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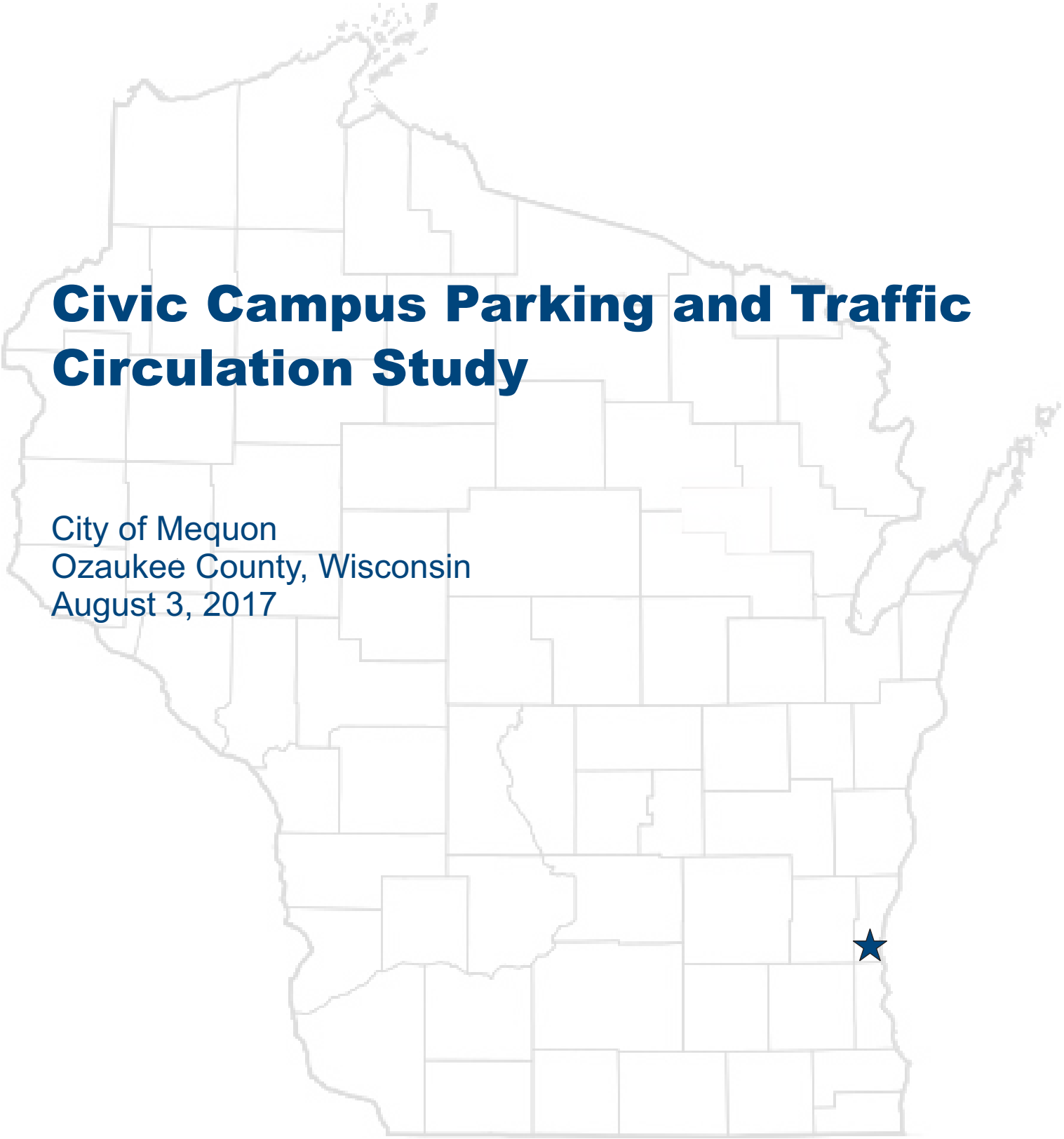
Civic Campus Parking and Traffic Circulation Study

City of Mequon
Ozaukee County, Wisconsin
August 3, 2017



CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY

MEQUON, WISCONSIN

August 3, 2017

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EXECUTIVE SUMMARY

A. INTRODUCTION

TADI has been hired by the City of Mequon to conduct a parking supply and demand study for the civic campus and Mequon Town Center 1 ("MTC 1") area consisting of the area north of Mequon Road, East of the Ozaukee County Interurban Trail, south of (and including) Division Street, and west of (and including) Cedarburg Road. This study area is shown on Exhibit E-1. A parking supply and demand study was also completed for the Spur 16/MTC 2 development. This development is located in the area bounded by Division Street to the north (550 feet to the north), Mequon Road to the south, Buntrock Avenue to the west, and the Ozaukee County Interurban Trail to the east.

B. SCENARIOS STUDIED

The MTC 1 parking study is based on actual parking supply counts and actual parking demand counts for the following conditions:

- Condition 1: Spring weekday – Municipal Court not in session, pool closed, baseball game in the evening ending at 8:45 p.m.
- Condition 2: Spring weekday – Municipal Court in session, pool closed, baseball game in the late afternoon ending at 5:15 p.m.
- Condition 3: Summer weekday, pool open, no baseball game
- Condition 4: Summer Saturday, pool open, baseball games throughout the day

The intent of this parking study was to evaluate typical parking demand during spring weekdays, summer weekdays, and summer Saturdays. It is noted that there could be days within the study area when parking demand is greater than what was evaluated. These days may occur during special events in one or more areas (library, pool, baseball field, City Hall, restaurants, etc.).

The parking demand and supply was analyzed for the following four scenarios with each of the above four survey days as follows:

- Existing Conditions
- Existing Conditions with the Full Occupancy of MTC 1
- Existing Conditions with the Full Occupancy of MTC 1 with Foxtown Ventures Development
- Existing Conditions with the Full Occupancy of MTC 1 with Backwoods Pub & Grill Development

The Spur 16/MTC 2 parking demand analysis was based on current proposed uses and site plan for both the typical expected parking demands and the highest or worst case parking demands for each use.

C. INTERVIEWS WITH STUDY AREA BUSINESS OWNERS ON PARKING

A list of 10 interview questions regarding the parking situation at MTC 1 was conducted with business owners within the study area. A total of 15 interview responses were received (via

phone, mail and e-mail), representing all of the business owners in MTC 1. Of those received, 14 respondents believed that parking is not adequate for the study area. Most respondents desire to have additional parking provided close to MTC 1. Overall, the majority of respondents believed that parking is a major issue affecting existing business in MTC 1. While solutions varied, most respondents believed additional parking supply should be added, even if no other businesses/developments are approved. Several respondents believe that their business could be better with additional parking supply based on the existing conditions.

D. POTENTIAL RECOMMENDATIONS FOR EXISTING CONDITIONS

In summary, the existing parking issues are with MTC 1 parking demand and the use of the City Hall lot and the Logemann Community Center lot as permitted under the shared parking agreement. The parking issues become exacerbated when a baseball game is in progress, as some baseball patrons park in the City Hall lot and the Logemann Community Center lot.

Based on existing development and parking conditions, the following recommendations could be considered (Exhibit E-2):

1. **Construct new library parking lot**: The new lot could be constructed with at least 10 additional parking spaces on the north side of the library. Two driveways would be constructed to Division Street for recirculation through the pick-up/drop-off area for library materials. New patron doors would need to be constructed on the north side of the library to encourage patrons to park in the new lot and along the on-street spaces on Division Street.
2. **Interim/Optional Improvement - Reconfigure Division Street on-street parking spaces**: If the library is able to add an entrance to the north side of the building and relocate the book drop, increase the Division Street parking supply by converting the existing parallel parking to 30-degree angle parking. Also add a six-foot or longer buffer between the on-street parking spaces and the eastbound through lane on Division Street so that parking maneuvers do not impact eastbound traffic flow on Division Street. These changes would require additional pavement along the south side of Division Street.
3. **Construct new parking lot north of the park**: The new lot could be constructed north of the community park, on the west side of the library with access to Division Street. This lot would provide parking for the baseball field, reducing the number of baseball patrons that park in the City Hall lot. This lot would also provide additional parking for the Ozaukee Interurban Trail users, reducing the number of trail users that park in the Logemann Community Center lot (4-10 vehicles).
4. **Restripe Cedarburg Road on-street parking spaces**: There currently is no striping delineating individual parking spaces within the on-street parking areas along Cedarburg Road. Striping out individual spaces will maximize the number of vehicles able to be parked along Cedarburg Road. Once restriped, encourage MTC 1 employees to park on Cedarburg Road.
5. **Move City vehicle parking spaces**: Move the 16 restricted parking spaces for City-owned vehicles from the City Hall lot to the far west side of the Logemann Community Center lot.

6. **Reduce time-limit parking spaces for City Hall**: Reduce the number of parking spaces restricted to 30-minute parking in front of City Hall from nine spaces to three spaces.
7. **Remove all restricted parking spaces in MTC 1 lot**: Remove the restricted parking spaces assigned to Fisher Family Chiropractic (one space), Health in Balance Physical Therapy (three spaces), Westwood Cleaners (one space), and Supercuts (three spaces). These nine parking spaces would be utilized by all MTC 1 patrons.
8. **Provide valet parking**: Café Hollander and American Legion Post #457 could provide valet parking to the Piggly Wiggly Shopping Center parking lot during the hours between 11:00 a.m. and 8:00 p.m. This would require leasing agreements between the uses, and it is unknown how many drivers would make use of this service.
9. **Remote park employees**: Provide employee parking in the Piggly Wiggly Shopping Center parking lot for Café Hollander, Colectivo Coffee, and/or other MTC 1 employees. to park in the Piggly Wiggly Shopping Center. This would require leasing agreements between the uses, and employer enforcement of employee parking.
10. **Remove four on-street parking spaces on Cedarburg Road**: To improve visibility/sight distance for vehicles turning left onto Cedarburg Road from the library/community pool and City Hall lot driveways, remove the first two parking spaces directly to the north of each of these driveways.

Note that all parking recommendations included in this report assume proper enforcement. Consideration should be given to incorporating a parking management plan for the Civic Campus to manage employee parking, circulation, loading zones, etc.

E. POTENTIAL RECOMMENDATIONS WITH MTC 1 FULLY OCCUPIED

Based on existing development parking conditions, plus additional parking demand expected with infill of the MTC 1 buildings (vacant spaces within the buildings fully occupied), the following recommendations could be considered (Exhibit E-3):

1. **Implement all existing condition recommendations**: These recommendations are listed in Chapter 1.
2. **Raze the Logemann Community Center for expanded parking lot:** Raze the Logemann Community Center building and utilize this space, the Logemann Community Center parking lot and the City Hall parking lot to create a larger, reconfigured lot with improved efficiency and circulation. Based on the space available, this may yield approximately 30-50 additional parking spaces (Exhibit 2-5).

F. POTENTIAL RECOMMENDATIONS WITH MTC 1 FULLY OCCUPIED AND FOXTOWN VENTURES

Based on existing development parking conditions, plus additional parking demand expected with infill of the MTC 1 buildings and the Foxtown Ventures project, the following recommendations could be considered (Exhibit E-4).

1. **Implement all existing condition recommendations**: These recommendations are listed in Chapter 1.

2. **Raze the Logemann Community Center for expanded parking lot**: Raze the Logemann Community Center building and utilize this space, the Logemann Community Center parking lot and the City Hall parking lot to create a larger, reconfigured lot with improved efficiency and circulation. Based on the space available, this may yield approximately 30-50 additional parking spaces.
3. **Construct a new roadway with parking along the Ozaukee Interurban Trail**: Connect the reconfigured Logemann Community Center lot to the new parking lot recommended on the west side of the library with a new roadway that parallels the Ozaukee Interurban Trail. Provide parking along this roadway for trail users and baseball field patrons. This new parking would reduce the number of baseball patrons parking in the City Hall lot. The new roadway would improve circulation within the entire study area by providing an alternative exit to the street system (via Division Street).
4. **Move City vehicle parking spaces**: Move the 16 restricted parking spaces for City-owned vehicles from the City Hall lot to new spaces along the Ozaukee Interurban Trail (instead of to the west side of the Logemann Community Center lot as was recommended for the existing conditions).
5. **Expand existing library/community park lot**: The pool and baseball field upgrades with the Foxtown Ventures project could allow for an additional 10 parking spaces within the library/community park lot.
6. **Install traffic signals at Division Street/Cedarburg Road**: With the increased demand expected from the Foxtown Ventures project, the new parking areas adjacent to the library, and the new internal road connection proposed between the Logemann Community Center lot and Division Street, traffic volumes at the Division Street/Cedarburg Road intersection may increase enough to warrant traffic signals. A traffic signal would not only reduce delays and queues at that intersection, but would create gaps in traffic along Cedarburg Road for easier turns into and out of the library/community park and City Hall driveways.

G. POTENTIAL RECOMMENDATIONS WITH MTC 1 FULLY OCCUPIED AND BACKWOODS PUB & GRILL

Based on existing development parking conditions, plus additional parking demand expected with infill of MTC 1 buildings and the Backwoods Pub & Grill restaurant, it was determined that the current parking supply within the entire study area cannot accommodate the expected parking demand. To accommodate the expected parking demand within acceptable walking distances, an additional 111 to 126 parking spaces are needed in the study area. An additional 31 spaces could be provided along the WE Energies easement if an agreement between Backwoods Pub & Grill and WE Energies is negotiated. Assuming this can be done, then **80 to 95 additional spaces** are needed in this area. To provide this many parking spaces, the following options could be considered, which have significant impacts and costs:

- **Option 1**: Remove the baseball field and expand the surface parking of the City Hall lot/Logemann Community Center lot to the north.
- **Option 2**: Provide a parking structure of approximately 123 feet by 240 feet (the smallest parking structure footprint), which would provide two bays of sloped parking

with sloped turn-arounds on each end. This footprint, however, would require razing part or all of the Logemann Community Center building. If the structure was rotated 90 degrees, it would require moving or removing the baseball field entirely. The parking structure impacts to the study area are shown on Exhibit E5.

With either option, a new road would need to be constructed between the expanded parking area and Division Street. The additional parking demand exiting to Cedarburg Road via the City Hall driveway would result in high vehicle delays during the Midday and PM peak hours if no modifications are made to Cedarburg Road.

Additional parking could be provided west and north of the Library in new parking lots. However, these spaces would be of significant distance from the Backwoods Pub & Grill and would likely not be used by patrons of Backwoods Pub & Grill, MTC 1, or City Hall.

If the baseball field is not moved or removed, then there is not an adequate parking supply available to support the Backwoods Pub & Grill at the Logemann Community Center. This is expected even if the Backwoods Pub & Grill leases 20 spaces from the Piggly Wiggly Shopping Center and adds 36 additional parking spaces from a WE Energies easement and parking lot reconfiguration.

H. SPUR 16/MTC 2 PARKING DEMAND STUDY FINDINGS

Based on the worst case (highest) parking demands for the proposed uses and sizes of the Spur 16/MTC 2 development, it was determined that the parking area provides an adequate parking supply for the anticipated users/sizes of development within the site (assuming shared parking between uses and lots). Lot B, which is the parking lot just to the west of the railroad tracks, could be used for overflow parking if the Logemann Community Center is redeveloped into the Backwoods Pub & Grill restaurant. Lot B is within 400 feet walking distance of the Logemann Community Center, which is considered a reasonable distance for people to walk between their parking space and destination. However, available parking spaces in Lot B for use by the Backwoods Pub & Grill only occur prior to 11:00 a.m., between 2:00 p.m. and 6:00 p.m., and after 8:00 p.m. If the Logemann Community Center is redeveloped into a restaurant, Lot B could not be considered for overflow parking for the Logemann Community Center under the worst case weekday and Saturday peak parking condition.

Based on a typical weekday and Saturday and typical (not worst case) parking demands, the Spur 16/MTC 2 parking area provides an adequate parking supply for the anticipated users/sizes of development within the site. However, the number of available parking spaces in Lot B (just west of the RR tracks) during the peak lunch hours is expected to be minimal (10 spaces) during the weekday and none are expected to be available during a Saturday. Based on the parking demand of Retail C/Restaurant in MTC 2 and the number of spaces provided in Lot B, it is recommended that Lot B not be considered for overflow parking for redevelopment of the Logemann Community Center for a typical weekday and Saturday.

I. CONCLUSION

Based on the existing parking demand and occupancies, it is clear that there is not enough parking supply provided for MTC 1, resulting in the MTC 1 parking demand utilizing the City Hall lot and Logemann Community Center lot on various days in accordance with the shared parking agreement. The parking supply issues are expected to increase with future infill of the

vacant spaces within the MTC 1 buildings. To provide an adequate parking supply, it is recommended to raze the Logemann Community Center building and reconfigure the City Hall and Logemann Community Center lots to provide between 30 to 50 additional parking spaces.

If the Foxtown Ventures project moves forward, there are opportunities to add additional parking supply near the pool, baseball field, and library to accommodate the increase in parking demand expected with the upgraded baseball field and pool areas. Parking improvements recommended for the Foxtown Venture development relocates the library and community park parking demand to the north away from the City Hall and Logemann Community Center lots. This opens up the parking supply in these lots for MTC 1 and City Hall uses.

If the Logemann Community Center building is redeveloped into the Backwoods Pub & Grill, there is currently not enough parking supply available within acceptable walking distance to accommodate the Backwoods Pub & Grill parking demand as well as the parking demand for the full occupancy of the MTC 1 and City Hall. An adequate parking supply could be provided, but it would require moving or removing the baseball field to make room for an expanded surface parking lot or parking structure.

If the parking structure can be positioned so as not to impact the baseball field, the structure footprint would instead impact over half of the restaurant footprint. This would eliminate the feasibility of redeveloping the Logemann Community Center into a restaurant. However, a new building/restaurant could be built adjacent to the parking structure in the reduced footprint.

Based on the parking analysis of the Spur 16/MTC 2 area, it is recommended to not use the parking lot just to the west of the railroad tracks for overflow parking for the Backwoods Pub & Grill, as this lot is expected to be utilized close to or at 85 percent occupancy with the proposed restaurant within the current structure that contains the smokestack.

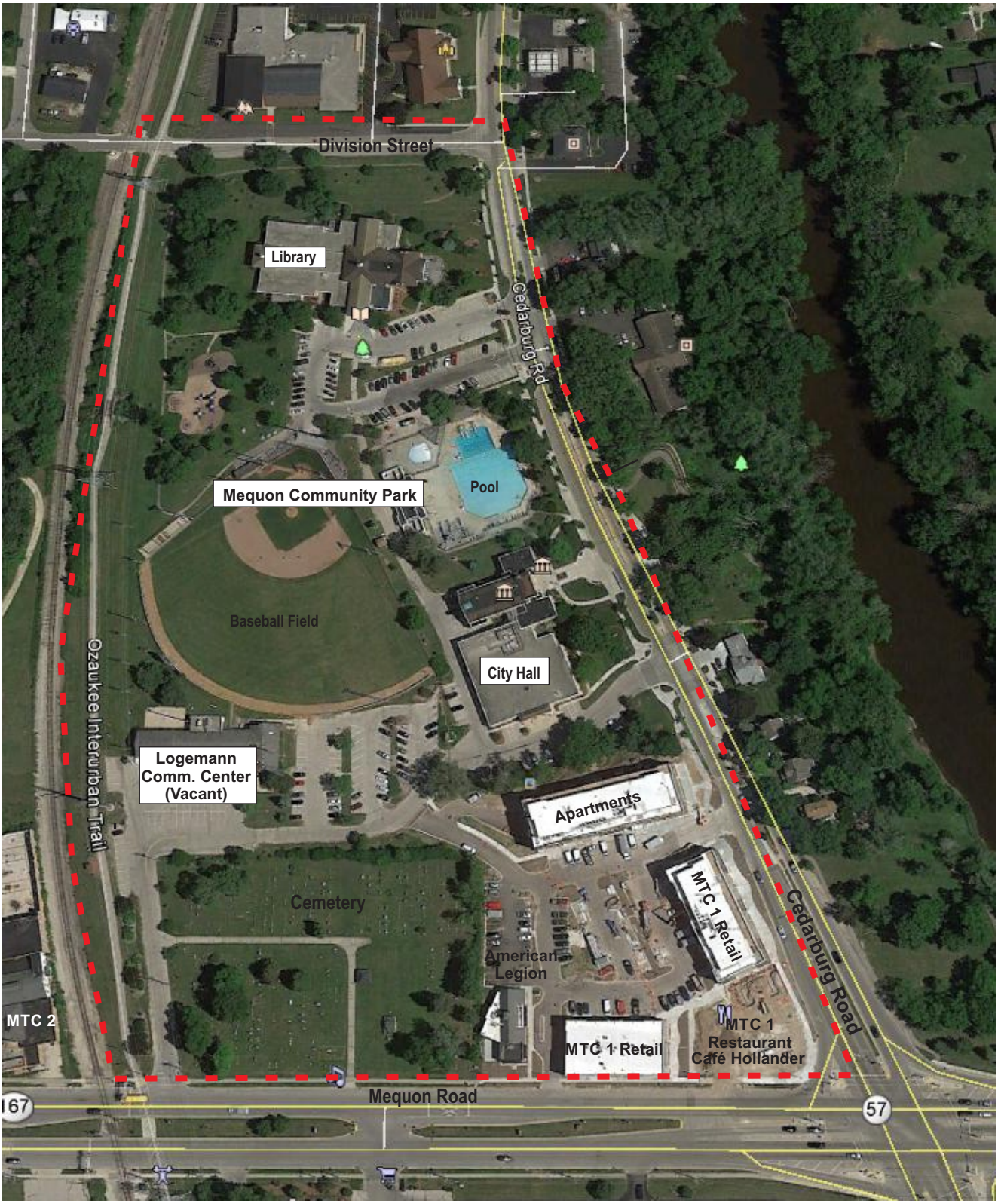

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EXHIBIT E-1
STUDY AREA

CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

TADI
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2079: 08-03-17

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EXHIBIT E-2
POTENTIAL PARKING RECOMMENDATIONS
EXISTING CONDITIONS
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

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2079: 08-03-17

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EXHIBIT E-3
POTENTIAL PARKING RECOMMENDATIONS
MTC 1 FULLY OCCUPIED
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

TADI
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2079: 08-03-17

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EXHIBIT E-4
POTENTIAL PARKING RECOMMENDATIONS
MTC 1 FULLY OCCUPIED & FOXTOWN VENTURES
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

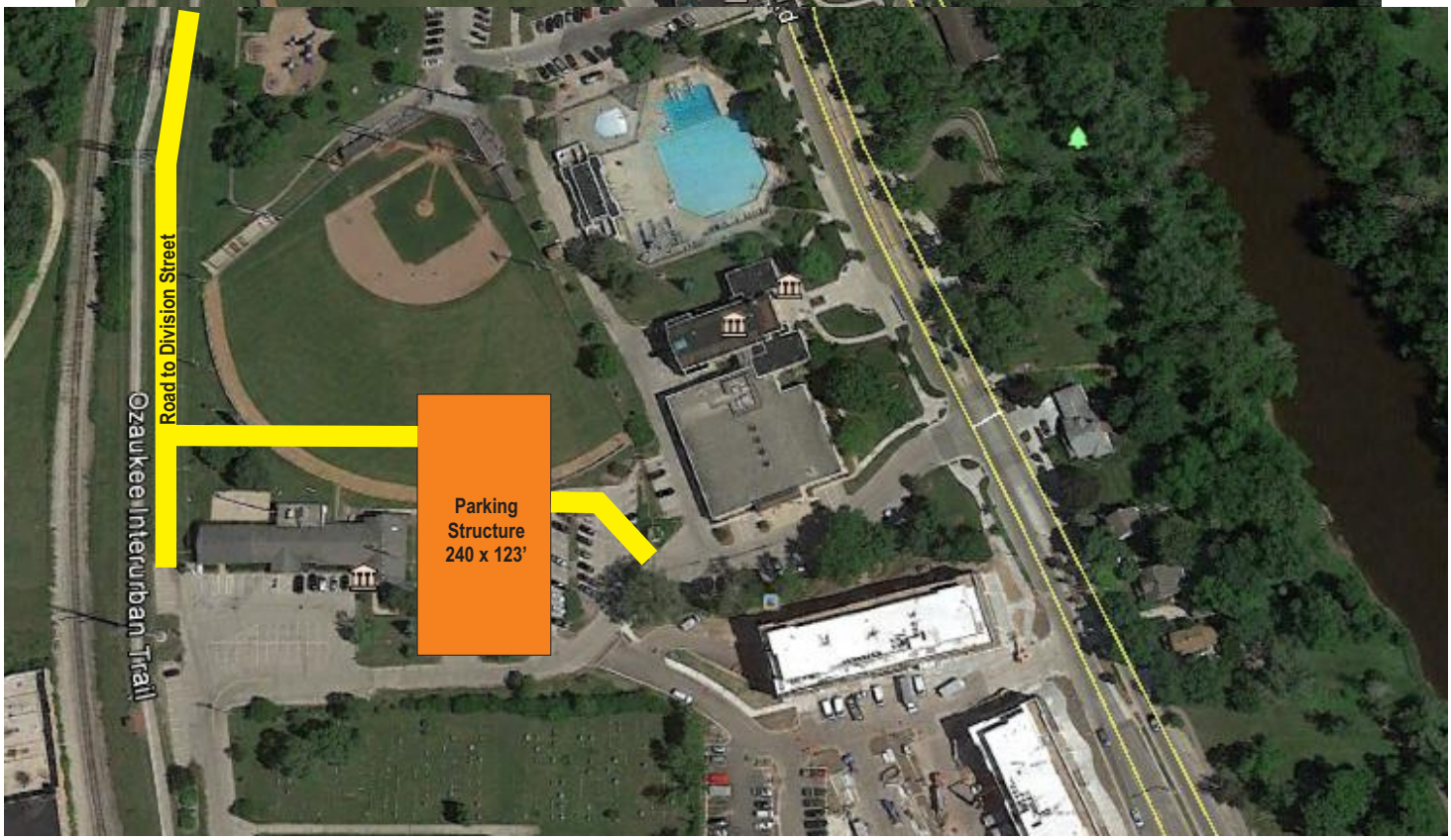

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EXHIBIT E-5
POTENTIAL PARKING RECOMMENDATIONS (STRUCTURE)
MTC 1 FULLY OCCUPIED & BACKWOODS PUB & GRILL
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

CHAPTER 1 – EXISTING PARKING DEMAND/PARKING OCCUPANCIES

A. PARKING DATA COLLECTION

Parking data was collected at the four public parking lots located within the study area boundary, plus the two adjacent on-street parking areas on Cedarburg Road and Division Street. The public parking areas serve the Frank L. Weyenberg Library, the Mequon Community Park and Ozaukee Interurban Trail, City Hall, the MTC 1 commercial area, and the old Logemann Community Center.

Each parking lot and on-street parking area was surveyed to determine the number of non-restricted and restricted (handicapped, City parking, store parking, etc.) parking spaces available. Field staff then recorded the number of occupied spaces in each area every 30 minutes during the AM, Midday, and PM time periods on four different days during 2017. At the MTC 1 surface parking lot, bicycle activity was also counted.

The AM, Midday, and PM time periods include the following hours:

- AM time period from 8:00 a.m. to 10:00 a.m. to capture the morning peak parking hours for the coffee shop within the MTC 1 area.
- Midday time period from 11:00 a.m. to 2:00 p.m. to capture the weekday lunch and shopping peak parking hours, plus the peak parking hours on Saturday for the library, pool and other recreational areas on site.
- PM time period from 5:00 p.m. to 8:30/9:00 p.m. to capture the peak dinner, shopping, and recreational peak parking hours, plus the peak activity during the weekday evening rush hours.

The four different days during 2017 that data was collected represent the following conditions:

- Condition 1: Spring weekday – Municipal Court not in session, pool closed, baseball game in the evening ending at 8:45 p.m.
- Condition 2: Spring weekday – Municipal Court in session, pool closed, baseball game in the late afternoon ending at 5:15 p.m.
- Condition 3: Summer weekday, pool open, no baseball game
- Condition 4: Summer Saturday, pool open, baseball games throughout the day

<u>Condition 1:</u>

Data was collected on Friday, June 2, 2017, which represents a typical spring weekday when the Municipal Court was not in session. This day was between 70-80 degrees with clear skies, the pool was closed, and the baseball field was in use during the evening until 8:45 p.m.

<u>Condition 2:</u>

Data was collected on Wednesday, June 7, 2017, which represents a typical spring weekday when the Municipal Court was in session. This day was about 70 degrees with clear skies, the pool was closed, and the baseball field was in use during the late afternoon until 5:15 p.m.

Condition 3:

Data was collected on Tuesday, July 18, 2017, which represents a typical summer weekday. This day was 80 degrees with clear skies, the Municipal Court was not is session, the pool was open for lessons in the morning and for open swim in the afternoon and evening until 8:00 p.m., and the baseball field was not in use.

Condition 4:

Data was collected on Saturday, July 8, 2017, which represents a typical summer Saturday. This day was 70-80 degrees with clear skies, the Municipal Court was not in session, the pool was open from 12:30-8:00 p.m., and the baseball field was in use from noon to 10:00 p.m.

The intent of this parking study was to evaluate typical parking demand during spring weekdays, summer weekdays, and summer Saturdays. It is noted that there could be days within the study area when parking demand is greater than what was evaluated. These days may occur during special events in one or more areas (library, pool, baseball field, City Hall, restaurants, etc.).

B. BUSINESS OWNER PARKING INTERVIEWS

A list of 10 interview questions regarding the parking situation at MTC 1 were drafted and approved by the City Planning and Engineering Staff. Current MTC 1 tenants were mailed these interview questions on June 16, 2017, and phone interviews were conducted with potential tenants John Graham (Foxtown Ventures) and John Leszczynski (Backwoods Pub & Grill). The same set of questions was asked of tenants and potential tenants.

In total, 15 responses were received (via phone, mail and e-mail), representing all business owners in MTC 1. The interview questions and various responses are listed below. Also, comments made to TADI staff during intersection turning movement count collection on June 29, 2017 were recorded. These are listed after the questionnaire questions and responses.

The questionnaire questions and responses are below:

June 16, 2017

As you may have heard, Traffic Analysis and Design is conducting a parking study for the MTC 1/library/community park area to assess the current and future parking demand. A large part of the study involves parking counts, analysis and development of future parking demands along with recommendations for future parking supply for various development alternatives. However, we would also like to obtain your opinions on the current parking situation at MTC 1/library/community park. Please take a moment and give us your thoughts on the following questions. A postage paid return envelope is enclosed for your return responses. Thank you for your participation in this survey.

1. *Do you feel that the parking supply is adequate for all hours of a weekday?*
    1) *No*
    2) *Yes*
    3) *No*
    4) *No*
    5) *No*
    6) *No*

7) *No*
8) *No*
9) *No*
10) *No*
11) *No*
12) *No*
13) *No*
14) *No*
15) *No*

If not, what hours are inadequate?

1) *9-11AM, 11AM-1PM (Lunch Time) and 4-6PM (Dinner Time)*
2) *I believe parking is adequate*
3) *Almost all hours are inadequate*
4) *11AM-2PM, After 5PM*
5) *11:30AM-1:00PM, 5-6PM*
6) *Noon-9PM*
7) *Lunch hour*
8) *Meal Hours – Breakfast, Lunch and Supper*
9) *Lunch and Supper – 10:30AM-2PM and 4:30-7:00PM*
10) *Lunch – 10AM-2PM and Supper 5-8PM*
11) *Lunch and dinnertime*
12) *Noon and 5-9PM*
13) *Thursday afternoon onwards it is extremely tight to find parking until Friday late evening*
14) *Breakfast, lunch and supper*
15) *11AM-2PM*

2. *Do you feel that the parking supply is adequate for all hours of a weekend?*

1) *No, worse on the weekend*
2) *I believe parking is adequate*
3) *No*
4) *No*
5) *NA – Not open on weekends*
6) *No*
7) *NA – Only open occasionally on Saturdays*
8) *No – Even worse on weekends*
9) *No*
10) *No*
11) *No*
12) *No*
13) *No*

14) *No*
15) *No*

If not, what hours are inadequate?

1) *Extended hours from the weekday (longer lunch and dinner)*
2) *I believe parking is adequate*
3) *Almost all hours are inadequate*
4) *All Day on Saturday and Sunday*
5) *NA*
6) *Noon-9PM*
7) *NA*
8) *Mealtimes – Breakfast, Lunch and Supper*
9) *Mealtimes and when there is a baseball game in progress*
10) *10AM-9PM*
11) *Lunch mostly*
12) *Noon and 5-9PM*
13) *Noon to 3PM*
14) *All hours on the weekend are inadequate*
15) *11AM-2PM*

3. *Which hour or two hours are the biggest problem for your business, if any?*

1) *Lunch and Dinner Hours are a problem*
2) *No issues*
3) *9-11AM*
4) *11AM-2PM*
5) *Same as listed above, but 5-6PM is worse*
6) *6-8PM*
7) *11AM-1PM*
8) *We hear a lot of complaints over the meal hours – Don't even know how many people come and leave because they can't find a place to park*
9) *5-7PM*
10) *6-8PM*
11) *12Noon-2PM*
12) *5-7PM*
13) *Thursday afternoon onwards, Saturday and Sunday mid-morning to afternoon*
14) *Noon-2PM*
15) *11AM-2PM*

4. *In your opinion, how many spaces should be added to accommodate the existing parking demand if any?*

1) *Not sure, that is why this study is being done*
2) *Zero*

3) *There are a fair number of spaces available in the lower lots, but customers often choose not to use them as they are too far to walk.*
4) *Unlimited for my business*
5) *50-100 I need to have more spaces in order to grow*
6) *Add about 150 spaces*
7) *Not sure*
8) *At least 40 more spaces*
9) *Double what currently exists*
10) *50-75 more spaces*
11) *20-30 minimum*
12) *No number given*
13) *No number given*
14) *30-50? Don't really know*
15) *20-30? Don't know*

Where should these spaces be added?

1) *As close to MTC 1 as possible, City Hall lot would be the logical location*
2) *If any, north of civic campus*
3) *There are a fair number of spaces available in the lower lots, but customers often choose not to use them as they are too far to walk.*
4) *Immediately next to the building (MTC 1) which is not possible*
5) *As close to MTC 1 as possible, as client have difficulty walking. 100-200 yards max. Possibly a parking garage where City Hall Parking is.*
6) *Build a multi-story car park immediately adjacent to north side of cemetery. Include a weather protected walkway from 2nd level to center court of MTC 1 to allow handicapped access from lower parking area. Note: existing access from Lower to Upper parking does not meet ADA requirements.*
7) *Not sure how to add parking other than adding a structure somewhere.*
8) *Within a close walk to MTC 1.*
9) *Build a structure in the back Logemann lot.*
10) *I don't know if that is even possible*
11) *Maybe in the lower (Logemann) lot*
12) *Tear down the old Logemann building and put a garage or lot there. Put a garage behind City Hall where there is an existing lot. Buy spots from Piggly Wiggly and put in crosswalk across Mequon Road.*
13) *Take the preferred parking spots for all businesses away or reassign them to ALL businesses. My business was not even aware that this is an option, we have zero preferred spots. A structure could be added where the Logemann Center is or by the open lot in the City Hall space.*
14) *Can't add these at the MTC 1 location, so it would have to be on an existing City lot.*
15) *Not too far away and definitely not across the street.*

5. *In your opinion, is the biggest concern with parking the number of available spaces or proximity to your location?*
    1) *NA*
    2) *Proximity, if any*
    3) *Combination of both*
    4) *Both but proximity #1*
    5) *Both as our clients are injured people*
    6) *Both*
    7) *Both. Clients must often drive around multiple times to find a parking spot. Also, they don't like that there are other businesses with designated spots in front of our office.*
    8) *Proximity – parking may be available further away than people prefer.*
    9) *Number*
    10) *Both*
    11) *Number*
    12) *Number of spaces, however people do not like walking far around here*
    13) *Both, we are currently only operating at 1/5 of capacity. We would love to grow and I know parking is a huge constraint*
    14) *Number is top priority. Proximity also very important as the lots outside of MTC 1 are quite a distance to walk.*
    15) *Proximity. My customers only stop in for a few minutes and have things to carry, so it must be convenient or they will go elsewhere.*
6. *What is the level of urgency or concern with the parking in relationship to your business operations?*
    1) *In my situation, Logemann should be demolished and parking would be reconfigured and added here.*
    2) *Low level*
    3) *Medium urgency but would be nice to get this resolved.*
    4) *Extremely urgent*
    5) *Very urgent. Looking to see if I have legal grounds to pay less rent as I have been told that patients have stopped coming due to parking situation*
    6) *High*
    7) *On a scale of 1-10, it is about a 7. Somewhat better than when Café Hollander first opened.*
    8) *Moderate urgency. We have 3 dedicated spots in front of our business. Without those, our business would not have survived.*
    9) *ASAP! This should have been addressed before Café Hollander opened*
    10) *Somewhat urgent, we get frequent complaints*
    11) *Somewhat urgent*
    12) *Our customers don't complain too much, however I know people stay away knowing the parking is hit or miss*

13) *Medium to high – I am operating at only 1/5 capacity and would like to grow and double my business in the next year*
14) *Extremely urgent*
15) *Medium urgency*

7. *What impact has or could parking have on your business operations?*

    1) *Large impact.*
    2) *If Spur 16/MTC-2 does not provide enough parking, it will be problematic*
    3) *The current parking situation limits the number of customers who frequent our business. Better parking would increase our business.*
    4) *I have lost clients over lack of parking – Significantly impacting daily operations. Clients are unable to walk far distances and are late for appointments due to no parking*
    5) *I have space to triple my patient volume, but no parking to handle that.*
    6) *Reduce*
    7) *We have had patients cancel appointments due to parking issue. Elderly patients cannot safely walk up the hill from the City Hall lot.*
    8) *Our sales would improve 10-20% if parking were available nearby*
    9) *People will leave and not work out here if they can't find parking*
    10) *People go somewhere else if parking is unavailable nearby*
    11) *If there is no parking we don't get walk by traffic for samples and we rely on that for sales.*
    12) *We miss out on the "1 and done" customers because who wants to park far away for 30 minutes? We miss out on customers who don't want to deal with the hassle.*
    13) *We are a massage business and clients come in yoga pants/casual/poorly combed hair. They don't look their best. They don't want to walk a long distance in the way they look. Parking near our business is a BIG MUST. This is not a walking community. Parking or lack thereof will break or make us.*
    14) *Top impact-this is of very high importance to all businesses in the MTC 1.*
    15) *We have 1 reserved space and often this is parked up with someone who is not our customer. If we don't have parking nearby, our customers will go elsewhere.*

8. *Where do you and your employees park?*

    1) *NA*
    2) *Will be in leased parking in the Piggly Wiggly parking lot*
    3) *Lower lots*
    4) *In front of Logemann*
    5) *In the Logemann lot*
    6) *As near to our building as possible*
    7) *In the lower parking lot*
    8) *In the municipal lot north (of MTC 1)*

9) *Logemann Lot, with the exception of employees that start at 4AM, for safety reasons*
10) *Street or police overflow parking*
11) *Logemann Lot, but at lunch this is often full also*
12) *We park at the Logemann Center, usually only 2 employees at a time, and only 1 before 5PM*
13) *We park at the Logemann Center.*
14) *NA*
15) *Logemann lot – We only have 1 employee, but often this lot is full. Also our employee cannot find a spot to park.*

How is this enforced?

1) *NA*
2) *NA*
3) *Not directly enforced*
4) *No need to enforce as we NEED our clients and would not try to take their parking*
5) *Was enforced previously, but is not now.*
6) *Many of our visitors are handicapped and need close access to building*
7) *If I see someone from our office parked in the MTC 1 lot, I will ask them to move their car.*
8) *No way to enforce this*
9) *Ask employees to park in back lot*
10) *If an employee does not park where asked, they get written up*
11) *Manager will ask employees to move car if they park too close*
12) *NA*
13) *We bring this up in many meetings with our staff.*
14) *NA*
15) *NA*

9. *If Backwoods Pub & Grill is added, how many additional parking spaces should be added and where?*

1) *No additional restaurants or retail should be added. That area is already packed and needs overflow parking.*
2) *None.*
3) *Depends on the size of the restaurant*
4) *This is a horrible idea and should never happen. There is no way any space could accommodate what is needed*
5) *50 more for this on top of 50-100 additional spaces that are already needed*
6) *There isn't enough space for this let alone 100+ spaces that should be added anyways*

7) *If another restaurant is added, it will definitely impact the current parking situation for the worse.*
8) *Anything that puts more pressure on the existing parking will be a significant problem. Consider building a parking structure at the municipal lot location.*
9) *If another restaurant were added, we should triple existing parking*
10) *I don't know, maybe 100*
11) *Parking structure is definitely needed if another restaurant is allowed to open*
12) *100? Especially if they take the Logemann Center spots that are full by the time I get here at noon on most days*
13) *Café Hollander is a big space occupier from a parking standpoint. I don't think we can afford another large 400 capacity facility. That will truly ruin the available parking for many of our members and clients.*
14) *This development shouldn't be added at all. Period.*
15) *I don't know.*

10) *If the pool/baseball field is redeveloped, should additional parking be added?*

1) *Yes*
2) *No*
3) *Don't know*
4) *Yes, much better idea*
5) *Yes*
6) *Yes*
7) *No*
8) *Yes*
9) *Yes*
10) *Yes*
11) *Not sure*
12) *Yes*
13) *No answer*
14) *Yes, more space is needed even without additional developments.*
15) *I don't know*

If so, how many spaces?

1) *Additional parking will be part of the plans. If the Logemann building is removed, parking could be reconfigured and additional spaces provided.*
2) *None*
3) *Depends on the scope of the project*
4) *75-100? No idea, just know that there aren't currently enough.*
5) *75? We park where baseball teams often park.*
6) *Build a multi-story car park immediately adjacent to north side of cemetery. Include a weather protected walkway from 2nd level to center court of MTC 1 to*

allow handicapped access from lower parking area. Note: existing access from Lower to Upper parking does not meet ADA requirements.

7) *I don't think we have an issue with anyone from the pool or the baseball fields parking near our business.*
8) *Anything that puts more pressure on the existing parking will be a significant problem. Consider building a parking structure at the municipal lot location*
9) *Structure is needed, but I don't know how many spaces*
10) *I don't know, maybe 150*
11) *Not sure how that would affect us*
12) *Maybe 30?*
13) *At this point, any amount of additional parking would be helpful. Many of the businesses in the MTC are new and looking for more clients. There are 2 large empty spots available. Anywhere between 75-150 additional spots would be great, more the better.*
14) *I don't know.*
15) *I don't know.*

The following comments were made by various people passing by a member of the count team during the Turning Movement Counts on 6/29/17.

1) *"Is parking today worse than usual? This is really bad. The parking situation here is terrible."*
2) *"I have circled these lots 6 times and still can't find a spot to park."*
3) *12:22PM "Logemann Lot is also full and I am leaving since I can't find a place to park"*
4) *Woman indicated that she was 15 minutes late due to parking issue.*
5) *Motorcycle parked at end of row in a non-parking spot, said I shouldn't ticket him since there was nowhere else to park.*
6) *"There is NEVER parking up there" (referring to MTC 1 lot). "It's crazy!"*
7) *"Signs say that parking is available in City Hall lot but that is always full too, so where are we supposed to park?"*

Overall, the majority of respondents believed that parking is a major issue affecting existing business in the MTC 1. While solutions varied, most respondents believed additional parking supply should be added, even if no other businesses/developments are approved.

C. EXISTING PARKING SUPPLY

The number of available spaces counted within each surface parking lot and on-street parking area is included in this study is summarized in Table 1 and also shown on Exhibit 1-1. The number of available spaces includes those that are non-restricted (available for all users), handicapped (requires handicap plate or tag), or restricted (signed for City use, limited-time parking, or specific business users).

Table 1 – Existing Parking Supply

Parking Area	Type	Parking Spaces			
		Regular	Handicapped	Restricted	Total
MTC 1	Surface Lot	96	9	8	113
City Hall	Surface Lot	58	6	25	89
Logemann Community Center	Surface Lot	49	0	0	49
Library/Park	Surface Lot	89	5	4	98
Cedarburg Road	On-Street Parking	40	0	0	40
Division Street	On-Street Parking	16	0	0	16
Totals		**348**	**20**	**37**	**405**

The detailed parking supply as well as common parking violations and/or safety concerns for each parking location are discussed below.

MTC 1 Lot (Exhibit 1-2):

The surface parking for the MTC 1 area is used by the American Legion Post #457, two strip retail buildings, a restaurant, and multi-storied apartment building. The apartment building has a separate underground parking lot (requiring key-card entry) for resident-only use. Therefore, the parking spaces in the restricted apartment parking lot were not included in the parking study.

There are also 11 garaged spaces in the first level of the north building for public use, but access to this area is covered by a garage door. Users must approach the entrance to activate the garage door opener. Users of this lot are most likely those that are very familiar with the area or guests of the apartment residents. The parking area is not designed to provide easy recirculation back out of the garage if all spaces are occupied. Providing increased signing to MTC 1 users that this is a public parking lot could result in jammed parking and driving conditions in and around this garaged parking area. Therefore, the parking spaces in this garaged lot were not included in the parking study. Starting in the summer of 2017, the management company began leaving the garage door open full-time in order to make the parking area more available to MTC 1 patrons.

The MCT 1 surface lot has a total of 113 parking spaces: 96 are regular non-restricted spaces, nine are handicapped spaces, and eight are restricted parking spaces. The restricted parking spaces are assigned to Fisher Family Chiropractic (one space), Health in Balance Physical Therapy (three spaces), Westwood Cleaners (one space), and Supercuts (three spaces). There is a bike rack just outside of the Café Hollander restaurant. The lot was observed to be utilized primarily by patrons of the MTC 1 development area. During the July parking counts, a trash receptacle was located along the east side of the lot taking up two regular and one handicapped stalls.

Common parking violations and safety issues observed in this lot include vehicles illegally parked in handicapped spaces (no handicapped tags or plates), vehicles parked in restricted spaces, but not patronizing the business that the restricted parking was for, vehicles (delivery and garbage trucks) stopped in the middle of the driveway blocking traffic in the lot, and many pedestrians walking through the lot, rather than on the sidewalk along the perimeter of the lot.

Other safety issues observed occurred on the connecting road between the City Hall and MTC 1 parking lots. On one of the parking count days, a moving truck parked on this roadway for over an hour, blocking one whole lane of traffic. This was a significant safety issue, and vehicles

entering and exiting the MTC 1 lot experienced many near miss collisions. Also, many pedestrians were observed to walk within the roadway rather than on the sidewalk located along the east side of this roadway.

Mequon City Hall Lot (Exhibit 1-3):

Parking for City Hall is located between the Logemann Community Center building and City Hall. The City Hall lot has a total of 89 parking spaces: 58 are regular non-restricted spaces, six are handicapped spaces, and 25 are restricted parking spaces. The restricted parking spaces are signed as "City Vehicle Parking Only" (16 spaces) and as "30 Minute Parking 8:00 a.m.-4:30 p.m. Monday through Friday" (nine vehicles). The lot was observed to be utilized by employees of City Hall, MTC 1 patrons (overflow), and visitors to the baseball field.

Common parking violations and safety issues observed in this lot include vehicles parking in the areas signed "No Parking at Any Time," non-City vehicles parking in the spaces restricted for City-only vehicles, motorcycle parking within the striped (no parking) areas of the lot, and pedestrians walking in the roadway (no sidewalks) connecting the various parking lots in the area.

Logemann Community Center Lot (Exhibit 1-4):

The Logemann Community Center building is currently vacant. The surface parking for this building has a total of 49 spaces with no handicapped or restricted parking allocations. The lot was observed to be utilized by Ozaukee County Interurban Trail users (4-10 vehicles recorded at one time), MTC 1 patrons (overflow), and visitors to the baseball field.

Mequon Community Park/Library Lot (Exhibit 1-5):

Parking for the Frank L. Weyenberg Library and the Mequon Community Park (pool, baseball field, playground, and picnic areas) is located at the center of these facilities. The lot has a total of 98 parking spaces: 89 are regular non-restricted spaces, five are handicapped spaces, and four are restricted parking spaces. The restricted parking spaces are signed as "15 Minute Library Parking Only" (three spaces) and "Vending Staff Parking Only" (one space). The lot was observed to be utilized primarily by visitors and staff for the library and park facilities.

Common parking violations and safety issues observed in this lot include vehicles illegally parked in handicapped spaces (no handicapped tags or plates), motorcycles parked on the striped areas of the handicapped spaces, and vehicles entering the lot via the exit-only driveway.

Cedarburg Road On-Street Parking:

Between Division Street and Mequon Road, on-street parking is available along both the east and west sides of Cedarburg Road. None of the on-street parking areas have pavement markings defining the parking spaces for each vehicle. Assuming that vehicles park in the most space-efficient manner, about 40 vehicles can be parked along Cedarburg Road. Parking on Cedarburg Road was observed to be used by MTC 1 patrons, City Hall patrons, and the Mequon Community Park (pool and baseball field) patrons.

Safety issues observed included pedestrians crossing Cedarburg Road from their parked cars on the east side (not using crosswalks) of the roadway, and limited sight distance for vehicles exiting both the City Hall and MTC 1 lots when vehicles are parked in certain spots along the west side of Cedarburg Road. During peak times, the Cedarburg Road on-street parking was occupied less frequently than the MTC 1 lot. It is estimated that the high volume of traffic on

Cedarburg Road coupled with the challenges of parallel parking make this a less desirable place to park than elsewhere within the study area.

Division Street On-Street Parking:

Between the Ozaukee County Interurban Trail and Cedarburg Road, on-street parking is available along the south side of Division Street. Similar to Cedarburg Road parking, there are no pavement markings defining the parking space for each vehicle. Assuming that vehicles park in the most space-efficient manner, about 16 vehicles can be parked along Division Street. Parking on Division Street was observed to be used by Ozaukee County Interurban Trail users and Mequon Community Park (pool and baseball field) patrons. City vehicles and USPS drivers also parked along Division Street during the weekday while performing work-related tasks.

D. EXISTING PARKING DEMAND

The percent occupancy of a "full" lot varies depending on the viewpoints of the user and the location of the development. For example, in downtown Milwaukee (urban areas), where parking demands are higher, a 90 percent occupancy rate is typically used to define a "full" parking area. In suburban areas, the perception is that ample parking should be provided, so an 85 percent occupancy rate is typically used to define a "full" parking area. In rural areas, a lower occupancy rate (75 percent or 80 percent) is sometimes used.

Time of year also plays a factor as well. During the December holiday shopping season, users will accept a higher occupancy rate for "full" conditions. During non-peak shopping times, users expect that an adequate parking supply should be provided.

Another thing to consider is that most municipal zoning codes for parking are based on a range of 70- 90 percent occupancy rates, such that adequate parking is provided during all times throughout the year as well as during the peak time of the year (i.e. Christmas Shopping Season for retail, mid-July for parks/recreation facilities, Mother's Day for restaurants, etc.). Based on the suburban nature of the MTC 1 and the expectations of the patrons (Mequon, Thiensville, Cedarburg, etc.) an 85 percent occupancy rate was used for this study.

