruses and other pathogens are minimized, and enable the operator to demonstrate that the compost was made properly.

BACKGROUND

The raw materials used in composting can contain harmful microorganisms, and other pathogens can be introduced during composting by birds and other wild animals. To protect the ultimate users of the compost you produce, it is necessary to take steps to reduce this risk. Properly functioning compost accomplishes this through the self-heating mechanism that compost undergoes as it decomposes. The heating is enhanced by optimal moisture conditions and distributed through the entire batch by periodic mixing, or "turning."

Over the years, the compost industry has determined the amount and duration of heating that is needed to minimize pathogens in the final product. These guidelines are different for different composting methods:

- For the most common method of composting, ***windrows and static piles***, attain a minimum temperature of 55°C (131°F) on a minimum of 15 days (not necessarily consecutive) and turn the windrows or piles at least 5 times during the high-temperature periods.

- For ***in-vessel or mechanically aerated static piles*** (i.e., using a blower to force air through the pile), maintain a continuous minimum temperature of 55°C (131°F) for 3 consecutive days (72 hours).

METHODS

To measure compost temperatures, you will need a long-probe thermometer (generally 4 feet in length) to obtain readings from the core of the windrow or static pile. It is important to establish consistent technique and locations for taking temperature measurements from an active windrow or static pile. **Make every effort to obtain temperature measurements representative of the entire batch of compost.**

Location: Ideally, two temperatures should be taken at each location: a near surface temperature about 12 inches below the surface, and a core temperature taken 4 feet or more into the compost pile. Typically, these routine temperature readings are taken about 4 feet off the ground. To obtain a more complete sense of the conditions in the compost, temperature readings should be obtained from both the "cool" (typically north) and "warm" (typically south) sides of the windrow.

Number of measurements: Taking temperatures every 150 linear feet of windrow (about every 50 paces) or every 200 cubic yards will provide a very complete indication of temperature conditions. However, not every facility can afford to take this many readings. A minimum of 6 evenly spaced measurements taken per pile, windrow, or vessel provides basic data on temperatures for management purposes.

Frequency: Temperature readings provide a quick assessment of the status of the biological processes in an active compost windrow. Initially, temperature readings fluctuate as optimal moisture and oxygen conditions are established. At a minimum, weekly temperature readings should be used to track and adjust these conditions. Temperatures taken daily during the period when pathogen reduction temperatures are being achieved (when temperatures have attained 55°C or 131°F) are the best way to verify that pathogen reduction is taking place.

Recordkeeping: Temperatures and turning events should be logged on a spreadsheet. An example field log (please feel free to adapt this for the specifics of your facility) is attached to this fact sheet.

Records Retention: Temperature and turning records should be maintained at the compost facility for one year.

A NOTE ON MOISTURE

Moisture content is an easily monitored condition that, when incorrect, may lead to the loss of oxygen within the compost, reduced compost temperatures and the development of odors. The ideal moisture level for an active compost pile is 50%. This is most easily monitored by the "squeeze test". Squeeze test means to dig into the compost pile, grab a handful, and squeeze. If the pile is too wet, you will squeeze water out. If the pile is too dry, the clump will break apart when you open your hand and release the pressure.

Contact DNRWasteMaterials@wisconsin.gov for further information.

Compost Facility Field Monitoring Form
Pile or Windrow ID: _____

Point A:_____ **Point B:**_____ **Point C:**_____ **Point D:**_____ **Point E:**_____ **Point F:**_____

Date	Process Day	ID (initials)	Outside Temp.	Time	Depth	Compost Temperatures						Notes (turning events, moisture conditions/adjustments or odors)
						A	B	C	D	E	F	
					12"							
					48"							
					12"							
					48"							
					12"							
					48"							
					12"							
					48"							
					12"							
					48"							
					12"							
					48"							
					12"							
					48"							

village of Kronenwetter

Report to CLIPP

Agenda Item: Discussion and Possible Action: Trails and Leisure for Village Owned Property on Lea Rd.
Meeting Date: July 7, 2025
Referring Body: CLIPP
Committee Contact:
Staff Contact: Greg Ulman
Report Prepared by: Greg Ulman

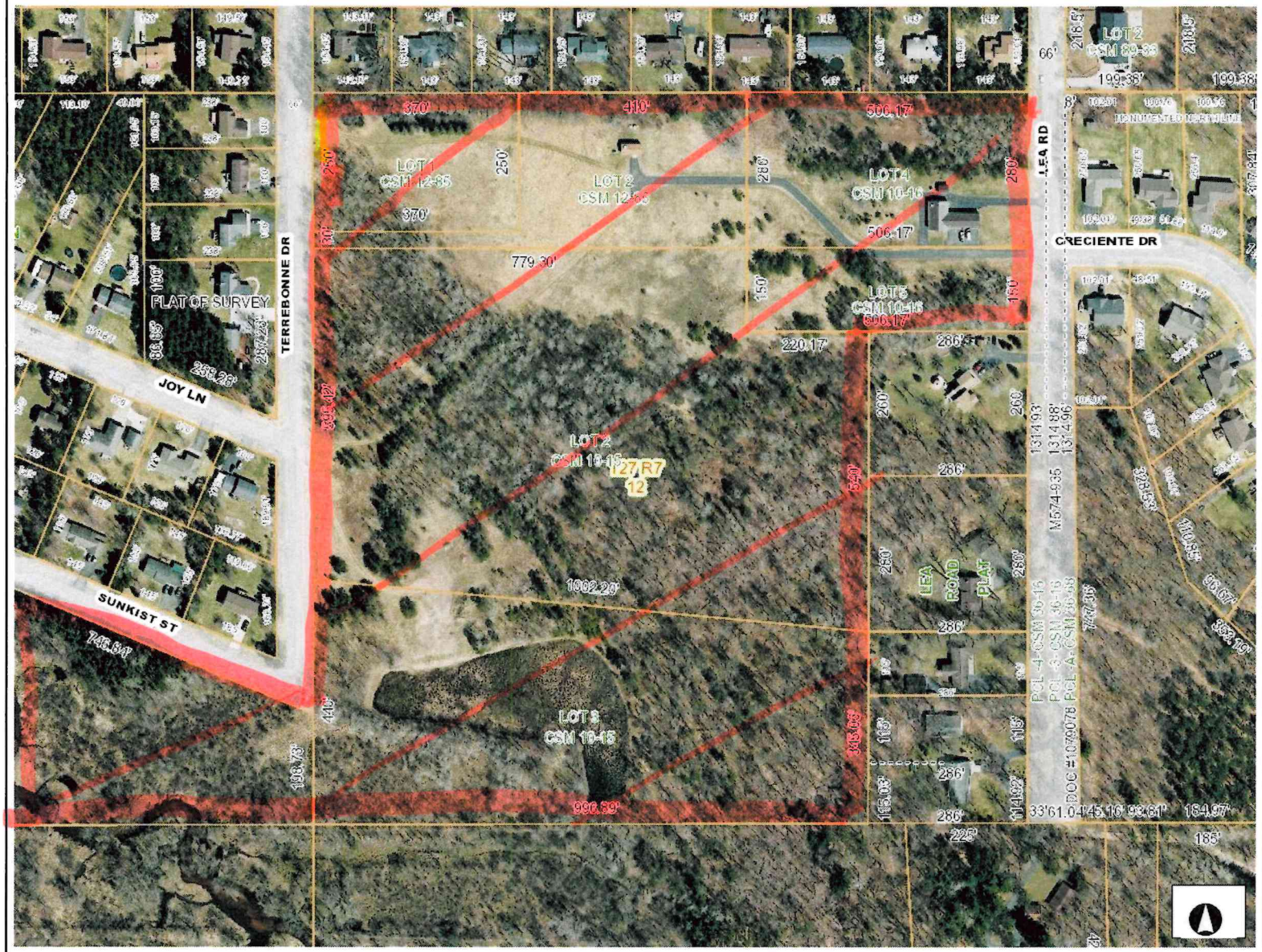
AGENDA ITEM: Discussion and Possible Action: Trails and Leisure for Village Owned Property on Lea Rd.

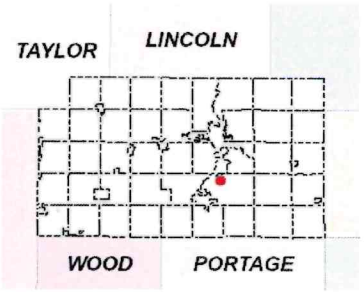
OBJECTIVE(S): To have the CLIPP Committee discuss the potential trails and leisure activity on the Village owned property by Lea Rd.

HISTORY/BACKGROUND: CLIPP is looking for additional areas to enhance the quality of live in the Village and one of the areas they are looking at is the Village owned property by the Village wells by Lea Rd. Ideas that were mentioned were adding/enhancing the trails in the area, the other was adding a disc golf course. Attached I have prices for signs as well at the disc baskets. If the Village would like to proceed with the ideas, CLIPP should discuss the security measures of fencing off the wells. Other items to consider would be adding parking/benches for the residents, the time and hours needed to upkeep the amenities, as well as the funding source for adding these items.

RECOMMENDED ACTION: To give direction as CLIPP sees fit.

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

30 acres

133.01 0 133.01 Feet

D_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

DGA TEE SIGN OPTIONS

- COLOR DELUXE SIGNS -

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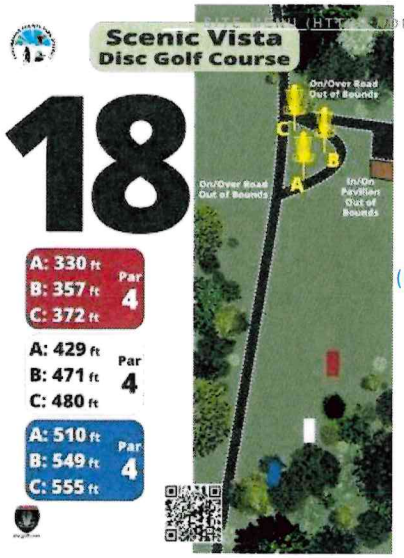

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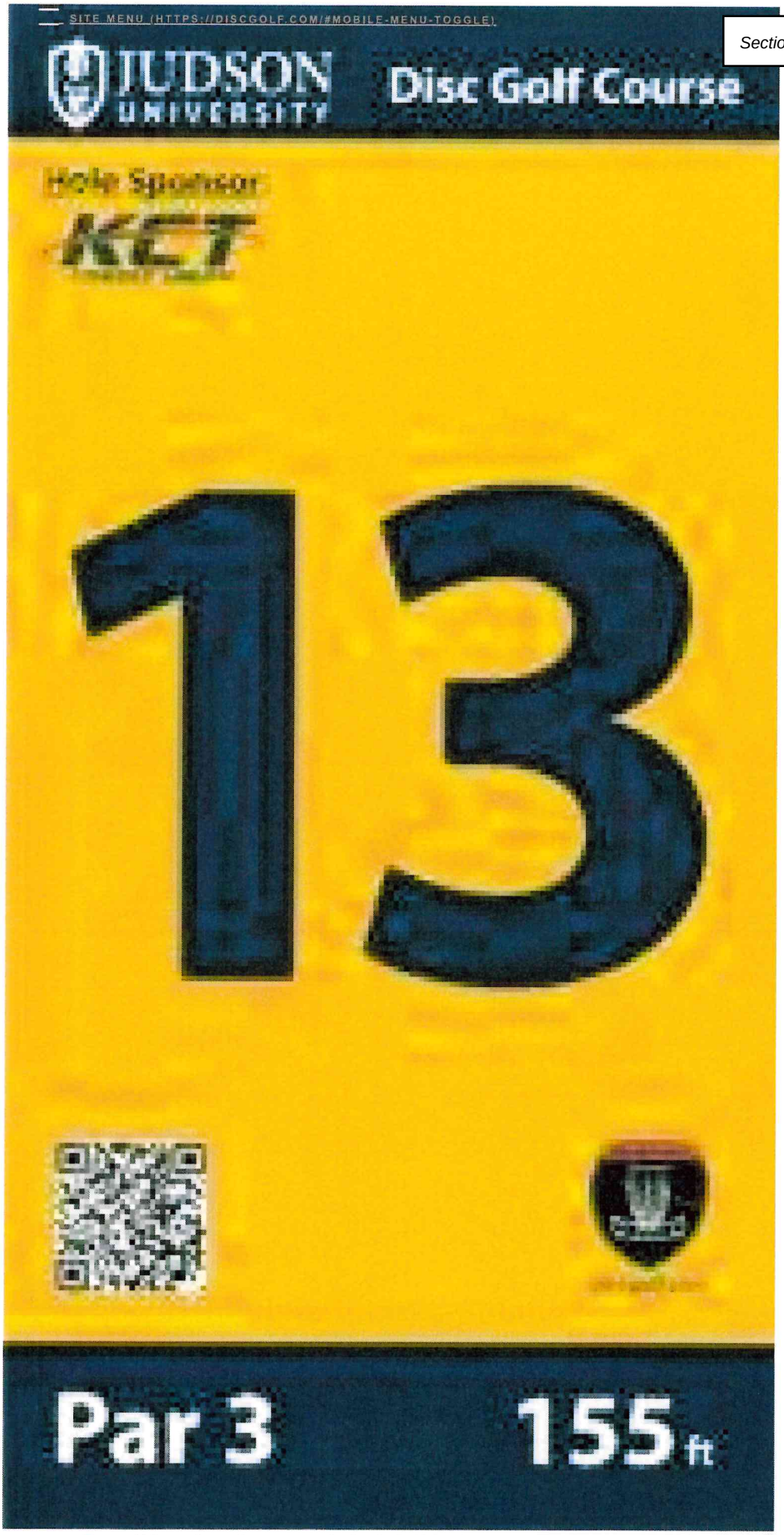

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Great Value

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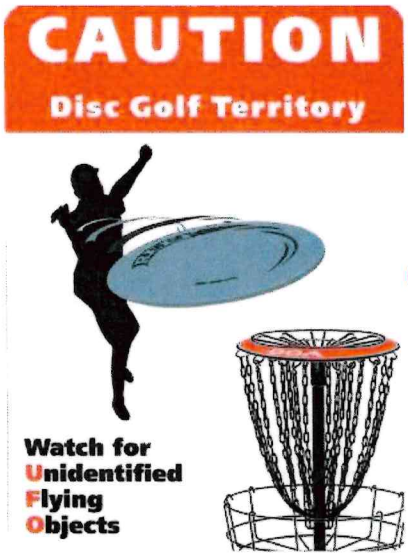

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Disc Golf Course Boundary Alert

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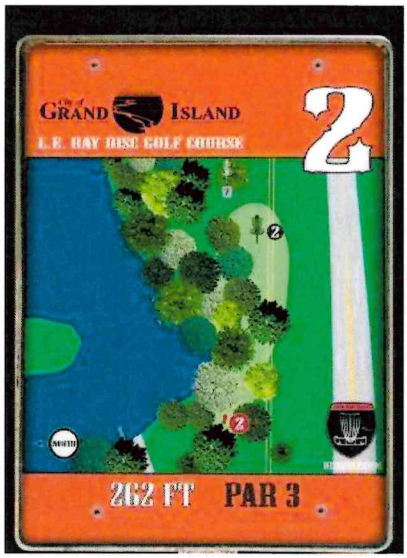
- FRAMED COLOR DELUXE SIGNS & RULES SIGNS



(https://discgolf.com/wp-content/uploads/8x11-color-deluxe-framed-tee-sign-example-1.jpg)

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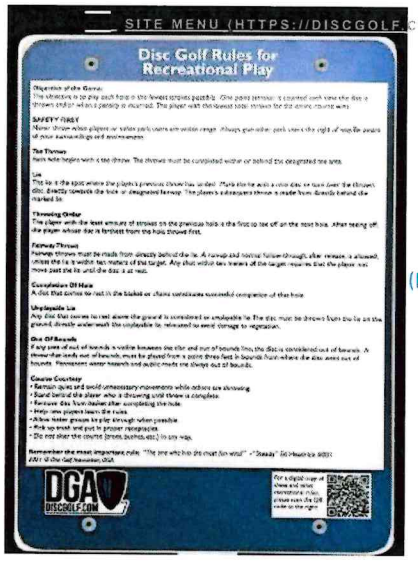
SINGLE FRAMES CURRENTLY UNAVAILABLE



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Rules for Recreational Play

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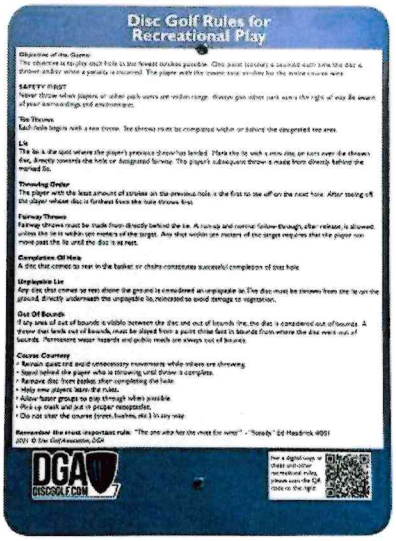
SINGLE FRAMES CURRENTLY UNAVAILABLE



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Rules for Recreational Play

Most visible sign size. QR code link for Rules for Recreational Play online

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sign.jpg)

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Full Color Rules for Recreational Play

Hot-Dipped Galvanized Steel Pipe and Frame For Extra Security & Durability

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Global Industrial™ Outdoor Diamond Steel Trash Can With Flat Lid, 36 Gallon, Green

(10) | Questions & Answers (2)

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Product Description

✓ Expanded metal design reduces weight & deters vandalism
✓ Resilient powder coat & thermoplastic finishes
✓ Flat lid with large 11-1/4" diameter

See More Details

Product Description

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✓ Flat lid with large 11-1/4" diameter waste hole

The round 36-gallon Global Industrial™ Outdoor Diamond-Steel Trash Can With Flat Lid gives you high capacity for rubbish with design and construction details that provide resistance to the elements, graffiti, and vandalism. The lid & base are made of steel and treated with a corrosion-resistant green powder coat finish and the expanded metal steel sides have a glossy green fade- &

GLOBAL® INDUSTRIAL
We can supply that.®

Sales: 1.88

Model: WB261924GN

EXCLUSIVE BRANDS SALE

Global Industrial™ Outdoor Diamond Steel Trash Can With Flat Lid, 36 Gallon, Green

★★★★½ (10)

Ships Same Day

Product Description

✓ Expanded metal design reduces weight & deters vandalism
✓ Resilient powder coat & thermoplastic finishes
✓ Flat lid with large 11-1/4" diameter waste hole

The round 36-gallon Global Industrial™ Outdoor Diamond-Steel Trash Can With Flat Lid gives you high capacity for rubbish with design and construction details that provide

resistance to the elements, graffiti, and vandalism. The lid & base are made of s
treated with a corrosion-resistant green powder coat finish and the expanded metal steel sides have a glossy green fade- & corrosion-resistant thermoplastic coating that will hold up against harsh summer and winter weather. The flat lid has a hole for trash that is secured to the frame with a cable to prevent loss or theft, and a removeable interior plastic liner that holds the trash or provides a way to install and hold a trash bag.

- Measures 23-1/2" diameter x 30" tall
- Thermoplastic coating stays cool to the touch in direct sunlight
- Expanded metal reduces weight without sacrificing strength or durability
- Includes anchor kit, security cable, and liner
- Some assembly required

Specifications

Weights & Dimensions

Width	23-1/2 in
Depth	23-1/2 in
Height	30 in
Thickness	1/8 in

Product Details

Assembly Required	Yes
Type	Diamond Trash Can
Liner Material	Plastic
Color	Green
Lid Color Family	Black
Opening	11-1/4" Dia.
Lid	Yes
Capacity	36 gal
Lid Type	Flat Lid

Material	Steel
Description	Expanded Metal Trash Can
Manufacturers Part Number	261924GN
Indoor/Outdoor	Outdoor
Collection	Expanded Metal Collection
Shape	Round
Brand	Global Industrial

Model #: WB277154IGN

Global Industrial™ 6' Outdoor Steel Bench w/ Backrest, Expanded Metal, In Ground Mount, Green

(3) | Questions & Answers (1)

Shop All Expanded Metal Benches with Back

Select Color

PRICE

$469.95

Bulk Pricing

QUANTITY	PRICING
Buy 1 unit - 2 units	$469.95
Buy 3 units - 5 units	$449.95 Save $20.00 (4%)
Buy 6+ units	$429.95 Save $40.00 (9%)

Product Description

✓ Strong, lightweight expanded metal mesh promotes airflow
✓ Green thermoplastic coating resists corrosion, fading, & heat accumulation

Easy online or call-in returns.

Read return policy

See More Details

Product Description

✓ Strong, lightweight expanded metal mesh promotes airflow
✓ Green thermoplastic coating resists corrosion, fading, & heat accumulation
✓ Includes stainless steel hardware & (11) plastic safety acorn caps

DESIGNED FOR OUTDOORS:
Ideal for any outdoor setting, including schools, camps, parks, corporate or hospital break areas, and any other outdoor environment requiring seating options. Smooth, glossy thermoplastic exterior coating on the seat is UV-resistant to protect against fading, is engineered to withstand summer heat & winter cold, and is thermal-stable to stay comfortable even in direct summer sun.

Model: WB277154IGN

EXCLUSIVE BRANDS

Global Industrial™ 6' Outdoor Steel Bench w/ Backrest, Expanded Metal, In Ground Mount, Green

★★★★★ (3)

Ships Same Day

Product Description

✓ Strong, lightweight expanded metal mesh promotes airflow
✓ Green thermoplastic coating resists corrosion, fading, & heat accumulation
✓ Includes stainless steel hardware & (11) plastic safety acorn caps

DESIGNED FOR OUTDOORS:
Ideal for any outdoor setting, including schools, camps, parks, corporate or hospital break

areas, and any other outdoor environment requiring seating options. Smooth, gl thermoplastic exterior coating on the seat is UV-resistant to protect against fading, is engineered to withstand summer heat & winter cold, and is thermal-stable to stay comfortable even in direct summer sun.

COMFORTABLE SEATING:
The 6' long by 12" wide bench seat has a high 1000-pound weight capacity to allow multiple adults to comfortably sit. Beveled edges, rounded corners, and a backrest ensures a safe & comfortable experience. Bench height measures 18" from the ground to make it easy to sit down & stand up.

RESISTANCE TO THEFT & VANDALISM:
To deter theft, this unit features two tubular steel legs that install directly into 18" of concrete. The open diamond pattern of the expanded metal makes an unappealing surface for graffiti and paint does not adhere well to the thermoplastic coating, making it easy to clean.

INDUSTRIAL STRENGTH:
This heavy-duty expanded metal mesh bench promotes airflow, prevents snow & dust accumulation, and limits standing water. The heavy-gauge galvanized tubular steel frame is finished in a corrosion-resistant black zinc-rich powder coat. Stainless steel hardware won't rust or corrode over time, and plastic protective acorn nuts keep dirt, dust, & water from penetrating the bolts while also preventing injuries from exposed bolt ends.

- Limited 7-Year Warranty

Specifications

Weights & Dimensions

Length	72 in
Width	23 in
Height	51 in
Weight Capacity	1000 lbs
Seat Length	72 in
Seat Width	12 in
Seat Height	18 in

Back Height	12 in

Product Details

Assembly Required	Yes
Type	Backed Bench
Frame Color Family	Black
Color	Green
Top Finish	Thermoplastic
Material	Expanded Metal
Frame Material	Steel
Manufacturers Part Number	277154IGN
Mounting Style	In Ground
Collection	Expanded Metal Collection
Brand	Global Industrial

Warranty

Warranty	7 yr

"Bringing the Parks to the People"

Park Proposal for the Village of Kronenwetter

Caleb Dammen, Lexi Dargiewicz, Matt Domzalski, Kali Eder

November 29, 2022

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Executive Summary

Starting this project we aimed to know more about the Village of Kronenwetter. We wanted to know what pre-existing parks they had, the communities they served, and how the general population of Kronenwetter felt about the existing parks. To

see what they already had established, we referenced the outdoor recreation plan.

From the park plans we were able to determine that the Village of Kronenwetter did not have a park solely designated for nature immersion.

After meeting with Kronenwetter officials we were tasked with creating a park that is connective; they stressed the desire to connect with the preexisting bike paths, and that they had an end goal of eventually connecting Kronenwetter to Marathon County's trail system as a whole. It was stressed that they wanted to keep trails out of flood zones, and out of the wetlands. In addition they wanted facilities and parking requirements. One of the last requirements they wanted fulfilled is they wanted the park to be eligible for Knowles-Nelson Stewardship Grant.

Taking a closer examination of the Knowles-Nelson Stewardship Grant for the Recreational Trails Program we found that to be eligible for this grant we must fulfill the following requirements:

1. Maintenance and restoration of existing trails;
2. Development and rehabilitation of trailside and trailhead facilities and trail linkages;
3. Construction of new trails (with certain restrictions on federal lands*); and acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors.

However, on top of all of these requirements there needs to be three types of trails present; non-motorized walking and biking trails, motorized ATV and snowmobile trails, and a diversified trail that can be used for walking, biking, ATV, and snowmobiling. We have successfully been able to create a non-motorized trail that fits into the grant requirements, but

looking at the outdoor recreational plans there are no plans for motorized, or diversified trails.

After validating what we needed to achieve the non-motorized trails standard of the grant we began to refine the ideas we had into clear and concise metrics. Our metrics for this project are:

- Making a scenic nature park in Kronenwetter Wisconsin
- Ability to connect the residents of Kronenwetter to nature
- In addition to the park we want to find and place a parking lot to make the park more accessible to those who want to bike, and walk in the scenic trails.
- Keeping the parking lots high and dry, outside of the flood zones.
- Placing trail heads as close to the parking lot as possible, making it intuitive to go from the parking lot to the trails.
- Adding bike repair stations, making this park appealing to those who bike.

With our metrics completed we were able to visit the village of Kronenwetter first hand; here we had the opportunity to look at the land we were working with. While walking on the existing trails, we discovered spots that were well traveled for potential future trails, and further consulted a representative of Kronenwetter to hear more about what he wanted from these trails.

Image 1.1: This image shows the view from the northeast point of interest.

With this new information we were able to undertake the process of planning MACK park (acronym of the GeoDesigner names).

Study Area Representation

The study area of the project is confined within the borders of the Village of Kronenwetter; specifically in the boundaries of the village parcels available to work within. The combined village parcels available to work within amount to 55.56 Acres. The site-specific geography of these parcels determines the suitability of different amenities within the park. In the greater village scale it is important to consider where the site is in relation to residents, other parks, and existing infrastructure when determining where and what park amenities to recommend. We gathered data and assessed the site based on current time period status in order to evaluate characteristics of the site to ensure accuracy and relevancy in our design.

The Following is a List of Data Sources, Creation, and Description

- **Floodplain**
  - Data layers depicting location and extend of floodplains in project area.
  - Source: Proposed floodplain data ArcMap package from AECOM vendor
  - 100 Year, 500 Year Polygon features
- **Existing Path Locations**
  - Data layers: Location of existing trails, village easement paths, bike routes connecting to site area
  - Source: Existing trails mapped via GPS at onsite field study, Kronenwetter bike routes and easement path digitized from PDF on Kronenwetter's website, Wausau Area Bike Routes shapefile downloaded from Marathon County GIS Data website
  - Line
- **Elevation**
  - Data showing elevation of site area
  - Source: Digital Elevation Model (DEM) and Hillshade raster files downloaded from AGOL Living Atlas WiDNR
  - Raster cells
- **Existing Parcel Data**
  - Parcel data throughout Kronenwetter, Village boundary
  - Source: Marathon County GIS Data website
  - Polygons
- **Park Walking Distance**
  - Data showing park access points and proximity for residents living near site service area
  - Source: Digitized park access points to run Network Analysis Tool on to create 1/2 mile increment walking distance zones
  - Polygons
- **Water, Sewer, Electricity**
  - Data showing existing locations of these lines to help evaluate placement of facilities requiring proximity to

these infrastructure types
    - Source: Digitized from PDF's: Electrical lines from WPS, Watermain and Sewer lines of Kronenwetter Map created by Marathon Technical Services LLC Consulting Engineers
    - Line, point
- **Soils (Hydrologic Group)**
    - Data that shows the type of soils present in site area to determine infiltration rate
    - Source: Soil Survey Geographic Database (SSURGO) soil data raster files downloaded from website, clipped the data to site area
    - Polygon
- **Land Cover**
    - Distinguishing open areas from forested
    - Source: Digitize LC polygons based on aerial imagery of site area
    - Polygon
- **Proposed Additions**
    - Bike trails, hiking trails, parking lot, proposed trail amenities
    - Source: Conducted suitability analyses and digitized findings
    - Line, polygon, point
- **Existing Park Amenities**
    - Existing trails, wellhouses, points of interest
    - Source: field visit, remote sensing digitizing
    - Line, polygon, point

Processes in the Study Area

Having talked about the scope of the study area as well as the goals, we made a trip out to the site in question to conduct our scoping. We brought GPS devices to keep track of notable features that were already on the site. The main things we found included existing walking paths, wildlife trails, tree-

stands, areas with particularly good vistas and well-established entry points to the park. After gathering the data, we compiled it to show important aspects of the existing state of the park. Using the data we gathered from our site visit as well as from the county, we were able to synthesize layers and created the following maps:

- Floodplain
- Soil Composition
- Elevation Data
- Existing Bike and Pedestrian Trails

As seen in the map, the portion of the floodplain which is most likely to flood covers up to the northern edge of the wetland, leaving most of the southern area in the park prone to flooding. Then further into the park, you see the 100-year floodplain covering most of the open area in the northern section but leaving most of the wooded section to the east

untouched. This is also seen with the 500-year floodplain however this projection covers more area to the northeast side of the park.

Map 1.1

This map displays soil hydrologic group data provided by the Soil Survey Geographic Database (SSURGO). Hydrologic group designations are used to represent infiltration rates following rain events. The soil data from within the study area falls within three classes.

- Group A
  - Soils composed of deep, well drained sands with high infiltration and low runoff.
- Group A/D
  - Soils with slow infiltration due to high water table, but fast infiltration and low runoff rates if drained.
- Group B/D

- Soils with slow infiltration due to high water table, but moderate infiltration and runoff rates if drained.
-

Map 1.2

There is little to no change in the park area. The most noticeable elevation changes can be seen in the south side as well as the east side. The south side sees a large drop in elevation due to the wetland and then just past the village's land it starts to rise uphill. Then to the east there is a small drop off towards the road. This small drop does not seem to influence the operating condition of the park. However, the wetland depression has helped to shape some of the existing trails in the area.

Map 1.3

The area already has characteristics of a functioning park. There are seven total entry points into the area that are used. Of six of these points, you can find clear paths around the area that people have been using as trails. These trails go down the access road, through open fields and through wooded areas. Upon further inspection, wildlife trails were found littered throughout the wooded area and the edges of the open area. While exploring the wildlife trails, we also came across multiple scenic vistas that give a nice display of certain areas of the park. In the southeastern wooded area two standing tree stands were found.

Map 1.4

This photo was taken during our second field visit to the study area.

It clearly shows a trail that has been used by both people and wildlife.

Picture 1.1

Powered by Esri

This map displays the existing bike trail network throughout both Kronenwetter (Light Orange) and Marathon County (Dark Orange). As shown, there are multiple paths that pass by the park parcels, but the park is not efficiently utilized.

Integrating this space into the greater bike trail system is a goal specified by Kronenwetter Village representatives.

Map 1.5

Using these maps to evaluate the area we are working with allows us to have a good overview of the study area and what it all contains. The standing condition of the park paired with the models we made granted us the ability to create maps showing the best suitable areas for improvements to be made within the park.

Suitability Evaluations

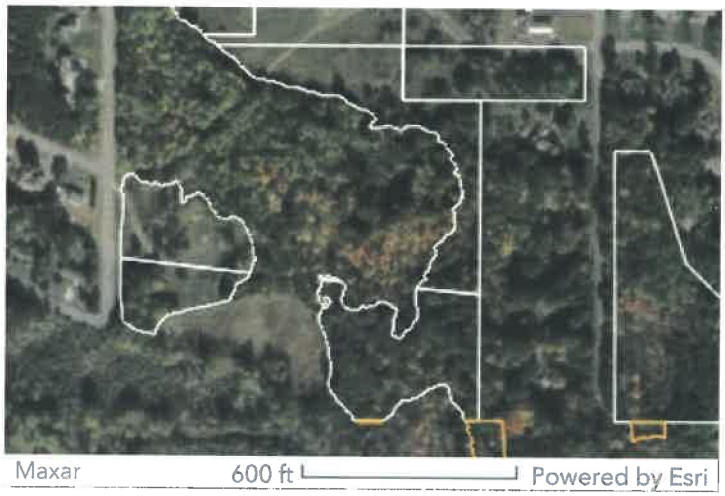
Parking Lot Suitability

In order to effectively assess the suitability of the landscape for a parking lot, we needed to determine which factors should be considered. The factors that proved to be important are as follows:

- Flooding Status
- Soil Type (Hydrologic Class)
- Open Areas vs. Forest Cover
- Proximity to Roads

- Proximity Neighboring Parcels

With criteria established, we were able to assess the site's suitability. First, we removed all areas within the floodplain (100 and 500 year).



Map 2.1: This map shows the process of floodplain erasure from the parcels.

Then, we assessed soil type, targeting well-drained soils.

Map 2.2: This map displays the soil hydrologic information as it relates to the floodplain.

This map shows that all of the soils outside of the floodplain are SSURGO Hydrologic Group A, which defines soils categorized by deep, well drained sands or gravelly sands. These soils observe high rates of infiltration and low runoff rates.

With no areas eliminated due to soil hydrologic class, we moved to open areas vs. forested cover. Ideally, a parking lot would be built within an area that is already open. Using our information discovered during field visits, partnered with remote sensing techniques, we were able to digitize the open areas within the parcels. We performed a union, joining the open area polygons to the site parcels with the floodplain removed.

Map 2.3: This map depicts floodplain (red) and open areas (green) within the proposed park boundaries.

Next, we created buffers to identify proximities to the neighboring residential parcels and to the road system. According to the, "American Trails," webpage, trail systems should be at least 100 feet from adjacent properties for privacy reasons. We applied the same logic to the parking lot criteria, creating a 100 foot buffer from neighbor property lines. As GeoDesigners, we decided that our ideal parking lot would be located between 50 and 100 feet off of the road. We wanted the lot to be off of the road, but not too far into the property that it would disrupt the natural processes. We conducted another union, combining the two buffers into the site parcel with open areas and excluding the floodplain.

Map 2.4: This map displays the 100 feet neighboring parcel buffer (blue) and the 50-100 feet range road buffer (green) as they occur within the study area.

With all of our criteria integrated within the feature layer, we needed to create a system for evaluating each polygon. With flooded areas eliminated and soil hydrologic class becoming an irrelevant evaluation criterion, the evaluation would occur for the open areas, proximity to residential parcels, and road proximity.

Areas within an open area were rated with a 1, while non-open areas received a 0. Areas within the 100 feet neighbor buffer were rated a 0 and all outside were rated with a 1. Areas within the 50-100 feet buffer were rated a 1 and all outside were rated a 0. After the ratings, a data field was created within the final layer, serving as a sum of all ideal factors. Polygons that fulfilled all three factors were rated a 3, which is considered highly suitable. If a polygon had 2 ideal factors, it is considered moderately suitable, and 1 factor is marginally suitable. If a polygon does not fulfill any of the three requirements, it is considered not suitable.

Map 2.5: This map shows the final parking lot suitability.

The results of this analysis identified one location as highly suitable for a parking lot. This location would be used to create alternative suitabilities, such as trail suitability and amenity suitability.

Trail Suitability

With the parking lot location established, we were able to focus our energy on trail placement. As a group, the criteria we decided on for trail placement is as follows:

- Must Begin and End at Trailhead (No Dead Ends)
- Must Connect Points of Interest
- Must Not Be in Floodplain
- Must Avoid Wetland + Well Houses
- Must Not Occur within 100 Feet of Adjacent Property Boundary

With this criteria established, we were able to narrow down the study area.

Shrinking the study area and adding the points of interest gave us a rough idea of what a trail system might look like.

According to the aforementioned, "American Trails," website, trails should not veer directly past scenic areas, but should be within 50-100 feet and have a perpendicular trail branch approach the site. In order to visualize this, we created a buffer which made a ring between 50 and 100 feet from each point. We decided to add the 100 and 500 year floodplain layers to help steer the trails away from potential wet areas.

3.1: This map displays the areas to avoid within the park parcels, floodplain data, and points of interest with buffers.

The final trail design managed to connect the parking lot to all scenic areas, while minimizing distance within the floodplain and maximizing distance outside. This process is as follows:

Maxar 200 ft Powered by Esri Maxar 200 ft Powered by Esri

Map 3.2: This feature displays the floodplain, areas of interest and possible trail extent within the parcels (left) and the trail design within the floodplain and areas of interest (right).

Ultimately, the final design is as follows:

Map 3.3: This map displays the final trail design within the study area.

Trail Amenities

The final suitability analysis that needed to be conducted was for park amenities. The important criteria for trail amenity placement is as follows:

- Near Trail Path (Within 15 Feet)
- Near Trailhead
- Equally Spaced
- Preferably in Open Areas (But Not Required)
- Near Points of Interest

For trail amenities, the most important factor is trail proximity. Amenities should not be more than 15 feet off of the trail. Trailheads serve as excellent checkpoints along a hiking, biking, or walking trail. Generally, appropriate trailhead amenities include signage, informational stations, restrooms, drinking fountains, bike racks, bike repair stations, and garbage receptacles. Ideally, park amenities should be equally spaced along the trail. Our GeoDesign team decided on 200 yard spacing, with a buffer of 50 feet in either direction. Certain park amenities such as tables and structures should be located in open areas rather than in forested land cover. Throughout the proposed park, we identified three points of interest during field visits that would end up taking priority.

To conduct the suitability analysis, we created a 15 foot buffer along the proposed trails, a 15 foot buffer around points of interest, a 50 foot buffer around equidistant points (every 200 Yards) along the trail, a 30 foot buffer around trailheads, and used the already digitized open area polygons. We joined each buffer to the parcel boundary and then filled in attributes for each polygon. The preliminary analysis is displayed below:

Map 4.1: This map shows all of the criteria buffers as they occur within the study area.

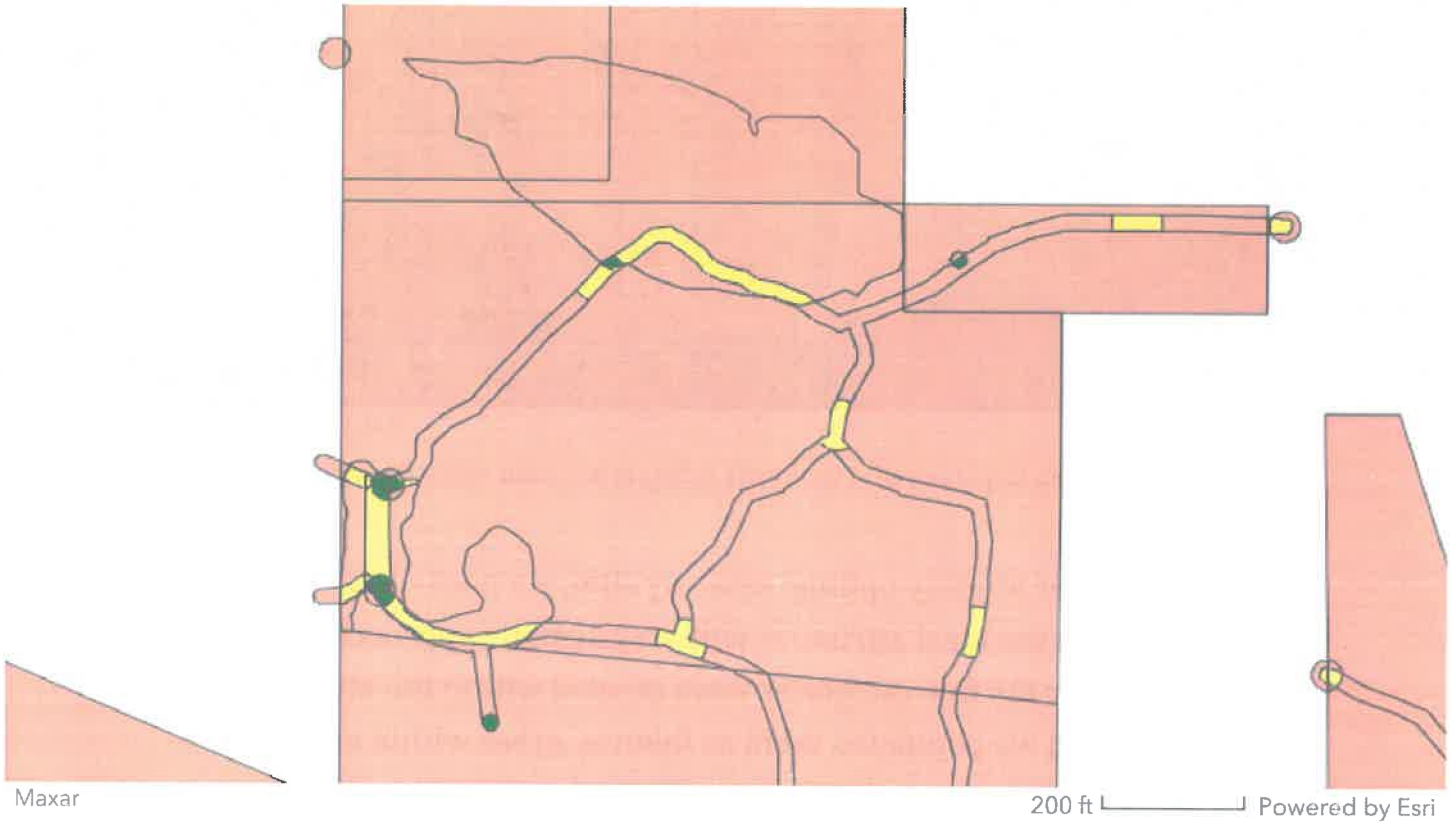
To further identify optimal amenity sites, we needed to populate the ideal attributes with a systematic approach. Fields for the five categories were created within the attribute table and we populated them as follows. Areas within an open area were designated with a 1 and all other areas a 0. Areas within 15 feet of the trail were assigned a 1 and all other areas a 0. Areas near the points of interest were assigned a 2, weighted for their importance, and all other areas a 0. Areas within the equidistant range were given a 1 and all other areas a 0. Lastly, areas near the trailhead were given a 1 and all other areas a 0.