As stated previously, parking occupancy was recorded every half hour during the AM, Midday, and PM time periods. From this data, the percent occupancy (demand divided by supply) and parking capacity (number of available spaces before the lot has 85 percent occupancy) for each parking area were calculated.

The tables showing this existing information are located in the following exhibits:

- Exhibit 1-6: Existing Summary of Occupancy for Condition 1
- Exhibit 1-7: Existing Summary of Occupancy for Condition 2
- Exhibit 1-8: Existing Summary of Occupancy for Condition 3
- Exhibit 1-9: Existing Summary of Occupancy for Condition 4

More detailed parking data collected for each parking area is located in Appendix A. This data includes specific spaces within the different parking areas that were occupied during each time period and for each condition.

Based on the data collected, the peak parking demand day was for Condition 1: Typical Spring Weekday – Municipal Court Not in Session. On this day, the MTC 1 lot was full (occupied at 85 percent or more) for over five hours between 11:30 a.m. and 8:30 p.m. The City Hall lot was full

at 12:30 p.m. and from 6:00 p.m. to 7:00 p.m. Occupancy at the Logemann Community Center lot reached 76 percent at 6:30 p.m. and occupancy at the library/community park lot reached 81 percent at 6:30 p.m.

Table 2 summarizes the AM, Midday, and PM parking occupancy for each parking area during each of the four spring and summer conditions evaluated. The table shows the percent of time during the AM, Midday, and PM periods that the parking areas were recorded as full (occupied at 85 percent or more).

As shown, the MTC 1 lot has periods where it is full throughout the day for both spring and summer conditions; the City Hall lot is full during the Midday and PM time periods for the spring conditions; the Logemann Community Center lot is full during the Midday time period in spring when the Municipal Court is in session; and the library/community park lot is full during the Midday time period for the summer Saturday condition. During times when the MTC 1 lot and library/community park lots were full, and the Logemann Community Center lot was nearly full, the on-street parking on Cedarburg Road remained underutilized. During these peak times, the on-street parking along Cedarburg Road reached 30-40 percent during the Midday time period and 55-65 percent during the PM time period.

Table 2 – Existing Uses Peak Demand

Parking Area	Type	Condition	Peak Occupancy	
			Percent	Time
MTC 1	Surface Lot	1: Spring no Court	91%	12 p.m., 5 p.m., 8 p.m.
		2: Spring w/Court	96%	12 p.m.
		3: Summer Wkdy	94%	11 a.m., 6:30 p.m.
		4: Summer Saturday	94%	6:30 p.m.
City Hall	Surface Lot	1: Spring no Court	90%	6:30 p.m.
		2: Spring w/Court	85%	1:30 p.m.
		3: Summer Wkdy	81%	1 p.m., 6:30 p.m.
		4: Summer Saturday	83%	2 p.m.
Logemann Community Center	Surface Lot	1: Spring no Court	76%	6:30 p.m.
		2: Spring w/Court	96%	12:30 p.m.
		3: Summer Wkdy	65%	6:30 p.m.
		4: Summer Saturday	69%	2 p.m.
Library/Park	Surface Lot	1: Spring no Court	81%	6:30 p.m.
		2: Spring w/Court	59%	11 a.m.
		3: Summer Wkdy	76%	1:30 p.m.
		4: Summer Saturday	95%	2 p.m.
Cedarburg Road	On-Street Parking	1: Spring no Court	65%	6:30 p.m.
		2: Spring w/Court	48%	7 p.m.
		3: Summer Wkdy	30%	6:30 p.m.
		4: Summer Saturday	50%	2 p.m., 5 p.m.
Division Street	On-Street Parking	1: Spring no Court	6%	5:30-8:30 p.m.
		2: Spring w/Court	19%	2 p.m.
		3: Summer Wkdy	19%	11:30 a.m.
		4: Summer Saturday	6%	1-2 p.m., 5-6 p.m.

There are several opinions as to whether a parking area is full or over-parked, which is largely dependent on the distance away and visibility of the location of where one parks to one's destination. For example, a patron is usually willing to park farther away from the front door to a Meijer Store or Target versus a coffee shop or hair salon. Likewise, patrons are typically willing to walk a longer distance if they can visibly see the front door of the business they wish to visit instead of walking around buildings or other visual obstructions. With this preface, there are some accepted engineering standards that are typically used for parking studies:

- A parking lot is considered "full" in suburban areas when the occupancy rate (number of spaces filled/vacant spaces) is 85% or greater. This is because some spaces are not usable for all patrons (i.e. handicapped spaces, spaces designated for specific retailers, poorly parked vehicles taking up two spaces, snow storage covering spaces, etc.). It is noted that during most hours of the data collection on the four days of data collection, the MTC 1 lot was parked over 85% and for several peak hours over 90%, with some vehicles parked illegally (in Handicapped spaces with no tags on vehicle, parking in driveway blocking traffic, etc.).

- Most patrons are willing to walk 400 feet to their destination without considering it to be an inconvenience. If it is known that parking is typically challenging, most patrons are willing to walk within 800 feet as long as there is effective wayfinding signing, adequate sidewalks/walkways and visibility to get to their destination. As expected, in nicer weather patrons are also typically more willing to walk up to 800 feet from their destination. Based on comments received by patrons and on our parking demand counts, people are willing to park in the City Hall lot and Logemann Community Center lot to patronize the businesses in MTC 1. People are less willing to park in the library/community park lot or on-street north on Cedarburg Road near the library, or on Division Street.
- The design intent for the MTC 1 development was to be a multi-model center attracting automobile, bike and pedestrian traffic. As such, there is a balance of accommodating parking as well as promoting bike and pedestrian traffic, especially with the proximity of the MTC 1 to the Ozaukee Interurban Trail. For the four days of parking occupancy counts taken, bicycle use was also recorded (number of bikes in the bike rack at Café Hollander or bikes parked in front of other businesses at MTC 1). All four parking demand survey days were taken in favorable weather conditions for pedestrian and bicycle traffic. The data showed that at most, there were 16 bikes parked on a Saturday evening during the 5:00 p.m. dinner hour. Typically, there were less than 10 bikes in the bike rack at any given time. Even under favorable conditions, bicycle use to/from the MTC 1 was found to be very minimal.

E. POTENTIAL RECOMMENDATIONS FOR THE EXISTING CONDITIONS

In summary, the existing parking issues are with MTC 1 parking demand and the use of the City Hall lot and the Logemann Community Center lot as permitted under the shared parking agreement. The parking issues become exacerbated when a baseball game is in progress, as some baseball patrons park in the City Hall lot and the Logemann Community Center lot.

Based on the existing land uses within the study area, the following recommendations are expected to improve parking capacity:

1. **Construct new library parking lot**: The new lot could be constructed with at least 10 additional parking spaces on the north side of the library. Two driveways would be constructed to Division Street for recirculation through the pick-up/drop-off area for library materials. New patron doors would need to be constructed on the north side of the library to encourage patrons to park in the new lot and along the on-street spaces on Division Street.
2. **Interim/Optional Improvement - Reconfigure Division Street on-street parking spaces**: If the library is able to add an entrance to the north side of the building and relocate the book drop, increase the Division Street parking supply by converting the existing parallel parking to 30-degree angle parking. Also add a six-foot or longer buffer between the on-street parking spaces and the eastbound through lane on Division Street so that parking maneuvers do not impact eastbound traffic flow on Division Street. These changes would require additional pavement along the south side of Division Street.

3. **Construct new parking lot north of the park**: The new lot could be constructed north of the community park, on the west side of the library with access to Division Street. This lot would provide parking for the baseball field, reducing the number of baseball patrons that park in the City Hall lot. This lot would also provide additional parking for the Ozaukee Interurban Trail users, reducing the number of trail users that park in the Logemann Community Center lot (4-10 vehicles).
4. **Restripe Cedarburg Road on-street parking spaces**: There currently is no striping delineating individual parking spaces within the on-street parking areas along Cedarburg Road. Striping out individual spaces will maximize the number of vehicles able to be parked along Cedarburg Road. Once restriped, encourage MTC 1 employees to park on Cedarburg Road.
5. **Move City vehicle parking spaces**: Move the 16 restricted parking spaces for City-owned vehicles from the City Hall lot to the far west side of the Logemann Community Center lot.
6. **Reduce time-limit parking spaces for City Hall**: Reduce the number of parking spaces restricted to 30-minute parking in front of City Hall from nine spaces to three spaces.
7. **Remove all restricted parking spaces in MTC 1 lot**: Remove the restricted parking spaces assigned to Fisher Family Chiropractic (one space), Health in Balance Physical Therapy (three spaces), Westwood Cleaners (one space), and Supercuts (three spaces). These nine parking spaces would be utilized by all MTC 1 patrons.
8. **Provide valet parking**: Café Hollander and American Legion Post #457 could provide valet parking to the Piggly Wiggly Shopping Center parking lot during the hours between 11:00 a.m. and 8:00 p.m. This would require leasing agreements between the uses, and it is unknown how many drivers would make use of this service.
9. **Remote park employees**: Provide employee parking in the Piggly Wiggly Shopping Center parking lot for Café Hollander, Colectivo Coffee, and/or other MTC 1 employees. to park in the Piggly Wiggly Shopping Center. This would require leasing agreements between the uses, and employer enforcement of employee parking.
10. **Remove four on-street parking spaces on Cedarburg Road**: To improve visibility/sight distance for vehicles turning left onto Cedarburg Road from the library/community pool and City Hall lot driveways, remove the first two parking spaces directly to the north of each of these driveways.

Note that all parking recommendations included in this report assume proper enforcement. Consideration should be given to incorporating a parking management plan for the Civic Campus to manage employee parking, circulation, loading zones, etc.

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

2079: 08-03-17

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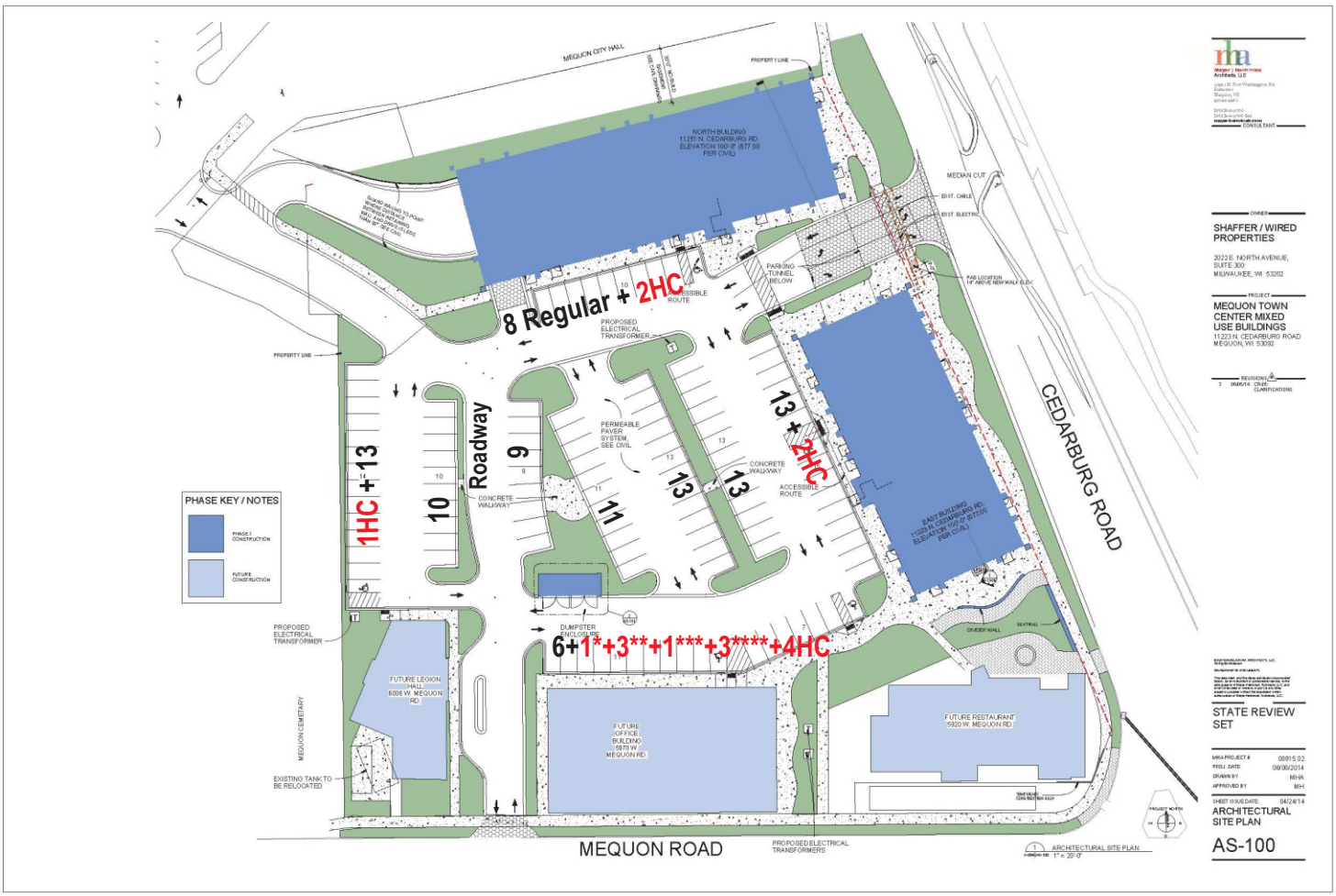
EXHIBIT 1-1
PARKING SUPPLY

CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN



96 - Regular Spaces
9 - Handicapped Spaces (HC)
1 - Restricted Space * Fisher Family Chiro Parking Only
3 - Restricted Spaces ** Health in Balance Parking Only
1 - Restricted Space *** Westwood Dry Cleaners Parking Only
3 - Restricted Space **** Supercuts Parking Only
113 - Total Spaces

TADI TRAFFIC ANALYSIS & DESIGN, INC.

2079: 08-03-17

N

EXHIBIT 1-2
MTC 1 SURFACE LOT PARKING DETAIL

CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

58 - Regular Spaces
6 - Handicapped Spaces (HC)
16 - Restricted Spaces * "City Vehicle Parking Only"
9 - Restricted Spaces ** "30 Minute Parking 8:00 a.m. - 4:30 p.m. M-F"
89 - Total Spaces

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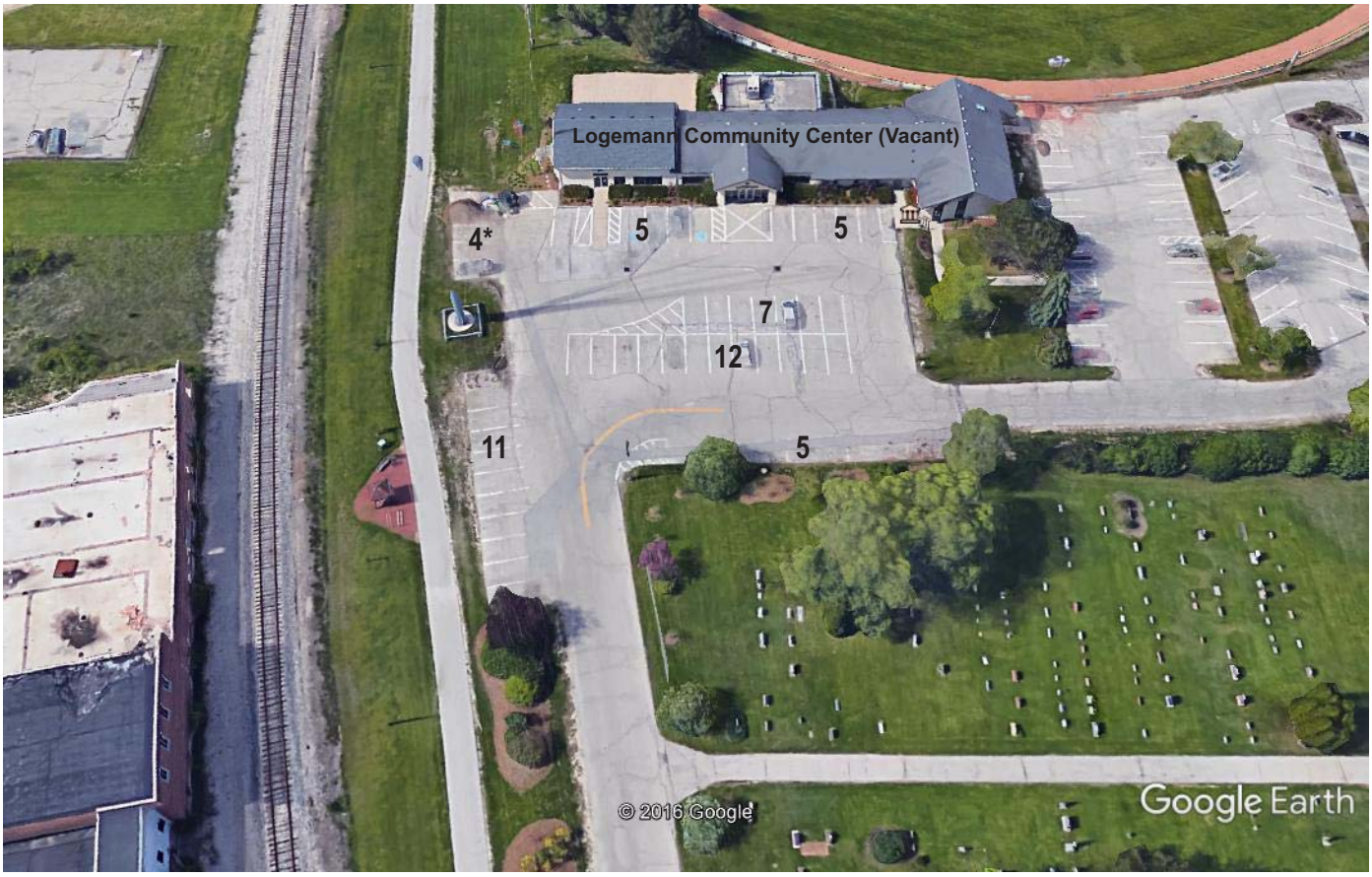
EXHIBIT 1-3
CITY HALL PARKING DETAIL

CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN



Google Earth

feet 200
meters 60

49 - Regular Spaces

* 4 parking spots in NW corner may be inaccessible if larger vehicles are parked in front of the building.

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2079: 08-03-17

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EXHIBIT 1-4
LOGEMANN COMMUNITY CENTER PARKING DETAIL

CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

Google Earth

feet 100
meters 50

89 - Regular Spaces
5 - Handicapped Spaces (HC)
3 - Restricted Spaces * "15 Minute Library Parking Only"
1 - Restricted Space ** "Vending Staff Parking Only"
98 - Total Spaces

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2079: 08-03-17

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EXHIBIT 1-5
LIBRARY/COMMUNITY PARK PARKING DETAIL

CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - EXISTING

Condition 1: Spring Weekday - Municipal Court Not in Session

(pool closed, baseball field in use during evening until 8:45 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
İ ŒÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	72%	15	46%	35	8%	38	9%	74	15%	28	0%	14
8:30	67%	20	52%	30	6%	39	10%	73	15%	28	0%	14
9:00	75%	11	56%	26	8%	38	12%	71	18%	27	0%	14
9:30	77%	9	62%	21	20%	32	27%	57	23%	25	0%	14
10:00	82%	3	58%	24	18%	33	34%	50	23%	25	0%	14
11:00	73%	14	53%	29	12%	36	38%	46	35%	20	0%	14
11:30	88%	-3	62%	21	12%	36	41%	43	33%	21	0%	14
12:00	91%	-7	79%	6	24%	30	39%	45	30%	22	0%	14
12:30	89%	-5	85%	0	51%	17	32%	52	35%	20	0%	14
1:00	96%	-13	80%	5	59%	13	40%	44	35%	20	0%	14
1:30	83%	2	69%	15	45%	20	40%	44	38%	19	0%	14
2:00	73%	13	65%	18	27%	29	41%	43	38%	19	0%	14
5:00	91%	-7	73%	11	24%	30	39%	45	43%	17	0%	14
5:30	87%	-2	82%	3	41%	22	67%	17	48%	15	6%	13
6:00	89%	-5	87%	-1	59%	13	74%	10	55%	12	6%	13
6:30	96%	-13	90%	-4	76%	5	81%	4	65%	8	6%	13
7:00	88%	-4	88%	-2	67%	9	77%	8	60%	10	6%	13
7:30	84%	1	80%	5	47%	19	77%	8	55%	12	6%	13
8:00	91%	-7	76%	8	47%	19	66%	18	45%	16	6%	13
8:30	87%	-2	70%	14	41%	22	67%	17	43%	17	6%	13
9:00	81%	5	47%	34	24%	30	3%	80	38%	19	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 1-6
EXISTING USE SUMMARY OF OCCUPANCY
CONDITION 1: SPRING WEEKDAY-NO COURT
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - EXISTING

Condition 2: Spring Weekday - Municipal Court in Session

(pool closed, baseball field in use during late afternoon until 5:45 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ÌØÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	51%	38	43%	38	10%	37	2%	81	13%	29	0%	14
8:30	62%	26	47%	34	6%	39	6%	77	13%	29	0%	14
9:00	81%	5	60%	23	2%	41	9%	74	20%	26	0%	14
9:30	81%	5	60%	23	14%	35	19%	64	18%	27	0%	14
10:00	89%	-5	61%	22	14%	35	34%	50	18%	27	0%	14
11:00	92%	-8	74%	10	12%	36	59%	25	28%	23	0%	14
11:30	95%	-11	75%	9	59%	13	58%	26	38%	19	0%	14
12:00	96%	-13	83%	2	90%	-2	43%	41	38%	19	0%	14
12:30	91%	-7	80%	5	96%	-5	48%	36	33%	21	0%	14
1:00	89%	-5	82%	3	78%	4	39%	45	40%	18	0%	14
1:30	67%	20	85%	0	53%	16	41%	43	45%	16	13%	12
2:00	73%	13	80%	5	41%	22	39%	45	43%	17	19%	11
5:00	89%	-5	56%	26	22%	31	46%	38	53%	13	0%	14
5:30	87%	-2	60%	23	27%	29	33%	51	45%	16	0%	14
6:00	90%	-6	74%	10	24%	30	36%	48	43%	17	0%	14
6:30	88%	-3	73%	11	27%	29	27%	57	43%	17	0%	14
7:00	95%	-11	73%	11	37%	24	21%	62	48%	15	0%	14
7:30	94%	-10	70%	14	29%	28	14%	69	48%	15	0%	14
8:00	87%	-2	49%	32	24%	30	2%	81	40%	18	0%	14
8:30	70%	17	39%	41	20%	32	2%	81	35%	20	0%	14
9:00	73%	14	24%	55	14%	35	3%	80	35%	20	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 1-7
EXISTING USE SUMMARY OF OCCUPANCY
CONDITION 2: SPRING WEEKDAY WITH COURT
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - EXISTING

Condition 3: Summer Weekday

(pool open, baseball field not in use)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ì ŒÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	44%	46	52%	30	2%	41	4%	79	10%	30	0%	14
8:30	65%	23	58%	24	2%	41	12%	71	10%	30	0%	14
9:00	83%	3	70%	14	0%	42	28%	56	15%	28	0%	14
9:30	88%	-4	71%	13	4%	40	36%	48	18%	27	0%	14
10:00	92%	-8	79%	6	18%	33	57%	27	15%	28	0%	14
11:00	94%	-10	78%	7	47%	19	63%	21	28%	23	0%	14
11:30	91%	-7	73%	11	33%	26	63%	21	25%	24	19%	11
12:00	90%	-6	72%	12	20%	32	44%	40	20%	26	0%	14
12:30	87%	-3	75%	9	22%	31	52%	32	23%	25	13%	12
1:00	91%	-7	81%	4	16%	34	61%	23	28%	23	6%	13
1:30	69%	18	67%	16	18%	33	76%	9	28%	23	6%	13
2:00	64%	24	67%	16	14%	35	72%	12	25%	24	6%	13
5:00	79%	7	35%	45	20%	32	69%	15	23%	25	0%	14
5:30	84%	2	34%	46	14%	35	36%	48	28%	23	0%	14
6:00	90%	-6	79%	6	33%	26	41%	43	28%	23	0%	14
6:30	94%	-10	81%	4	65%	10	40%	44	30%	22	0%	14
7:00	85%	-1	74%	10	51%	17	36%	48	28%	23	0%	14
7:30	78%	8	58%	24	53%	16	22%	61	28%	23	0%	14
8:00	73%	14	49%	32	37%	24	6%	77	28%	23	0%	14
8:30	59%	29	31%	48	20%	32	5%	78	23%	25	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 1-8
EXISTING USE SUMMARY OF OCCUPANCY
CONDITION 3: SUMMER WEEKDAY
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - EXISTING

Condition 4: Summer Saturday

(pool open, baseball field in use from noon to 10:00 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ì ŒÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	37%	53	30%	49	4%	40	4%	79	18%	27	0%	14
8:30	59%	29	31%	48	22%	31	4%	79	33%	21	0%	14
9:00	74%	13	35%	45	20%	32	19%	64	38%	19	0%	14
9:30	77%	9	34%	46	18%	33	34%	50	35%	20	0%	14
10:00	86%	-2	52%	30	24%	30	42%	42	35%	20	0%	14
11:00	92%	-8	57%	25	29%	28	56%	28	33%	21	0%	14
11:30	87%	-3	67%	16	33%	26	54%	30	35%	20	0%	14
12:00	90%	-6	74%	10	57%	14	63%	21	38%	19	0%	14
12:30	89%	-5	75%	9	59%	13	72%	12	35%	20	0%	14
1:00	92%	-8	79%	6	55%	15	77%	8	30%	22	6%	13
1:30	92%	-8	79%	6	57%	14	88%	-3	33%	21	6%	13
2:00	91%	-7	83%	2	69%	8	95%	-10	50%	14	6%	13
5:00	58%	30	34%	46	43%	21	52%	32	50%	14	6%	13
5:30	74%	13	36%	44	47%	19	56%	28	48%	15	6%	13
6:00	75%	11	34%	46	39%	23	54%	30	40%	18	0%	14
6:30	94%	-10	36%	44	35%	25	59%	25	48%	15	0%	14
7:00	93%	-9	42%	39	33%	26	61%	23	45%	16	0%	14
7:30	92%	-8	47%	34	31%	27	52%	32	45%	16	0%	14
8:00	69%	18	42%	39	29%	28	53%	31	38%	19	0%	14
8:30	64%	24	35%	45	27%	29	50%	34	35%	20	0%	14
9:00	43%	47	33%	47	22%	31	49%	35	33%	21	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 1-9
EXISTING USE SUMMARY OF OCCUPANCY
CONDITION 4: SUMMER SATURDAY
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

CHAPTER 2 – FUTURE PARKING DEMAND WITH FULL OCCUPANCY OF MTC 1

A. MTC 1 VACANCIES AND PROPOSED TENANTS

MTC 1 currently has vacancies which are proposed to be filled with tenants in a few months. More specifically, the following vacancies are in MTC 1 along with the proposed new uses:

- North Building – Vacant retail space of 2,903 SF; to be occupied by Marathon Savings Bank
- East Building – Vacant retail space (old Leo & Lou) of 2,115 SF; will be a Nail Salon
- South Building – Vacant office space, Suite 300, 2nd floor of 935 SF; will be an Edward Jones Office
- South Building – Vacant retail of 725 SF; will be future retail
- There is also one vacant apartment. Apartment tenants park in the underground lot and do not contribute to the parking demand within MTC 1. Therefore, the parking demand for this one apartment is not included in the future parking demand assignments/calculations.

B. MTC 1 TOTAL PARKING DEMAND

TADI utilized the *ITE Parking Generation Manual, 4th Edition* to determine the parking demand per hour for all of the proposed uses in the current vacant spaces in MTC 1. The parking demand for the bank, nail salon, office, and retail were all calculated separately due to the different types of uses.

To present a conservative parking analysis, the parking demand and parking occupancy calculations with MTC 1 fully occupied do not include a "shared parking" percent reduction for these new uses. Shared parking occurs when a patron parks to visit one land use, and then shops at another without moving their vehicle. While there are likely to be some shared parking trips between the new and the current uses within MTC 1, the total number is expected to be relatively small and not impact the outcome of the analysis.

Table 3 shows the total parking demand of the infill of vacant spaces within MTC 1 per hour. These parking demands were then added to the parking demand counts of the four days of data collection (Conditions 1-4). More specifically, the parking demand in Table 3 was added to the MTC 1 lot until 85 percent occupancy was reached, and then the remaining was assigned to the City Hall lot, then the Logemann Community Center lot, and then the library/community park lot until 85 percent occupancy in each was reached.

On Saturdays, it was assumed that the Edward Jones office would be closed all day and the Marathon Bank would be closed after 1:00 p.m. The Saturday parking demands were then added to the peak summer Saturday (Condition 4) parking count to determine the future Saturday parking demand.

Table 3 – Parking Demand of the Future Users of the Vacant Spaces within MTC 1

Hour	Future Retail	Edward Jones Office	Nail Salon	Marathon Bank	Total Demand
6:00 a.m. - 7:00 a.m.					0
7:00 a.m. - 8:00 a.m.					0
8:00 a.m. - 9:00 a.m.		2			2
9:00 a.m. - 10:00 a.m.		3	4	4	11
10:00 a.m. - 11:00 a.m.	2	3	5	6	16
11:00 a.m. - 12:00 p.m.	2	3	5	11	21
12:00 p.m. - 1:00 p.m.	2	1	3	12	18
1:00 p.m. - 2:00 p.m.	2	3	4	10	19
2:00 p.m. - 3:00 p.m.	2	3	5	8	18
3:00 p.m. - 4:00 p.m.	2	2	5	6	15
4:00 p.m. - 5:00 p.m.	2	2	3	5	12
5:00 p.m. - 6:00 p.m.	2		3	10	15
6:00 p.m. - 7:00 p.m.	2		4	8	14
7:00 p.m. - 8:00 p.m.	2		4	4	10
8:00 p.m. - 9:00 p.m.					0
9:00 p.m. - 10:00 p.m.					0

C. PARKING DEMAND AND OCCUPANCY WITH MTC 1 FULLY OCCUPIED

The parking demand from the soon-to-be-occupied vacant spaces of the MTC 1 was added to the existing parking demand collected for each parking area. The percent occupancy and parking capacity (spaces left to get up to 85 percent occupancy) with the additional MTC 1 parking demand is shown on the following exhibits.

- Exhibit 2-1: Future (MTC 1 Buildout) Summary of Occupancy for Condition 1
- Exhibit 2-2: Future (MTC 1 Buildout) Summary of Occupancy for Condition 2
- Exhibit 2-3: Future (MTC 1 Buildout) Summary of Occupancy for Condition 3
- Exhibit 2-4: Future (MTC 1 Buildout) Summary of Occupancy for Condition 4

As shown on all exhibits, the MTC 1 lot at full buildout of the MTC 1 development is expected to be full earlier and for a greater part of the day than with just the existing uses. During the spring and summer weekdays (Conditions 1-3), the lot is expected to be full starting at about 9:00 a.m. During the summer Saturday (Condition 4), the lot is expected to be full starting at about 9:30 a.m.

At full buildout, the City Hall lot is expected to be full during nearly the entire Midday time period and for part of the PM time period on summer weekdays (Condition 3). On summer Saturdays (Condition 4), the City Hall lot is expected to full during the Midday time period.

The Logemann Community Center lot is expected to be full for part of the Midday time period on spring weekdays (Conditions 1 and 2). It is also expected to be full for part of the PM time period on spring weekdays when court is not in session, but baseball games are being played (Condition 1).

The library/community park lot is expected to be full at least once during the PM time period during a spring weekday when court is not in session, but baseball games are being played (Condition 1). It is also expected to be full for part of the Midday time period on summer Saturdays (Condition 4) when the pool is open and baseball games are being played.

Of the four days of data collection, the peak parking day with MTC1 fully occupied is expected to be the typical spring weekday when court is not in session and when baseball games are being played (Condition 1). On these types of days, the MTC 1 lot is expected to be full for nearly half of the AM time period (40 percent of the time), nearly all of the Midday time period (86 percent of the time), and nearly all of the PM time period (89 percent of the time). During this same condition, both the City Hall and Logemann Community Center lots are expected to be full for about 1/3 of the Midday and PM time periods. These values for Condition 1, as well as the peak occupancy and percent of time full for all conditions and all parking areas within this study are shown in Table 4.

Table 4 – Future Uses (MTC 1 Buildout) Peak Demand

Parking Area	Type	Condition	Peak Occupancy	
			Percent	Time
MTC 1	Surface Lot	1: Spring no Court	96%	1 p.m., 6:30 p.m.
		2: Spring w/Court	96%	12 p.m.
		3: Summer Wkdy	94%	11 a.m., 6:30 p.m.
		4: Summer Saturday	94%	1:30 p.m., 6:30 p.m.
City Hall	Surface Lot	1: Spring no Court	90%	6:30 p.m.
		2: Spring w/Court	85%	1:30 p.m.
		3: Summer Wkdy	85%	10 a.m.-1:30p.m., 6-7 p.m.
		4: Summer Saturday	85%	11:30 a.m.-1 p.m., 2 p.m.
Logemann Community Center	Surface Lot	1: Spring no Court	86%	12 p.m., 1 p.m., 6 p.m., 6:30, 7 p.m.
		2: Spring w/Court	96%	12:30 p.m.
		3: Summer Wkdy	86%	6:30 p.m.
		4: Summer Saturday	76%	2 p.m.
Library/Park	Surface Lot	1: Spring no Court	90%	6:30 p.m.
		2: Spring w/Court	66%	11:30 a.m.
		3: Summer Wkdy	76%	1:30 p.m.
		4: Summer Saturday	95%	2 p.m.
Cedarburg Road	On-Street Parking	1: Spring no Court	65%	6:30 p.m.
		2: Spring w/Court	53%	5 p.m.
		3: Summer Wkdy	30%	6:30 p.m.
		4: Summer Saturday	50%	2 p.m., 5 p.m.
Division Street	On-Street Parking	1: Spring no Court	6%	5:30-8:30 p.m.
		2: Spring w/Court	19%	2 p.m.
		3: Summer Wkdy	19%	11:30 a.m.
		4: Summer Saturday	6%	1-2 p.m., 5-6 p.m.

D. ADDITIONAL SPACES NEEDED TO ACCOMMODATE EXISTING PARKING DEMAND WITH MTC 1 FULLY OCCUPIED

During the peak parking demand day and time (6:30 p.m. during a spring weekday with court not in session), the MTC 1, City Hall, and Logemann Community Center lots are expected to be full (more than 85 percent occupied). In order to reduce this percentage so that the lots are no longer considered full (up to 85 percent occupied, but not over), an additional 17 parking spaces would need to be added to this area. During this day and time, the library/community park lot is also expected to be full. Reducing this percentage so that the library/community park lot is not full during peak times would require five additional parking spaces.

During the summer Saturday peak parking demand time (Condition 4), the MTC 1, City Hall, and Logemann Community Center lot areas would require an additional 10 parking spaces to no longer be full during peak hours.

Note that the highest parking demand days that could occur during the summer were not evaluated. During a summer weekday with at least 80 degree weather, with the pool open, and with an evening baseball game in session, the parking demand is expected to be higher than what was surveyed for this study. To accommodate this peak parking demand day, it is expected that an additional 15 spaces would be needed in the MTC 1/City Hall/Logemann Community Center lot areas. These 15 spaces would be over and above the 17 additional spaces required to accommodate the peak parking demand day discussed above for Condition 1.

In summary, to accommodate the existing parking demand and the parking demand with the infill of the vacancies in the MTC 1 buildings, **an additional 17 to 32 additional parking spaces are needed** in the MTC 1/City Hall/Logemann Community Center area to allow the parking lots to operate at 85 percent or less occupancy. **An additional 10 spaces are also needed in the library/community park lot** to allow this lot to operate at 85 percent or less occupancy.

E. POTENTIAL RECOMMENDATIONS WITH MTC 1 FULLY OCCUPIED

Based on existing development parking conditions, plus additional parking demand expected with infill of the MTC 1 buildings (vacant spaces within the buildings fully occupied), the following recommendations could be considered:

1. **Implement all existing condition recommendations**: These recommendations are listed in Chapter 1.
2. **Raze the Logemann Community Center for expanded parking lot:** Raze the Logemann Community Center building and utilize this space, the Logemann Community Center parking lot and the City Hall parking lot to create a larger, reconfigured lot with improved efficiency and circulation. Based on the space available, this may yield approximately 30-50 additional parking spaces (Exhibit 2-5).

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
WITH MTC 1 FULLY OCCUPIED
Condition 1: Spring Weekday - Municipal Court Not in Session
(pool closed, baseball field in use during evening until 8:45 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
İ ŒÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	73%	13	46%	35	8%	38	9%	74	15%	28	0%	14
8:30	69%	18	52%	30	6%	39	10%	73	15%	28	0%	14
9:00	85%	0	56%	26	8%	38	12%	71	18%	27	0%	14
9:30	87%	-2	62%	21	20%	32	27%	57	23%	25	0%	14
10:00	82%	3	58%	24	18%	33	34%	50	23%	25	0%	14
11:00	85%	0	61%	22	12%	36	38%	46	35%	20	0%	14
11:30	88%	-3	85%	0	12%	36	41%	43	33%	21	0%	14
12:00	91%	-7	79%	6	61%	12	39%	45	30%	22	0%	14
12:30	89%	-5	85%	0	86%	0	33%	51	35%	20	0%	14
1:00	96%	-13	80%	5	86%	0	46%	38	35%	20	0%	14
1:30	83%	2	69%	15	84%	1	40%	44	38%	19	0%	14
2:00	85%	0	71%	13	27%	29	41%	43	38%	19	0%	14
5:00	91%	-7	73%	11	24%	30	39%	45	43%	17	0%	14
5:30	87%	-2	82%	3	71%	7	67%	17	48%	15	6%	13
6:00	89%	-5	87%	-1	86%	0	77%	8	55%	12	6%	13
6:30	96%	-13	90%	-4	86%	0	90%	-5	65%	8	6%	13
7:00	88%	-4	88%	-2	86%	0	82%	3	60%	10	6%	13
7:30	85%	0	80%	5	65%	10	77%	8	55%	12	6%	13
8:00	91%	-7	76%	8	67%	9	66%	18	45%	16	6%	13
8:30	87%	-2	70%	14	41%	22	67%	17	43%	17	6%	13
9:00	81%	5	47%	34	24%	30	3%	80	38%	19	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 2-1
FUTURE (MTC 1 BUILDOUT) SUMMARY OF OCCUPANCY
CONDITION 1: SPRING WEEKDAY-NO COURT
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
WITH MTC 1 FULLY OCCUPIED
Condition 2: Spring Weekday - Municipal Court in Session
(pool closed, baseball field in use during late afternoon until 5:45 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ÌÖÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	53%	36	43%	38	10%	37	2%	81	13%	29	0%	14
8:30	64%	24	47%	34	6%	39	6%	77	13%	29	0%	14
9:00	85%	0	66%	17	2%	41	9%	74	20%	26	0%	14
9:30	85%	0	66%	17	14%	35	19%	64	18%	27	0%	14
10:00	89%	-5	61%	22	14%	35	34%	50	18%	27	0%	14
11:00	92%	-8	74%	10	55%	15	59%	25	28%	23	0%	14
11:30	95%	-11	75%	9	86%	0	66%	18	38%	19	0%	14
12:00	96%	-13	83%	2	90%	-2	61%	23	38%	19	0%	14
12:30	91%	-7	80%	5	96%	-5	66%	18	33%	21	0%	14
1:00	89%	-5	82%	3	86%	0	54%	30	40%	18	0%	14
1:30	84%	1	85%	0	53%	16	41%	43	45%	16	13%	12
2:00	85%	0	80%	5	51%	17	39%	45	43%	17	19%	11
5:00	89%	-5	56%	26	22%	31	46%	38	53%	13	0%	14
5:30	87%	-2	76%	8	27%	29	33%	51	45%	16	0%	14
6:00	90%	-6	84%	1	37%	24	36%	48	43%	17	0%	14
6:30	88%	-3	84%	1	35%	25	27%	57	43%	17	0%	14
7:00	95%	-11	84%	1	45%	20	21%	62	48%	15	0%	14
7:30	94%	-10	81%	4	29%	28	14%	69	48%	15	0%	14
8:00	87%	-2	61%	22	24%	30	2%	81	40%	18	0%	14
8:30	70%	17	39%	41	20%	32	2%	81	35%	20	0%	14
9:00	73%	14	24%	55	14%	35	3%	80	35%	20	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2079: 08-03-17

EXHIBIT 2-2
FUTURE (MTC 1 BUILDOUT) SUMMARY OF OCCUPANCY
CONDITION 2: SPRING WEEKDAY WITH COURT
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
WITH MTC 1 FULLY OCCUPIED
Condition 3: Summer Weekday
(pool open, baseball field not in use)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ÌÖÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	45%	44	52%	30	2%	41	4%	79	10%	30	0%	14
8:30	66%	21	58%	24	2%	41	12%	71	10%	30	0%	14
9:00	85%	-1	79%	6	0%	42	28%	56	15%	28	0%	14
9:30	88%	-4	83%	2	4%	40	36%	48	18%	27	0%	14
10:00	92%	-8	85%	0	39%	23	57%	27	15%	28	0%	14
11:00	94%	-10	85%	0	76%	5	63%	21	28%	23	0%	14
11:30	91%	-7	85%	0	53%	16	63%	21	25%	24	19%	11
12:00	90%	-6	85%	0	33%	26	44%	40	20%	26	0%	14
12:30	87%	-3	85%	0	41%	22	52%	32	23%	25	13%	12
1:00	91%	-7	85%	0	47%	19	61%	23	28%	23	6%	13
1:30	69%	18	85%	0	24%	30	76%	9	28%	23	6%	13
2:00	80%	6	67%	16	14%	35	72%	12	25%	24	6%	13
5:00	85%	-1	44%	37	20%	32	69%	15	23%	25	0%	14
5:30	85%	-1	48%	33	14%	35	36%	48	28%	23	0%	14
6:00	90%	-6	85%	0	49%	18	41%	43	28%	23	0%	14
6:30	94%	-10	85%	0	86%	0	40%	44	30%	22	0%	14
7:00	85%	-1	85%	0	51%	17	36%	48	28%	23	0%	14
7:30	78%	8	70%	14	53%	16	22%	61	28%	23	0%	14
8:00	73%	14	49%	32	37%	24	6%	77	28%	23	0%	14
8:30	59%	29	31%	48	20%	32	5%	78	23%	25	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 2-3
FUTURE (MTC 1 BUILDOUT) SUMMARY OF OCCUPANCY
CONDITION 3: SUMMER WEEKDAY
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
WITH MTC 1 FULLY OCCUPIED
Condition 4: Summer Saturday
(pool open, baseball field in use from noon to 10:00 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
İ ŒÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	37%	53	30%	49	4%	40	4%	79	18%	27	0%	14
8:30	59%	29	31%	48	22%	31	4%	79	33%	21	0%	14
9:00	81%	5	35%	45	20%	32	19%	64	38%	19	0%	14
9:30	85%	1	34%	46	18%	33	34%	50	35%	20	0%	14
10:00	86%	-2	66%	17	24%	30	42%	42	35%	20	0%	14
11:00	92%	-8	78%	7	29%	28	56%	28	33%	21	0%	14
11:30	87%	-3	85%	0	37%	24	54%	30	35%	20	0%	14
12:00	90%	-6	85%	0	71%	7	63%	21	38%	19	0%	14
12:30	89%	-5	85%	0	76%	5	72%	12	35%	20	0%	14
1:00	92%	-8	85%	0	55%	15	77%	8	30%	22	6%	13
1:30	94%	-10	83%	2	57%	14	88%	-3	33%	21	6%	13
2:00	93%	-9	85%	0	76%	5	95%	-10	50%	14	6%	13
5:00	63%	25	34%	46	43%	21	52%	32	50%	14	6%	13
5:30	78%	8	36%	44	47%	19	56%	28	48%	15	6%	13
6:00	81%	5	34%	46	39%	23	54%	30	40%	18	0%	14
6:30	94%	-10	43%	38	35%	25	59%	25	48%	15	0%	14
7:00	93%	-9	48%	33	33%	26	61%	23	45%	16	0%	14
7:30	92%	-8	54%	28	31%	27	52%	32	45%	16	0%	14
8:00	69%	18	42%	39	29%	28	53%	31	38%	19	0%	14
8:30	64%	24	35%	45	27%	29	50%	34	35%	20	0%	14
9:00	43%	47	33%	47	22%	31	49%	35	33%	21	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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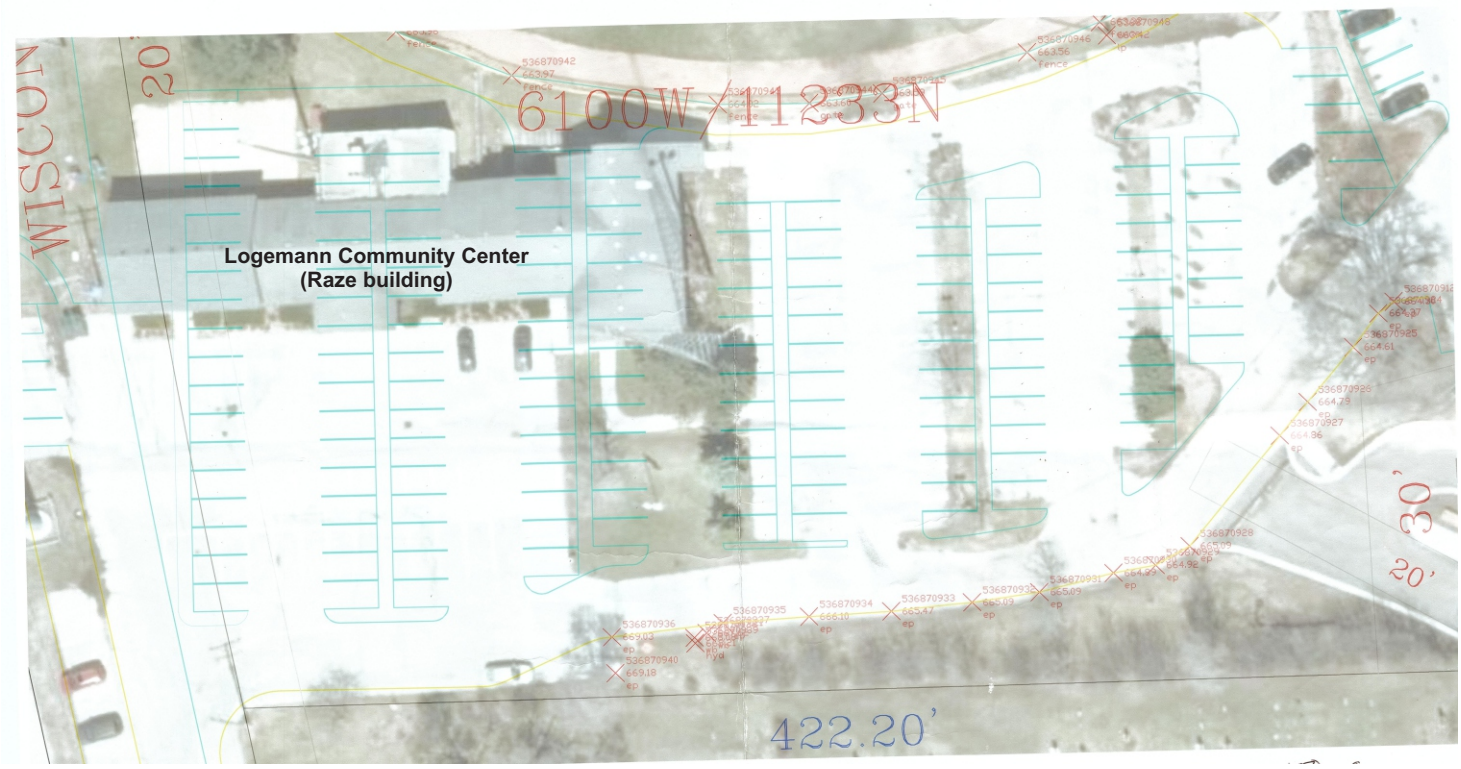
2079: 08-03-17

EXHIBIT 2-4
FUTURE (MTC 1 BUILDOUT) SUMMARY OF OCCUPANCY
CONDITION 4: SUMMER SATURDAY
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN



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TRAFFIC ANALYSIS & DESIGN, INC.

2079: 08-03-17

EXHIBIT 2-5
POTENTIAL PARKING RECOMMENDATIONS (SURFACE LOT)
MTC 1 FULLY OCCUPIED
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

CHAPTER 3 – FUTURE PARKING DEMAND WITH FULL OCCUPANCY OF MTC 1 AND FOXTOWN VENTURES

A. FOXTOWN VENTURES

Foxtown Ventures provided a proposal to redevelop/upgrade the community pool, baseball field and adjacent park. The pool would be upgraded with amenities similar to the City of Cedarburg's and the Village of Grafton's pools, along with concessions and walking paths through the park. The baseball field is proposed to be upgraded with additional seating, a revised field layout and other amenities. These upgrades are expected to increase traffic and parking demands.

B. FOXTOWN VENTURES PARKING DEMAND

Since the proposed upgraded pool is expected to be similar to Cedarburg's and Grafton's pools, TADI conducted traffic counts and parking demand counts at both pool's parking areas on July 19 and 20, 2017, under favorable weather conditions. On July 19, 2017, Cedarburg's pool offered activities and lessons from 6:30 a.m. to 11:45 a.m., open swim from 12:00 p.m. to 4:30 p.m., and special activities from 4:45 p.m. to 8:15 p.m. On July 20, 2017, Grafton's pool offered lessons starting in the later morning, and open swim from 12:00 p.m.-4:00 p.m.

Parking demand counts were conducted every half hour from 8:00 a.m. to 9:30 a.m. (at the Cedarburg and Grafton pools), 11:00 a.m. to 1:30 p.m. (at the Cedarburg and Grafton pools), and from 5:00 p.m. to 8:00 p.m. (at the Cedarburg pool only – the Grafton pool was closed). The parking demand counts were averaged together when data was collected for both pools.

Existing parking demand counts for the community pool were recorded at both the library/community park parking lot and the Cedarburg Road on-street parking area, as both were observed to be used by pool patrons. Parking demand was recorded for times when the pool was closed as well as open. This was done so that the parking demand could be interpolated from the data collected.

Table 5 illustrates the existing parking demand for the Mequon Community Park pool, the total parking demand expected with an upgraded pool (using data collected from Cedarburg and Grafton pools), and the resulting net increase in parking demand with the upgraded community pool.

Table 5 – Parking Demand Increase with an Upgraded Pool

Library/Community Park Lot			
Hour	**Existing Pool Pkg Demand**	**Pkg Demand w/New Pool**	**Net Increase in Pkg Demand**
8:00 AM	0	23	23
8:30 AM	2	25	23
9:00 AM	15	19	4
9:30 AM	9	33	24
10:00 AM	23	34	11
11:00 AM	25	42	17
11:30 AM	22	40	18
12:00 PM	12	26	14
12:30 PM	14	33	19
1:00 PM	16	44	28
1:30 PM	18	62	44
2:00 PM	20	65	45
5:00 PM	12	56	44
5:30 PM	11	61	50
6:00 PM	10	48	38
6:30 PM	12	16	4
7:00 PM	14	18	4
7:30 PM	12	19	7
8:00 PM	10	26	16
8:30 PM	5	12	7

The parking demand for the baseball field is a little more challenging to predict as various levels of teams with various spectators play on the existing field. Based on discussions with Foxtown Ventures and City Staff, it was decided to increase the current baseball field parking demand by 30 percent to account for an upgraded field. Existing parking counts were collected in the library/community park lot both with and without baseball games in session. This allows TADI to interpolate the parking demand data to determine the existing baseball field parking demand. The existing parking demand data calculated for the baseball field was then increased by 30 percent to account for an upgraded baseball field, seating area and amenities. The resulting net increase in parking demand for upgraded baseball field is shown in Table 6.

Table 6 – Increase in Parking Demand with an Upgraded Baseball Facility

Library/Community Park Lot		
Hour	**Weekday Evening Pkg. Demand**	**Saturday Pkg. Demand**
8:00 AM		
8:30 AM		
9:00 AM		
9:30 AM		
10:00 AM		
11:00 AM		4
11:30 AM		7
12:00 PM		13
12:30 PM		12
1:00 PM		12
1:30 PM		10
2:00 PM		9
5:00 PM	4	7
5:30 PM	7	5
6:00 PM	13	
6:30 PM	14	
7:00 PM	16	
7:30 PM	20	
8:00 PM	17	
8:30 PM	10	

The increases in parking demands shown in Tables 5 and 6 were added to the existing parking demand counts collected on the days when either baseball games were in session or when the pool was open. The parking demand data was first added to the library/community park lot until 85 percent occupancy was reached, and then the remaining demand was assigned to the Division Road on-street parking until 85 percent occupancy was reached, and any remaining demand was finally assigned to the Cedarburg Road on-street parking. Parking was not assigned to the City Hall lot as this lot already shows to be full when baseball games are in session.

C. PARKING DEMAND AND OCCUPANCY WITH MTC 1 FULLY OCCUPIED AND FOXTOWN VENTURES

The parking demand from the Foxtown Ventures was added to the soon-to-be-occupied vacant spaces of the MTC 1 and the existing parking demand collected for each parking area. The percent occupancy and parking capacity (spaces left to get up to 85 percent occupancy) with the additional Foxtown Ventures parking demand is shown on the following exhibits.

- Exhibit 3-1: Future (Foxtown & MTC 1) Summary of Occupancy for Condition 1
- Exhibit 3-2: Future (Foxtown & MTC 1) Summary of Occupancy for Condition 2
- Exhibit 3-3: Future (Foxtown & MTC 1) Summary of Occupancy for Condition 3
- Exhibit 3-4: Future (Foxtown & MTC 1) Summary of Occupancy for Condition 4

As shown on the exhibits, the Foxtown Ventures project is expected to increase the number of hours that the parking areas within the study area are full for all analysis conditions. With the expected increased parking demand at the upgraded baseball field and pool, more parking overflow is expected on Cedarburg Road and Division Street. Cedarburg Road on-street parking is expected to be full for about 30 percent of the time during the Midday time period on summer Saturdays. Division Street on-street parking is expected to be full for about 30 percent of the time during the Midday time period on summer weekdays, and for 57 percent of the time during the Midday time period on summer Saturdays.

Of the four days of data collection, the peak parking day with MTC 1 fully occupied and with the Foxtown Ventures project is expected to be the typical summer weekday with no court in session and without a baseball game, but with the new pool open (Condition 3). This summer sunny weekday shows that the MTC 1 lot is expected to be full (85 percent or more occupied) from 9:00 a.m. to 10:00 a.m., 11:00 a.m. to 1:00 p.m., and from 5:00 p.m. to 9:00 p.m. The City Hall lot is expected to be full at 85 percent or more from 10:00 a.m. to 2:00 p.m., and from 6:00 p.m. to 7:00 p.m. The Logemann Community Center lot is expected to be full at 85 percent or more at 6:30 p.m. The Library lot is expected to be full at 85 percent or more from 1:00 p.m. to 5:30 p.m. The Division Road on-street parking is expected to be at 88 percent occupancy at 1:30 p.m. and 2:00 p.m. Table 7 shows the peak occupancy and percent of time full for all conditions and all parking areas within this study.

Table 7 – Future Uses (Foxtown Ventures & MTC 1 Buildout) Peak Demand

Parking Area	Type	Condition	Peak Occupancy	
			Percent	Time
MTC 1	Surface Lot	1: Spring no Court	96%	1 p.m., 6:30 p.m.
		2: Spring w/Court	96%	12 p.m.
		3: Summer Wkdy	94%	11 a.m., 6:30 p.m.
		4: Summer Saturday	94%	1:30 p.m., 6:30 p.m.
City Hall	Surface Lot	1: Spring no Court	90%	6:30 p.m.
		2: Spring w/Court	85%	1:30 p.m.
		3: Summer Wkdy	85%	10 a.m.-2 p.m., 6-7 p.m.
		4: Summer Saturday	85%	11:30 a.m.-2 p.m.
Logemann Community Center	Surface Lot	1: Spring no Court	86%	12:30, 1 p.m., 6-7 p.m.
		2: Spring w/Court	96%	12:30 p.m.
		3: Summer Wkdy	86%	6:30 p.m.
		4: Summer Saturday	86%	1:30 p.m., 2 p.m.
Library/Park	Surface Lot	1: Spring no Court	90%	6:30 p.m.
		2: Spring w/Court	66%	11:30 a.m., 12:30, 5 p.m.
		3: Summer Wkdy	87%	5:30 p.m.
		4: Summer Saturday	95%	2 p.m.
Cedarburg Road	On-Street Parking	1: Spring no Court	68%	6:30 p.m.
		2: Spring w/Court	53%	5 p.m.
		3: Summer Wkdy	80%	1:30 p.m.
		4: Summer Saturday	85%	1:30 p.m., 2 p.m.
Division Street	On-Street Parking	1: Spring no Court	88%	6:30 p.m.
		2: Spring w/Court	19%	2 p.m.
		3: Summer Wkdy	88%	1:30 p.m., 2 p.m.
		4: Summer Saturday	88%	12:30-2 p.m.

D. ADDITIONAL SPACES NEEDED TO ACCOMMODATE EXISTING PARKING DEMAND WITH MTC 1 FULLY OCCUPIED AND FOXTOWN VENTURES

Based on the parking demand counts and the parking demand expected with infill of the vacant spaces of the MTC 1 buildings and the Foxtown Venture development, additional parking supply is needed. During the peak parking demand day and time (6:30 p.m. during a spring weekday with court not in session – Condition 1), MTC 1, City Hall, and Logemann Community Center lots are expected to be full (more than 85 percent occupied). In order to reduce this percentage so that the lots are no longer considered full, an additional 17 parking spaces would need to be added to this area. During this day and time, the library/community park lot is also expected to be full. Reducing this percentage so that the library/community park lot is not full during peak times would require five additional parking spaces.

During the summer Saturday peak parking demand time (2:00 p.m. for Condition 4), the library/community park lot would require an additional 10 spaces to reduce the occupancy to 85 percent. To reduce the on-street parking demand on Division Street and Cedarburg Road, 10 more spaces could be added to the library/community park lot, bringing the additional spaces in

that lot to 20. With the Foxtown Ventures development and without additional parking supply, the entire study area is expected to be at an overcapacity parking situation, and would require patrons to walk far outside the desirable 400 foot radius to their destination.

Note that the highest parking demand days that could occur during the summer were not evaluated. During a summer weekday with at least 80 degree weather, with the pool open, and with an evening baseball game in session, the parking demand is expected to be higher that what was surveyed for this study. To accommodate this peak parking demand day, it expected than an additional 15 spaces would be needed in the MTC 1/City Hall/Logemann Community Center lot areas. These 15 spaces would be over and above the 17 additional spaces required to accommodate the peak parking demand day discussed above for Condition 1.

In summary, to accommodate the existing parking demand and the parking demand with the infill of the vacancies in MTC 1 buildings as well as the Foxwood Ventures project, **an additional 17 to 32 additional parking spaces are needed in the MTC 1/City Hall/Logemann Community Center area,** and an **additional 20 to 35 additional parking spaces are needed in the library/community park lot** to allow the parking lots to operate at 85 percent or less occupancy.

E. POTENTIAL RECOMMENDATIONS WITH MTC 1 FULLY OCCUPIED AND FOXTOWN VENTURES

Based on existing development parking conditions, plus additional parking demand expected with infill of the MTC 1 buildings and the Foxtown Ventures project, the following recommendations could be considered:

1. **Implement all existing condition recommendations**: These recommendations are listed in Chapter 1.
2. **Raze the Logemann Community Center for expanded parking lot:** Raze the Logemann Community Center building and utilize this space, the Logemann Community Center parking lot and the City Hall parking lot to create a larger, reconfigured lot with improved efficiency and circulation. Based on the space available, this may yield approximately 30-50 additional parking spaces (Exhibit 2-5).
3. **Construct a new roadway with parking along the Ozaukee Interurban Trail:** Connect the reconfigured Logemann Community Center lot to the new parking lot recommended on the west side of the library with a new roadway that parallels the Ozaukee Interurban Trail. Provide parking along this roadway for trail users and baseball field patrons. This new parking would reduce the number of baseball patrons parking in the City Hall lot. The new roadway would improve circulation within the entire study area by providing an alternative exit to the street system (via Division Street).
4. **Move City vehicle parking spaces**: Move the 16 restricted parking spaces for City-owned vehicles from the City Hall lot to new spaces along the Ozaukee Interurban Trail (instead of to the west side of the Logemann Community Center lot as was recommended for the existing conditions).
5. **Expand existing library/community park lot:** The pool and baseball field upgrades with the Foxtown Ventures project could allow for an additional 10 parking spaces within the library/community park lot.

6. **Install traffic signals at Division Street/Cedarburg Road:** With the increased demand expected from the Foxtown Ventures project, the new parking areas adjacent to the library, and the new internal road connection proposed between the Logemann Community Center lot and Division Street, traffic volumes at the Division Street/Cedarburg Road intersection may increase enough to warrant traffic signals. A traffic signal would not only reduce delays and queues at that intersection, but would create gaps in traffic along Cedarburg Road for easier turns into and out of the library/community park and City Hall driveways.

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
With MTC 1 Fully Occuppied with Foxtown Ventures
Condition 1: Spring Weekday - Municipal Court Not in Session
(pool closed, baseball field in use during evening until 8:45 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ì ØÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	73%	13	46%	35	8%	38	9%	74	15%	28	0%	14
8:30	69%	18	52%	30	6%	39	10%	73	15%	28	0%	14
9:00	85%	0	56%	26	8%	38	12%	71	18%	27	0%	14
9:30	87%	-2	62%	21	20%	32	27%	57	23%	25	0%	14
10:00	82%	3	58%	24	18%	33	34%	50	23%	25	0%	14
11:00	85%	0	61%	22	12%	36	38%	46	35%	20	0%	14
11:30	88%	-3	85%	0	12%	36	41%	43	33%	21	0%	14
12:00	91%	-7	79%	6	61%	12	39%	45	30%	22	0%	14
12:30	89%	-5	85%	0	86%	0	33%	51	35%	20	0%	14
1:00	96%	-13	80%	5	86%	0	46%	38	35%	20	0%	14
1:30	83%	2	69%	15	84%	1	40%	44	38%	19	0%	14
2:00	85%	0	71%	13	27%	29	41%	43	38%	19	0%	14
5:00	91%	-7	73%	11	24%	30	43%	41	43%	17	0%	14
5:30	87%	-2	82%	3	71%	7	74%	10	48%	15	6%	13
6:00	89%	-5	87%	-1	86%	0	86%	-1	55%	12	31%	9
6:30	96%	-13	90%	-4	86%	0	90%	-5	68%	7	88%	0
7:00	88%	-4	88%	-2	86%	0	86%	-1	60%	10	81%	1
7:30	85%	0	80%	5	65%	10	86%	-1	55%	12	75%	2
8:00	91%	-7	76%	8	67%	9	84%	1	45%	16	6%	13
8:30	87%	-2	70%	14	41%	22	78%	7	43%	17	6%	13
9:00	81%	5	47%	34	24%	30	7%	76	38%	19	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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EXHIBIT 3-1
FUTURE (MTC 1 BUILDOUT/FOXTOWN) SUMMARY OF OCCUPANCY
CONDITION 1: SPRING WEEKDAY-NO COURT
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
With MTC 1 Fully Occuppied with Foxtown Ventures
Condition 2: Spring Weekday - Municipal Court in Session
(pool closed, baseball field in use during late afternoon until 5:45 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ì ØÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	53%	36	43%	38	10%	37	2%	81	13%	29	0%	14
8:30	64%	24	47%	34	6%	39	6%	77	13%	29	0%	14
9:00	85%	0	66%	17	2%	41	9%	74	20%	26	0%	14
9:30	85%	0	66%	17	14%	35	19%	64	18%	27	0%	14
10:00	89%	-5	61%	22	14%	35	34%	50	18%	27	0%	14
11:00	92%	-8	74%	10	55%	15	59%	25	28%	23	0%	14
11:30	95%	-11	75%	9	86%	0	66%	18	38%	19	0%	14
12:00	96%	-13	83%	2	90%	-2	61%	23	38%	19	0%	14
12:30	91%	-7	80%	5	96%	-5	66%	18	33%	21	0%	14
1:00	89%	-5	82%	3	86%	0	54%	30	40%	18	0%	14
1:30	84%	1	85%	0	53%	16	41%	43	45%	16	13%	12
2:00	85%	0	80%	5	51%	17	49%	35	43%	17	19%	11
5:00	89%	-5	56%	26	22%	31	66%	18	53%	13	0%	14
5:30	87%	-2	76%	8	27%	29	43%	41	45%	16	0%	14
6:00	90%	-6	84%	1	37%	24	41%	43	43%	17	0%	14
6:30	88%	-3	84%	1	35%	25	27%	57	43%	17	0%	14
7:00	95%	-11	84%	1	45%	20	21%	62	48%	15	0%	14
7:30	94%	-10	81%	4	29%	28	14%	69	48%	15	0%	14
8:00	87%	-2	61%	22	24%	30	2%	81	40%	18	0%	14
8:30	70%	17	39%	41	20%	32	2%	81	35%	20	0%	14
9:00	73%	14	24%	55	14%	35	3%	80	35%	20	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 3-2
FUTURE (MTC 1 BUILDOUT/FOXTOWN) SUMMARY OF OCCUPANCY
CONDITION 2: SPRING WEEKDAY WITH COURT
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
With MTC 1 Fully Occuppied with Foxtown Ventures
Condition 3: Summer Weekday
(pool open, baseball field not in use)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ì ŒÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	45%	44	52%	30	2%	41	28%	56	10%	30	0%	14
8:30	66%	21	58%	24	2%	41	36%	48	10%	30	0%	14
9:00	85%	-1	79%	6	0%	42	32%	52	15%	28	0%	14
9:30	88%	-4	83%	2	4%	40	60%	24	18%	27	0%	14
10:00	92%	-8	85%	0	39%	23	68%	16	15%	28	0%	14
11:00	94%	-10	85%	0	76%	5	81%	4	28%	23	0%	14
11:30	91%	-7	85%	0	53%	16	82%	3	25%	24	19%	11
12:00	90%	-6	85%	0	33%	26	58%	26	20%	26	0%	14
12:30	87%	-3	85%	0	41%	22	71%	13	23%	25	13%	12
1:00	91%	-7	85%	0	47%	19	86%	-1	28%	23	31%	9
1:30	69%	18	85%	0	24%	30	86%	-1	80%	2	88%	0
2:00	80%	6	85%	0	14%	35	86%	-1	33%	21	88%	0
5:00	85%	-1	75%	9	20%	32	86%	-1	23%	25	0%	14
5:30	85%	-1	48%	33	14%	35	87%	-2	28%	23	0%	14
6:00	90%	-6	85%	0	49%	18	80%	5	28%	23	0%	14
6:30	94%	-10	85%	0	86%	0	44%	40	30%	22	0%	14
7:00	85%	-1	85%	0	51%	17	40%	44	28%	23	0%	14
7:30	78%	8	70%	14	53%	16	30%	54	28%	23	0%	14
8:00	73%	14	49%	32	37%	24	22%	61	28%	23	0%	14
8:30	59%	29	31%	48	20%	32	12%	71	23%	25	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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EXHIBIT 3-3
FUTURE (MTC 1 BUILDOUT/FOXTOWN) SUMMARY OF OCCUPANCY
CONDITION 3: SUMMER WEEKDAY
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
With MTC 1 Fully Occuppied with Foxtown Ventures
Condition 4: Summer Saturday
(pool open, baseball field in use from noon to 10:00 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ì ØÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	37%	53	30%	49	4%	40	28%	56	18%	27	0%	14
8:30	59%	29	31%	48	22%	31	28%	56	33%	21	0%	14
9:00	81%	5	35%	45	20%	32	23%	60	38%	19	0%	14
9:30	85%	1	34%	46	18%	33	58%	26	35%	20	0%	14
10:00	86%	-2	66%	17	24%	30	53%	31	35%	20	0%	14
11:00	92%	-8	78%	7	29%	28	78%	7	33%	21	0%	14
11:30	87%	-3	85%	0	37%	24	80%	5	35%	20	0%	14
12:00	90%	-6	85%	0	71%	7	86%	-1	38%	19	31%	9
12:30	89%	-5	85%	0	76%	5	86%	-1	45%	16	88%	0
1:00	92%	-8	85%	0	61%	12	86%	-1	68%	7	88%	0
1:30	94%	-10	85%	0	86%	0	88%	-3	85%	0	88%	0
2:00	93%	-9	85%	0	86%	0	95%	-10	85%	0	88%	0
5:00	63%	25	54%	28	43%	21	86%	-1	50%	14	6%	13
5:30	78%	8	65%	18	47%	19	86%	-1	48%	15	6%	13
6:00	81%	5	42%	39	39%	23	86%	-1	40%	18	0%	14
6:30	94%	-10	43%	38	35%	25	63%	21	48%	15	0%	14
7:00	93%	-9	48%	33	33%	26	65%	19	45%	16	0%	14
7:30	92%	-8	54%	28	31%	27	59%	25	45%	16	0%	14
8:00	69%	18	42%	39	29%	28	69%	15	38%	19	0%	14
8:30	64%	24	35%	45	27%	29	57%	27	35%	20	0%	14
9:00	43%	47	33%	47	22%	31	49%	35	33%	21	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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EXHIBIT 3-4
FUTURE (MTC 1 BUILDOUT/FOXTOWN) SUMMARY OF OCCUPANCY
CONDITION 4: SUMMER SATURDAY
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

CHAPTER 4 – FUTURE PARKING DEMAND WITH FULL OCCUPANCY OF MTC 1 AND BACKWOODS PUB & GRILL

A. BACKWOODS PUB & GRILL

It has been proposed to redevelop the vacant Logemann Community Center building to a "Backwoods Pub & Grill" restaurant. This restaurant would be 7,000 SF (gross square footage), would seat between 200 and 240 people, and would serve lunch and dinner (no breakfast). The restaurant project would also include the following parking additions/modifications:

1. Commit to lease 20 parking spaces in the Piggly Wiggly Shopping Center parking lot (these are assumed to be for employees of the restaurant).
2. Potentially create 31 parking spaces within the WE Energies easement adjacent to the Ozaukee Interurban Trail, which would require a new lease and easement agreement with WE Energies. It is unknown whether this would be accepted by WE Energies.
3. Redevelop 34 current parking spaces directly south of the Logemann Community Center into 39 usable parking spaces, resulting in a net increase of five parking spaces.
4. Commit to develop a valet parking plan for peak restaurant hours. However, it is unknown where these vehicles would be parked as adjacent parking lots have shown to be at or above 85% during the peak restaurant hours.

For this parking demand study, 20 spaces have been subtracted from the restaurant parking demand to account for the 20 leased spaces from the Piggly Wiggly Shopping Center. This assumes that these 20 leased spaces are always used by employees up to the maximum of 20 spaces for each hour.

The additional 31 spaces within the WE Energies easement was not added to the parking supply as it is currently unknown if WE Energies would accept the agreement. However, in the calculations for additional parking supply, these 31 spaces have been included. The five additional spaces from the parking lot reconfiguration were also included in the need for additional parking supply.

The valet parking component was not included in the parking analysis as there are no adjacent parking areas available for the valet parking.

B. BACKWOODS PUB & GRILL PARKING DEMAND

According to the *ITE Parking Generation Manual, 4th Edition*, the Backwoods Pub & Grill is classified as a "high turn-over sit down restaurant with a bar in a suburban area". The ITE manual compiled 21 studies of this type of restaurant (high turn-over sit down restaurant with a bar in a suburban area) with an average square footage of 8,100 gross square feet, and compiled 14 studies of this type of restaurant with an average seating capacity of 210 seats. Therefore, the ITE data represents a close fit to the proposed Backwoods Pub & Grill.

If gross square footage (7,000 SF) is used as a variable in calculating the parking demand for the restaurant, the peak parking demand would be 93 spaces for a weekday and 114 spaces for a Saturday. If the number of seats (240 seats) is used as a variable in calculating the parking demand for the restaurant, the peak parking demand would be 115 spaces for a weekday and 113 spaces for a Saturday. Using both variables yields very similar results. For this parking demand

study, a peak parking demand of 114 spaces was used. This peak parking demand of 114 spaces is expected to occur from 7:00 p.m. to 8:00 p.m. on a weekday and from 6:00 p.m. to 7:00 p.m. on a Saturday. A distribution of the parking demand throughout the weekday and Saturday (based on percentages per hour by ITE) is shown below in Table 8.

Table 8 – Parking Demand of the Proposed Backwoods Pub & Grill

Hour	Weekday Pkg Demand	Saturday Pkg Demand
6:00 a.m. - 7:00 a.m.	0	0
7:00 a.m. - 8:00 a.m.	0	0
8:00 a.m. - 9:00 a.m.	8	9
9:00 a.m. - 10:00 a.m.	8	10
10:00 a.m. - 11:00 a.m.	18	23
11:00 a.m. - 12:00 p.m.	56	34
12:00 p.m. - 1:00 p.m.	63	47
1:00 p.m. - 2:00 p.m.	44	60
2:00 p.m. - 3:00 p.m.	31	52
3:00 p.m. - 4:00 p.m.	22	43
4:00 p.m. - 5:00 p.m.	25	72
5:00 p.m. - 6:00 p.m.	68	91
6:00 p.m. - 7:00 p.m.	107	114
7:00 p.m. - 8:00 p.m.	114	106
8:00 p.m. - 9:00 p.m.	92	80
9:00 p.m. - 10:00 p.m.	96	38

The increases in parking demands were then added to the parking demand counts of the four days of data collection (Conditions 1-4). As previously stated, 20 demand spaces were subtracted from the parking demand numbers for each hour prior to assigning parking to the existing demand counts to account for the 20 leased spaces in the Piggle Wiggly Shopping Center for Backwoods Pub & Grill employees. For example, the net parking demand to the study area for a weekday from 12:00 p.m.-1:00 p.m. is expected to be 43 spaces (total parking demand of 63 minus 20 spaces in the Piggly Wiggly Shopping Center parking lot = 43 demand spaces to the study area).

The net new parking demand was distributed to the closest parking area until 85 percent occupancy was reached in that lot/area. For Backwoods Pub & Grill parking demand, the parking areas were filled as follows:

1. The Logemann Community Lot was filled first until 85 percent occupancy was reached.
2. If the Logemann Community Lot was filled to 85 percent occupancy with excess parking demand left to be assigned, then the City Hall lot was filled until 85 percent occupancy was reached.

3. If the City Hall lot was filled to 85 percent occupancy with excess parking demand left to be assigned, then the library/community park lot was filled until 85 percent occupancy was reached.
4. If the library/community park lot was filled to 85 percent occupancy with excess parking demand left to be assigned, then Cedarburg Road on-street parking was filled until 85 percent occupancy was reached.
5. If Cedarburg Road on-street parking was filled to 85 percent occupancy with excess parking demand left to be assigned, then Division Street on-street parking was filled until 85 percent occupancy was reached.
6. If excess parking demand left to be assigned still exists after the entire study area was filled to 85 percent, then that was noted.

The MTC 1 lot was not used for distribution of the Backwoods Pub & Grill parking demand. This lot is already filled at or above 85 percent during the lunch and dinner hours for each of the survey days.

C. PARKING DEMAND AND OCCUPANCY WITH MTC 1 FULLY OCCUPIED AND BACKWOODS PUB & GRILL

The parking demand from Backwoods Pub & Grill was added to the soon-to-be-occupied vacant spaces of the MTC 1 and the existing parking demand collected for each parking area. The percent occupancy and parking capacity (spaces left to achieve 85 percent occupancy) with the additional Backwoods Pub & Grill parking demand is shown on the following exhibits:

- Exhibit 4-1: Future (Backwoods & MTC 1) Summary of Occupancy for Condition 1
- Exhibit 4-2: Future (Backwoods & MTC 1) Summary of Occupancy for Condition 2
- Exhibit 4-3: Future (Backwoods & MTC 1) Summary of Occupancy for Condition 3
- Exhibit 4-4: Future (Backwoods & MTC 1) Summary of Occupancy for Condition 4

As shown in the exhibits, the Backwoods Pub & Grill project is expected to increase and fill the MTC 1, City Hall, and Logemann lot parking areas during most of the Midday and PM time periods for spring and summer Conditions 1-4. During the Midday time period, the library/community park lot becomes full for part of the day with Condition 2 (spring weekday when court is in session), Condition 3 (summer weekday), and Condition 4 (summer Saturday). During the Midday time period, the on-street parking areas on Cedarburg Road are also expected to become full with Condition 4 (summer Saturday).

During the PM time period, the library/community park lot and the on-street parking areas on both Cedarburg Road and Division Street are also expected to be full for the majority of that time on a spring weekday when court is not in session, but baseball games are being played in the evening (Condition 1). All lots are also expected to be full at the same time at least once during the PM time period on a peak summer weekday (Condition 3). For both of these conditions, the entire parking area is therefore expected to reach maximum parking capacity during the PM time period without satisfying the expected parking demand.

These values are summarized in Table 9. This table identifies the peak occupancy and percent of time full for all conditions and all parking areas within the study area.

Table 9 – Future Uses (Backwoods Pub & Grill and MTC 1 Buildout) Peak Demand

Parking Area	Type	Condition	Peak Occupancy	
			Percent	Time
MTC 1	Surface Lot	1: Spring no Court	96%	1 p.m., 6:30 p.m.
		2: Spring w/Court	96%	12 p.m.
		3: Summer Wkdy	94%	11 a.m., 6:30 p.m.
		4: Summer Saturday	94%	1:30 p.m., 6:30 p.m.
City Hall	Surface Lot	1: Spring no Court	90%	6:30 p.m.
		2: Spring w/Court	85%	11 a-1:30 p, 5:30-8:30 p.m.
		3: Summer Wkdy	85%	10 a-1:30 p, 5:30-8 p.m.
		4: Summer Saturday	85%	11:30 a.m.-7:30 p.m.
Logemann Community Center	Surface Lot	1: Spring no Court	86%	11 a.m.-1:30 p.m., 5-9 p.m.
		2: Spring w/Court	96%	12:30 p.m.
		3: Summer Wkdy	86%	11 a.m.-1 p.m., 5-8 p.m.
		4: Summer Saturday	86%	12 p.m.-8:30 p.m.
Library/Park	Surface Lot	1: Spring no Court	90%	6:30 p.m.
		2: Spring w/Court	86%	11:30 a.m.-12:30, 6-7 p.m.
		3: Summer Wkdy	86%	11-11:30 a.m., 6-7 p.m.
		4: Summer Saturday	95%	2 p.m.
Cedarburg Road	On-Street Parking	1: Spring no Court	85%	5:30 p.m.-9 p.m.
		2: Spring w/Court	80%	12 p.m.
		3: Summer Wkdy	85%	6-7 p.m.
		4: Summer Saturday	85%	1:30 p.m., 2 p.m.
Division Street	On-Street Parking	1: Spring no Court	88%	5:30 p.m.-8 p.m.
		2: Spring w/Court	19%	2 p.m.
		3: Summer Wkdy	88%	6:30 p.m.
		4: Summer Saturday	69%	2 p.m.

D. ADDITIONAL SPACES NEEDED TO ACCOMMODATE EXISTING PARKING DEMAND WITH MTC 1 FULLY OCCUPIED AND BACKWOODS PUB & GRILL

Based on parking demand counts and the parking demand expected with the infill of the vacant spaces of MTC 1 buildings and the Backwoods Pub & Grill, additional parking supply is needed.

The typical spring weekday (Condition 1) shows that all parking areas within the study area are expected to be full (85 percent or more occupied) from 5:30 p.m. to 8:00 p.m. Even with the entire study area full, there is excess parking demand that was not allocated to available parking spaces. At the peak parking day and time (6:30 p.m. during Condition 1), there is an unserved additional demand of 70 parking spaces. This means that there would be 70 vehicles that would not be able to find a parking space within the study area at 6:30 p.m. with the Backwoods Pub & Grill operational. Even if the WE Energies easement is granted for 31 additional spaces and Logemann Community Center lot is reconfigured for an additional five spaces, there would still be a shortage of 34 spaces to meet peak parking demand. It is noted that this scenario assumes that several patrons would park up to 1,000 feet or more away from their destination (i.e. a

Backwoods Pub & Grill patron would park near the Cedarburg Road/Division Street intersection and walk 1,000 feet to reach the restaurant). Because of the distance, it is unlikely that patrons would be willing to park so remotely from their destination.

For ideal parking conditions, parking demand from the Backwoods Pub & Grill could be accommodated within a 400 foot radius of the restaurants entrance. This would keep the parking demand for the restaurant within the Logemann Community Center lot and the City Hall lot. For each of the four survey days (Conditions 1-4) and hours, the parking demand of the full buildout of MTC 1 and the Backwoods Pub & Grill was added to these lots until they were considered full (at 85 percent capacity). The remaining parking demand that was not satisfied within these lots was increased (by dividing by 85 percent) to account for "full" parking in a new lot elsewhere on site. The resulting number yields the parking supply needed to accommodate the Backwoods Pub & Grill parking demand. Table 10 shows the calculated parking supply recommended for each time period for Conditions 1-4.

Table 10 - Remaining Parking Demand to Accommodate Backwoods Pub & Grill and Recommended Parking Supply

Time	Condition 1		Condition 2		Condition 3		Condition 4	
	Remaining Demand	Parking Supply Needed	Remaining Demand	Parking Supply Needed	Remaining Demand	Parking Supply Needed	Remaining Demand	Parking Supply Needed
8:00 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	11	13	31	36	0	0
11:30 AM	4	4	31	36	24	28	0	0
12:00 PM	25	29	41	48	17	20	20	24
12:30 PM	34	39	29	34	12	14	29	34
1:00 PM	19	22	21	25	5	6	25	29
1:30 PM	2	2	2	2	0	0	20	24
2:00 PM	0	0	0	0	0	0	27	32
5:00 PM	7	8	0	0	0	0	4	5
5:30 PM	58	68	31	36	0	0	20	24
6:00 PM	87	102	62	73	69	81	25	29
6:30 PM	91	106	65	76	91	106	27	32
7:00 PM	94	**111**	73	86	77	91	27	32
7:30 PM	68	80	51	60	53	62	18	21
8:00 PM	55	65	20	24	16	19	0	0
8:30 PM	38	45	1	1	0	0	0	0
9:00 PM	12	14	0	0	0	0	0	0

Notes:

**The remaining demand includes the number of additional parking spaces that can be accommodated in the Logemann Community Center and City Hall lots until they are considered "full" at 85% occupancy.*

**The parking supply needed is calculated by dividing the demand by 85% to estimate "full" parking elsewhere on site*

**The data includes subtracting 20 spaces from the demand to account for the 20 leased spaces from the Piggly Wiggly Shopping Center for Backwoods Pub & Grill employees*

In order to accommodate Backwoods Pub & Grill parking demand within the Logemann Community Center and City Hall parking lots, it is expected that an additional parking supply of 111 spaces would be needed. This additional parking supply would allow both the Logemann Community Center and the City Hall lots to be parked at an 85 percent occupancy rate. If the Backwoods Pub & Grill is successful in obtaining approval from WE Energies for additional parking within the easement and the parking lot is reconfigured to add five more spaces, then 36 parking spaces could be gained, ***resulting in a need for 75 additional parking spaces*** (111 minus 36 = 75 spaces). Providing these additional 75 parking spaces would require either expansion of the surface parking lot into the baseball field area (which would eliminate the use of the field), or construction of a parking structure.

A relatively small parking structure with approximately 70 spaces per level, sloped bays and sloped turns (a two-bay structure measuring about 123 feet by 240 feet), has a footprint that would not fit within the available vacant area without impacting either the baseball field or the restaurant footprint.

Based on an intersection capacity analysis (see Chapter 6), the Cedarburg Road intersection with the City Hall driveway would not be able to accommodate the additional peak hour traffic flows with an expanded parking lot or parking structure of this magnitude, if no improvements were made to Cedarburg Road. Therefore, an additional access road from the expanded parking lot or parking structure would need to be constructed adjacent to the Ozaukee Interurban Trail to connect to Division Street. This would allow traffic traveling to/from the north to utilize the Division Street access instead of the City Hall driveway to Cedarburg Road. With this scenario, the increased traffic volume on Division Street could warrant a traffic signal at the Cedarburg Road intersection with Division Street.

Note that the highest parking demand days that could occur during the summer were not evaluated. During a summer weekday with at least 80 degree weather, with the pool open, and with an evening baseball game in session, the parking demand is expected to be higher than what was surveyed for this study. To accommodate this peak parking demand day, it expected than an additional 15 spaces would be needed in the MTC 1/City Hall/Logemann Community Center lot areas. These 15 spaces would be over and above the additional spaces shown in Table 10.

In summary, to accommodate existing parking demand and the parking demand with the infill of the vacancies in the MTC 1 buildings as well as the Backwoods Pub & Grill, **it is not feasible to provide an adequate parking supply within acceptable walking distance for the restaurant without negatively impacting the existing uses in the area.**

E. POTENTIAL RECOMMENDATIONS WITH MTC 1 FULLY OCCUPIED AND BACKWOODS PUB & GRILL

Based on the existing conditions plus the additional parking demand from the MTC 1 fully occupied and the Backwoods Pub & Grill development (but without the Foxtown Ventures development), the current parking supply within the entire study area cannot accommodate the expected parking demand. To accommodate the expected parking demand within acceptable walking distances, an additional 111 to 126 parking spaces are needed in the study area. An additional 31 spaces could be provided along the WE Energies easement if an agreement between Backwoods Pub & Grill and WE Energies is successful. Assuming this can be done,

then ***80 to 95 additional spaces are needed in this area***. To provide this many parking spaces, the following options could be considered, which have significant impacts and costs:

- **Option 1**: Remove the baseball field and expand the surface parking of the City Hall lot/Logemann Community Center lot to the north.
- **Option 2**: Provide a parking structure of approximately 123 feet by 240 feet (the smallest parking structure footprint), which would provide two bays of sloped parking with sloped turn-arounds on each end. This footprint, however, would require razing part or all of the Logemann Community Center building. If the structure was rotated 90 degrees, it would require moving or removing the baseball field entirely.

With either option, a new road would need to be constructed between the expanded parking area and Division Street. The additional parking demand exiting to Cedarburg Road via the City Hall driveway would result in high vehicle delays and queues during peak hours if no modifications were made to Cedarburg Road.

Additional parking could be provided west and north of the Library in new parking lots. However, these spaces would be of significant distance from the Backwoods Pub & Grill and would likely not be used by patrons of Backwoods Pub & Grill, MTC 1, or City Hall.

If the baseball field is not moved or removed, then there is not an adequate parking supply available to support the Backwoods Pub & Grill at the Logemann Community Center. This is expected even if the Backwoods Pub & Grill leases 20 spaces from the Piggly Wiggly Shopping Center and adds 36 additional parking spaces from a WE Energies easement and parking lot reconfiguration.

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
With MTC 1 Fully Occuppied with Backwoods Restaurant
Condition 1: Spring Weekday - Municipal Court Not in Session
(pool closed, baseball field in use during evening until 8:45 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ì ØÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	73%	13	46%	35	8%	38	9%	74	15%	28	0%	14
8:30	69%	18	52%	30	6%	39	10%	73	15%	28	0%	14
9:00	85%	0	56%	26	8%	38	12%	71	18%	27	0%	14
9:30	87%	-2	62%	21	20%	32	27%	57	23%	25	0%	14
10:00	82%	3	58%	24	18%	33	34%	50	23%	25	0%	14
11:00	85%	0	61%	22	86%	0	38%	46	35%	20	0%	14
11:30	88%	-3	85%	0	86%	0	45%	39	33%	21	0%	14
12:00	91%	-7	85%	0	86%	0	64%	20	30%	22	0%	14
12:30	89%	-5	85%	0	86%	0	67%	17	35%	20	0%	14
1:00	96%	-13	85%	0	86%	0	65%	19	35%	20	0%	14
1:30	83%	2	85%	0	86%	0	42%	42	38%	19	0%	14
2:00	85%	0	71%	13	49%	18	41%	43	38%	19	0%	14
5:00	91%	-7	85%	0	86%	0	46%	38	43%	17	0%	14
5:30	87%	-2	85%	0	86%	0	86%	-1	85%	0	88%	0
6:00	89%	-5	87%	-1	86%	0	86%	-1	85%	0	88%	0
6:30	96%	-13	90%	-4	86%	0	90%	-5	85%	0	88%	0
7:00	88%	-4	88%	-2	86%	0	86%	-1	85%	0	88%	0
7:30	85%	0	85%	0	86%	0	86%	-1	85%	0	88%	0
8:00	91%	-7	85%	0	86%	0	86%	-1	85%	0	88%	0
8:30	87%	-2	85%	0	86%	0	86%	-1	85%	0	25%	10
9:00	81%	5	85%	0	86%	0	15%	68	38%	19	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 4-1
FUTURE (MTC 1 BUILDOUT/BACKWOODS) SUMMARY OF OCCUPANCY
CONDITION 1: SPRING WEEKDAY-NO COURT
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

With MTC 1 Fully Occuppied with Backwoods Restaurant
Condition 2: Spring Weekday - Municipal Court in Session
(pool closed, baseball field in use during late afternoon until 5:45 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ÌØÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	53%	36	43%	38	10%	37	2%	81	13%	29	0%	14
8:30	64%	24	47%	34	6%	39	6%	77	13%	29	0%	14
9:00	85%	0	66%	17	2%	41	9%	74	20%	26	0%	14
9:30	85%	0	66%	17	14%	35	19%	64	18%	27	0%	14
10:00	89%	-5	61%	22	14%	35	34%	50	18%	27	0%	14
11:00	92%	-8	85%	0	86%	0	70%	14	28%	23	0%	14
11:30	95%	-11	85%	0	86%	0	86%	-1	68%	7	0%	14
12:00	96%	-13	85%	0	90%	-2	86%	-1	80%	2	0%	14
12:30	91%	-7	85%	0	96%	-5	86%	-1	58%	11	0%	14
1:00	89%	-5	85%	0	86%	0	76%	9	40%	18	0%	14
1:30	84%	1	85%	0	86%	0	43%	41	45%	16	13%	12
2:00	85%	0	80%	5	73%	6	39%	45	43%	17	19%	11
5:00	89%	-5	75%	9	86%	0	46%	38	53%	13	0%	14
5:30	87%	-2	85%	0	86%	0	64%	20	45%	16	0%	14
6:00	90%	-6	85%	0	86%	0	86%	-1	75%	4	0%	14
6:30	88%	-3	85%	0	86%	0	86%	-1	60%	10	0%	14
7:00	95%	-11	85%	0	86%	0	86%	-1	73%	5	0%	14
7:30	94%	-10	85%	0	86%	0	66%	18	48%	15	0%	14
8:00	87%	-2	85%	0	86%	0	22%	61	40%	18	0%	14
8:30	70%	17	85%	0	86%	0	3%	80	35%	20	0%	14
9:00	73%	14	70%	14	86%	0	3%	80	35%	20	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 4-2
FUTURE (MTC 1 BUILDOUT/BACKWOODS) SUMMARY OF OCCUPANCY
CONDITION 2: SPRING WEEKDAY WITH COURT
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
With MTC 1 Fully Occuppied with Backwoods Restaurant
Condition 3: Summer Weekday
(pool open, baseball field not in use)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ì ØÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	45%	44	52%	30	2%	41	4%	79	10%	30	0%	14
8:30	66%	21	58%	24	2%	41	12%	71	10%	30	0%	14
9:00	85%	-1	79%	6	0%	42	28%	56	15%	28	0%	14
9:30	88%	-4	83%	2	4%	40	36%	48	18%	27	0%	14
10:00	92%	-8	85%	0	39%	23	57%	27	15%	28	0%	14
11:00	94%	-10	85%	0	86%	0	86%	-1	50%	14	0%	14
11:30	91%	-7	85%	0	86%	0	86%	-1	30%	22	19%	11
12:00	90%	-6	85%	0	86%	0	61%	23	20%	26	0%	14
12:30	87%	-3	85%	0	86%	0	64%	20	23%	25	13%	12
1:00	91%	-7	85%	0	86%	0	66%	18	28%	23	6%	13
1:30	69%	18	85%	0	61%	12	76%	9	28%	23	6%	13
2:00	80%	6	67%	16	37%	24	72%	12	25%	24	6%	13
5:00	85%	-1	62%	21	86%	0	69%	15	23%	25	0%	14
5:30	85%	-1	85%	0	86%	0	36%	48	28%	23	0%	14
6:00	90%	-6	85%	0	86%	0	86%	-1	85%	0	13%	12
6:30	94%	-10	85%	0	86%	0	86%	-1	85%	0	88%	0
7:00	85%	-1	85%	0	86%	0	86%	-1	85%	0	31%	9
7:30	78%	8	85%	0	86%	0	77%	8	28%	23	0%	14
8:00	73%	14	85%	0	86%	0	22%	61	28%	23	0%	14
8:30	59%	29	31%	48	73%	6	5%	78	23%	25	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 4-3
FUTURE (MTC 1 BUILDOUT/BACKWOODS) SUMMARY OF OCCUPANCY
CONDITION 3: SUMMER WEEKDAY
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

OCCUPANCY AND AVAILABLE SPACES (UNTIL FULL) - FUTURE
With MTC 1 Fully Occuppied with Backwoods Restaurant
Condition 4: Summer Saturday
(pool open, baseball field in use from noon to 10:00 p.m.)

	MTC 1 Lot		City Hall Lot		Logemann Lot		Library/Park Lot		Cedarburg Road		Division Street	
ì ØÑ Period	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%	% Occupancy	Spaces left to 85%
8:00	37%	53	30%	49	4%	40	4%	79	18%	27	0%	14
8:30	59%	29	31%	48	22%	31	4%	79	33%	21	0%	14
9:00	81%	5	35%	45	20%	32	19%	64	38%	19	0%	14
9:30	85%	0	34%	46	18%	33	34%	50	35%	20	0%	14
10:00	86%	-2	66%	17	31%	27	42%	42	35%	20	0%	14
11:00	92%	-8	78%	7	57%	14	56%	28	33%	21	0%	14
11:30	87%	-3	85%	0	80%	3	54%	30	35%	20	0%	14
12:00	90%	-6	85%	0	86%	0	77%	8	38%	19	0%	14
12:30	89%	-5	85%	0	86%	0	86%	-1	55%	12	0%	14
1:00	92%	-8	85%	0	86%	0	86%	-1	70%	6	6%	13
1:30	94%	-10	85%	0	86%	0	88%	-3	85%	0	13%	12
2:00	93%	-9	85%	0	86%	0	95%	-10	85%	0	69%	3
5:00	63%	25	85%	0	86%	0	56%	28	50%	14	6%	13
5:30	78%	8	85%	0	86%	0	77%	8	48%	15	6%	13
6:00	81%	5	85%	0	86%	0	80%	5	40%	18	0%	14
6:30	94%	-10	85%	0	86%	0	86%	-1	50%	14	0%	14
7:00	93%	-9	85%	0	86%	0	86%	-1	53%	13	0%	14
7:30	92%	-8	85%	0	86%	0	70%	14	45%	16	0%	14
8:00	69%	18	78%	7	86%	0	53%	31	38%	19	0%	14
8:30	64%	24	46%	35	86%	0	50%	34	35%	20	0%	14
9:00	43%	47	33%	47	59%	13	49%	35	33%	21	0%	14

Note: Parking areas are typically considered "full" when they are at 85 percent occupancy.

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2079: 08-03-17

EXHIBIT 4-4
FUTURE (MTC 1 BUILDOUT/BACKWOODS) SUMMARY OF OCCUPANCY
CONDITION 4: SUMMER SATURDAY
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

CHAPTER 5 – INTERSECTION TRAFFIC OPERATIONS

A. STUDY AREA INTERSECTIONS AND DATA COLLECTION

A1. Study Area Intersections

The following intersections were included in the study area. The existing intersection control type is listed after each intersection.

- Cedarburg Road & Library/Community Park/Luther Manor driveways (two-way stop control);
- Cedarburg Road & City Hall driveway (one-way stop control);
- Mequon Road & Logemann driveway (one-way stop control); and
- City Hall driveway & MTC 1 driveway/City Parking lot (two-way stop control).

A2. Data Collection at Study Area Intersections

Turning movement traffic counts were collected at the study area intersections on Thursday, June 29, 2017. The weather was favorable for swimming and the existing pool was operational. The baseball diamond was not in use. The turning counts collected for this study area located in Appendix B1.

The traffic counts indicate that the weekday morning, midday, and evening peak hours are 7:30 to 8:30 a.m., 11:30 a.m. to 12:30 p.m., and 4:30 p.m. to 5:30 p.m. The resulting Year 2017 existing traffic volumes at the study area intersections are shown in Exhibit 5-1.

A3. Data Collection at Nearby Community Pools

Turning movement traffic counts were collected at the entrances to the Cedarburg and Grafton pools on Wednesday, July 19, 2017. The weather was favorable for swimming and the pools were operational. The peak hour volumes at the two pools are shown below in Table 11. The turning movement count data is located in Appendix B2.

Table 11 - Peak Hour Counts at Nearby Pools

Weekday Morning Peak Hour			
Pool	**In**	**Out**	**Tot**
Cedarburg	25	5	30
Grafton	5	10	15
Average	*15*	*10*	*25*
Weekday Midday Peak Hour			
Pool	**In**	**Out**	**Tot**
Cedarburg	35	40	75
Grafton	45	45	90
Average	*40*	*40*	*80*
Weekday Evening Peak Hour			
Pool	**In**	**Out**	**Tot**
Cedarburg	65	40	105
Grafton	50	90	140
Average	*60*	*65*	*125*

B. TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT

To address potential traffic impacts at the study area intersections, it is necessary to identify the hourly volume of traffic generated by anticipated development. Unless otherwise noted, the traffic volumes expected to be generated by development are based on the size and type of the proposed use and on trip rates as published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, Ninth Edition, 2009*.

The trip distributions, or where development trips are expected to or from the developments, were determined based on the existing turning movement traffic volumes, on existing WisDOT-recorded daily traffic volumes along Mequon Road and Cedarburg Road, and on the location of the developments in relation to nearby development in the community.

B1. Remaining MTC 1 Trip Generation

The trip generation and distribution for the remaining MTC 1 are shown in Table 12.

Table 12 - Remaining MTC 1 Trip Generation

Land Use	ITE Code	Proposed Size	AM Peak			MID Peak			PM Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Walk-In Bank*	911/ 912	2.9 x 1,000 SF	10 (57%)	10 (43%)	20 (6.04)	20 (51%)	20 (49%)	40 (13.35)	15 (44%)	20 (56%)	35 (12.13)
Commercial **	820	3.8 x 1,000 SF	5 (62%)	0 (38%)	5 (0.92)	10 (53%)	5 (47%)	15 (3.78)	5 (48%)	10 (52%)	15 (3.71)
Total Driveway Trips			**15**	**10**	**25**	**30**	**25**	**55**	**20**	**30**	**50**
Minus Pass-by Trips		*15%*	*0*	*0*	*0*	*5*	*5*	*10*	*5*	*5*	*10*
Total New Trips			**15**	**10**	**25**	**25**	**20**	**45**	**15**	**25**	**40**

* PM rates from ITE 911. Daily, AM & MID rates are half of drive-in bank (ITE 912) figures. ITE 911 PM rates are approx. half ITE 912

** ITE 820 Midday trip rate determined from ITE-provided hourly variation of traffic for ITE 820: Shopping Center.

TRIP DISTRIBUTION

West on Mequon Road	25%	5	5	5	5	5	5
East on Mequon Road	35%	5	5	10	5	5	10
North on Cedarburg Road	25%	5	0	5	5	5	5
South on Cedarburg Road	15%	0	0	5	5	0	5
	100%	***15***	***10***	***25***	***20***	***15***	***25***

As shown, the remaining MTC 1 vacancies are expected to generate an additional 25 driveway trips (15 in/10 out) during the weekday morning peak hour, an additional 55 driveway trips (30 in/25 out) during the weekday midday peak hour, and an additional 50 driveway trips (20 in/30 out) during the weekday evening peak hour. The remaining MTC 1 driveway trips are shown in Exhibit 5-2.

B2. Foxtown Ventures Trip Generation

The trip generation and distribution for the Foxtown Ventures proposal are shown in Table 13.

Table 13 - Foxtown Ventures Trip Generation

Land Use	ITE Code	Proposed Size	AM Peak			MID Peak			PM Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Swimming Pool*	TADI	See Notes*	25 --	5 --	30 --	40 --	40 --	80 --	65 --	40 --	105 --
Baseball Diamond^	TADI	See Notes^	0 (50%)	0 (50%)	0 N/A	35 (50%)	35 (50%)	70 N/A	35 (50%)	35 (50%)	70 N/A
Library#	590	12 Employees	25 (50%)	25 (50%)	50 (4.17)	25 (50%)	25 (50%)	50 (4.17)	30 (47%)	35 (53%)	65 (5.40)
Total Driveway Trips			**50**	**30**	**80**	**100**	**100**	**200**	**130**	**110**	**240**
Minus Existing Driveway Trips			*35*	*25*	*60*	*75*	*70*	*145*	*60*	*75*	*135*
Total Additional Driveway Trips			**15**	**5**	**20**	**25**	**30**	**55**	**70**	**35**	**105**

* AM & PM = Cedarburg Pool, MID = Average of Cedarburg & Grafton Pools

^ Diamond was not operational at time of counts. Assumes 70 spectators, 1 bus (opposing team), 20 home team (players/staff), 2.5 persons per personal vehicle, or 35 vehicles. Assumes game departure and arrival in same peak hour. No AM Games.