Without a mathematical sum of each characteristic, the analysis was incomplete. A suitability sum field was created and we created an equation based on the importance of the criteria. The equation is as follows:

Suitability Sum = Trail Proximity × (Open Area + Point of Interest Proximity + Equidistant Sections + Trailhead

Proximity)

By multiplying the sum of the characteristics by the trail proximity, all areas outside of the 15 foot trail buffer were deemed not suitable. The results of the analysis are shown below:



Map 4.2: This map depicts the results of the trail amenities suitability model described above.

Proposed Changes and Impacts

Below is a map with all of the proposed changes integrated. Park Amenity Points can be seen throughout the area. Recommendations for the three amenity types listed, Mid-Trail, Point of Interest, and Trailhead are as follows.

- **Mid-Trail**
  - Benches
  - Informational Signage
  - Tables (If in Open Area)
- **Point of Interest**

- Benches
- Informational Signage
- Tables
- Railing to Block Off Hazards (if applicable)

- **Trailheads**
  - Signage
  - Informational Kiosks
  - Bike Racks + Repair Stations
  - Trash Receptacles
- **Trailheads (In Parking Lot)**
  - Informational Kiosks
  - Restrooms + Water Facilities
  - Bike Racks + Repair Stations
  - Seating
  - Trash Receptacles
  - Signage

Map 5.1: This map depicts the proposed changes to the study area. These changes include a parking lot, trails, trail amenities, bike trail additions, and buildings.

Dashboard 1.1: This dashboard displays the parcel count within half-mile increments of the proposed park.

This dashboard is representative of walking distance from residential parcels to our parks in .5-mile increments. We wanted to be able to look at how many residents are within 1.5 miles of MACK park. This shows how many households will potentially be impacted by the creation and addition of the park.

The main impact to the residents of Kronenwetter would be an increased amount of traffic to the park. The other important impact will be that residents will now have access to a unique park that they will be able to use for generations.

Changes Being Made to the Existing Park

We want to be able to change the existing trail system so that they are more accessible to the current population.

With our change models we want to add a parking lot to get more people to be able to drive here so that people outside of Kronenwetter are able to come into the park.

We want to add facilities for people to use in the park to accommodate guests. The main facilities we are looking to add

are bike repair stations and restrooms. The addition of a bike repair station makes it a more attractive park for bikers to come to since they know they will be able to fix their bike along the trails. This will add more connectivity from the village to the county.

We want to add a structure; a hard shelter would be the most ideal so that there could be picnic tables to allow for the park guests to spend more time enjoying nature.

There are several points throughout the map that we deemed to be a great fit for nature viewing. At these spots we have decided to add amenities such as benches so people are able to sit and enjoy the views for as long as they possibly can.

We designed a nature-based park since Kronenwetter does not currently have any parks that are purely nature-based.

Changes and Impacts for Trails

Map 5.2: This map displays the changes between current and proposed trails.

We propose that the main (bike) trail is made up of crushed stone. Crushed stone has a lot of positive impacts, it is great for drainage. It is ADA accessible, and it is easy to bike on due to the large size of the stone being able to bear more weight without slipping or rolling.

- The pricing for crushed rock on the bike trail would be approximately $16,622*. This number was calculated using the assumption that the trail will be 6" deep and 10' wide. The depth is to ensure that the trail will stay in place with minimal maintenance. It will also allow for the rocks to be more sturdy and stable for those who are biking across them.

- The cost for the hiking trails it would be approximately $6,307*. This trail would be 6" deep and 6' wide. The reasoning for the depth is the same as stated above, the width makes it large enough that hikers can walk side by side comfortably. With the width we have decided on the trail is also plenty wide for bikers to be able to get on as well if they choose. Reducing the width would significantly reduce trail clearing costs and lessen the impact on existing ecosystems.

- The cost of creating the scenic access trails would be approximately $264*. The scenic accesses serve to direct hikers to the more aesthetic areas of the park. These trails will be 3' wide and 6" deep. We made the decision of having them be 3' so that they are ADA complaint while also being small enough that it encourages few visitors to be in the area at a time to preserve the natural beauty.

- The greatest impact of this project is the overall cost. Using our price estimations, the combined hiking, scenic, and bike trails would cost approximately $23,193*.

One alternative to these options is using crushed granite on the bike trail and mulch for hiking and scenic access trails. The prices for this alternative are as follows:

- Bike trail would remain $16,622*
- Mulched Hiking Trails that are 6' wide and 3" deep would cost $3,153*

- Mulched Scenic Access Trails that are 3' wide and 3" deep would cost about $176*
- Total = $19,951*

One drawback on this alternative is the mulch would be very erodible during high water events. It would also significantly limit the bike-ability and potentially limit visitors that are wheelchair-bound.

We want our trails to be very scenic, we would love for guests of our parks to have the opportunity to see local wildlife in their natural habitats. This does come with some impacts as well.

Wildlife might be drawn away from some areas if visitors who come are too loud, stray off of the trail, or if they try to touch or interact with the animals.

**Pricing may vary, these prices are based off of cost of crushed rock and mulch wholesale as well as cost of labor and might not be truly representative of the final cost. Cost was also calculated under the assumption that the village didn't previously have access to materials.*

Parking Lot Changes and Impacts

The addition of a parking lot is crucial to the success of the park. Based on the polygon deemed suitable by the analysis, it has the capacity to have 22 stalls that are 20'x10' and 12" deep with a driving lane, if a structure (bathroom or pavilion) is added within that area it will be able to contain less stalls accordingly.

- The cost of the parking lot will be $9,043*
  - Based off of 9,766 square feet (not including 830 square feet for potential restroom or structure site).

- The cost of the drive will be $1,173*

The parking lot and drive will be made of crushed stone. The depth of the crushed stone will be 12" deep for both the drive and parking lot. This is the recommended safe depth of a road according to the Wisconsin Transport Bulletin. This depth is so that cars can safely drive on it without losing grip, this also will help with drainage in the spring, and makes it so vehicles are less likely to slip in the winter.

**Pricing may vary, these prices are based off of cost of crushed rock wholesale as well as cost of labor and might not be truly representative of the final cost. Cost was also calculated under the assumption that the village didn't previously have access to materials.*

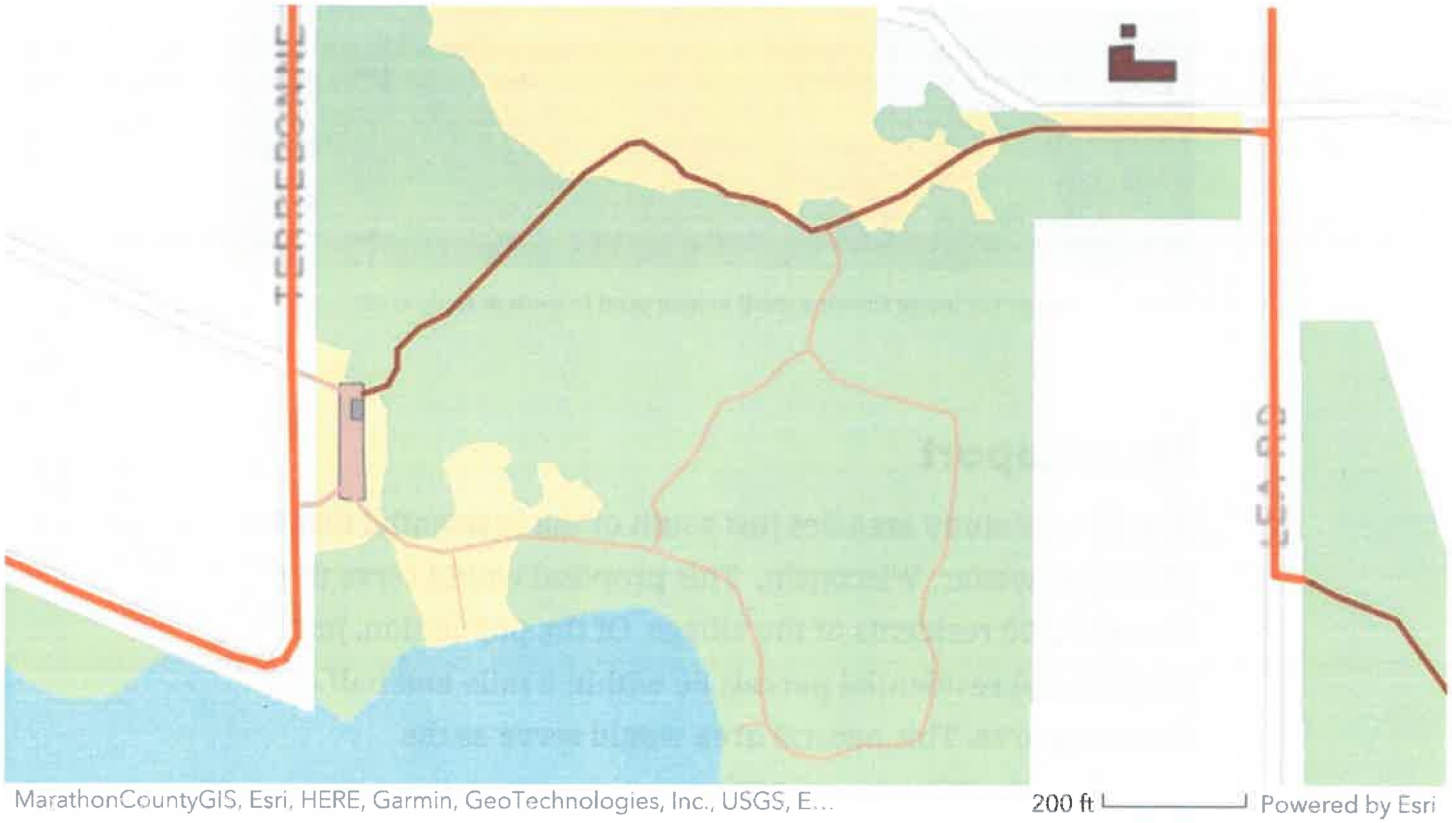
Image 1.3: Image showing small animal print in snow at study area.

Final Report

The 55 acre study area lies just south of the residential district of Kronenwetter, Wisconsin. This proposal would serve the almost 8,500 residents of the village. Of the population, just under 1,800 residential parcels lie within a mile and half of the study area. This natural area would serve as the community's only natural park.

A significant amount of the proposed park lies within the floodplain of Bull Junior Creek, which is a tributary of the Wisconsin River system. The areas outside of the floodplain observe sandy soils with high rates of infiltration and low rates of runoff, which are optimal for minimizing erosion. The park currently holds two well houses, with potential for a third in the near future. The area is already being used by residents, as there is one well-defined trail with a few other secondary trails used by both people and wildlife. The park is bordered on two sides by the existing bike trail network, with potential to provide a convenient link.

After running suitability analyses on parking lot, trail, and trail amenity placement, we were able to design a fully functional park that can be utilized by bikers, hikers, walkers, wildlife observers, and nature lovers. The linkage to the Kronenwetter and Marathon County bike system will prove to be a significant attraction for bringing people to the park.



Map 6.1: Final map showing all proposed changes within proposed park site.

References

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Department of Geography and Geology
College of Letters and Science
University of Wisconsin-Stevens Point

Caleb Dammen, Kali Eder, Lexi Dargiewicz, Matt Domzalski

village of Kronenwetter

Report to CLIPP

Agenda Item: Discussion and Possible Action: Potential Upgrades for Parks
Meeting Date: July 7, 2025
Referring Body: CLIPP
Committee Contact:
Staff Contact: Greg Ulman
Report Prepared by: Greg Ulman

AGENDA ITEM: Discussion and Possible Action: Potential Upgrades for Parks

OBJECTIVE(S): To have the CLIPP Committee informed with the CIP for the parks

HISTORY/BACKGROUND: Attached is a plan for park improvements, financial dependent. Staff would like CLIPP input on changes or any other recommendations to this list, as well as moving the dates around.

RECOMMENDED ACTION: To give direction as CLIPP sees fit.

Capital Improvements

Parks

2026

New Playground Structure – Buska Park - $125,000

Kayak Launch/Dock – Municipal Park Pond - $25,000

2027

Diggers – Seville Park - $5,000

2028

Repair/Remove Ball Diamond and Dugouts – Buska Park - ?

2029

Climbing Web – Municipal Park - $40,000

2030

Park Benches – Norm Plaza Park - $4,000

Fencing for New Dog Park – Norm Plaza - $65,000

2031

New Playground Structure – Towering Pines Park - $175,000

village of Kronenwetter

Report to CLIPP

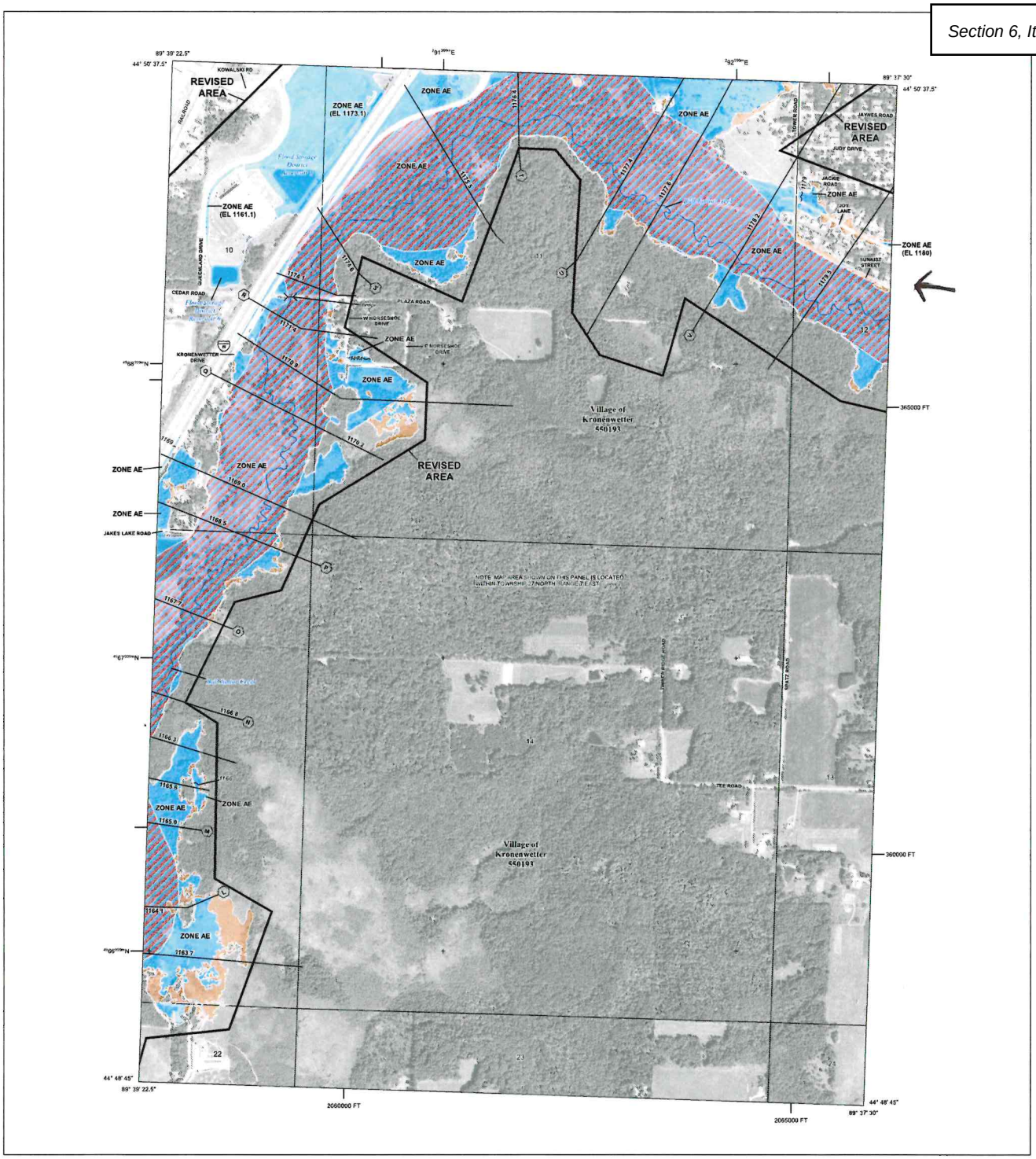
Agenda Item: Discussion and Possible Action: Swiderski Park Path Information
Meeting Date: July 7, 2025
Referring Body: CLIPP
Committee Contact:
Staff Contact: Greg Ulman
Report Prepared by: Greg Ulman

AGENDA ITEM: Discussion and Possible Action: Swiderski Park Path Information

OBJECTIVE(S): To have the CLIPP Committee discuss possible improvements to Swiderski Park.

HISTORY/BACKGROUND: Attached are the photos and documents I have related to the Swiderski Park Path, the photos show a potential boardwalk and kayak launch to the Bull Junior off of Sunkist St. However, a study might be needed by the DNR to determine if the walkway would impact the floodway district. Peter Wegner will explain more about the zoning district.

RECOMMENDED ACTION: To give direction as CLIPP sees fit.



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, A99 — With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway
- 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

OTHER AREAS OF FLOOD HAZARD
- 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

OTHER FEATURES
- 18.2 / 17.5 — Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature
- 513 — Base Flood Elevation Line (BFE)
- 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

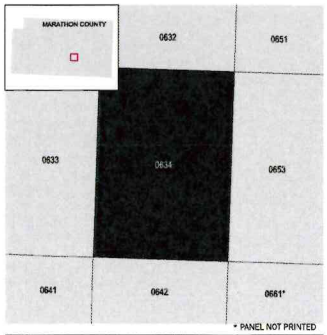
Map Projection: NAD 1983 UTM Zone 16N; Western Hemisphere; Vertical Datum: NAVD 88

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 634 OF 1000

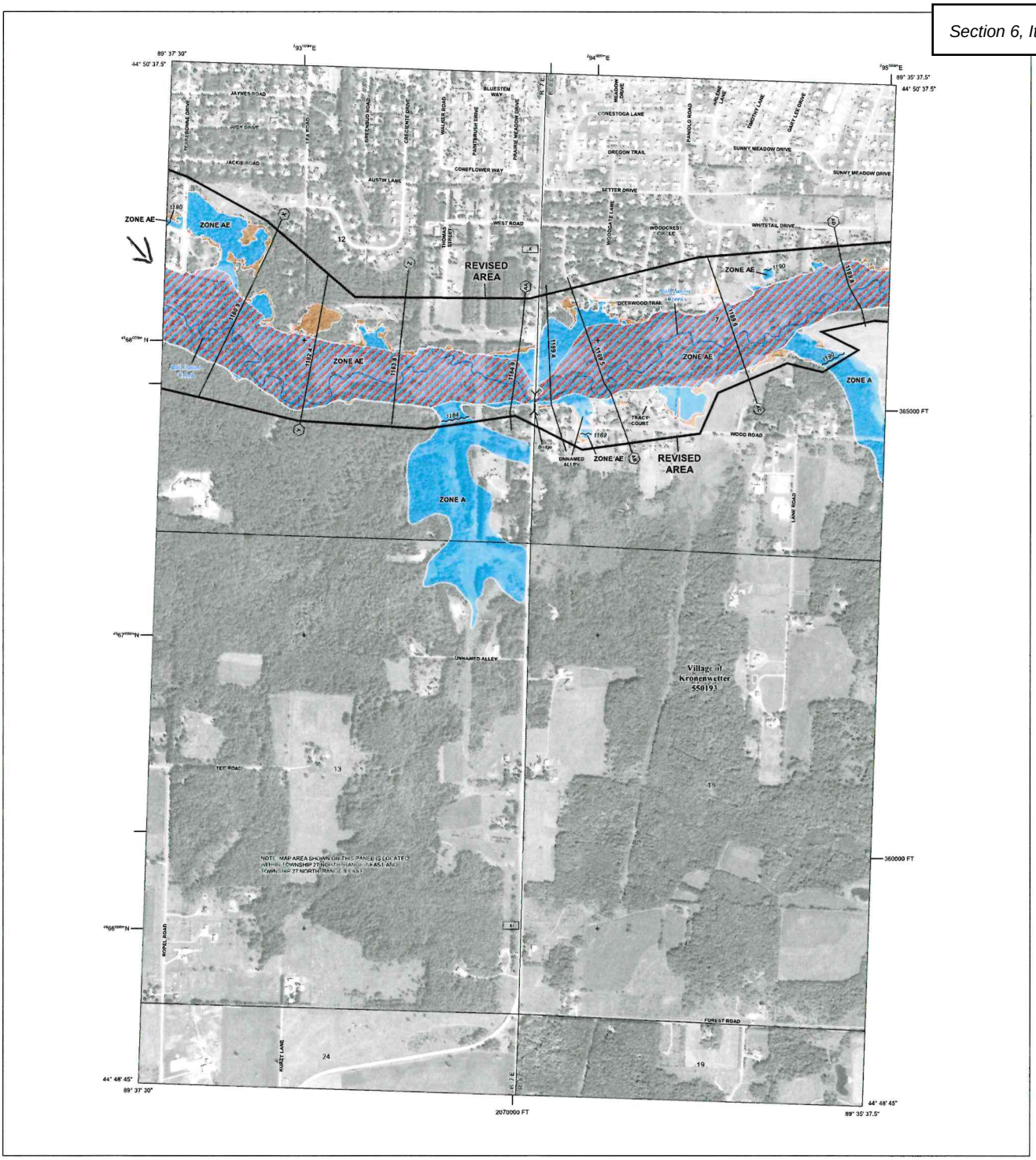
COMMUNITY	NUMBER	PANEL	SUFFIX
KRONENWETTER, VILLAGE OF	550193	0634	F

REVISED TO REFLECT LOMR EFFECTIVE: January 13, 2023

VERSION NUMBER 2.1.3.0

MAP NUMBER 55073C0634F

EFFECTIVE DATE JULY 22, 2010



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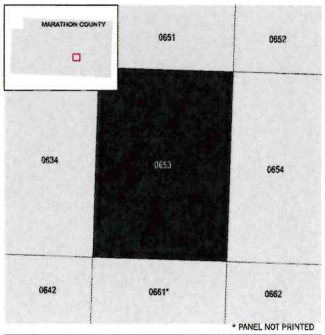
1 inch = 500 feet 1:6,000

0 500 1,000 2,000 Feet

0 125 250 500 Meters

PANEL LOCATOR



* PANEL NOT PRINTED

National Flood Insurance Program

NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

MARATHON COUNTY, WISCONSIN
and Incorporated Areas
PANEL 653 OF 1000

COMMUNITY	NUMBER	PANEL	SUFFIX
KRONENWETTER, VILLAGE OF	550193	0653	F

REVISED TO REFLECT LOMR EFFECTIVE: January 13, 2023

VERSION NUMBER 2.1.3.0
MAP NUMBER 55073C0653F
EFFECTIVE DATE JULY 22, 2010

1750 Sunset Street

8, 10 20, 23

18 13

12, 14

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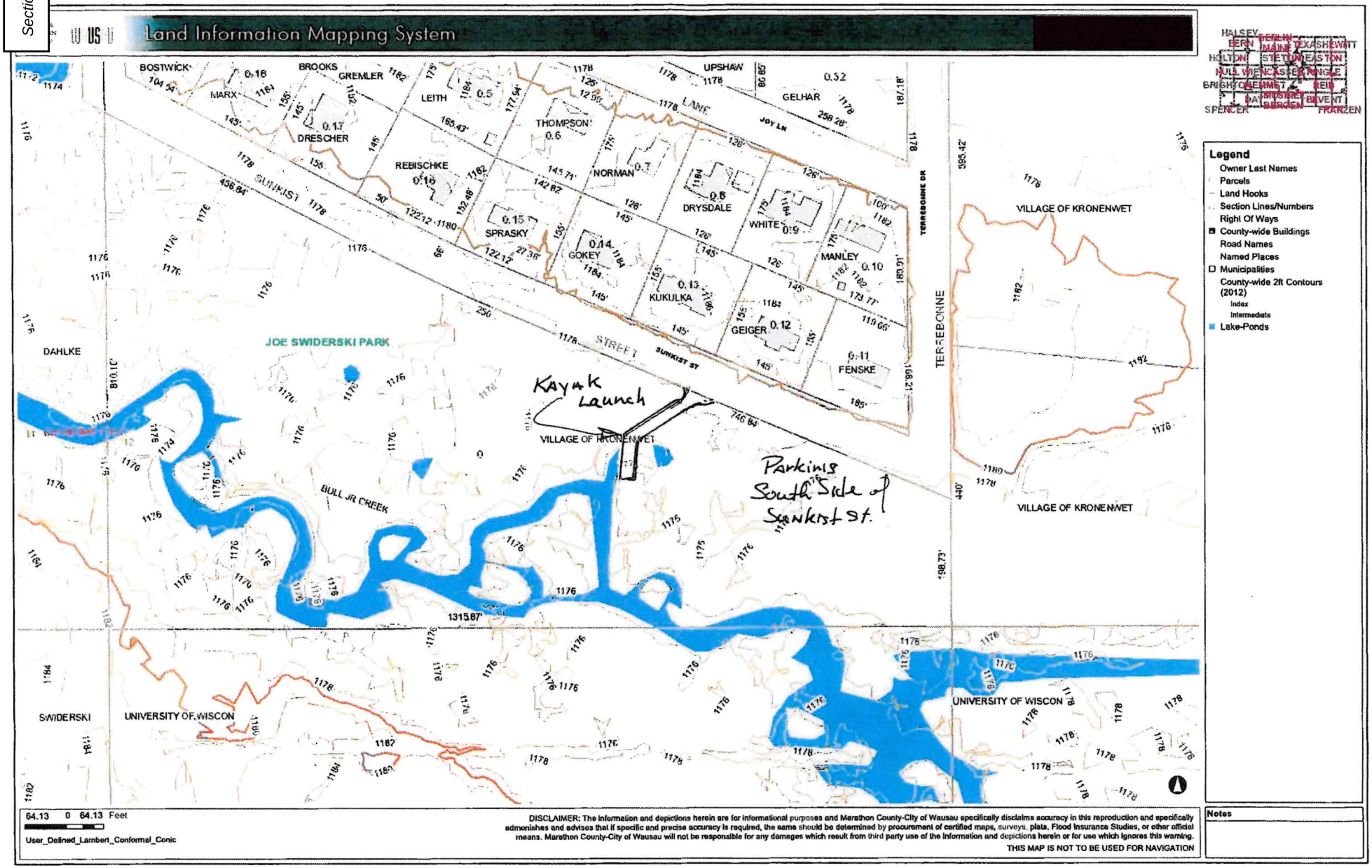
Land Information Mapping System
BOSTWICK
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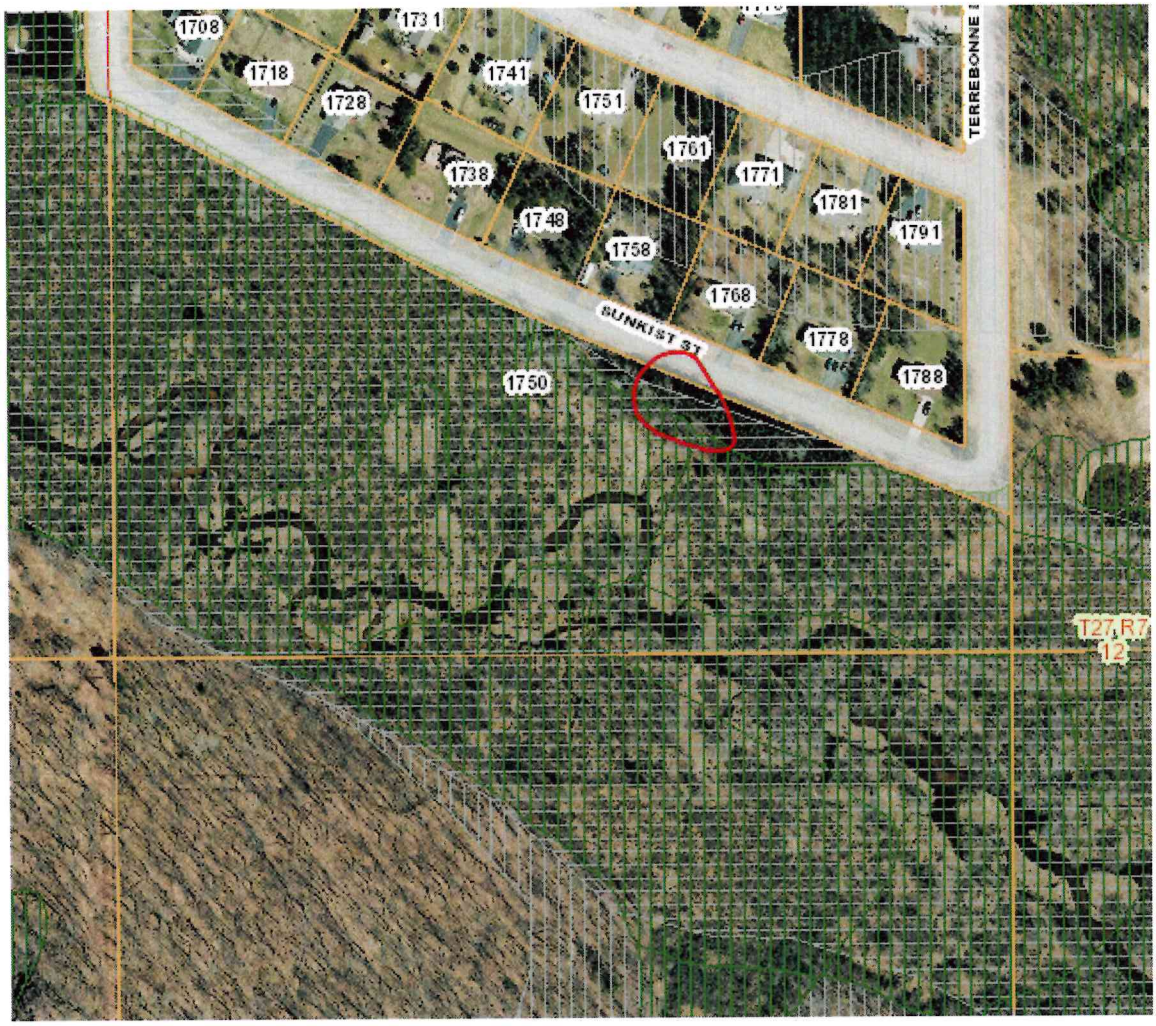
BROOKS
GREMLER
LEITH
THOMPSON
UPSHAW
GELHAR
DRESCHER
REBISCHKE
NORMAN
DRYSDALE
WHITE
MANLEY
SPRASKY
GOKEY
KUKULKA
GEIGER
FENSKE
SUNKIST
SUNKIST ST
JOY LN
TERREBONNE DR
VILLAGE OF KRONENWET
JOE SWIDERSKI PARK
DAHLKE
BULL JR CREEK
Kayak Launch
Parking South Side of Sunkist St.
SWIDERSKI
UNIVERSITY OF WISCON
Legend
Owner Last Names
Parcels
Land Hooks
Section Lines/Numbers
Right Of Ways
County-wide Buildings
Road Names
Named Places
Municipalities
County-wide 2ft Contours (2012)
Index
Intermediate
Lake-Ponds
64.13 0 64.13 Feet
User_Defined_Lambert_Conformal_Conic
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

Swiderski Park

UWSP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SUNKIST ST
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1750
1788
TERREBONNE
T27,R7
12

Greg Ulman

From: Van Asten, Forrest A - DNR <forresta.vanasten@wisconsin.gov>
Sent: Thursday, July 3, 2025 8:27 AM
To: Greg Ulman
Subject: RE: [External] Regulatory Floodway Question

Greg:

In most cases, elevated walkways/boardwalks in the floodway would require H&H/modeling because they have the potential to impact base flood elevations (by blocking flow). This is because these structures rise up above existing ground and change the channel geometry. For the most part, trails and walkways that do not rise up above ground level (or rise so little that the difference couldn't be modeled in HEC-RAS) wouldn't require an engineered study. I'm not sure if there is a way to construct a boardwalk without it being somewhat elevated on supports, but if the village comes up with a non-elevated design that you would want me to look at for floodplain I can definitely do that for you.

In general, the guidance to keep in mind is that if the development you are considering changes the geometry of the river in such a minor way that you couldn't model the difference in a HEC-RAS cross section, a study usually isn't necessary as it wouldn't effectively calculate the difference anyway.

Forrest Van Asten, P.E.
Water Management Engineer
Phone: (715) 493-0371
ForrestA.VanAsten@Wisconsin.gov

Our core values include professionalism, integrity, and customer service.
Please visit our survey to provide feedback on your experience interacting with any DNR employee.

From: Greg Ulman <gulman@kronenwetter.gov>
Sent: Wednesday, July 2, 2025 9:58 AM
To: Van Asten, Forrest A - DNR <forresta.vanasten@wisconsin.gov>
Subject: Regulatory Floodway Question

Good morning Forrest,

A few weeks back we spoke about having an elevated walkway go through regulatory floodway to a dock/pier on a creek. The regulatory floodway area up to the creek is marsh with areas of standing water. Are we able to construct an elevated walkway in the marsh area with posts? Or would we need to do an engineering study to determine the displacement of water in the floodway? Or would this be denied by the DNR?

Just looking for something in writing.

Thanks again,

Greg Ulman

Director of Public Works/Utilities Superintendent

1582 Kronenwetter Drive
Kronenwetter, WI 54455
715-693-4200 ext. 1731
715-693-4202 Fax
www.kronenwetter.org

A. *Applicability.* This section applies to all floodway areas on the floodplain zoning maps and those identified pursuant to subsection 520-44A.(5).

B. *Permitted uses.*

(1) The following open space uses are allowed in the Floodway District and the floodway areas of the General Floodplain District, if:

(a) They are not prohibited by any other ordinance;

(b) They meet the standards in subsections 520-42C. and 520-42D; and

(c) All permits or certificates have been issued according to subsection 520-46A.

(2) Agricultural uses, such as: farming, outdoor plant nurseries, horticulture, viticulture, and wild crop harvesting.

(3) Nonstructural industrial and commercial uses, such as loading areas, parking areas and airport landing strips.

(4) Nonstructural recreational uses, such as golf courses, tennis courts, archery ranges, picnic grounds, boat ramps, swimming areas, parks, wildlife and nature preserves, game farms, fish hatcheries, shooting, trap, and skeet activities, hunting and fishing areas and hiking and horseback riding trails, subject to the fill limitations of subsection 520-42C.(4).

(5) Uses or structures accessory to open space uses or classified as historic structures that comply with subsections 520-42C. and 520-42D.

(6) Extraction of sand, gravel or other materials that comply with subsection 520-42C.

(7) Functionally water dependent uses, such as docks, piers or wharves, dams, flowage areas, culverts, navigational aids and river crossings of transmission lines, and pipelines that comply with Wis Stats. chs. 30 and 31.

(8) Public utilities, streets and bridges that comply with subsection 520-42C.

(9) Portable latrines that are removed prior to flooding and systems associated with recreational areas and department-approved campgrounds that meet the applicable provisions of local ordinances and Wis. Adm. Code ch. SPS 383.

(10) Public or private wells used to obtain potable water for recreational areas that meet the requirements of local ordinances and Wis. Adm. Code chs. NR 811 and NR 812.

(11) Wastewater treatment ponds or facilities permitted under Wis. Adm. Code section NR 110.15(3)(b).

(12) Sanitary sewer or water supply lines to service existing or proposed development located outside the floodway that complies with the regulations for the floodplain area occupied.

C. *Standards for development in the floodway.*

(1) *General.*

(a) Any development in the floodway shall comply with section 520-41 and have a low flood damage potential.

(b) Applicants shall provide an analysis calculating the effects of this proposal on the regional flood height to determine the effects of the proposal according to subsections 520-41B. and 7.1(2)(c). The analysis must be completed by a registered professional engineer in the State of Wisconsin.

(c) Any encroachment in the regulatory floodway is prohibited unless the data submitted for subsection 520-42C.(1)(b) above demonstrates that the encroachment will cause no increase in flood elevations in flood events up to the base flood at any location or removes the encroached area from the regulatory floodway as provided in subsection 520-40E.(5).

(2) *Structures.* Structures accessory to permanent open space uses, including utility and sanitary facilities, or functionally dependent on a waterfront location may be allowed by permit if the structures comply with the following criteria:

(a) Not designed for human habitation, does not have a high flood damage potential and is constructed to minimize flood damage;

(b) Shall either have the lowest floor elevated to or above the flood protection elevation or shall meet all the following standards:

1. Have the lowest floor elevated to or above the regional flood elevation and be dry floodproofed so that the structure is watertight with walls substantially impermeable to the passage of water and completely dry to the flood protection elevation without human intervention during flooding;
2. Have structural components capable of meeting all provisions of subsection 520-42C. (2)(g); and
3. Be certified by a registered professional engineer or architect, through the use of a Federal Emergency Management Agency Floodproofing Certificate, that the design and methods of construction are in accordance with subsection 520-42C.(2)(g).

(c) Must be anchored to resist flotation, collapse, and lateral movement;

(d) Mechanical and utility equipment must be elevated to or above the flood protection elevation; and

(e) Must not obstruct flow of flood waters or cause any increase in flood levels during the occurrence of the regional flood.

(f)

For a structure designed to allow the automatic entry of floodwaters below the regional flood e applicant shall submit a plan that meets subsections 520-42C.(2)(a)—(e) and meets or exceeds the following standards:

1. The lowest floor must be elevated to or above the regional flood elevation;
2. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;
3. The bottom of all openings shall be no higher than one foot above the lowest adjacent grade; openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters, otherwise must remain open; and
4. The use must be limited to parking, building access or limited storage.

(g) *Certification.* Whenever floodproofing measures are required, a registered professional engineer or architect shall certify that the following floodproofing measures will be utilized, where appropriate, and are adequate to withstand the flood depths, pressures, velocities, impact and uplift forces and other factors associated with the regional flood:

1. Reinforcement of floors and walls to resist rupture, collapse, or lateral movement caused by water pressures or debris buildup;
2. Construction of wells, water supply systems and waste treatment systems so as to prevent the entrance of flood waters in such systems and must be in accordance with provisions in subsections 520-42D.(4) and (5);
3. Subsurface drainage systems to relieve external pressures on foundation walls and basement floors;
4. Cutoff valves on sewer lines or the elimination of gravity flow basement drains; and
5. Placement of utilities to or above the flood protection elevation.

(3) *Public utilities, streets and bridges.* Public utilities, streets and bridges may be allowed by permit, if:

(a) Adequate floodproofing measures are provided to the flood protection elevation; and

(b) Construction meets the development standards of subsection 520-41B.

(4) *Fills or deposition of materials.* Fills or deposition of materials may be allowed by permit, if:

(a) The requirements of subsection 520-41B. are met;

(b) No material is deposited in navigable waters unless a permit is issued by the department pursuant to Wis. Stats. ch. 30, and a permit pursuant to section 404 of the Federal Water Pollution Control Act, amendments of 1972, 33 U.S.C. 1344 has been issued, if applicable, and all other requirements have been met;

(c)

The fill or other materials will be protected against erosion by riprap, vegetative cover, sheet pi bulkheading; and

(d) The fill is not classified as a solid or hazardous material.

D. *Prohibited uses.* All uses not listed as permitted uses in subsection 520-42B. are prohibited, including the following uses:

(1) Habitable structures, structures with high flood damage potential, or those not associated with permanent open space uses;

(2) Storing materials that are buoyant, flammable, explosive, injurious to property, water quality, or human, animal, plant, fish or other aquatic life;

(3) Uses not in harmony with or detrimental to uses permitted in the adjoining districts;

(4) Any private or public sewage systems, except portable latrines that are removed prior to flooding and systems associated with recreational areas and Department-approved campgrounds that meet the applicable provisions of local ordinances and Wis. Adm. Code ch. SPS 383;

(5) Any public or private wells which are used to obtain potable water, except those for recreational areas that meet the requirements of local ordinances and Wis. Adm. Code chs. NR 811 and NR 812;

(6) Any solid or hazardous waste disposal sites;

(7) Any wastewater treatment ponds or facilities, except those permitted under Wis. Adm. Code section NR 110.15(3)(b); and

(8) Any sanitary sewer or water supply lines, except those to service existing or proposed development located outside the floodway which complies with the regulations for the floodplain area occupied.

(Ord. No. 16-07, 6-20-2016; Ord. No. 24-06, 9-23-2024)

REPORT TO CLIPP

ITEM NAME:	Intersection of CTH X, CTH XX and Pine Road
MEETING DATE:	June 9, 2025
PRESENTING COMMITTEE:	
COMMITTEE CONTACT:	Ken Charneski
STAFF CONTACT:	Jennifer Poyer
PREPARED BY:	Jennifer Poyer

ISSUE: Due to safety concerns identified at this intersection, the Marathon County Highway Department initiated a study to evaluate potential safety and operational improvements. This intersection lies in the county's jurisdiction, but any proposed changes/improvements should be kept in our purview and communicated to Kronenwetter residents.