12 employees during busiest shift. MID Peak equals "AM Peak of Generator"

TRIP DISTRIBUTION

West on Mequon Road	20%	5	0	5	5	15	5
East on Mequon Road	30%	5	0	5	10	20	10
North on Cedarburg Road	35%	5	5	10	10	25	15
South on Cedarburg Road	15%	0	0	5	5	10	5
	100%	***15***	***5***	***25***	***30***	***70***	***35***

As shown, the Foxtown Ventures proposal is expected to generate an additional 20 driveway trips (15 in/50 out) during the weekday morning peak hour, an additional 55 driveway trips (25 in/30 out) during the weekday midday peak hour, and an additional 105 driveway trips (70 in/35 out) during the weekday evening peak hour. The Foxtown Ventures driveway trips are shown in Exhibit 5-3.

B3. Backwoods Pub & Grill Trip Generation

The trip generation and distribution for the Backwoods Pub & Grill proposal is shown in Table 14.

Table 14 - Backwoods Pub & Grill Trip Generation

Land Use	ITE Code	Proposed Size	AM Peak			MID Peak			PM Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Sit-Down Restaurant*	932	240 Seats	5 (50%)	5 (50%)	10 #	50 (45%)	60 (55%)	110 (0.46)	55 (57%)	45 (43%)	100 (0.41)
Total Driveway Trips			**5**	**5**	**10**	**50**	**60**	**110**	**55**	**45**	**100**
Minus Pass-by Trips		*15%*	*0*	*0*	*0*	*10*	*10*	*20*	*5*	*5*	*10*
Total New Trips			**5**	**5**	**10**	**40**	**50**	**90**	**50**	**40**	**90**

* Midday trip rate determined from ITE-provided hourly variation of traffic for ITE 932: Sit-Down Restaurant.
# Restaurant planned to be closed during breakfast. Included minimal volume to account for any food deliveries, preparation, or

TRIP DISTRIBUTION							
West on Mequon Road	25%	0	0	10	15	15	10
East on Mequon Road	35%	5	5	15	15	15	15
North on Cedarburg Road	25%	0	0	10	10	10	10
South on Cedarburg Road	15%	0	0	5	10	10	5
	100%	***5***	***5***	***40***	***50***	***50***	***40***

As shown, the Backwoods Pub & Grill proposal is expected to generate an additional 10 driveway trips (5 in/5 out) during the weekday morning peak hour, an additional 90 driveway trips (40 in/50 out) during the weekday midday peak hour, and an additional 90 driveway trips (50 in/40 out) during the weekday evening peak hour. The Backwoods Pub & Grill driveway trips are shown in Exhibit 5-4.

C. YEAR 2017 EXISTING TRAFFIC – OPERATIONS AND QUEUES

The study area intersections were analyzed based on the procedures set forth in the *2010 Highway Capacity Manual* (HCM). Intersection operation is defined by "level of service". Level of service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A', to very poor, represented by LOS 'F'. For the purpose of this study, LOS D was used to define desirable peak hour operating conditions. Descriptions of the various levels of service are as follows:

> *LOS A* is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized 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.

C1. Year 2017 Existing Traffic – Traffic Operations and Queues, *without Modifications*

Table 15 shows the existing traffic operations and queues at the study area intersections without recommended transportation modifications. The Synchro analysis worksheets for this scenario are located in Appendix C1. These operations were determined based on the Year 2017 existing traffic volumes in Exhibit 5-1.

As shown, select movements at the study area intersections along Cedarburg Road currently operate at LOS E/F conditions during the peak hours.

Note that the Cedarburg Road & City Hall driveway was analyzed for midday and evening peak hours in July of 2013 prior to the MTC 1 development, named the WiRED Redevelopment at the time. The operations at the City Hall driveway prior to the MTC 1 development showed the same LOS during the midday peak hour and LOS F rather than LOS E for the left-turn out movement during the weekday evening peak hour. Though the left-turn out has increased from 5 to 10 vehicles per hour with the redevelopment, the northbound through traffic on Cedarburg Road has decreased since 2013. This explains the differences in LOS.

TADI performed gap counts at Cedarburg Road & the City Hall driveway to verify model operations during the peak hours. Gap counts measure the time between vehicles in the mainline traffic stream to determine if enough gaps exist to accommodate traffic. The results of the gap counts also show LOS D or better operations for the weekday morning (LOS C) and midday (LOS C) peak hours and LOS E operations for the weekday evening peak hour. The traffic gap data collected for this study is located in Appendix B3.

Table 15 - Year 2017 Existing Traffic
Traffic Operations and Queues – without Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Cedarburg Road & Library Driveway/Office Drwy *(Two-Way Stop Control)*	AM	LOS	**E**		C	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	MID	LOS	**E**		B	D			A	*		A	*	
		Queue	25'		20'	20'			20'	*		20'	*	
	PM	LOS	**F**		B	**E**			A	*		A	*	
		Queue	30'		20'	20'			20'	*		20'	20'	
Cedarburg Road & City Hall Driveway (One-Way Stop Control)	AM	LOS	D	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	MID	LOS	D	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	PM	LOS	**E**	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
Mequon Road & Logemann Driveway (One-Way Stop Control)	AM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	MID	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	PM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
City Hall Driveway & MTC I Driveway/City Lot (Two-Way Stop Control)	AM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		
	MID	LOS	A			A			B			A		
		Queue	20'			20'			20'			20'		
	PM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		

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

C2. Year 2017 Existing Traffic – Traffic Operations and Queues, *with Modifications*

The movements that operate undesirably at LOS E/F conditions along Cedarburg Road are primarily left-out or through-out movements from the driveways. Alternatives to mitigate these operations that were initially considered by TADI include:

- Constructing a two-way left-turn lane (TWLTL) along Cedarburg Road from the City Hall driveway to Division Street; OR
- Constructing a median with a width of at least 24-feet flange-to-flange along Cedarburg Road from south of the City Hall driveway to Division Street; OR
- Prohibiting left-out movements from the west side of Cedarburg Road and requiring impacted motorists to travel south to perform a U-turn maneuver at Mequon Road; OR

- Prohibiting left-out movements from the west side of Cedarburg Road, constructing a connection between the parking lots that would allow impacted left-turn motorists to travel to Division Street, and consider installing a traffic signal at the Cedarburg Road & Division Street intersection; OR
- A combination of the above alternatives.

Of these alternatives, a TWLTL is expected to be the least costly and easiest to implement within the existing cross-section of Cedarburg Road while achieving LOS D or better conditions and minimizing traffic diversions. Table 16 shows the expected Year 2017 existing traffic operations and queues if a TWLTL was constructed. The Synchro analysis worksheets for this scenario are located in Appendix C2.

Table 16 - Year 2017 Existing Traffic
Traffic Operations and Queues – with TWLTL^ Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Cedarburg Road & Library Driveway/Office Drwy *(Two-Way Stop Control)*	AM	LOS	C		C	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	MID	LOS	C		B	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	PM	LOS	D		B	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	20'	
Cedarburg Road & City Hall Driveway (One-Way Stop Control)	AM	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	MID	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	PM	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
Mequon Road & Logemann Driveway (One-Way Stop Control)	AM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	MID	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	PM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
City Hall Driveway & MTC I Driveway/City Lot (Two-Way Stop Control)	AM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		
	MID	LOS	A			A			B			A		
		Queue	20'			20'			20'			20'		
	PM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Queue is maximum of the 50th & 95th percentile queue, measured in feet.
^TWLTL stand for Two-Way Left-Turn Lane.

If there is no desire to construct a TWLTL along Cedarburg Road, then connections between the parking lots and Division Street, with consideration for a traffic signal at Cedarburg Road & Division Street, are recommended to afford motorists an alternative means to continue north on Cedarburg Road.

D. YEAR 2017 EXISTING TRAFFIC WITH FULL OCCUPANCY OF MTC 1 – OPERATIONS AND QUEUES

The Year 2017 existing traffic volumes were added to the remaining MTC 1 driveway trips to determine the Year 2017 existing traffic with full occupancy of MTC 1, shown in Exhibit 5-5. These volumes were used in the following traffic analysis.

D1. Year 2017 Existing Traffic with Full Occupancy of MTC 1 – Traffic Operations and Queues, *without Modifications*

Table 17 shows the expected traffic operations and queues with the anticipated Year 2017 existing traffic with full occupancy of MTC 1, and without recommended transportation modifications. The Synchro analysis worksheets for this scenario are located in Appendix D1.

Table 17 - Year 2017 Existing Traffic with Full Occupancy of MTC 1 Traffic Operations & Queues – without Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Cedarburg Road & Library Driveway/Office Drwy *(Two-Way Stop Control)*	AM	LOS	**E**		C	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	MID	LOS	**E**		B	D			A	*		A	*	
		Queue	25'		20'	20'			20'	*		20'	*	
	PM	LOS	**F**		B	**E**			A	*		A	*	
		Queue	30'		20'	20'			20'	*		20'	20'	
Cedarburg Road & City Hall Driveway (One-Way Stop Control)	AM	LOS	D	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	MID	LOS	**E**	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	PM	LOS	**E**	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
Mequon Road & Logemann Driveway (One-Way Stop Control)	AM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	MID	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	PM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
City Hall Driveway & MTC I Driveway/City Lot (Two-Way Stop Control)	AM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		
	MID	LOS	A			A			B			A		
		Queue	20'			20'			20'			20'		
	PM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		

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

As shown, select movements at the study area intersections along Cedarburg Road are expected to continue to operate at LOS E/F conditions during peak hours. Compared to operations as they currently exist, the eastbound left-turn movement from the City Hall driveway to Cedarburg Road is expected to deteriorate from LOS D to LOS E during the weekday midday peak hour.

D2. Year 2017 Existing Traffic with Full Occupancy of MTC 1 – Traffic Operations and Queues, *with Modifications*

As mentioned in Part C, a TWLTL is expected to be the least costly and easiest to implement within the existing cross-section of Cedarburg Road while achieving LOS D or better conditions and minimizing traffic diversions. Table 18 shows the expected traffic operations and queues with anticipated Year 2017 existing traffic, with full occupancy of MTC 1 if a TWLTL was constructed. The Synchro analysis worksheets for this scenario are located in Appendix D2.

Table 18 - Year 2017 Existing Traffic with Full Occupancy of MTC 1
Traffic Operations and Queues – with TWLTL^ Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Cedarburg Road & Library Driveway/Office Drwy *(Two-Way Stop Control)*	AM	LOS	C		C	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	MID	LOS	C		B	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	PM	LOS	D		B	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	20'	
Cedarburg Road & City Hall Driveway (One-Way Stop Control)	AM	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	MID	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	PM	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
Mequon Road & Logemann Driveway (One-Way Stop Control)	AM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	MID	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	PM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
City Hall Driveway & MTC I Driveway/City Lot (Two-Way Stop Control)	AM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		
	MID	LOS	A			A			B			A		
		Queue	20'			20'			20'			20'		
	PM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Queue is maximum of the 50th & 95th percentile queue, measured in feet.
^TWLTL stand for Two-Way Left-Turn Lane.

If there is no desire to construct a TWLTL along Cedarburg Road, then connections between the parking lots and Division Street, with consideration for a traffic signal at Cedarburg Road & Division Street, are recommended to afford motorists an alternative means to continue north on Cedarburg Road.

E. YEAR 2017 EXISTING TRAFFIC WITH FULL OCCUPANCY OF MTC 1 AND FOXTOWN VENTURES – OPERATIONS AND QUEUES

Year 2017 existing traffic volumes were added to the remaining MTC 1 driveway trips and the Foxtown Ventures driveway trips to determine the Year 2017 existing traffic with full occupancy of MTC 1 and Foxtown Ventures, shown in Exhibit 5-6. These volumes were used in the following traffic analysis.

E1. Year 2017 Existing Traffic with Full Occupancy of MTC 1 and Foxtown Ventures – Traffic Operations and Queues, *without Modifications*

Table 19 shows the expected traffic operations and queues with anticipated Year 2017 existing traffic with full occupancy of MTC 1 and Foxtown Ventures, and without recommended transportation modifications. The Synchro analysis worksheets for this scenario are located in Appendix E1.

Table 19 - Year 2017 Existing Traffic with Full Occupancy of MTC 1 and Foxtown Ventures Traffic Operations and Queues – without Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Cedarburg Road & Library Driveway/Office Drwy *(Two-Way Stop Control)*	AM	LOS	**E**		C	D			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	MID	LOS	**F**		B	D			A	*		A	*	
		Queue	40'		20'	20'			20'	*		20'	*	
	PM	LOS	**F**		B	**E**			A	*		A	*	
		Queue	70'		20'	20'			20'	*		20'	20'	
Cedarburg Road & City Hall Driveway (One-Way Stop Control)	AM	LOS	D	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	MID	LOS	**E**	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	PM	LOS	**E**	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
Mequon Road & Logemann Driveway (One-Way Stop Control)	AM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	MID	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	PM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
City Hall Driveway & MTC I Driveway/City Lot (Two-Way Stop Control)	AM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		
	MID	LOS	A			A			B			A		
		Queue	20'			20'			20'			20'		
	PM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		

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

As shown, select movements at the study area intersections along Cedarburg Road are expected to continue to operate at LOS E/F conditions during the peak hours. Compared to operations with existing traffic at full occupancy of MTC 1 alone, the eastbound left-turn/through

movement from the library/community park driveway to Cedarburg Road is expected to deteriorate from LOS E to LOS F during the weekday midday peak hour. The expected maximum queue for the same movement is expected to increase from 30-feet to 70-feet.

E2. Year 2017 Existing Traffic with Full Occupancy of MTC 1 and Foxtown Ventures – Traffic Operations and Queues, *with Modifications*

As mentioned in Part C, a TWLTL is expected to be the least costly and easiest to implement within the existing cross-section of Cedarburg Road while achieving LOS D or better conditions and minimizing traffic diversions. Table 20 shows the expected traffic operations and queues with the anticipated Year 2017 existing traffic with full occupancy of MTC 1 and Foxtown Ventures if a TWLTL was constructed. The Synchro analysis worksheets for this scenario are located in Appendix E2.

Table 20 - Year 2017 Existing Traffic with Full Occupancy of MTC 1 and Foxtown Ventures Traffic Operations and Queues – with TWLTL^ Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Cedarburg Road & Library Driveway/Office Drwy *(Two-Way Stop Control)*	AM	LOS	C		C	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	MID	LOS	D		B	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	PM	LOS	D		B	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	20'	
Cedarburg Road & City Hall Driveway (One-Way Stop Control)	AM	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	MID	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	PM	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
Mequon Road & Logemann Driveway (One-Way Stop Control)	AM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	MID	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	PM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
City Hall Driveway & MTC I Driveway/City Lot (Two-Way Stop Control)	AM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		
	MID	LOS	A			A			B			A		
		Queue	20'			20'			20'			20'		
	PM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Queue is maximum of the 50th & 95th percentile queue, measured in feet.
^TWLTL stand for Two-Way Left-Turn Lane.

If there is no desire to construct a TWLTL along Cedarburg Road, then connections between the parking lots and Division Street, with consideration for a traffic signal at Cedarburg Road &

Division Street, are recommended to afford motorists an alternative means to continue north on Cedarburg Road.

F. YEAR 2017 EXISTING TRAFFIC WITH FULL OCCUPANCY OF MTC 1 AND BACKWOODS PUB & GRILL – OPERATIONS AND QUEUES

Year 2017 existing traffic volumes were added to the remaining MTC 1 driveway trips and Backwoods Pub & Grill driveway trips to determine the Year 2017 existing traffic with full occupancy of MTC 1 and Backwoods Pub & Grill, shown in Exhibit 5-7. These volumes were used in the following traffic analysis.

F1. Year 2017 Existing Traffic with Full Occupancy of MTC 1 and Backwoods Pub & Grill – Traffic Operations and Queues, *without Modifications*

Table 21 shows the expected traffic operations and queues with anticipated Year 2017 existing traffic with full occupancy of MTC 1 and Backwoods Pub & Grill, and without recommended transportation modifications. The Synchro analysis worksheets for this scenario are located in Appendix F1.

Table 21 - Year 2017 Existing Traffic with Full Occupancy of MTC 1 and Backwoods Bar & Grill Traffic Operations and Queues – without Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Cedarburg Road & Library Driveway/Office Drwy *(Two-Way Stop Control)*	AM	LOS	E		C	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	MID	LOS	F		B	D			A	*		A	*	
		Queue	25'		20'	20'			20'	*		20'	*	
	PM	LOS	F		B	E			A	*		A	*	
		Queue	35'		20'	20'			20'	*		20'	20'	
Cedarburg Road & City Hall Driveway (One-Way Stop Control)	AM	LOS	D	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	MID	LOS	E	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	PM	LOS	E	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
Mequon Road & Logemann Driveway (One-Way Stop Control)	AM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	MID	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	PM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
City Hall Driveway & MTC I Driveway/City Lot (Two-Way Stop Control)	AM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		
	MID	LOS	A			A			B			B		
		Queue	20'			20'			20'			20'		
	PM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		

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

As shown, select movements at the study area intersections along Cedarburg Road are expected to continue to operate at LOS E/F conditions during the peak hours. Compared to operations with existing traffic at full occupancy of MTC 1 alone, the eastbound left-turn/through movement from the library/community park driveway to Cedarburg Road is expected to deteriorate from LOS E to LOS F during the weekday midday peak hour. The traffic queues are expected to remain approximately the same.

F2. Year 2017 Existing Traffic with Full Occupancy of MTC 1 and Backwoods Pub & Grill – Traffic Operations and Queues, *with Modifications*

As mentioned in Part C, a TWLTL is expected to be the least costly and easiest to implement within the existing cross-section of Cedarburg Road while achieving LOS D or better conditions and minimizing traffic diversions. Table 22 shows the expected traffic operations and queues with anticipated Year 2017 existing traffic with full occupancy of MTC 1 and Backwoods Pub & Grill if a TWLTL was constructed. The Synchro analysis worksheets for this scenario are located in Appendix F2.

Table 22 - Year 2017 Existing Traffic with Full Occupancy of MTC 1 and Backwoods Pub & Grill Traffic Operations and Queues – with TWLTL^ Modifications

Intersection	Peak Hour		Level of Service per Movement by Approach											
			Eastbound			Westbound			Northbound			Southbound		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Cedarburg Road & Library Driveway/Office Drwy *(Two-Way Stop Control)*	AM	LOS	C		C	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	MID	LOS	C		B	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	*	
	PM	LOS	D		B	C			A	*		A	*	
		Queue	20'		20'	20'			20'	*		20'	20'	
Cedarburg Road & City Hall Driveway (One-Way Stop Control)	AM	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	MID	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
	PM	LOS	C	-	B	-	-	-	A	*	-	-	*	
		Queue	20'	-	20'	-	-	-	20'	*	-	-	*	
Mequon Road & Logemann Driveway (One-Way Stop Control)	AM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	MID	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
	PM	LOS	-	*	-	-	*	*	-	-	-	-	-	B
		Queue	-	*	-	-	*	*	-	-	-	-	-	20'
City Hall Driveway & MTC I Driveway/City Lot (Two-Way Stop Control)	AM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		
	MID	LOS	A			A			B			B		
		Queue	20'			20'			20'			20'		
	PM	LOS	A			A			A			A		
		Queue	20'			20'			20'			20'		

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Queue is maximum of the 50th & 95th percentile queue, measured in feet.
^TWLTL stand for Two-Way Left-Turn Lane.

If there is no desire to construct a TWLTL along Cedarburg Road, then connections between the parking lots and Division Street, with consideration for a traffic signal at Cedarburg Road & Division Street, are recommended to afford motorists an alternative means to continue north on Cedarburg Road.

G. INTERSECTION SIGHT DISTANCE

Intersections throughout the study area could be designed for Intersection Sight Distance (ISD) in accordance with the latest edition of the American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets. In essence, ISD is how far down a road a motorist exiting a driveway could have an unobstructed view of oncoming traffic so that the motorist can move their vehicle safely into or through the mainline traffic stream(s) without unduly impeding the mainline traffic stream(s).

TADI observed that it is difficult for motorists exiting the library/community park driveway and the City Hall driveway to see southbound oncoming vehicles due to the location of parking along Cedarburg Road. Therefore, an ISD check was performed.

G1. ISD – Cedarburg Road & Library/Community Park Driveway

ISD for the Cedarburg Road and Library/community park driveway was checked horizontally using the following parameters:

- A design speed of 5 mph above the posted speed limit, or 35 mph.
- A passenger vehicle ("P-vehicle") as the design vehicle, with the motorist's eye 14.6-feet west of the Cedarburg Road traveled way.
- A four-leg intersection, which with the design of Cedarburg Road requires a P-vehicle motorist to be able to see an oncoming southbound vehicle that is 360-feet upstream.

As shown in Exhibit 5-8, the two parking stalls immediately north of the library/community park driveway are within the line of sight of an exiting vehicle. It is recommended to eliminate these two stalls.

G2. ISD – Cedarburg Road & City Hall Driveway

ISD for Cedarburg Road & City Hall driveway was checked horizontally using the following parameters:

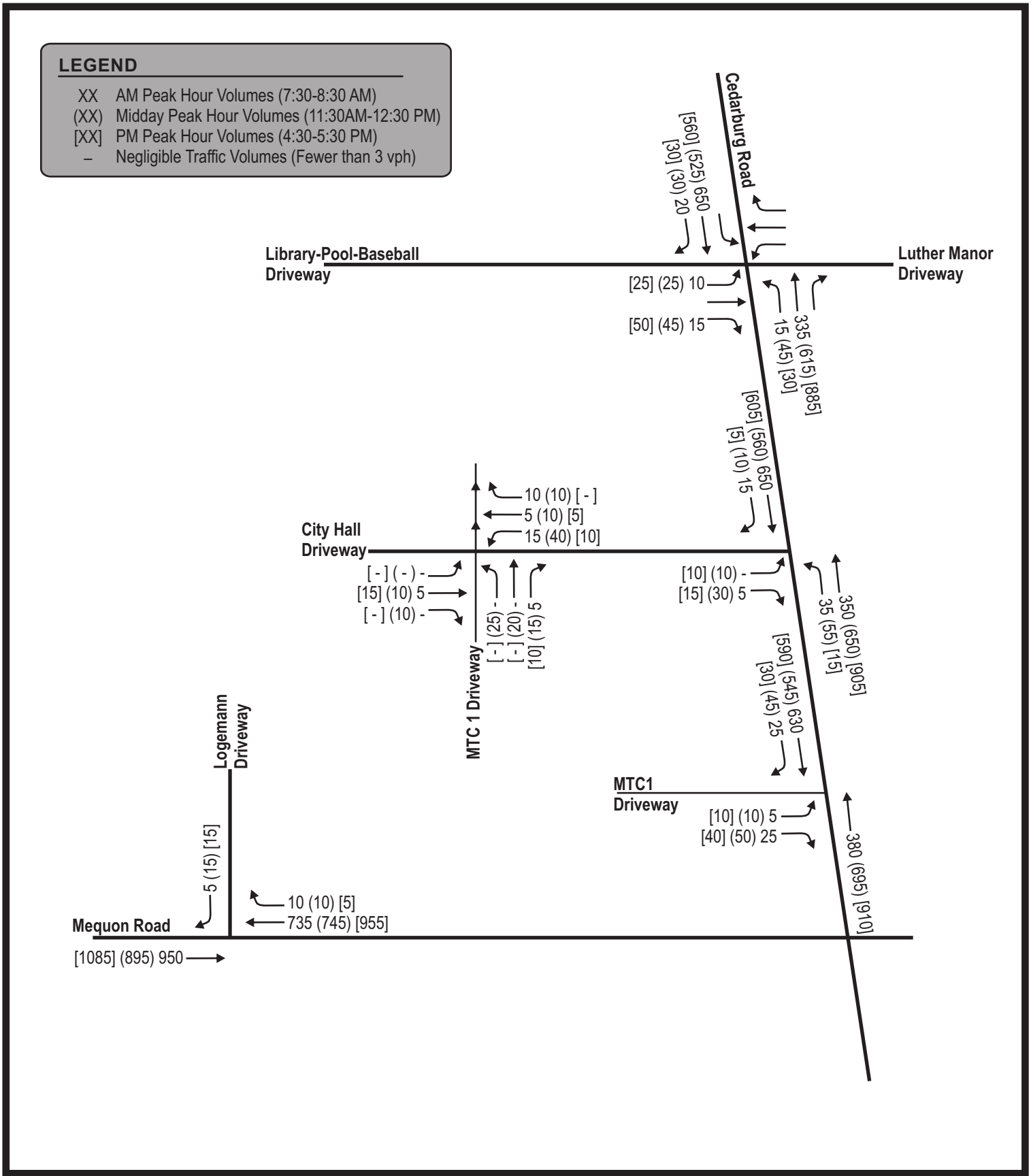
- A design speed of 5 mph above the posted speed limit, or 35 mph.
- A passenger vehicle ("P-vehicle") as the design vehicle, with the motorist's eye 14.6-feet west of the Cedarburg Road traveled way.
- A three-leg intersection, which with the design of Cedarburg Road requires a P-vehicle motorist to be able to see an oncoming southbound vehicle that is 315-feet upstream.

As shown in Exhibit 5-9, the two parking stalls immediately north of the City Hall driveway are within the line of sight of an exiting vehicle. It is recommended to eliminate these two stalls.

H. RECOMMENDED MODIFICATIONS

The following modifications are recommended to mitigate conditions as they currently exist.

- Remove the first two on-street parking stalls on the west side of Cedarburg Road immediately north of the library/community park driveway, as well as the first two on-street parking stalls on the west side of Cedarburg Road immediately north of the City Hall driveway. This modification will provide motorists exiting the driveways and unobstructed line-of-sight towards oncoming southbound traffic.
- A queue storage distance of at least 50- to 75-feet is desirable on the library/community park driveway and City Hall driveway approaches to Cedarburg Road. On-site parking spaces may be blocked intermittently during the day. However, with parking at a premium within the study area, and because the inconvenience to any blocked parked vehicles is expected to be minimal, no on-site parking removal is expected to be necessary.
- If future parking is provided along the southbound approach of the Logemann Community Center drive to Mequon Road, parking should be prohibited within 125 feet of the stop line.
- Left-out and through-out movements from the library/community park driveway and City Hall driveway currently operate at LOS E/F conditions during one or more peak hour of the day. Consider constructing a two-way left-turn lane (TWLTL) along Cedarburg Road from the City Hall driveway to Division Street. A TWLTL is expected to result in LOS D or better operations. If a TWLTL is not desirable along Cedarburg Road, other alternatives that could be considered include:
    - Do nothing. Operations are expected to remain at LOS E/F conditions; OR
    - Construct a median of at least 24-feet flange-to-flange along Cedarburg Road from south of the City Hall driveway to Division Street; OR
    - Prohibit left-out movements from the west side of Cedarburg Road and require impacted motorists to travel south to perform a U-turn maneuver at Mequon Road; OR
    - Prohibit left-out movements from the west side of Cedarburg Road, construct a connection between the parking lots that would allow impacted left-turn motorists to travel to Division Street, and consider installing a traffic signal at the Cedarburg Road & Division Street intersection; OR
    - A combination of alternatives.

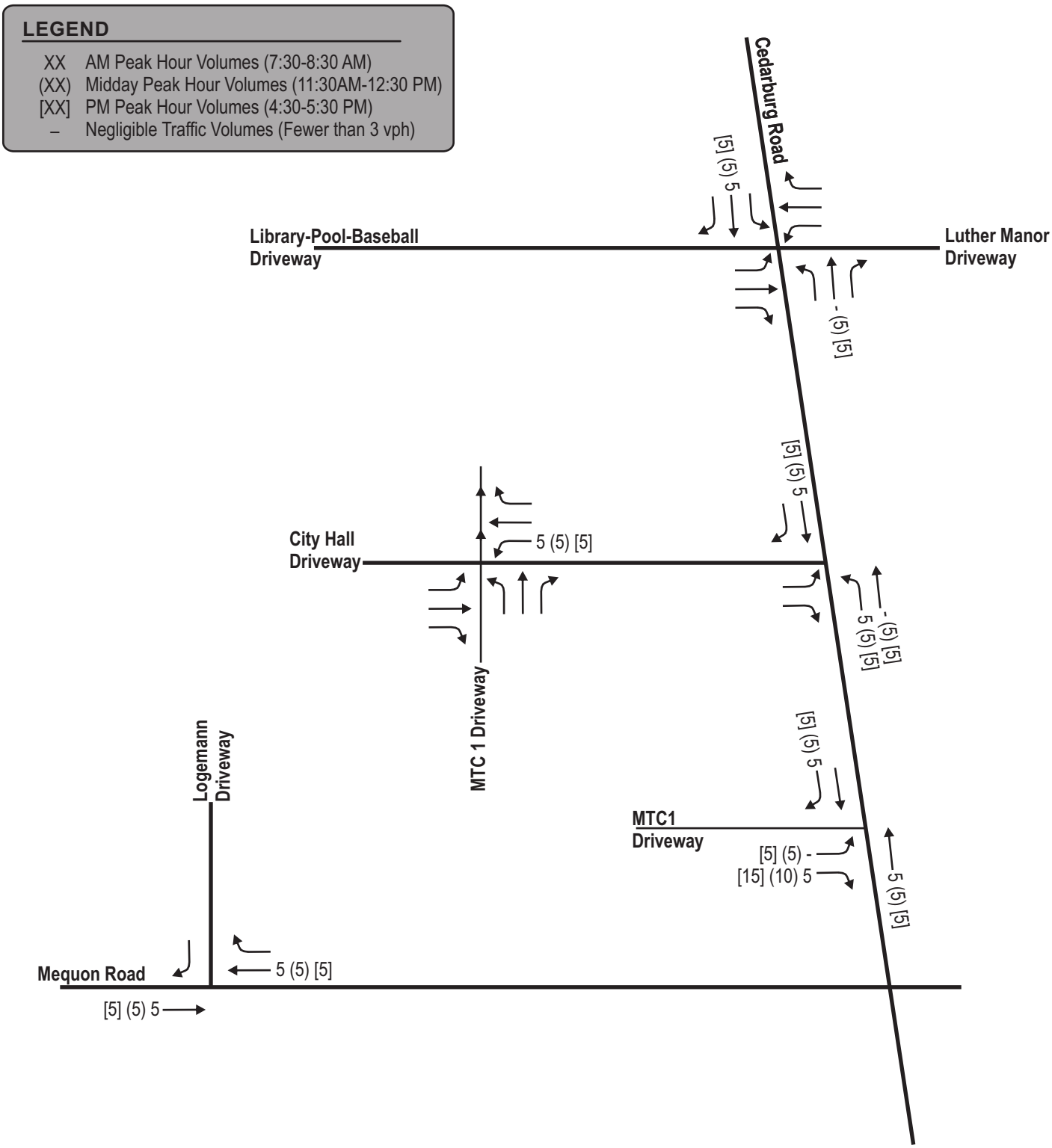


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2079: 08-03-17

N
NOT TO SCALE

EXHIBIT 5-1
YEAR 2017 EXISTING TRAFFIC VOLUMES

CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN



TADI TRAFFIC ANALYSIS & DESIGN, INC.

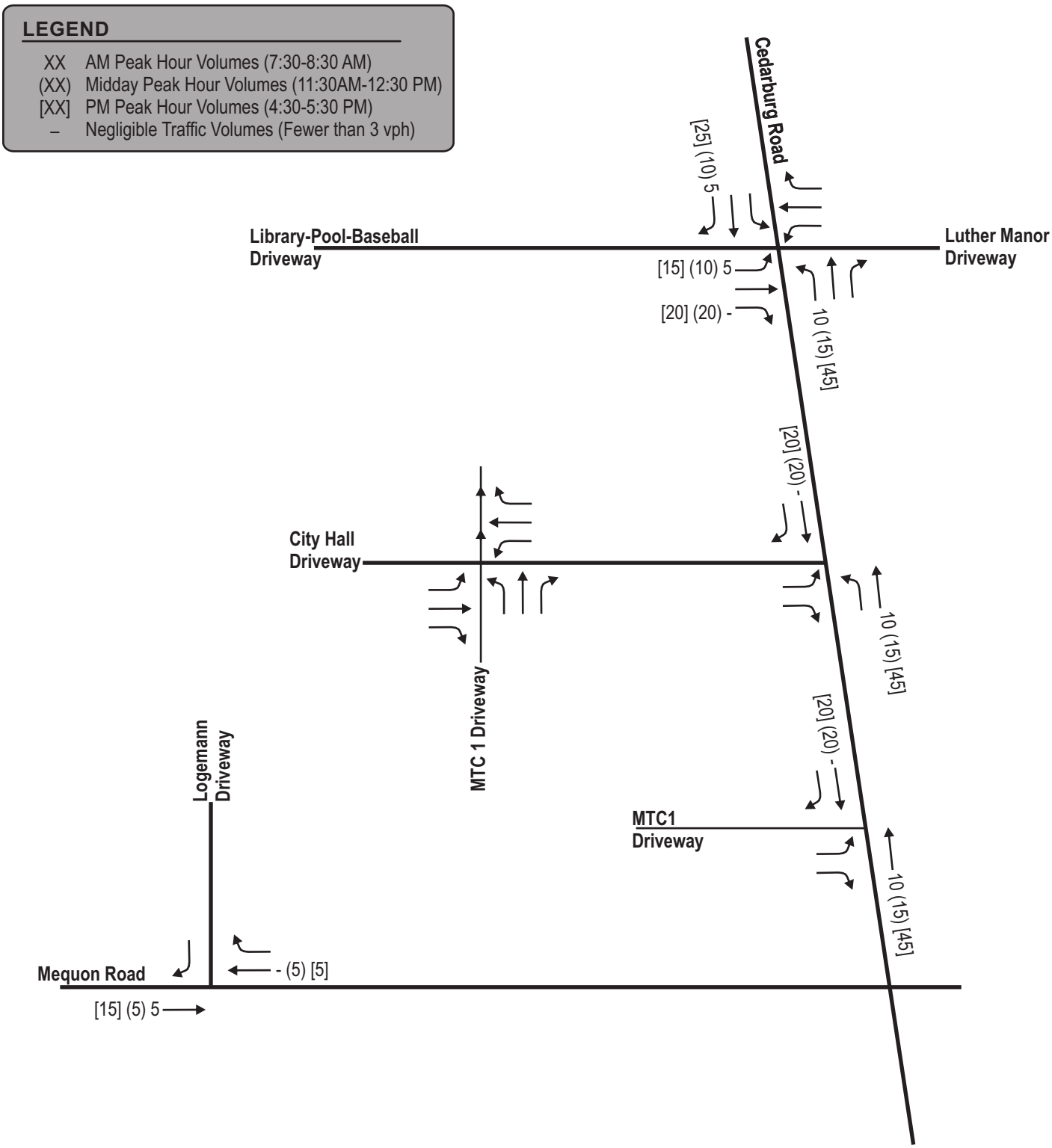
2079: 08-03-17

N

NOT TO SCALE

EXHIBIT 5-2
REMAINING MTC 1 DRIVEWAY TRIPS

CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN



TADI TRAFFIC ANALYSIS & DESIGN, INC.

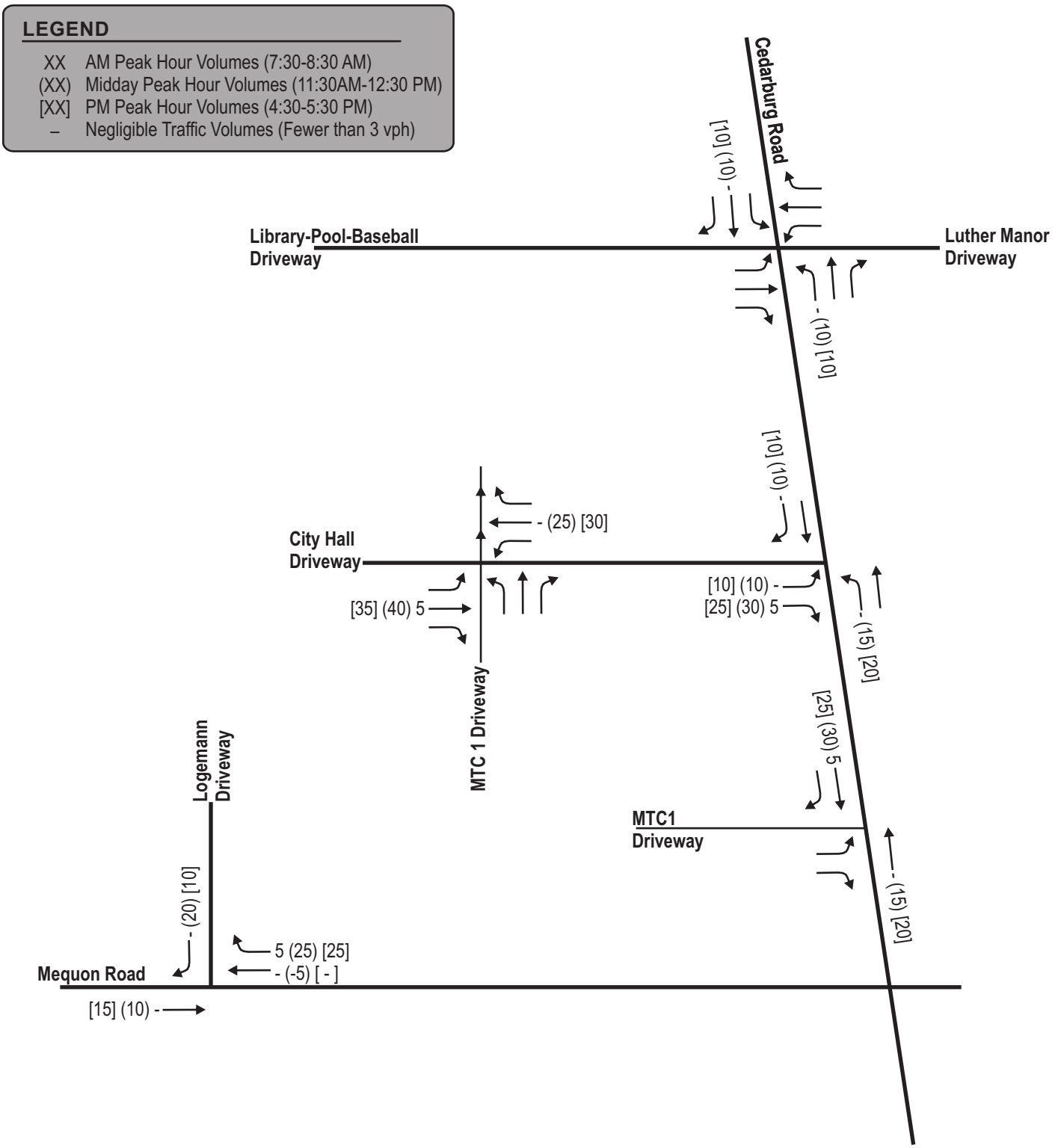
2079: 08-03-17

N

NOT TO SCALE

EXHIBIT 5-3
FOXTOWN VENTURES DRIVEWAY TRIPS

CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

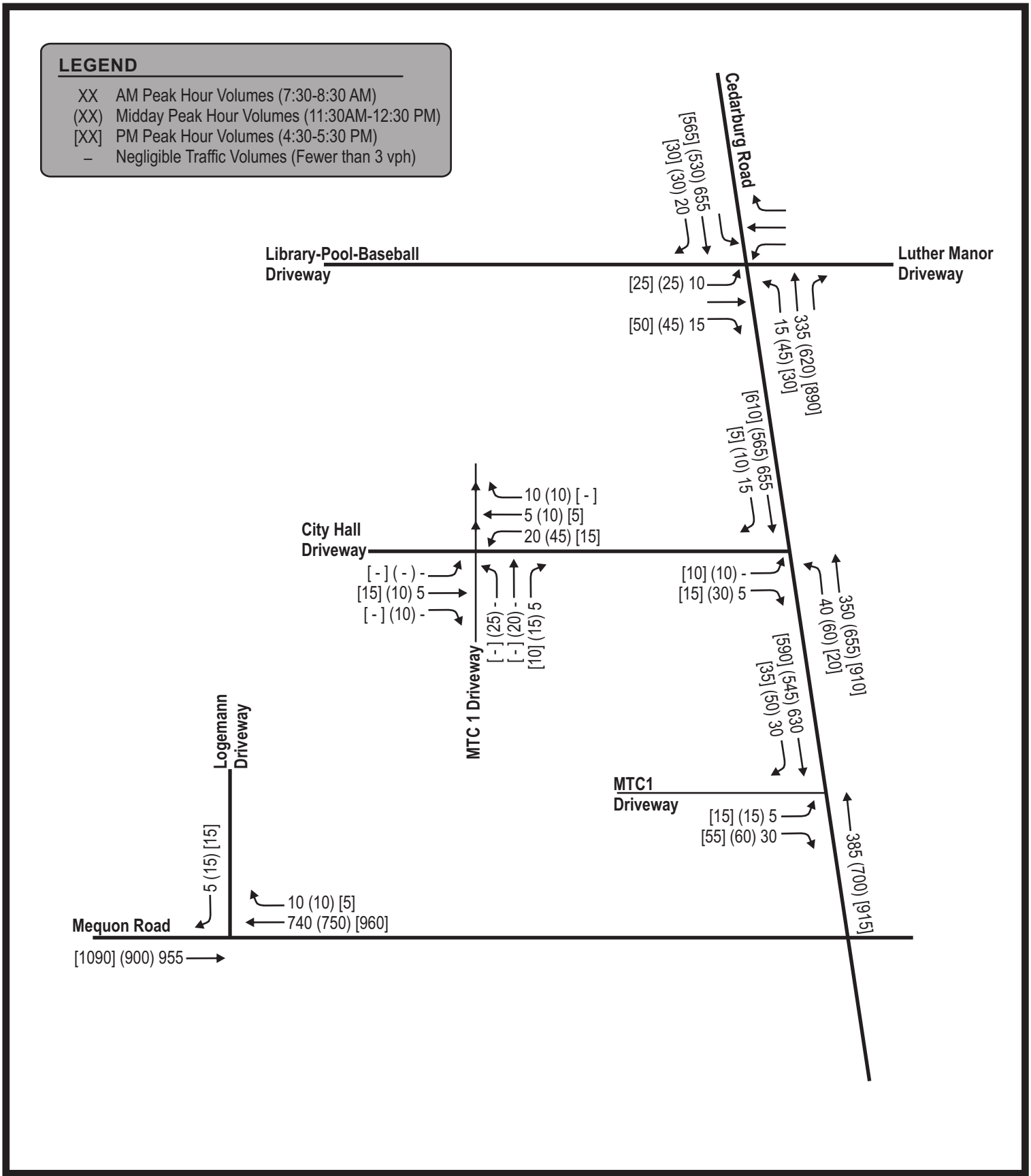


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2079: 08-03-17

N
NOT TO SCALE

EXHIBIT 5-4
BACKWOODS PUB & GRILL DRIVEWAY TRIPS

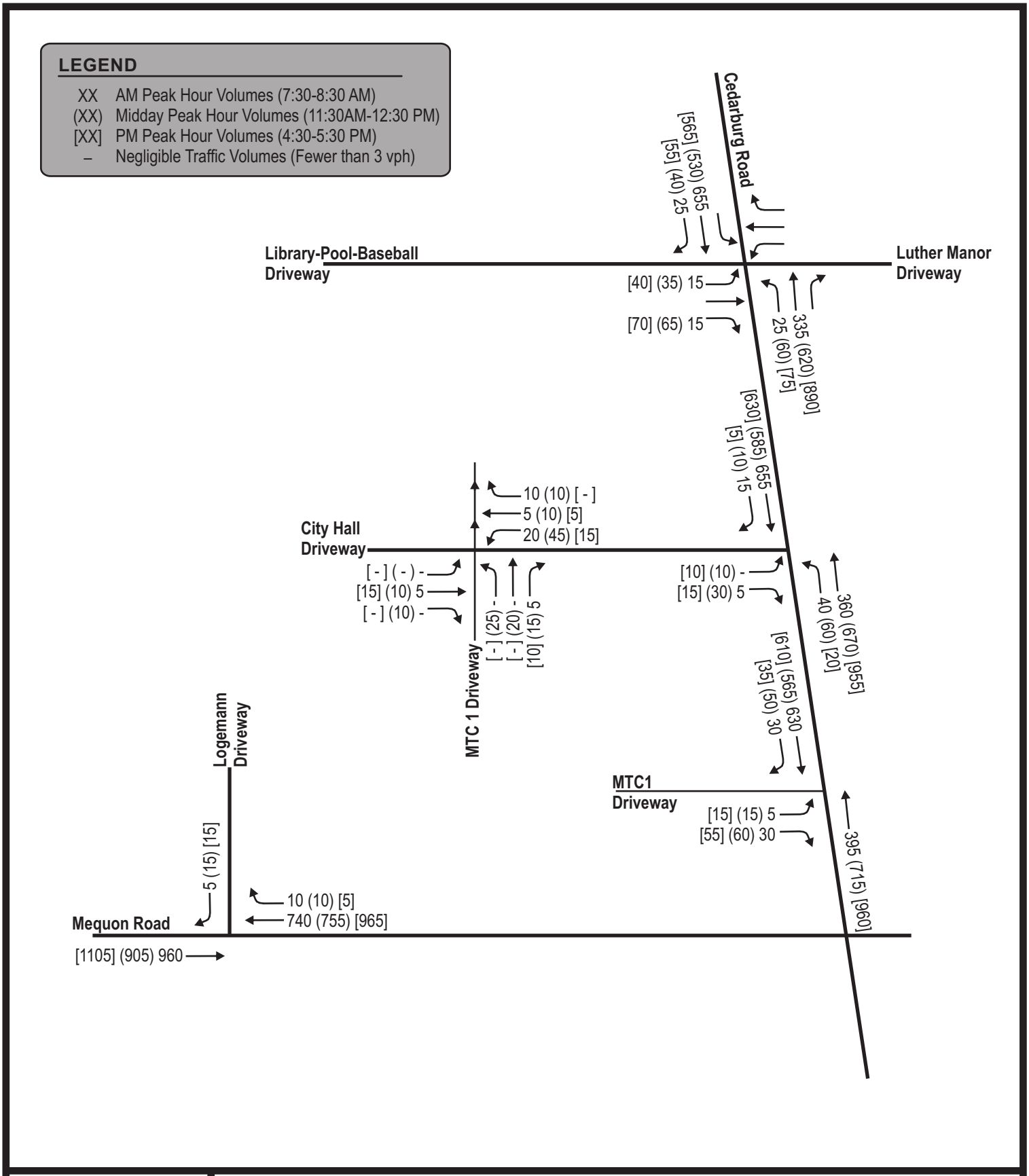
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2079: 08-03-17

N
NOT TO SCALE

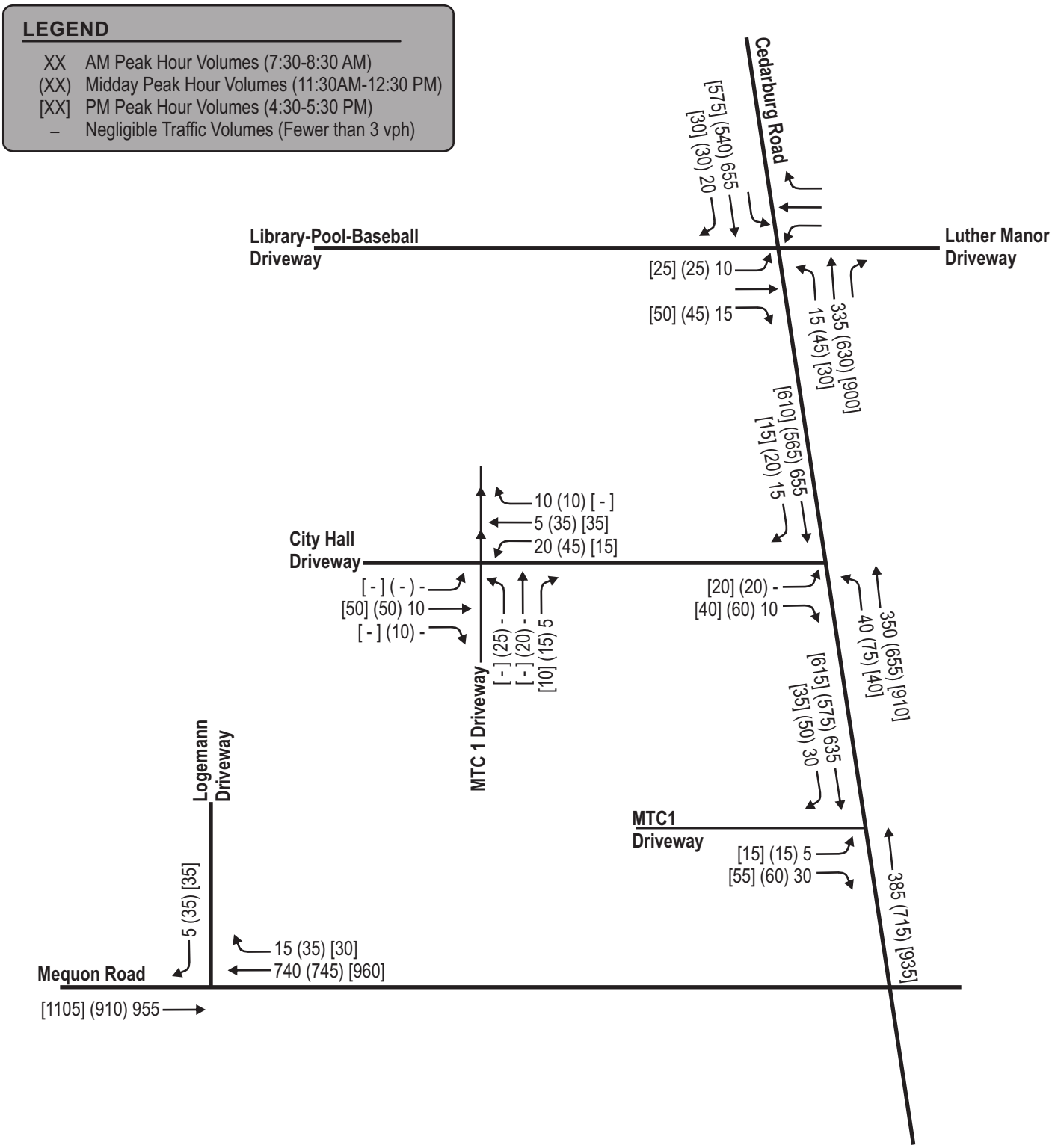
EXHIBIT 5-5
YEAR 2017 EXISTING TRAFFIC VOLUMES
WITH FULL OCCUPANCY OF MTC 1
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2079: 08-03-17