OBJECTIVES: Establish an ongoing discussion and review of this issue in reference to next steps by the county with regard to changes and improvement made to this intersection.

ISSUE BACKGROUND/PREVIOUS ACTIONS: On February 5, 2024, County Highway XX, X and Pine Road Safety Concern was discussed by the CLIPP Committee in response to a petition regarding the safety of the intersection being circulated by then County Supervisor Joel Straub. The petition was signed by 170 residents concerned about their safety. In response to the concern about safety at the intersection, the county conducted a study. The results of the study were discussed during the May 1, 2025 Marathon County Infrastructure Committee Meeting. The study is attached.
Trustee Jessica Stowell sent an email to Village President David Baker with an intention of staying up to date on this issue and educating the board, staff and residents of future steps.
During the June 9, 2025 Village Board Meeting this item was referred to the CLIPP Committee.
A county representative is set to attend the August 4, 2025 CLIPP Meeting.
PROPOSAL:
ADVANTAGES:
DISADVANTAGES:
ITEMIZE ALL ANTICIPATED COSTS (Direct or Indirect, Start-Up/One-Time, Capital, Ongoing & Annual, Debt Service, etc.)
RECOMMENDED ACTION: Discussion

OTHER OPTIONS CONSIDERED:
TIMING REQUIREMENTS/CONSTRAINTS:
FUNDING SOURCE(s) – Must include Account Number/Description/Budgeted Amt CFY/% Used CFY/$ Remaining CFY
Account Number:
Description:
Budgeted Amount:
Spent to Date:
Percentage Used:
Remaining:
ATTACHMENTS (describe briefly): Intersection Control Evaluation for CTH X, CTH XX, and Pine Road

Intersection Control Evaluation for CTH X, CTH XX, and Pine Road Village of Kronenwetter Marathon County

Prepared for

Marathon County Hwy Dept
1430 West Street
Wausau, WI 54401

Prepared by

JT Engineering, Inc.
281 Netherwood St, Ste. 1
Oregon, WI 53575

March 2025

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CONTENTS

CTH X, CTH XX, and Pine Road Intersection Control Evaluation

Project Background

The intersection of CTH X, CTH XX, and Pine Road is located in the Village of Kronenwetter, Marathon County. CTH X makes up the south and east legs, CTH XX makes up the north leg, and Pine Road makes up the west leg. It is currently two-way stop controlled on the east and west legs (CTH X and Pine Road, respectively). The intersection is being evaluated for potential safety and operational improvements. A Project Location Map is included as Attachment 1. The evaluation includes the analysis of existing and future intersection operations, as well as crashes and safety. The following details the results of the analyses and an Intersection Control Evaluation (ICE).

Study Area

CTH X is a two-lane roadway with a speed limit of 35 mph on the south leg of the intersection and 45 mph on the east leg of the intersection. The average annual daily traffic (AADT) reported by the Wisconsin Department of Transportation (WisDOT) on CTH X to the east is 5,000 (2023). CTH XX is a two-lane roadway with a speed limit of 35 mph on the north leg of the intersection. The AADT reported by WisDOT on CTH XX is 3,700 (2023). Pine Road is a two-lane roadway with a speed limit of 25 mph on the west leg of the intersection. The AADT reported by WisDOT on Pine Road is 1,200 (2019). The volumes reported by WisDOT are consistent with an intersection turning movement count collected on December 11, 2024. The existing intersection of CTH X, CTH XX, and Pine Road is two-way stop controlled on the east and west legs (CTH X and Pine Road, respectively). There are no turn lanes on any of the four approaches. The roadways intersect at a 90-degree angle.

On CTH X to the south, there is a residential driveway located approximately 90 feet away from the intersection on the west side of the roadway and a business driveway located approximately 195 away on the east side of the roadway. On CTH X to the east, there are business driveways located approximately 185 feet and 350 feet away on the south and north side of the roadway, respectively. On CTH XX to the north, there is a residential driveway located approximately 135 feet away on the west side of the roadway and on Pine Road, there is a residential driveway located approximately 325 feet away on the south side of the roadway.

Truck percentages in the AM peak range from 0% and 1% on the west and east legs to 1% and 5% on the south and north legs. In the PM peak, truck percentages range from 1% and 6% on the east and west legs to 1% and 2% on the south and north legs of the intersection.

Safety Considerations

There were 19 crashes observed at the intersection of CTH X, CTH XX, and Pine Road from January 2019 through December 2024. See Table 1 and the subsequent summary for details. The summary focuses first on the finalized crash data from 2019-2023 with the preliminary 2024 data detailed at the end of the summary. Traffic volumes at the intersection are included as Attachment 2 and a detailed Intersection Crash Diagram is included as Attachment 3.

Table 1: CTH X, CTH XX, and Pine Road Observed Crash History
Years 2019-2024

Crash Type	Fatal	Injury A	Injury B	Injury C		KABC (Fatal + Injury A + Injury B + Injury C)	Property Damage Only (PDO)	Total (KABC + PDO)
Head-on				1		1	1	2
Angle			2	1		3	6	9
Angle*		1	1			2	2	4
Rear End							3	3
No*							1	1
Total	0	1	3	2		6	13	19

* Preliminary 2024 data
** No Collision with Vehicle in Transport / Single Vehicle Crash

Crash Trends: Of the 15 total crashes, nine were there result of an eastbound or westbound driver failing to yield to a northbound or southbound vehicle causing an angle crash – three due to an eastbound driver failing to yield to a northbound vehicle, three due to a westbound driver failing to yield to a southbound vehicle, two due to an eastbound driver failing to yield to a southbound vehicle, and one due to a westbound driver failing to yield to a northbound vehicle. The two head on crashes were caused by drivers that took left turns too short and struck vehicles stopped at the stop signs. The three rear end crashes all occurred westbound on CTH X, two of which were due to icy conditions. There was one single vehicle incident where a southbound driver hit a snowbank after swerving to avoid a westbound vehicle that had slid through the stop sign under icy conditions.

Contributing Geometric Factors: Sight distance from the stop sign on Pine Road is limited in in the northwest quadrant due to visual obstructions near the roadway including large trees and power poles. Visibility is also somewhat limited in the southwest quadrant by a tree south of the private driveway, but this meets current standards.

Eastbound Pine Road looking south


Eastbound Pine Road looking north

Roadway Conditions: Lighting and pavement condition do not appear to be significant factors in the crash trends at this location There is lighting at this intersection located in the northeast quadrant. Of the 15 total crashes, 12 occurred during the day, one occurred at dawn, one at dusk, and one under lighted conditions. Two crashes occurred on wet pavement and three in the snow while ten were on dry pavement.

Driver Characteristics: Of the 15 at-fault drivers, eight were in the range of 16-29 years old. Five of these resulted in angle crashes, two were rear end incidents and the last was the single vehicle incident. These driver errors may be partly due to inexperience or risk-taking, which are both common among young drivers.

One of the at-fault drivers was 44 years old. This driver was unable to stop due to icy conditions.

The remaining six crashes were caused by older drivers in the range of 60-78 years old. Four of these resulted in angle crashes and two were the head on incidents where the drivers took the turns too short.

Fatal and A-Type Injury Crash Summaries: There were no fatal or A-type injury crashes reported.

Preliminary 2024 Data: There were a total of four crashes that occurred at the intersection in 2024. All four were angle crashes. One occurred when a southbound left turning driver (age 20) was distracted and turned in front of a northbound vehicle resulting in an A-type injury crash. Another occurred when a westbound driver (age 28) stopped at the stop sign on CTH X, looked but did not see any cross traffic, pulled out and struck the side of a southbound vehicle resulting in a B-type injury crash. One was the result of a northbound left turning driver (age 86) cutting the corner short due to sun glare and striking an eastbound vehicle stopped at the stop sign resulting in a property damage only crash. The final occurred when a distracted westbound driver (age 16) stopped at the stop sign but then failed to yield right of way to a northbound vehicle resulting in a property damage only crash. All four crashes occurred during the day on dry pavement conditions.

Description of Evaluated Alternatives

The following alternatives were evaluated:

- Existing two-way stop control
- All-way stop control (AWSC)
- Roundabout control
- Traffic Signal control

Traffic Projections

The traffic projections were completed utilizing straight-line growth from existing conditions to year 2046. The growth rate was determined based on WisDOT AADT counts on CTH X, CTH XX, and Pine Road. The AADT counts show varying growth rates ranging from a decrease in traffic to an increase of approximately 1% per year. A growth rate of 0.5% per year was utilized to determine the future traffic volumes for this analysis. See Attachment 2 for existing and future traffic data.

Warrants Analysis

Traffic Signal Control Warrants

Traffic signal warrants were evaluated using existing and forecasted traffic volumes. The evaluation of forecasted traffic data shows that no warrants are expected to be met in the year 2046. For purposes of warrant evaluation only, the year 2046 traffic volumes were recalculated utilizing a growth rate of 1% per year and warrants were re-evaluated to determine if a greater amount of traffic growth would change the outcome of the warrants analysis. The evaluation of forecasted traffic data with 1% growth per year still shows that no traffic signal warrants are expected to be met in the year 2046. Therefore, traffic signal control was not evaluated any further. See Attachment 4 for the Traffic Signal Warrants Analysis Output.

All-Way Stop Control Warrants

The Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD) Section 2B.12 and WisDOT's Traffic Engineering, Operations and Safety (TEOpS) Manual were consulted to determine if AWSC is warranted at the intersection of CTH X, CTH XX, and Pine Road. Multi-way stop control is typically considered when traffic volumes on the intersecting roadways are approximately equal. The WMUTCD lists multiple criteria that should be considered in an engineering study for multi-way stop installation. The criteria include the following:

A. Where traffic signal control is justified, multi-way stop control can be used as an interim measure.
B. If five or more crashes that could be corrected by a multi-way stop were reported in a one-year period.
C. Where an engineering study indicates that sight distance on the minor road approaches controlled by a stop sign is not adequate for a vehicle to turn onto or cross the uncontrolled major road.
D. If minimum volumes for locations where the 85th percentile speed of the major street traffic is 40 mph or less are met as follows:
    i. The total vehicular volume entering the intersection from both major approaches averages at least 300 vehicles per hour for any eight hours of an average day; and
    ii. The combined vehicular, bicycle, and pedestrian volume entering the intersection from both minor approaches averages at least 200 units per hour for the same eight hours.

The TEOpS Manual states that all criteria in the MUTCD shall be considered when evaluating whether AWSC is appropriate control for intersections on the STH system, plus the following supplemental criteria shall also be considered:

1. Functional Highway Classification – for desirable AWSC, the intersecting roadways should have the same or similar functional class on at least three approaches.
2. Average Daily Traffic (ADT) – for AWSC, it is highly desirable that the intersecting roadways have closely balanced ADTs on at least three approaches (at least one of the minor approaches with a volume not less than 70% of the higher volume of the two approaches on the major roadway.
3. Crash History – AWSC should be considered if it is expected to correct a significant number of intersection crashes that have occurred in the past 5 years or reduce the overall severity of future crashes.
4. Alternatives – Improvement alternatives that are less restrictive than AWSC shall be considered and evaluated.
5. Mobility Impact – Will the high-volume of existing through traffic experience significant delays for the benefit of reducing delays for a low-volume side-street?
6. Right turn inclusion – The inclusion of right turns from the minor approaches in the AWSC warrant analysis should be evaluated similar to signal warrant evaluation.

The intersection of CTH X, CTH XX, and Pine Road is currently stop-controlled on the east and west approaches of CTH X and Pine Road, which are the highest and lowest volume approaches, respectively. Traffic volumes on CTH X to the south and CTH XX to the north are roughly even and approximately 20% lower than CTH X to the east.

Based on the WMUTCD AWSC criteria, the following applies at the intersection of CTH X, CTH XX, and Pine Road under existing or forecasted traffic conditions:

A. Traffic signal warrants are not met.
B. There are multiple crashes that could be corrected by a multi-way stop, including five angle crashes that occurred in a one-year period from August of 2023 to August of 2024.

C. The sight distance northbound and southbound from Pine Road is hindered by vegetation and power poles near the roadway.
D. Neither existing nor forecasted traffic volumes meet the minimum criteria. The total forecasted vehicular traffic entering the intersection from both major approaches (north-south) was over 300 vehicles per hour for just 4 of the 13 hours evaluated and the combined vehicular, bicycle, and pedestrian volume from both minor approaches (east-west) exceeded 200 units during only 5 of the 13 hours evaluated.

Based on the TEOPs manual supplemental criteria recommended for consideration, the following applies:

1. The intersecting roadways have the same or similar functional classification on at least three of the approaches.
2. The ADT is relatively balanced on at least three of the approaches.
3. AWSC would correct a significant number of the intersection crashes that have occurred in the past 5 years.
4. Clearing the sight distance is a viable alternative that should be considered. There are no other less restrictive alternatives that would address the safety concerns at this location.
5. The through traffic accounts for only about half of the total traffic on the north and south approaches. Also, the east leg has slightly higher volumes than both the north and the south legs.

The AWSC warrants evaluation shows that AWSC is warranted See Attachment 5 for the AWSC Warrants Output.

Operational Considerations

Intersection operations are defined by Level of Service (LOS), which is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good (LOS A) to very poor (LOS F). For this study, LOS D was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are as follows:

- LOS A is the highest level of service that can be achieved. Under this condition, intersection approaches appear to be quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.
- LOS B represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.
- LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.
- LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.
- LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.
- LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

Level of Service was analyzed for the following traffic control scenarios: existing two way stop control (TWSC), all-way stop control (AWSC), and roundabout control. Both existing year 2024 and future year 2046 were evaluated. See Attachment 2 for existing and future traffic data.

Evaluation of existing conditions at the intersection of CTH X, CTH XX, and Pine Road shows the westbound approach is currently experiencing LOS D operations during the PM peak with the 95th percentile queue reaching up to 115 feet or roughly four vehicles. The other approaches are operating at LOS C or better during both peak periods. Future operations are expected to remain similar to existing on the eastbound, northbound, and southbound approaches. However, the westbound approach is expected to have an increase in delay resulting in LOS F operations and the 95th percentile queue is expected to reach up to 193 feet or roughly eight vehicles during the PM peak.

Evaluation of AWSC criteria is detailed above. This intersection is unique in that the stop-controlled approaches are the lowest and highest volume legs. Roughly half of the southbound traffic on CTH XX and over half of the northbound traffic on CTH X make a left and a right turn, respectively, to travel east on CTH X causing these vehicles to slow/stop at the intersection under the existing condition to make their intended movement. Through movements are also likely to be impeded by vehicles slowing to turn east onto CTH X under the existing two-way stop control. All-way stop control is expected to reduce delay to under 15 seconds for all approaches during both peaks for both the existing and future analysis years. See Attachment 5 for AWSC analysis output.

The proposed roundabout was analyzed using HCM capacity equations. The HCM capacity equations are dependent on critical and follow-up headways that are based on national headway averages. The analysis utilized WisDOT's recommended critical and follow-up headways, which can be found in Chapter 16-15, Table 20.1 of WisDOT's Traffic Engineering, Operations, and Safety Manual (TEOpS). See Table 2 for details.

Table 2: Recommended Headway Values

	Critical Headway (s)	Follow-up Headway (s)
Single Lane Entering with Single Lane Conflicting	4.7	2.6

The results of the analysis, including delay and corresponding LOS, are consistent with typical unsignalized intersection LOS and delay ranges from the HCM 7th Edition. A single-lane roundabout is expected to reduce delay to under six seconds for all approaches during both peaks for both the existing and future analysis years.

Table 3 below summarizes the intersection delay expected under the three traffic scenarios evaluated. The Synchro Capacity/LOS Analysis Summaries are included as Attachment 6 and the HCS7 Summary Reports are included as Attachment 7.

Table 3: CTH X, CTH XX, and Pine Road Intersection Delay Summary

Intersection Control	Peak Period	Pine Rd EB Approach		CTH X WB Approach		CTH X NB Approach		CTH XX SB Approach		Intersection Average	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Two-Way Stop	Existing AM Peak	13.2	B	15.5	C	7.3*	A	8*	A	N/A**	
	Existing PM Peak	18.9	C	32.1	D	7.5*	A	7.9*	A	N/A**	
	2046 AM Peak	14.1	B	18	C	7.3*	A	8.1*	A	N/A**	
	2046 PM Peak	23.3	C	59.6	F	7.6*	A	8*	A	N/A**	
All-Way Stop	Existing AM Peak	8.9	A	10.4	B	10.4	B	9.1	A	10.1	B
	Existing PM Peak	10	A	11.5	B	10.2	B	12.7	B	11.4	B
	2046 AM Peak	9.3	A	11.4	B	11.4	B	9.5	A	10.9	B
	2046 PM Peak	10.7	B	12.7	B	11.2	B	14.7	B	12.8	B
Single Lane Roundabout	Existing AM Peak	3.5	A	4.5	A	4.7	A	3.6	A	4.3	A
	Existing PM Peak	4.6	A	4.4	A	4.5	A	5.1	A	4.7	A
	2046 AM Peak	3.6	A	4.8	A	4.9	A	3.8	A	4.6	A
	2046 PM Peak	4.9	A	4.6	A	4.9	A	5.5	A	5.0	A

* Mainline delay on TWSC refers to left-turning vehicles. Through and right-turning vehicles have no delay.
** Average intersection delay is not calculated for TWSC intersections.

Feasibility of Alternatives

To evaluate intersection safety, both the Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) maintain a directory of study-based Crash Modification Factors (CMFs) related to safety improvements. The FHWA database is maintained at https://cmfclearinghouse.fhwa.dot.gov/ and the WisDOT CMF table can be found in Chapter 12 of the Traffic Engineering, Operations and Safety (TEOpS) Manual. The CMFs are used to estimate future crash rates by multiplying them by the existing crash rates. A CMF of 1 indicates no expected impact to the number of crashes, a CMF less than 1 indicates a reduction in crashes, and a CMF of more than 1 indicates an increase in crashes. These factors are often related to specific crash types.

The AWSC alternative has the potential to reduce crashes and delay for the eastbound and westbound approaches at the intersection of CTH X, CTH XX, and Pine Road with a minimal increase in delay for northbound and southbound vehicles. The roundabout will reduce delay on the eastbound and westbound approaches, maintain similar operations on the northbound and southbound approaches, and have the potential to reduce crashes and crash severity.

All-way Stop Control: The AWSC alternative would provide for a decrease in delay eastbound and westbound on CTH X and Pine Road; however, there will be a slight increase in delay northbound and southbound on CTH X and CTH XX for through vehicles, which amount to only roughly half of the traffic on these approaches. The installation of AWSC relies on drivers recognizing and obeying the traffic signs. If drivers do not obey the stop signs, the risk of severe right-angle crashes will still be present. This will be especially true as drivers re-learn this intersection after not having to stop here in the past. Probable impacts of the AWSC alternative are discussed below.

- WisDOT's CMF table includes CMFs for converting a two-way stop-controlled intersection to all-way stop control at rural, urban, and all location types. This change can be expected to reduce all

crash types and severities (fatal, injury, and property damage only) by between 48% and 68% (CMF of 0.52 for rural locations and 0.32 for all location types) and fatal/injury crashes by 77% (CMF of 0.23 for all location types).

- We anticipate the AWSC alternative to cost approximately $28,600. The estimate includes LED flashing stop signs and double Stop Ahead signs with permanent sign flags for the northbound and southbound directions, stop bars for all directions, and additional minor signing changes at the intersection. To assist with the conversion to all-way stop, temporary measures will include portable changeable message boards to be in place for two weeks and three sets of temporary rumble strips in both the northbound and southbound directions. See attachment 8 for Cost Estimates.

Single-lane Roundabout: The roundabout alternative is expected to provide the least amount of overall delay and maintain acceptable levels of service for all approaches well beyond the year 2046. Furthermore, the geometric elements of the roundabout will force drivers to slow upon entering the intersection, unlike with the AWSC alternative. Probable impacts of a single lane roundabout are discussed below. See Attachment 9 for the Preliminary Roundabout Alternative Layouts.

- The roundabout is expected to decrease the severity of crashes by decreasing speeds at the intersection. FHWA research on safety countermeasures shows that converting a two-way stop-controlled intersection to a roundabout reduces fatal and injury crashes by 82%. See Attachment 10 for the FHWA Proven Safety Countermeasures document relating to roundabouts.
- The FHWA Clearinghouse includes a CMF for converting a two-way stop-controlled intersection to a single lane roundabout. This change can be expected to reduce all crash types and severities (fatal, injury, and property damage only) by between 58% and 72% (CMF of 0.42 for rural locations and 0.28 for urban locations).
- Sidepaths will be considered per FDM 11-46-1.3.1.4 which states that in suburban or rural areas, there may be locations with on-road bicycle accommodations but without sidewalks (existing or proposed) in which case, 6-foot wide roundabout sidepaths are appropriate. Estimates were completed with and without the sidepaths to further the discussion on their inclusion if a roundabout is chosen.
- The roundabout alignment will not vary greatly from the existing roadway. There will be some widening to accommodate medians. Minor real estate impacts are expected.
- Based on conceptual estimates, we anticipate the construction of a roundabout at this location would cost approximately $1,260,000 without sidepaths and $1,300,000 with sidepaths. See Attachment 8 for details.

Providing Vision Triangles: Vision triangles allow drivers approaching the intersection to see other approaching drivers. For example, this would allow time for northbound and southbound drivers to react if an eastbound driver was not able to stop in time. From the west, the vision triangle is measured from a point 90 feet down Pine Road and 120 feet to the north and south. From the east, the vision triangle is measured from a point 150 feet down CTH X and 120 feet to the north and south. All measurements are relative to where the center of the lanes cross and distances are determined using the posted speed. See Attachment 11 for the Vision Triangles Diagram.

The vision triangle is clear in the northeast and southeast quadrants, and trees in the southwest quadrant are currently trimmed high enough so that the branches do not conflict with the vision triangle. However, the bushes and trees in the northwest quadrant are thick and would need to be removed or heavily trimmed in order to provide the vision triangle.

Clearing the portion of the vision triangle in the northwest quadrant would be beneficial for the existing condition without any other changes and would also be an enhancement to a conversion to

AWSC. In the case of conversion to AWSC, an improvement in safety will already be gained by requiring all drivers to stop, but clearing the vision triangle will provide drivers with an additional factor of safety since vehicles in both directions have the potential to run the stop signs.

The intersection currently meets standards for intersection sight distance. The standards ensure that drivers stopped at the stop signs have enough time to see approaching traffic. Intersection sight distance is met when a driver positioned 14.5 feet from the edgeline can see approaching vehicles at least 670 feet away. On the eastbound approach looking north, this distance becomes clear for a driver about 23 feet from the edgeline, meaning that drivers can only see approaching traffic at 670 feet away if they pull far enough forward. Continual trimming of the trees and bushes in the northwest quadrant will be necessary to maintain this intersection sight distance. On the eastbound approach looking south, sight distance is clearer. However, a tree located just south of the driveway on CTH X is the limiting point for visibility and the intersection sight distance should be monitored to ensure that the trees and bushes continue to be trimmed as they are now.

Conclusions

The number of angle crashes at the intersection of CTH X, CTH XX, and Pine Road is a concern. It is recommended to utilize an incremental approach at the intersection to increase safety. The first step would be to increase the sight distance by providing a clear vision triangle for the eastbound approach on Pine Road. Increasing sight distance at an intersection has the potential to decrease fatal and injury crashes by 56% (WisDOT CMF of 0.44). The cost to clear the northwest quadrant within the eastbound vision triangle would be approximately $6,800. If it is not possible to completely clear the line of sight or if the crashes are not adequately reduced, the next step would be to implement AWSC. While the roundabout alternative would maintain acceptable operations through the 2046 design year and decrease the number and severity of crashes, the construction costs are much higher than the AWSC alternative, resulting in a benefit to cost ratio 2.6 for a roundabout versus 106.9 for AWSC. See Attachment 12 for the benefit/cost analysis worksheet.

The AWSC alternative does not reduce the likelihood of severe right-angle crashes to the same degree as the roundabout. To aid in drivers obeying the new stop control, solar flashing stop signs or electric flashing beacons could be used to draw attention to the new stop control which would be placed on both sides of the roadway. WisDOT's CMF list includes a CMF for installing flashing beacons at stop-controlled intersections. While this CMF would not be applicable to the existing crashes at this intersection due to the change in the stop condition, it shows that the addition of flashing beacons draws attention to the traffic control, reducing the number of violators in comparison to stop control without flashing beacons. This improvement can be expected to reduce all crash types by 5% (CMF of 0.95) at existing stop control locations. The installation of rumble strips may also aid in reducing violations.

Future Considerations

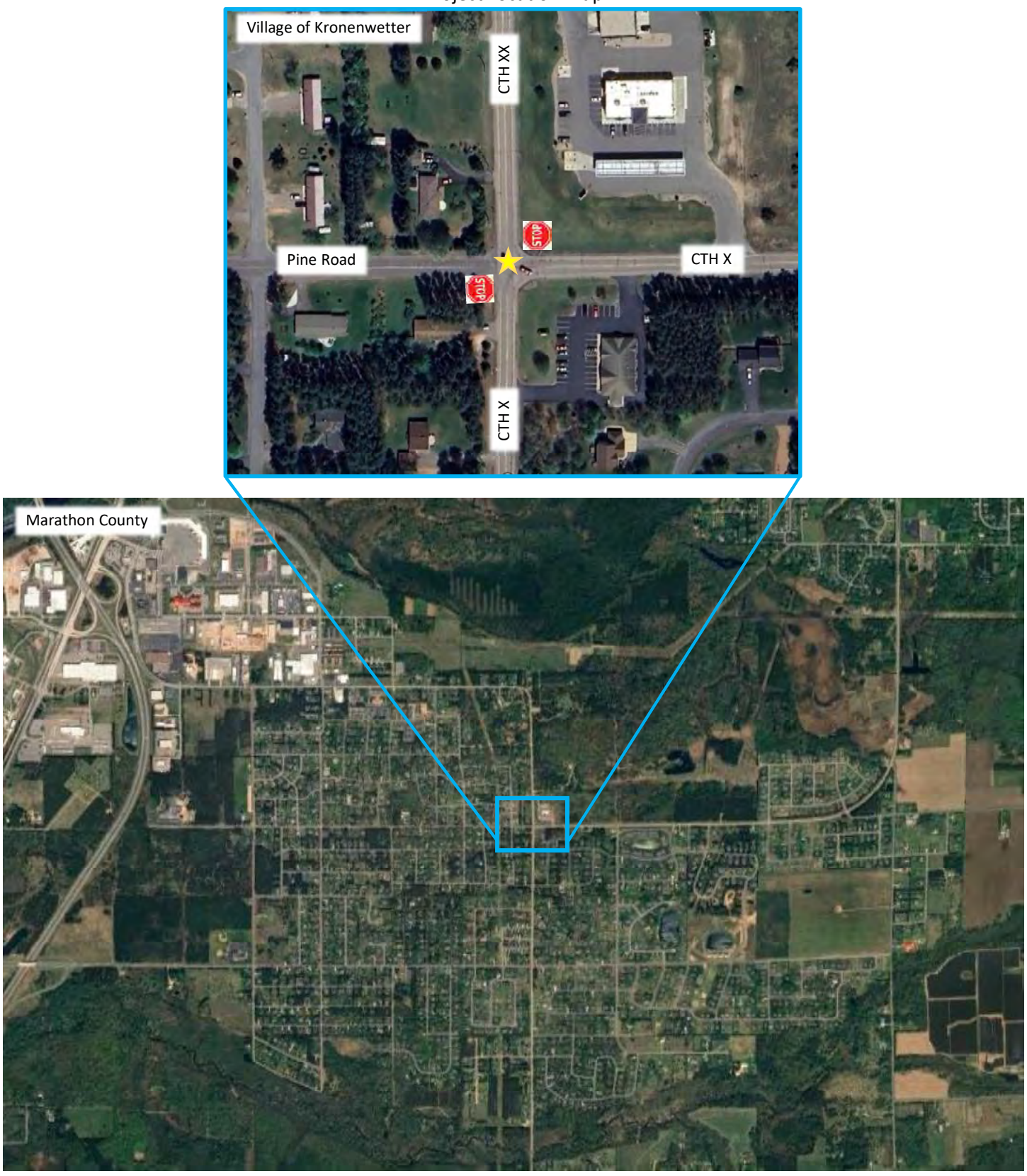
The Village of Kronenwetter has been pursuing adding an interchange at IH 39 and Kowalski Road since the late 1990s. If constructed, this interchange would modify the existing traffic patterns in the area. It would also likely spur development in the area and possibly increase traffic traveling through the intersection of CTH X, CTH XX, and Pine Road. Should this occur, the option to construct a roundabout at this location could be further investigated when the impacts to traffic volumes and patterns have been established.

Attachments

1. Project Location Map
2. Traffic Data
3. Intersection Crash Diagram
4. Traffic Signal Warrants
5. All-way Stop Control Criteria
6. Synchro Capacity/LOS Analysis Summaries
7. HCS7 Summary Reports
8. Cost Estimates
9. Preliminary Roundabout Alternative Layouts
10. FHWA Proven Safety Countermeasures: Roundabouts
11. Vision Triangles Diagram
12. WisDOT Safety Benefit Cost Analysis Tool

ATTACHMENT 1 – PROJECT LOCATION MAP

Project Location Map



Legend

Study intersection with two-way stop control

ATTACHMENT 2 – TRAFFIC DATA

Intersection Traffic Volume Report

Count Basics	Version 2023.10		
Start Date:	Wednesday, December 11, 2024	Weekday	
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Major St: **Select Major St**
Minor St: **Select Minor St**
Intersection of: ***Select Major St & Select Minor St*** **IX_ID:**

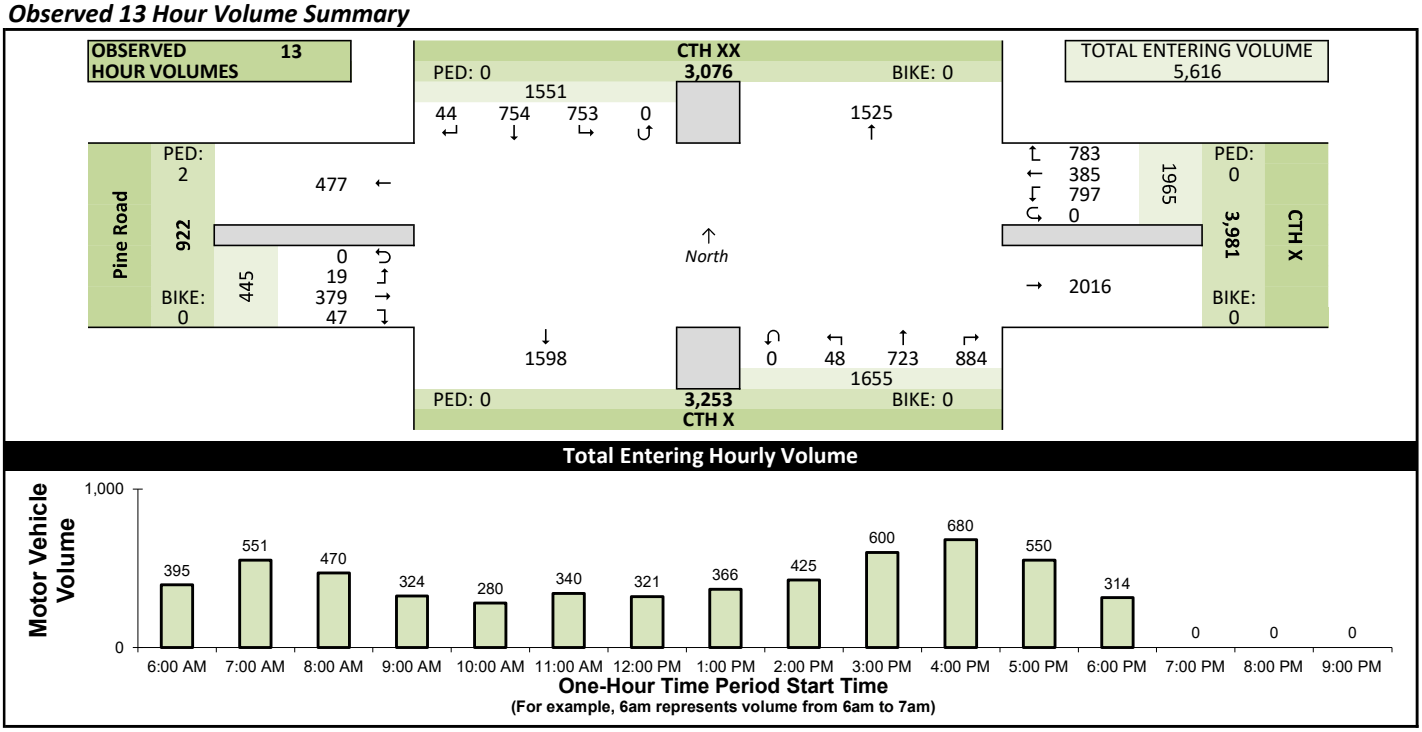
Site Information

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

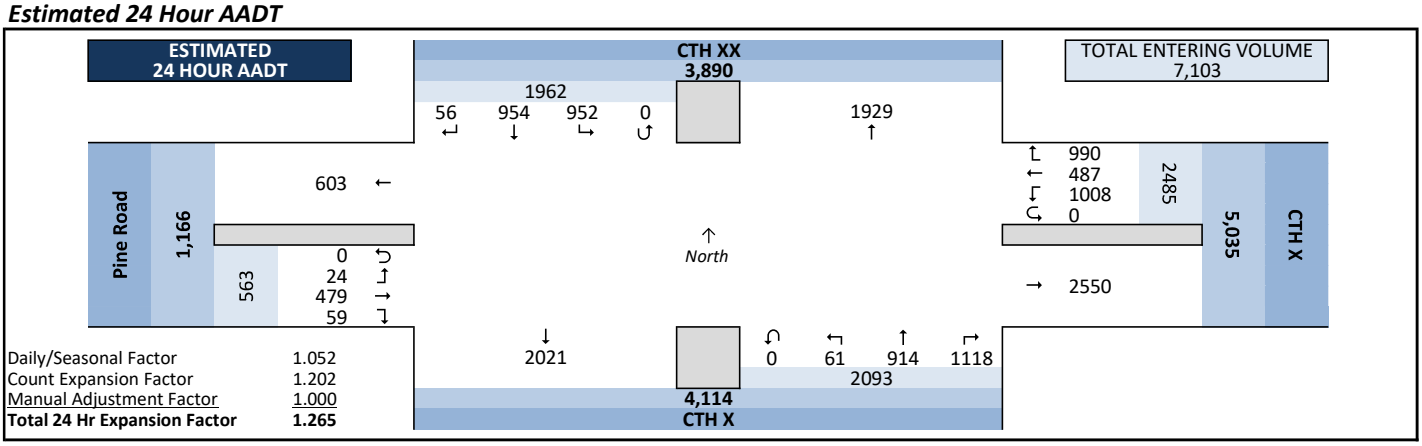
Count Information

Hrs Counted:	06:00 AM-07:00 PM				
1st Day of Count	Wednesday, December 11, 2024			Weather	
AM Peak Period	Wednesday, December 11, 2024			Clear & Dry	
Midday Peak Period	Wednesday, December 11, 2024			Clear & Dry	
PM Peak Period	Wednesday, December 11, 2024			Clear & Dry	
Calculated Peak Hours					
AM	6:45-7:45am	MD	1:00-2:00pm	PM	3:45-4:45pm
Peak Hours Selected for Analysis					
AM	6:45-7:45am	MD	1:00-2:00pm	PM	3:45-4:45pm
Daily/Seasonal Adjustment Group	(4) Rural Arterials & Collectors				
Count Expansion Group	(4) Rural Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.052	Count Expansion Factor	1.202		
Company Name	JT Engineering			Manual Adj.	1.000
Observers	AM Peak Period	Miovision			
	Midday Peak Period	Miovision			
	PM Peak Period	Miovision			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 13 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

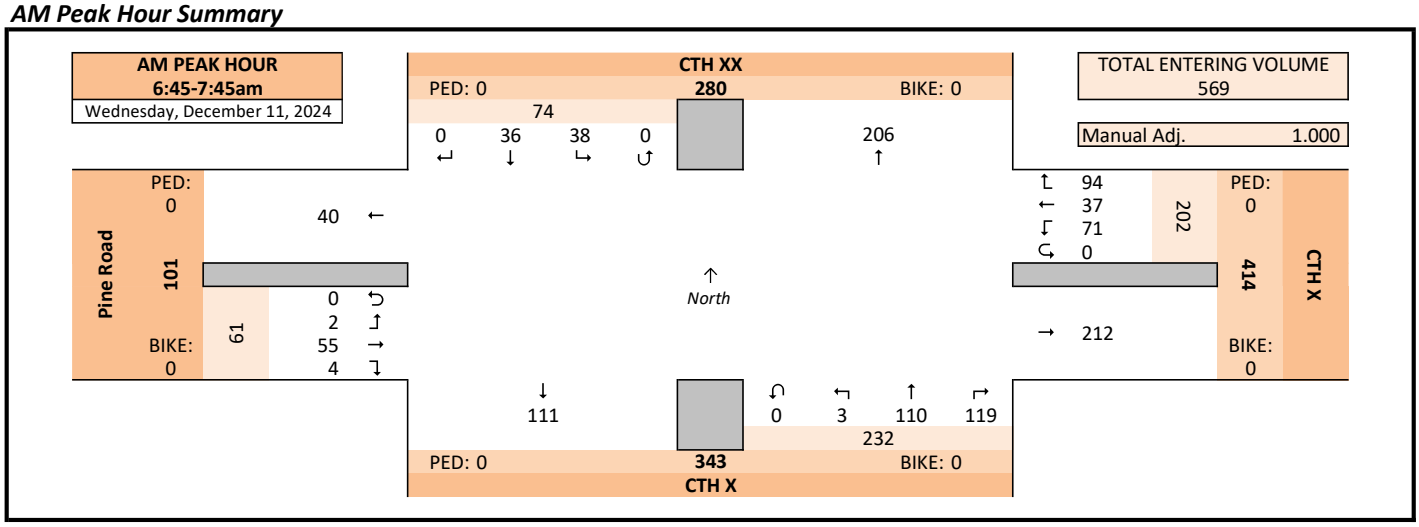
Peak Hour Volume Graphical Summary

Count Basics			
Start Date:	Wednesday, December 11, 2024	Weekday	Scho
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

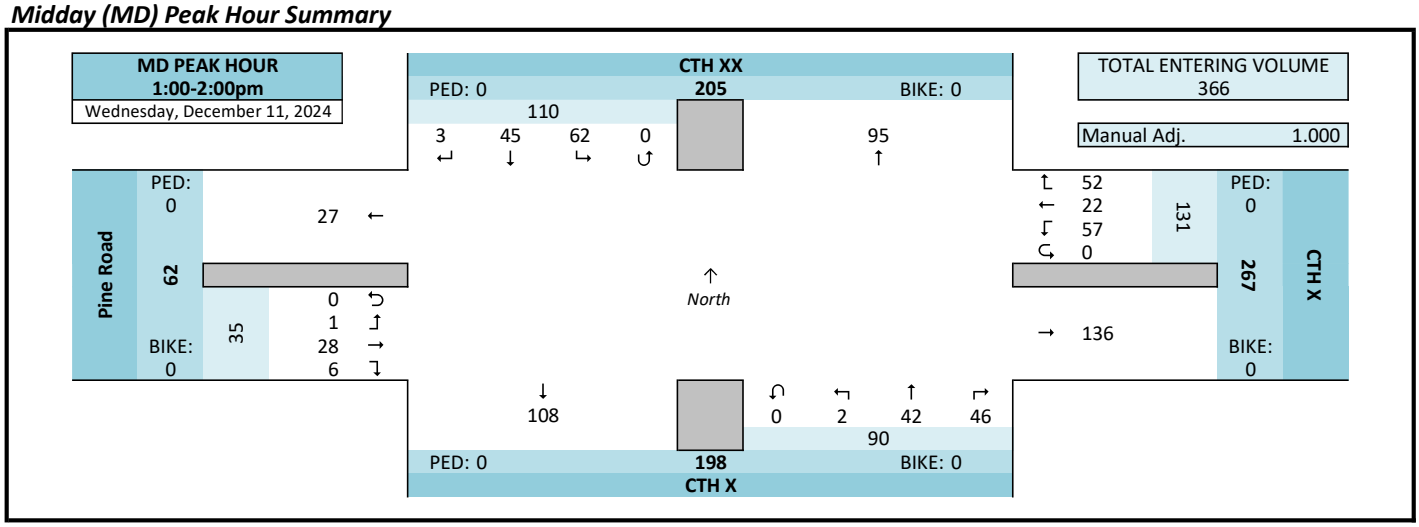
Select Major St & Select Minor St

All Motor Vehicles

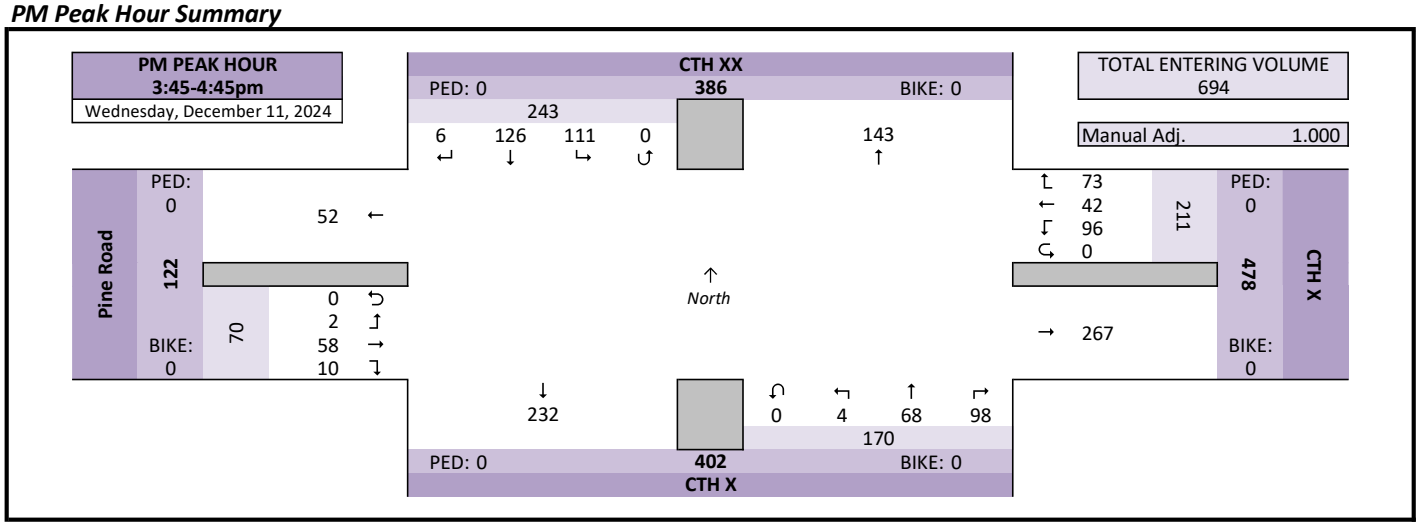
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

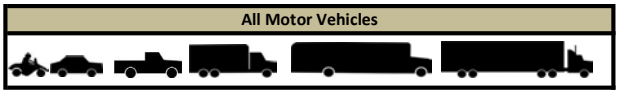


Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, December 11, 2024	Weekday	Sch
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Peak Hour Volume Summary

Select Major St & Select Minor St



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, December 11, 2024		From North					From East					From South					From West					
	AM Peak Hour	CTH XX					CTH X					CTH X					Pine Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	6:45 AM	0	9	11	0	20	20	6	13	0	39	33	39	2	0	74	0	18	0	0	18	151
	7:00 AM	0	7	11	0	18	21	3	18	0	42	26	22	0	0	48	2	17	1	0	20	128
	7:15 AM	0	7	14	0	21	23	12	19	0	54	22	22	1	0	45	2	9	1	0	12	132
	7:30 AM	0	13	2	0	15	30	16	21	0	67	38	27	0	0	65	0	11	0	0	11	158
	Peak Hour Volume	0	36	38	0	74	94	37	71	0	202	119	110	3	0	232	4	55	2	0	61	569
	Rounded Hourly Volume	0	35	40	0	75	95	35	70	0	200	120	110	5	0	235	5	55	0	0	60	570
	% Single Unit Trucks	0.0	2.8	7.9	0.0	5.4	1.1	0.0	1.4	0.0	1.0	0.0	0.9	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	2.8	7.9	0.0	5.4	1.1	0.0	1.4	0.0	1.0	0.0	0.9	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.2
	Peak Hour Factor (PHF)	0.00	0.69	0.68	0.00	0.88	0.78	0.58	0.85	0.00	0.75	0.78	0.71	0.37	0.00	0.78	0.50	0.76	0.50	0.00	0.76	0.90

Wednesday, December 11, 2024		From North					From East					From South					From West					
	MD Peak Hour	CTH XX					CTH X					CTH X					Pine Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	1:00 PM	1	8	13	0	22	18	4	17	0	39	8	15	0	0	23	1	9	1	0	11	95
	1:15 PM	1	16	10	0	27	10	8	12	0	30	10	7	2	0	19	4	5	0	0	9	85
	1:30 PM	0	9	18	0	27	14	6	12	0	32	14	10	0	0	24	0	9	0	0	9	92
	1:45 PM	1	12	21	0	34	10	4	16	0	30	14	10	0	0	24	1	5	0	0	6	94
	Peak Hour Volume	3	45	62	0	110	52	22	57	0	131	46	42	2	0	90	6	28	1	0	35	366
	Rounded Hourly Volume	5	45	60	0	110	50	20	55	0	125	45	40	0	0	85	5	30	0	0	35	355
	% Single Unit Trucks	0.0	0.0	3.2	0.0	1.8	0.0	0.0	0.0	0.0	0.0	4.3	2.4	0.0	0.0	3.3	16.7	0.0	100.0	0.0	5.7	1.9
	% Heavy Trucks	0.0	0.0	1.6	0.0	0.9	1.9	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
	% Trucks (Total)	0.0	0.0	4.8	0.0	2.7	1.9	0.0	0.0	0.0	0.8	4.3	2.4	0.0	0.0	3.3	16.7	0.0	100.0	0.0	5.7	2.5
	Peak Hour Factor (PHF)	0.75	0.70	0.74	0.00	0.81	0.72	0.69	0.84	0.00	0.84	0.82	0.70	0.25	0.00	0.94	0.37	0.78	0.25	0.00	0.80	0.96

Wednesday, December 11, 2024		From North					From East					From South					From West					
	PM Peak Hour	CTH XX					CTH X					CTH X					Pine Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:45 PM	1	30	18	0	49	13	11	27	0	51	18	13	0	0	31	5	24	0	0	29	160
	4:00 PM	2	36	24	0	62	18	13	19	0	50	21	13	1	0	35	3	14	1	0	18	165
	4:15 PM	3	30	23	0	56	23	15	23	0	61	26	27	0	0	53	1	14	1	0	16	186
	4:30 PM	0	30	46	0	76	19	3	27	0	49	33	15	3	0	51	1	6	0	0	7	183
	Peak Hour Volume	6	126	111	0	243	73	42	96	0	211	98	68	4	0	170	10	58	2	0	70	694
	Rounded Hourly Volume	5	125	110	0	240	75	40	95	0	210	100	70	5	0	175	10	60	0	0	70	695
	% Single Unit Trucks	0.0	0.0	2.7	0.0	1.2	4.1	0.0	0.0	0.0	1.4	2.0	0.0	0.0	0.0	1.2	10.0	5.2	0.0	0.0	5.7	1.7
	% Heavy Trucks	0.0	0.0	0.9	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	0.0	3.6	0.0	1.6	4.1	0.0	0.0	0.0	1.4	2.0	0.0	0.0	0.0	1.2	10.0	5.2	0.0	0.0	5.7	1.9
	Peak Hour Factor (PHF)	0.50	0.87	0.60	0.00	0.80	0.79	0.70	0.89	0.00	0.86	0.74	0.63	0.33	0.00	0.80	0.50	0.60	0.50	0.00	0.60	0.93

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		CTH XX			CTH X			CTH X			Pine Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	6:45 AM	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
	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
	Total	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
	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

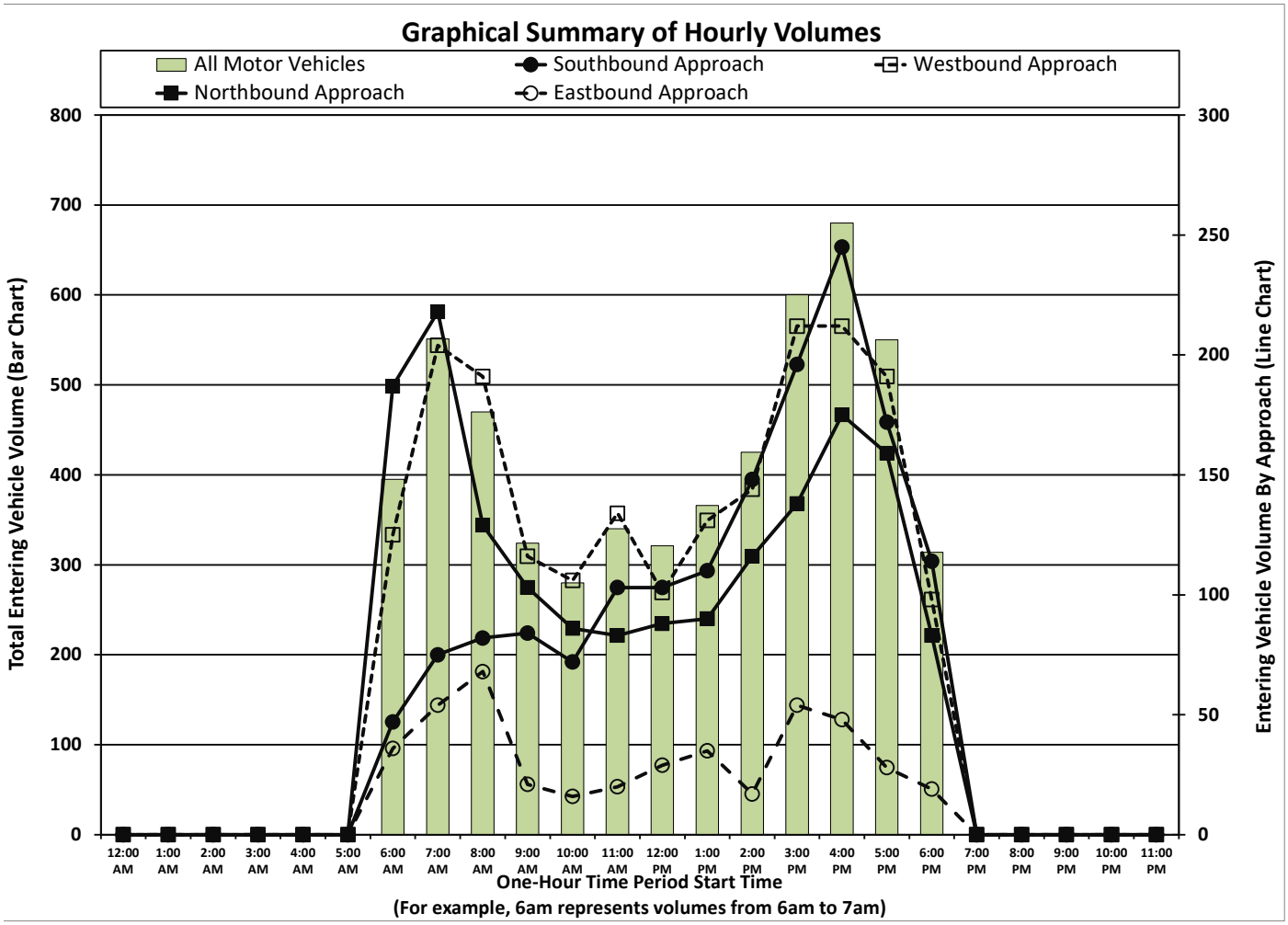
Count Basics		
Start Date: Wednesday, December 11, 2024	Weekday	Schools in S
Total Number of Hours Counted: 13	Non-Holiday	No Special E

Select Major St & Select Minor St

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
Pre-AM	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	6:00 AM	3	16	28	0	47	69	12	44	0	125	98	85	4	0	187	1	35	0	0	36	395	161	234
	7:00 AM	1	37	37	0	75	88	37	79	0	204	114	102	2	0	218	6	44	4	0	54	551	258	293
	8:00 AM	3	30	49	0	82	79	53	59	0	191	55	62	12	0	129	2	62	4	0	68	470	259	211
	9:00 AM	1	40	43	0	84	57	23	36	0	116	56	45	2	0	103	3	18	0	0	21	324	137	187
MD	10:00 AM	1	38	33	0	72	55	15	36	0	106	44	40	2	0	86	2	13	1	0	16	280	122	158
	11:00 AM	4	44	55	0	103	57	19	58	0	134	36	45	2	0	83	3	15	2	0	20	340	154	186
	12:00 PM	3	49	51	0	103	52	21	28	0	101	49	39	0	0	88	2	24	3	0	29	321	130	191
	1:00 PM	3	45	62	0	110	52	22	57	0	131	46	42	2	0	90	6	28	1	0	35	366	166	200
PM	2:00 PM	3	65	80	0	148	51	40	53	0	144	66	44	6	0	116	3	14	0	0	17	425	161	264
	3:00 PM	11	97	88	0	196	59	56	97	0	212	90	43	5	0	138	8	46	0	0	54	600	266	334
	4:00 PM	6	128	111	0	245	73	39	100	0	212	101	68	6	0	175	5	41	2	0	48	680	260	420
	5:00 PM	4	100	68	0	172	58	32	101	0	191	83	72	4	0	159	4	23	1	0	28	550	219	331
	6:00 PM	1	65	48	0	114	33	16	49	0	98	46	36	1	0	83	2	16	1	0	19	314	117	197
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 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		44	754	753	0	1551	783	385	797	0	1965	884	723	48	0	1655	47	379	19	0	445	5616	2410	3206



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics			*Page 5 of 13*
Start Date:	Wednesday, December 11, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

Select Major St & Select Minor St

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM Peak Period	6:00 AM	0	3	9	0	12	10	0	11	0	21	18	14	0	0	32	0	2	0	0	2	67	395	0.65
	6:15 AM	3	1	5	0	9	15	2	7	0	24	19	9	2	0	30	1	2	0	0	3	66	456	0.75
	6:30 AM	0	3	3	0	6	24	4	13	0	41	28	23	0	0	51	0	13	0	0	13	111	522	0.86
	6:45 AM	0	9	11	0	20	20	6	13	0	39	33	39	2	0	74	0	18	0	0	18	151	569	0.90
	7:00 AM	0	7	11	0	18	21	3	18	0	42	26	22	0	0	48	2	17	1	0	20	128	551	0.87
	7:15 AM	0	7	14	0	21	23	12	19	0	54	22	22	1	0	45	2	9	1	0	12	132	533	0.84
	7:30 AM	0	13	2	0	15	30	16	21	0	67	38	27	0	0	65	0	11	0	0	11	158	536	0.85
	7:45 AM	1	10	10	0	21	14	6	21	0	41	28	31	1	0	60	2	7	2	0	11	133	506	0.94
	8:00 AM	1	5	6	0	12	19	16	21	0	56	15	17	1	0	33	0	9	0	0	9	110	470	0.87
	8:15 AM	1	11	16	0	28	18	18	15	0	51	16	15	8	0	39	0	14	3	0	17	135	438	0.81
	8:30 AM	1	6	10	0	17	23	11	13	0	47	9	20	2	0	31	2	30	1	0	33	128	386	0.75
	8:45 AM	0	8	17	0	25	19	8	10	0	37	15	10	1	0	26	0	9	0	0	9	97	349	0.90
	9:00 AM	1	10	10	0	21	9	8	6	0	23	17	10	0	0	27	2	5	0	0	7	78	324	0.89
	9:15 AM	0	8	11	0	19	17	4	10	0	31	15	11	1	0	27	1	5	0	0	6	83	319	0.88
	9:30 AM	0	13	11	0	24	14	6	12	0	32	15	15	1	0	31	0	4	0	0	4	91	304	0.84
	9:45 AM	0	9	11	0	20	17	5	8	0	30	9	9	0	0	18	0	4	0	0	4	72	284	0.97
Midday Peak Period	10:00 AM	0	10	9	0	19	14	2	10	0	26	13	6	1	0	20	1	6	1	0	8	73	280	0.96
	10:15 AM	0	9	8	0	17	14	6	11	0	31	11	8	0	0	19	0	1	0	0	1	68	283	0.93
	10:30 AM	0	11	8	0	19	11	5	8	0	24	11	12	1	0	24	1	3	0	0	4	71	304	0.85
	10:45 AM	1	8	8	0	17	16	2	7	0	25	9	14	0	0	23	0	3	0	0	3	68	304	0.85
	11:00 AM	1	10	12	0	23	17	4	5	0	26	13	10	1	0	24	0	3	0	0	3	76	340	0.82
	11:15 AM	1	9	21	0	31	12	5	19	0	36	7	11	0	0	18	1	3	0	0	4	89	364	0.88
	11:30 AM	2	8	9	0	19	18	2	16	0	36	8	5	0	0	13	0	2	1	0	3	71	346	0.83
	11:45 AM	0	17	13	0	30	10	8	18	0	36	8	19	1	0	28	2	7	1	0	10	104	336	0.81
	12:00 PM	3	16	14	0	33	17	7	8	0	32	17	12	0	0	29	2	4	0	0	6	100	321	0.80
	12:15 PM	0	13	14	0	27	10	4	10	0	24	4	8	0	0	12	0	7	1	0	8	71	316	0.83
	12:30 PM	0	7	7	0	14	12	4	5	0	21	13	7	0	0	20	0	4	2	0	6	61	330	0.87
	12:45 PM	0	13	16	0	29	13	6	5	0	24	15	12	0	0	27	0	9	0	0	9	89	361	0.95
	1:00 PM	1	8	13	0	22	18	4	17	0	39	8	15	0	0	23	1	9	1	0	11	95	366	0.96
	1:15 PM	1	16	10	0	27	10	8	12	0	30	10	7	2	0	19	4	5	0	0	9	85	349	0.93
	1:30 PM	0	9	18	0	27	14	6	12	0	32	14	10	0	0	24	0	9	0	0	9	92	370	0.87
	1:45 PM	1	12	21	0	34	10	4	16	0	30	14	10	0	0	24	1	5	0	0	6	94	391	0.87
PM Peak Period	2:00 PM	0	13	20	0	33	6	5	8	0	19	13	10	1	0	24	0	2	0	0	2	78	425	0.83
	2:15 PM	2	21	20	0	43	11	9	12	0	32	13	13	0	0	26	1	4	0	0	5	106	494	0.84
	2:30 PM	0	13	19	0	32	22	9	12	0	43	20	12	2	0	34	0	4	0	0	4	113	541	0.88
	2:45 PM	1	18	21	0	40	12	17	21	0	50	20	9	3	0	32	2	4	0	0	6	128	568	0.93
	3:00 PM	3	26	24	0	53	15	18	18	0	51	22	11	2	0	35	2	6	0	0	8	147	600	0.94
	3:15 PM	2	20	28	0	50	14	16	25	0	55	27	10	2	0	39	0	9	0	0	9	153	618	0.94
	3:30 PM	5	21	18	0	44	17	11	27	0	55	23	9	1	0	33	1	7	0	0	8	140	651	0.88
	3:45 PM	1	30	18	0	49	13	11	27	0	51	18	13	0	0	31	5	24	0	0	29	160	694	0.93
	4:00 PM	2	36	24	0	62	18	13	19	0	50	21	13	1	0	35	3	14	1	0	18	165	680	0.91
	4:15 PM	3	30	23	0	56	23	15	23	0	61	26	27	0	0	53	1	14	1	0	16	186	658	0.88
	4:30 PM	0	30	46	0	76	19	3	27	0	49	33	15	3	0	51	1	6	0	0	7	183	629	0.86
	4:45 PM	1	32	18	0	51	13	8	31	0	52	21	13	2	0	36	0	7	0	0	7	146	565	0.90
	5:00 PM	1	26	17	0	44	12	8	24	0	44	21	27	2	0	50	1	4	0	0	5	143	550	0.88
	5:15 PM	1	29	20	0	50	10	10	36	0	56	27	14	0	0	41	2	8	0	0	10	157	496	0.79
	5:30 PM	0	27	12	0	39	15	8	14	0	37	19	18	1	0	38	0	5	0	0	5	119	432	0.82
	5:45 PM	2	18	19	0	39	21	6	27	0	54	16	13	1	0	30	1	6	1	0	8	131	376	0.72
	6:00 PM	0	21	12	0	33	10	3	8	0	21	12	14	0	0	26	1	7	1	0	9	89	314	0.84
	6:15 PM	0	19	14	0	33	9	4	22	0	35	16	6	0	0	22	0	3	0	0	3	93		
	6:30 PM	1	11	9	0	21	6	3	13	0	22	10	8	0	0	18	0	2	0	0	2	63		
	6:45 PM	0	14	13	0	27	8	6	6	0	20	8	8	1	0	17	1	4	0	0	5	69		
	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		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		44	754	753	0	1551	783	385	797	0	1965	884	723	48	0	1655	47	379	19	0	445	5616		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	6:45 AM	0	36	38	0	74	94	37	71	0	202	119	110	3	0	232	4	55	2	0	61	569	0.90
MD	1:00 PM	3	45	62	0	110	52	22	57	0	131	46	42	2	0	90	6	28	1	0	35	366	0.96
PM	3:45 PM	6	126	111	0	243	73	42	96	0	211	98	68	4	0	170	10	58	2	0	70	694	0.93

Intersection Traffic Volume Report

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

15-Minute Automobile Data

Select Major St & Select Minor St

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period Start Time		From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	2	9	0	11	9	0	9	0	18	18	14	0	0	32	0	2	0	0	2	63	379
	6:15 AM	0	1	5	0	6	15	1	7	0	23	16	9	2	0	27	0	2	0	0	2	58	442
	6:30 AM	0	3	3	0	6	24	4	13	0	41	25	23	0	0	48	0	12	0	0	12	107	512
	6:45 AM	0	9	11	0	20	20	6	13	0	39	33	39	2	0	74	0	18	0	0	18	151	562
	7:00 AM	0	7	11	0	18	21	3	17	0	41	26	21	0	0	47	2	17	1	0	20	126	540
	7:15 AM	0	7	11	0	18	22	12	19	0	53	22	22	1	0	45	2	9	1	0	12	128	520
	7:30 AM	0	12	2	0	14	30	16	21	0	67	38	27	0	0	65	0	11	0	0	11	157	513
	7:45 AM	1	10	7	0	18	14	6	20	0	40	28	31	1	0	60	2	7	2	0	11	129	478
	8:00 AM	1	4	5	0	10	19	15	21	0	55	15	16	1	0	32	0	9	0	0	9	106	440
	8:15 AM	0	11	15	0	26	15	17	14	0	46	16	14	5	0	35	0	11	3	0	14	121	403
	8:30 AM	0	6	10	0	16	21	11	13	0	45	9	20	2	0	31	2	27	1	0	30	122	357
	8:45 AM	0	8	13	0	21	19	8	10	0	37	15	9	0	0	24	0	9	0	0	9	91	320
	9:00 AM	1	9	8	0	18	7	8	5	0	20	17	9	0	0	26	1	4	0	0	5	69	298
	9:15 AM	0	7	9	0	16	17	3	10	0	30	12	11	1	0	24	0	5	0	0	5	75	298
	9:30 AM	0	13	10	0	23	14	5	12	0	31	12	14	1	0	27	0	4	0	0	4	85	290
	9:45 AM	0	9	9	0	18	17	5	8	0	30	8	9	0	0	17	0	4	0	0	4	69	273
Midday Peak Period	10:00 AM	0	10	9	0	19	13	2	9	0	24	13	6	0	0	19	1	6	0	0	7	69	269
	10:15 AM	0	9	8	0	17	13	6	11	0	30	11	8	0	0	19	0	1	0	0	1	67	270
	10:30 AM	0	10	8	0	18	11	5	8	0	24	9	12	1	0	22	1	3	0	0	4	68	290
	10:45 AM	1	8	8	0	17	15	2	7	0	24	8	13	0	0	21	0	3	0	0	3	65	289
	11:00 AM	1	8	10	0	19	16	4	5	0	25	13	9	1	0	23	0	3	0	0	3	70	324
	11:15 AM	1	9	21	0	31	11	5	18	0	34	7	11	0	0	18	1	3	0	0	4	87	352
	11:30 AM	2	8	8	0	18	15	2	16	0	33	8	5	0	0	13	0	2	1	0	3	67	334
	11:45 AM	0	16	13	0	29	9	8	16	0	33	8	19	1	0	28	2	7	1	0	10	100	327
	12:00 PM	3	15	14	0	32	17	7	8	0	32	17	11	0	0	28	2	4	0	0	6	98	313
	12:15 PM	0	13	14	0	27	10	4	10	0	24	3	8	0	0	11	0	6	1	0	7	69	309
	12:30 PM	0	7	6	0	13	12	4	5	0	21	13	7	0	0	20	0	4	2	0	6	60	323
	12:45 PM	0	13	15	0	28	13	4	5	0	22	15	12	0	0	27	0	9	0	0	9	86	353
	1:00 PM	1	8	13	0	22	18	4	17	0	39	8	15	0	0	23	1	9	0	0	10	94	357
	1:15 PM	1	16	10	0	27	10	8	12	0	30	9	7	2	0	18	3	5	0	0	8	83	337
	1:30 PM	0	9	17	0	26	13	6	12	0	31	14	10	0	0	24	0	9	0	0	9	90	359
	1:45 PM	1	12	19	0	32	10	4	16	0	30	13	9	0	0	22	1	5	0	0	6	90	378
PM Peak Period	2:00 PM	0	13	17	0	30	5	5	8	0	18	13	10	1	0	24	0	2	0	0	2	74	415
	2:15 PM	2	21	19	0	42	11	9	12	0	32	13	13	0	0	26	1	4	0	0	5	105	483
	2:30 PM	0	13	19	0	32	20	9	11	0	40	19	12	2	0	33	0	4	0	0	4	109	524
	2:45 PM	1	17	21	0	39	12	17	21	0	50	20	9	3	0	32	2	4	0	0	6	127	551
	3:00 PM	3	25	24	0	52	13	18	17	0	48	22	11	2	0	35	1	6	0	0	7	142	581
	3:15 PM	2	19	27	0	48	14	16	24	0	54	27	8	2	0	37	0	7	0	0	7	146	602
	3:30 PM	4	21	18	0	43	17	10	26	0	53	22	9	1	0	32	1	7	0	0	8	136	636
	3:45 PM	1	30	18	0	49	13	11	27	0	51	18	13	0	0	31	4	22	0	0	26	157	681
	4:00 PM	2	36	22	0	60	18	13	19	0	50	21	13	1	0	35	3	14	1	0	18	163	666
	4:15 PM	3	30	21	0	54	21	15	23	0	59	25	27	0	0	52	1	13	1	0	15	180	644
	4:30 PM	0	30	46	0	76	18	3	27	0	48	32	15	3	0	50	1	6	0	0	7	181	619
	4:45 PM	1	32	17	0	50	13	8	31	0	52	20	13	1	0	34	0	6	0	0	6	142	557
	5:00 PM	1	26	17	0	44	12	8	23	0	43	21	26	2	0	49	1	4	0	0	5	141	542
	5:15 PM	1	29	20	0	50	10	10	35	0	55	26	14	0	0	40	2	8	0	0	10	155	490
	5:30 PM	0	27	12	0	39	15	8	14	0	37	19	18	1	0	38	0	5	0	0	5	119	427
	5:45 PM	2	18	18	0	38	20	6	26	0	52	16	12	1	0	29	1	6	1	0	8	127	371
	6:00 PM	0	21	12	0	33	10	3	8	0	21	12	14	0	0	26	1	7	1	0	9	89	313
	6:15 PM	0	19	14	0	33	9	4	21	0	34	16	6	0	0	22	0	3	0	0	3	92	
	6:30 PM	1	11	9	0	21	6	3	13	0	22	10	8	0	0	18	0	2	0	0	2	63	
	6:45 PM	0	14	13	0	27	8	6	6	0	20	8	8	1	0	17	1	4	0	0	5	69	
	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	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		38	741	715	0	1494	755	377	779	0	1911	859	709	42	0	1610	41	364	17	0	422	5437	

Peak Hour Automobile Volume Summary

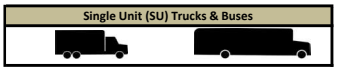
Hourly Time Period Start Time		From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	6:45 AM	0	35	35	0	70	93	37	70	0	200	119	109	3	0	231	4	55	2	0	61	562
MD	1:00 PM	3	45	59	0	107	51	22	57	0	130	44	41	2	0	87	5	28	0	0	33	357
PM	3:45 PM	6	126	107	0	239	70	42	96	0	208	96	68	4	0	168	9	55	2	0	66	681

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Wednesday, December 11, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

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

Select Major St & Select Minor St



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

	15-Minute	From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					15-Min	Hourly
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4	16
	6:15 AM	3	0	0	0	3	0	1	0	0	1	3	0	0	0	3	1	0	0	0	1	8	14
	6:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	4	10
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	7:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	11
	7:15 AM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	13
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	22
	7:45 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	27
	8:00 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4	29
	8:15 AM	1	0	1	0	2	3	1	0	0	4	0	1	3	0	4	0	3	0	0	3	13	34
	8:30 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	6	27
	8:45 AM	0	0	4	0	4	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6	27
	9:00 AM	0	1	2	0	3	2	0	1	0	3	0	1	0	0	1	1	1	0	0	2	9	23
	9:15 AM	0	1	0	0	1	0	1	0	0	1	3	0	0	0	3	1	0	0	0	1	6	18
	9:30 AM	0	0	1	0	1	0	1	0	0	1	3	1	0	0	4	0	0	0	0	0	6	13
	9:45 AM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	10
Midday Peak Period	10:00 AM	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	0	0	1	0	1	4	11
	10:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12
	10:30 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	12
	10:45 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3	13
	11:00 AM	0	2	1	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5	14
	11:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	11
	11:30 AM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	12
	11:45 AM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4	8
	12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	7
	12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2	6
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	12:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	6
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	7
	1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	9
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	1:45 PM	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4	11
PM Peak Period	2:00 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	8
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	2:30 PM	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	4	15
	2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
	3:00 PM	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	4	16
	3:15 PM	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	6	14
	3:30 PM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	13
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3	12
	4:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
	4:15 PM	0	0	1	0	1	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	5	13
	4:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	10
	4:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	4	8
	5:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	7
	5:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	5
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	5:45 PM	0	0	1	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3	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	1
	6:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	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	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	12	29	0	47	26	8	16	0	50	24	13	6	0	43	6	15	2	0	23	163	

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

	Hourly	From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					Total
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Hourly Volume
AM	6:45 AM	0	1	3	0	4	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	7
MD	1:00 PM	0	0	2	0	2	0	0	0	0	0	2	1	0	0	3	1	0	1	0	2	7
PM	3:45 PM	0	0	3	0	3	3	0	0	0	3	2	0	0	0	2	1	3	0	0	4	12

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Wednesday, December 11, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Select Major St & Select Minor St

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	9:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	9:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
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
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	11:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
	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
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	1:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PM Peak Period	2:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	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
	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
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	3:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	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	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	1
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	9	0	10	2	0	2	0	4	1	1	0	0	2	0	0	0	0	0	16	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	6:45 AM	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	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PM	3:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Wednesday, December 11, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Select Major St & Select Minor St

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

15-Minute Heavy Vehicle Data

15-Minute		From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					15-Min	Hourly
Time Period																						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		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4	16
	6:15 AM	3	0	0	0	3	0	1	0	0	1	3	0	0	0	3	1	0	0	0	1	8	14
	6:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	4	10
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	7:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	11
	7:15 AM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	13
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23
	7:45 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	28
	8:00 AM	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4	30
	8:15 AM	1	0	1	0	2	3	1	1	0	5	0	1	3	0	4	0	3	0	0	3	14	35
	8:30 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	6	29
	8:45 AM	0	0	4	0	4	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6	29
	9:00 AM	0	1	2	0	3	2	0	1	0	3	0	1	0	0	1	1	1	0	0	2	9	26
	9:15 AM	0	1	2	0	3	0	1	0	0	1	3	0	0	0	3	1	0	0	0	1	8	21
	9:30 AM	0	0	1	0	1	0	1	0	0	1	3	1	0	0	4	0	0	0	0	0	6	14
	9:45 AM	0	0	2	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	11
Midday Peak Period	10:00 AM	0	0	0	0	0	1	0	1	0	2	0	0	1	0	1	0	0	1	0	1	4	11
	10:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	13
	10:30 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	14
	10:45 AM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3	15
	11:00 AM	0	2	2	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	6	16
	11:15 AM	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2	12
	11:30 AM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	12
	11:45 AM	0	1	0	0	1	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	4	9
	12:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	8
	12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2	7
	12:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
	12:45 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3	8
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	9
	1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	12
	1:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	11
	1:45 PM	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4	13
PM Peak Period	2:00 PM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	10
	2:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
	2:30 PM	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	4	17
	2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
	3:00 PM	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	5	19
	3:15 PM	0	1	1	0	2	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	7	16
	3:30 PM	1	0	0	0	1	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	4	15
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3	13
	4:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
	4:15 PM	0	0	2	0	2	2	0	0	0	2	1	0	0	0	1	0	1	0	0	1	6	14
	4:30 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2	10
	4:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	4	8
	5:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	8
	5:15 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	6
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	5:45 PM	0	0	1	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4	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	1
	6:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	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	
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	13	38	0	57	28	8	18	0	54	25	14	6	0	45	6	15	2	0	23	179	

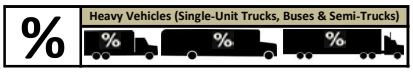
Peak Hour Heavy Vehicle Volume Summary

Hourly		From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					Total
Time Period																						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	6:45 AM	0	1	3	0	4	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	7
MD	1:00 PM	0	0	3	0	3	1	0	0	0	1	2	1	0	0	3	1	0	1	0	2	9
PM	3:45 PM	0	0	4	0	4	3	0	0	0	3	2	0	0	0	2	1	3	0	0	4	13

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Wednesday, December 11, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 13		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Select Major St & Select Minor St

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	
Pre-AM Peak Period	12:00 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	
	12:15 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	
	12:30 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	
	12:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 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	
	1:30 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	
	1:45 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	
	2:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 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	
	3:00 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	
	3:15 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	
	3:30 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	
	3:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 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	
	4:15 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	
	4:30 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	
	4:45 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	
	5:00 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	
	5:15 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	
	5:30 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	
	5:45 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	
AM Peak Period	6:00 AM	0.0	33.3	0.0	0.0	8.3	10.0	0.0	18.2	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	4.1
	6:15 AM	100.0	0.0	0.0	0.0	33.3	0.0	50.0	0.0	0.0	4.2	15.8	0.0	0.0	0.0	10.0	100.0	0.0	0.0	0.0	33.3	12.1	3.1
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7	0.0	0.0	0.0	5.9	0.0	7.7	0.0	0.0	7.7	3.6	1.9
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0	2.4	0.0	4.5	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.6	2.0
	7:15 AM	0.0	0.0	21.4	0.0	14.3	4.3	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	2.4
	7:30 AM	0.0	7.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	4.3
	7:45 AM	0.0	0.0	30.0	0.0	14.3	0.0	0.0	4.8	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	5.5
	8:00 AM	0.0	20.0	16.7	0.0	16.7	0.0	6.3	0.0	0.0	1.8	0.0	5.9	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.6	6.4
	8:15 AM	100.0	0.0	6.3	0.0	7.1	16.7	5.6	6.7	0.0	9.8	0.0	6.7	37.5	0.0	10.3	0.0	21.4	0.0	0.0	17.6	10.4	8.0
	8:30 AM	100.0	0.0	0.0	0.0	5.9	8.7	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	9.1	4.7	7.5
	8:45 AM	0.0	0.0	23.5	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	100.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	6.2	8.3
	9:00 AM	0.0	10.0	20.0	0.0	14.3	22.2	0.0	16.7	0.0	13.0	0.0	10.0	0.0	0.0	3.7	50.0	20.0	0.0	0.0	28.6	11.5	8.0
	9:15 AM	0.0	12.5	18.2	0.0	15.8	0.0	25.0	0.0	0.0	3.2	20.0	0.0	0.0	0.0	11.1	100.0	0.0	0.0	0.0	16.7	9.6	6.6
	9:30 AM	0.0	0.0	9.1	0.0	4.2	0.0	16.7	0.0	0.0	3.1	20.0	6.7	0.0	0.0	12.9	0.0	0.0	0.0	0.0	0.0	6.6	4.6
	9:45 AM	0.0	0.0	18.2	0.0	10.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	4.2	3.9
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	7.1	0.0	10.0	0.0	7.7	0.0	0.0	100.0	0.0	5.0	0.0	0.0	100.0	0.0	12.5	5.5	3.9
	10:15 AM	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	4.6
	10:30 AM	0.0	9.1	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	4.2	4.6
	10:45 AM	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0	4.0	11.1	7.1	0.0	0.0	8.7	0.0	0.0	0.0	0.0	0.0	4.4	4.9
	11:00 AM	0.0	20.0	16.7	0.0	17.4	5.9	0.0	0.0	0.0	3.8	0.0	10.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	7.9	4.7
	11:15 AM	0.0	0.0	0.0	0.0	0.0	8.3	0.0	5.3	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	3.3
	11:30 AM	0.0	0.0	11.1	0.0	5.3	16.7	0.0	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	5.6	3.5
	11:45 AM	0.0	5.9	0.0	0.0	3.3	10.0	0.0	11.1	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	2.7
	12:00 PM	0.0	6.3	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	2.0	2.5
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	8.3	0.0	14.3	0.0	0.0	12.5	2.8	2.2
	12:30 PM	0.0	0.0	14.3	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	2.1
	12:45 PM	0.0	0.0	6.3	0.0	3.4	0.0	33.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	2.2
	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	100.0	0.0	9.1	1.1	2.5
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	5.3	25.0	0.0	0.0	0.0	11.1	2.4	3.4
	1:30 PM	0.0	0.0	5.6	0.0	3.7	7.1	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	3.0
	1:45 PM	0.0	0.0	9.5	0.0	5.9	0.0	0.0	0.0	0.0	0.0	7.1	10.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	4.3	3.3
PM Peak Period	2:00 PM	0.0	0.0	15.0	0.0	9.1	16.7	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1	2.4
	2:15 PM	0.0	0.0	5.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	2.2
	2:30 PM	0.0	0.0	0.0	0.0	0.0	9.1	0.0	8.3	0.0	7.0	5.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	3.5	3.1
	2:45 PM	0.0	5.6	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	3.0
	3:00 PM	0.0	3.8	0.0	0.0	1.9	13.3	0.0	5.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	12.5	3.4	3.2
	3:15 PM	0.0	5.0	3.6	0.0	4.0	0.0	0.0	4.0	0.0	1.8	0.0	20.0	0.0	0.0	5.1	0.0	22.2	0.0	0.0	22.2	4.6	2.6
	3:30 PM	20.0	0.0	0.0	0.0	2.3	0.0	9.1	3.7	0.0	3.6	4.3	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.9	2.3
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	8.3	0.0	0.0	10.3	1.9	1.9
	4:00 PM	0.0	0.0	8.3	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	2.1
	4:15 PM	0.0	0.0	8.7	0.0	3.6	8.7	0.0	0.0	0.0	3.3	3.8	0.0	0.0	0.0	1.9	0.0	7.1	0.0	0.0	6.3	3.2	2.1
	4:30 PM	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0	0.0	2.0	3.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.1	1.6
	4:45 PM	0.0	0.0	5.6	0.0	2.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	50.0	0.0	5.6	0.0	14.3	0.0	0.0	14.3	2.7	1.4
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	2.3	0.0	3.7	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.4	1.5
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	1.8	3.7	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	1.3	1.2
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
	5:45 PM	0.0	0.0	5.3	0.0	2.6	4.8	0.0	3.7	0.0	3.7	0.0	7.7	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.1	1.3
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	
	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	
Post PM Peak Period	10:00 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	
	10:15 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	
	10:30 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	
	10:45 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	
	11:00 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	
	11:15 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	
	11:30 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	
	11:45 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		13.6	1.7	5.0	0.0	3.7	3.6	2.1	2.3	0.0	2.7	2.8	1.9	12.5	0.0	2.7	12.8	4.0	10.5	0.0	5.2	3.2	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) CTH XX					From East (←) CTH X					From South (↑) CTH X					From West (→) Pine Road					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	6:45 AM	0.0	2.8	7.9	0.0	5.4	1.1	0.0	1.4	0.0	1.0	0.0	0.9	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	1.2
MD	1:00 PM	0.0	0.0	4.8	0.0	2.7	1.9	0.0	0.0	0.0	0.8	4.3	2.4	0.0	0.0	3.3	16.7	0.0	100.0	0.0	5.7	2.5
PM	3:45 PM	0.0	0.0	3.6	0.0	1.6	4.1	0.0	0.0	0.0	1.4	2.0	0.0	0.0	0.0	1.2	10.0	5.2	0.0	0.0	5.7	1.9

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

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

Select Major St & Select Minor St

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

LEGEND

XX (XX) = AM PEAK (PM PEAK)

COUNTS PERFORMED IN DECEMBER OF 2024

CTH X & CTH XX/PINE ROAD	COUNTY: MARATHON	EXISTING TRAFFIC COUNTS

FILE NAME : X:\PROJECTS\MARATHON\240130 CTH X & CTH XX, ICE ANALYSIS, MARATHON CTY\TRAFFIC\VOLUME EXHIBITS\VOLUME EXHIBITS.DWG
LAYOUT NAME - Existing
PLOTTED: 1/15/2025 2:48 PM
PLOT NAME :
PLOT BY : STEFANY K
PLOT SCALE : NOT TO SCALE