N
NOT TO SCALE

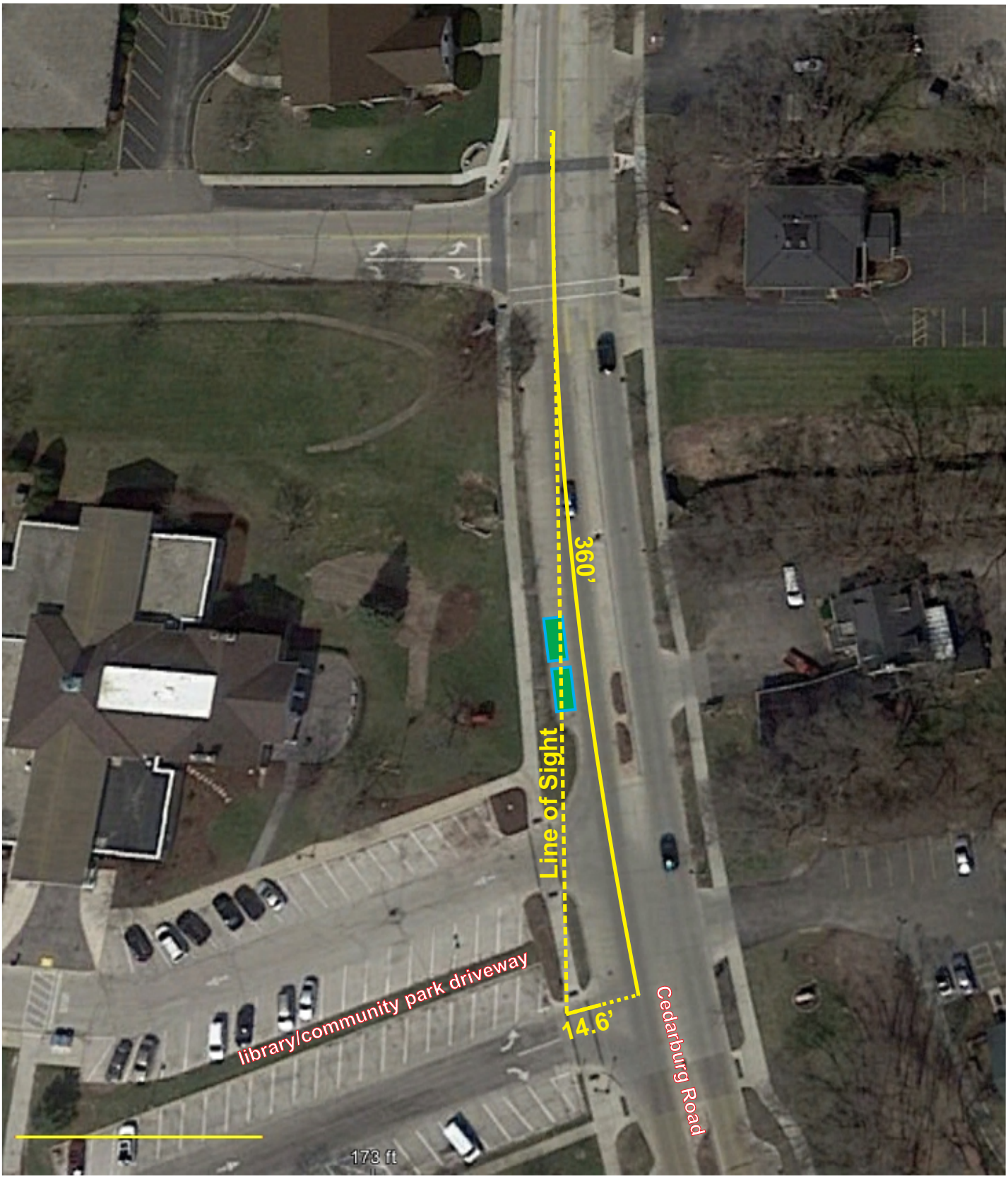
EXHIBIT 5-6
YEAR 2017 EXISTING TRAFFIC VOLUMES
WITH FULL OCCUPANCY OF MTC 1 & FOXTOWN VENTURES
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2079: 08-03-17

N
NOT TO SCALE

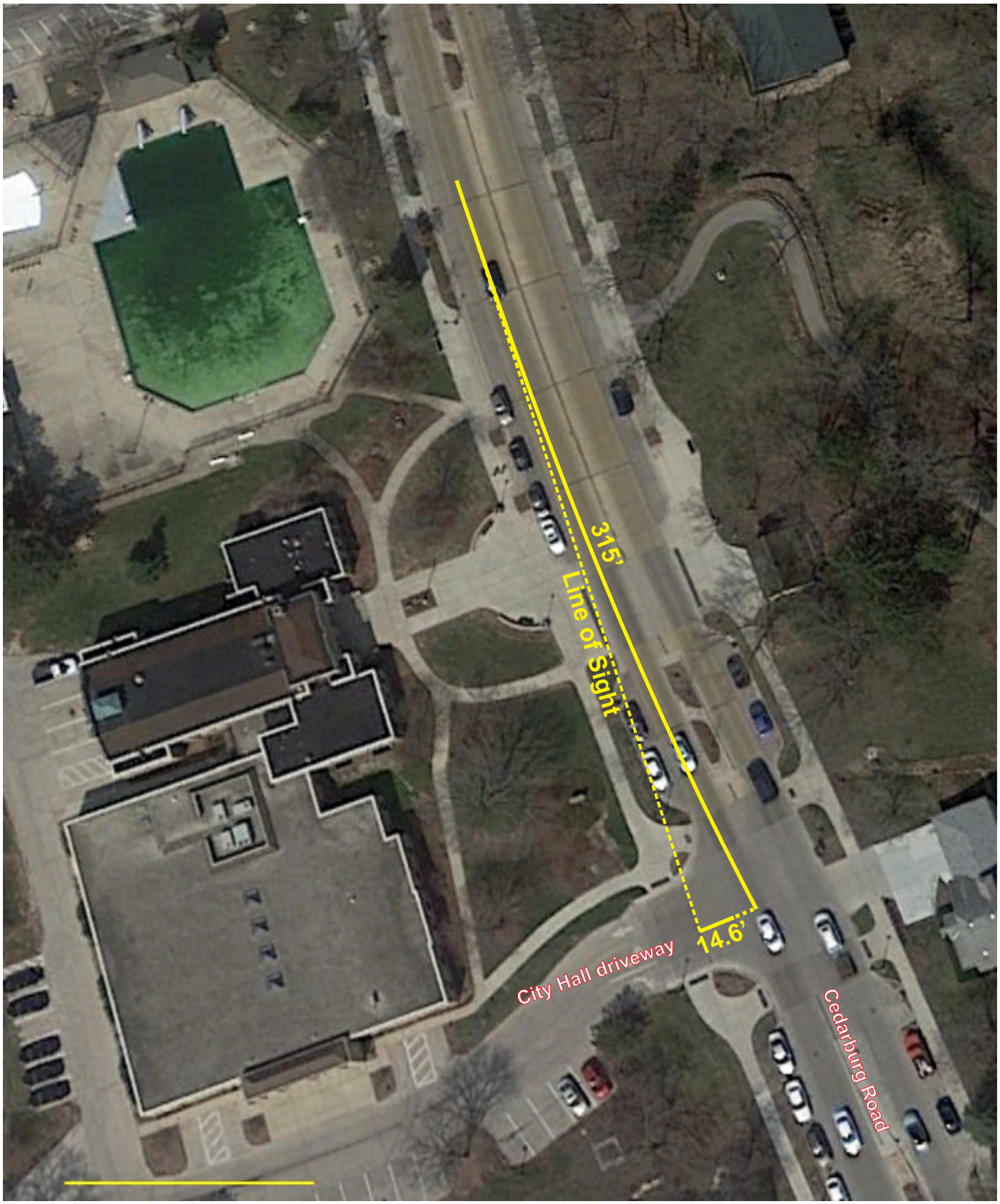
EXHIBIT 5-7
YEAR 2017 EXISTING TRAFFIC VOLUMES
W/ FULL OCCUPANCY OF MTC 1 & BACKWOODS PUB & GRILL
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2079: 08-03-17

N
NOT TO SCALE

EXHIBIT 5-8
INTERSECTION SIGHT DISTANCE
CEDARBURG ROAD & LIBRARY/COMMUNITY PARK DRIVEWAY
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2079: 08-03-17

N
NOT TO SCALE

EXHIBIT 5-9
INTERSECTION SIGHT DISTANCE
CEDARBURG ROAD & CITY HALL DRIVEWAY
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

CHAPTER 6: SPUR 16/MTC 2 – PARKING DEMAND STUDY

A. INTRODUCTION

A parking supply and demand study was also completed for the Spur 16/MTC 2 development. This development is located in the area bounded by Division Street to the north (550 feet to the north), Mequon Road to the south, Buntrock Avenue to the west, and the Ozaukee County Interurban Trail to the east.

The parking demand numbers utilized for this study were not based on actual parking counts, but rather on national standards of parking generation based on the use and size of each development and on parking rates contained in the *ITE Parking Generation Manual, 4th Edition*. As directed by the Common Council, parking occupancy rates were based on the typical/average parking demand for each use as well as the highest/worst case parking demand for each use, based on the parking studies conducted by ITE.

In addition to the *ITE Parking Generation Manual*, past parking reports, site plans, site observations, parking lot layouts, types of users within the area, hours of operation, and aerial photos were utilized for this study.

B. BASE DEFINITIONS AND STANDARDS

Similar to the parking studies completed for the MTC 1 area, this parking study was prepared using the definition of a full parking lot as one that has an occupancy rate (number of spaces filled/vacant spaces) of 85 percent or more. This parking study also assumes that most patrons are willing to walk up to 400 feet between the parking area and their destination. For situations where parking availability is a known challenge, most patrons are willing to walk up to 800 feet; as long as there is effective wayfinding signing, adequate sidewalks/ walkways and visibility is present. Patrons are also willing to walk up to 800 feet in nicer weather.

Similar to the MTC 1 area, the MTC 2 was designed to be a multi-model center attracting automobile, bike and pedestrian traffic; as such there is a balance of accommodating parking as well as promoting bike and pedestrian traffic, especially with the proximity of the Ozaukee Interurban Trail.

C. EXISTING PARKING SUPPLY – SPUR 16/MTC 2

The existing parking supply, or the number of available parking spaces, was calculated based on the current site plan for the Spur 16-MTC 2 area received by the City of Mequon on July 28, 2017 (Exhibit 6-1). All parking spaces shown on the plan were included in the total parking supply numbers. This includes handicapped spaces and underground/garaged parking apartment spaces (reserved for apartment users only with a key card for access).

The current site plan shows the following:

- 156 Apartment units with 285 parking spaces provided for the apartments (179 garaged and 106 surface spaces)
- 20 on-street parking spaces along the new east/west street between the apartments and the commercial area (serving the apartments)

- Seven on-street parking spaces on the east end of the new east/west street (in front of the clubhouse) for club parking only.
- Retail A of 4,800 SF, which is anticipated to be used for physical therapy and a yoga studio
- Retail B of 10,900 SF, which is anticipated to be used as a public market
- Parking Lot A (serving Retail A & B) provides 143 surface parking spaces (this includes additional parking in the north future building area, which was shown as grass/greenspace on previous site plans)
- Retail C of 5,400 SF, which is anticipated to be a high-turnover, sit-down restaurant (with a bar/lounge)
- Parking Lot B (serving Retail C) provides 80 surface parking spaces
- 16 on-street parking spaces along the new north/south street between Retail B and Retail C buildings (serving Retail C)

Based on the layout of MTC 2, the parking lots and on-street parking areas are all within a 400-foot walking distance to the uses within MTC 2. Lot A and some on-street parking on the east/west street is within 400 feet of Retail A. Lots A, B and 16 on-street spaces are within 400 feet of Retail B. Lot B and about 30 spaces in Lot A, plus 16 on-street spaces are within 400 feet of Retail C. This overlap of parking supply within 400 feet of each building provides opportunities for shared parking. Since the number of uses on this site is not extensive, some shared parking may occur, however, the percentage of shared parking is expected to be relatively small. For a conservative parking analysis, the parking demand and parking occupancy calculations do not include a shared parking percent reduction.

Based on the layout of the various parking lots within the Spur 16/MTC 2 area, and utilizing a 400-foot maximum walking radius to the entrance of each building, the following parking supplies were defined for each building:

- Retail A & B Parking Supply within a 400-foot radius: 143 spaces in Lot A.
- Retail C Parking Supply within a 400 foot radius: 80 spaces in Lot B and 16 on-street parking spaces on the new north/south street for a total of 96 parking spaces.
- Apartments Parking Supply within a 400 foot radius: 179 underground parking spaces and 106 surface parking spaces, plus 27 on-street parking spaces on the new east/west street for a total of 312 parking spaces.

D. EXPECTED PARKING DEMAND (TYPICAL WEEKDAY AND SATURDAY CONDITIONS)

The parking demand for the apartments, physical therapy/yoga (Retail A), public market (Retail B) and restaurant (Retail C) were all calculated separately due to different types of uses and the existence of separate defined parking areas. It is realized that some apartment users may visit the public market or restaurant and not use a general public parking space, while at the same time visitors of the apartment tenants may park in the general parking area on-street or in Lots A or B. This type of dynamic is expected to cancel itself out within parking demand calculations.

The total parking demand per hour for the Spur 16/MTC2 for a typical weekday and a typical Saturday is shown below in Tables 23 and 24, respectfully.

Table 23 – Spur 16/MTC 2, Typical Weekday Parking Demand Per Use

Hour	Retail A (Phys. Therapy)	Retail B (Public Market)	Retail C (Restaurant)	Apartments
6:00 a.m. - 7:00 a.m.			20	170
7:00 a.m. - 8:00 a.m.	12	10	38	110
8:00 a.m. - 9:00 a.m.	16	15	41	78
9:00 a.m. - 10:00 a.m.	24	26	38	68
10:00 a.m. - 11:00 a.m.	20	29	36	62
11:00 a.m. - 12:00 p.m.	18	38	62	60
12:00 p.m. - 1:00 p.m.	8	39	72	58
1:00 p.m. - 2:00 p.m.	16	41	59	62
2:00 p.m. - 3:00 p.m.	18	39	32	71
3:00 p.m. - 4:00 p.m.	20	40	22	84
4:00 p.m. - 5:00 p.m.	2	39	41	87
5:00 p.m. - 6:00 p.m.	12	38	52	122
6:00 p.m. - 7:00 p.m.	10	33	60	154
7:00 p.m. - 8:00 p.m.		25	58	188
8:00 p.m. - 9:00 p.m.		15	40	192

Table 24 – Spur 16/MTC 2, Typical Saturday Parking Demand Per Use

Hour	Retail A (Phys. Therapy)	Retail B (Public Market)	Retail C (Restaurant)	Apartments
6:00 a.m. - 7:00 a.m.			20	180
7:00 a.m. - 8:00 a.m.	6	13	46	172
8:00 a.m. - 9:00 a.m.	16	28	50	126
9:00 a.m. - 10:00 a.m.	24	36	44	110
10:00 a.m. - 11:00 a.m.	20	34	42	96
11:00 a.m. - 12:00 p.m.	18	35	79	84
12:00 p.m. - 1:00 p.m.	8	37	88	78
1:00 p.m. - 2:00 p.m.	16	40	68	83
2:00 p.m. - 3:00 p.m.	18	41	38	94
3:00 p.m. - 4:00 p.m.	20	43	29	112
4:00 p.m. - 5:00 p.m.	12	40	52	122
5:00 p.m. - 6:00 p.m.	8	43	64	134
6:00 p.m. - 7:00 p.m.		42	73	171
7:00 p.m. - 8:00 p.m.		35	62	188
8:00 p.m. - 9:00 p.m.		15	48	192

As shown in Tables 23 and 24, each use has a different peak hour of parking demand. For example, Retail A/Physical Therapy parking peaks from 9:00 a.m. to 10:00 a.m. Retail B/Public

Market parking peaks from 1:00 p.m. to 2:00 p.m. and from 3:00 p.m. to 4:00 p.m. on a weekday, and from 3:00 p.m. to 4:00 p.m. and from 5:00 p.m. to 6:00 p.m. on a Saturday. Retail C/Restaurant parking peaks from 11:00 a.m. to 1:00 p.m. and from 6:00 p.m. to 7:00 p.m. The apartment's peak parking demand occurs from 8:00 p.m. to 6:00 a.m. This allows for some shared parking to occur within the site. Comparing the parking demand values of Tables 23 and 24 to the actual parking supply provides determination of the parking lot occupancy to determine which lots are full, which lots have overflow traffic to other lots, which areas have available parking, etc.

It is noted that this analysis is not based on actual parking demand counts, but rather based on national standards of parking demand for each anticipated use. If the uses change for Retail A, B and C, the parking demand will also change accordingly.

D1. Typical Weekday Parking Demand

Exhibit 6-2 illustrates the parking demand per hour on a typical weekday as it relates to the nearest parking supply lot, resulting in the percent occupancy of the parking for each lot/area. Overall, for a typical weekday, there is an adequate amount of parking supply provided for the anticipated uses and sizes of development within Spur 16/MTC 2.

- The parking field for Retail A/Physical Therapy and Retail B/Public Market (143 spaces) is expected to be about 42 percent full during the peak hours of the day.
- The parking field for Retail C/Restaurant (96 spaces) is expected to be about 75 percent full during the lunch peak hour (12:00 p.m. to 1:00 p.m.) and about 60-63 percent full during the evening/dinner hours.
- The apartment parking area (312 spaces) is expected to be about 62 percent full from 8:00 p.m. to 6:00 a.m.

Exhibit 6-2 also shows the number of parking spaces that could be available for overflow parking from the Logemann Community Center parking (if full). During the peak lunch hour (12:00 p.m. to 1:00 p.m.), 10 spaces would be available before reaching 85 percent occupancy. During the dinner peak hour (6:00 p.m. to 7:00 p.m.), 22 spaces would be available before reaching 85 percent occupancy.

D2. Typical Saturday Parking Demand

Exhibit 6-3 illustrates the parking demand per hour on a typical Saturday as it relates to the nearest parking supply lot, resulting in the percent occupancy of the parking for each lot/area. Overall, for a typical Saturday, there is an adequate amount of parking supply provided for the anticipated uses and sizes of development within Spur 16/MTC 2.

- The parking field for Retail A/Physical Therapy and Retail B/Public Market (143 spaces) is expected to be about 44 percent full during the peak hours of the day.
- The parking field for Retail C/Restaurant (96 spaces) is expected to be about 92 percent full during the lunch peak hour (12:00 p.m. to 1:00 p.m.) and about 76 percent full during the evening/dinner hours. Since Lot B is expected to be over 85 percent occupied during the peak lunch hour, six vehicles are expected to park in the adjacent Lot A, where ample parking supply is available. This results in Lot B being at 85 percent occupancy and Lot

A being at 34 percent occupancy. This is considered acceptable, as about one-third of the spaces in Lot A are within 400 feet of walking distance for the restaurant.

- The apartment parking area (312 spaces) is expected to be about 62 percent full from 8:00 p.m. to 6:00 a.m.

Also shown on Exhibit 6-3 is the number of parking spaces on Saturday that could be available for overflow parking from the Logemann Community Center parking (if full). During the peak lunch hours (12:00 p.m. to 1:00 p.m.), no spaces would be available for Logemann Community Center overflow parking. During the peak dinner hour (6:00 p.m. to 7:00 p.m.), nine spaces would be available for the Logemann Community Center overflow parking.

D3. Parking Demand Summary

In Summary, for a typical weekday and Saturday:

- The Spur 16/MTC2 parking area provides an adequate parking supply for the anticipated users/sizes of development within the site. During the lunch hour on a peak Saturday, Lot B and the 16 on-street spaces on the north/south street are expected to full with overflow parking to occur within Lot A, which is within 400 feet walking distance from the restaurant. Lot A is expected to have available parking for restaurant parking overflow.
- Lot B could be used for overflow parking if the Logemann Community Center is redeveloped, as Lot B is within 400 feet walking distance of the Logemann Community Center. However, the number of available parking spaces during peak lunch hours is expected to be minimal (10 spaces) during the weekday and near zero on a Saturday. Based on the parking demand for Retail C/Restaurant and the number of spaces provided in Lot B, it is recommended that Lot B not be considered for overflow parking for redevelopment of the Logemann Community Center.

E. EXPECTED PARKING DEMAND (WORST-CASE WEEKDAY AND SATURDAY CONDITIONS, BASED ON ITE HIGHEST VALUES)

As requested by the Common Council, an additional worst-case parking demand scenario for Spur 16/MTC 2 was conducted. For this scenario, TADI also utilized the *ITE Parking Generation Manual, 4th Edition* to determine the parking demand per hour for all anticipated land uses within the Spur 16/MTC2 area. However, instead of using the recommended average parking demand rate, either the highest observed demand rate was used or the 85th percentile demand rate was used, (depending on the data available from ITE for each type of use). As with a typical parking demand scenario, these calculations do not include a shared parking percent reduction.

The total parking demand per hour for the Spur 16/MTC2 for a worst-case weekday and a worst-case Saturday is shown below in Tables 25 and 26, respectfully.

Table 25 – Spur 16/MTC 2, Worst-Case Weekday Parking Demand per Use

Hour	Retail A (Phys. Therapy)	Retail B (Public Market)	Retail C (Restaurant)	Apartments
6:00 a.m. - 7:00 a.m.		5	20	280
7:00 a.m. - 8:00 a.m.	14	20	40	174
8:00 a.m. - 9:00 a.m.	22	42	54	123
9:00 a.m. - 10:00 a.m.	46	53	46	107
10:00 a.m. - 11:00 a.m.	40	59	38	98
11:00 a.m. - 12:00 p.m.	24	78	88	95
12:00 p.m. - 1:00 p.m.	12	80	94	92
1:00 p.m. - 2:00 p.m.	24	83	82	98
2:00 p.m. - 3:00 p.m.	32	79	42	112
3:00 p.m. - 4:00 p.m.	40	81	35	133
4:00 p.m. - 5:00 p.m.	18	81	64	137
5:00 p.m. - 6:00 p.m.	14	77	72	193
6:00 p.m. - 7:00 p.m.	12	66	78	243
7:00 p.m. - 8:00 p.m.		50	68	296
8:00 p.m. - 9:00 p.m.		20	44	303

Table 26 – Spur 16/MTC 2, Worst-Case Saturday Parking Demand per Use

Hour	Retail A (Phys. Therapy)	Retail B (Public Market)	Retail C (Restaurant)	Apartments
6:00 a.m. - 7:00 a.m.		5	20	288
7:00 a.m. - 8:00 a.m.	6	22	33	271
8:00 a.m. - 9:00 a.m.	22	45	62	199
9:00 a.m. - 10:00 a.m.	46	56	49	174
10:00 a.m. - 11:00 a.m.	40	72	40	151
11:00 a.m. - 12:00 p.m.	24	70	97	133
12:00 p.m. - 1:00 p.m.	12	74	110	123
1:00 p.m. - 2:00 p.m.	24	81	94	131
2:00 p.m. - 3:00 p.m.	32	84	46	148
3:00 p.m. - 4:00 p.m.	40	87	36	177
4:00 p.m. - 5:00 p.m.	18	81	70	193
5:00 p.m. - 6:00 p.m.	10	86	79	211
6:00 p.m. - 7:00 p.m.		84	91	270
7:00 p.m. - 8:00 p.m.		70	82	297
8:00 p.m. - 9:00 p.m.		20	62	303

As shown in Tables 25 and 26, each use has a different peak hour of parking demand with the worst-case scenario parking conditions. For example, Retail A/Physical Therapy parking peaks from 9:00 a.m. to 10:00 a.m. Retail B/Public Market parking peaks from 12:00 p.m. to 2:00 p.m. and from 3:00 p.m. to 5:00 p.m. on a weekday from 3:00 p.m. to 7:00 p.m. on a Saturday. Retail

C/Restaurant parking peaks from 11:00 a.m. to 1:00 p.m. and from 6:00 p.m. to 7:00 p.m. The peak parking demand for the apartments occurs from 8:00 p.m. to 6:00 a.m. This allows some shared parking to occur within the site. Combining the parking demand values of Tables 25 and 26 to the actual parking supply provides a determination of the parking occupancy of the lots to determine which lots are full, which lots have overflow traffic to other lots, which areas have available parking, etc.

It is noted that this analysis is not based on actual parking demand counts, but rather based on national standards of parking demand for each anticipated use. If the uses change for Retail A, B and C, the parking demand will also change accordingly.

E1. Weekday Parking Demand – Worst-Case Scenario

Exhibit 6-4 illustrates the worst-case scenario parking demand per hour on a typical weekday as it relates to the nearest parking supply lot, resulting in a percentage of occupancy for each parking lot/area.

- The parking field for Retail A/Physical Therapy and Retail B/Public Market (143 spaces) is expected to be about 85 percent full during the peak hour (3:00 p.m. to 4:00 p.m.) and 78 percent full from 2:00-3:00 p.m.
- The parking field for Retail C/Restaurant (96 spaces) is expected to be about 98 percent full during the lunch peak hour (12:00 p.m. to 1:00 p.m.). The lot is expected to be about 92 percent full from 11:00 a.m. to 12:00 p.m., 85 percent full from 1:00 p.m. to 2:00 p.m. and about 81 percent full during the peak dinner hour (6:00 p.m. to 7:00 p.m.). During the lunch hours when Lot B is over 85 percent full (by 6-12 spaces), these additional parkers could be absorbed into Lot A, which is expected to be occupied at 82 percent or less with the restaurant patrons parked in Lot A.
- The apartment parking area (312 spaces) is expected to be about 97 percent full from 8:00 p.m. to 6:00 a.m. During those hours, there is ample parking available within the north ends of Lot A as well as on-street parking along the new east/west street to absorb additional apartment parkers.

For the worst-case parking demand scenario, assuming shared parking between lots, there is an adequate amount of parking supply provided for the anticipated uses and sizes of development within Spur 16/MTC 2. However, it is noted that a few patrons may be required to walk over 400 feet to their destination to find an available parking space.

Also shown on Exhibit 6-4 is the number of parking spaces that could be available for overflow parking from the Logemann Community Center parking (if full). During the peak lunch hour from 11:00 a.m. to 2:00 p.m., no spaces would be available. During the dinner hours of 6:00 p.m. to 7:00 p.m., only four spaces would be available for Logemann Community Center overflow parking.

E2. Saturday Parking Demand – Worst-Case Scenario

Exhibit 6-5 illustrates the worst-case scenario parking demand per hour on a Saturday as it relates to the nearest parking supply lot, resulting in a percentage of occupancy for each parking lot/area.

- The parking field for Retail A/Physical Therapy and Retail B/Public Market (143 spaces) is expected to be about 89 percent full during the peak hour (3:00 p.m. to 4:00 p.m.) and 81 percent full from 2:00-3:00 p.m. During these times, there is excess parking supply for the apartments, meaning that the 20 on-street spaces on the east/west street may be available for overflow parking from the Retail A and B uses. The 20 on-street spaces are within 400 feet of these uses.
- The parking field for Retail C/Restaurant (96 spaces) is expected to be about 115 percent full during the lunch peak hour (12:00 p.m. to 1:00 p.m.). The lot is expected to be about 101 percent full from 11:00 a.m. to 12:00 p.m., 98 percent full from 1:00 p.m. to 2:00 p.m., about 95 percent full from 6:00 p.m. to 7:00 p.m., and about 85 percent full from 7:00 p.m. to 8:00 p.m. During the lunch hours when Lot B is over 85 percent full (over 85 percent by 28 spaces), these additional parkers could be absorbed into the parking areas for Retail A & B, which are expected to be occupied at 77 percent or less with the restaurant patrons parked in Lot A.
- The apartment parking area (312 spaces) is expected to be about 95-97 percent full from 7:00 p.m. to 6:00 a.m. During those hours, there is ample parking available within the north ends of Lot A as well as on-street parking along the new east/west street to absorb additional apartment parkers.

Under a worst-case scenario Saturday parking demand condition, utilizing shared parking between lots, there is an adequate amount of parking supply provided for the anticipated uses and sizes of development within Spur 16/MTC 2. However, it is noted that a few patrons may be required to walk over 400 feet to their destination to find an available parking space during the lunch and dinner hours.

Also shown on Exhibit 6-5, is the number of parking spaces that could be available for overflow parking from the Logemann Community Center parking (if full). During the peak lunch hours of 11:00 a.m. to 2:00 p.m. and during the dinner hours of 6:00 p.m. to 8:00 p.m., no spaces would be available for the Logemann Community Center overflow parking.

E3. Parking Demand Summary – Worst-Case Scenario

In Summary, for a worst-case scenario parking demand weekday and Saturday:

- The Spur 16/MTC2 parking area provides an adequate parking supply for anticipated users/sizes of development within the site, utilizing shared parking between uses and lots. During the lunch hours of 11:00 a.m. to 2:00 p.m., on a peak weekday and Saturday, Lot B (restaurant lot) and the 16 on-street spaces on the north/south street are expected to be full with overflow parking expected to occur within Lot A, which is within 400 feet to a maximum of 500 feet walking distance from the restaurant. Lot A is expected to have available parking for the restaurant parking overflow, except from 3:00 p.m. to 4:00 p.m. During the dinner hour (6:00 p.m. to 7:00 p.m.) on a worst case weekday and 6:00 p.m. to 8:00 p.m. on a worst case Saturday, Lot B (restaurant lot) and the 16 on-street spaces on the north/south street are expected to be full with overflow parking expected to occur within Lot A.
- Lot B could be used for overflow parking if the Logemann Community Center is redeveloped, as Lot B is within 400 feet walking distance of that building. However,

available parking spaces in Lot B are only available prior to 11:00 a.m., between 2:00 p.m. and 6:00 p.m., and after 8:00 p.m. If the Logemann Community Center is redeveloped into a restaurant, Lot B could not be considered for overflow parking for the Logemann Community Center under the worst-case scenario weekday and Saturday peak parking condition.

F. COMPARISON OF PARKING DEMANDS

In addition to the provided site plans and provided parking supply, the developer parking demand calculations for each building/use was also provided. These values were compared to the ITE parking demand rates for a weekday and Saturday for both a typical day and a worst-case scenario/highest volume day. Tables 27 and 28 illustrate the parking demands for each use for the weekday and Saturday, respectfully.

Table 27 – Developer Provided Parking Demands vs ITE Parking Demands for a Weekday

Location	SQ FT or Unit #	Parking Supply	ITE Typical Pkg Demand Spaces*	ITE Worst-Case Pkg Demand Spaces*	Developer Pkg Demand Per Use*	Peak Hour of Parking Demand
RETAIL A - Phy Therapy/Yoga	4800	143	24	46	36	9 - 10 AM
RETAIL B - Public Market	10900	143	41	83	139	1 PM , 3-5 PM
RETAIL C - Smoke Stack Restaurant	5400	80	72	94	84	11 AM-1 PM (highest) 6-7 PM (2nd highest)
Residential - Apartments	156	292	192	303	292	9 PM-6 AM
On-Street N/S Street Parking		16				Used by Retail B and C
On-Street E/W Street Parking		20				Used by Retail A, B, and Apartments
Total Spaces		**551**	**329**	**526**	**551**	

** Note that these uses do not all have peak parking demands during the same hours.*

Table 28 – Developer-Provided Parking Demands vs ITE Parking Demands for a Saturday

Location	SQ FT or Unit #	Parking Supply	ITE Typical Pkg Demand Spaces*	ITE Worst-Case Pkg Demand Spaces*	Developer Pkg Demand Per Use*	Peak Hour of Parking Demand
RETAIL A - Phy Therapy/Yoga	4800	143	24	46	36	9 - 10 AM
RETAIL B - Public Market	10900	143	43	87	139	1 PM and 3-5 PM
RETAIL C - Smoke Stack Restaurant	5400	80	88	110	84	11 AM-1 PM (highest) 6-7 PM (2nd highest)
Residential - Apartments	156	292	192	303	292	9 PM-6 AM
On-Street N/S Street Parking		16				Used by Retail B and C
On-Street E/W Street Parking		20				Used by Retail A, B, and Apartments
Total Spaces		**551**	**346**	**546**	**551**	

** Note that these uses do not all have peak parking demands during the same hours.*

The developer parking demand expectation for Retail A is 36 spaces, which falls between the ITE typical demand of 24 spaces and the worst case highest demand of 46 spaces.

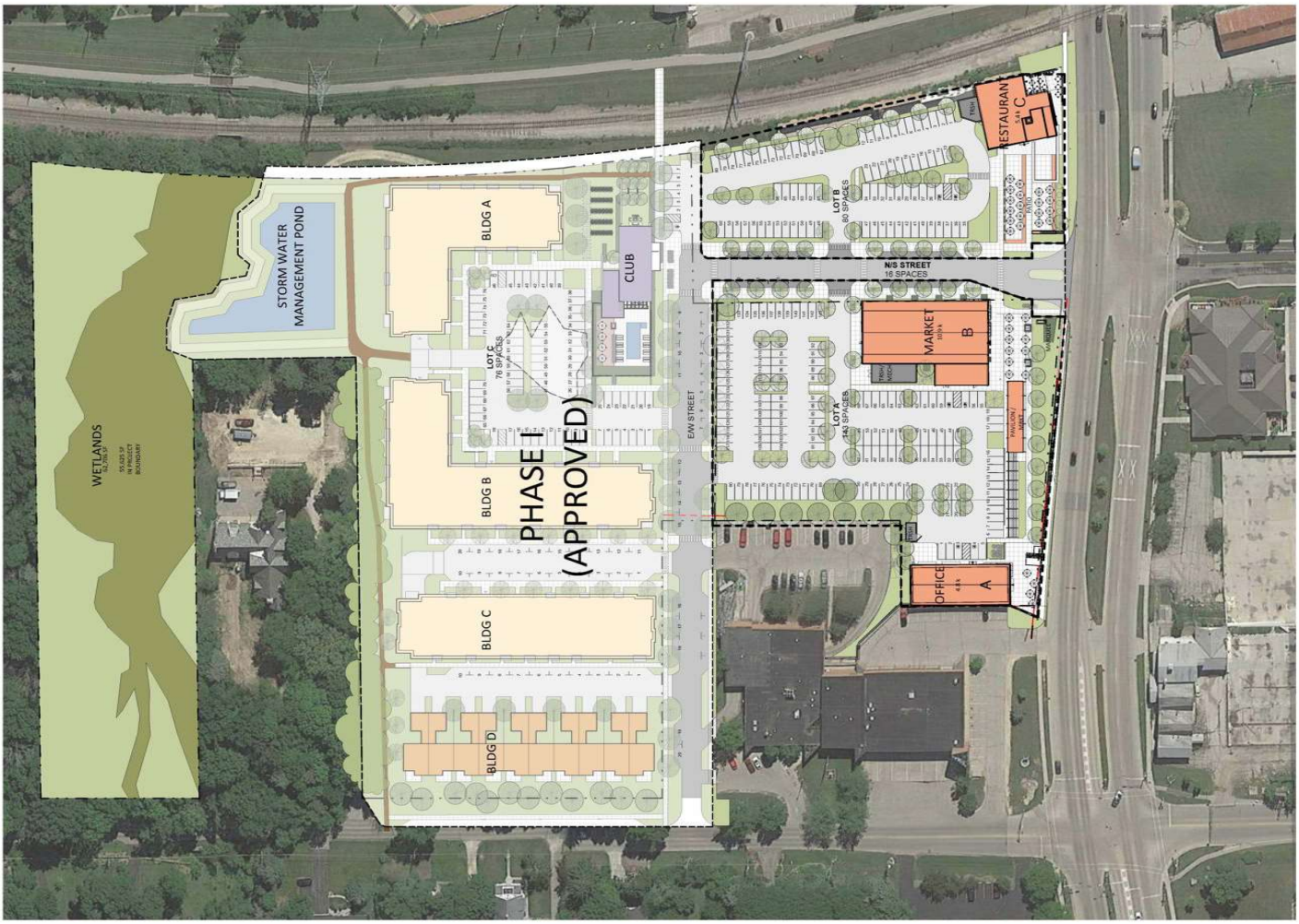
The developer provided parking demand expectation for Retail B, the public market is 139 spaces, which is substantially more than the ITE typical demand of 41/43 spaces and the worst case highest demand of 83/87 spaces. Since ITE does not have a parking demand category for a "public market", the closest similar use is a Grocery Store as several rental spaces within the public market will be food/consumable based. As TADI understands, the public market will be a mini-mall of sorts for various vendors/businesses to rent small spaces for their goods or services. It is likely that a patron entering the Retail B building will visit more than one vendor or business within the building. The parking demand for a public market will vary depending on the types of goods and services within the market and the demand of that good or service. Therefore, consideration could be given to using the ITE parking demand for the typical and worst case condition for this use.

The developer provided parking demand expectation for Retail C is 84 spaces, which is below the ITE typical demand of 88 spaces for a Saturday and slightly higher than the weekday typical demand of 72 spaces. The developer demand of 84 spaces is less than the ITE worst case/highest demand of 94 spaces for a weekday and 110 spaces for a Saturday.

The developer provided parking demand for the apartments is 292 spaces, which falls between the ITE typical demand of 192 spaces and the worst case highest demand of 303 spaces.

The total number of parking spaces supplied for the development is 551 spaces (on-street plus surface plus underground spaces). The ITE typical parking demand is 329 for the weekday and 346 for a Saturday and the ITE worst case parking demand is 526 spaces for a weekday and 546 spaces for a Saturday. The developer provided parking demand is 551 spaces.

The developer-provided total parking demands are somewhat misleading as all these uses do not peak at the same time. For example, there will not be a point during the weekday or Saturday when the entire development has a parking demand of 526 or 546 spaces. For this reason, it is recommended to calculate parking demands per use (see Chapter 6, Sections D and E). Regardless of method used to calculate parking demand for the Spur 16/MTC 2 area, the 551 parking spaces proposed to be constructed meet the projected parking demand during the typical and worst-case scenario weekdays and Saturday.



TADI
TRAFFIC ANALYSIS & DESIGN, INC.

2079: 08-03-17

N

NOT TO SCALE

EXHIBIT 6-1
SPUR16/MTC 2 SITE PLAN

CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

MTC 2 - Spur 16 WEEKDAY PARKING DEMAND - Average

HOUR	RETAIL A&B PARKING DEMAND	RETAIL A&B PARKING SUPPLY*	PERCENT OCCUP.	RETAIL C RESTAURNT DEMAND	RETAIL C PARKING SUPPLY **	PERCENT OCCUP.	Spaces available for Logemann Cntr Overflow	APARTMENTS PARKING DEMAND	APART PARKING SUPPLY***	PERCENT OCCUP.
6 AM to 7 AM	0	143	0%	20	96	21%	62	170	312	54%
7 AM to 8 AM	22	143	15%	38	96	40%	44	110	312	35%
8 AM to 9 AM	31	143	22%	41	96	43%	41	78	312	25%
9 AM to 10 AM	50	143	35%	38	96	40%	44	68	312	22%
10 AM to 11 AM	49	143	34%	36	96	38%	46	62	312	20%
11 AM to Noon	56	143	39%	62	96	65%	20	60	312	19%
Noon to 1 PM	47	143	33%	72	96	75%	10	58	312	19%
1 PM to 2 PM	57	143	40%	59	96	61%	23	62	312	20%
2 PM to 3 PM	57	143	40%	32	96	33%	50	71	312	23%
3 PM to 4 PM	60	143	42%	22	96	23%	60	84	312	27%
4 PM to 5 PM	51	143	36%	41	96	43%	41	87	312	28%
5 PM to 6 PM	50	143	35%	52	96	54%	30	122	312	39%
6 PM to 7 PM	43	143	30%	60	96	63%	22	154	312	49%
7 PM to 8 PM	25	143	17%	58	96	60%	24	188	312	60%
8 PM to 9 PM	15	143	10%	40	96	42%	42	192	312	62%

* - 143 Lot A spaces

** - 80 Lot B spaces + 16 on-street spaces on N-S Street (within a 400 foot radius of doors)

*** - 179 under ground spaces + 106 surface spaces + 7 club spaces on E/W street + 20 reg spaces on E/W street

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2079: 08-03-17

N
NOT TO SCALE

EXHIBIT 6-2
SPUR16/MTC 2 WEEKDAY PARKING DEMAND AVERAGE
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

MTC 2 - Spur 16 SATURDAY PARKING DEMAND - Average

HOUR	RETAIL A&B PARKING DEMAND	RETAIL A&B PARKING SUPPLY*	PERCENT OCCUP.	RETAIL C RESTAURNT DEMAND	RETAIL C PARKING SUPPLY **	PERCENT OCCUP.	Spaces available for Logemann Cntr Overflow	APARTMENTS PARKING DEMAND	APART PARKING SUPPLY	PERCENT OCCUP.
6 AM to 7 AM	0	143	0%	20	96	21%	62	180	312	58%
7 AM to 8 AM	19	143	13%	46	96	48%	36	172	312	55%
8 AM to 9 AM	44	143	31%	50	96	52%	32	126	312	40%
9 AM to 10 AM	60	143	42%	44	96	46%	38	110	312	35%
10 AM to 11 AM	54	143	38%	42	96	44%	40	96	312	31%
11 AM to Noon	53	143	37%	79	96	82%	3	84	312	27%
Noon to 1 PM	45	143	31%	88	96	92%	-6	78	312	25%
1 PM to 2 PM	56	143	39%	68	96	71%	14	83	312	27%
2 PM to 3 PM	59	143	41%	38	96	40%	44	94	312	30%
3 PM to 4 PM	63	143	44%	29	96	30%	53	112	312	36%
4 PM to 5 PM	52	143	36%	52	96	54%	30	122	312	39%
5 PM to 6 PM	51	143	36%	64	96	67%	18	134	312	43%
6 PM to 7 PM	42	143	29%	73	96	76%	9	171	312	55%
7 PM to 8 PM	35	143	24%	62	96	65%	20	188	312	60%
8 PM to 9 PM	15	143	10%	48	96	50%	34	192	312	62%

* - 143 Lot A spaces

** - 80 Lot B spaces + 16 on-street spaces on N-S Street (within a 400 foot radius of doors)

*** - 179 under ground spaces + 106 surface spaces + 7 club spaces on E/W street + 20 reg spaces on E/W street

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

2079: 08-03-17

N
NOT TO SCALE

EXHIBIT 6-3
SPUR16/MTC 2 SATURDAY PARKING DEMAND AVERAGE
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

MTC 2 - Spur 16 WEEKDAY PARKING DEMAND - Peak/Worst-Case Demand Scenario

HOUR	RETAIL A&B PARKING DEMAND	RETAIL A&B PARKING SUPPLY*	PERCENT OCCUP.	RETAIL C RESTAURNT DEMAND	RETAIL C PARKING SUPPLY **	PERCENT OCCUP.	Overflow to Lot A and E/W Street for over 85% Occup	APARTMENTS PARKING DEMAND	APART PARKING SUPPLY***	PERCENT OCCUP.	Overflow to Street or Lot A
6 AM to 7 AM	5	143	3%	20	96	21%	62	280	312	90%	-15
7 AM to 8 AM	34	143	24%	40	96	42%	42	174	312	56%	91
8 AM to 9 AM	64	143	45%	54	96	56%	28	123	312	39%	142
9 AM to 10 AM	99	143	69%	46	96	48%	36	107	312	34%	158
10 AM to 11 AM	99	143	69%	38	96	40%	44	98	312	31%	167
11 AM to Noon	102	143	71%	88	96	92%	-6	95	312	30%	170
Noon to 1 PM	92	143	64%	94	96	98%	-12	92	312	29%	173
1 PM to 2 PM	107	143	75%	82	96	85%	0	98	312	31%	167
2 PM to 3 PM	111	143	78%	42	96	44%	40	112	312	36%	153
3 PM to 4 PM	121	143	85%	35	96	36%	47	133	312	43%	132
4 PM to 5 PM	99	143	69%	64	96	67%	18	137	312	44%	128
5 PM to 6 PM	91	143	64%	72	96	75%	10	193	312	62%	72
6 PM to 7 PM	78	143	55%	78	96	81%	4	243	312	78%	22
7 PM to 8 PM	50	143	35%	68	96	71%	14	296	312	95%	-31
8 PM to 9 PM	20	143	14%	44	96	46%	38	303	312	97%	-38

* - 143 Lot A spaces

** - 80 Lot B spaces + 16 on-street spaces on N-S Street (within a 400 foot radius of doors)

*** - 179 under ground spaces + 106 surface spaces + 7 club spaces on E/W street + 20 reg spaces on E/W street

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

2079: 08-03-17

N
NOT TO SCALE

EXHIBIT 6-4
SPUR16/MTC 2 WEEKDAY PARKING DEMAND
PEAK/WORST CASE DEMAND SCENARIO
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

MTC 2 - Spur 16 SATURDAY PARKING DEMAND - Peak/Worst-Case Demand Scenario

HOUR	RETAIL A&B PARKING DEMAND	RETAIL A&B PARKING SUPPLY*	PERCENT OCCUP.	RETAIL C RESTAURNT DEMAND	RETAIL C PARKING SUPPLY **	PERCENT OCCUP.	Overflow to Lot A and E/W Street for over 85% Occup	APARTMENTS PARKING DEMAND	APART PARKING SUPPLY***	PERCENT OCCUP.	Overflow to Street or Lot A
6 AM to 7 AM	5	143	3%	20	96	21%	62	288	312	92%	-23
7 AM to 8 AM	28	143	20%	33	96	34%	49	271	312	87%	-6
8 AM to 9 AM	67	143	47%	62	96	65%	20	199	312	64%	66
9 AM to 10 AM	102	143	71%	49	96	51%	33	174	312	56%	91
10 AM to 11 AM	112	143	78%	40	96	42%	42	151	312	48%	114
11 AM to Noon	94	143	66%	97	96	101%	-15	133	312	43%	132
Noon to 1 PM	86	143	60%	110	96	115%	-28	123	312	39%	142
1 PM to 2 PM	105	143	73%	94	96	98%	-12	131	312	42%	134
2 PM to 3 PM	116	143	81%	46	96	48%	36	148	312	47%	117
3 PM to 4 PM	127	143	89%	36	96	38%	46	177	312	57%	88
4 PM to 5 PM	99	143	69%	70	96	73%	12	193	312	62%	72
5 PM to 6 PM	96	143	67%	79	96	82%	3	211	312	68%	54
6 PM to 7 PM	84	143	59%	91	96	95%	-9	270	312	87%	-5
7 PM to 8 PM	70	143	49%	82	96	85%	0	297	312	95%	-32
8 PM to 9 PM	20	143	14%	62	96	65%	20	303	312	97%	-38

* - 143 Lot A spaces

** - 80 Lot B spaces + 16 on-street spaces on N-S Street (within a 400 foot radius of doors)

*** - 179 under ground spaces + 106 surface spaces + 7 club spaces on E/W street + 20 reg spaces on E/W street

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TRAFFIC ANALYSIS & DESIGN, INC.
2079: 08-03-17

N
NOT TO SCALE

EXHIBIT 6-5
SPUR16/MTC 2 SATURDAY PARKING DEMAND
PEAK/WORST CASE DEMAND SCENARIO
CIVIC CAMPUS PARKING AND TRAFFIC CIRCULATION STUDY
MEQUON, WISCONSIN

APPENDIX A

MTC1 PARKING COUNTS

Mequon Town Center Parking Study

Date: 6/2/17	**Pool:**	**Not Open**
	Municipal Court:	**Not in Session**
Weather: Sunny and 80s	**Baseball:**	**Yes, in evening, ended at 8:45PM**

Library-Park Lot	Regular Parking Available	Restricted Available*	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	89	4	5	98	9	0	0	9	10.11%	0.00%	0.00%	9.18%	
8:30	89	4	5	98	10	0	0	10	11.24%	0.00%	0.00%	10.20%	
9:00	89	4	5	98	12	0	0	12	13.48%	0.00%	0.00%	12.24%	
9:30	89	4	5	98	25	1	0	26	28.09%	25.00%	0.00%	26.53%	
10:00	89	4	5	98	31	2	0	33	34.83%	50.00%	0.00%	33.67%	
11:00	89	4	5	98	37	0	0	37	41.57%	0.00%	0.00%	37.76%	
11:30	89	4	5	98	38	1	1	40	42.70%	25.00%	20.00%	40.82%	
12:00	89	4	5	98	35	1	2	38	39.33%	25.00%	40.00%	38.78%	
12:30	89	4	5	98	29	1	1	31	32.58%	25.00%	20.00%	31.63%	
1:00	89	4	5	98	38	1	0	39	42.70%	25.00%	0.00%	39.80%	
1:30	89	4	5	98	37	2	0	39	41.57%	50.00%	0.00%	39.80%	
2:00	89	4	5	98	39	1	0	40	43.82%	25.00%	0.00%	40.82%	
5:00	89	4	5	98	38	0	0	38	42.70%	0.00%	0.00%	38.78%	
5:30	89	4	5	98	66	0	0	66	74.16%	0.00%	0.00%	67.35%	
6:00	89	4	5	98	73	0	0	73	82.02%	0.00%	0.00%	74.49%	
6:30	89	4	5	98	79	0	0	79	88.76%	0.00%	0.00%	80.61%	
7:00	89	4	5	98	75	0	0	75	84.27%	0.00%	0.00%	76.53%	
7:30	89	4	5	98	73	1	1	75	82.02%	25.00%	20.00%	76.53%	1 Motorcycle parked striped area of HC
8:00	89	4	5	98	63	1	1	65	70.79%	25.00%	20.00%	66.33%	1 Motorcycle parked striped area of HC
8:30	89	4	5	98	64	1	1	66	71.91%	25.00%	20.00%	67.35%	1 Motorcycle parked striped area of HC
9:00	89	4	5	98	3	0	0	3	3.37%	0.00%	0.00%	3.06%	

*** 3 Resticted = 15 minute library parking only, 1 = Vending Staff Parking only**

City Hall Lot	Regular Parking Available	Restricted Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	58	25	6	89	32	9	0	41	55.17%	36.00%	0.00%	46.07%	
8:30	58	25	6	89	37	9	0	46	63.79%	36.00%	0.00%	51.69%	
9:00	58	25	6	89	41	8	1	50	70.69%	32.00%	16.67%	56.18%	Note: Delivery Truck parked in HC space
9:30	58	25	6	89	46	9	0	55	79.31%	36.00%	0.00%	61.80%	
10:00	58	25	6	89	45	7	0	52	77.59%	28.00%	0.00%	58.43%	
11:00	58	25	6	89	46	1	0	47	79.31%	4.00%	0.00%	52.81%	
11:30	58	25	6	89	48	7	0	55	82.76%	28.00%	0.00%	61.80%	
12:00	58	25	6	89	56	14	0	70	96.55%	56.00%	0.00%	78.65%	
12:30	58	25	6	89	58	17	1	76	100.00%	68.00%	16.67%	85.39%	
1:00	58	25	6	89	54	17	0	71	93.10%	68.00%	0.00%	79.78%	
1:30	58	25	6	89	51	10	0	61	87.93%	40.00%	0.00%	68.54%	
2:00	58	25	6	89	47	11	0	58	81.03%	44.00%	0.00%	65.17%	
5:00	58	25	6	89	46	19	0	65	79.31%	76.00%	0.00%	73.03%	Bus Parked in City parking area
5:30	58	25	6	89	55	18	0	73	94.83%	72.00%	0.00%	82.02%	Bus Parked in City parking area
6:00	58	25	6	89	55	22	0	77	94.83%	88.00%	0.00%	86.52%	Bus Parked in City parking area
6:30	58	25	6	89	58	22	0	80	100.00%	88.00%	0.00%	89.89%	Bus pk.d in City pkg area, 3 cars pkd in non-spcs
7:00	58	25	6	89	57	21	0	78	98.28%	84.00%	0.00%	87.64%	Bus pk.d in City pkg area, 3 cars pkd in non-spcs
7:30	58	25	6	89	53	18	0	71	91.38%	72.00%	0.00%	79.78%	Bus pk.d in City pkg area, 3 cars pkd in non-spcs
8:00	58	25	6	89	55	13	0	68	94.83%	52.00%	0.00%	76.40%	Bus pk.d in City pkg area, 2 cars pkd in non-spcs
8:30	58	25	6	89	50	12	0	62	86.21%	48.00%	0.00%	69.66%	Bus Parked in City parking area
9:00	58	25	6	89	32	10	0	42	55.17%	40.00%	0.00%	47.19%	