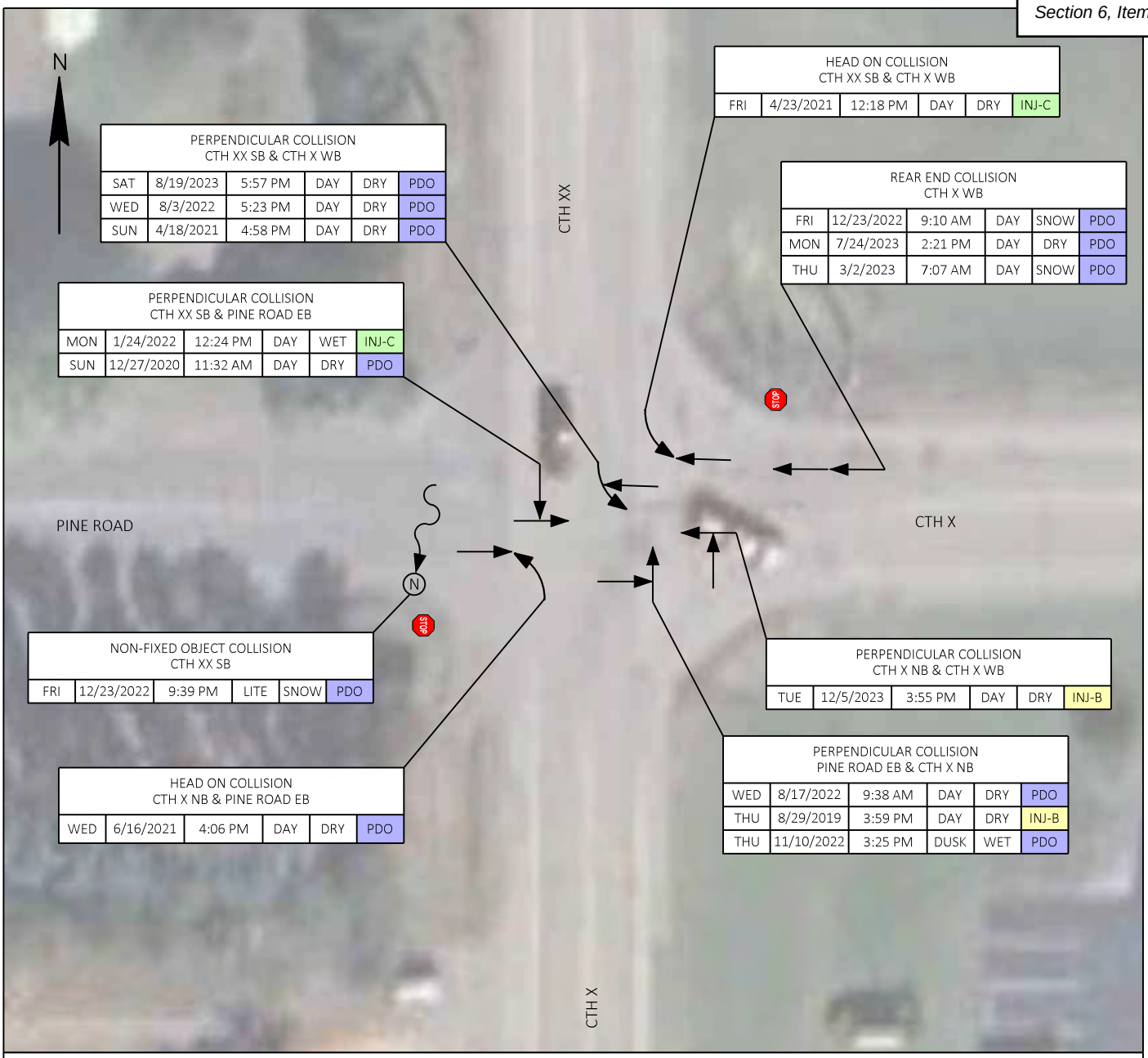
LEGEND

XX (XX) = AM PEAK (PM PEAK)

CTH X & CTH XX/PINE ROAD	COUNTY: MARATHON	FUTURE YEAR 2046 TRAFFIC VOLUMES

FILE NAME : X:\PROJECTS\MARATHON\240130 CTH X & CTH XX, ICE ANALYSIS, MARATHON CTY\TRAFFIC\VOLUME EXHIBITS\VOLUME EXHIBITS.DWG
LAYOUT NAME - 2046
PLOT DATE : 1/5/2025 2:48 PM
PLOT NAME :
PLOT BY : STEFANY K
PLOT SCALE : NOT TO SCALE

ATTACHMENT 3 – INTERSECTION CRASH DIAGRAM



LEGEND

→	VEHICLE MOVING FORWARDS	→←	HEAD-ON COLLISION	(F)	FIXED OBJECT
←→	VEHICLE MOVING BACKWARDS	→→	REAR-END COLLISION	(N)	NON-FIXED OBJECT
	PEDESTRIAN		SIDESWIPE (OPPOSITE DIRECTION)	P	PARKED VEHICLE
	BICYCLIST		SIDESWIPE (SAME DIRECTION)		OVERTAKE
STOP	STOP SIGN		PERPENDICULAR COLLISION		OVERTURN
					OUT OF CONTROL
YIELD	YIELD SIGN		LEFT TURN COLLISION	FATAL	FATAL COLLISION
				INJ-A	SUSPECTED SEVERE INJURY COLLISION
				INJ-B	SUSPECTED MINOR INJURY COLLISION
	TRAFFIC SIGNAL		RIGHT TURN COLLISION	INJ-C	POSSIBLE INJURY COLLISION
				PDO	PROPERTY DAMAGE ONLY COLLISION

CTH X & CTH XX/PINE ROAD	2019-2023 CRASHES	COUNTY: MARATHON	CRASH DIAGRAM

FILE NAME : X:\PROJECTS\MARATHON\240130 CTH X & CTH XX, ICE ANALYSIS, MARATHON CTY\TRAFFIC\SAFETY\CRASH DIAGRAM - CTH X & CTH XX.DWG
LAYOUT NAME - Crash Diagram
PLOT DATE : 1/15/2025 10:45 AM
PLOT BY : STEFANY KATZN
PLOT SCALE : NOT TO SCALE

ATTACHMENT 4 – TRAFFIC SIGNAL WARRANTS

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: CTH X & CTH XX/Pine Road
County: Marathon
Town: Kronenwetter

Major Street: CTH X/CTH XX
Critical Approach Speed: 35 mph
Lanes: 1 lane

Minor Street: Pine Road/CTH X
Critical Approach Speed: 45 mph
Lanes: 1 lane

% Right Turns Included
From North (SB) 100%
From East (WB) 100%
From South (NB) 100%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
If it is a "T" intersection, inflate minor threshold to 150%? No
Manually set volume level? No

Analysis based on EXISTING volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
12/11/2024	Wednesday	6:00	AM	18:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**No**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**No**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:

Name: SLK
Agency: JT Engineering
Date: 1/13/2025

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	0	1

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	0	0

Satisfied? No

Condition C: Combination of A & B at 80%

Satisfied? No

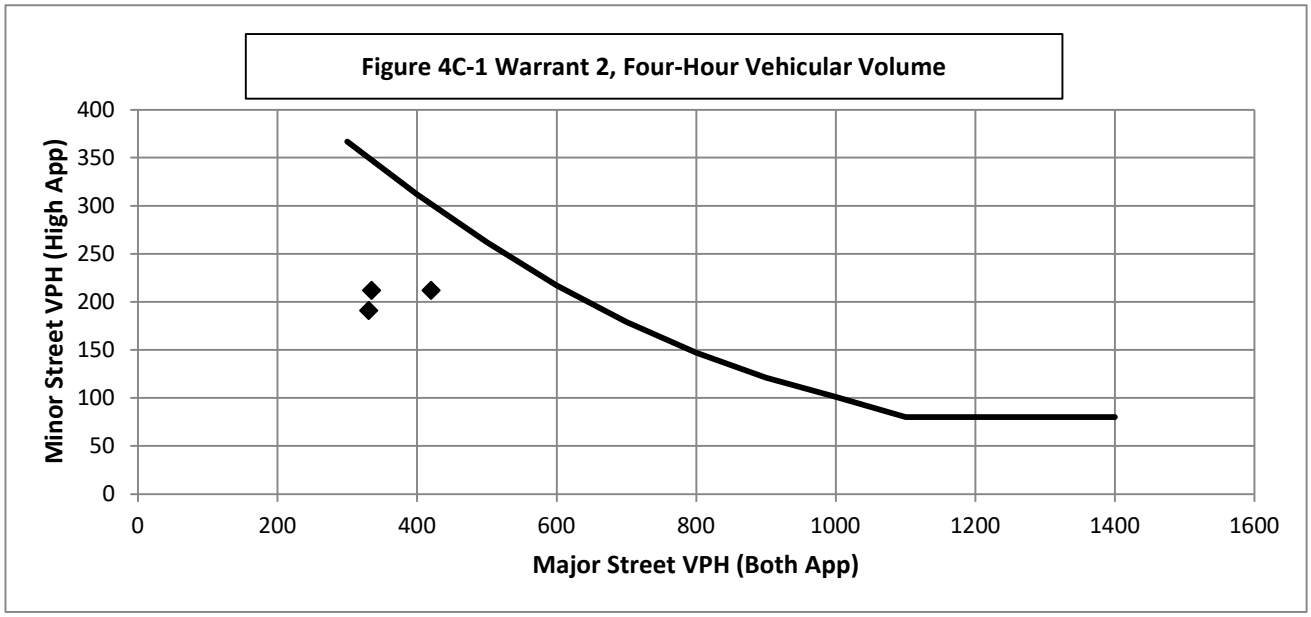
6:00 AM Enter Start Time (Military Time) (HH:MM)

Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	Total
1	6:00	7:00	234	125	359
2	7:00	8:00	293	204	497
3	8:00	9:00	211	191	402
4	9:00	10:00	187	116	303
5	10:00	11:00	158	106	264
6	11:00	12:00	186	134	320
7	12:00	13:00	191	101	292
8	13:00	14:00	200	131	331
9	14:00	15:00	264	144	408
10	15:00	16:00	335	212	547
11	16:00	17:00	420	212	632
12	17:00	18:00	331	191	522
13	18:00	19:00	197	98	295
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? No
Manually Set To:

Hour Start	16:00	15:00	17:00	#N/A
Major Road Vol.	420	335	331	#N/A
Minor Road Vol.	212	212	191	#N/A



Warrant 3: Peak Hour Volume 100%

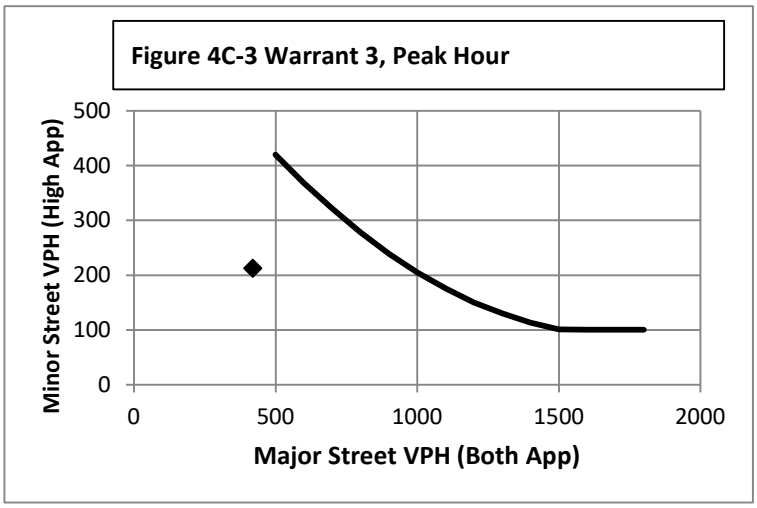
Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	No
Volume on Minor Approach	100	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	420	212



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

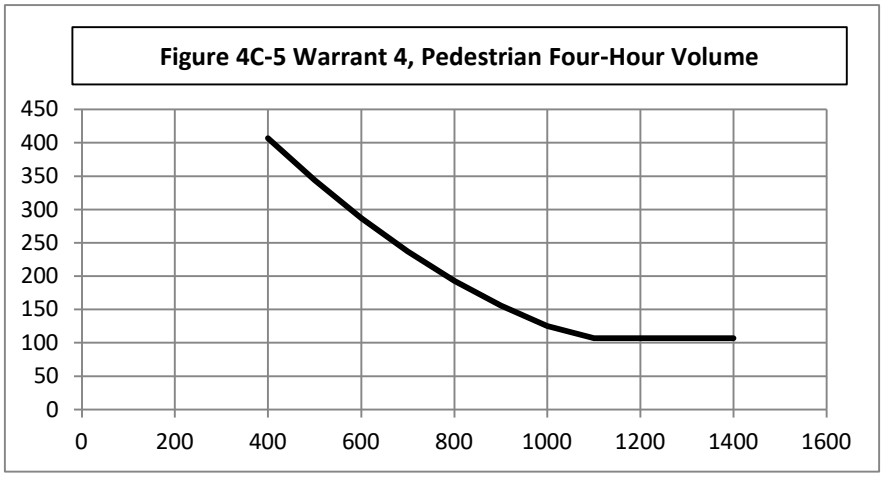
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

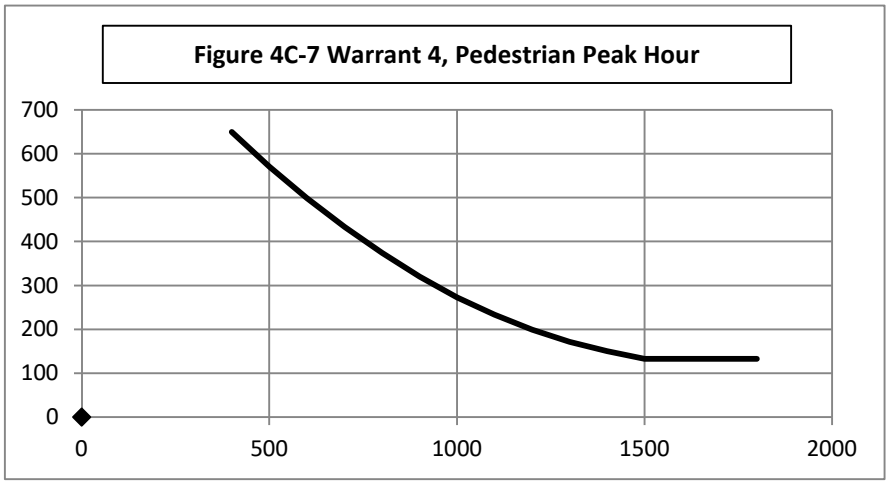
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



Warrant 5: School Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Criteria		Fulfilled?
1	Signal spacing > 1000 ft	No
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Criteria			Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			No
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		No
		4		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

Criteria						Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour				632	No	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.					No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)						
	Hour						
	Volume						

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic		Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	420	212	71.02

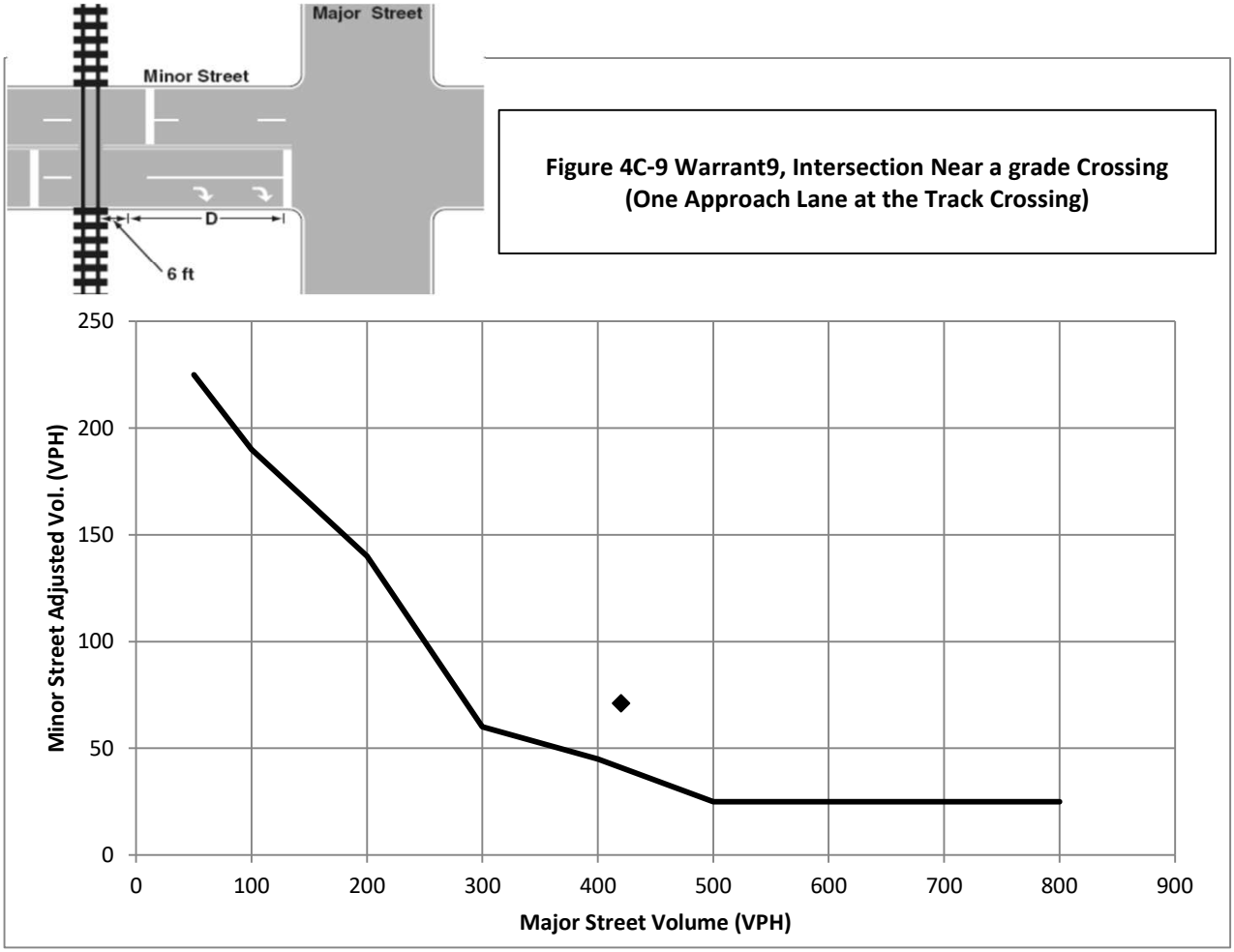


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)

Conclusions/Comments:

Updated: 2/18/2016

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: CTH X & CTH XX/Pine Road
County: Marathon
Town: Kronenwetter

Major Street: CTH X/CTH XX
Critical Approach Speed: 35 mph
Lanes: 1 lane

Minor Street: Pine Road/CTH X
Critical Approach Speed: 45 mph
Lanes: 1 lane

% Right Turns Included
From North (SB) 100%
From East (WB) 100%
From South (NB) 100%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
If it is a "T" intersection, inflate minor threshold to 150%? No
Manually set volume level? No

Analysis based on PROJECTED volume data. 0.5% per year

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
12/11/2024	Wednesday	6:00	AM	18:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**No**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**No**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:

Name: SLK
Agency: JT Engineering
Date: 1/13/2025

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	0	1

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	0	0

Satisfied? No

Condition C: Combination of A & B at 80%

Satisfied? No

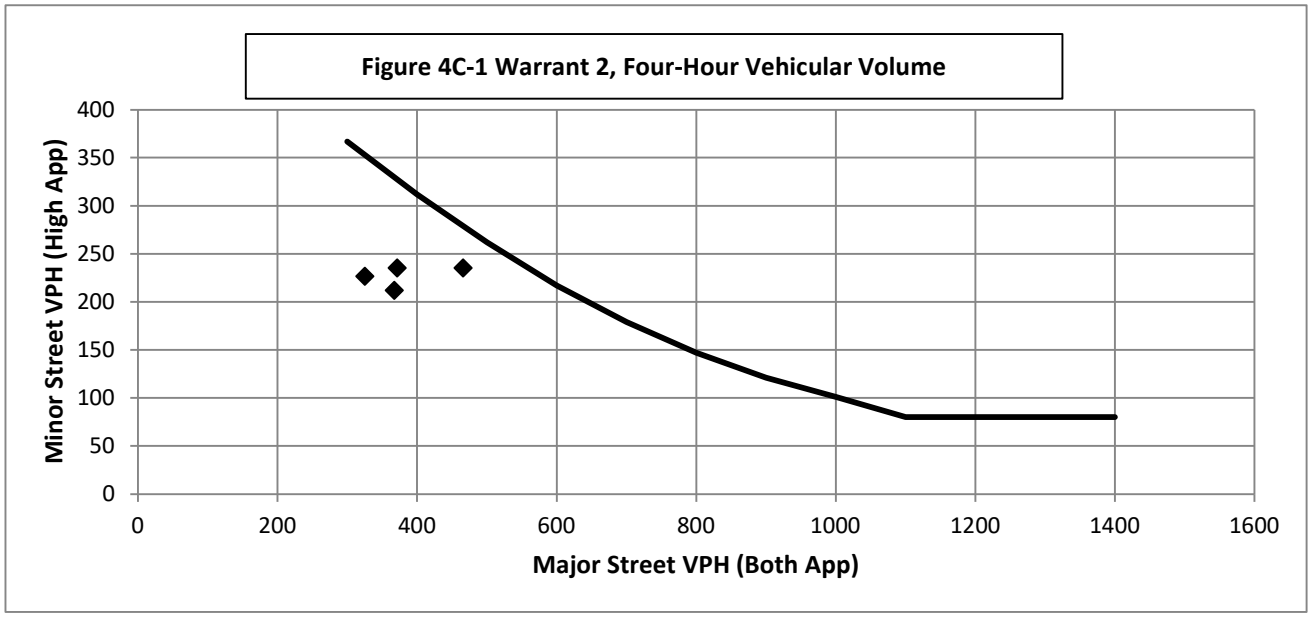
6:00 AM Enter Start Time (Military Time) (HH:MM)

Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	Total
1	6:00	7:00	260	139	398.49
2	7:00	8:00	325	226	551.67
3	8:00	9:00	234	212	446.22
4	9:00	10:00	208	129	336.33
5	10:00	11:00	175	118	293.04
6	11:00	12:00	206	149	355.2
7	12:00	13:00	212	112	324.12
8	13:00	14:00	222	145	367.41
9	14:00	15:00	293	160	452.88
10	15:00	16:00	372	235	607.06
11	16:00	17:00	466	235	701.52
12	17:00	18:00	367	212	579.42
13	18:00	19:00	219	109	327.45
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? No
Manually Set To:

Hour Start	16:00	15:00	7:00	17:00
Major Road Vol.	466.2	371.74	325.23	367.41
Minor Road Vol.	235.32	235.32	226.44	212.01



Warrant 3: Peak Hour Volume 100%

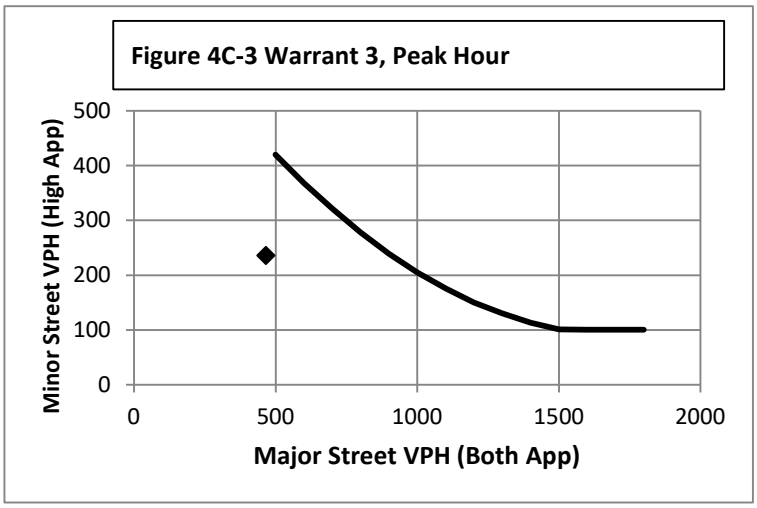
Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	No
Volume on Minor Approach	100	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	466.2	235.32



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

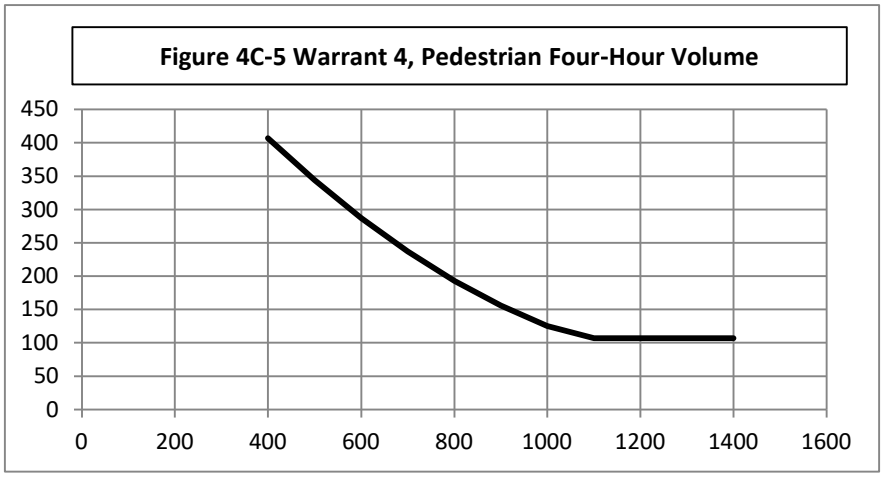
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

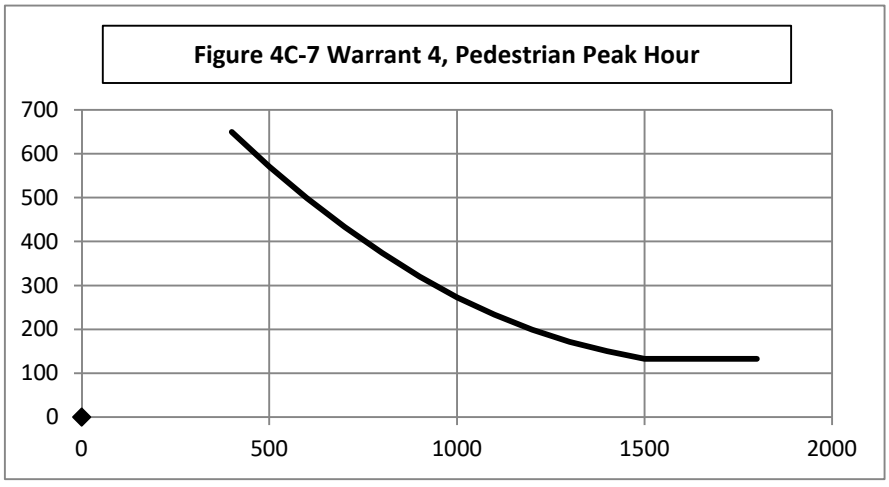
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



Warrant 5: School Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	Signal spacing > 1000 ft	No
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

	Criteria		Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			No
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		No
		4		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria					Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour					701.52	No	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.						No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)							
		Hour						
		Volume						

	Characteristics of Major Routes - Select yes if all intersecting routes have characteristic	Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	466.2	235.32	78.8322

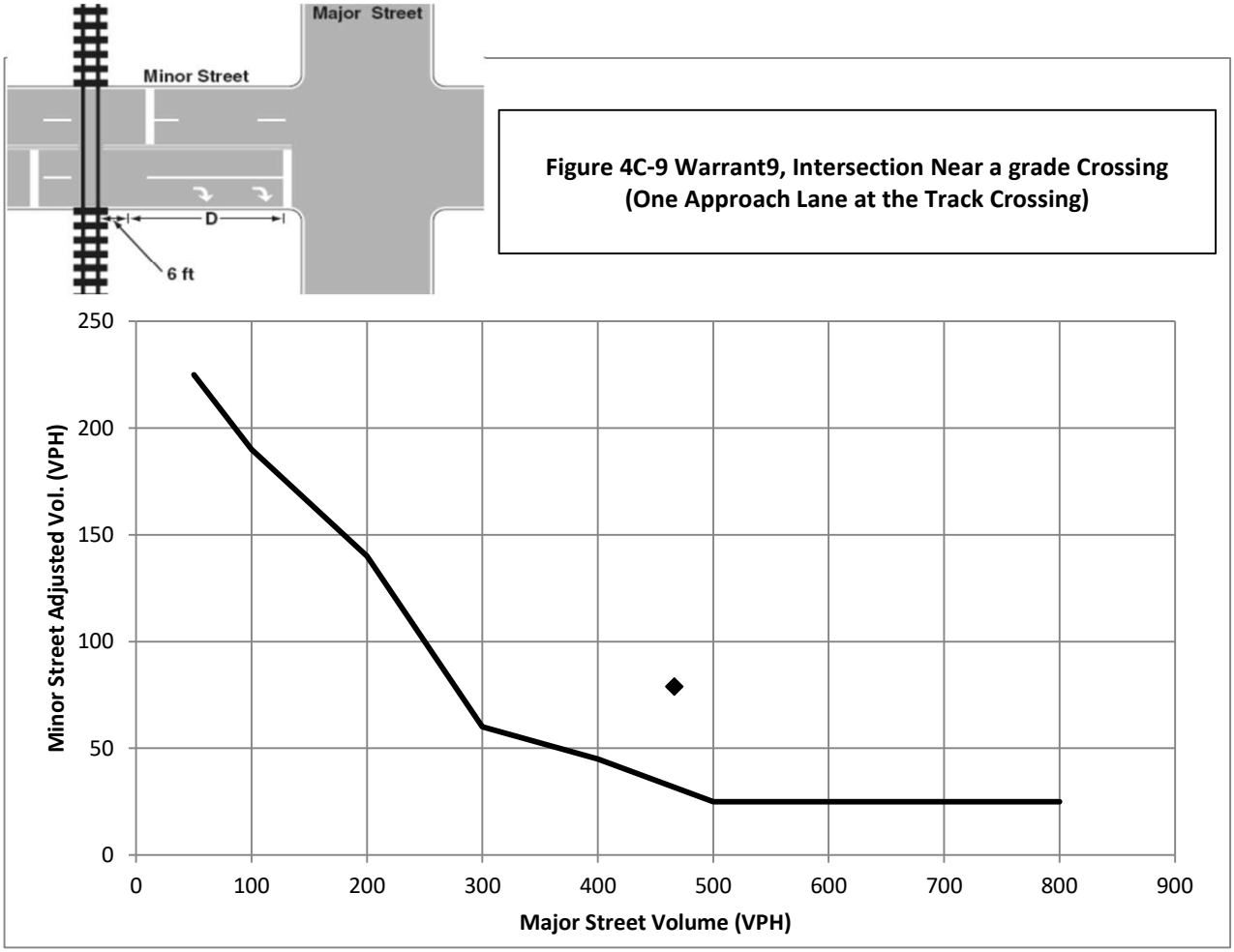


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)

Conclusions/Comments:

Updated: 2/18/2016

Wisconsin Department of Transportation Traffic Signal Warrant Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: CTH X & CTH XX/Pine Road
County: Marathon
Town: Kronenwetter

Major Street: CTH X/CTH XX
Critical Approach Speed: 35 mph
Lanes: 1 lane

Minor Street: Pine Road/CTH X
Critical Approach Speed: 45 mph
Lanes: 1 lane

% Right Turns Included
From North (SB) 100%
From East (WB) 100%
From South (NB) 100%
From West (EB) 100%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
If it is a "T" intersection, inflate minor threshold to 150%? No
Manually set volume level? No

Analysis based on PROJECTED volume data. 1% per year

Forecast Year	Within 5 Years of Construction?	Time (HH:MM)			
		From	AM / PM	To	AM / PM
12/11/2024	Wednesday	6:00	AM	18:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	**No**
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	**No**
Warrant 3: Peak Hour Volume	**N/A**
Warrant 4: Pedestrian Volume	**N/A**
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	**N/A**
Warrant 6: Coordinated Signal System	**N/A**
Warrant 7: Crash Experience	**No**
Warrant 8: Roadway Network	**N/A**
Warrant 9: Intersection Near a Grade Crossing	**N/A**

Warrant Analysis Conducted By:

Name: SLK
Agency: JT Engineering
Date: 1/13/2025

Warrant 1: Eight - Hour Vehicular Volume 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	1	3

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	0	0

Satisfied? No

Condition C: Combination of A & B at 80%

Satisfied? No

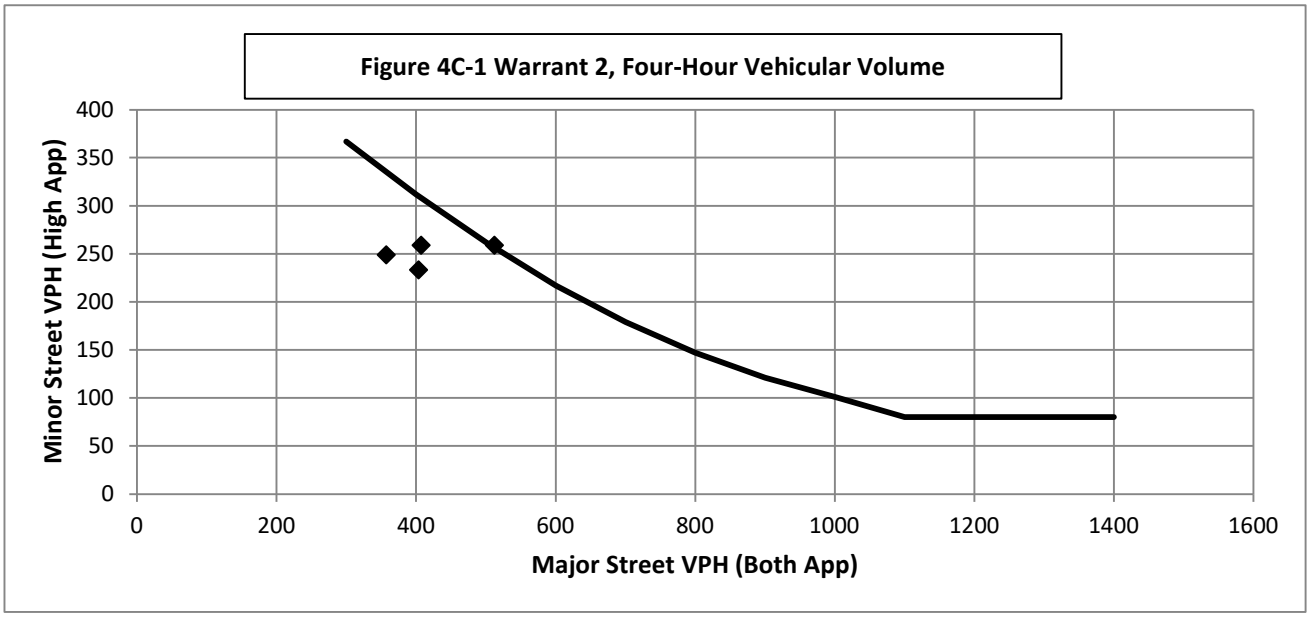
6:00 AM Enter Start Time (Military Time) (HH:MM)

Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	Total
1	6:00	7:00	285	153	437.98
2	7:00	8:00	357	249	606.34
3	8:00	9:00	257	233	490.44
4	9:00	10:00	228	142	369.66
5	10:00	11:00	193	129	322.08
6	11:00	12:00	227	163	390.4
7	12:00	13:00	233	123	356.24
8	13:00	14:00	244	160	403.82
9	14:00	15:00	322	176	497.76
10	15:00	16:00	407	259	666.12
11	16:00	17:00	512	259	771.04
12	17:00	18:00	404	233	636.84
13	18:00	19:00	240	120	359.9
14	19:00	20:00	0	0	0
15	20:00	21:00	0	0	0
16	21:00	22:00	0	0	0

Warrant 2: Four-Hour Volume 100%

Warrant Evaluated? Yes
Warrant Satisfied? No
Manually Set To:

Hour Start	16:00	15:00	17:00	7:00
Major Road Vol.	512.4	407.48	403.82	357.46
Minor Road Vol.	258.64	258.64	233.02	248.88



Warrant 3: Peak Hour Volume 100%

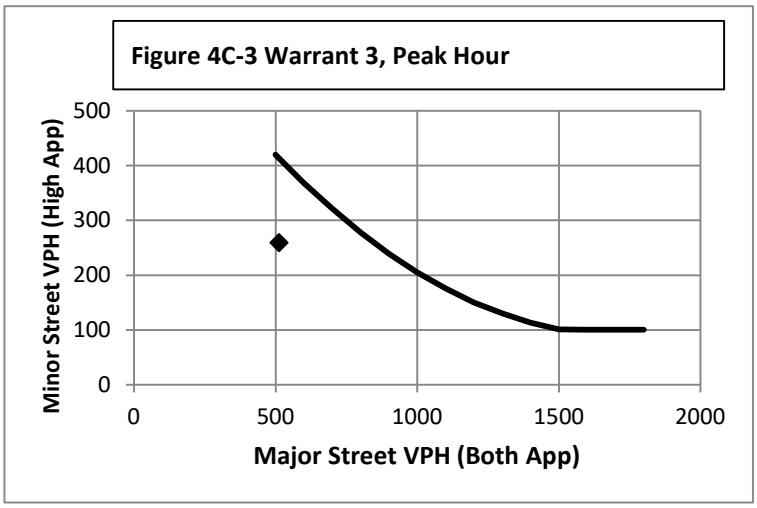
Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	No
Volume on Minor Approach	100	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
16:00	512.4	258.64



Warrant 4: Pedestrian Volume 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

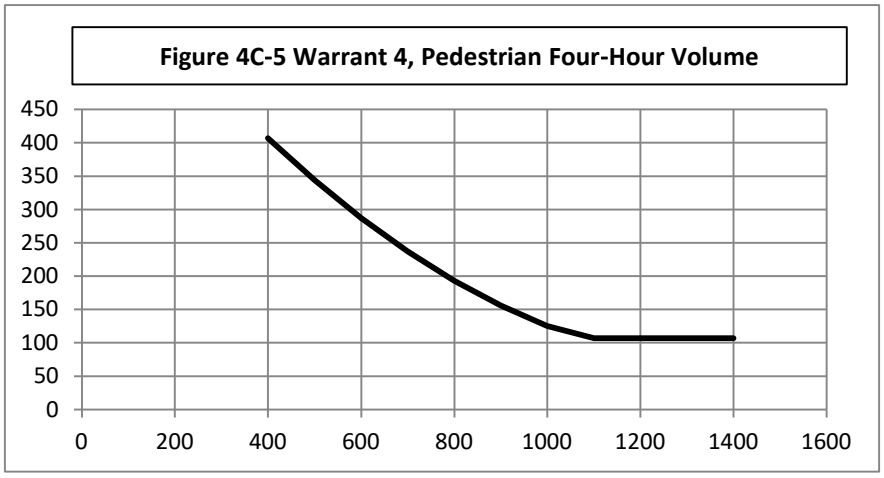
Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

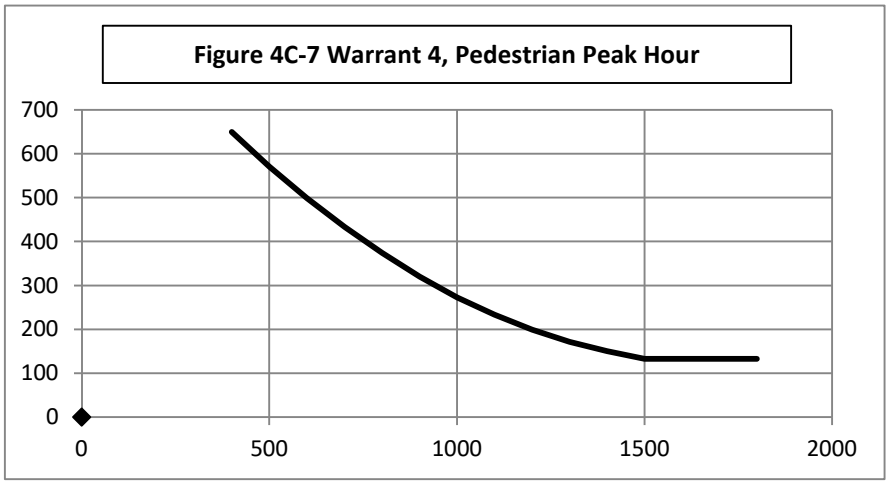
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



Warrant 5: School Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	There are a MINIMUM of 20 school children during the highest crossing hour.	
2	There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period.	
3	The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic.	

Warrant 6: Coordinated Signal System 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria	Fulfilled?
1	Signal spacing > 1000 ft	No
2	On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning.	
3	On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation.	

Warrant 7: Crash Experience 100%

Warrant Evaluated? Yes **Warrant Satisfied? No** **Manually Set To:**

	Criteria		Met?	Fulfilled?
1	Adequate trial of other remedial measures has failed to reduce crash frequency.			No
	Measures Tried:			
2	Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period.	# of crashes per 12 months		No
		4		
3	Warrant 1, Condition A (80%)		No	Yes
	Warrant 1, Condition B (80%)		No	
	Warrant 4, Criterion A (80%)		No	
	Warrant 4, Criterion B (80%)		Yes	

Warrant 8: Roadway Network 100%

Warrant Evaluated? **Warrant Satisfied? N/A** **Manually Set To:**

	Criteria					Met?	Fulfilled?
1	Total entering volume of at least 1,000 veh/h during typical weekday peak hour					771.04	No	No
	Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3.						No	
2	Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.)							
		Hour						
		Volume						

	Characteristics of Major Routes - Select yes if all intersecting routes have characteristic	Fulfilled?
1	Part of the road or highway system that serves as the principal roadway network for through traffic flow	
2	Rural or suburban highway outside of, entering, or traversing a city	
3	Appears as a major route on an official plan	

Warrant 9: Intersection Near a Grade Crossing 100%

Warrant Evaluated? No **Warrant Satisfied? N/A** **Manually Set To:**

Adjustment Factors			Manually Set Peak Hour?				
Rail Traffic per Day	% High Occupancy Buses on Minor Road	% Tractor-Trailer Trucks on Minor Road	D	Peak Hour	Major Road Vol.	Minor Road Vol.	Adjusted Minor Vol.
1	0	0% to 2.5%	660	16:00	512.4	258.64	86.6444

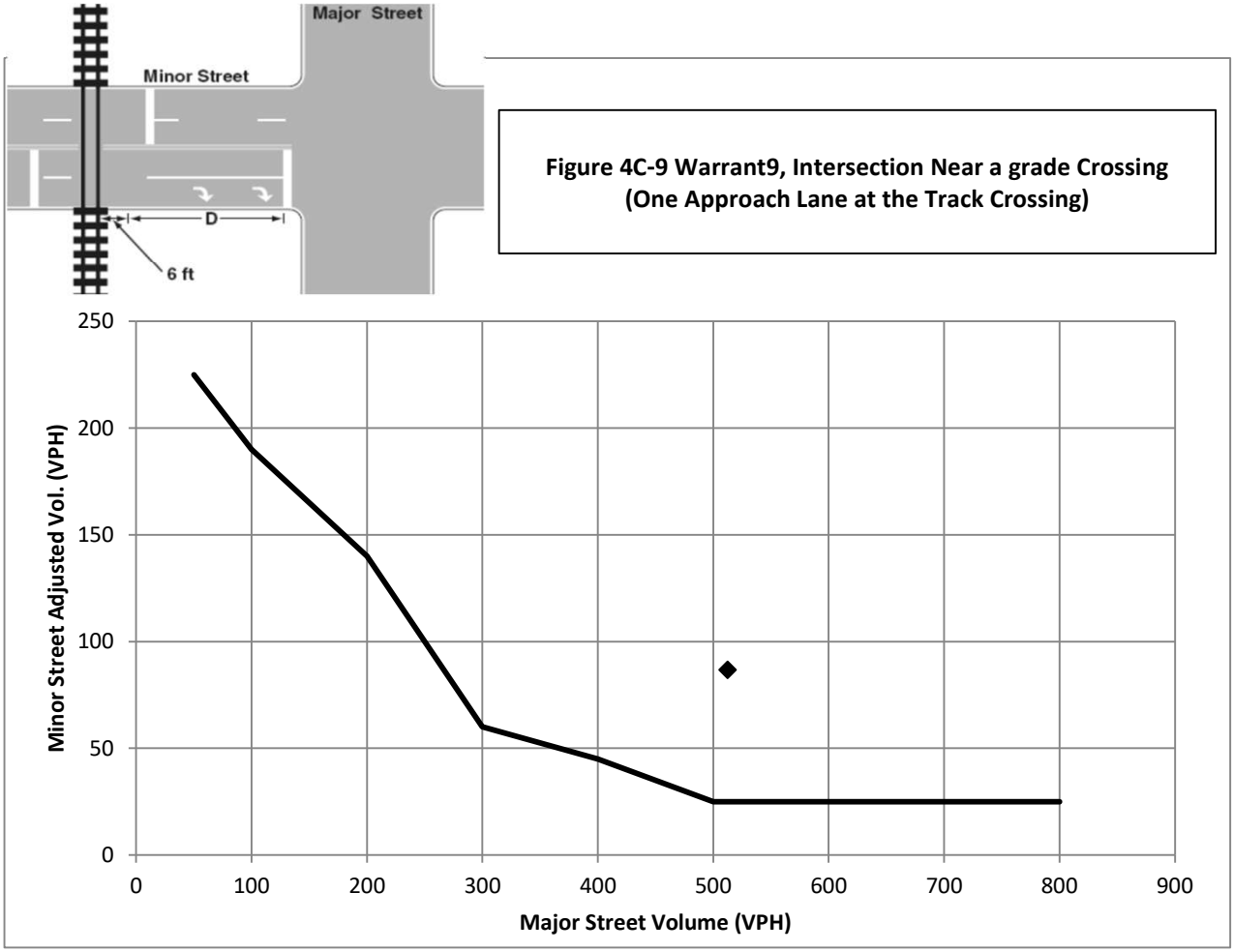


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)

Conclusions/Comments:

Updated: 2/18/2016

ATTACHMENT 5 – ALL-WAY STOP CONTROL CRITERIA

ASWC Warrant Criteria

MUTCD Yes WisDOT Yes

MUTCD B, 1, 2, 3, 5

Met?	Criteria
No	A. Is a signal justified? No
Yes	B. # of crashes in a 12 month period that can be corrected by multi-way stop control: 5
No	C. Minimum Volumes

1. Major road approach volume (total of both) at least 300 vph for min 8 hours?
2. Combined ped, bike, and veh volume on minor approach (total of both) at least 200 units per hour for the same 8 hours as criteria C-1?
3. If the 85th percentile speed on the major road exceeds 40 mph, may use 70% of the values in C-1 and C-2

Major Street 85th percentile mph: 40

Time Period	From	To	Major Road: Both App.	Minor Road: Both App. (VPH)	C-1	C-2	Both Met?	D (80%)		Both Met?
1	6:00	7:00	234	161	No	No	No	No	No	No
2	7:00	8:00	293	258	No	Yes	No	No	No	No
3	8:00	9:00	211	259	No	Yes	No	No	No	No
4	9:00	10:00	187	137	No	No	No	No	No	No
5	10:00	11:00	158	122	No	No	No	No	No	No
6	11:00	12:00	186	154	No	No	No	No	No	No
7	12:00	13:00	191	130	No	No	No	No	No	No
8	13:00	14:00	200	166	No	No	No	No	No	No
9	14:00	15:00	264	161	No	No	No	No	No	No
10	15:00	16:00	334	266	Yes	Yes	Yes	No	No	No
11	16:00	17:00	420	260	Yes	Yes	Yes	No	No	No
12	17:00	18:00	331	219	Yes	Yes	Yes	No	No	No
13	18:00	19:00	197	117	No	No	No	No	No	No
14	19:00	20:00								
15	20:00	21:00								
16	21:00	22:00								

No	D. Use when previous criteria have not been met:

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

WisDOT

Met?	Criteria
Yes	1 **Functional Highway Classification**

Approach	Classification
1: (SB)	Minor Arterial
2: (WB)	Minor Arterial
3: (NB)	Minor Arterial
4: (EB)	Major Collector

Yes 2 **Average Daily Traffic**

Approach	AADT
Minor 1	3757
Minor 2	2795
Major 1	3165
Major 2	4082

Yes 3 **Crash History**

# of crashes in a 12 month period that can be corrected by multi-way stop control: 5

Expected to significantly reduce the overall severity of future crashes? Yes

4 **Alternatives**

Refer to TGM 13-26-5 Section D.

Yes 5 **Mobility Impact**

Will the high-volume "through" street experience significant delays for the benefit of reducing delays for a low-volume side street? No

6 **Right Turn Inclusion**

Refer to WisDOT TSDM 2-3-2

Forecasted Traffic
0.5% growth per year

ASWC Warrant Criteria

MUTCD Yes WisDOT Yes

MUTCD B, 1, 2, 3, 5

Met?	Criteria
No	A. Is a signal justified? No
Yes	B. # of crashes in a 12 month period that can be corrected by multi-way stop control: 5
No	C. Minimum Volumes

1. Major road approach volume (total of both) at least 300 vph for min 8 hours?
2. Combined ped, bike, and veh volume on minor approach (total of both) at least 200 units per hour for the same 8 hours as criteria C-1?
3. If the 85th percentile speed on the major road exceeds 40 mph, may use 70% of the values in C-1 and C-2

Major Street 85th percentile mph: 40

Time Period	From	To	Major Road: Both App.	Minor Road: Both App. (VPH)	C-1	C-2	Both Met?	D (80%)		Both Met?
1	6:00	7:00	260	179	No	No	No	No	No	No
2	7:00	8:00	325	286	Yes	Yes	Yes	No	No	No
3	8:00	9:00	234	287	No	Yes	No	No	No	No
4	9:00	10:00	208	152	No	No	No	No	No	No
5	10:00	11:00	175	135	No	No	No	No	No	No
6	11:00	12:00	206	171	No	No	No	No	No	No
7	12:00	13:00	212	144	No	No	No	No	No	No
8	13:00	14:00	222	184	No	No	No	No	No	No
9	14:00	15:00	293	179	No	No	No	No	No	No
10	15:00	16:00	371	295	Yes	Yes	Yes	No	No	No
11	16:00	17:00	466	289	Yes	Yes	Yes	No	No	No
12	17:00	18:00	367	243	Yes	Yes	Yes	No	No	No
13	18:00	19:00	219	130	No	No	No	No	No	No
14	19:00	20:00								
15	20:00	21:00								
16	21:00	22:00								

No D. Use when previous criteria have not been met:
If 80% minimum values of Criteria B, C-1, and C-2 (C-3 excluded) are satisfied, warrant is met.

WisDOT

Met?	Criteria
Yes	1 **Functional Highway Classification**

Approach	Classification
1: (SB)	Minor Arterial
2: (WB)	Minor Arterial
3: (NB)	Minor Arterial
4: (EB)	Major Collector

Forecasted Traffic
0.5% growth per year

Yes 2 **Average Daily Traffic**

Approach	AADT
Minor 1	3757
Minor 2	2795
Major 1	3165
Major 2	4082

Yes 3 **Crash History**

# of crashes in a 12 month period that can be corrected by multi-way stop control: 5

Expected to significantly reduce the overall severity of future crashes? Yes

4 **Alternatives**

Refer to TGM 13-26-5 Section D.

Yes 5 **Mobility Impact**

Will the high-volume "through" street experience significant delays for the benefit of reducing delays for a low-volume side street? No

6 **Right Turn Inclusion**

Refer to WisDOT TSDM 2-3-2

ATTACHMENT 6 – SYNCHRO CAPACITY/LOS ANALYSIS SUMMARIES

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	55	4	71	37	94	3	110	119	38	36	0
Future Vol, veh/h	2	55	4	71	37	94	3	110	119	38	36	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	76	76	76	75	75	75	78	78	78	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	5	5	5
Mvmt Flow	3	72	5	95	49	125	4	141	153	43	41	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	301	429	41	388	352	217	41	0	0	294	0	0
Stage 1	127	127	-	225	225	-	-	-	-	-	-	-
Stage 2	173	301	-	163	127	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.11	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.209	-	-	2.245	-	-
Pot Cap-1 Maneuver	656	522	1036	572	574	825	1575	-	-	1251	-	-
Stage 1	881	795	-	780	719	-	-	-	-	-	-	-
Stage 2	833	668	-	841	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	489	502	1036	471	552	825	1575	-	-	1251	-	-
Mov Cap-2 Maneuver	489	502	-	471	552	-	-	-	-	-	-	-
Stage 1	850	767	-	778	717	-	-	-	-	-	-	-
Stage 2	656	666	-	731	765	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.2	15.51	0.09	4.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	21	-	-	519	609	924	-	-
HCM Lane V/C Ratio	0.002	-	-	0.155	0.442	0.035	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	13.2	15.5	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	2.3	0.1	-	-

Intersection	
Int Delay, s/veh	12.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	55	10	96	42	73	4	68	98	111	126	6
Future Vol, veh/h	2	55	10	96	42	73	4	68	98	111	126	6
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	60	60	60	86	86	86	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	1	1	1	1	1	1	2	2	2
Mvmt Flow	3	92	17	112	49	85	5	85	123	139	158	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	558	656	161	637	599	146	165	0	0	208	0	0
Stage 1	439	439	-	156	156	-	-	-	-	-	-	-
Stage 2	119	218	-	481	443	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	380	873	391	417	903	1419	-	-	1364	-	-
Stage 1	589	571	-	848	770	-	-	-	-	-	-	-
Stage 2	875	716	-	568	578	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	336	873	255	368	903	1419	-	-	1364	-	-
Mov Cap-2 Maneuver	306	336	-	255	368	-	-	-	-	-	-	-
Stage 1	523	507	-	845	767	-	-	-	-	-	-	-
Stage 2	740	713	-	405	513	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.95	32.07	0.18	3.63
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	38	-	-	369	369	815	-	-
HCM Lane V/C Ratio	0.004	-	-	0.303	0.664	0.102	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	18.9	32.1	7.9	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	4.6	0.3	-	-

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	60	5	80	40	105	5	120	130	40	40	5
Future Vol, veh/h	5	60	5	80	40	105	5	120	130	40	40	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	76	76	76	75	75	75	78	78	78	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	5	5	5
Mvmt Flow	7	79	7	107	53	140	6	154	167	45	45	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	333	473	48	426	392	237	51	0	0	321	0	0
Stage 1	139	139	-	250	250	-	-	-	-	-	-	-
Stage 2	193	333	-	176	142	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.11	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.209	-	-	2.245	-	-
Pot Cap-1 Maneuver	625	493	1026	541	545	804	1562	-	-	1223	-	-
Stage 1	869	785	-	756	702	-	-	-	-	-	-	-
Stage 2	813	647	-	828	781	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	445	472	1026	431	522	804	1562	-	-	1223	-	-
Mov Cap-2 Maneuver	445	472	-	431	522	-	-	-	-	-	-	-
Stage 1	835	755	-	752	698	-	-	-	-	-	-	-
Stage 2	617	644	-	709	751	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.08	17.99	0.14	3.79
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	488	573	829	-	-
HCM Lane V/C Ratio	0.004	-	-	0.189	0.524	0.037	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	14.1	18	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	3	0.1	-	-

Intersection	
Int Delay, s/veh	20.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	60	10	105	45	80	5	75	110	125	140	10
Future Vol, veh/h	5	60	10	105	45	80	5	75	110	125	140	10
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	60	60	60	86	86	86	80	80	80	80	80	80
Heavy Vehicles, %	6	6	6	1	1	1	1	1	1	2	2	2
Mvmt Flow	8	100	17	122	52	93	6	94	138	156	175	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	626	738	181	713	675	163	188	0	0	231	0	0
Stage 1	494	494	-	175	175	-	-	-	-	-	-	-
Stage 2	132	244	-	538	500	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.11	6.51	6.21	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.509	4.009	3.309	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	341	851	348	377	885	1393	-	-	1337	-	-
Stage 1	550	540	-	829	756	-	-	-	-	-	-	-
Stage 2	862	697	-	529	545	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	260	295	851	205	326	885	1393	-	-	1337	-	-
Mov Cap-2 Maneuver	260	295	-	205	326	-	-	-	-	-	-	-
Stage 1	478	469	-	825	752	-	-	-	-	-	-	-
Stage 2	714	693	-	355	474	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.3	59.57	0.2	3.66
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	42	-	-	320	310	807	-	-
HCM Lane V/C Ratio	0.004	-	-	0.391	0.862	0.117	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	23.3	59.6	8	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.8	7.7	0.4	-	-

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	55	4	71	37	94	3	110	119	38	36	0
Future Vol, veh/h	2	55	4	71	37	94	3	110	119	38	36	0
Peak Hour Factor	0.76	0.76	0.76	0.75	0.75	0.75	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	5	5	5
Mvmt Flow	3	72	5	95	49	125	4	141	153	43	41	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.9	10.4	10.4	9.1
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	3%	35%	51%
Vol Thru, %	47%	90%	18%	49%
Vol Right, %	51%	7%	47%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	232	61	202	74
LT Vol	3	2	71	38
Through Vol	110	55	37	36
RT Vol	119	4	94	0
Lane Flow Rate	297	80	269	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.377	0.114	0.353	0.124
Departure Headway (Hd)	4.564	5.116	4.713	5.296
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	693	757	670
Service Time	2.63	3.203	2.781	3.383
HCM Lane V/C Ratio	0.38	0.115	0.355	0.125
HCM Control Delay, s/veh	10.4	8.9	10.4	9.1
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	1.8	0.4	1.6	0.4

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	55	10	96	42	73	4	68	98	111	126	6
Future Vol, veh/h	2	55	10	96	42	73	4	68	98	111	126	6
Peak Hour Factor	0.60	0.60	0.60	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	6	6	6	1	1	1	1	1	1	2	2	2
Mvmt Flow	3	92	17	112	49	85	5	85	123	139	158	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10	11.5	10.2	12.7
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	3%	45%	46%
Vol Thru, %	40%	82%	20%	52%
Vol Right, %	58%	15%	35%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	67	211	243
LT Vol	4	2	96	111
Through Vol	68	55	42	126
RT Vol	98	10	73	6
Lane Flow Rate	213	112	245	304
Geometry Grp	1	1	1	1
Degree of Util (X)	0.298	0.177	0.365	0.45
Departure Headway (Hd)	5.056	5.713	5.359	5.33
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	710	626	670	674
Service Time	3.098	3.762	3.4	3.367
HCM Lane V/C Ratio	0.3	0.179	0.366	0.451
HCM Control Delay, s/veh	10.2	10	11.5	12.7
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.2	0.6	1.7	2.3

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	60	5	80	40	105	5	120	130	40	40	5
Future Vol, veh/h	5	60	5	80	40	105	5	120	130	40	40	5
Peak Hour Factor	0.76	0.76	0.76	0.75	0.75	0.75	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	5	5	5
Mvmt Flow	7	79	7	107	53	140	6	154	167	45	45	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.3	11.4	11.4	9.5
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	7%	36%	47%
Vol Thru, %	47%	86%	18%	47%
Vol Right, %	51%	7%	47%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	255	70	225	85
LT Vol	5	5	80	40
Through Vol	120	60	40	40
RT Vol	130	5	105	5
Lane Flow Rate	327	92	300	97
Geometry Grp	1	1	1	1
Degree of Util (X)	0.427	0.138	0.412	0.149
Departure Headway (Hd)	4.819	5.413	4.949	5.543
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	752	665	732	648
Service Time	2.819	3.428	2.949	3.566
HCM Lane V/C Ratio	0.435	0.138	0.41	0.15
HCM Control Delay, s/veh	11.4	9.3	11.4	9.5
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	2.1	0.5	2	0.5

Intersection	
Intersection Delay, s/veh	12.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	60	10	105	45	80	5	75	110	125	140	10
Future Vol, veh/h	5	60	10	105	45	80	5	75	110	125	140	10
Peak Hour Factor	0.60	0.60	0.60	0.86	0.86	0.86	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	6	6	6	1	1	1	1	1	1	2	2	2
Mvmt Flow	8	100	17	122	52	93	6	94	138	156	175	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.7	12.7	11.2	14.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	7%	46%	45%
Vol Thru, %	39%	80%	20%	51%
Vol Right, %	58%	13%	35%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	190	75	230	275
LT Vol	5	5	105	125
Through Vol	75	60	45	140
RT Vol	110	10	80	10
Lane Flow Rate	238	125	267	344
Geometry Grp	1	1	1	1
Degree of Util (X)	0.35	0.21	0.418	0.528
Departure Headway (Hd)	5.303	6.036	5.621	5.533
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	675	591	637	650
Service Time	3.368	4.112	3.684	3.592
HCM Lane V/C Ratio	0.353	0.212	0.419	0.529
HCM Control Delay, s/veh	11.2	10.7	12.7	14.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.6	0.8	2.1	3.1

ATTACHMENT 7 – HCS7 SUMMARY REPORTS

HCS7 Roundabouts Report

General Information

Analyst	SLK
Agency or Co.	JT Engineering
Date Performed	1/12/2025
Analysis Year	2024
Time Analyzed	AM Peak
Project Description	CTH X & CTH XX/Pine Rd

Site Information

Intersection	CTH X & CTH XX/Pine Rd
E/W Street Name	Pine Rd/CTH X
N/S Street Name	CTH XX/CTH X
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	Kronenwetter

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	2	55	4	0	71	37	94	0	3	110	119	0	38	36	0
Percent Heavy Vehicles, %	0	0	0	0	1	1	1	1	1	1	1	1	5	5	5	5
Flow Rate (v_{PCE}), pc/h	0	2	60	4	0	78	41	103	0	3	121	131	0	43	41	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway (s)		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		66			222			255			84	
Entry Volume, veh/h		66			220			252			80	
Circulating Flow (v_c), pc/h	162			126			105			122		
Exiting Flow (v_{ex}), pc/h	234			44			226			123		
Capacity (c_{pce}), pc/h		1188			1229			1254			1234	
Capacity (c), veh/h		1188			1217			1241			1175	
v/c Ratio (x)		0.06			0.18			0.20			0.07	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.5			4.5			4.7			3.6	
Lane LOS		A			A			A			A	
95% Queue, veh		0.2			0.7			0.8			0.2	
Approach Delay, s/veh	3.5			4.5			4.7			3.6		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	4.3						A					

HCS7 Roundabouts Report

General Information

Analyst	SLK
Agency or Co.	JT Engineering
Date Performed	1/12/2025
Analysis Year	2024
Time Analyzed	PM Peak
Project Description	CTH X & CTH XX/Pine Rd

Site Information

Intersection	CTH X & CTH XX/Pine Rd
E/W Street Name	Pine Rd/CTH X
N/S Street Name	CTH XX/CTH X
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	Kronenwetter

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	2	55	10	0	96	42	73	0	4	68	98	0	111	126	6
Percent Heavy Vehicles, %	6	6	6	6	1	1	1	1	1	1	1	1	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	2	63	12	0	105	46	80	0	4	75	108	0	123	140	7
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway (s)		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		77			231			187			270	
Entry Volume, veh/h		73			229			185			265	
Circulating Flow (v_c), pc/h	368			81			188			155		
Exiting Flow (v_{ex}), pc/h	294			57			157			257		
Capacity (c_{pce}), pc/h		978			1283			1159			1196	
Capacity (c), veh/h		923			1270			1148			1173	
v/c Ratio (x)		0.08			0.18			0.16			0.23	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.6			4.4			4.5			5.1	
Lane LOS		A			A			A			A	
95% Queue, veh		0.3			0.7			0.6			0.9	
Approach Delay, s/veh	4.6			4.4			4.5			5.1		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	4.7						A					

HCS7 Roundabouts Report

General Information

Analyst	SLK
Agency or Co.	JT Engineering
Date Performed	1/12/2025
Analysis Year	2046
Time Analyzed	AM Peak
Project Description	CTH X & CTH XX/Pine Rd

Site Information

Intersection	CTH X & CTH XX/Pine Rd
E/W Street Name	Pine Rd/CTH X
N/S Street Name	CTH XX/CTH X
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	Kronenwetter

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	60	5	0	80	40	105	0	5	120	130	0	40	40	5
Percent Heavy Vehicles, %	0	0	0	0	1	1	1	1	1	1	1	1	5	5	5	5
Flow Rate (v_{PCE}), pc/h	0	5	65	5	0	88	44	115	0	5	132	143	0	46	46	6
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway (s)		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		75			247			280			98	
Entry Volume, veh/h		75			245			277			93	
Circulating Flow (v_c), pc/h	180			142			116			137		
Exiting Flow (v_{ex}), pc/h	254			55			252			139		
Capacity (c_{pce}), pc/h		1168			1211			1241			1217	
Capacity (c), veh/h		1168			1199			1229			1159	
v/c Ratio (x)		0.06			0.20			0.23			0.08	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		3.6			4.8			4.9			3.8	
Lane LOS		A			A			A			A	
95% Queue, veh		0.2			0.8			0.9			0.3	
Approach Delay, s/veh	3.6			4.8			4.9			3.8		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	4.6						A					

HCS7 Roundabouts Report

General Information

Analyst	SLK
Agency or Co.	JT Engineering
Date Performed	1/12/2025
Analysis Year	2046
Time Analyzed	PM Peak
Project Description	CTH X & CTH XX/Pine Rd

Site Information

Intersection	CTH X & CTH XX/Pine Rd
E/W Street Name	Pine Rd/CTH X
N/S Street Name	CTH XX/CTH X
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	Kronenwetter

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	5	60	10	0	105	45	80	0	5	75	110	0	125	140	10
Percent Heavy Vehicles, %	6	6	6	6	1	1	1	1	1	1	1	1	2	2	2	2
Flow Rate (v_{PCE}), pc/h	0	6	69	12	0	115	49	88	0	5	82	121	0	139	155	11
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.7000			4.7000			4.7000			4.7000	
Follow-Up Headway (s)		2.6000			2.6000			2.6000			2.6000	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		87			252			208			305	
Entry Volume, veh/h		82			250			206			299	
Circulating Flow (v_c), pc/h	409			93			214			169		
Exiting Flow (v_{ex}), pc/h	329			65			176			282		
Capacity (c_{pce}), pc/h		941			1268			1131			1180	
Capacity (c), veh/h		888			1256			1120			1157	
v/c Ratio (x)		0.09			0.20			0.18			0.26	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.9			4.6			4.9			5.5	
Lane LOS		A			A			A			A	
95% Queue, veh		0.3			0.7			0.7			1.0	
Approach Delay, s/veh	4.9			4.6			4.9			5.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	5.0						A					

ATTACHMENT 8 – COST ESTIMATES

CTH X & CTH XX NW Quadrant Vision Triangle - Marathon County

Cost Estimate

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	**REMOVALS**				
	Clearing & Grubbing	SY	90	$30.00	$ 2,700
11	**ROADWAY INCIDENTALS**	LS	0 % of Items 1-2	N/A	$ -
	Restoration	SY	90	$9.50	$ 855
14				**TOTAL ROADWAY COSTS (Items 1-13)**	**$ 3,560**
16	**MOBILIZATION**	LS	25 % of Items 14-15	N/A	$ 890
17				**Construction Costs Subtotal**	**$ 4,450**
18	**CONSTRUCTION DESIGN CONTINGENCY**	LS	15 % of Item 17	N/A	**$ 670**
22				**ESTIMATED CONTRACT LET AMOUNT**	$ 5,120
31	**REAL ESTATE**				
31.01	Acquisition	SF	800	$1.20	$ 960
31.05	Real Estate Incidentals	LS	0 % of Items 31.01 - 31.04	N/A	$ -
31.06				**Real Estate Subtotal**	**$ 960**
31.07	Real Estate Delivery	LS	10 % of Items 31.06	N/A	$ 100
				TOTAL REAL ESTATE COSTS	$ 1,060
32	**JURISDICTIONAL TRANSFER**	LS	0 % of Const & Utility	N/A	$ -
				TOTAL PROJECT COSTS	$ 6,180

CTH X & CTH XX AWSC - Marathon County

Cost Estimate

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
6	**TRAFFIC CONTROL**	LS			
	PCMS	DAY	28	$60.00	$ 1,680
	Temporary Rumble Strips	LF	594	$15.00	$ 8,910
8	**SIGNING/MARKINGS**				
	LED Flashing Stop Signs	EACH	2	$2,500.00	$ 5,000
	Other Signs and Posts	LS	1	$3,000.00	$ 3,000
	Pavement Markings - Stop Line	LF	80	$16.00	$ 1,280
14				**TOTAL ROADWAY COSTS (Items 1-13)**	**$ 19,870**
16	**MOBILIZATION**	LS	25 % of Items 14-15	N/A	$ 4,968
17				**Construction Costs Subtotal**	**$ 24,838**
18	**CONSTRUCTION DESIGN CONTINGENCY**	LS	**15** % of Item 17	N/A	**$ 3,726**
				TOTAL PROJECT COSTS	$ 28,600

CTH X & CTH XX RAB - Marathon County
Cost Estimate Without Sidepaths

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	**REMOVALS**				
1.02	Removing Curb & Gutter	LF	0	$2.00	$ -
2	**NEW PAVEMENT**				
2.10	Concrete Pavement	SY	0	$65.00	$ -
2.11	HMA Pavement	TON	2,100	$130.00	$ 273,000
2.13	Select Crush Material	TON	0	$18.25	$ -
2.16	Base Aggregate Dense 1 1/4-Inch	TON	6,600	$19.75	$ 130,350
				Subtotal Roadway Costs	**$ 403,350**
3	**EARTHWORK**	LS	% of Items 1-2	N/A	$ -
3.01	Excavation Common	CY	5,000	$10.00	$ 50,000
3.06	Full Depth Asphalt Saw Cut	LF	390	$2.60	$ 1,014
4	**DRAINAGE**	LS	30 % of Items 1-2	N/A	$ 121,005
5	**EROSION CONTROL**	LS	5 % of Items 1-2	N/A	$ 20,168
6	**TRAFFIC CONTROL**	LS	5 % of Items 1-2	N/A	$ 20,168
7	**LIGHTING (contractor installed)**				
	LIGHTING	LS	1	$150,000.00	$ 150,000
8	**SIGNING/MARKINGS**	LS	10 % of Items 1-2	N/A	$ 40,335
	Marking Epoxy 6-inch	LF	6,900	$1.50	$ 10,350
	Marking Epoxy 10-inch	LF	180	$2.40	$ 432
	Marking Epoxy 12-inch	LF	213	$12.50	$ 2,663
	Marking Epoxy 18-inch	LF	80	$16.00	$ 1,280
8.01	Pavement Markings	LF		$2.50	$ -
9	**ITS (contractor installed)**	LS	1		$ -
10	**TRAFFIC SIGNALS**	EACH		$0.00	$ -
11	**ROADWAY INCIDENTALS**	LS	5 % of Items 1-2	N/A	$ 20,168
11.01	Concrete Curb & Gutter	LF	2,200	$34.00	$ 74,800
11.02	Concrete Sidewalk 4-inch	SF	3,200	$6.35	$ 20,320
11.03	Truck Apron	SY	240	$180.00	$ 43,200
12	**WETLAND MITIGATION**	LS	0		$ -
13	**HAZMAT**	LS	0		$ -
14				**TOTAL ROADWAY COSTS (Items 1-13)**	**$ 991,352**
15	**STRUCTURES**				
				TOTAL STRUCTURE COSTS (Item 15)	$ -
16	**MOBILIZATION**	LS	10 % of Items 14-15	N/A	$ 99,135
17				**Construction Costs Subtotal**	**$ 1,090,487**
18	**CONSTRUCTION DESIGN CONTINGENCY**	LS	15 % of Item 17	N/A	**$ 163,573**
22				**ESTIMATED CONTRACT LET AMOUNT**	$ 1,254,100
31	**REAL ESTATE**				
31.01	Acquisition	SF	5400	$1.20	$ 6,480
31.03	Signs	LS		$0.00	$ -
31.06				**Real Estate Subtotal**	**$ 7,000**
31.07	Real Estate Delivery	LS	10 % of Items 31.06	N/A	$ 700
				TOTAL REAL ESTATE COSTS	$ 7,700
32	**JURISDICTIONAL TRANSFER**	LS	0 % of Const & Utility	N/A	$ -
				TOTAL PROJECT COSTS	$ 1,261,800

CTH X & CTH XX RAB - Marathon County
Cost Estimate With Sidepaths

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	**REMOVALS**				
1.02	Removing Curb & Gutter	LF	0	$2.00	$ -
2	**NEW PAVEMENT**				
2.10	Concrete Pavement	SY	0	$65.00	$ -
2.11	HMA Pavement	TON	2,100	$130.00	$ 273,000
2.13	Select Crush Material	TON	0	$18.25	$ -
2.16	Base Aggregate Dense 1 1/4-Inch	TON	6,700	$19.75	$ 132,325
				Subtotal Roadway Costs	**$ 405,325**
3	**EARTHWORK**	LS	% of Items 1-2	N/A	$ -
3.01	Excavation Common	CY	5,100	$10.00	$ 51,000
3.06	Full Depth Asphalt Saw Cut	LF	390	$2.60	$ 1,014
4	**DRAINAGE**	LS	30 % of Items 1-2	N/A	$ 121,598
5	**EROSION CONTROL**	LS	5 % of Items 1-2	N/A	$ 20,266
6	**TRAFFIC CONTROL**	LS	5 % of Items 1-2	N/A	$ 20,266
7	**LIGHTING (contractor installed)**				
	LIGHTING	LS	1	$150,000.00	$ 150,000
8	**SIGNING/MARKINGS**	LS	10 % of Items 1-2	N/A	$ 40,533
	Marking Epoxy 6-inch	LF	6,900	$1.50	$ 10,350
	Marking Epoxy 10-inch	LF	180	$2.40	$ 432
	Marking Epoxy 12-inch	LF	213	$12.50	$ 2,663
	Marking Epoxy 18-inch	LF	80	$16.00	$ 1,280
8.01	Pavement Markings	LF		$2.50	$ -
9	**ITS (contractor installed)**	LS	1		$ -
10	**TRAFFIC SIGNALS**	EACH		$0.00	$ -
11	**ROADWAY INCIDENTALS**	LS	5 % of Items 1-2	N/A	$ 20,266
11.01	Concrete Curb & Gutter	LF	2,200	$34.00	$ 74,800
11.02	Concrete Sidewalk 4-inch	SF	7,200	$6.35	$ 45,720
11.03	Truck Apron	SY	240	$180.00	$ 43,200
12	**WETLAND MITIGATION**	LS	0		$ -
13	**HAZMAT**	LS	0		$ -
14				**TOTAL ROADWAY COSTS (Items 1-13)**	**$ 1,020,872**
15	**STRUCTURES**				
				TOTAL STRUCTURE COSTS (Item 15)	$ -
16	**MOBILIZATION**	LS	10 % of Items 14-15	N/A	$ 102,087
17				**Construction Costs Subtotal**	**$ 1,122,959**
18	**CONSTRUCTION DESIGN CONTINGENCY**	LS	15 % of Item 17	N/A	**$ 168,444**
22				**ESTIMATED CONTRACT LET AMOUNT**	$ 1,291,500
31	**REAL ESTATE**				
31.01	Acquisition	SF	8900	$1.20	$ 10,680
31.03	Signs	LS		$0.00	$ -
31.06				**Real Estate Subtotal**	**$ 10,700**
31.07	Real Estate Delivery	LS	10 % of Items 31.06	N/A	$ 1,100
				TOTAL REAL ESTATE COSTS	$ 11,800
32	**JURISDICTIONAL TRANSFER**	LS	0 % of Const & Utility	N/A	$ -
				TOTAL PROJECT COSTS	$ 1,303,300

ATTACHMENT 9 – PRELIMINARY ROUNDABOUT ALTERNATIVE LAYOUTS

GREEN BAY | MADISON
MILWAUKEE | CHIPPEWA FALLS
MADISON OFFICE
281 W NETHERWOOD ROAD, SUITE 1
OREGON, WI 53575

CLIENT: MARATHON COUNTY

CLIENT ADDRESS: 500 FOREST STREET WAUSAU, WI 54403

PROJECT: CTH X & CTH XX ICE ANALYSIS

PROJECT ADDRESS:

SHEET TITLE: CTH X & CTH XX ROUNDABOUT WITHOUT SIDEPATHS

DRAFT/REVISIONS:

NO.	DATE:	DESCRIPTION:

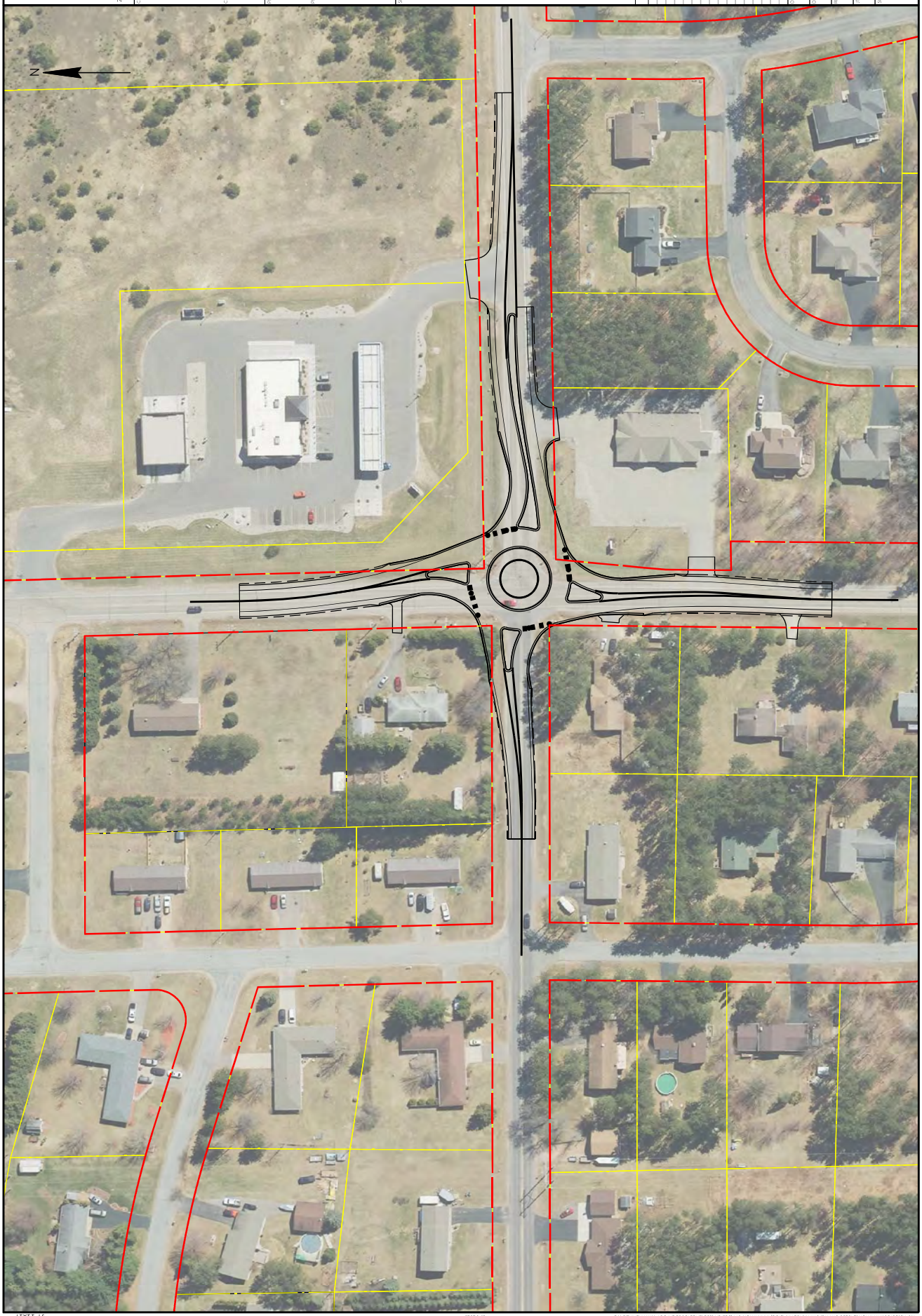
DATE ISSUED: 1/2/24

DRAWN BY: JM

REVIEWED BY:

JT PROJECT NUM:

SHEET NUMBER:



GREEN BAY | MADISON
MILWAUKEE | CHIPPEWA FALLS
MADISON OFFICE
281 W NETHERWOOD ROAD, SUITE 1
OREGON, WI 53575

CLIENT: MARATHON COUNTY

CLIENT ADDRESS: 500 FOREST STREET WAUSAU, WI 54403

PROJECT: CTH X & CTH XX ICE ANALYSIS

PROJECT ADDRESS:

SHEET TITLE: CTH X & CTH XX ROUNDABOUT WITH SIDEPATHS

DRAFT/REVISIONS:

NO.	DATE:	DESCRIPTION:

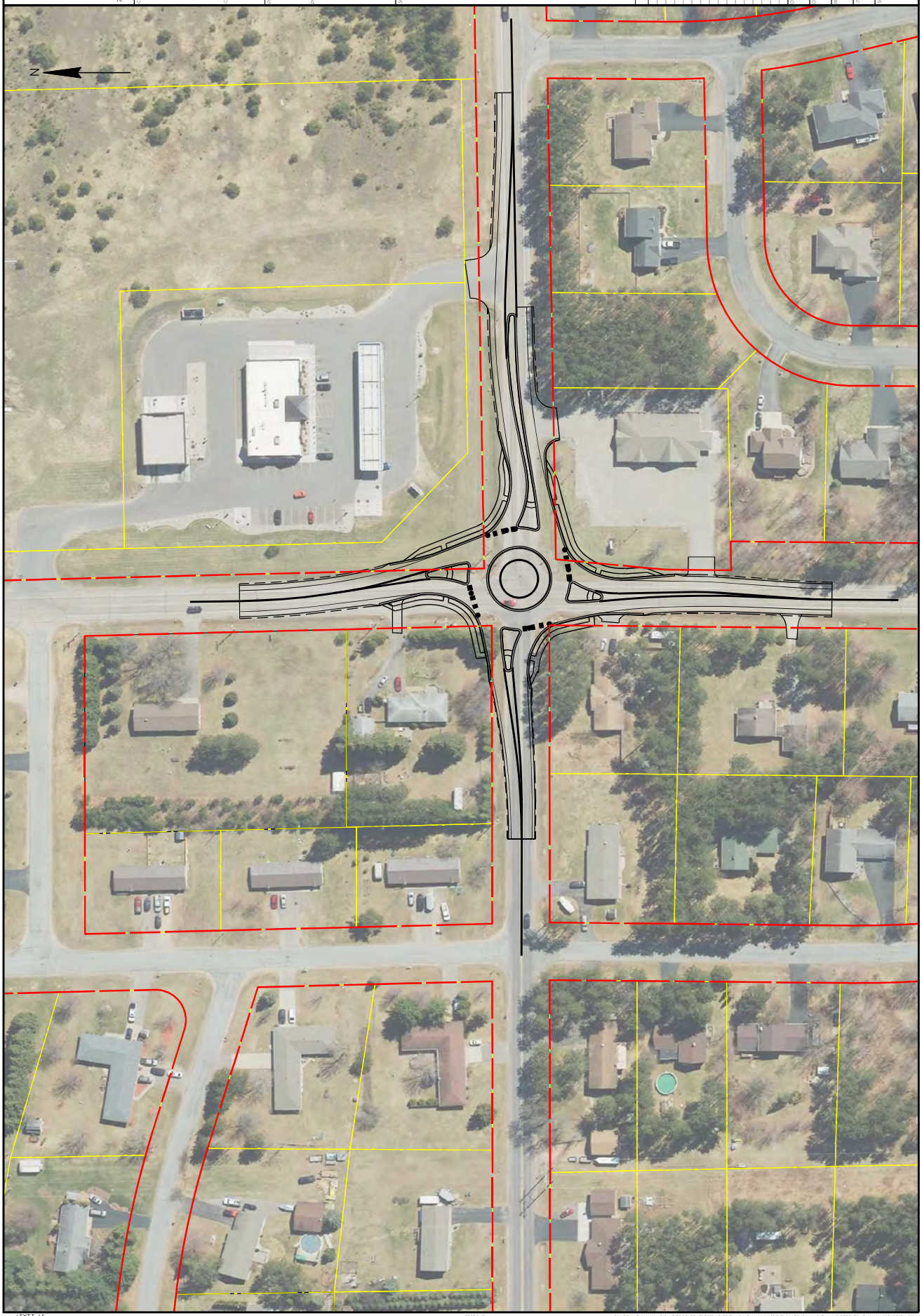
DATE ISSUED: 1/2/24

DRAWN BY: JM

REVIEWED BY:

JT PROJECT NUM:

SHEET NUMBER:



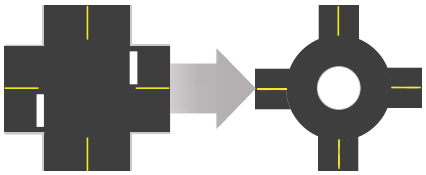
ATTACHMENT 10 – FHWA PROVEN SAFETY COUNTERMEASURES: ROUNDABOUTS

U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY
Proven Safety Countermeasures

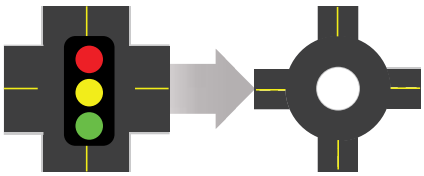
Safety Benefits:

Two-Way Stop-Controlled Intersection to a Roundabout



82%
reduction in fatal and injury crashes.[1]

Signalized Intersection to a Roundabout



78%
reduction in fatal and injury crashes.[1]

For more information on this and other FHWA Proven Safety Countermeasures, please visit https://highways.dot.gov/safety/proven-safety-countermeasures and https://highways.dot.gov/safety/intersection-safety/intersection-types/roundabouts.