*** 16 Resticted = City vehicle parking only, 9 = 30 minute 8-4:30 M-F Parking only**

Mequon Town Center Parking Study

Date: 6/2/17 | **Pool:** | **Not Open**
Municipal Court: | **Not in Session**
Weather: Sunny and 80s | **Baseball:** | **Yes, in evening, ended at 8:45PM**

Loge-mann Lot	Regular Parking Available	Restricted Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	49	0	0	49	4	0	0	4	8.16%			8.16%	
8:30	49	0	0	49	3	0	0	3	6.12%			6.12%	
9:00	49	0	0	49	4	0	0	4	8.16%			8.16%	
9:30	49	0	0	49	10	0	0	10	20.41%			20.41%	
10:00	49	0	0	49	9	0	0	9	18.37%			18.37%	
11:00	49	0	0	49	6	0	0	6	12.24%			12.24%	
11:30	49	0	0	49	6	0	0	6	12.24%			12.24%	
12:00	49	0	0	49	12	0	0	12	24.49%			24.49%	
12:30	49	0	0	49	25	0	0	25	51.02%			51.02%	
1:00	49	0	0	49	29	0	0	29	59.18%			59.18%	
1:30	49	0	0	49	22	0	0	22	44.90%			44.90%	
2:00	49	0	0	49	13	0	0	13	26.53%			26.53%	
5:00	49	0	0	49	12	0	0	12	24.49%			24.49%	
5:30	49	0	0	49	20	0	0	20	40.82%			40.82%	
6:00	49	0	0	49	29	0	0	29	59.18%			59.18%	
6:30	49	0	0	49	37	0	0	37	75.51%			75.51%	
7:00	49	0	0	49	33	0	0	33	67.35%			67.35%	
7:30	49	0	0	49	23	0	0	23	46.94%			46.94%	1 bike
8:00	49	0	0	49	23	0	0	23	46.94%			46.94%	1 bike
8:30	49	0	0	49	20	0	0	20	40.82%			40.82%	1 bike
9:00	49	0	0	49	12	0	0	12	24.49%			24.49%	1 bike

MTC1 Lot	Regular Parking Available	Restricted* Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	96	8	9	113	78	3	0	81	81.25%	37.50%	0.00%	71.68%	1 Bike in Rack
8:30	96	8	9	113	74	2	0	76	77.08%	25.00%	0.00%	67.26%	1 Bike in Rack
9:00	96	8	9	113	83	2	0	85	86.46%	25.00%	0.00%	75.22%	1 Bike in Rack
9:30	96	8	9	113	85	2	0	87	88.54%	25.00%	0.00%	76.99%	1 Bike in Rack
10:00	96	8	9	113	87	6	0	93	90.63%	75.00%	0.00%	82.30%	1 Bike in Rack
11:00	96	8	9	113	80	2	0	82	83.33%	25.00%	0.00%	72.57%	1 Bike in Rack
11:30	96	8	9	113	94	5	0	99	97.92%	62.50%	0.00%	87.61%	2 Bikes in Rack
12:00	96	8	9	113	96	6	1	103	100.00%	75.00%	11.11%	91.15%	3 Bikes in Rack
12:30	96	8	9	113	90	5	6	101	93.75%	62.50%	66.67%	89.38%	3 Bikes in Rack
1:00	96	8	9	113	95	8	6	109	98.96%	100.00%	66.67%	96.46%	2 Bikes in Rack
1:30	96	8	9	113	82	6	6	94	85.42%	75.00%	66.67%	83.19%	2 Bikes in Rack
2:00	96	8	9	113	73	5	5	83	76.04%	62.50%	55.56%	73.45%	2 Bikes in Rack
5:00	96	8	9	113	96	3	4	103	100.00%	37.50%	44.44%	91.15%	2 Bikes in Rack
5:30	96	8	9	113	92	4	2	98	95.83%	50.00%	22.22%	86.73%	2 Bikes in Rack
6:00	96	8	9	113	95	4	2	101	98.96%	50.00%	22.22%	89.38%	2 Bikes in Rack
6:30	96	8	9	113	96	8	5	109	100.00%	100.00%	55.56%	96.46%	4 Bikes in Rack
7:00	96	8	9	113	91	6	3	100	94.79%	75.00%	33.33%	88.50%	7 Bikes in Rack
7:30	96	8	9	113	91	2	2	95	94.79%	25.00%	22.22%	84.07%	5 Bikes in Rack
8:00	96	8	9	113	96	4	3	103	100.00%	50.00%	33.33%	91.15%	4 Bikes in Rack
8:30	96	8	9	113	89	6	3	98	92.71%	75.00%	33.33%	86.73%	3 Bikes in Rack
9:00	96	8	9	113	85	6	0	91	88.54%	75.00%	0.00%	80.53%	4 Bikes in Rack

*** 1 Resticted = Fisher Family Chiro parking only, 3 = Health in Balance parking only, 1 = Westwood Dry Cleaners parking only, 3 = Supercuts parking only**

Mequon Town Center Parking Study

Date: 6/2/17	**Pool:**	**Not Open**
	Municipal Court:	**Not in Session**
Weather: Sunny and 80s	**Baseball:**	**Yes, in evening, ended at 8:45PM**

Cedar-burg Road	Total Parking Available	Total Occupied	% Occupied
8:00	40	6	15.00%
8:30	40	6	15.00%
9:00	40	7	17.50%
9:30	40	9	22.50%
10:00	40	9	22.50%
11:00	40	14	35.00%
11:30	40	13	32.50%
12:00	40	12	30.00%
12:30	40	14	35.00%
1:00	40	14	35.00%
1:30	40	15	37.50%
2:00	40	15	37.50%
5:00	40	17	42.50%
5:30	40	19	47.50%
6:00	40	22	55.00%
6:30	40	26	65.00%
7:00	40	24	60.00%
7:30	40	22	55.00%
8:00	40	18	45.00%
8:30	40	17	42.50%
9:00	40	15	37.50%

Division Street	Total Parking Available	Total Occupied	% Occupied
8:00	16	0	0.00%
8:30	16	0	0.00%
9:00	16	0	0.00%
9:30	16	0	0.00%
10:00	16	0	0.00%
11:00	16	0	0.00%
11:30	16	0	0.00%
12:00	16	0	0.00%
12:30	16	0	0.00%
1:00	16	0	0.00%
1:30	16	0	0.00%
2:00	16	0	0.00%
5:00	16	0	0.00%
5:30	16	1	6.25%
6:00	16	1	6.25%
6:30	16	1	6.25%
7:00	16	1	6.25%
7:30	16	1	6.25%
8:00	16	1	6.25%
8:30	16	1	6.25%
9:00	16	0	0.00%

Mequon Town Center Parking Study

Date: 6/7/17	**Pool:**	**Not Open**
	Municipal Court:	**In Session**
Weather: Sunny and 70s	**Baseball:**	**Yes ended at 5:15PM**

Library-Park Lot	Regular Parking Available	Restricted Available*	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	89	4	5	98	2	0	0	2	2.25%	0.00%	0.00%	2.04%	
8:30	89	4	5	98	6	0	0	6	6.74%	0.00%	0.00%	6.12%	
9:00	89	4	5	98	8	0	1	9	8.99%	0.00%	20.00%	9.18%	Delivery Truck parked in HC
9:30	89	4	5	98	19	0	0	19	21.35%	0.00%	0.00%	19.39%	
10:00	89	4	5	98	31	1	1	33	34.83%	25.00%	20.00%	33.67%	
11:00	89	4	5	98	55	2	1	58	61.80%	50.00%	20.00%	59.18%	School Bus took up 3 spaces Regular
11:30	89	4	5	98	54	1	2	57	60.67%	25.00%	40.00%	58.16%	
12:00	89	4	5	98	41	0	1	42	46.07%	0.00%	20.00%	42.86%	
12:30	89	4	5	98	44	2	1	47	49.44%	50.00%	20.00%	47.96%	
1:00	89	4	5	98	36	2	0	38	40.45%	50.00%	0.00%	38.78%	
1:30	89	4	5	98	39	1	0	40	43.82%	25.00%	0.00%	40.82%	
2:00	89	4	5	98	36	2	0	38	40.45%	50.00%	0.00%	38.78%	
5:00	89	4	5	98	44	1	0	45	49.44%	25.00%	0.00%	45.92%	
5:30	89	4	5	98	29	3	0	32	32.58%	75.00%	0.00%	32.65%	
6:00	89	4	5	98	34	1	0	35	38.20%	25.00%	0.00%	35.71%	
6:30	89	4	5	98	26	0	0	26	29.21%	0.00%	0.00%	26.53%	
7:00	89	4	5	98	20	0	1	21	22.47%	0.00%	20.00%	21.43%	
7:30	89	4	5	98	13	1	0	14	14.61%	25.00%	0.00%	14.29%	
8:00	89	4	5	98	2	0	0	2	2.25%	0.00%	0.00%	2.04%	
8:30	89	4	5	98	2	0	0	2	2.25%	0.00%	0.00%	2.04%	
9:00	89	4	5	98	2	1	0	3	2.25%	25.00%	0.00%	3.06%	

*** 3 Resticted = 15 minute library parking only, 1 = Vending Staff Parking only**

City Hall Lot	Regular Parking Available	Restricted Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	58	25	6	89	31	7	0	38	53.45%	28.00%	0.00%	42.70%	
8:30	58	25	6	89	33	9	0	42	56.90%	36.00%	0.00%	47.19%	
9:00	58	25	6	89	38	15	0	53	65.52%	60.00%	0.00%	59.55%	
9:30	58	25	6	89	43	10	0	53	74.14%	40.00%	0.00%	59.55%	
10:00	58	25	6	89	43	11	0	54	74.14%	44.00%	0.00%	60.67%	
11:00	58	25	6	89	56	10	0	66	96.55%	40.00%	0.00%	74.16%	
11:30	58	25	6	89	58	9	0	67	100.00%	36.00%	0.00%	75.28%	
12:00	58	25	6	89	58	16	0	74	100.00%	64.00%	0.00%	83.15%	
12:30	58	25	6	89	56	15	0	71	96.55%	60.00%	0.00%	79.78%	
1:00	58	25	6	89	56	15	2	73	96.55%	60.00%	33.33%	82.02%	
1:30	58	25	6	89	58	15	3	76	100.00%	60.00%	50.00%	85.39%	
2:00	58	25	6	89	55	15	1	71	94.83%	60.00%	16.67%	79.78%	
5:00	58	25	6	89	39	10	1	50	67.24%	40.00%	16.67%	56.18%	1 car parked in HC without HC tag
5:30	58	25	6	89	43	9	1	53	74.14%	36.00%	16.67%	59.55%	1 car parked in HC without HC tag
6:00	58	25	6	89	54	11	1	66	93.10%	44.00%	16.67%	74.16%	1 car parked in HC without HC tag
6:30	58	25	6	89	53	11	1	65	91.38%	44.00%	16.67%	73.03%	1 car parked in HC without HC tag
7:00	58	25	6	89	53	11	1	65	91.38%	44.00%	16.67%	73.03%	1 car parked in HC without HC tag
7:30	58	25	6	89	50	11	1	62	86.21%	44.00%	16.67%	69.66%	1 car parked in HC without HC tag
8:00	58	25	6	89	35	9	0	44	60.34%	36.00%	0.00%	49.44%	
8:30	58	25	6	89	26	9	0	35	44.83%	36.00%	0.00%	39.33%	
9:00	58	25	6	89	12	9	0	21	20.69%	36.00%	0.00%	23.60%	

*** 16 Resticted = City vehicle parking only, 9 = 30 minute 8-4:30 M-F Parking only**

Mequon Town Center Parking Study

Date: 6/7/17	**Pool:**	**Not Open**
	Municipal Court:	**In Session**
Weather: Sunny and 70s	**Baseball:**	**Yes ended at 5:15PM**

Loge-mann Lot	Regular Parking Available	Restricted Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied
8:00	49	0	0	49	5	0	0	5	10.20%			10.20%
8:30	49	0	0	49	3	0	0	3	6.12%			6.12%
9:00	49	0	0	49	1	0	0	1	2.04%			2.04%
9:30	49	0	0	49	7	0	0	7	14.29%			14.29%
10:00	49	0	0	49	7	0	0	7	14.29%			14.29%
11:00	49	0	0	49	6	0	0	6	12.24%			12.24%
11:30	49	0	0	49	29	0	0	29	59.18%			59.18%
12:00	49	0	0	49	44	0	0	44	89.80%			89.80%
12:30	49	0	0	49	47	0	0	47	95.92%			95.92%
1:00	49	0	0	49	38	0	0	38	77.55%			77.55%
1:30	49	0	0	49	26	0	0	26	53.06%			53.06%
2:00	49	0	0	49	20	0	0	20	40.82%			40.82%
5:00	49	0	0	49	11	0	0	11	22.45%			22.45%
5:30	49	0	0	49	13	0	0	13	26.53%			26.53%
6:00	49	0	0	49	12	0	0	12	24.49%			24.49%
6:30	49	0	0	49	13	0	0	13	26.53%			26.53%
7:00	49	0	0	49	18	0	0	18	36.73%			36.73%
7:30	49	0	0	49	14	0	0	14	28.57%			28.57%
8:00	49	0	0	49	12	0	0	12	24.49%			24.49%
8:30	49	0	0	49	10	0	0	10	20.41%			20.41%
9:00	49	0	0	49	7	0	0	7	14.29%			14.29%

MTC1 Lot	Regular Parking Available	Restricted* Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied		
8:00	96	8	9	113	56	2	0	58	58.33%	25.00%	0.00%	51.33%	0 Bikes in Rack	
8:30	96	8	9	113	69	1	0	70	71.88%	12.50%	0.00%	61.95%	0 Bikes in Rack	
9:00	96	8	9	113	87	3	1	91	90.63%	37.50%	11.11%	80.53%	0 Bikes in Rack	
9:30	96	8	9	113	89	1	1	91	92.71%	12.50%	11.11%	80.53%	0 Bikes in Rack	
10:00	96	8	9	113	95	5	1	101	98.96%	62.50%	11.11%	89.38%	3 Bikes in Rack	
11:00	96	8	9	113	96	5	3	104	100.00%	62.50%	33.33%	92.04%	1 Bike in Rack	
11:30	96	8	9	113	96	7	4	107	100.00%	87.50%	44.44%	94.69%	1 Bike in Rack	
12:00	96	8	9	113	96	7	6	109	100.00%	87.50%	66.67%	96.46%	3 Bikes in Rack	
12:30	96	8	9	113	94	4	5	103	97.92%	50.00%	55.56%	91.15%	3 Bikes in Rack	
1:00	96	8	9	113	90	4	7	101	93.75%	50.00%	77.78%	89.38%	4 Bikes in Rack	
1:30	96	8	9	113	69	4	3	76	71.88%	50.00%	33.33%	67.26%	5 Bikes in Rack	
2:00	96	8	9	113	80	2	1	83	83.33%	25.00%	11.11%	73.45%	2 Bikes in Rack	
5:00	96	8	9	113	96	3	2	101	100.00%	37.50%	22.22%	89.38%	4 Bikes in Rack	
5:30	96	8	9	113	90	1	7	98	93.75%	12.50%	77.78%	86.73%	4 Bikes in Rack	1 car parked in HC without HC tag
6:00	96	8	9	113	96	3	3	102	100.00%	37.50%	33.33%	90.27%	4 Bikes in Rack	
6:30	96	8	9	113	92	4	3	99	95.83%	50.00%	33.33%	87.61%	4 Bikes in Rack	2 cars parked on Driveway to Mequon Rd
7:00	96	8	9	113	96	5	6	107	100.00%	62.50%	66.67%	94.69%	4 Bikes in Rack	1 car parked in HC without HC tag
7:30	96	8	9	113	94	7	5	106	97.92%	87.50%	55.56%	93.81%	1 Bike in Rack	1 car parked in HC without HC tag
8:00	96	8	9	113	86	7	5	98	89.58%	87.50%	55.56%	86.73%	1 Bike in Rack	1 car parked in HC without HC tag
8:30	96	8	9	113	72	4	3	79	75.00%	50.00%	33.33%	69.91%	3 Bikes in Rack	1 car parked in HC without HC tag
9:00	96	8	9	113	76	6	0	82	79.17%	75.00%	0.00%	72.57%	2 Bikes in Rack	

*** 1 Resticted = Fisher Family Chiro parking only, 3 = Health in Balance parking only, 1 = Westwood Dry Cleaners parking only, 3 = Supercuts parking only**

Mequon Town Center Parking Study

Date: 6/7/17	**Pool:**	**Not Open**
	Municipal Court:	**In Session**
Weather: Sunny and 70s	**Baseball:**	**Yes ended at 5:15PM**

Cedar-burg Road	Total Parking Available	Total Occupied	% Occupied	
8:00	40	5	12.50%	
8:30	40	5	12.50%	
9:00	40	8	20.00%	
9:30	40	7	17.50%	
10:00	40	7	17.50%	
11:00	40	11	27.50%	
11:30	40	15	37.50%	
12:00	40	15	37.50%	
12:30	40	13	32.50%	
1:00	40	16	40.00%	Vehicle with trailer took up 2 spaces
1:30	40	18	45.00%	Vehicle with trailer took up 2 spaces
2:00	40	17	42.50%	
5:00	40	21	52.50%	
5:30	40	18	45.00%	
6:00	40	17	42.50%	
6:30	40	17	42.50%	
7:00	40	19	47.50%	
7:30	40	19	47.50%	
8:00	40	16	40.00%	
8:30	40	14	35.00%	
9:00	40	14	35.00%	

Division Street	Total Parking Available	Total Occupied	% Occupied	
8:00	16	0	0.00%	
8:30	16	0	0.00%	
9:00	16	0	0.00%	
9:30	16	0	0.00%	
10:00	16	0	0.00%	
11:00	16	0	0.00%	
11:30	16	0	0.00%	
12:00	16	0	0.00%	
12:30	16	0	0.00%	
1:00	16	0	0.00%	
1:30	16	2	12.50%	2 City Vehicles
2:00	16	3	18.75%	2 City Vehicles
5:00	16	0	0.00%	
5:30	16	0	0.00%	
6:00	16	0	0.00%	
6:30	16	0	0.00%	
7:00	16	0	0.00%	
7:30	16	0	0.00%	
8:00	16	0	0.00%	
8:30	16	0	0.00%	
9:00	16	0	0.00%	

Mequon Town Center Parking Study

Date: 7/8/17	**Pool:**	**Open 12:30-8PM**
SATURDAY	**Municipal Court:**	**Not In Session**
Weather: Sunny and 70s-80s	**Baseball:**	**Yes: Noon-10PM**

Library-Park Lot	Regular Parking Available	Restricted Available*	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	89	4	5	98	4	0	0	4	4.49%	0.00%	0.00%	4.08%	
8:30	89	4	5	98	4	0	0	4	4.49%	0.00%	0.00%	4.08%	
9:00	89	4	5	98	18	0	1	19	20.22%	0.00%	20.00%	19.39%	1 HC with no HC Tag
9:30	89	4	5	98	33	0	0	33	37.08%	0.00%	0.00%	33.67%	
10:00	89	4	5	98	37	2	2	41	41.57%	50.00%	40.00%	41.84%	
11:00	89	4	5	98	51	3	1	55	57.30%	75.00%	20.00%	56.12%	
11:30	89	4	5	98	52	1	0	53	58.43%	25.00%	0.00%	54.08%	
12:00	89	4	5	98	59	3	0	62	66.29%	75.00%	0.00%	63.27%	
12:30	89	4	5	98	67	3	1	71	75.28%	75.00%	20.00%	72.45%	
1:00	89	4	5	98	72	3	0	75	80.90%	75.00%	0.00%	76.53%	
1:30	89	4	5	98	85	1	0	86	95.51%	25.00%	0.00%	87.76%	
2:00	89	4	5	98	89	4	0	93	100.00%	100.00%	0.00%	94.90%	1 vehicle parked in No Parking Zome
5:00	89	4	5	98	50	1	0	51	56.18%	25.00%	0.00%	52.04%	
5:30	89	4	5	98	53	2	0	55	59.55%	50.00%	0.00%	56.12%	
6:00	89	4	5	98	53	0	0	53	59.55%	0.00%	0.00%	54.08%	1 Motorcycle parked striped area of HC
6:30	89	4	5	98	57	1	0	58	64.04%	25.00%	0.00%	59.18%	1 Motorcycle parked striped area of HC
7:00	89	4	5	98	58	2	0	60	65.17%	50.00%	0.00%	61.22%	1 Motorcycle parked striped area of HC
7:30	89	4	5	98	51	0	0	51	57.30%	0.00%	0.00%	52.04%	
8:00	89	4	5	98	52	0	0	52	58.43%	0.00%	0.00%	53.06%	
8:30	89	4	5	98	49	0	0	49	55.06%	0.00%	0.00%	50.00%	
9:00	89	4	5	98	48	0	0	48	53.93%	0.00%	0.00%	48.98%	

*** 3 Resticted = 15 minute library parking only, 1 = Vending Staff Parking only**

Note - At least 6 instances of vehicles entering this lot in the exit only side of the lot

City Hall Lot	Regular Parking Available	Restricted Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	58	25	6	89	17	10	0	27	29.31%	40.00%	0.00%	30.34%	
8:30	58	25	6	89	17	11	0	28	29.31%	44.00%	0.00%	31.46%	
9:00	58	25	6	89	21	10	0	31	36.21%	40.00%	0.00%	34.83%	
9:30	58	25	6	89	20	10	0	30	34.48%	40.00%	0.00%	33.71%	
10:00	58	25	6	89	35	11	0	46	60.34%	44.00%	0.00%	51.69%	1 Non City Vehicle parked in City Only Space
11:00	58	25	6	89	40	11	0	51	68.97%	44.00%	0.00%	57.30%	1 Non City Vehicle parked in City Only Space
11:30	58	25	6	89	48	12	0	60	82.76%	48.00%	0.00%	67.42%	1 Non City Vehicle parked in City Only Space
12:00	58	25	6	89	54	12	0	66	93.10%	48.00%	0.00%	74.16%	1 Non City Vehicle parked in City Only Space
12:30	58	25	6	89	55	12	0	67	94.83%	48.00%	0.00%	75.28%	1 Non City Vehicle parked in City Only Space
1:00	58	25	6	89	56	14	0	70	96.55%	56.00%	0.00%	78.65%	
1:30	58	25	6	89	56	14	0	70	96.55%	56.00%	0.00%	78.65%	
2:00	58	25	6	89	58	16	0	74	100.00%	64.00%	0.00%	83.15%	
5:00	58	25	6	89	19	11	0	30	32.76%	44.00%	0.00%	33.71%	
5:30	58	25	6	89	21	11	0	32	36.21%	44.00%	0.00%	35.96%	
6:00	58	25	6	89	19	11	0	30	32.76%	44.00%	0.00%	33.71%	
6:30	58	25	6	89	21	11	0	32	36.21%	44.00%	0.00%	35.96%	
7:00	58	25	6	89	25	12	0	37	43.10%	48.00%	0.00%	41.57%	
7:30	58	25	6	89	30	12	0	42	51.72%	48.00%	0.00%	47.19%	
8:00	58	25	6	89	25	12	0	37	43.10%	48.00%	0.00%	41.57%	Vehicle with Trailer parked in Non-Space
8:30	58	25	6	89	19	12	0	31	32.76%	48.00%	0.00%	34.83%	
9:00	58	25	6	89	17	12	0	29	29.31%	48.00%	0.00%	32.58%	

*** 16 Resticted = City vehicle parking only, 9 = 30 minute 8-4:30 M-F Parking only**

Mequon Town Center Parking Study

Date: 7/8/17	**Pool:**	**Open 12:30-8PM**
SATURDAY	**Municipal Court:**	**Not In Session**
Weather: Sunny and 70s-80s	**Baseball:**	**Yes: Noon-10PM**

Loge-mann Lot	Regular Parking Available	Restricted Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied
8:00	49	0	0	49	2	0	0	2	4.08%			4.08%
8:30	49	0	0	49	11	0	0	11	22.45%			22.45%
9:00	49	0	0	49	10	0	0	10	20.41%			20.41%
9:30	49	0	0	49	9	0	0	9	18.37%			18.37%
10:00	49	0	0	49	12	0	0	12	24.49%			24.49%
11:00	49	0	0	49	14	0	0	14	28.57%			28.57%
11:30	49	0	0	49	16	0	0	16	32.65%			32.65%
12:00	49	0	0	49	28	0	0	28	57.14%			57.14%
12:30	49	0	0	49	29	0	0	29	59.18%			59.18%
1:00	49	0	0	49	27	0	0	27	55.10%			55.10%
1:30	49	0	0	49	28	0	0	28	57.14%			57.14%
2:00	49	0	0	49	34	0	0	34	69.39%			69.39%
5:00	49	0	0	49	21	0	0	21	42.86%			42.86%
5:30	49	0	0	49	23	0	0	23	46.94%			46.94%
6:00	49	0	0	49	19	0	0	19	38.78%			38.78%
6:30	49	0	0	49	17	0	0	17	34.69%			34.69%
7:00	49	0	0	49	16	0	0	16	32.65%			32.65%
7:30	49	0	0	49	15	0	0	15	30.61%			30.61%
8:00	49	0	0	49	14	0	0	14	28.57%			28.57%
8:30	49	0	0	49	13	0	0	13	26.53%			26.53%
9:00	49	0	0	49	11	0	0	11	22.45%			22.45%

MTC1 Lot	Regular Parking Available	Restricted* Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	94	8	8	110	41	0	0	41	43.62%	0.00%	0.00%	37.27%	2 Bikes in Rack
8:30	94	8	8	110	61	2	2	65	64.89%	25.00%	25.00%	59.09%	3 Bikes in Rack
9:00	94	8	8	110	77	3	1	81	81.91%	37.50%	12.50%	73.64%	3 Bikes in Rack
9:30	94	8	8	110	80	3	2	85	85.11%	37.50%	25.00%	77.27%	2 Bikes in Rack
10:00	94	8	8	110	90	4	1	95	95.74%	50.00%	12.50%	86.36%	2 Bikes in Rack
11:00	94	8	8	110	94	5	2	101	100.00%	62.50%	25.00%	91.82%	2 Bikes in Rack
11:30	94	8	8	110	91	3	2	96	96.81%	37.50%	25.00%	87.27%	5 Bikes in Rack
12:00	94	8	8	110	94	2	3	99	100.00%	25.00%	37.50%	90.00%	3 Bikes in Rack
12:30	94	8	8	110	93	2	3	98	98.94%	25.00%	37.50%	89.09%	3 Bikes in Rack
1:00	94	8	8	110	94	3	4	101	100.00%	37.50%	50.00%	91.82%	4 Bikes in Rack
1:30	94	8	8	110	94	4	3	101	100.00%	50.00%	37.50%	91.82%	5 Bikes in Rack
2:00	94	8	8	110	94	4	2	100	100.00%	50.00%	25.00%	90.91%	6 Bikes in Rack
5:00	94	8	8	110	60	4	0	64	63.83%	50.00%	0.00%	58.18%	16 Bikes in Rack
5:30	94	8	8	110	76	2	3	81	80.85%	25.00%	37.50%	73.64%	9 Bikes in Rack
6:00	94	8	8	110	80	2	1	83	85.11%	25.00%	12.50%	75.45%	8 Bikes in Rack
6:30	94	8	8	110	94	7	2	103	100.00%	87.50%	25.00%	93.64%	6 Bikes in Rack
7:00	94	8	8	110	92	8	2	102	97.87%	100.00%	25.00%	92.73%	0 Biles in Rack
7:30	94	8	8	110	92	6	3	101	97.87%	75.00%	37.50%	91.82%	2 Bikes in Rack
8:00	94	8	8	110	69	4	3	76	73.40%	50.00%	37.50%	69.09%	2 Bikes in Rack
8:30	94	8	8	110	63	5	2	70	67.02%	62.50%	25.00%	63.64%	4 Bikes in Rack
9:00	94	8	8	110	44	3	0	47	46.81%	37.50%	0.00%	42.73%	0 Biles in Rack

*** 1 Resticted = Fisher Family Chiro parking only, 3 = Health in Balance parking only, 1 = Westwood Dry Cleaners parking only, 3 = Supercuts parking only**

Note that on 7/8/17, a dumpster took up 2 regular and 1 Handicapped stall reducing the usual number of available parking stalls

Also note, that if multiple motorcycles parked in 1 stall, they were counted as 1 vehicle

Mequon Town Center Parking Study

Date: 7/8/17	**Pool:**	**Open 12:30-8PM**
SATURDAY	**Municipal Court:**	**Not In Session**
Weather: Sunny and 70s-80s	**Baseball:**	**Yes: Noon-10PM**

Cedar-burg Road	Total Parking Available	Total Occupied	% Occupied
8:00	40	7	17.50%
8:30	40	13	32.50%
9:00	40	15	37.50%
9:30	40	14	35.00%
10:00	40	14	35.00%
11:00	40	13	32.50%
11:30	40	14	35.00%
12:00	40	15	37.50%
12:30	40	14	35.00%
1:00	40	12	30.00%
1:30	40	13	32.50%
2:00	40	20	50.00%
5:00	40	20	50.00%
5:30	40	19	47.50%
6:00	40	16	40.00%
6:30	40	19	47.50%
7:00	40	18	45.00%
7:30	40	18	45.00%
8:00	40	15	37.50%
8:30	40	14	35.00%
9:00	40	13	32.50%

SAFETY Note: When vehicles are parked along Cedarburg Road, visibility coming out of Town Hall lot and South Lot is severely diminished!

Division Street	Total Parking Available	Total Occupied	% Occupied
8:00	16	0	0.00%
8:30	16	0	0.00%
9:00	16	0	0.00%
9:30	16	0	0.00%
10:00	16	0	0.00%
11:00	16	0	0.00%
11:30	16	0	0.00%
12:00	16	0	0.00%
12:30	16	0	0.00%
1:00	16	1	6.25%
1:30	16	1	6.25%
2:00	16	1	6.25%
5:00	16	1	6.25%
5:30	16	1	6.25%
6:00	16	0	0.00%
6:30	16	0	0.00%
7:00	16	0	0.00%
7:30	16	0	0.00%
8:00	16	0	0.00%
8:30	16	0	0.00%
9:00	16	0	0.00%

Mequon Town Center Parking Study

Date: 7/18/17	**Pool:**	**Lessons in AM, Open Swim 12:30-8PM**
Tuesday	**Municipal Court:**	**Not In Session**
Weather: Sunny and 80s	**Baseball:**	**NO games**

Library-Park Lot	Regular Parking Available	Restricted Available*	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	89	4	5	98	4	0	0	4	4.49%	0.00%	0.00%	4.08%	
8:30	89	4	5	98	12	0	0	12	13.48%	0.00%	0.00%	12.24%	
9:00	89	4	5	98	26	0	1	27	29.21%	0.00%	20.00%	27.55%	Delivery Truck in HC Stall
9:30	89	4	5	98	34	1	0	35	38.20%	25.00%	0.00%	35.71%	
10:00	89	4	5	98	55	1	0	56	61.80%	25.00%	0.00%	57.14%	
11:00	89	4	5	98	57	3	2	62	64.04%	75.00%	40.00%	63.27%	
11:30	89	4	5	98	59	1	2	62	66.29%	25.00%	40.00%	63.27%	
12:00	89	4	5	98	40	1	2	43	44.94%	25.00%	40.00%	43.88%	
12:30	89	4	5	98	48	2	1	51	53.93%	50.00%	20.00%	52.04%	
1:00	89	4	5	98	56	3	1	60	62.92%	75.00%	20.00%	61.22%	
1:30	89	4	5	98	69	3	2	74	77.53%	75.00%	40.00%	75.51%	
2:00	89	4	5	98	68	1	2	71	76.40%	25.00%	40.00%	72.45%	
5:00	89	4	5	98	65	3	0	68	73.03%	75.00%	0.00%	69.39%	
5:30	89	4	5	98	34	1	0	35	38.20%	25.00%	0.00%	35.71%	
6:00	89	4	5	98	38	2	0	40	42.70%	50.00%	0.00%	40.82%	
6:30	89	4	5	98	37	2	0	39	41.57%	50.00%	0.00%	39.80%	
7:00	89	4	5	98	35	0	0	35	39.33%	0.00%	0.00%	35.71%	
7:30	89	4	5	98	22	0	0	22	24.72%	0.00%	0.00%	22.45%	
8:00	89	4	5	98	6	0	0	6	6.74%	0.00%	0.00%	6.12%	
8:30	89	4	5	98	4	1	0	5	4.49%	25.00%	0.00%	5.10%	

*** 3 Resticted = 15 minute library parking only, 1 = Vending Staff Parking only**

City Hall Lot	Regular Parking Available	Restricted Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied	
8:00	58	25	6	89	35	11	0	46	60.34%	44.00%	0.00%	51.69%	
8:30	58	25	6	89	39	13	0	52	67.24%	52.00%	0.00%	58.43%	
9:00	58	25	6	89	46	16	0	62	79.31%	64.00%	0.00%	69.66%	
9:30	58	25	6	89	47	16	0	63	81.03%	64.00%	0.00%	70.79%	
10:00	58	25	6	89	58	12	0	70	100.00%	48.00%	0.00%	78.65%	
11:00	58	25	6	89	57	12	0	69	98.28%	48.00%	0.00%	77.53%	
11:30	58	25	6	89	53	12	0	65	91.38%	48.00%	0.00%	73.03%	
12:00	58	25	6	89	52	12	0	64	89.66%	48.00%	0.00%	71.91%	
12:30	58	25	6	89	55	12	0	67	94.83%	48.00%	0.00%	75.28%	
1:00	58	25	6	89	56	16	0	72	96.55%	64.00%	0.00%	80.90%	
1:30	58	25	6	89	46	14	0	60	79.31%	56.00%	0.00%	67.42%	
2:00	58	25	6	89	48	12	0	60	82.76%	48.00%	0.00%	67.42%	
5:00	58	25	6	89	20	10	1	31	34.48%	40.00%	16.67%	34.83%	1 vehicle withouth HC Tags or plates
5:30	58	25	6	89	19	10	1	30	32.76%	40.00%	16.67%	33.71%	1 vehicle withouth HC Tags or plates
6:00	58	25	6	89	56	13	1	70	96.55%	52.00%	16.67%	78.65%	1 vehicle withouth HC Tags or plates
6:30	58	25	6	89	57	14	1	72	98.28%	56.00%	16.67%	80.90%	1 vehicle withouth HC Tags or plates
7:00	58	25	6	89	51	14	1	66	87.93%	56.00%	16.67%	74.16%	1 vehicle withouth HC Tags or plates
7:30	58	25	6	89	39	12	1	52	67.24%	48.00%	16.67%	58.43%	1 vehicle withouth HC Tags or plates
8:00	58	25	6	89	32	12	0	44	55.17%	48.00%	0.00%	49.44%	
8:30	58	25	6	89	17	11	0	28	29.31%	44.00%	0.00%	31.46%	

*** 16 Resticted = City vehicle parking only, 9 = 30 minute 8-4:30 M-F Parking only**

Mequon Town Center Parking Study

Date: 7/18/17	**Pool:**	**Lessons in AM, Open Swim 12:30-8PM**
Tuesday	**Municipal Court:**	**Not In Session**
Weather: Sunny and 80s	**Baseball:**	**NO games**

Loge-mann Lot	Regular Parking Available	Restricted Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied
8:00	49	0	0	49	1	0	0	1	2.04%			2.04%
8:30	49	0	0	49	1	0	0	1	2.04%			2.04%
9:00	49	0	0	49	0	0	0	0	0.00%			0.00%
9:30	49	0	0	49	2	0	0	2	4.08%			4.08%
10:00	49	0	0	49	9	0	0	9	18.37%			18.37%
11:00	49	0	0	49	23	0	0	23	46.94%			46.94%
11:30	49	0	0	49	16	0	0	16	32.65%			32.65%
12:00	49	0	0	49	10	0	0	10	20.41%			20.41%
12:30	49	0	0	49	11	0	0	11	22.45%			22.45%
1:00	49	0	0	49	8	0	0	8	16.33%			16.33%
1:30	49	0	0	49	9	0	0	9	18.37%			18.37%
2:00	49	0	0	49	7	0	0	7	14.29%			14.29%
5:00	49	0	0	49	10	0	0	10	20.41%			20.41%
5:30	49	0	0	49	7	0	0	7	14.29%			14.29%
6:00	49	0	0	49	16	0	0	16	32.65%			32.65%
6:30	49	0	0	49	32	0	0	32	65.31%			65.31%
7:00	49	0	0	49	25	0	0	25	51.02%			51.02%
7:30	49	0	0	49	26	0	0	26	53.06%			53.06%
8:00	49	0	0	49	18	0	0	18	36.73%			36.73%
8:30	49	0	0	49	10	0	0	10	20.41%			20.41%

MTC1 Lot	Regular Parking Available	Restricted* Available	Handicapped Available	Total Available	Number Regular Occupied	Number Restricted Occupied	Number HC Occupied	Number Total Occupied	% Regular Occupied	% Restricted Occupied	% HC Occupied	% Total Occupied		
8:00	94	8	8	110	46	1	1	48	48.94%	12.50%	12.50%	43.64%	1 Bike in Rack	
8:30	94	8	8	110	65	3	3	71	69.15%	37.50%	37.50%	64.55%	1 Bike in Rack	
9:00	94	8	8	110	87	2	2	91	92.55%	25.00%	25.00%	82.73%	0 Bikes in Rack	
9:30	94	8	8	110	91	4	2	97	96.81%	50.00%	25.00%	88.18%	0 Bikes in Rack	
10:00	94	8	8	110	94	4	3	101	100.00%	50.00%	37.50%	91.82%	0 Bikes in Rack	
11:00	94	8	8	110	92	5	6	103	97.87%	62.50%	75.00%	93.64%	0 Bikes in Rack	Truck blocked dwy at Legion bldg. Delivery truck blocked rd at Café Hollander.
11:30	94	8	8	110	94	2	4	100	100.00%	25.00%	50.00%	90.91%	0 Bikes in Rack	Truck pkd on N Dr of Legion Bldg blocking dwy completely.
12:00	94	8	8	110	94	1	4	99	100.00%	12.50%	50.00%	90.00%	0 Bikes in Rack	
12:30	94	8	8	110	92	1	3	96	97.87%	12.50%	37.50%	87.27%	0 Bikes in Rack	
1:00	94	8	8	110	93	5	2	100	98.94%	62.50%	25.00%	90.91%	1 Bike in Rack	
1:30	94	8	8	110	72	4	0	76	76.60%	50.00%	0.00%	69.09%	0 Bikes in Rack	
2:00	94	8	8	110	65	5	0	70	69.15%	62.50%	0.00%	63.64%	0 Bikes in Rack	
5:00	94	8	8	110	83	2	2	87	88.30%	25.00%	25.00%	79.09%	1 Bike in Rack	
5:30	94	8	8	110	87	4	1	92	92.55%	50.00%	12.50%	83.64%	1 Bike in Rack	
6:00	94	8	8	110	94	2	3	99	100.00%	25.00%	37.50%	90.00%	3 Bikes in Rack	
6:30	94	8	8	110	93	6	4	103	98.94%	75.00%	50.00%	93.64%	3 Bikes in Rack	
7:00	94	8	8	110	86	6	2	94	91.49%	75.00%	25.00%	85.45%	1 Bike in Rack	
7:30	94	8	8	110	80	5	1	86	85.11%	62.50%	12.50%	78.18%	1 Bike in Rack	
8:00	94	8	8	110	75	3	2	80	79.79%	37.50%	25.00%	72.73%	5 Bikes in Rack	
8:30	94	8	8	110	60	3	2	65	63.83%	37.50%	25.00%	59.09%	2 Bikes in Rack	

*** 1 Resticted = Fisher Family Chiro parking only, 3 = Health in Balance parking only, 1 = Westwood Dry Cleaners parking only, 3 = Supercuts parking only**

Note that on 7/18/17, a dumpster took up 2 regular and 1 Handicapped stall reducing the usual number of available parking stalls

Mequon Town Center Parking Study

Date: 7/18/17	**Pool:**	**Lessons in AM, Open Swim 12:30-8PM**
Tuesday	**Municipal Court:**	**Not In Session**
Weather: Sunny and 80s	**Baseball:**	**NO games**

Cedar-burg Road	Total Parking Available	Total Occupied	% Occupied
8:00	40	4	10.00%
8:30	40	4	10.00%
9:00	40	6	15.00%
9:30	40	7	17.50%
10:00	40	6	15.00%
11:00	40	11	27.50%
11:30	40	10	25.00%
12:00	40	8	20.00%
12:30	40	9	22.50%
1:00	40	11	27.50%
1:30	40	11	27.50%
2:00	40	10	25.00%
5:00	40	9	22.50%
5:30	40	11	27.50%
6:00	40	11	27.50%
6:30	40	12	30.00%
7:00	40	11	27.50%
7:30	40	11	27.50%
8:00	40	11	27.50%
8:30	40	9	22.50%

SAFETY Note: When vehicles are parked along Cedarburg Road, visibility coming out of Town Hall lot and South Lot is severely diminished!

Division Street	Total Parking Available	Total Occupied	% Occupied	
8:00	16	0	0.00%	
8:30	16	0	0.00%	
9:00	16	0	0.00%	
9:30	16	0	0.00%	
10:00	16	0	0.00%	
11:00	16	0	0.00%	
11:30	16	3	18.75%	USPS, City and Vehicle with Bike Rack
12:00	16	0	0.00%	
12:30	16	2	12.50%	
1:00	16	1	6.25%	
1:30	16	1	6.25%	
2:00	16	1	6.25%	
5:00	16	0	0.00%	
5:30	16	0	0.00%	
6:00	16	0	0.00%	
6:30	16	0	0.00%	
7:00	16	0	0.00%	
7:30	16	0	0.00%	
8:00	16	0	0.00%	
8:30	16	0	0.00%	

APPENDIX B

TRAFFIC COUNTS

B1. Intersection Turning Movement Counts

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Intersection of: Cedarburg Road and Library Driveways

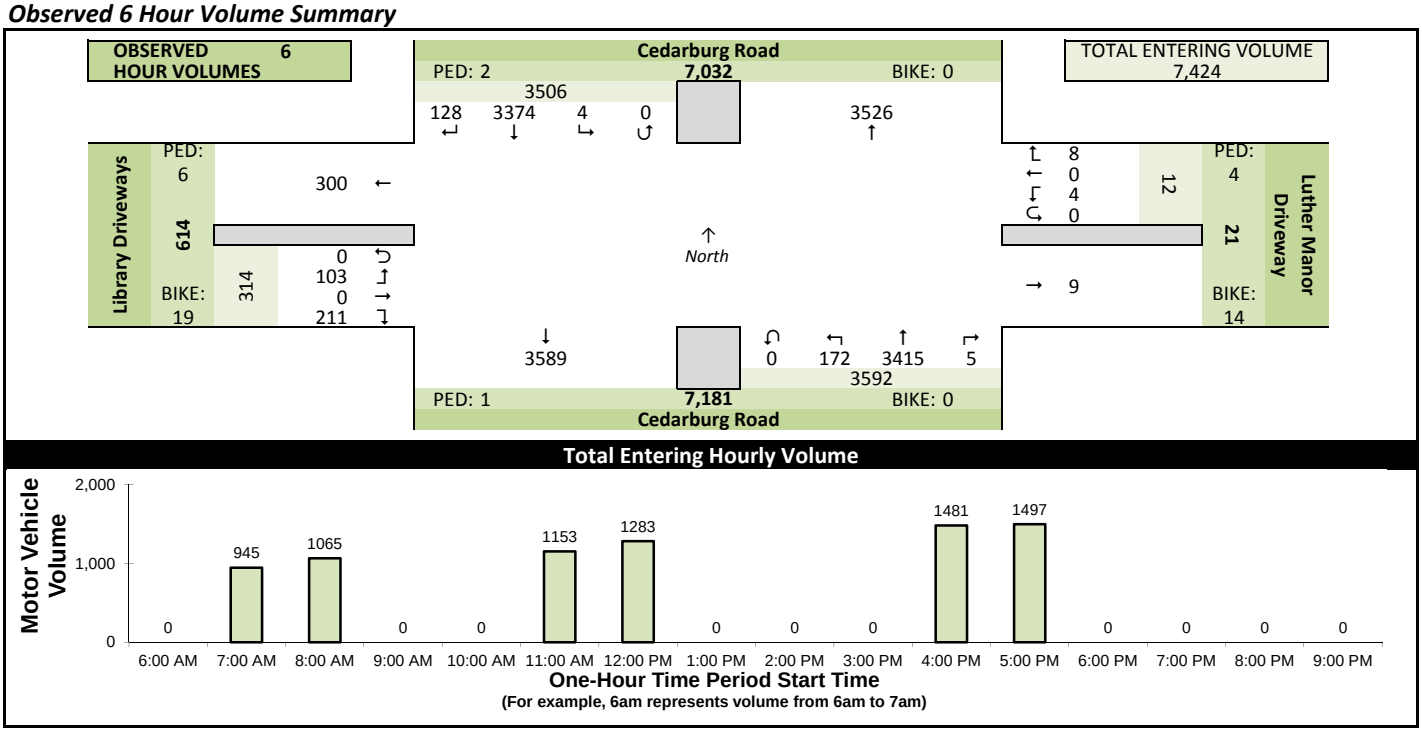
Site Information

Municipality	City of Mequon		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Cedarburg Road		
East Leg	Luther Manor Driveway		
South Leg	Cedarburg Road		
West Leg	Library Driveways		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children		None	
Elementry school age children		None	
Visually impaired (white cane/helper dog)		None	
Elderly/disabled (except wheelchairs)		None	
Wheelchairs/electric scooters		None	
Other (describe)	None	None	

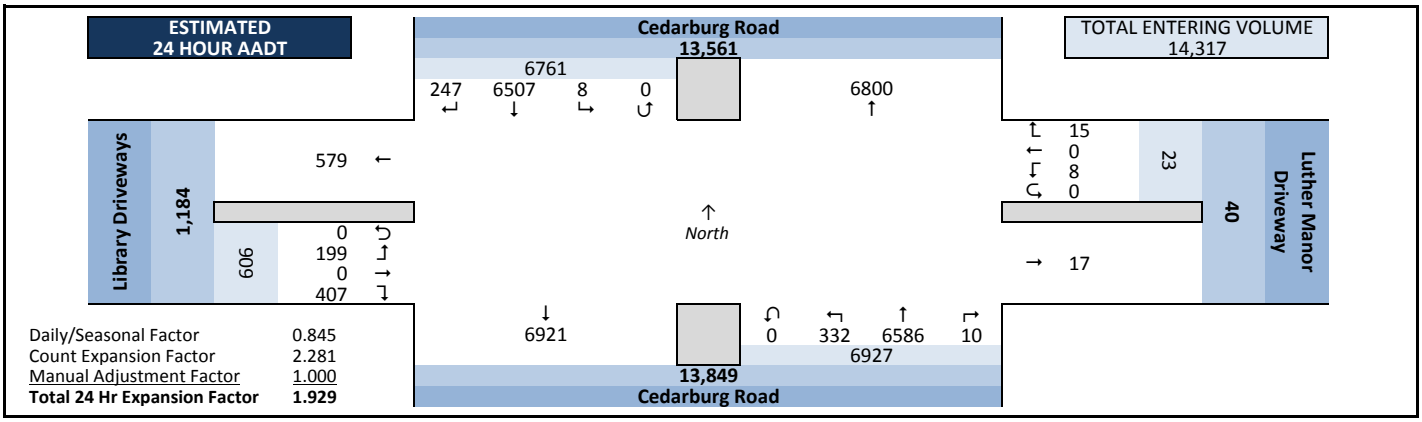
Count Information

Hrs Counted:	7:00 AM-9:00 AM, 11:00 AM-1:00 PM, and 4:00 PM-6:00 PM				
1st Day of Count	Thursday, June 29, 2017			Weather	
AM Peak Period	Thursday, June 29, 2017			Clear & Dry	
Midday Peak Period	Thursday, June 29, 2017			Clear & Dry	
PM Peak Period	Thursday, June 29, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:45-8:45am	MD	12:00-1:00pm	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:30-8:30am	MD	11:30-12:30am	PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.845	Count Expansion Factor	2.281		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Ted Atwell			
	Midday Peak Period	Ted Atwell			
	PM Peak Period	JK Bieberitz			
Comments	2016 DOT Seasonal Factors				

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

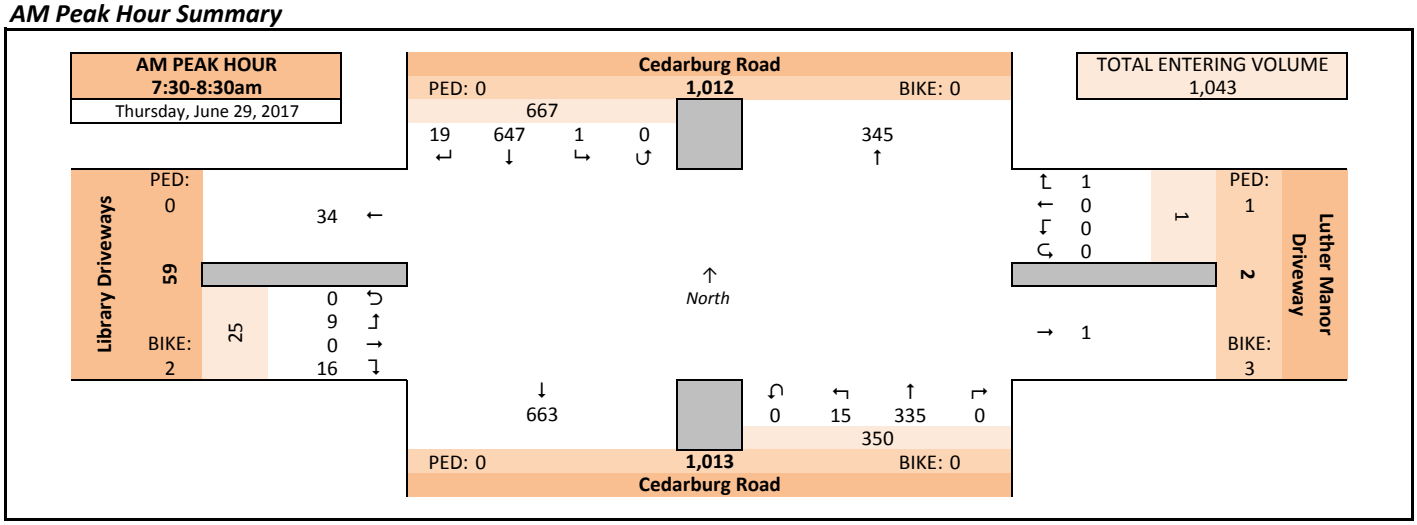
Count Basics			Page 2 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