FHWA-SA-21-042

Roundabouts

The modern roundabout is an intersection with a circular configuration that safely and efficiently moves traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points. The net result of lower speeds and reduced conflicts at roundabouts is an environment where crashes that cause injury or fatality are substantially reduced.

Roundabouts are not only a safer type of intersection; they are also efficient in terms of keeping people moving. Even while calming traffic, they can reduce delay and queuing when compared to other intersection alternatives. Furthermore, the lower vehicular speeds and reduced conflict environment can create a more suitable environment for walking and bicycling.

Roundabouts can be implemented in both urban and rural areas under a wide range of traffic conditions. They can replace signals, two-way stop controls, and all-way stop controls. Roundabouts are an effective option for managing speed and transitioning traffic from high-speed to low-speed environments, such as freeway interchange ramp terminals, and rural intersections along high-speed roads.

Illustration of a multilane roundabout. Source: FHWA

Example of a single-lane roundabout. Source: FHWA

1 (CMF ID: 211,226) AASHTO. The Highway Safety Manual, American Association of State Highway Transportation Professionals, Washington, D.C., (2010).

ATTACHMENT 11 – VISION TRIANGLES DIAGRAM

GREEN BAY | MADISON
MILWAUKEE | CHIPPEWA FALLS
MADISON OFFICE
281 W NETHERWOOD ROAD, SUITE 1
OREGON, WI 53575

CLIENT: MARATHON COUNTY

CLIENT ADDRESS: 500 FOREST STREET
WAUSAU, WI 54403

PROJECT: CTH X & CTH XX ICE ANALYSIS

PROJECT ADDRESS:

SHEET TITLE: CTH X & CTH XX
VISION TRIANGLES

DRAFT/REVISIONS:

NO.	DATE:	DESCRIPTION:

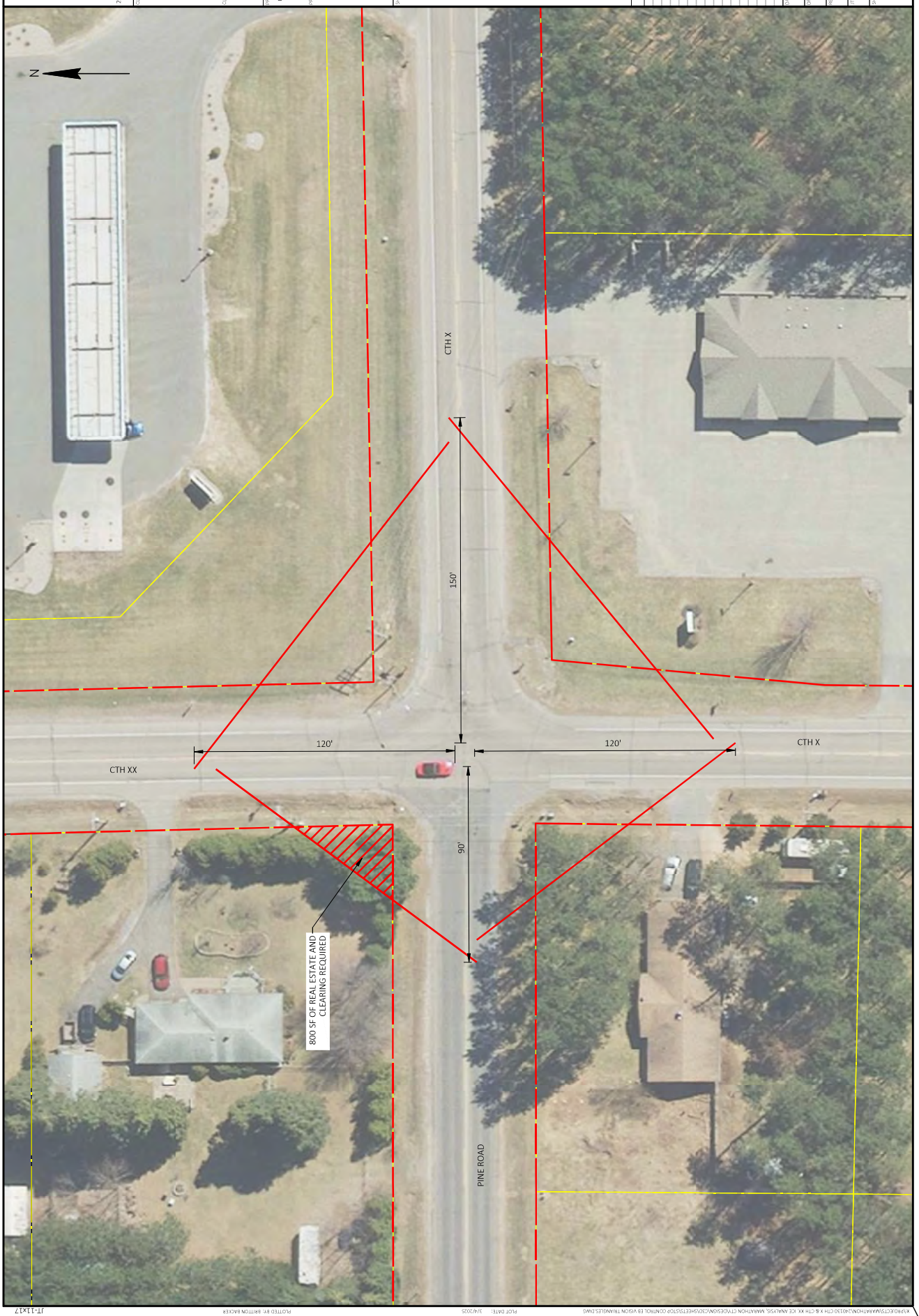
DATE ISSUED: 3/4/24

DRAWN BY: JP

REVIEWED BY:

JT PROJECT NUM

SHEET NUMBER



ATTACHMENT 12 – WISDOT SAFETY BENEFIT COST ANALYSIS TOOL

Project Information

Project ID:
Region:
County: Marathon
Segment/Intersection: CTH X & CTH XX/Pine Road
Analyst: SLK
Date of Analysis: 2/25/2025

Method 1 Analysis Information

	Year	AADT
First Year of Analysis Period	2024	7100
Last Year of Analysis Period	2033	7400

Observed Crash History

	Year	Avg. AAD T
First Year of Observed Data	2019	7000
Last Year of Observed Data	2023	

	Crash Totals	Average
Fatal Crashes	0	0
Injury A Crashes	0	0
Injury B Crashes	2	0.4
Injury C Crashes	2	0.4
PDO Crashes	11	2.2
Fatal & Injury Crashes	4	0.8
Total	15	3

Economic Analysis Factors

Year of Crash Costs	2023
Crash Cost Index	0.00%
Discount Rate	5.00%

	Crash Cost	KABC Distribution
Fatal	$ 15,079,21 5	2.0%
Injury A	$ 788,325	10.4%
Injury B	$ 248,69 0	44.0%
Injury C	$ 141,821	43.6%
Property Damage	$ 18,57 6	
Fatal & Injury	$ -	

* The KABC Distribution was developed using 2019-2023 statewide data. It does not contain the distributions that were developed during the calibration process.

Summary

	Treatment Used	Treatment Costs	Cost Difference	Crash Costs (in 2024 Dollars)	Benefits (in 2024 Dollars)	Benefit/Cost Ratio	Crash Totals for Analysis Period: Fatal & Injury	Property Damage	All Crashes
Base Case	No Build	$ -	-	$ 4,100,708	-	-	8.3	22.8	31.1
Alternative 1	AWSC	$ 28,600	$ 28,600	$ 1,042,499	$ 3,058,209	106.9	1.9	11.8	13.8
Alternative 2	RAB	$ 1,260,000	$ 1,260,000	$ 820,337	$ 3,280,371	2.6	1.5	9.6	11.1
Alternative 3	Clear Sight	$ 6,180	$ 6,180	$ 3,574,564	$ 526,144	85.1	7.1	22.8	29.9
Alternative 4			-	-	-	-	-	-	-
Alternative 5			-	-	-	-	-	-	-

Inputs for Base Case and Alternatives

Base Case: No Build

Period	Year	AADT	Crash Data Entry: Estimated Crashes KABC	PDO	CMF 1: All	KABC	PDO	CMF 2: All	KABC	PDO	Combined CMF: KABC	PDO	Adjusted Crashes: KABC	Fatal	Injury A	Injury B	Injury C	PDO
1	2024	7100	0.81	2.23	-	-	-	-	-	-	1.00	1.00	0.81	0.02	0.08	0.36	0.35	2.23
2	2025	7133	0.82	2.24	-	-	-	-	-	-	1.00	1.00	0.82	0.02	0.08	0.36	0.36	2.24
3	2026	7167	0.82	2.25	-	-	-	-	-	-	1.00	1.00	0.82	0.02	0.08	0.36	0.36	2.25
4	2027	7200	0.82	2.26	-	-	-	-	-	-	1.00	1.00	0.82	0.02	0.09	0.36	0.36	2.26
5	2028	7233	0.83	2.27	-	-	-	-	-	-	1.00	1.00	0.83	0.02	0.09	0.36	0.36	2.27
6	2029	7267	0.83	2.28	-	-	-	-	-	-	1.00	1.00	0.83	0.02	0.09	0.37	0.36	2.28
7	2030	7300	0.83	2.29	-	-	-	-	-	-	1.00	1.00	0.83	0.02	0.09	0.37	0.36	2.29
8	2031	7333	0.84	2.30	-	-	-	-	-	-	1.00	1.00	0.84	0.02	0.09	0.37	0.37	2.30
9	2032	7366	0.84	2.32	-	-	-	-	-	-	1.00	1.00	0.84	0.02	0.09	0.37	0.37	2.32
10	2033	7400	0.85	2.33	-	-	-	-	-	-	1.00	1.00	0.85	0.02	0.09	0.37	0.37	2.33
TOTALS		-	8.29	22.79	-	-	-	-	-	-	-	-	8.29	0.17	0.86	3.65	3.61	22.79

Period	Crash Costs by Year (2024- 2033): Fatal	Injury A	Injury B	Injury C	PDO	Total	Crash Costs in 2024 Dollars: Fatal	Injury A	Injury B	Injury C	PDO	Total
1	$ 249,447	$ 66,366	$ 88,836	$ 50,132	$ 41,451	$ 496,232	$ 249,447	$ 66,366	$ 88,836	$ 50,132	$ 41,451	$ 496,232
2	$ 250,617	$ 66,677	$ 89,252	$ 50,367	$ 41,645	$ 498,559	$ 238,683	$ 63,502	$ 85,002	$ 47,998	$ 39,662	$ 474,818
3	$ 251,787	$ 66,989	$ 89,669	$ 50,602	$ 41,840	$ 500,886	$ 228,378	$ 60,761	$ 81,332	$ 45,897	$ 37,950	$ 454,319
4	$ 252,957	$ 67,300	$ 90,086	$ 50,837	$ 42,034	$ 503,214	$ 218,514	$ 58,136	$ 77,819	$ 43,915	$ 36,311	$ 434,695
5	$ 254,127	$ 67,611	$ 90,502	$ 51,072	$ 42,229	$ 505,541	$ 209,071	$ 55,628	$ 74,456	$ 42,017	$ 34,742	$ 415,910
6	$ 255,297	$ 67,922	$ 90,919	$ 51,307	$ 42,423	$ 507,869	$ 200,032	$ 53,219	$ 71,237	$ 40,201	$ 33,240	$ 397,928
7	$ 256,467	$ 68,234	$ 91,335	$ 51,542	$ 42,617	$ 510,196	$ 191,379	$ 50,917	$ 68,156	$ 38,462	$ 31,802	$ 380,716
8	$ 257,637	$ 68,545	$ 91,752	$ 51,778	$ 42,812	$ 512,523	$ 183,098	$ 48,714	$ 65,207	$ 36,797	$ 30,426	$ 364,241
9	$ 258,807	$ 68,856	$ 92,169	$ 52,013	$ 43,006	$ 514,851	$ 175,171	$ 46,605	$ 62,383	$ 35,206	$ 29,108	$ 348,471
10	$ 259,977	$ 69,168	$ 92,585	$ 52,248	$ 43,201	$ 517,178	$ 167,583	$ 44,586	$ 59,681	$ 33,679	$ 27,848	$ 333,378
TOTALS	$ 2,547,119	$ 677,668	$ 907,105	$ 511,898	$ 423,259	$ 5,067,049	$ 2,061,356	$ 548,430	$ 734,110	$ 414,273	$ 342,539	$ 4,100,708

Alternative 1: AWSC

Period	Year	AADT	Crash Data Entry: Estimated Crashes KABC	PDO	CMF 1: All	KABC	PDO	CMF 2: All	KABC	PDO	Combined CMF: KABC	PDO	Adjusted Crashes: KABC	Fatal	Injury A	Injury B	Injury C	PDO
1	2024	7100	0.81	2.23	-	0.23	0.52	-	-	-	0.23	0.52	0.19	0.00	0.02	0.08	0.08	1.16
2	2025	7133	0.82	2.24	-	0.23	0.52	-	-	-	0.23	0.52	0.19	0.00	0.02	0.08	0.08	1.17
3	2026	7167	0.82	2.25	-	0.23	0.52	-	-	-	0.23	0.52	0.19	0.00	0.02	0.08	0.08	1.17
4	2027	7200	0.82	2.26	-	0.23	0.52	-	-	-	0.23	0.52	0.19	0.00	0.02	0.08	0.08	1.18
5	2028	7233	0.83	2.27	-	0.23	0.52	-	-	-	0.23	0.52	0.19	0.00	0.02	0.08	0.08	1.18
6	2029	7267	0.83	2.28	-	0.23	0.52	-	-	-	0.23	0.52	0.19	0.00	0.02	0.08	0.08	1.19
7	2030	7300	0.83	2.29	-	0.23	0.52	-	-	-	0.23	0.52	0.19	0.00	0.02	0.08	0.08	1.19
8	2031	7333	0.84	2.30	-	0.23	0.52	-	-	-	0.23	0.52	0.19	0.00	0.02	0.08	0.08	1.20
9	2032	7366	0.84	2.32	-	0.23	0.52	-	-	-	0.23	0.52	0.19	0.00	0.02	0.09	0.08	1.20
10	2033	7400	0.85	2.33	-	0.23	0.52	-	-	-	0.23	0.52	0.19	0.00	0.02	0.09	0.08	1.21
TOTALS		-	8.29	22.79	-	-	-	-	-	-	-	-	1.91	0.04	0.20	0.84	0.83	11.85

Period	Crash Costs by Year (2024- 2033): Fatal	Injury A	Injury B	Injury C	PDO	Total	Crash Costs in 2024 Dollars: Fatal	Injury A	Injury B	Injury C	PDO	Total
1	$ 57,373	$ 15,266	$ 20,432	$ 11,530	$ 21,555	$ 126,154	$ 57,373	$ 15,264	$ 20,432	$ 11,530	$ 21,555	$ 126,154
2	$ 57,642	$ 15,336	$ 20,528	$ 11,584	$ 21,656	$ 126,746	$ 54,897	$ 14,606	$ 19,550	$ 11,033	$ 20,624	$ 120,710
3	$ 57,911	$ 15,407	$ 20,624	$ 11,638	$ 21,757	$ 127,337	$ 52,527	$ 13,975	$ 18,706	$ 10,556	$ 19,734	$ 115,499
4	$ 58,180	$ 15,479	$ 20,720	$ 11,693	$ 21,858	$ 127,929	$ 50,258	$ 13,371	$ 17,898	$ 10,100	$ 18,882	$ 110,510
5	$ 58,449	$ 15,551	$ 20,816	$ 11,747	$ 21,959	$ 128,521	$ 48,086	$ 12,793	$ 17,125	$ 9,664	$ 18,066	$ 105,734
6	$ 58,718	$ 15,622	$ 20,911	$ 11,801	$ 22,060	$ 129,112	$ 46,007	$ 12,240	$ 16,385	$ 9,246	$ 17,285	$ 101,163
7	$ 58,987	$ 15,694	$ 21,007	$ 11,855	$ 22,161	$ 129,704	$ 44,017	$ 11,711	$ 15,676	$ 8,846	$ 16,537	$ 96,787
8	$ 59,256	$ 15,765	$ 21,103	$ 11,909	$ 22,262	$ 130,296	$ 42,112	$ 11,204	$ 14,998	$ 8,463	$ 15,821	$ 92,599
9	$ 59,526	$ 15,837	$ 21,199	$ 11,963	$ 22,363	$ 130,888	$ 40,289	$ 10,719	$ 14,348	$ 8,097	$ 15,136	$ 88,590
10	$ 59,795	$ 15,909	$ 21,295	$ 12,017	$ 22,464	$ 131,479	$ 38,544	$ 10,255	$ 13,727	$ 7,746	$ 14,481	$ 84,753
TOTALS	$ 585,837	$ 155,864	$ 208,634	$ 117,736	$ 220,095	$ 1,288,166	$ 474,112	$ 126,139	$ 168,845	$ 95,283	$ 178,120	$ 1,042,499

Alternative 2: RAB

Period	Year	AADT	Crash Data Entry: Estimated Crashes KABC	PDO	CMF 1: All	KABC	PDO	CMF 2: All	KABC	PDO	Combined CMF: KABC	PDO	Adjusted Crashes: KABC	Fatal	Injury A	Injury B	Injury C	PDO
1	2024	7100	0.81	2.23	-	0.18	0.42	-	-	-	0.18	0.42	0.15	0.00	0.02	0.06	0.06	0.94
2	2025	7133	0.82	2.24	-	0.18	0.42	-	-	-	0.18	0.42	0.15	0.00	0.02	0.06	0.06	0.94
3	2026	7167	0.82	2.25	-	0.18	0.42	-	-	-	0.18	0.42	0.15	0.00	0.02	0.06	0.06	0.95
4	2027	7200	0.82	2.26	-	0.18	0.42	-	-	-	0.18	0.42	0.15	0.00	0.02	0.07	0.06	0.95
5	2028	7233	0.83	2.27	-	0.18	0.42	-	-	-	0.18	0.42	0.15	0.00	0.02	0.07	0.06	0.95
6	2029	7267	0.83	2.28	-	0.18	0.42	-	-	-	0.18	0.42	0.15	0.00	0.02	0.07	0.07	0.96
7	2030	7300	0.83	2.29	-	0.18	0.42	-	-	-	0.18	0.42	0.15	0.00	0.02	0.07	0.07	0.96
8	2031	7333	0.84	2.30	-	0.18	0.42	-	-	-	0.18	0.42	0.15	0.00	0.02	0.07	0.07	0.97
9	2032	7366	0.84	2.32	-	0.18	0.42	-	-	-	0.18	0.42	0.15	0.00	0.02	0.07	0.07	0.97
10	2033	7400	0.85	2.33	-	0.18	0.42	-	-	-	0.18	0.42	0.15	0.00	0.02	0.07	0.07	0.98
TOTALS		-	8.29	22.79	-	-	-	-	-	-	-	-	1.49	0.03	0.15	0.66	0.65	9.57

Period	Crash Costs by Year (2024- 2033): Fatal	Injury A	Injury B	Injury C	PDO	Total	Crash Costs in 2024 Dollars: Fatal	Injury A	Injury B	Injury C	PDO	Total
1	$ 44,900	$ 11,946	$ 15,990	$ 9,024	$ 17,409	$ 99,270	$ 44,900	$ 11,946	$ 15,990	$ 9,024	$ 17,409	$ 99,270
2	$ 45,111	$ 12,002	$ 16,065	$ 9,066	$ 17,491	$ 99,736	$ 42,963	$ 11,430	$ 15,300	$ 8,634	$ 16,658	$ 94,986
3	$ 45,322	$ 12,058	$ 16,140	$ 9,108	$ 17,573	$ 100,201	$ 41,108	$ 10,937	$ 14,640	$ 8,262	$ 15,939	$ 90,885
4	$ 45,532	$ 12,114	$ 16,215	$ 9,151	$ 17,654	$ 100,667	$ 39,332	$ 10,465	$ 14,007	$ 7,905	$ 15,251	$ 86,940
5	$ 45,743	$ 12,170	$ 16,290	$ 9,193	$ 17,736	$ 101,132	$ 37,633	$ 10,012	$ 13,402	$ 7,563	$ 14,591	$ 83,202
6	$ 45,953	$ 12,226	$ 16,365	$ 9,235	$ 17,818	$ 101,598	$ 36,006	$ 9,579	$ 12,823	$ 7,236	$ 13,961	$ 79,605
7	$ 46,164	$ 12,282	$ 16,440	$ 9,278	$ 17,899	$ 102,063	$ 34,448	$ 9,165	$ 12,268	$ 6,923	$ 13,357	$ 76,161
8	$ 46,375	$ 12,338	$ 16,515	$ 9,320	$ 17,981	$ 102,529	$ 32,958	$ 8,768	$ 11,737	$ 6,624	$ 12,779	$ 72,865
9	$ 46,585	$ 12,394	$ 16,590	$ 9,362	$ 18,063	$ 102,995	$ 31,531	$ 8,389	$ 11,229	$ 6,337	$ 12,226	$ 69,711
10	$ 46,796	$ 12,450	$ 16,665	$ 9,405	$ 18,144	$ 103,460	$ 30,165	$ 8,025	$ 10,743	$ 6,062	$ 11,696	$ 66,691
TOTALS	$ 458,481	$ 121,980	$ 163,279	$ 92,142	$ 177,769	$ 1,013,651	$ 371,044	$ 98,717	$ 132,140	$ 74,569	$ 143,864	$ 820,337

Alternative 3: Clear Sight

Period	Year	AADT	Crash Data Entry: Estimated Crashes KABC	PDO	CMF 1: All	KABC	PDO	CMF 2: All	KABC	PDO	Combined CMF: KABC	PDO	Adjusted Crashes: KABC	Fatal	Injury A	Injury B	Injury C	PDO
1	2024	7100	0.81	2.23	-	0.86	-	-	-	-	0.86	1.00	0.70	0.01	0.07	0.31	0.30	2.23
2	2025	7133	0.82	2.24	-	0.86	-	-	-	-	0.86	1.00	0.70	0.01	0.07	0.31	0.31	2.24
3	2026	7167	0.82	2.25	-	0.86	-	-	-	-	0.86	1.00	0.70	0.01	0.07	0.31	0.31	2.25
4	2027	7200	0.82	2.26	-	0.86	-	-	-	-	0.86	1.00	0.71	0.01	0.07	0.31	0.31	2.26
5	2028	7233	0.83	2.27	-	0.86	-	-	-	-	0.86	1.00	0.71	0.01	0.07	0.31	0.31	2.27
6	2029	7267	0.83	2.28	-	0.86	-	-	-	-	0.86	1.00	0.71	0.01	0.07	0.31	0.31	2.28
7	2030	7300	0.83	2.29	-	0.86	-	-	-	-	0.86	1.00	0.72	0.01	0.07	0.32	0.31	2.29
8	2031	7333	0.84	2.30	-	0.86	-	-	-	-	0.86	1.00	0.72	0.01	0.07	0.32	0.31	2.30
9	2032	7366	0.84	2.32	-	0.86	-	-	-	-	0.86	1.00	0.72	0.01	0.08	0.32	0.32	2.32
10	2033	7400	0.85	2.33	-	0.86	-	-	-	-	0.86	1.00	0.73	0.01	0.08	0.32	0.32	2.33
TOTALS		-	8.29	22.79	-	-	-	-	-	-	-	-	7.13	0.15	0.74	3.14	3.10	22.79

Period	Crash Costs by Year (2024- 2033): Fatal	Injury A	Injury B	Injury C	PDO	Total	Crash Costs in 2024 Dollars: Fatal	Injury A	Injury B	Injury C	PDO	Total
1	$ 214,525	$ 57,075	$ 76,399	$ 43,113	$ 41,451	$ 432,562	$ 214,525	$ 57,075	$ 76,399	$ 43,113	$ 41,451	$ 432,562
2	$ 215,531	$ 57,343	$ 76,757	$ 43,315	$ 41,645	$ 434,591	$ 205,297	$ 54,612	$ 73,102	$ 41,253	$ 39,662	$ 413,896
3	$ 216,537	$ 57,610	$ 77,115	$ 43,518	$ 41,840	$ 436,620	$ 196,405	$ 52,254	$ 69,946	$ 39,472	$ 37,950	$ 396,027
4	$ 217,543	$ 57,878	$ 77,474	$ 43,720	$ 42,034	$ 438,649	$ 187,922	$ 49,997	$ 66,925	$ 37,767	$ 36,311	$ 378,921
5	$ 218,549	$ 58,146	$ 77,832	$ 43,922	$ 42,229	$ 440,677	$ 179,801	$ 47,837	$ 64,032	$ 36,135	$ 34,742	$ 362,546
6	$ 219,555	$ 58,413	$ 78,190	$ 44,124	$ 42,423	$ 442,706	$ 172,027	$ 45,768	$ 61,264	$ 34,573	$ 33,240	$ 346,872
7	$ 220,561	$ 58,681	$ 78,549	$ 44,327	$ 42,617	$ 444,735	$ 164,586	$ 43,789	$ 58,614	$ 33,077	$ 31,802	$ 331,868
8	$ 221,568	$ 58,949	$ 78,907	$ 44,529	$ 42,812	$ 446,764	$ 157,464	$ 41,894	$ 56,078	$ 31,646	$ 30,426	$ 317,507
9	$ 222,574	$ 59,216	$ 79,265	$ 44,731	$ 43,006	$ 448,793	$ 150,647	$ 40,080	$ 53,650	$ 30,276	$ 29,108	$ 303,760
10	$ 223,580	$ 59,484	$ 79,623	$ 44,933	$ 43,201	$ 450,821	$ 144,122	$ 38,344	$ 51,326	$ 28,964	$ 27,848	$ 290,603
TOTALS	$ 2,190,522	$ 582,795	$ 780,110	$ 440,232	$ 423,259	$ 4,416,918	$ 1,772,766	$ 471,650	$ 631,335	$ 356,275	$ 342,539	$ 3,574,564

Alternative 4:

Period	Year	AADT	Crash Data Entry: Estimated Crashes KABC	PDO	CMF 1: All	KABC	PDO	CMF 2: All	KABC	PDO	Combined CMF: KABC	PDO	Adjusted Crashes: KABC	Fatal	Injury A	Injury B	Injury C	PDO
1	2024	7100	0.81	2.23	-	-	-	-	-	-	1.00	1.00	0.81	0.02	0.08	0.36	0.35	2.23
2	2025	7133	0.82	2.24	-	-	-	-	-	-	1.00	1.00	0.82	0.02	0.08	0.36	0.36	2.24
3	2026	7167	0.82	2.25	-	-	-	-	-	-	1.00	1.00	0.82	0.02	0.08	0.36	0.36	2.25
4	2027	7200	0.82	2.26	-	-	-	-	-	-	1.00	1.00	0.82	0.02	0.09	0.36	0.36	2.26
5	2028	7233	0.83	2.27	-	-	-	-	-	-	1.00	1.00	0.83	0.02	0.09	0.36	0.36	2.27
6	2029	7267	0.83	2.28	-	-	-	-	-	-	1.00	1.00	0.83	0.02	0.09	0.37	0.36	2.28
7	2030	7300	0.83	2.29	-	-	-	-	-	-	1.00	1.00	0.83	0.02	0.09	0.37	0.36	2.29
8	2031	7333	0.84	2.30	-	-	-	-	-	-	1.00	1.00	0.84	0.02	0.09	0.37	0.37	2.30
9	2032	7366	0.84	2.32	-	-	-	-	-	-	1.00	1.00	0.84	0.02	0.09	0.37	0.37	2.32
10	2033	7400	0.85	2.33	-	-	-	-	-	-	1.00	1.00	0.85	0.02	0.09	0.37	0.37	2.33
TOTALS		-	8.29	22.79	-	-	-	-	-	-	-	-	8.29	0.17	0.86	3.65	3.61	22.79

Period	Crash Costs by Year (2024- 2033): Fatal	Injury A	Injury B	Injury C	PDO	Total	Crash Costs in 2024 Dollars: Fatal	Injury A	Injury B	Injury C	PDO	Total
1	$ 249,447	$ 66,366	$ 88,836	$ 50,132	$ 41,451	$ 496,232	$ 249,447	$ 66,366	$ 88,836	$ 50,132	$ 41,451	$ 496,232
2	$ 250,617	$ 66,677	$ 89,252	$ 50,367	$ 41,645	$ 498,559	$ 238,683	$ 63,502	$ 85,002	$ 47,998	$ 39,662	$ 474,818
3	$ 251,787	$ 66,989	$ 89,669	$ 50,602	$ 41,840	$ 500,886	$ 228,378	$ 60,761	$ 81,332	$ 45,897	$ 37,950	$ 454,319
4	$ 252,957	$ 67,300	$ 90,086	$ 50,837	$ 42,034	$ 503,214	$ 218,514	$ 58,136	$ 77,819	$ 43,915	$ 36,311	$ 434,695
5	$ 254,127	$ 67,611	$ 90,502	$ 51,072	$ 42,229	$ 505,541	$ 209,071	$ 55,628	$ 74,456	$ 42,017	$ 34,742	$ 415,910
6	$ 255,297	$ 67,922	$ 90,919	$ 51,307	$ 42,423	$ 507,869	$ 200,032	$ 53,219	$ 71,237	$ 40,201	$ 33,240	$ 397,928
7	$ 256,467	$ 68,234	$ 91,335	$ 51,542	$ 42,617	$ 510,196	$ 191,379	$ 50,917	$ 68,156	$ 38,462	$ 31,802	$ 380,716
8	$ 257,637	$ 68,545	$ 91,752	$ 51,778	$ 42,812	$ 512,523	$ 183,098	$ 48,714	$ 65,207	$ 36,797	$ 30,426	$ 364,241
9	$ 258,807	$ 68,856	$ 92,169	$ 52,013	$ 43,006	$ 514,851	$ 175,171	$ 46,605	$ 62,383	$ 35,206	$ 29,108	$ 348,471
10	$ 259,977	$ 69,168	$ 92,585	$ 52,248	$ 43,201	$ 517,178	$ 167,583	$ 44,586	$ 59,681	$ 33,679	$ 27,848	$ 333,378
TOTALS	$ 2,547,119	$ 677,668	$ 907,105	$ 511,898	$ 423,259	$ 5,067,049	$ 2,061,356	$ 548,430	$ 734,110	$ 414,273	$ 342,539	$ 4,100,708

Alternative 5:

Period	Year	AADT	Crash Data Entry: Estimated Crashes KABC	PDO	CMF 1: All	KABC	PDO	CMF 2: All	KABC	PDO	Combined CMF: KABC	PDO	Adjusted Crashes: KABC	Fatal	Injury A	Injury B	Injury C	PDO
1	2024	7100	0.81	2.23	-	-	-	-	-	-	1.00	1.00	0.81	0.02	0.08	0.36	0.35	2.23
2	2025	7133	0.82	2.24	-	-	-	-	-	-	1.00	1.00	0.82	0.02	0.08	0.36	0.36	2.24
3	2026	7167	0.82	2.25	-	-	-	-	-	-	1.00	1.00	0.82	0.02	0.08	0.36	0.36	2.25
4	2027	7200	0.82	2.26	-	-	-	-	-	-	1.00	1.00	0.82	0.02	0.09	0.36	0.36	2.26
5	2028	7233	0.83	2.27	-	-	-	-	-	-	1.00	1.00	0.83	0.02	0.09	0.36	0.36	2.27
6	2029	7267	0.83	2.28	-	-	-	-	-	-	1.00	1.00	0.83	0.02	0.09	0.37	0.36	2.28
7	2030	7300	0.83	2.29	-	-	-	-	-	-	1.00	1.00	0.83	0.02	0.09	0.37	0.36	2.29
8	2031	7333	0.84	2.30	-	-	-	-	-	-	1.00	1.00	0.84	0.02	0.09	0.37	0.37	2.30
9	2032	7366	0.84	2.32	-	-	-	-	-	-	1.00	1.00	0.84	0.02	0.09	0.37	0.37	2.32
10	2033	7400	0.85	2.33	-	-	-	-	-	-	1.00	1.00	0.85	0.02	0.09	0.37	0.37	2.33
TOTALS		-	8.29	22.79	-	-	-	-	-	-	-	-	8.29	0.17	0.86	3.65	3.61	22.79

Period	Crash Costs by Year (2024- 2033): Fatal	Injury A	Injury B	Injury C	PDO	Total	Crash Costs in 2024 Dollars: Fatal	Injury A	Injury B	Injury C	PDO	Total
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TOTALS	$ 2,547,119	$ 677,668	$ 907,105	$ 511,898	$ 423,259	$ 5,067,049	$ 2,061,356	$ 548,430	$ 734,110	$ 414,273	$ 342,539	$ 4,100,708

village of Kronenwetter

Report to CLIPP

Agenda Item: Water Fluoridation
Meeting Date: July 7, 2025
Referring Body:
Committee Contact: Trustee Charneski
Staff Contact: Greg Ullman
Report Prepared by: Ken Charneski

AGENDA ITEM: Water Fluoridation

OBJECTIVE(S): Discuss the potential of the harm versus benefit of having the Kronenwetter Water Department inject flouride chemicals into the drinking water supply.

HISTORY/BACKGROUND: This issue was brought up at the November 11, 2024 Village Board meeting. At that time the Board voted to allow continued addition of sodium fluoride chemicals to Kronenwetter drinking water. Some trustee comments were to the effect that they did not have enough information on this subject.

At that time, the Board received a broadside of emails from those associated with dental and fluoride industry organizations supporting water fluoridation. The arguments presented were based on anecdotal evidence and subjective conclusions that focused on the presumed dental benefits, and which also downplayed concerns and research about various detrimental effects of fluoride on developing brains and other health problems attributed to this substance. "Cost effectiveness" seems to be a major factor in their literature.

This agenda item is not about the arguable dental benefit of fluoride applied to teeth, but whether the touted benefit is worth the detrimental and toxic effects of systemic water fluoridation. Not only effects of neurological harm to babies and infants, but growing evidence of it being a contributing cause of Alzheimer's condition, bone cancer in boys, osteoporosis, and other medical conditions.

While information both pro and con states that fluoridated water may have a benefit due to its momentary contact with teeth as it is swallowed, both sides seem to agree that the alleged benefit ends there. The concern is with the harmfulness to the rest of the body once this chemical is ingested. Along with this concern, is the fact that many people, especially children, are getting plenty of fluoride exposure from toothpaste, mouth rinses, and other sources. None of which is monitored to determine the overall daily fluoride exposure.

This exposure is in addition to the approved dosing rate of .7 parts per million which is what the Kronenwetter Water Department currently injects into the water supply, but which a recent Federal Court ruled in *Food & Water Watch Inc. v. EPA*, is a level of **fluoridation that creates an "unreasonable risk" of impacting IQ levels in children**, and that the EPA needs to address the issue.

We now have much more information information on than we had for the November KVB meeting.

Interviews with the lead attorney for the plaintiff in this landmark case provide compelling information showing why they won that case. These interviews include clips of depositions of experts and officials from EPA, NSF, FDA and CDC who, when asked under oath gave testimony that runs contrary to many commonly held beliefs about fluoride effectiveness and/or safety.

Here are a few examples of the admissions:

- CDC Oral Health Director is **not aware of a single study** that shows that water fluoridation as it exists today is safe from causing negative neurological effects.
- CDC: We Have **No Safety Data on Fluoride and the Brain**.
- U.S. Regulatory Agencies **Don't Know Safe vs Toxic Level Of Fluoride**.
- NSF Unable To Vouch For The Safety Of Fluoridation Chemicals.
- CDC Agrees With NRC Finding That Fluoride Can **Potentially Cause Alzheimer's And Dementia.**
- CDC Not Aware Of Any Evidence Of Fluoride's Benefit To Infants.
- CDC: Fluoride Supplements Do Not Provide A Benefit For Children When Given During Pregnancy.
- CDC Unable To Cite Studies Showing Fluoride Is Effective When Swallowed.
- CDC: Fluoridated Water Does Not Provide A Benefit During The First 6 Months Of Life.
- Top EPA Scientist: EPA's Current Fluoride Regulation Is Not Safe
- "We don't really need it added to our drinking water any more" Linda Birnbaum, Retired NTP Director.
- NTP Review Confirms Fluoride Is **A Presumed Developmental Neurotoxicant**

Here are links to the interviews, clips of testimony, and other relevant videos with recognized experts.

https://thehighwire.com/ark-videos/fluoride-lawsuit-captures-shocking-admissions-on-the-record/

https://thehighwire.com/ark-videos/expert-attorney-exposes-decades-of-fluoride-harms/

https://fluoridealert.org/content/michael-connett-corrects-the-record-on-the-fluoride-lawsuit/

https://fluoridealert.org/fan-content/videos/

These videos are highly recommended for any resident or Board member who wants to make an informed decision on this issue, and who is willing to take the time to listen to the information.

We can see that there are certainly many valid reasons that HHS Secretary Robert Kennedy wants fluoride as a potentially harmful substance eliminated from the water supply. Given the mounting evidence of fluoride toxicity even at previously presumed-to-be-safe levels, we cannot in good conscience wait for Federal or State action to eliminate this substance.

In spite of the corporate, government, and media bias that defends and even promotes fluoridated water, public awareness of the facts on this issue is rapidly increasing, and more municipalities and some states are opting out of fluoride water programs after reviewing call relevant information. **See attached map and this link.**
https://fluoridealert.org/content/communities/

Here is an interesting audio discussion about it with pharmacist Ben Fuchs on a local radio station.
https://omny.fm/shows/feedback/guest-pharmacist-ben-fuchs-the-meg-ellefson-show-0
starting at the 5:30 mark.

There has been a large and growing body of studies that indicate numerous harmful effects of ingesting water-borne fluoride chemicals. Here are some links to **just a few** additional articles and studies.

https://www.hsph.harvard.edu/magazine/magazine_article/fluoridated-drinking-water/

https://pubmed.ncbi.nlm.nih.gov/37120936/

https://www.cnn.com/2024/09/25/health/epa-fluoride-drinking-water/index.html

https://www.foodandwaterwatch.org/2024/09/26/fluoride-drinking-water-lawsuit-victory/#:~:text=In%20response%20to%20our%20lawsuit,act%20to%20strengthen%20these%20regulations

https://greenmedinfo.com/toxic-ingredient/fluoride

Additionally, fluoridated water allows this substance to absorb through the pores of the skin during showers, etc., increasing the dose and is said to prematurely age the skin.

Given the lawsuits and revelations of bad information, mandates, and other direction put forth by media and government during a pandemic situation, it seem irresponsible to maintain a "we've always done it this way" mentality with the fluoride issue.

Whether or not to fluoridate drinking water is a local issue decided by the municipality. Fluoride chemicals are currently being injected into the Village's water supply, and stopping the injection is a simple matter of turning off the equipment. Residents should not have to buy expensive filters for their home to remove this toxic substance from their water, after paying for a water treatment plant that was supposed to provide safe water to begin with.

This agenda item is intended to get ahead of this issue now, by recommending that the Board move to eliminate the practice of injection of fluoride into Kronenwetter drinking water; the sooner the better.

PROPOSAL: Review various sources of current information. Exercise caution regarding this potential health hazard. Stop or remove the equipment that currently meters a flow of these chemicals into Kronenwetter's drinking water.

RECOMMENDED ACTION: As the Village Board decides - Either move to stop injecting this toxic substance into the water supply, or allow it to continue its toxic effects even as evidence is mounting against the the presumed safety of this chemical.

FINANCIAL

Financial Consideration/Action: No cost to the village. This will create a savings to the village by eliminating the cost of buying this chemical.