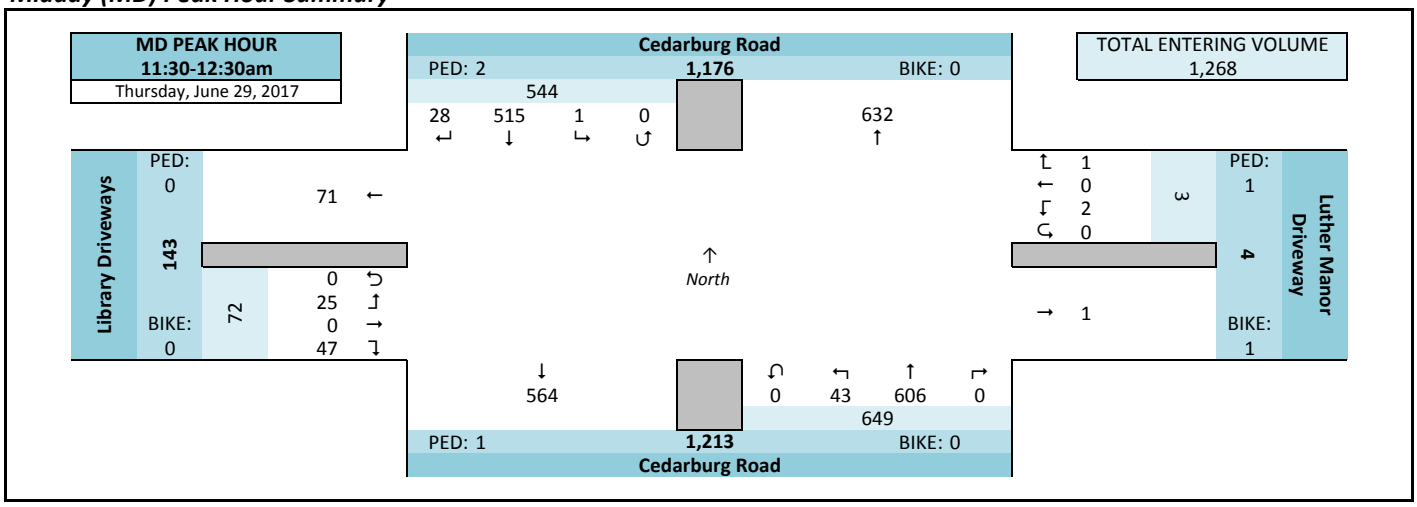
All Motor Vehicles

Cedarburg Road and Library Driveways

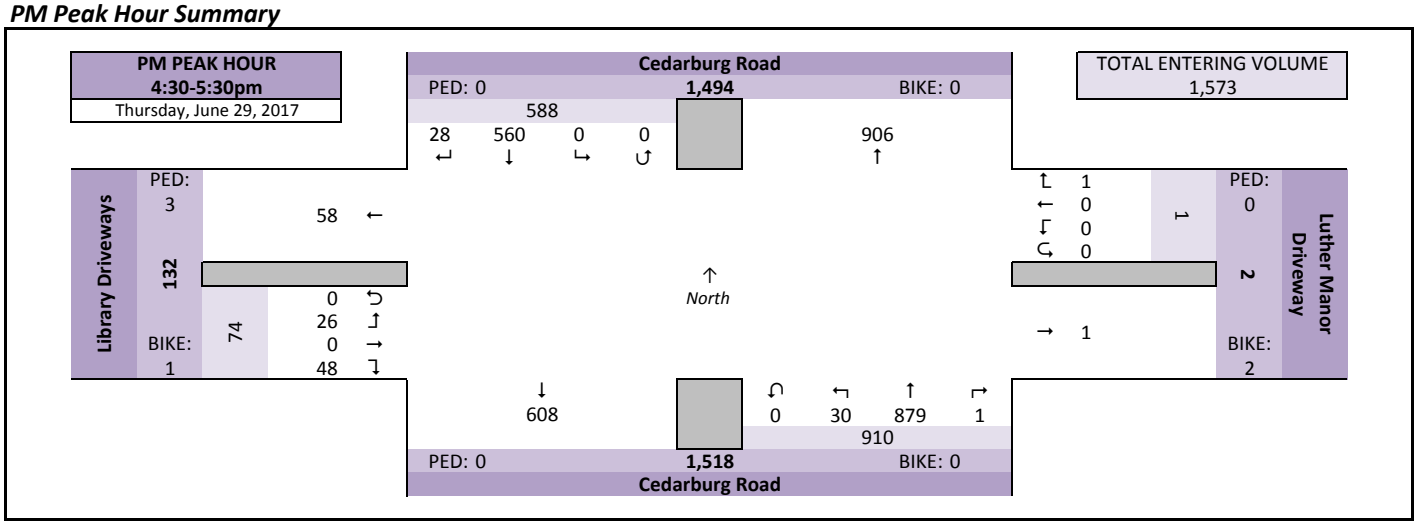
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Cedarburg Road and Library Driveways

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, June 29, 2017		From North					From East					From South					From West					
	AM Peak Hour	Cedarburg Road					Luther Manor Driveway					Cedarburg Road					Library Driveways					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:30 AM	6	154	0	0	160	0	0	0	0	0	0	62	2	0	64	2	0	1	0	3	227
	7:45 AM	9	198	0	0	207	0	0	0	0	0	0	97	7	0	104	11	0	7	0	18	329
	8:00 AM	3	152	1	0	156	1	0	0	0	1	0	86	2	0	88	3	0	1	0	4	249
	8:15 AM	1	143	0	0	144	0	0	0	0	0	0	90	4	0	94	0	0	0	0	0	238
	Peak Hour Volume	19	647	1	0	667	1	0	0	0	1	0	335	15	0	350	16	0	9	0	25	1043
	Rounded Hourly Volume	20	645	0	0	665	0	0	0	0	0	0	335	15	0	350	15	0	10	0	25	1040
	% Single Unit Trucks	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	5.4	13.3	0.0	5.7	6.2	0.0	0.0	0.0	4.0	3.0
	% Heavy Trucks	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	1.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	5.7	13.3	0.0	6.0	6.2	0.0	0.0	0.0	4.0	3.2
	Peak Hour Factor (PHF)	0.53	0.82	0.25	0.00	0.81	0.25	0.00	0.00	0.00	0.25	0.00	0.86	0.54	0.00	0.84	0.36	0.00	0.32	0.00	0.35	0.79

Thursday, June 29, 2017		From North					From East					From South					From West					
	MD Peak Hour	Cedarburg Road					Luther Manor Driveway					Cedarburg Road					Library Driveways					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:30 AM	8	134	1	0	143	1	0	0	0	1	0	140	9	0	149	15	0	8	0	23	316
	11:45 AM	2	117	0	0	119	0	0	0	0	0	0	153	15	0	168	8	0	6	0	14	301
	12:00 PM	11	137	0	0	148	0	0	0	0	0	0	177	12	0	189	12	0	6	0	18	355
	12:15 PM	7	127	0	0	134	0	0	2	0	2	0	136	7	0	143	12	0	5	0	17	296
	Peak Hour Volume	28	515	1	0	544	1	0	2	0	3	0	606	43	0	649	47	0	25	0	72	1268
	Rounded Hourly Volume	30	515	0	0	545	0	0	0	0	0	0	605	45	0	650	45	0	25	0	70	1265
	% Single Unit Trucks	0.0	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4.5	4.7	0.0	4.5	4.3	0.0	0.0	0.0	2.8	4.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4.6	4.7	0.0	4.6	4.3	0.0	0.0	0.0	2.8	4.6
	Peak Hour Factor (PHF)	0.64	0.94	0.25	0.00	0.92	0.25	0.00	0.25	0.00	0.37	0.00	0.86	0.72	0.00	0.86	0.78	0.00	0.78	0.00	0.78	0.89

Thursday, June 29, 2017		From North					From East					From South					From West					
	PM Peak Hour	Cedarburg Road					Luther Manor Driveway					Cedarburg Road					Library Driveways					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	5	139	0	0	144	0	0	0	0	0	0	217	7	0	224	9	0	5	0	14	382
	4:45 PM	12	126	0	0	138	0	0	0	0	0	0	209	10	0	219	18	0	10	0	28	385
	5:00 PM	4	136	0	0	140	1	0	0	0	1	1	244	6	0	251	13	0	6	0	19	411
	5:15 PM	7	159	0	0	166	0	0	0	0	0	0	209	7	0	216	8	0	5	0	13	395
	Peak Hour Volume	28	560	0	0	588	1	0	0	0	1	1	879	30	0	910	48	0	26	0	74	1573
	Rounded Hourly Volume	30	560	0	0	590	0	0	0	0	0	0	880	30	0	910	50	0	25	0	75	1575
	% Single Unit Trucks	0.0	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	2.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.8
	Peak Hour Factor (PHF)	0.58	0.88	0.00	0.00	0.89	0.25	0.00	0.00	0.00	0.25	0.25	0.90	0.75	0.00	0.91	0.67	0.00	0.65	0.00	0.66	0.96

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
		Cedarburg Road			Luther Manor Driveway			Cedarburg Road			Library Driveways			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	1	0	1	0	0	0	0	1	1	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	3	3	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
	Total	0	0	0	1	3	4	0	0	0	0	2	2	6
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	1	1	2	0	0	0	0	0	0	2
	12:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
	12:15 PM	1	0	1	0	0	0	1	0	1	0	0	0	2
	Total	2	0	2	1	1	2	1	0	1	0	0	0	5
PM	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
	4:45 PM	0	0	0	0	2	2	0	0	0	1	0	1	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	2
	Total	0	0	0	0	2	2	0	0	0	3	1	4	6

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Cedarburg Road and Library Driveways

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (Cedarburg Road)					From East (Luther Manor Driveway)					From South (Cedarburg Road)					From West (Library Driveways)					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	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		
	6:30 AM	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		
	7:00 AM	3	108	1	0	112	0	0	0	0	0	0	54	0	0	54	2	0	1	0	3	169	945	0.72
	7:15 AM	1	162	0	0	163	0	0	0	0	0	0	56	0	0	56	1	0	0	0	1	220	1025	0.78
	7:30 AM	6	154	0	0	160	0	0	0	0	0	0	62	2	0	64	2	0	1	0	3	227	1043	0.79
	7:45 AM	9	198	0	0	207	0	0	0	0	0	0	97	7	0	104	11	0	7	0	18	329	1069	0.81
	8:00 AM	3	152	1	0	156	1	0	0	0	1	0	86	2	0	88	3	0	1	0	4	249	1065	0.82
	8:15 AM	1	143	0	0	144	0	0	0	0	0	0	90	4	0	94	0	0	0	0	0	238		
	8:30 AM	4	125	0	0	129	0	0	0	0	0	0	112	6	0	118	5	0	1	0	6	253		
	8:45 AM	10	159	0	0	169	0	0	0	0	0	1	137	10	0	148	6	0	2	0	8	325		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	3	126	0	0	129	2	0	1	0	3	1	128	11	0	140	15	0	4	0	19	291	1153	0.91
	11:15 AM	3	124	0	0	127	0	0	0	0	0	1	101	8	0	110	7	0	1	0	8	245	1217	0.86
	11:30 AM	8	134	1	0	143	1	0	0	0	1	0	140	9	0	149	15	0	8	0	23	316	1268	0.89
	11:45 AM	2	117	0	0	119	0	0	0	0	0	0	153	15	0	168	8	0	6	0	14	301	1273	0.90
	12:00 PM	11	137	0	0	148	0	0	0	0	0	0	177	12	0	189	12	0	6	0	18	355	1283	0.90
	12:15 PM	7	127	0	0	134	0	0	2	0	2	0	136	7	0	143	12	0	5	0	17	296		
	12:30 PM	6	162	0	0	168	1	0	0	0	1	0	131	7	0	138	9	0	5	0	14	321		
	12:45 PM	4	128	1	0	133	0	0	0	0	0	0	156	10	0	166	7	0	5	0	12	311		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	5	141	0	0	146	1	0	0	0	1	1	166	4	0	171	13	0	4	0	17	335	1481	0.96
	4:15 PM	8	146	0	0	154	0	0	1	0	1	0	200	9	0	209	11	0	4	0	15	379	1557	0.95
	4:30 PM	5	139	0	0	144	0	0	0	0	0	0	217	7	0	224	9	0	5	0	14	382	1573	0.96
	4:45 PM	12	126	0	0	138	0	0	0	0	0	0	209	10	0	219	18	0	10	0	28	385	1569	0.95
	5:00 PM	4	136	0	0	140	1	0	0	0	1	1	244	6	0	251	13	0	6	0	19	411	1497	0.91
	5:15 PM	7	159	0	0	166	0	0	0	0	0	0	209	7	0	216	8	0	5	0	13	395		
	5:30 PM	3	155	0	0	158	0	0	0	0	0	0	190	13	0	203	12	0	5	0	17	378		
	5:45 PM	3	116	0	0	119	1	0	0	0	1	0	164	6	0	170	12	0	11	0	23	313		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		128	3374	4	0	3506	8	0	4	0	12	5	3415	172	0	3592	211	0	103	0	314	7424		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (Cedarburg Road)					From East (Luther Manor Driveway)					From South (Cedarburg Road)					From West (Library Driveways)					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:30 AM	19	647	1	0	667	1	0	0	0	1	0	335	15	0	350	16	0	9	0	25	1043	0.79
MD	11:30 AM	28	515	1	0	544	1	0	2	0	3	0	606	43	0	649	47	0	25	0	72	1268	0.89
PM	4:30 PM	28	560	0	0	588	1	0	0	0	1	1	879	30	0	910	48	0	26	0	74	1573	0.96

Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Cedarburg Road and Library Driveways

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (Cedarburg Road)					From East (Luther Manor Driveway)					From South (Cedarburg Road)					From West (Library Driveways)					15-Min Totals	Hourly Sum
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	22
	7:15 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10	31
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6	33
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	37
	8:00 AM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	11	44
	8:15 AM	0	4	0	0	4	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	12	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	10	
	8:45 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12	51
	11:15 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	50
	11:30 AM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15	58
	11:45 AM	0	5	0	0	5	0	0	0	0	0	0	9	1	0	10	1	0	0	0	1	16	64
	12:00 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11	58
	12:15 PM	0	7	0	0	7	0	0	0	0	0	0	7	1	0	8	1	0	0	0	1	16	
	12:30 PM	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	21	
	12:45 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	33
	4:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7	31
	4:30 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11	28
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8	21
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	16
	5:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	
	5:45 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	86	0	0	86	1	0	0	0	1	0	128	4	0	132	4	0	1	0	5	224	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (Cedarburg Road)					From East (Luther Manor Driveway)					From South (Cedarburg Road)					From West (Library Driveways)					Total Hourly Volume
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:30 AM	0	11	0	0	11	0	0	0	0	0	0	19	2	0	21	1	0	0	0	1	33
MD	11:30 AM	0	26	0	0	26	0	0	0	0	0	0	28	2	0	30	2	0	0	0	2	58
PM	4:30 PM	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	28

Intersection Traffic Volume Report

Count Basics			*Page 11 of 11*
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Cedarburg Road and Library Driveways

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach Cedarburg Road			Crossing East Approach Luther Manor Driveway			Crossing South Approach Cedarburg Road			Crossing West Approach Library Driveways			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	2	2	0	0	0	0	1	1	3	5
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	7:30 AM	0	0	0	1	0	1	0	0	0	0	1	1	2	6
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	8:00 AM	0	0	0	0	3	3	0	0	0	0	0	0	3	12
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	
	8:30 AM	0	0	0	0	2	2	0	0	0	1	2	3	5	
	8:45 AM	0	0	0	0	1	1	0	0	0	0	2	2	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	1	1	2	0	0	0	0	2	2	4	6
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	11:45 AM	0	0	0	1	1	2	0	0	0	0	0	0	2	8
	12:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	7
	12:15 PM	1	0	1	0	0	0	1	0	1	0	0	0	2	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	3	3	3	
	12:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	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	1	2	3	3	10
	4:15 PM	0	0	0	0	1	1	0	0	0	1	1	2	3	7
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	6
	4:45 PM	0	0	0	0	2	2	0	0	0	1	0	1	3	7
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	5:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	2	
	5:30 PM	0	0	0	1	0	1	0	0	0	0	1	1	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**2**	**0**	**2**	**4**	**14**	**18**	**1**	**0**	**1**	**6**	**19**	**25**	**46**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Intersection of: Cedarburg Road and City Hall Driveway

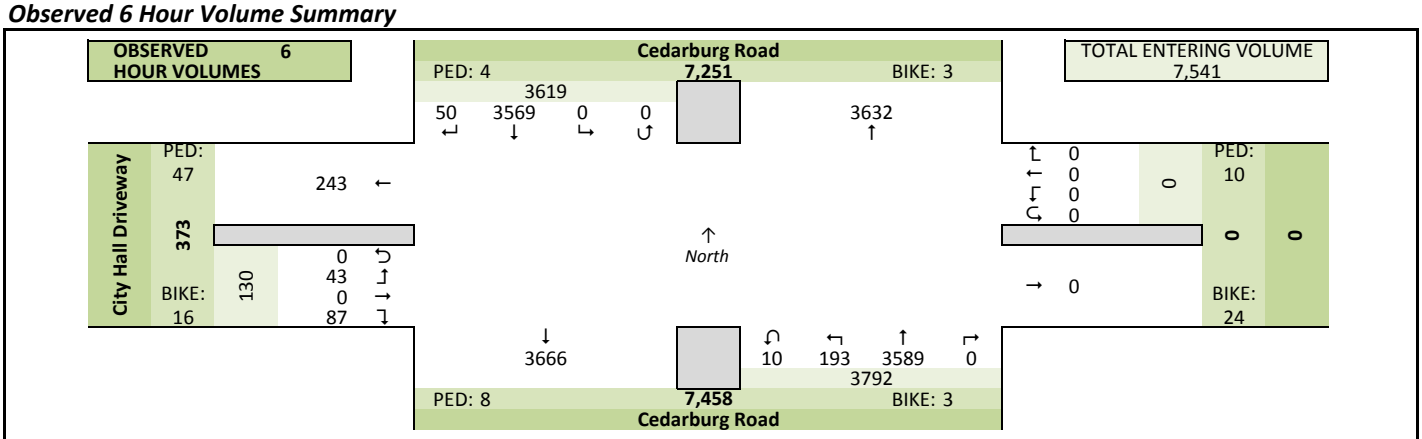
Site Information

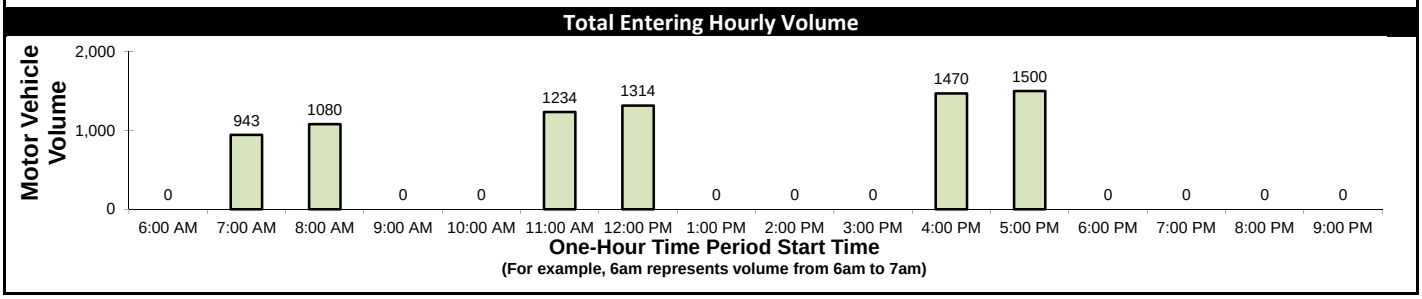
Municipality	City of Mequon		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Cedarburg Road		
East Leg			
South Leg	Cedarburg Road		
West Leg	City Hall Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special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

Count Information

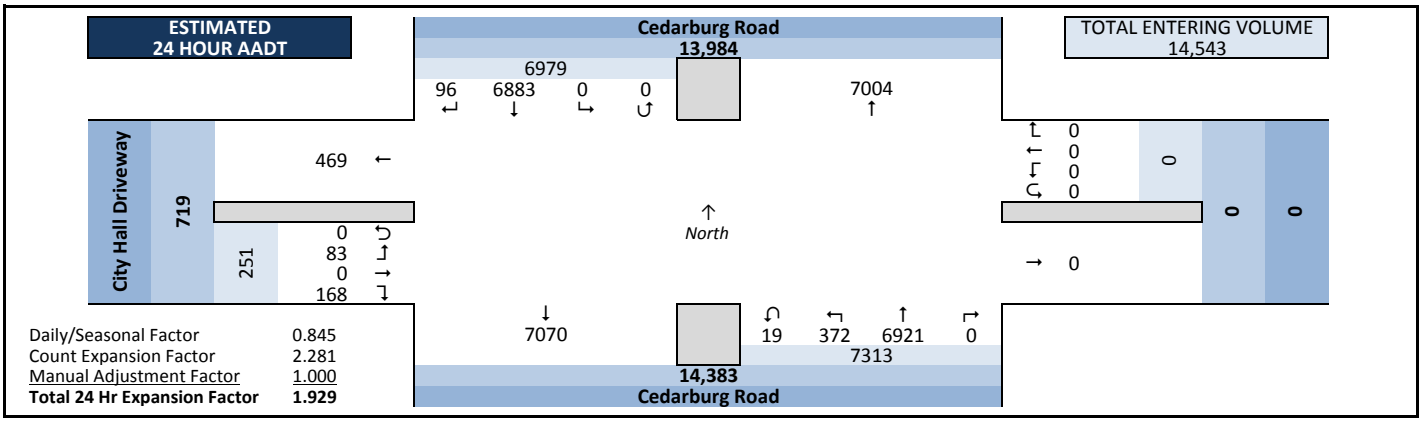
Hrs Counted:	7:00 AM-9:00 AM, 11:00 AM-1:00 PM, and 4:00 PM-6:00 PM				
1st Day of Count	Thursday, June 29, 2017			Weather	
AM Peak Period	Thursday, June 29, 2017			Clear & Dry	
Midday Peak Period	Thursday, June 29, 2017			Clear & Dry	
PM Peak Period	Thursday, June 29, 2017			Clear & Dry	
Calculated Peak Hours					
AM	8:00-9:00am	MD	11:30-12:30am	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:30-8:30am	MD	11:30-12:30am	PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.845	Count Expansion Factor	2.281		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Amy Scheuerlein			
Comments	2016 DOT Seasonal Factors				

Observed 6 Hour Volume Summary





Estimated 24 Hour AADT



Daily/Seasonal Factor	0.845
Count Expansion Factor	2.281
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.929**

Intersection Traffic Volume Report

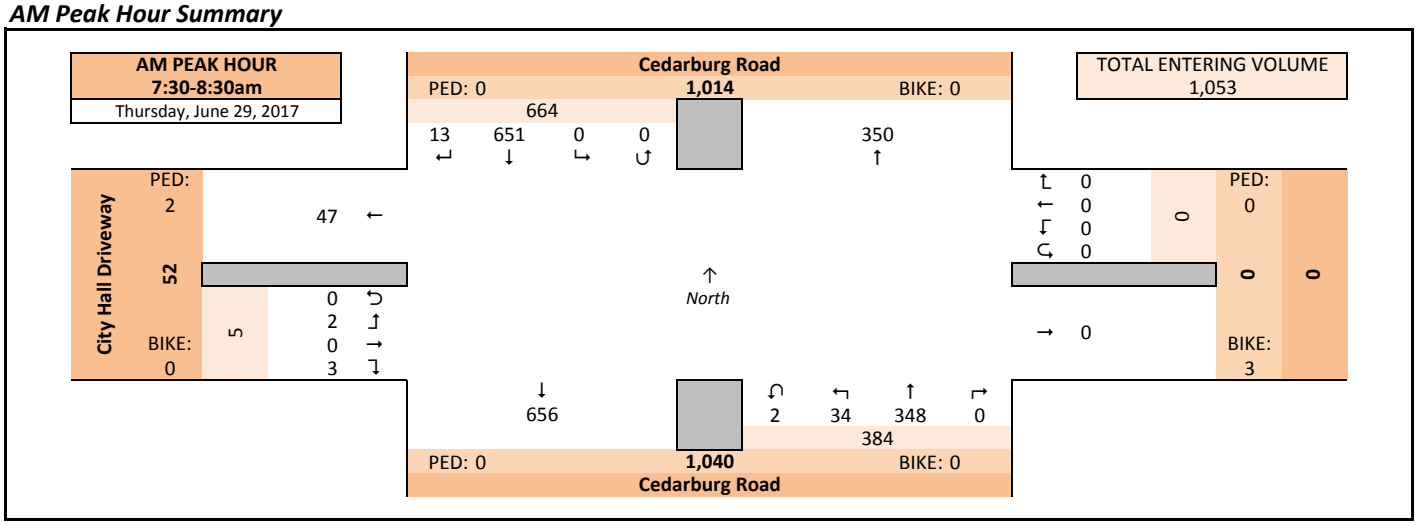
Count Basics			Page 2 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

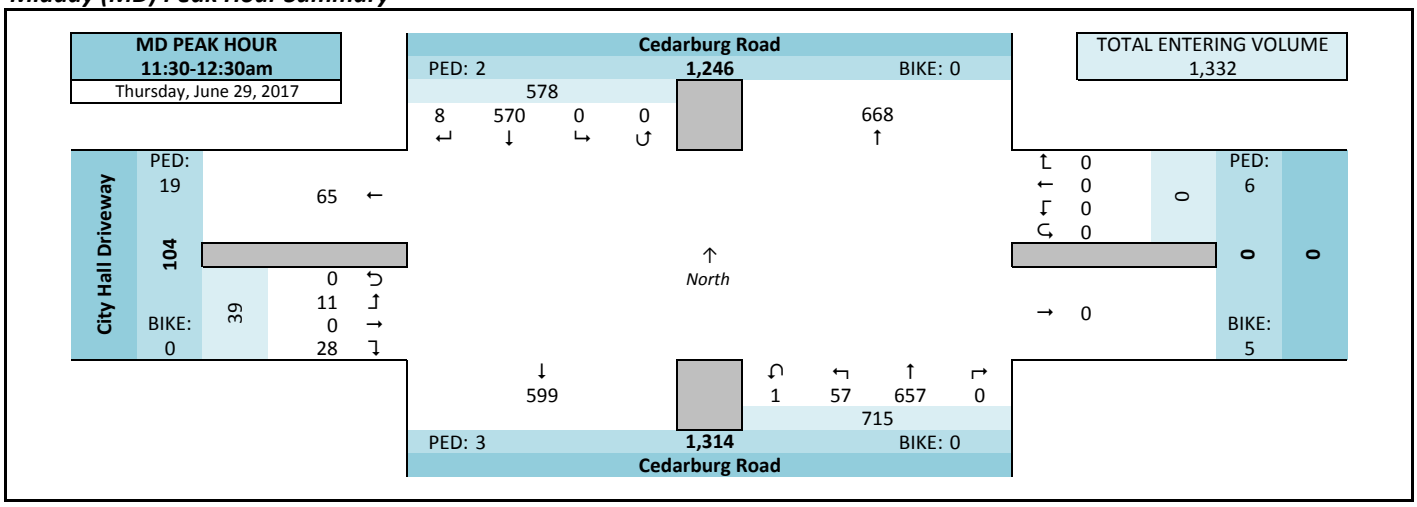
All Motor Vehicles

Cedarburg Road and City Hall Driveway

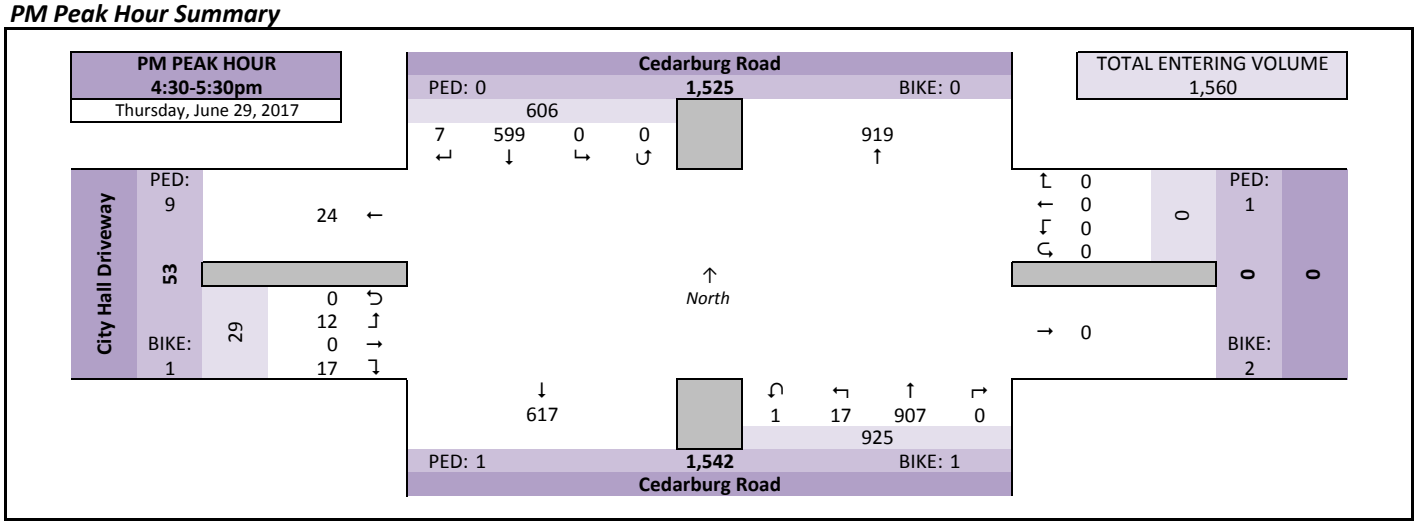
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Cedarburg Road and City Hall Driveway

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, June 29, 2017		From North					From East					From South					From West					
AM Peak Hour		Cedarburg Road					0					Cedarburg Road					City Hall Driveway					
	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
	7:30 AM	0	159	0	0	159	0	0	0	0	0	0	69	5	0	74	0	0	0	0	0	233
	7:45 AM	8	204	0	0	212	0	0	0	0	0	0	100	11	1	112	2	0	0	0	2	326
	8:00 AM	2	150	0	0	152	0	0	0	0	0	0	89	11	0	100	1	0	0	0	1	253
	8:15 AM	3	138	0	0	141	0	0	0	0	0	0	90	7	1	98	0	0	2	0	2	241
	Peak Hour Volume	13	651	0	0	664	0	0	0	0	0	0	348	34	2	384	3	0	2	0	5	1053
	Rounded Hourly Volume	15	650	0	0	665	0	0	0	0	0	0	350	35	0	385	5	0	0	0	5	1055
	% Single Unit Trucks	0.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	5.7	2.9	0.0	5.5	0.0	0.0	0.0	0.0	0.0	3.0
	% Heavy Trucks	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.9	0.0	5.7	0.0	0.0	0.0	0.0	0.0	3.2
	Peak Hour Factor (PHF)	0.41	0.80	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.77	0.50	0.86	0.37	0.00	0.25	0.00	0.62	0.81

Thursday, June 29, 2017		From North					From East					From South					From West					
Midday (MD) Peak Hour		Cedarburg Road					0					Cedarburg Road					City Hall Driveway					
	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
	11:30 AM	3	148	0	0	151	0	0	0	0	0	0	151	23	0	174	3	0	3	0	6	331
	11:45 AM	0	138	0	0	138	0	0	0	0	0	0	163	13	1	177	6	0	5	0	11	326
	12:00 PM	2	146	0	0	148	0	0	0	0	0	0	186	12	0	198	13	0	1	0	14	360
	12:15 PM	3	138	0	0	141	0	0	0	0	0	0	157	9	0	166	6	0	2	0	8	315
	Peak Hour Volume	8	570	0	0	578	0	0	0	0	0	0	657	57	1	715	28	0	11	0	39	1332
	Rounded Hourly Volume	10	570	0	0	580	0	0	0	0	0	0	655	55	0	710	30	0	10	0	40	1330
	% Single Unit Trucks	0.0	4.9	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.8	3.6	0.0	0.0	0.0	2.6	4.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	4.9	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.9	3.6	0.0	0.0	0.0	2.6	4.3
	Peak Hour Factor (PHF)	0.67	0.96	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.62	0.25	0.90	0.54	0.00	0.55	0.00	0.70	0.92

Thursday, June 29, 2017		From North					From East					From South					From West					
PM Peak Hour		Cedarburg Road					0					Cedarburg Road					City Hall Driveway					
	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
	4:30 PM	0	149	0	0	149	0	0	0	0	0	0	225	3	0	228	7	0	3	0	10	387
	4:45 PM	4	138	0	0	142	0	0	0	0	0	0	213	8	1	222	6	0	5	0	11	375
	5:00 PM	2	147	0	0	149	0	0	0	0	0	0	251	4	0	255	1	0	3	0	4	408
	5:15 PM	1	165	0	0	166	0	0	0	0	0	0	218	2	0	220	3	0	1	0	4	390
	Peak Hour Volume	7	599	0	0	606	0	0	0	0	0	0	907	17	1	925	17	0	12	0	29	1560
	Rounded Hourly Volume	5	600	0	0	605	0	0	0	0	0	0	905	15	0	920	15	0	10	0	25	1550
	% Single Unit Trucks	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.6
	Peak Hour Factor (PHF)	0.44	0.91	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.53	0.25	0.91	0.61	0.00	0.60	0.00	0.66	0.96

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
		Cedarburg Road			0			Cedarburg Road			City Hall Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	3	3	0	0	0	0	0	0	3
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	Total	0	0	0	0	3	3	0	0	0	2	0	2	5
MD	11:30 AM	2	0	2	0	1	1	1	0	1	8	0	8	12
	11:45 AM	0	0	0	1	1	2	1	0	1	2	0	2	5
	12:00 PM	0	0	0	4	3	7	0	0	0	4	0	4	11
	12:15 PM	0	0	0	1	0	1	1	0	1	5	0	5	7
	Total	2	0	2	6	5	11	3	0	3	19	0	19	35
PM	4:30 PM	0	0	0	0	0	0	0	1	1	2	0	2	3
	4:45 PM	0	0	0	0	2	2	0	0	0	6	0	6	8
	5:00 PM	0	0	0	1	0	1	1	0	1	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	2
	Total	0	0	0	1	2	3	1	1	2	9	1	10	15

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Cedarburg Road and City Hall Driveway

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (Cedarburg Road)					From East (0)					From South (Cedarburg Road)					From West (City Hall Driveway)					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	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		
	6:30 AM	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		
	7:00 AM	2	108	0	0	110	0	0	0	0	0	0	51	4	0	55	0	0	0	0	0	165	943	0.72
	7:15 AM	0	159	0	0	159	0	0	0	0	0	0	56	2	0	58	2	0	0	0	2	219	1031	0.79
	7:30 AM	0	159	0	0	159	0	0	0	0	0	0	69	5	0	74	0	0	0	0	0	233	1053	0.81
	7:45 AM	8	204	0	0	212	0	0	0	0	0	0	100	11	1	112	2	0	0	0	2	326	1076	0.83
	8:00 AM	2	150	0	0	152	0	0	0	0	0	0	89	11	0	100	1	0	0	0	1	253	1080	0.82
	8:15 AM	3	138	0	0	141	0	0	0	0	0	0	90	7	1	98	0	0	2	0	2	241		
	8:30 AM	1	126	0	0	127	0	0	0	0	0	0	117	8	1	126	1	0	2	0	3	256		
	8:45 AM	4	167	0	0	171	0	0	0	0	0	0	149	4	1	154	4	0	1	0	5	330		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	2	143	0	0	145	0	0	0	0	0	0	136	8	0	144	2	0	3	0	5	294	1234	0.93
	11:15 AM	4	141	0	0	145	0	0	0	0	0	0	120	11	0	131	5	0	2	0	7	283	1300	0.90
	11:30 AM	3	148	0	0	151	0	0	0	0	0	0	151	23	0	174	3	0	3	0	6	331	1332	0.93
	11:45 AM	0	138	0	0	138	0	0	0	0	0	0	163	13	1	177	6	0	5	0	11	326	1323	0.92
	12:00 PM	2	146	0	0	148	0	0	0	0	0	0	186	12	0	198	13	0	1	0	14	360	1314	0.91
	12:15 PM	3	138	0	0	141	0	0	0	0	0	0	157	9	0	166	6	0	2	0	8	315		
	12:30 PM	3	168	0	0	171	0	0	0	0	0	0	130	12	1	143	5	0	3	0	8	322		
	12:45 PM	3	132	0	0	135	0	0	0	0	0	0	163	11	1	175	6	0	1	0	7	317		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	154	0	0	154	0	0	0	0	0	0	170	3	0	173	3	0	2	0	5	332	1470	0.95
	4:15 PM	1	154	0	0	155	0	0	0	0	0	0	212	5	0	217	2	0	2	0	4	376	1546	0.95
	4:30 PM	0	149	0	0	149	0	0	0	0	0	0	225	3	0	228	7	0	3	0	10	387	1560	0.96
	4:45 PM	4	138	0	0	142	0	0	0	0	0	0	213	8	1	222	6	0	5	0	11	375	1560	0.96
	5:00 PM	2	147	0	0	149	0	0	0	0	0	0	251	4	0	255	1	0	3	0	4	408	1500	0.92
	5:15 PM	1	165	0	0	166	0	0	0	0	0	0	218	2	0	220	3	0	1	0	4	390		
	5:30 PM	1	169	0	0	170	0	0	0	0	0	0	201	10	1	212	4	0	1	0	5	387		
	5:45 PM	1	128	0	0	129	0	0	0	0	0	0	172	7	1	180	5	0	1	0	6	315		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		50	3569	0	0	3619	0	0	0	0	0	0	3589	193	10	3792	87	0	43	0	130	7541		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (Cedarburg Road)					From East (0)					From South (Cedarburg Road)					From West (City Hall Driveway)					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:30 AM	13	651	0	0	664	0	0	0	0	0	0	348	34	2	384	3	0	2	0	5	1053	0.81
MD	11:30 AM	8	570	0	0	578	0	0	0	0	0	0	657	57	1	715	28	0	11	0	39	1332	0.93
PM	4:30 PM	7	599	0	0	606	0	0	0	0	0	0	907	17	1	925	17	0	12	0	29	1560	0.96

Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Cedarburg Road and City Hall Driveway

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (Cedarburg Road)					From East (0)					From South (Cedarburg Road)					From West (City Hall Driveway)					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	32
	7:30 AM	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	8	34
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	33
	8:00 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	42
	8:15 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7	
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	13	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11	48
	11:15 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	51
	11:30 AM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14	57
	11:45 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16	66
	12:00 PM	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	14	60
	12:15 PM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13	
	12:30 PM	1	9	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	23	
	12:45 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7	31
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7	28
	4:30 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10	25
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7	19
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	14
	5:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	90	0	0	91	0	0	0	0	0	0	125	1	0	126	1	0	1	0	2	219	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (Cedarburg Road)					From East (0)					From South (Cedarburg Road)					From West (City Hall Driveway)					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:30 AM	0	12	0	0	12	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	34
MD	11:30 AM	0	28	0	0	28	0	0	0	0	0	0	28	0	0	28	1	0	0	0	1	57
PM	4:30 PM	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	25

Intersection Traffic Volume Report

Count Basics			*Page 11 of 11*
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Cedarburg Road and City Hall Driveway

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach Cedarburg Road			Crossing East Approach 0			Crossing South Approach Cedarburg Road			Crossing West Approach City Hall Driveway			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	2	2	0	0	0	1	1	2	4	6
	7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	5
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	5
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	8:00 AM	0	0	0	0	3	3	0	0	0	0	0	0	3	16
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	8:30 AM	0	0	0	0	3	3	0	0	0	1	3	4	7	
	8:45 AM	0	1	1	0	0	0	0	0	0	2	2	4	5	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	6	2	8	8	28
	11:15 AM	0	0	0	1	0	1	0	0	0	2	0	2	3	31
	11:30 AM	2	0	2	0	1	1	1	0	1	8	0	8	12	35
	11:45 AM	0	0	0	1	1	2	1	0	1	2	0	2	5	29
	12:00 PM	0	0	0	4	3	7	0	0	0	4	0	4	11	29
	12:15 PM	0	0	0	1	0	1	1	0	1	5	0	5	7	
	12:30 PM	0	0	0	0	0	0	3	0	3	0	3	3	6	
	12:45 PM	0	0	0	0	2	2	0	0	0	3	0	3	5	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	2	0	2	0	3	3	0	0	0	1	2	3	8	25
	4:15 PM	0	2	2	0	3	3	0	0	0	1	0	1	6	19
	4:30 PM	0	0	0	0	0	0	0	1	1	2	0	2	3	15
	4:45 PM	0	0	0	0	2	2	0	0	0	6	0	6	8	16
	5:00 PM	0	0	0	1	0	1	1	0	1	0	0	0	2	11
	5:15 PM	0	0	0	0	0	0	0	0	0	1	1	2	2	
	5:30 PM	0	0	0	1	0	1	1	2	3	0	0	0	4	
	5:45 PM	0	0	0	0	1	1	0	0	0	0	2	2	3	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**4**	**3**	**7**	**10**	**24**	**34**	**8**	**3**	**11**	**47**	**16**	**63**	**115**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 5.75		Non-Holiday	No Special Events

Base Information, Observed (5.75) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Cedarburg Road and MTC 1 Driveway

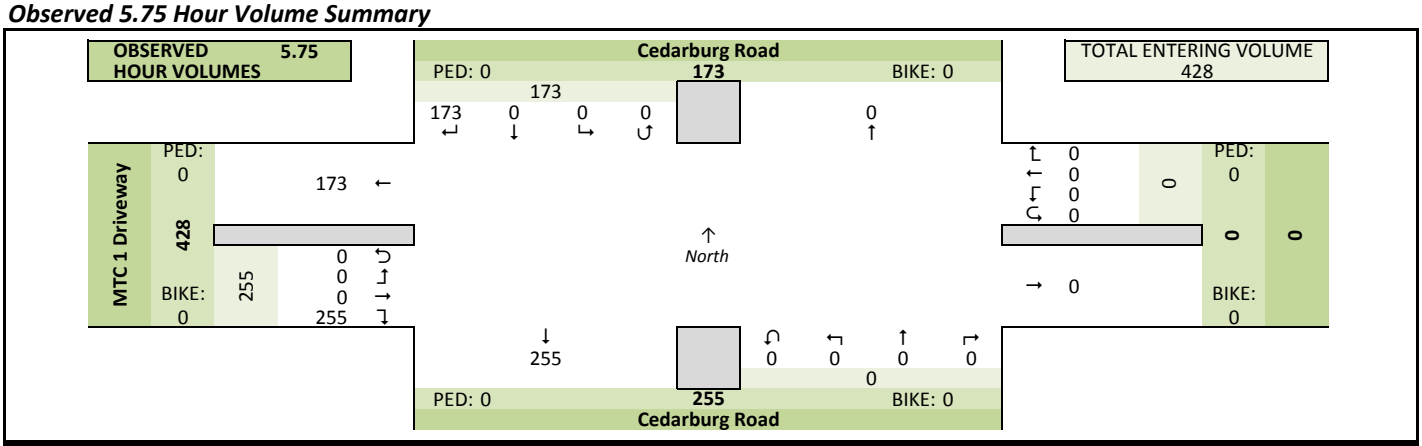
Site Information

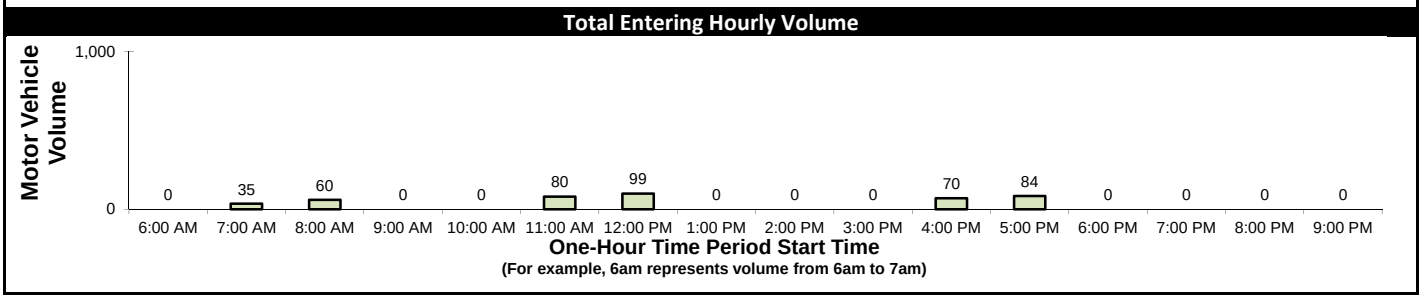
Municipality	City of Mequon		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Cedarburg Road		
East Leg			
South Leg	Cedarburg Road		
West Leg	MTC 1 Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

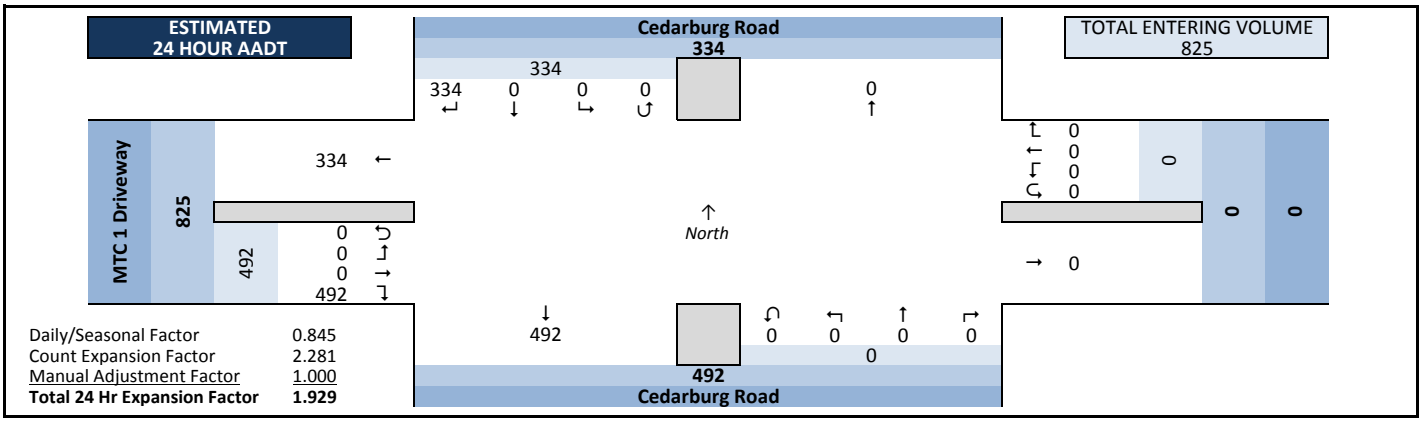
Hrs Counted:	7:15 AM-9:00 AM, 11:00 AM-1:00 PM, and 4:00 PM-6:00 PM				
1st Day of Count	Thursday, June 29, 2017			Weather	
AM Peak Period	Thursday, June 29, 2017			Clear & Dry	
Midday Peak Period	Thursday, June 29, 2017			Clear & Dry	
PM Peak Period	Thursday, June 29, 2017			Clear & Dry	
Calculated Peak Hours					
AM	8:00-9:00am	MD	11:30-12:30am	PM	5:00-6:00pm
Peak Hours Selected for Analysis					
AM	7:30-8:30am	MD	11:30-12:30am	PM	5:00-6:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.845	Count Expansion Factor	2.281		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Amy Scheuerlein			
Comments	2016 DOT Seasonal Factors				

Observed 5.75 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

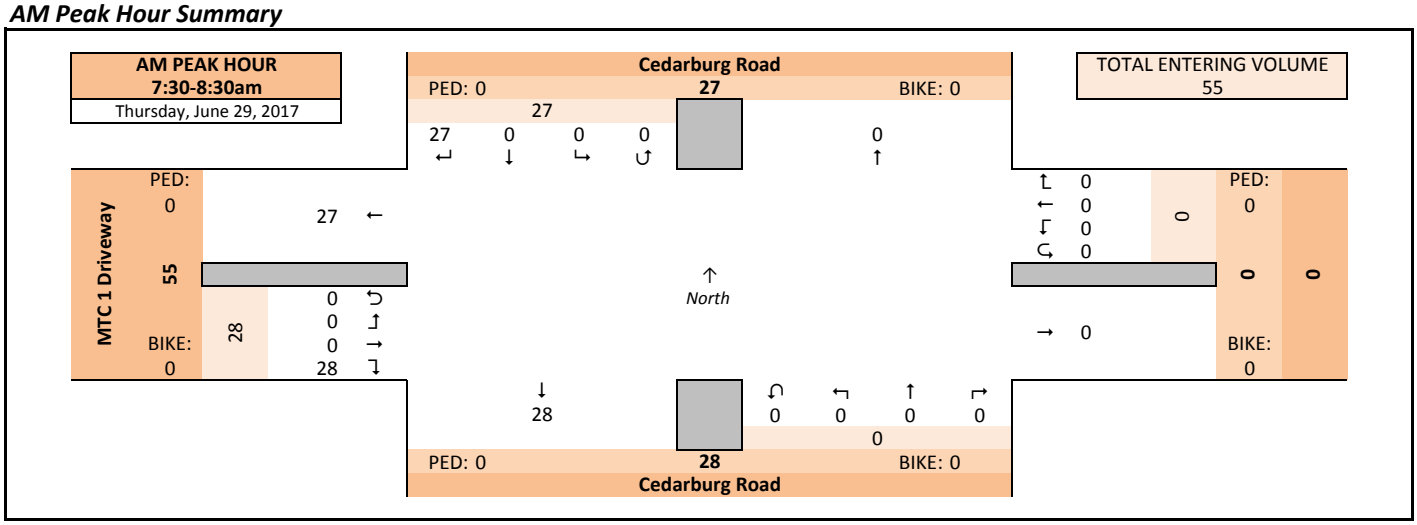
Count Basics			Page 2 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 5.75		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