FUNDING SOURCE: N/A

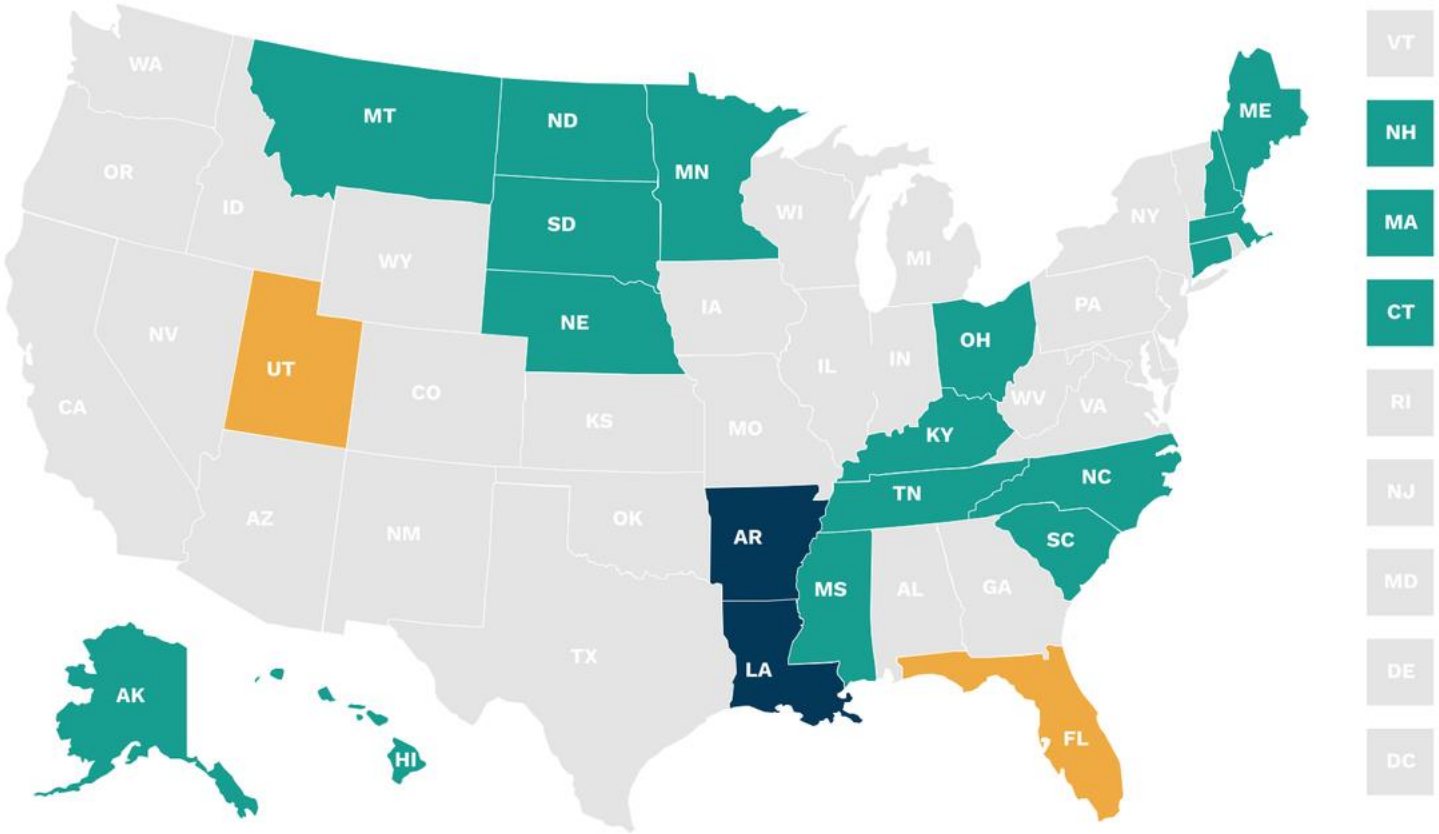
Account Number/Title:	#
Current Adopted Budget:	$
Spent to Date:	$
Remaining Budget:	$
Requested Amount:	$

Remainder of Budgeted Amount, if approved:

ATTACHMENTS: Map of States taking action against water fluoridation.

Which states are considering fluoride legislation in 2025?

Introduced | Passed at least one legislative chamber | Enacted



Source: MultiState. Data as of 5/19/2025.

village of Kronenwetter

Report to CLIPP

Agenda Item: Wegner Beach
Meeting Date: July 7, 2025
Referring Body:
Committee Contact: Trustee Charneski
Staff Contact: Pete Wegner
Report Prepared by: Ken Charneski

AGENDA ITEM: Swimming area and trails

OBJECTIVE(S): Discuss the potential benefits and cost of improvements to the Village swim area.

HISTORY/BACKGROUND: This is a water body owned by the village that currently has a walking trail along the west side and a small swimming area at the north end.

This area seems to have potential to be improved cost-effectively with a larger beach area, picnic tables, benches, etc, and possibly a fishing area and/or new trail around the east side.

PROPOSAL: To make better use of this Village property. Gather and discuss information on development ideas, costs, sources of funding, etc.

RECOMMENDED ACTION: Begin fact finding ideas to eventually create a plan to present to the KVB for consideration.

FINANCIAL

Financial Consideration/Action: Funding sources to be determined.

FUNDING SOURCE: N/A
Account Number/Title: #
Current Adopted Budget: $
Spent to Date: $
Remaining Budget: $
Requested Amount: $
Remainder of Budgeted Amount, if approved:

ATTACHMENTS: Aerial photos

Aerial Photo 2020

Google Earth Parking and Launch Area

Pond Parking and Launch Area

Total Area 7.33 acres

village of Kronenwetter

Report to CLIPP

Agenda Item: Review current language related to Lawns and Natural Areas.
Meeting Date: July 7, 2025
Referring Body: Community Life, Infrastructure and Public Property
Committee Contact: Ken Charneski
Staff Contact: Peter Wegner, CD/PZ Director
Report Prepared by: Peter Wegner, CD/PZ Director

AGENDA ITEM: Review current language related to Lawns and Natural Areas.

OBJECTIVE(S): To review existing language to determine whether changes are needed.

HISTORY/BACKGROUND: Staff has received numerous complaints regarding lawns not being maintained within the Village. Current language allows the establishment of a lawn or natural area. The property owner shall establish a manicured lawn, natural area vegetation (including trees, shrubs, prairie or meadow species) or combination of both on the property. A lot or parcel cultivated with a manicured lawn to a height of no more than nine inches within all zoning districts except Agricultural and Residential (AR), Rural Residential 5 (RR-5), Rural Residential 2 (RR-2), and Parks and Recreation (PR). Trees, shrubs or other natural vegetation are not subject to this height standard.

> **Manicured lawn.** Grass cultivated to create a vegetated mat of leaf blades and roots which is used to turf unpaved lawn areas which are intended to be cut regularly to maintain an aesthetic appearance.
>
> **Natural area.** Any land managed to preserve or restore native Wisconsin vegetation.

Property owners who not mowing their lawn, advise staff they letting it go into a Natural Area. Neighbors argue an over grown lawn is not a natural area since it does not include shrubs and trees. The definition of natural area states native Wisconsin vegetation. Residents voiced concerns some “natural areas” contain noxious weeds and other rank growth of vegetation. An act or condition causing a public nuisance affecting health.

RECOMMENDED ACTION: To review current language and to provide staff with direction.

ATTACHMENTS: § 520-80. - Lawn care; alternative groundcover; preservation of topography, § 409-2. - Lawns and natural areas and § 382-4. - Public nuisances affecting health. Staff examples.

Chapter 409 - PROPERTY MAINTENANCE[1]

Footnotes:

--- (1) ---

Editor's note— *Ord. No. 15-09, adopted December 9, 2015, amended the Code by repealing former ch. 409, and adding new ch. 409. Former ch. 409 comprised art. I, Lawns and Natural Areas, which derived from Ord. No. 11-21, adopted December 27, 2011.*

Cross reference— *Nuisances, ch. 382; solid waste, ch. 441; subdivision of land, ch. 460; zoning, ch. 520.*

§ 409-1. - Definitions.

The terms used hereafter are defined as follows:

Manicured lawn. Grass cultivated to create a vegetated mat of leaf blades and roots which is used to turf unpaved lawn areas which are intended to be cut regularly to maintain an aesthetic appearance.

Natural area. Any land managed to preserve or restore native Wisconsin vegetation.

Rubbish. Combustible and noncombustible waste material, including coal, paper, rags, cartons, boxes, rubber, leather, tree branches, yard trimmings, indoor furniture, metals, tin cans, glass, and other similar material. This definition will not include firewood that is stacked in a secure, orderly manner which is stable and reasonably resistant to collapse.

(Ord. No. 15-09, 12-9-2015)

§ 409-2. - Lawns and natural areas.

The village understands that well-maintained properties are essential for maintaining property values and a vibrant community. As such the village establishes the following regulations in regards to lawn maintenance:

A. *Establishment of lawn or natural area.* Within one year of receiving an occupancy certificate the property owner shall establish a manicured lawn, natural area vegetation (including trees, shrubs, prairie or meadow species) or combination of both on the property.

(1) *Compliance.* The village, after investigation of a noncompliant property, will issue a notice of noncompliance. After a period of 30 calendar days from when the initial notice of noncompliance was sent via certified mail, the village shall issue a citation if the noncompliance has not been corrected.

B. *Maintenance.* It shall be the duty of the property owner to maintain areas of the lot or parcel cultivated with a manicured lawn to a height of no more than nine inches within all zoning districts except Agricultural and Residential (AR), Rural Residential 5 (RR-5), Rural Residential 2 (RR-2), and Parks and Recreation (PR). Trees, shrubs or other natural vegetation are not subject to this height standard.

(1) *Compliance.* The village, after investigation of a noncompliant property, will issue a notice of noncompliance. After a period of ten calendar days from when the initial notice of noncompliance was sent via certified mail, the village or an agent of the village shall proceed to maintain the nonconforming lots or parcels under its own means. The village or an agent of the village assumes no liability for

damage in the process of bringing the property into compliance. The cost unto the village shall as a special assessment or charge due against the property owner. If the property owner denies access to the property, a citation will be issued.

(Ord. No. 15-09, 12-9-2015; Ord. No. 17-15, 5-23-2017; Ord. No. 21-13, 6-22-2021)

§ 520-80. - Lawn care; alternative groundcover; preservation of topography.

A. Lawn *care and alternative groundcover.* Care of lawns, gardens, and natural areas shall comply with the requirements of chapter 409 of the Kronenwetter Municipal Code.

B. *Preservation of topography.*

(1) With development of any land, effort shall be maintained to preserve preexisting topography to the extent practical and consistent with safe, efficient, and attractive land development.

(2) No structure shall be built that would alter the existing drainage or topography in any way as to adversely affect the adjoining property(ies).

(3) In no case shall any slope exceed the normal angle of slippage of the material involved.

(4) No change in existing topography shall be made that would result in increasing the slope of any land within a distance of 20 feet from a property line to a ratio greater than four horizontal to one vertical (maximum 4:1 slope).

§ 382-4. - Public nuisances affecting health.

The following acts, omissions, places, conditions and things are specifically declared to be public health nuisances, but such enumeration shall not be construed to exclude other health nuisances of this section:

A. All decayed, harmfully adulterated or unwholesome food or drink sold or offered for sale to the public.

B. Carcasses of animals, birds or fowl not intended for human consumption or food which are not buried or otherwise disposed of in a sanitary manner within 24 hours after death.

C. Accumulations of decayed animal or vegetable matter, trash, rubbish, rotting lumber, bedding, packing material, scrap metal or any material whatsoever in which flies, mosquitoes, disease-carrying insects, rats or other vermin may breed.

D. All stagnant water in which mosquitoes, flies or other insects can multiply.

E. Garbage cans which are not flytight.

F. All noxious weeds and other rank growth of vegetation.

G. All animals running at large.

H. The escape of smoke, soot, cinders, noxious acids, fumes, gases, fly ash, industrial dust or other atmospheric pollutants within the village or within one mile therefrom in such quantities as to endanger the health of persons of ordinary sensibilities or to threaten or cause substantial injury to property in the village.

I. The pollution of any public well or cistern, stream, lake, canal or other body of water by sewage, creamery or industrial wastes or other substances.

J. Any use of property, substances or things within the village emitting or causing any foul, offensive, noisome, nauseous, noxious or disagreeable odors, gases, effluvia or stenches extremely repulsive to the physical senses of ordinary persons which annoy, discomfort, injure or inconvenience the health of any appreciable number of persons within the village.

K. All abandoned wells not securely covered or secured from public use.

L. Any use of property which shall cause any nauseous or unwholesome liquid or substance to flow into or upon any street, gutter, alley, sidewalk or public place within the village.

§ 382-1. - Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Public nuisance. A thing, act, occupation, condition or use of property which shall continue for such length of time as to:

A. Substantially annoy, injure or endanger the comfort, health, repose or safety of the public.
B. In any way render the public insecure in life or in the use of property.
C. Unlawfully and substantially interfere with, obstruct or tend to obstruct or render dangerous for passage any street, alley, highway, navigable body of water or other public way or the use of public property.

REPORT TO CLIPP

ITEM NAME:	Election Inspector Selection Process
MEETING DATE:	July 7, 2025
PRESENTING COMMITTEE:	
COMMITTEE CONTACT:	Trustee Ken Charneski
STAFF CONTACT:	Jennifer Poyer
PREPARED BY:	Jennifer Poyer

ISSUE: Multiple election complaints filed with the Wisconsin Election Commission regarding Kronenwetter's local elections.

OBJECTIVES: Address the election complaints and add clarification regarding election facilitation in the Village's ordinances. The committee will address and make recommendations regarding the election inspector selection process first.

ISSUE BACKGROUND/PREVIOUS ACTIONS:
The Wisconsin Election Commission has received multiple election complaints regarding elections in the Village of Kronenwetter. The Village's ordinances contain very little guidance and information related to the local election process. CLIPP committee members would like to create local election ordinances for clarification of the process and to address the issues behind the complaints.
The first topic the committee is addressing is the election inspector selection process. The process of selecting election inspectors and election chiefs is clearly laid out in the Election Administration Manual for Wisconsin Municipal Clerks. (section "Election Officials" attached).
If followed correctly, many of the issues in the complaint would be addressed. See the full complaint here: https://elections.wi.gov/resources/complaints/el-24-26-charneski-v-birk-labarge The issues in the complaint are listed below:

1. Removed and/or disregarded available duly appointed election inspectors, both Republican and unaffiliated, in at least 4 separate elections and primaries, and instead arbitrarily hired workers for those positions "off the street" who were not submitted by either of the main political parties, nor were they approved by the Village Board. **Removal of election officials is addressed on page 137 of the Election Administration Manual – "Removing Election Officials." The Village could add an ordinance requiring a hearing before the Village Board before a dismissal is made instead of recommending a hearing before the government body and/or leaving it to the discretion of the clerk.**
The process of choosing election inspectors from party lists and unaffiliated electors is addressed on page 125 of the Election Administration Manual –"When Lists are Received from One or Both Parties." If followed correctly no submitted, available and interested elector will be disregarded.

2. There were two other elections which likely involve similar violations, but for which LaBarge has not provided worker schedules (see EXHIBIT Q).
3. Apparently no effort was made to achieve the statutory balance between Republican and unaffiliated workers at any of the elections conducted by Ms LaBarge. **Addressed on page 124 of the Election Administration Manual - "Determining Party Imbalance at Each Polling Place." In past elections the chief election inspectors created a work schedule for the election. In order to achieve statutory imbalance, the**

clerk should be tasked with schedule verification in order to determine whether each polling place and duties performed within the polling place meet the required imbalance.

4. Split shifts without a Village Ordinance to authorize such action, in violation of.
In past elections, many election inspectors request to work a split shift because a 13+ hour day is too difficult. The Village could add an ordinance allowing for split shifts during elections.
See page 124 "Number of Election Inspectors" (2) Wis. Stat 7.30(1)(a)

The Village of Rothschild has the following:

§ 39-2**Split shifts for election officials.**
[Added 6-13-2016[1]]
The Village Clerk shall have discretion for the selection of alternate officials or the selection of two or more sets of officials to work at different times on election day and may establish different working hours for different officials assigned to the same polling place.
[1]
Editor's Note: This ordinance also repealed former § 39-2, Poll hours.

5. Openly admitted to removing at least one election inspector without cause, documentation, or notification. (see EXHIBIT K) **See 1. "Removing Election Officials"**
6. For all practical purposes, she removed other workers from the Republican list, as some of them have never been called in to work the polls, while others, often unapproved, have been called in numerous times. **See 1. "Removing Election Officials"**
7. Submitted the election worker names to the Village Board for approval, without breaking down the list by party affiliation. **There is no specific statute requiring identification of an inspector's party, but the Village could require the received lists be shared in the packet and to the Village Board members upon receipt.**

8. Removed names from the list submitted by the Republican Party, before forwarding that list to the Village Board for approval. **See 7.**

9. Hired at least one worker who is not a resident of the municipality, in preference over other approved workers from within the municipality who, according to statute 7.30 (4) (c), must be used first. There may be other workers from outside the municipality being being given preference as well. We do not know, because Clerk LaBarge has not provided information on any of the unaffiliated workers for us to confirm who they are, or where they live.(see EXHIBITQ) **See 1**.

CLIPP Committee Member Patty Tikalsky and I looked at area municipalities election ordinances and found it is not out of the ordinary to have few election ordinances in local code.

Rothschild included in their ordinance the following:

§ 39-1**Election inspectors.**
[Amended 2-24-2003; 6-13-2016]
A.
At every election held in the Village of Rothschild, the Clerk shall have the authority to determine the number of election inspectors to adequately staff each election

and to reduce the number of election inspectors to an odd number of not fewer than three per reporting ward at any given election held within the Village of Rothschild. The Village Clerk shall also have discretion to utilize one additional inspector to serve at each polling place without regard to party affiliation who shall serve as a greeter to answer questions and to direct electors to the proper locations for registration and voting and who shall be available to substitute for other election officials who must leave the room during the voting process.

We think it is important to include similar verbiage in our ordinances giving the clerk authority to determine the number of needed election inspectors at each polling place based on the size of the election and expected turnout. Attached is a document created by Patty Tikalsky outlining the highest number of election inspectors needed if two polls were being utilized. (Community Room and Fire Department)

PROPOSAL: Give direction to staff on how to proceed.

ADVANTAGES:

DISADVANTAGES:

ITEMIZE ALL ANTICIPATED COSTS (Direct or Indirect, Start-Up/One-Time, Capital, Ongoing & Annual, Debt Service, etc.)

RECOMMENDED ACTION:

OTHER OPTIONS CONSIDERED:

TIMING REQUIREMENTS/CONSTRAINTS:

FUNDING SOURCE(s) – Must include Account Number/Description/Budgeted Amt CFY/% Used CFY/$
Remaining CFY
Account Number:
Description:
Budgeted Amount:
Spent to Date:
Percentage Used:
Remaining:

ATTACHMENTS (describe briefly): Section of the Election Administration Manual for Municipal Clerks, table of election workers required by the Village

ELECTION OFFICIALS

Summary

An election official is defined as "an individual who is charged with any duties relating to the conduct of an election." Wis. Stat. § 5.02(4e). County, municipal and school district clerks are election officials, as are election inspectors, chief inspectors, election registration officials (EROs), tabulators, greeters, and canvass board members. Election officials perform a very important public service by enhancing the high quality and integrity of our elections. It is important that you, as a municipal clerk, ensure there are qualified and well-trained individuals for these positions. Wisconsin Statute Chapter 7 prescribes the selection, training, and duties for election officials.

Municipal Clerks

Appointment and Qualifications

Municipal clerks are elected by the electors or appointed to their positions by the governing body of a given town, village, or city. For specific qualification and residency requirements, consult your municipal attorney.

Duties

The municipal clerk's election duties include, but are not limited to, supervision of elections and voter registration in the municipality, equipping polling places, purchasing and maintaining election equipment, preparing ballots and notices, and conducting and tracking the training of other election officials. The municipal clerk is responsible for conducting the election in his or her municipality. Wis. Stat. § 7.15.

A municipal clerk may register voters in his or her office on Election Day if located within the same building as the polling place with a resolution of the governing body.

Training Requirement

Under Wisconsin law, each municipal clerk must attend training sponsored by the Wisconsin Elections Commission every two years. Wis. Stat. § 7.15(1m). In order to comply with this training requirement, municipal clerks must obtain six hours of training every two-year term, beginning January 1 of even-numbered years and ending on December 31 of odd-numbered years. EL 12.03(2).

All clerks must be initially certified by attending the Municipal Clerk Core Curriculum Training course, which counts as three hours of training toward the six hours required in any given term. Clerks always need to earn a minimum of six hours of training during the current term in order to recertify for the next term. EL 12.03(1), (2).

Clerks must report their election training and the number of hours to the WEC using the Municipal Clerk Recertification Reporting Form which is available on the WEC's website. WisVote users can enter their training directly into the system for review and approval by WEC staff. Training not reported using the form or entered into WisVote will not be counted towards recertification hours. Training "sponsored" by the WEC includes any training for municipal clerks that the WEC approves. This includes, but is not limited to, election trainings conducted by county clerks, online training presentations, and election administration or WisVote webinar sessions, either live or recorded. EL 12.03 (4), (5)

Election Inspectors

Election inspectors, often referred to as "poll workers," staff the polling place on Election Day. Election inspectors' duties include setting up the polling place, preserving order, registering electors, recording voter numbers, issuing ballots, monitoring voting equipment, counting votes, and properly completing required forms. Wis. Stat. § 7.37.

Special note regarding election inspector appointments: It is the opinion of the Commission that election inspectors may not serve at elections where they, their spouse, or immediate family member is a candidate on the ballot or under other circumstances where a candidate's success or failure to win election would affect the election inspector financially. There may be other laws that specifically prohibit certain individuals from serving as election inspectors. Clerks are encouraged to check with their local municipal attorney if they have any questions as to whether a given individual may serve.

Number of Election Inspectors

1. Each polling place should have seven inspectors.

   The governing body may increase the number where more than one voting device is used or polling places are combined. Wis. Stat. 7.30(1)(a).

2. By ordinance, the governing body may provide for the selection of alternates or for the selection of two or more sets of inspectors to work at different times on Election Day. Alternate officials may be appointed to maintain adequate staffing of polling places. Wis. Stat. § 7.30(1)(a).

3. The governing body of the municipality may reduce the number of election inspectors by resolution. However, no polling place may have fewer than three election inspectors. Wis. Stat. § 7.32.

Qualification of Election Inspectors

Election inspectors must meet the following criteria:

1. They must be nominated.

   The two political parties whose candidates for governor or president received the largest number of votes in the previous general election may submit lists of election inspector nominees no later than November 30 of an odd-numbered year. When party lists are received, election inspector appointments must be made from them. When lists of election inspector nominees are not received from the political parties, appointments are made without regard to party affiliation. Wis. Stat. § 7.30 (4) (b).

   As a municipal clerk, you should contact the appropriate statutory committeeperson or voluntary county party chairperson before the first week in November and advise him or her of their responsibility to submit a list of nominees to the Mayor, Village President or Town Board Chairperson. Do not hesitate to recommend election inspectors who have proven to be effective workers.

   If the list of appointed election inspectors is emailed, Administrative Rule EL § 6.04(3) requires that, in addition, the signed original of the document must also be received, either postmarked or delivered by, the filing deadline.

   Determining Party Imbalance at Each Polling Place

   a. The party whose candidate for Governor President at the last general election received the most votes *at that polling place* (the "dominant" party) is entitled to one extra inspector.

b. Determine party imbalance for each polling place in anticipation of receiving lists of inspector nominees from the political parties.

Example:
Republican candidate for governor received the most votes at the polling place at the last general election. Seven total inspectors are needed. Positions available: Four Republican positions and three Democratic positions.

c. Positions identified as Republican and Democratic remain as such for the duration of the term.

When Lists are Received from One or Both Parties:

Clerks are advised to contact each party's nominees to confirm their willingness to serve before submitting the names to the governing body for appointment.

a. Document any nominees not willing to serve and provide the Party those names.

b. The clerk may also inquire as to willingness to serve as a chief inspector and arrange for training for those who are interested.

Note: Refusal to serve as a chief inspector is not grounds for nonappointment.

Appointments must be made from the lists submitted by the parties for as long as election inspector positions are available. If party lists have been timely received, positions must be filled from the lists until the names on those lists have been depleted.

a. Nominees must be qualified electors of the county in which they reside.

b. The lists may also designate individuals as first choice nominees, who must be appointed first. Wis. Stat. § 7.30 (4)(b)(1).

1) First choice nominees may be designated by a symbol, such as a star, asterisk or checkmark.

2) If "first choice" is not indicated, but the names are numbered, they should be appointed in numerical order.

3) If the governing body has good cause not to appoint an individual whose name is submitted as a "first-choice" nominee, it may request the WEC authorize non-appointment, and may not decline to appoint such individual until receiving the WEC's authorization. Wis. Stat. §7.30(4)(e).

Appointment of persons not appearing on the lists may only occur after the lists have been depleted. Note: The parties have sole discretion to determine nominee criteria.

When party lists are received, the clerk must adhere to "party imbalance" *at each polling place*. The dominant party is entitled to one more election inspector at that polling place than the other party.

Example: Five election inspectors are to be placed at a polling place. The Democratic candidate for governor or president received the most votes at the polling place at the last general election. This means that three positions are Democratic and two positions are Republican. The governing body appoints three names from the Democratic list and two names from the Republican list.

It is possible that the dominant party will differ between polling places in the same municipality.

<u>If Lists are Received but are Insufficient</u>:

If the Democratic and Republican parties' lists are insufficient or the nominees decline to serve in the positions available for that party's nominees, the remaining positions are filled without regard to party affiliation.

Example: Seven inspectors are to be placed at a polling place. The Republican candidate for governor or president received the most votes at the polling place at the last general election. This party imbalance gives the Republican Party the extra inspector so the ratio is four Republican positions to three Democratic positions. If sufficient lists from both parties were

submitted, four names would be appointed from the Republican list and three names would be appointed from the Democratic list. However, in this example there are only three names on the Republican list and no Democratic list was submitted. The governing body appoints the three Republican names and the Mayor, Village President or Town Board Chairperson nominates other qualified individuals, regardless of party affiliation, and submits the names to the governing body for appointment to the remaining four positions.

If the Democratic Party submitted a list with two names, the two Democratic nominees and two unaffiliated nominees would be appointed along with the three Republican nominees.

The parties may supplement their initial list of nominees at any time during the term. Wis. Stat. § 7.38.

If No Lists are Received:

If no lists are submitted, the Mayor, Village President or Town Board Chairperson nominates other qualified individuals, regardless of party affiliation, and submits the names to the governing body for appointment. All appointments are made without regard to party affiliation. Wis. Stat. § 6.875.

Appointment of Inspectors by Governing Body

Appointment of inspectors must occur no later than December 31st of an odd-numbered year. Wis. Stat. § 7.30 (4)(a).

a. The clerk submits the party lists to the governing body.

   1) Advise the governing body of the requirement to appoint any first-choice nominees first.

   2) Advise the governing body if lists are insufficient so that unaffiliated inspectors may be nominated.

b. The governing body must appoint at least as many inspectors as there are positions to be filled.

c. Appointments are made from the party lists until each party's positions have been filled or until the lists are depleted.

d. If positions remain open and the lists have been depleted, "unaffiliated" inspectors may be appointed to the remaining positions.

e. Additional inspectors may be appointed as alternate.

2. Inspectors must be able to read, write and understand the English language. As municipal clerk, you may administer an examination, if required by the governing body, to all persons nominated as election inspectors to prove their ability to read, write and understand the English language, and their general knowledge of the election laws. Wis. Stat. § 7.30 (2)(c).

3. Inspectors are required to receive training from the municipal clerk within the two years preceding the election event at which the inspector intends to work. Wis. Stat. 7.315 (b)(1).

4. An inspector may not be a candidate for any office to be voted on at an election at which they serve. Wis. Stat. § 7.30 (2)(a).

5. Election inspectors must be qualified electors of the county served by the polling place in which they work.

   a. The chief inspector(s) must be a qualified elector of the municipality, except if a qualified candidate is not available. Wis. Stat. § 7.30 (2)(a).

   b. A high school poll worker must be a resident of the municipality. Wis. Stat. § 7.30 (2)(am).

6. The municipal clerk should identify any election inspectors appointed by one of the two major political parties. The chief inspector must ensure that any Election Day tasks which require completion by two election inspectors are represented by each party, whenever possible. Wis. Stat. § 7.30 (2)(a).

Term of Office

Election inspector terms run from January 1 of an even-numbered year through December 31 of the subsequent odd-numbered year. Wis. Stat. § 7.31 (4).

Filling Vacancies

Permanent vacancies in Republican or Democratic positions are filled by the municipal clerk from the remaining names on the lists submitted by the parties or from names submitted by the parties to supplement the original lists.
Wis. Stat. § 7.30 (2)(b), (4)(d).

Temporary vacancies created by a candidacy, illness or other temporary causes can be filled by the municipal clerk to serve for one election only.

1. A party that did not submit a list by November 30th may not submit a list of names after that deadline.

2. If there are no lists or the lists have been exhausted, the municipal clerk may fill the vacancy without regard to party affiliation.

3. If an unaffiliated inspector vacates his or her position, and the party entitled to that position has submitted supplemental names, the vacancy is filled from the supplemental list.

    a. If no supplemental list has been submitted since the unaffiliated appointment was made, the clerk may fill the vacancy with another unaffiliated inspector.

Training Election Inspectors

1. Election inspectors are required to attend training every two years and must have attended training within two years of any election at which they serve.

    a. It is the responsibility of the municipal clerk to see that all election inspectors are provided with adequate training for the performance of their duties.

    b. You may remove an inspector for failure to attend required training sessions.

    c. Absence from training is neglect of duty, one of the grounds for dismissal.

2. The Wisconsin Elections Commission suggests, at a minimum, the clerk go over the Election Day duties listed in the Election Day manual.

Wis. Stat. § 7.315.

Chief Election Inspectors

Designating a Chief Inspector

The municipal clerk designates one of the inspectors as chief inspector for the polling place. This individual acts as liaison between the election inspectors and the municipal clerk and is in charge of the polling place on Election Day. The chief inspector must be a qualified elector of the municipality, except when no qualified candidate is available. The chief inspector is counted in the overall odd number of inspectors at the polling place. EL 11.01(1).

Although the municipal clerk ultimately designates the chief inspector, care should be taken to maintain the party imbalance.

1. If all positions at the polling place have been filled from party lists, clerks are encouraged to select one of the party appointees as the chief inspector.

   R R (R) D D or R R R (D) D

2. If none of the party appointees are qualified as chief inspectors, select a qualified unaffiliated inspector. (Keep party representation even.)

   R R U D D

3. If you have mixture of affiliated and unaffiliated inspectors, choose any qualified inspector.

4. If it is necessary to remove an inspector in order to insert a qualified chief inspector, replace an unaffiliated inspector if possible.

Chief Inspectors: Municipal Residents vs. County Residents

Wis. Stat. §7.30(2)(a) indicates a preference for the CI to be a municipal resident, but offers an exception: "…each chief inspector shall be a qualified elector of the municipality in which the chief inspector serves. *If no qualified candidate for chief*

inspector is available…the person so appointed need not be a qualified elector of the municipality…"

Again, the municipal clerk chooses the chief inspector, but the statute confines the selection to municipal residents unless no qualified municipal resident is available. This requirement intertwined with the requirement to maintain party imbalance can be a challenge to implement.
It is recommended that you choose a chief inspector using the following priority order:

1. **Affiliated municipal resident**
   If there is an affiliated inspector who is a resident of the municipality who is trained or willing to be trained as a CI, arrange for training and use for CI. Maintain party imbalance at the polling place.

2. **Unaffiliated municipal resident**
   If no affiliated municipal resident is trained or willing to be trained as a CI, arrange for training of an unaffiliated municipal resident. If this means replacing an affiliated inspector, keep the party representation even.
   R R (U) D D

3. **Affiliated resident of the county**
   If there is no affiliated or unaffiliated municipal resident trained or willing to be trained as a CI, arrange for training a willing affiliated inspector who is a resident of the county.

4. **Unaffiliated county resident**
   If there is no municipal resident or affiliated county resident trained or willing to be trained, arrange for training of a willing unaffiliated county resident. If this means replacing an affiliated inspector, keep the party representation even.
   R R (U) D D

Training of Chief Inspectors

Chief inspectors are required to attend "Baseline" training in order to be initially certified. Attending Baseline training certifies the attendee as a chief inspector for the current term. In order to recertify for the following term, a chief inspector must attend at least six hours of Wisconsin Elections Commission approved continuing election education during the current term. (Attendance at Baseline training also

counts toward recertification for the following term.) Please see the agency website for a list of approved methods of accumulating hours toward recertification of chief inspectors. Wis. Stat. § 7.31(4). EL 11.02.

The county or municipal clerk conducting recertification training for other clerks or election inspectors must submit an agenda or course outline to the Wisconsin Elections Commission for approval. EL 11.03(3). Training hours of election inspectors are documented and tracked by the municipal clerk. Chief inspectors may be given a self-administered evaluation as part of training, the results of which will not affect the chief inspector's appointment or qualifications to serve. The results do not have to be reported to the WEC.

High School Student Election Inspectors

State law permits certain qualified high school students to work at the polls on Election Day. Students must be enrolled in a public, private, tribal school, or private home-based educational program. Students may decide for themselves to serve as election inspectors or in response to a school sponsored initiative. Civics, government or political science teachers may see this as an opportunity for a real-life learning experience. Student organizations may find this to be an attractive form of community service and an interesting learning opportunity. Allowing students to work as election inspectors provides an opportunity for students to become involved in the election process and also offers clerks another resource for filling election inspector positions. Students with foreign language skills can serve at polling places where voters may need assistance understanding the ballot, voting equipment and other election-related materials. In many locations, Hmong and Spanish speaking voters need special assistance. Municipal clerks are encouraged to work with their local high schools to enable students to serve as election inspectors.

Qualifications

A student qualifies to serve as an election inspector if the student:

1. Is 16 or 17 years of age

2. Is enrolled in grades 9 to 12 in a public, private, tribal school, or private home-based educational program.

3. Has at least a 3.0 grade point average or the equivalent

4. Has the written approval of the student's parent or guardian

5. Has the written approval of the principal of the school in which the student is enrolled, if the student has less than a 3.0 grade point average

6. Is a resident of the municipality of the polling place at which he or she serves

Written Authorization

Before a student may be appointed as an inspector, the municipal clerk shall obtain written authorization from the student's parent or guardian and from the principal of the school where the student is enrolled, if the student has less than a 3.0 grade point average. Upon appointment, the municipal clerk shall notify the principal of the school where the student is enrolled of the date of the election at which the student will serve.

Restrictions

1. A student may only serve as an inspector at a polling place if at least one inspector, other than the chief inspector, is a qualified elector of the municipality

2. A student may not serve as chief inspector at a polling place

3. A student serving as an election inspector may not challenge any person offering to vote

Wis. Stat. § 7.30 (2)(am).

Election Registration Officials (EROs)

Appointment and Qualifications

Municipal Clerks may appoint Election Registration Officials to conduct voter registration at the polling place, at residential care facilities during the open registration period, and in the clerk's office during in-person absentee voting. An ERO must be a qualified elector of the county for the polling place, residential care facility or clerk's office at which they serve. However, a non-resident clerk or deputy clerk may serve as an ERO in case of a vacancy.

EROs are appointed to a two-year term, which runs from January 1 of an even-numbered year through December 31 of the subsequent odd-numbered year. The ERO is required to take the same training as election inspectors. If an ERO will be filling in for an election inspector (lunch, breaks, etc.), he or she must also be appointed as an election inspector.

Duties

If appointed, EROs carry out the registration duties at the polling place on Election Day, in the clerk's office during in-person absentee voting and in residential care facilities during open registration. At particularly high-turnout elections, EROs ease the election inspectors' workload. Wis. Stat. § 6.28(1)(a).

Training Requirement

EROs are required to receive training from the municipal clerk within two years of any election at which they serve and take an oath. It is the responsibility of the municipal clerk to see that EROs are provided with adequate training for the performance of their duties.

Wis. Stat. § 7.315 (4).

Special Voting Deputies

Special Voting Deputies (SVDs) conduct absentee voting at certain care facilities. SVDs are one of the methods by which absentee voting may be conducted in qualified care facilities and retirement homes. Wis. Stat. § 6.875.

A person who is appointed an SVD must:

1. Be a qualified elector of the county
2. Must attend training
3. May not currently be employed by the facility
4. May not have been employed by the facility within two years of the appointment

5. May not be an immediate family member of anyone currently employed by the facility or employed by the facility within two years of the appointment

Selection and Appointment

1. Nominations for special voting deputy positions may be submitted by the two dominant political parties at the same time as election inspector nominations are submitted. If no nominations are submitted, then the municipal clerk may appoint qualified electors of the municipality of his or her choosing, without regard to party affiliation.

2. The two deputies designated to conduct absentee voting at each facility should be affiliated with different political parties whenever possible.

3. SVDs are appointed by the municipal clerk for one election cycle.

4. At the discretion of the municipal clerk multiple pairs of SVDs may be assigned to conduct absentee voting at a care facility due to the size of the facility and/or large numbers of registered voters.

SVD Training

Special Voting Deputies are required to attend training every two years, and must have attended training within two years of any election at which they serve. The Wisconsin Elections Commission has developed a manual for clerks to use to train Special Voting Deputies. The *Absentee Voting in Residential Care Facilities and Retirement Homes* manual is available on the agency website. Wis. Stat. § 7.315 (1)(a).

Greeters and Tabulators

Greeters

Each municipality may appoint one additional inspector regardless of party affiliation to act as a greeter and substitute for other officials as necessary on Election Day. Greeters may not participate in the canvass after the polls close. Wis. Stat. § 7.30(1)(b).

Tabulators

Not less than 30 days before an election, the governing body may, by resolution, authorize the municipal clerk to select and employ tabulators. Tabulators are to assist and be under the direction of the election inspectors after the polls close. Wis. Stat. § 7.30(3)(b).

Oaths of Office

1. All election officials are required to take and file an oath.
2. Municipal clerks administer the oath of office at the time of appointment or at a training session to:
    a. Election Inspectors (including Chief Inspectors)
    b. Election Registration Officials
    c. Special Voting Deputies
    d. Greeters
    e. Tabulators
3. The oath must be filed before the commencement of the official's duties.
4. The oath is valid for the entire two-year term of the appointment.
5. Substitute inspectors may be given the oath by another inspector, preferably the chief inspector, on Election Day at the polling place.
6. The following oaths may be obtained from the agency website or directly from the Wisconsin Elections Commission.
    a. *Official Oath (EL-154)*: Filed by Election Inspectors, Chief Inspectors and Election Registration Officials , Greeters and Tabulators.
    b. *Oath of Special Voting Deputy (EL-155)*: Filed by Special Voting Deputies.

Wis. Stat. § 7.30 (5).

Removing Election Officials

As municipal clerk, you have the authority to dismiss an inspector summarily if he or she is found to lack the qualifications for the position, neglects his or her duties during an election, electioneers, or commits official misconduct. Wis. Stat. § 7.15(1)(f). However, in the interest of fairness, a hearing before the governing body is recommended before dismissal. Where it is found that an inspector has intentionally failed to properly endorse a ballot or intentionally given a voter a ballot not properly endorsed, that inspector should be suspended immediately by the chief inspector pending the filing of formal charges by the District Attorney. The chief inspector needs to inform the municipal clerk of such an action. The clerk fills the temporary vacancy for that election and schedules a hearing before the governing body to hear the case before taking final action.

Frequently Asked Questions

1. *What if a trained election inspector is not available to work at an election, and I have to use an inspector who has not been trained within the last two years?*

   In the event that a trained election inspector has an emergency and can't work on Election Day, an inspector who has not received training may be appointed to serve as an inspector, but not as a chief inspector, Election Registration Official or Special Voting Deputy. The appointment of an untrained individual is for a specific election only, and the untrained individual may only be appointed once in a two-year period. If the clerk is aware of the vacancy prior to Election Day, the clerk must provide some type of election training to the election inspector.

2. *What should I do if there is an emergency and I do not have a certified chief inspector?*

   You should contact an Elections Specialist at the Wisconsin Elections Commission who will direct you on the actions to be taken. The Wisconsin Elections Commission recommends arrangements should be made to have alternate trained chief inspectors available in case of emergency.

3. *What is "Baseline" training?*

   Baseline training is a two or three-hour chief inspector training course on basic election-day administration conducted by Wisconsin Elections Commission staff or WEC certified clerk-trainers. The Baseline class is also available online in the WEC Learning Center. Baseline training is required for initial certification as a chief inspector.

4. *I have a person who is interested in becoming a certified chief inspector. What does the person have to do to qualify as a certified chief inspector for the current term?*

   The individual may accomplish certification by attending the Baseline training. Attendance at Baseline training will certify the new chief inspector for the current term. The newly certified chief inspector is eligible to serve at all subsequent elections during the current term.

5. *My chief inspector is certified for the current term. What else must he or she do in order to recertify for the next term?*

   In order to recertify for the next term, the inspector will need to accumulate a minimum of six hours of Wisconsin Elections Commission approved training during the current term.

Election Inspectors
Kronenwetter Village Elections

Election Inspectors /Assignments	Wards 1-6	Wards 7-11
Greeter	1 for both	
Badger Books	4	4
DS200	1	1
Ballot Table	2	2
Absentee Ballots	3	3
Chief Inspectors	2	2
Election Inspectors due to Spilt Shifts	5	5