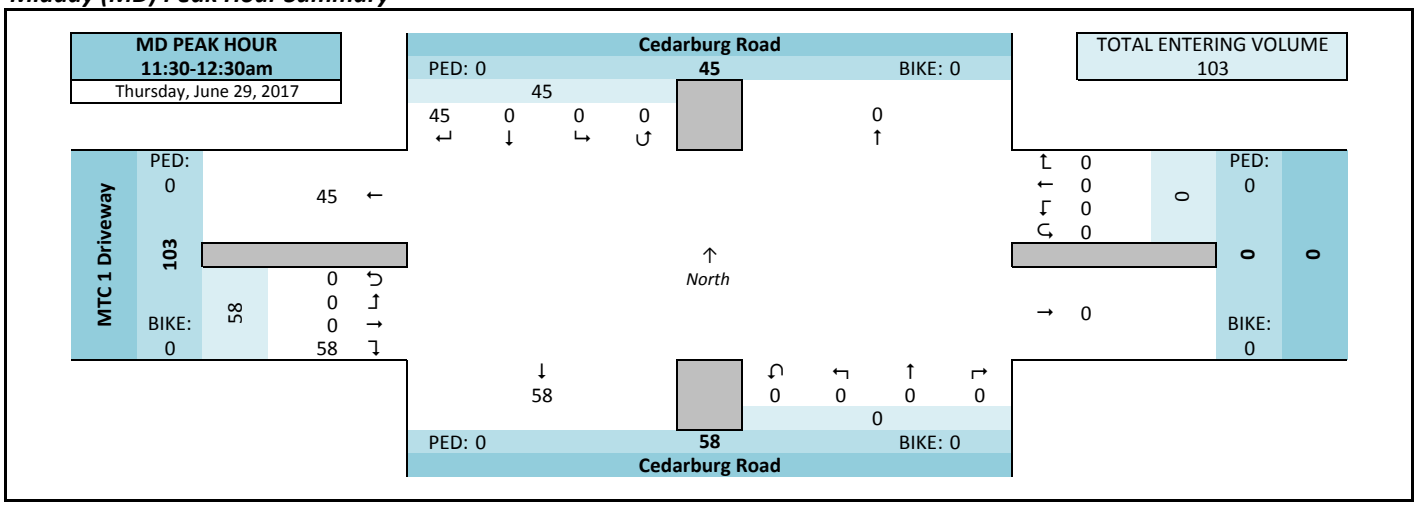
All Motor Vehicles

Cedarburg Road and MTC 1 Driveway

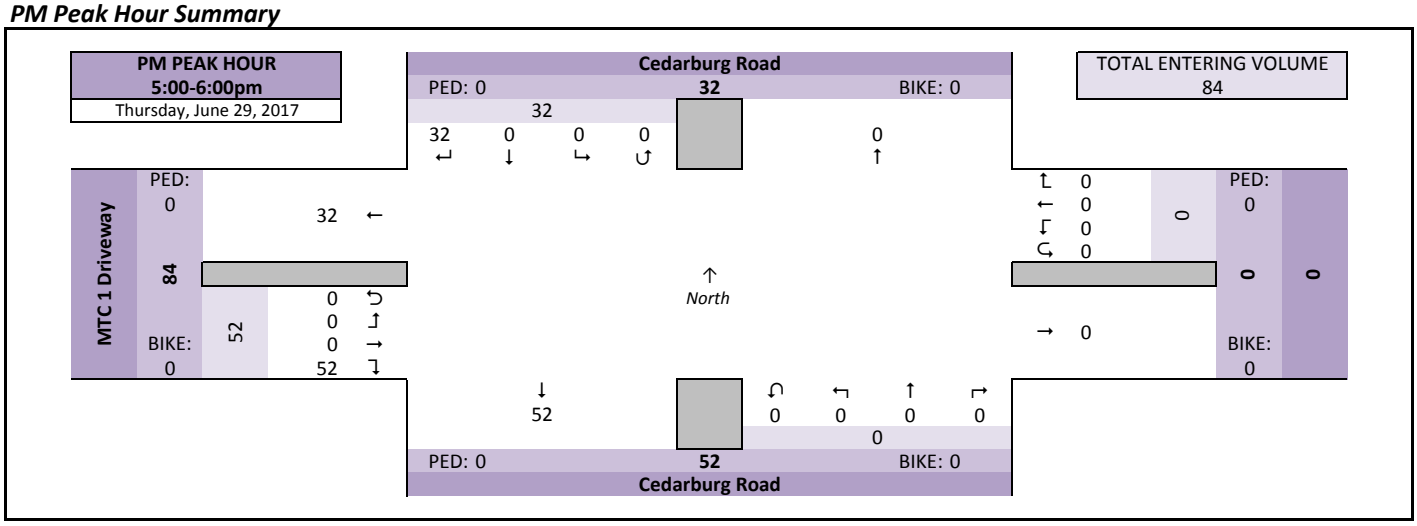
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 5.75		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Cedarburg Road and MTC 1 Driveway

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, June 29, 2017		From North					From East					From South					From West					
	AM Peak Hour	Cedarburg Road					0					Cedarburg Road					MTC 1 Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:30 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7
	7:45 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	15
	8:00 AM	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	16
	8:15 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	17
	Peak Hour Volume	27	0	0	0	27	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	55
	Rounded Hourly Volume	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	55
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.61	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.58	0.81

Thursday, June 29, 2017		From North					From East					From South					From West					
	MD Peak Hour	Cedarburg Road					0					Cedarburg Road					MTC 1 Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:30 AM	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	30
	11:45 AM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	20
	12:00 PM	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	31
	12:15 PM	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	22
	Peak Hour Volume	45	0	0	0	45	0	0	0	0	0	0	0	0	0	0	58	0	0	0	58	103
	Rounded Hourly Volume	45	0	0	0	45	0	0	0	0	0	0	0	0	0	0	60	0	0	0	60	105
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.80	0.00	0.00	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.76	0.83

Thursday, June 29, 2017		From North					From East					From South					From West					
	PM Peak Hour	Cedarburg Road					0					Cedarburg Road					MTC 1 Driveway					
	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	5:00 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	17
	5:15 PM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	21
	5:30 PM	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	27
	5:45 PM	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	19
	Peak Hour Volume	32	0	0	0	32	0	0	0	0	0	0	0	0	0	0	52	0	0	0	52	84
	Rounded Hourly Volume	30	0	0	0	30	0	0	0	0	0	0	0	0	0	0	50	0	0	0	50	80
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.73	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.81	0.78

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
		Cedarburg Road			0			Cedarburg Road			MTC 1 Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 5.75	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Cedarburg Road and MTC 1 Driveway

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (Cedarburg Road)					From East (0)					From South (Cedarburg Road)					From West (MTC 1 Driveway)					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	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		
	6:30 AM	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		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	13	51	0.80
	7:30 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7	55	0.81
	7:45 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	15	57	0.84
	8:00 AM	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	16	60	0.83
	8:15 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	17		
	8:30 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	9		
	8:45 AM	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	18		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	21	80	0.67
	11:15 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	9	90	0.73
	11:30 AM	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	30	103	0.83
	11:45 AM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	20	94	0.76
	12:00 PM	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	31	99	0.80
	12:15 PM	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	22		
	12:30 PM	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	21		
	12:45 PM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	17	0	0	0	17	25		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	19	70	0.65
	4:15 PM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	27	68	0.63
	4:30 PM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	12	62	0.74
	4:45 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	12	77	0.71
	5:00 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	17	84	0.78
	5:15 PM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	21		
	5:30 PM	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	27		
	5:45 PM	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	19		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		173	0	0	0	173	0	0	0	0	0	0	0	0	0	0	255	0	0	0	255	428		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (Cedarburg Road)					From East (0)					From South (Cedarburg Road)					From West (MTC 1 Driveway)					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:30 AM	27	0	0	0	27	0	0	0	0	0	0	0	0	0	0	28	0	0	0	28	55	0.81
MD	11:30 AM	45	0	0	0	45	0	0	0	0	0	0	0	0	0	0	58	0	0	0	58	103	0.83
PM	5:00 PM	32	0	0	0	32	0	0	0	0	0	0	0	0	0	0	52	0	0	0	52	84	0.78

Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 5.75		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Cedarburg Road and MTC 1 Driveway

15-Minute Heavy Vehicle Data

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

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		↓ From North					← From East					↑ From South					→ From West					Total
		Cedarburg Road					0					Cedarburg Road					MTC 1 Driveway					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 5.75		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Cedarburg Road and MTC 1 Driveway

15-Minute Pedestrian and Bicyclist Data

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

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Intersection of: Logemann Driveway and Mequon Road

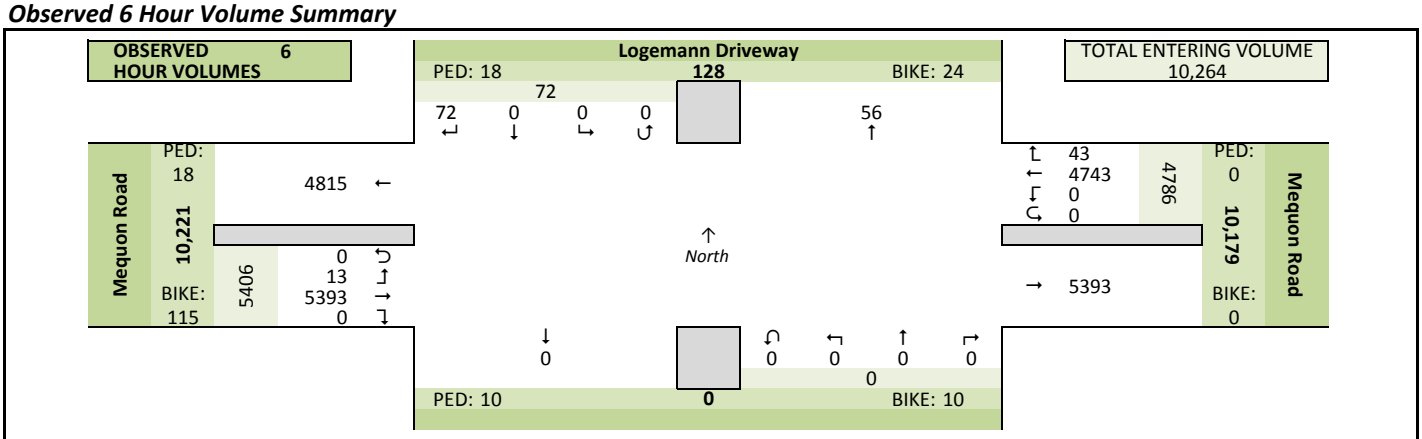
Site Information

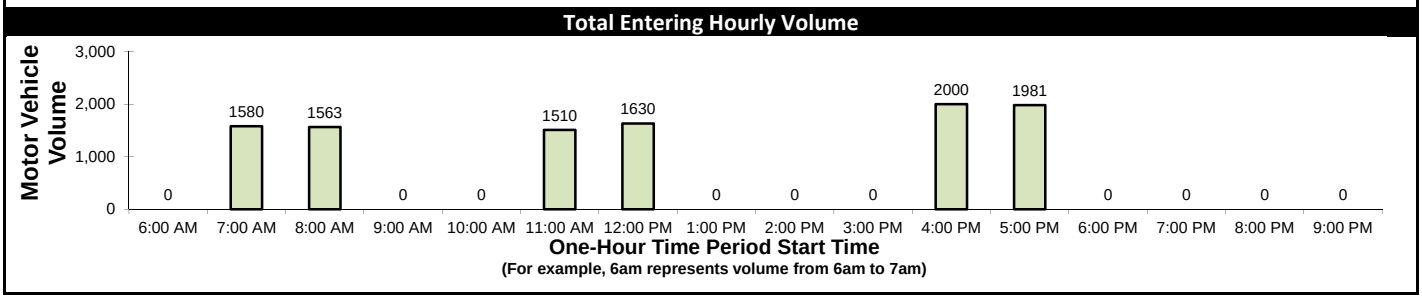
Municipality	City of Mequon		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Logemann Driveway		
East Leg	Mequon Road		
South Leg			
West Leg	Mequon Road		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events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

Count Information

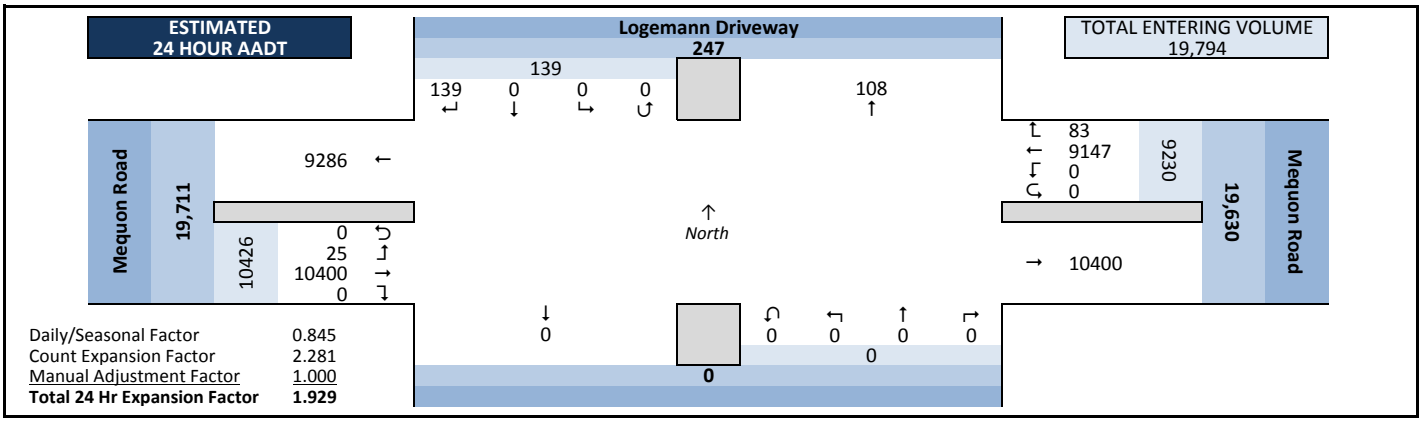
Hrs Counted:	7:00 AM-9:00 AM, 11:00 AM-1:00 PM, and 4:00 PM-6:00 PM				
1st Day of Count	Thursday, June 29, 2017			Weather	
AM Peak Period	Thursday, June 29, 2017			Clear & Dry	
Midday Peak Period	Thursday, June 29, 2017			Clear & Dry	
PM Peak Period	Thursday, June 29, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD	11:45-12:45pm	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:30-8:30am	MD	11:30-12:30am	PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.845	Count Expansion Factor	2.281		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Larry Numerich			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	Wendy Picard			
Comments	2016 DOT Seasonal Factors				

Observed 6 Hour Volume Summary





Estimated 24 Hour AADT



Daily/Seasonal Factor	0.845
Count Expansion Factor	2.281
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.929**

Intersection Traffic Volume Report

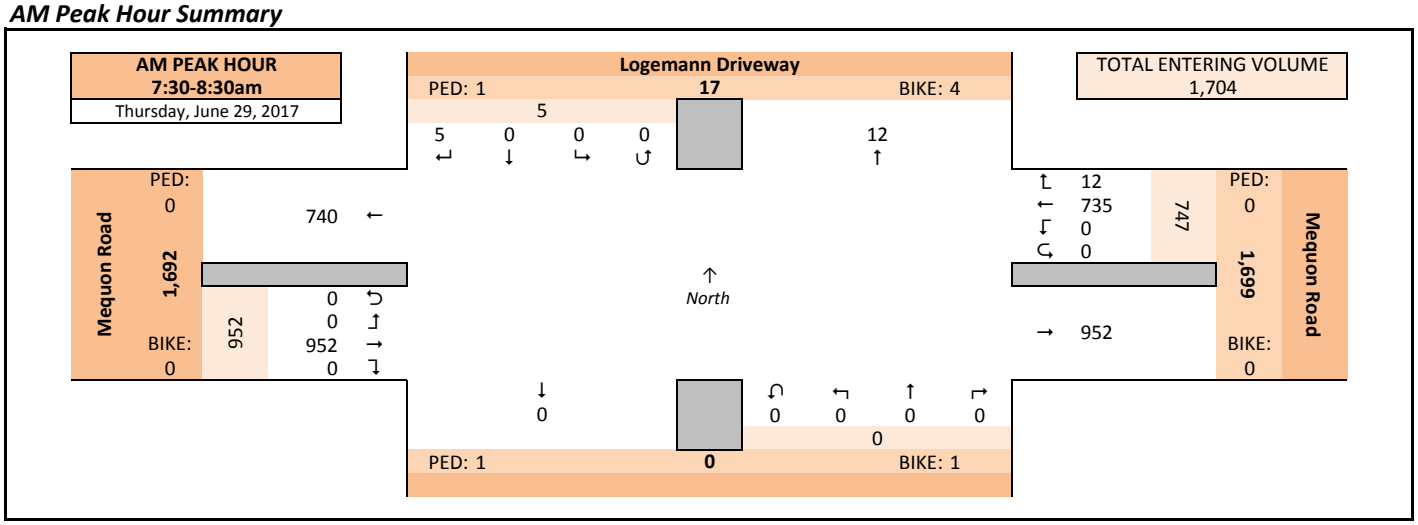
Count Basics			Page 2 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

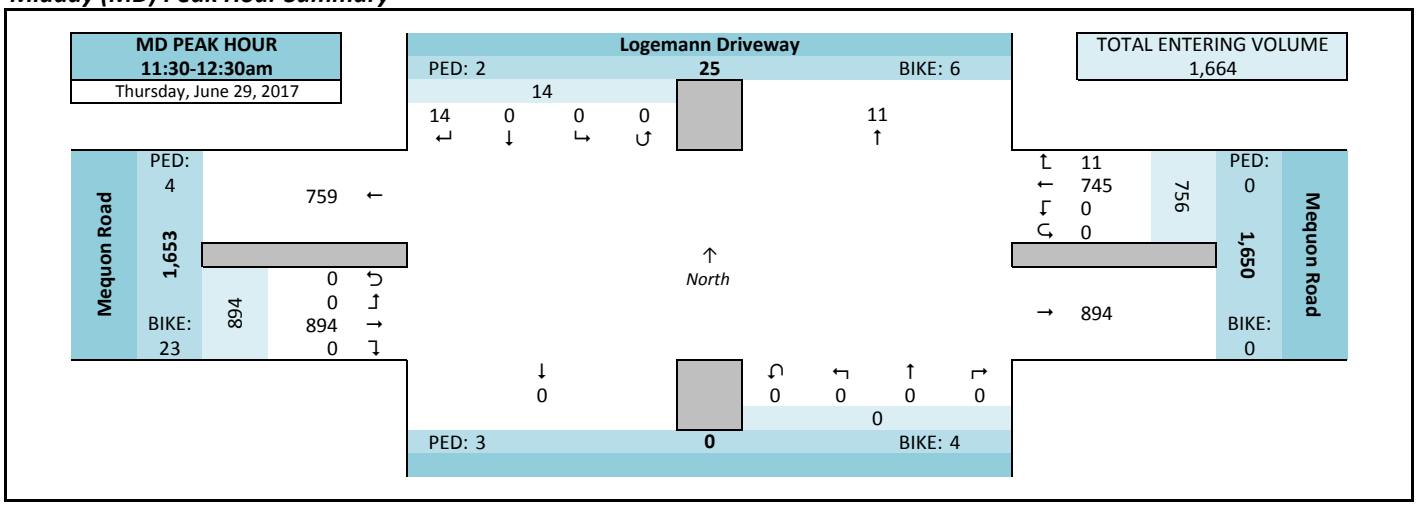
All Motor Vehicles

Logemann Driveway and Mequon Road

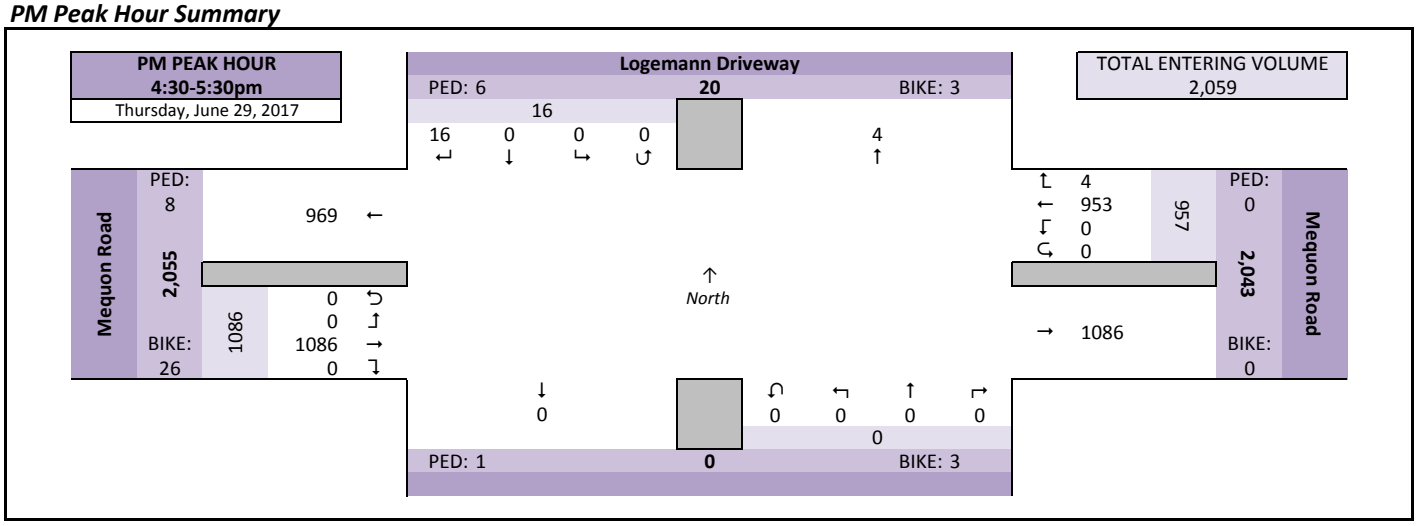
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Logemann Driveway and Mequon Road

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, June 29, 2017		From North					From East					From South					From West					
	AM Peak Hour	Logemann Driveway					Mequon Road										Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:30 AM	0	0	0	0	0	3	184	0	0	187	0	0	0	0	0	0	236	0	0	236	423
	7:45 AM	3	0	0	0	3	3	213	0	0	216	0	0	0	0	0	0	266	0	0	266	485
	8:00 AM	1	0	0	0	1	4	182	0	0	186	0	0	0	0	0	0	234	0	0	234	421
	8:15 AM	1	0	0	0	1	2	156	0	0	158	0	0	0	0	0	0	216	0	0	216	375
	Peak Hour Volume	5	0	0	0	5	12	735	0	0	747	0	0	0	0	0	0	952	0	0	952	1704
	Rounded Hourly Volume	5	0	0	0	5	10	735	0	0	745	0	0	0	0	0	0	950	0	0	950	1700
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.9	4.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.2	2.3
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	7.1	6.6
	Peak Hour Factor (PHF)	0.42	0.00	0.00	0.00	0.42	0.75	0.86	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.00	0.00	0.89	0.88

Thursday, June 29, 2017		From North					From East					From South					From West					
	MD Peak Hour	Logemann Driveway					Mequon Road										Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:30 AM	1	0	0	0	1	2	179	0	0	181	0	0	0	0	0	0	216	0	0	216	398
	11:45 AM	5	0	0	0	5	4	184	0	0	188	0	0	0	0	0	0	235	0	0	235	428
	12:00 PM	4	0	0	0	4	1	199	0	0	200	0	0	0	0	0	0	235	0	0	235	439
	12:15 PM	4	0	0	0	4	4	183	0	0	187	0	0	0	0	0	0	208	0	0	208	399
	Peak Hour Volume	14	0	0	0	14	11	745	0	0	756	0	0	0	0	0	0	894	0	0	894	1664
	Rounded Hourly Volume	15	0	0	0	15	10	745	0	0	755	0	0	0	0	0	0	895	0	0	895	1665
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	9.1	5.9	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0	4.9	5.3
	% Heavy Trucks	7.1	0.0	0.0	0.0	7.1	0.0	3.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	2.7	2.8
	% Trucks (Total)	7.1	0.0	0.0	0.0	7.1	9.1	8.9	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0	7.6	8.2
	Peak Hour Factor (PHF)	0.70	0.00	0.00	0.00	0.70	0.69	0.94	0.00	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.95	0.95

Thursday, June 29, 2017		From North					From East					From South					From West					
	PM Peak Hour	Logemann Driveway					Mequon Road										Mequon Road					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	8	0	0	0	8	1	233	0	0	234	0	0	0	0	0	0	292	0	0	292	534
	4:45 PM	3	0	0	0	3	0	229	0	0	229	0	0	0	0	0	0	281	0	0	281	513
	5:00 PM	4	0	0	0	4	2	243	0	0	245	0	0	0	0	0	0	261	0	0	261	510
	5:15 PM	1	0	0	0	1	1	248	0	0	249	0	0	0	0	0	0	252	0	0	252	502
	Peak Hour Volume	16	0	0	0	16	4	953	0	0	957	0	0	0	0	0	0	1086	0	0	1086	2059
	Rounded Hourly Volume	15	0	0	0	15	5	955	0	0	960	0	0	0	0	0	0	1085	0	0	1085	2060
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3	3.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.8
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.1	3.7
	Peak Hour Factor (PHF)	0.50	0.00	0.00	0.00	0.50	0.50	0.96	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.93	0.96

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
		Logemann Driveway			Mequon Road						Mequon Road			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	1	1	0	0	0	1	0	1	0	0	0	2
	7:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	3
	8:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	1
	8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
	Total	1	4	5	0	0	0	1	1	2	0	0	0	7
MD	11:30 AM	0	3	3	0	0	0	1	0	1	1	5	6	10
	11:45 AM	1	3	4	0	0	0	0	3	3	2	6	8	15
	12:00 PM	1	0	1	0	0	0	1	0	1	1	8	9	11
	12:15 PM	0	0	0	0	0	0	1	1	2	0	4	4	6
	Total	2	6	8	0	0	0	3	4	7	4	23	27	42
PM	4:30 PM	0	1	1	0	0	0	0	1	1	0	4	4	6
	4:45 PM	4	0	4	0	0	0	0	2	2	4	9	13	19
	5:00 PM	1	0	1	0	0	0	1	0	1	3	10	13	15
	5:15 PM	1	2	3	0	0	0	0	0	0	1	3	4	7
	Total	6	3	9	0	0	0	1	3	4	8	26	34	47

Intersection Traffic Volume Report

Count Basics		
Start Date: Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Logemann Driveway and Mequon Road

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (Logemann Driveway) Right	Thru	Left	U-Tn	Total	From East (Mequon Road) Right	Thru	Left	U-Tn	Total	From South Right	Thru	Left	U-Tn	Total	From West (Mequon Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum	PHF
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		
	6:15 AM	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		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	3	0	0	0	3	1	149	0	0	150	0	0	0	0	0	0	141	0	0	141	294	1580	0.81
	7:15 AM	2	0	0	0	2	3	191	0	0	194	0	0	0	0	0	0	182	0	0	182	378	1707	0.88
	7:30 AM	0	0	0	0	0	3	184	0	0	187	0	0	0	0	0	0	236	0	0	236	423	1704	0.88
	7:45 AM	3	0	0	0	3	3	213	0	0	216	0	0	0	0	0	0	266	0	0	266	485	1650	0.85
	8:00 AM	1	0	0	0	1	4	182	0	0	186	0	0	0	0	0	0	234	0	0	234	421	1563	0.93
	8:15 AM	1	0	0	0	1	2	156	0	0	158	0	0	0	0	0	0	216	0	0	216	375		
	8:30 AM	1	0	0	0	1	3	173	0	0	176	0	0	0	0	0	0	192	0	0	192	369		
	8:45 AM	0	0	0	0	0	0	157	0	0	157	0	0	0	0	0	0	241	0	0	241	398		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	1	0	0	0	1	0	148	0	0	148	0	0	0	0	0	0	179	0	0	179	328	1510	0.88
	11:15 AM	8	0	0	0	8	1	177	0	0	178	0	0	0	0	0	0	170	0	0	170	356	1621	0.92
	11:30 AM	1	0	0	0	1	2	179	0	0	181	0	0	0	0	0	0	216	0	0	216	398	1664	0.95
	11:45 AM	5	0	0	0	5	4	184	0	0	188	0	0	0	0	0	0	235	0	0	235	428	1674	0.95
	12:00 PM	4	0	0	0	4	1	199	0	0	200	0	0	0	0	0	0	235	0	0	235	439	1630	0.93
	12:15 PM	4	0	0	0	4	4	183	0	0	187	0	0	0	0	0	0	208	0	0	208	399		
	12:30 PM	5	0	0	0	5	0	206	0	0	206	0	0	0	0	0	0	197	0	0	197	408		
	12:45 PM	8	0	0	0	8	1	194	0	0	195	0	0	0	0	0	0	181	0	0	181	384		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	3	0	0	0	3	0	246	0	0	246	0	0	0	0	0	0	246	0	0	246	495	2000	0.94
	4:15 PM	2	0	0	0	2	3	220	0	0	223	0	0	0	0	0	0	233	0	0	233	458	2015	0.94
	4:30 PM	8	0	0	0	8	1	233	0	0	234	0	0	0	0	0	0	292	0	0	292	534	2059	0.96
	4:45 PM	3	0	0	0	3	0	229	0	0	229	0	0	0	0	0	0	281	0	0	281	513	2039	0.99
	5:00 PM	4	0	0	0	4	2	243	0	0	245	0	0	0	0	0	0	261	0	0	261	510	1981	0.96
	5:15 PM	1	0	0	0	1	1	248	0	0	249	0	0	0	0	0	0	252	0	0	252	502		
	5:30 PM	1	0	0	0	1	2	245	0	0	247	0	0	0	0	0	0	253	13	0	266	514		
	5:45 PM	3	0	0	0	3	2	204	0	0	206	0	0	0	0	0	0	246	0	0	246	455		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		72	0	0	0	72	43	4743	0	0	4786	0	0	0	0	0	0	5393	13	0	5406	10264		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (Logemann Driveway) Right	Thru	Left	U-Tn	Total	From East (Mequon Road) Right	Thru	Left	U-Tn	Total	From South Right	Thru	Left	U-Tn	Total	From West (Mequon Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume	PHF
AM	7:30 AM	5	0	0	0	5	12	735	0	0	747	0	0	0	0	0	0	952	0	0	952	1704	0.88
MD	11:30 AM	14	0	0	0	14	11	745	0	0	756	0	0	0	0	0	0	894	0	0	894	1664	0.95
PM	4:30 PM	16	0	0	0	16	4	953	0	0	957	0	0	0	0	0	0	1086	0	0	1086	2059	0.96

Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Logemann Driveway and Mequon Road

15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (Logemann Driveway) Right	Thru	Left	U-Tn	Total	From East (Mequon Road) Right	Thru	Left	U-Tn	Total	From South Right	Thru	Left	U-Tn	Total	From West (Mequon Road) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	19	95
	7:15 AM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	24	103
	7:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	17	0	0	17	24	113
	7:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	21	0	0	21	28	114
	8:00 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	14	0	0	14	27	124
	8:15 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	16	0	0	16	34	
	8:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	18	0	0	18	25	
	8:45 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	25	0	0	25	38	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	21	114
	11:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	15	0	0	15	24	128
	11:30 AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	15	0	0	15	28	136
	11:45 AM	1	0	0	0	1	1	18	0	0	19	0	0	0	0	0	0	21	0	0	21	41	146
	12:00 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	15	0	0	15	35	151
	12:15 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	17	0	0	17	32	
	12:30 PM	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	0	21	0	0	21	38	
	12:45 PM	1	0	0	0	1	0	20	0	0	20	0	0	0	0	0	0	25	0	0	25	46	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	1	0	0	0	1	0	18	0	0	18	0	0	0	0	0	0	9	0	0	9	28	88
	4:15 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	22	74
	4:30 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	6	0	0	6	20	77
	4:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	18	69
	5:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14	61
	5:15 PM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	9	0	0	9	25	
	5:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12	
	5:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	10	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		4	0	0	0	4	1	286	0	0	287	0	0	0	0	0	0	342	0	0	342	633	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period Start Time	From North (Logemann Driveway) Right	Thru	Left	U-Tn	Total	From East (Mequon Road) Right	Thru	Left	U-Tn	Total	From South Right	Thru	Left	U-Tn	Total	From West (Mequon Road) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:30 AM	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	0	68	0	0	68	113
MD	11:30 AM	1	0	0	0	1	1	66	0	0	67	0	0	0	0	0	0	68	0	0	68	136
PM	4:30 PM	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	34	0	0	34	77

Intersection Traffic Volume Report

Count Basics			*Page 11 of 11*
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Logemann Driveway and Mequon Road

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach Logemann Driveway			Crossing East Approach Mequon Road			Crossing South Approach			Crossing West Approach Mequon Road			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	9
	7:15 AM	2	0	2	0	0	0	0	1	1	0	0	0	3	9
	7:30 AM	0	1	1	0	0	0	1	0	1	0	0	0	2	7
	7:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	3	7
	8:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	1	7
	8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	
	8:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	2	
	8:45 AM	0	0	0	0	0	0	2	1	3	0	0	0	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	1	3	4	0	0	0	0	0	0	1	6	7	11	50
	11:15 AM	0	1	1	0	0	0	0	0	0	0	13	13	14	50
	11:30 AM	0	3	3	0	0	0	1	0	1	1	5	6	10	42
	11:45 AM	1	3	4	0	0	0	0	3	3	2	6	8	15	46
	12:00 PM	1	0	1	0	0	0	1	0	1	1	8	9	11	39
	12:15 PM	0	0	0	0	0	0	1	1	2	0	4	4	6	
	12:30 PM	0	0	0	0	0	0	2	0	2	1	11	12	14	
	12:45 PM	0	0	0	0	0	0	1	0	1	1	6	7	8	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	3	3	0	0	0	0	0	0	0	5	5	8	41
	4:15 PM	1	1	2	0	0	0	0	0	0	1	5	6	8	48
	4:30 PM	0	1	1	0	0	0	0	1	1	0	4	4	6	47
	4:45 PM	4	0	4	0	0	0	0	2	2	4	9	13	19	54
	5:00 PM	1	0	1	0	0	0	1	0	1	3	10	13	15	49
	5:15 PM	1	2	3	0	0	0	0	0	0	1	3	4	7	
	5:30 PM	2	0	2	0	0	0	0	0	0	2	9	11	13	
	5:45 PM	2	1	3	0	0	0	0	0	0	0	11	11	14	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**18**	**24**	**42**	**0**	**0**	**0**	**10**	**10**	**20**	**18**	**115**	**133**	**195**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Intersection of: City Hall Parking Lot and City Hall Driveway

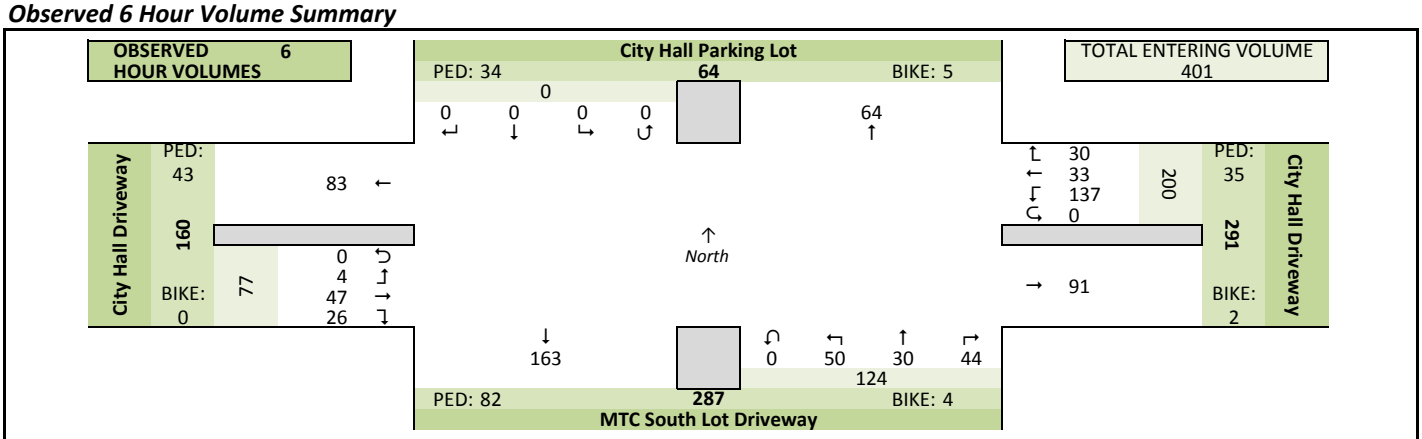
Site Information

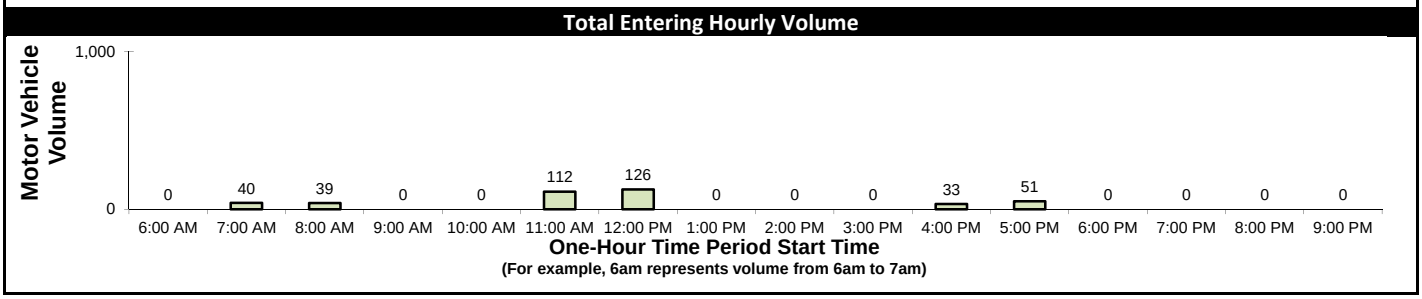
Municipality	City of Mequon		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	City Hall Parking Lot		
East Leg	City Hall Driveway		
South Leg	MTC South Lot Driveway		
West Leg	City Hall Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

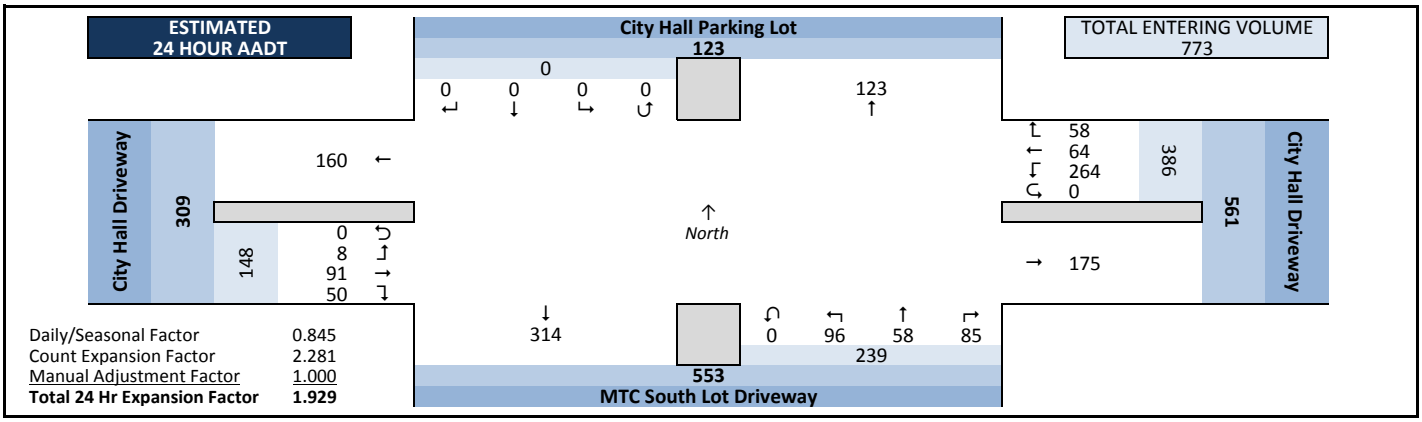
Hrs Counted:	7:00 AM-9:00 AM, 11:00 AM-1:00 PM, and 4:00 PM-6:00 PM				
1st Day of Count	Thursday, June 29, 2017			Weather	
AM Peak Period	Thursday, June 29, 2017			Clear & Dry	
Midday Peak Period	Thursday, June 29, 2017			Clear & Dry	
PM Peak Period	Thursday, June 29, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD	11:30-12:30am	PM	5:00-6:00pm
Peak Hours Selected for Analysis					
AM	7:30-8:30am	MD	11:30-12:30am	PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.845	Count Expansion Factor	2.281		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Inge Adams			
	Midday Peak Period	Inge Adams			
	PM Peak Period	Inge Adams			
Comments	2016 DOT Seasonal Factors				

Observed 6 Hour Volume Summary





Estimated 24 Hour AADT



Daily/Seasonal Factor	0.845
Count Expansion Factor	2.281
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.929**

Intersection Traffic Volume Report

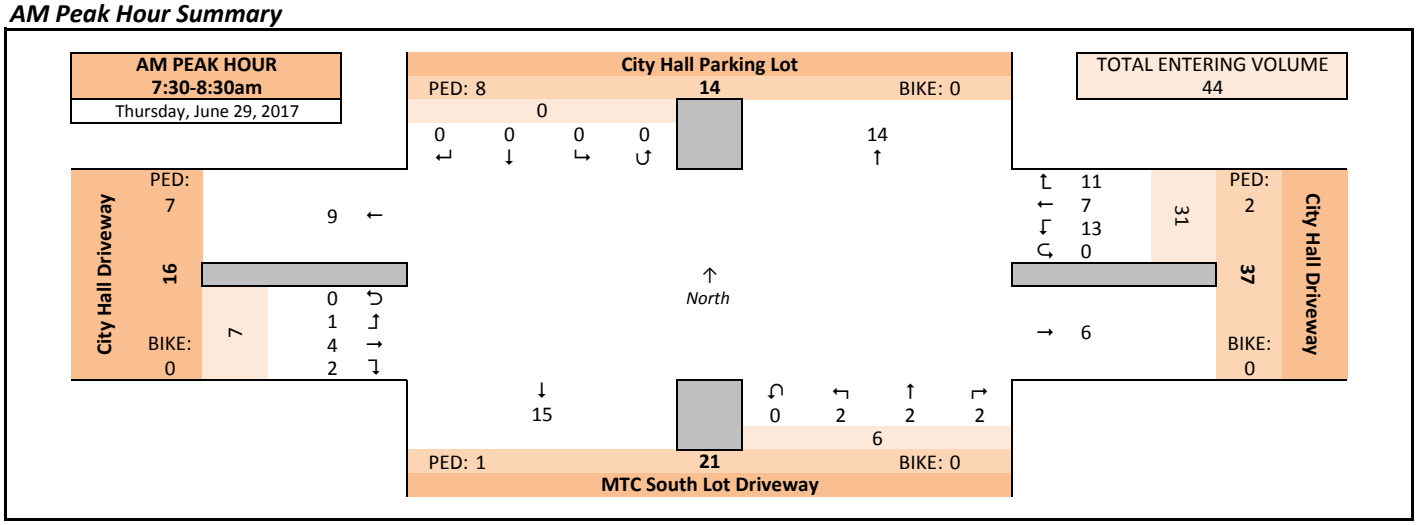
Count Basics			Page 2 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

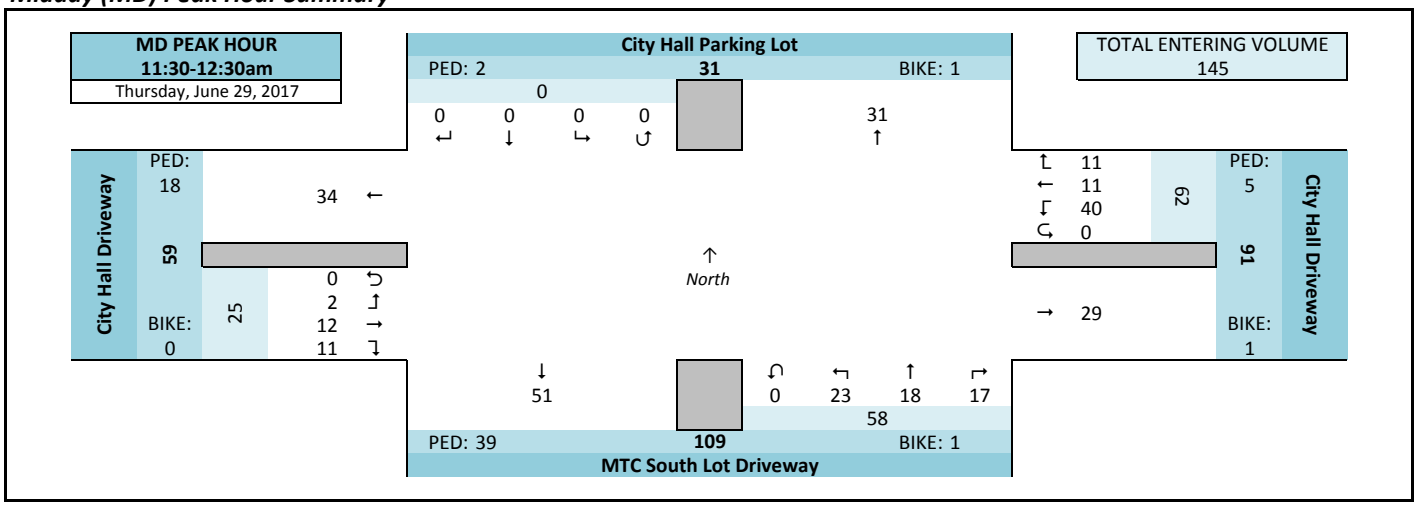
All Motor Vehicles

City Hall Parking Lot and City Hall Driveway

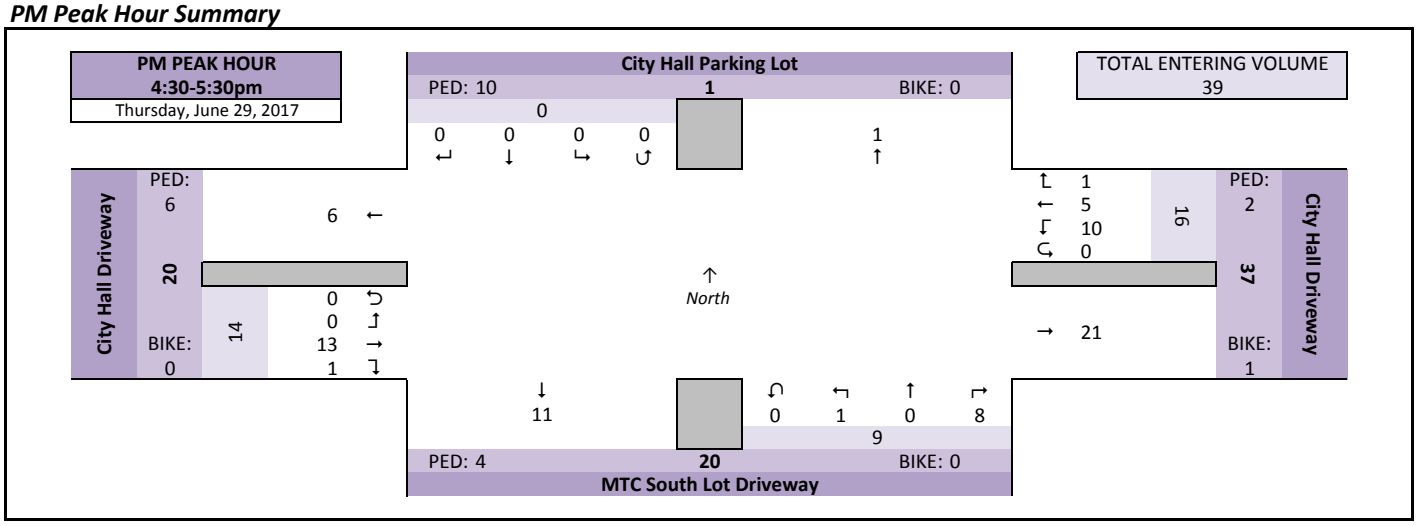
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

City Hall Parking Lot and City Hall Driveway

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, June 29, 2017		From North					From East					From South					From West					
	AM Peak Hour	City Hall Parking Lot					City Hall Driveway					MTC South Lot Driveway					City Hall Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:30 AM	0	0	0	0	0	3	1	2	0	6	1	1	0	0	2	1	1	1	0	3	11
	7:45 AM	0	0	0	0	0	3	6	2	0	11	0	0	0	0	0	0	1	0	0	1	12
	8:00 AM	0	0	0	0	0	3	0	7	0	10	0	0	1	0	1	1	1	0	0	2	13
	8:15 AM	0	0	0	0	0	2	0	2	0	4	1	1	1	0	3	0	1	0	0	1	8
	Peak Hour Volume	0	0	0	0	0	11	7	13	0	31	2	2	2	0	6	2	4	1	0	7	44
	Rounded Hourly Volume	0	0	0	0	0	10	5	15	0	30	0	0	0	0	0	0	5	0	0	5	35
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	9.1	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	2.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	9.1	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	2.3
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.92	0.29	0.46	0.00	0.70	0.50	0.50	0.50	0.00	0.50	0.50	1.00	0.25	0.00	0.58	0.85

Thursday, June 29, 2017		From North					From East					From South					From West					
	MD Peak Hour	City Hall Parking Lot					City Hall Driveway					MTC South Lot Driveway					City Hall Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:30 AM	0	0	0	0	0	6	2	16	0	24	2	8	12	0	22	3	1	1	0	5	51
	11:45 AM	0	0	0	0	0	1	5	7	0	13	6	4	2	0	12	4	2	0	0	6	31
	12:00 PM	0	0	0	0	0	1	3	12	0	16	8	4	6	0	18	0	5	1	0	6	40
	12:15 PM	0	0	0	0	0	3	1	5	0	9	1	2	3	0	6	4	4	0	0	8	23
	Peak Hour Volume	0	0	0	0	0	11	11	40	0	62	17	18	23	0	58	11	12	2	0	25	145
	Rounded Hourly Volume	0	0	0	0	0	10	10	40	0	60	15	20	25	0	60	10	10	0	0	20	140
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	4.0	0.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.7
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	1.7	0.0	8.3	0.0	0.0	4.0	1.4
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.46	0.55	0.62	0.00	0.65	0.53	0.56	0.48	0.00	0.66	0.69	0.60	0.50	0.00	0.78	0.71

Thursday, June 29, 2017		From North					From East					From South					From West					
	PM Peak Hour	City Hall Parking Lot					City Hall Driveway					MTC South Lot Driveway					City Hall Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	6	0	0	6	11
	4:45 PM	0	0	0	0	0	0	1	3	0	4	4	0	0	0	4	0	2	0	0	2	10
	5:00 PM	0	0	0	0	0	1	1	4	0	6	2	0	0	0	2	1	2	0	0	3	11
	5:15 PM	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	0	3	0	0	3	7
	Peak Hour Volume	0	0	0	0	0	1	5	10	0	16	8	0	1	0	9	1	13	0	0	14	39
	Rounded Hourly Volume	0	0	0	0	0	0	5	10	0	15	10	0	0	0	10	0	15	0	0	15	40
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.25	0.62	0.62	0.00	0.67	0.50	0.00	0.25	0.00	0.56	0.25	0.54	0.00	0.00	0.58	0.89

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		City Hall Parking Lot			City Hall Driveway			MTC South Lot Driveway			City Hall Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	1	0	1	1	0	1	0	0	0	2	0	2	4
	7:45 AM	1	0	1	1	0	1	0	0	0	4	0	4	6
	8:00 AM	3	0	3	0	0	0	0	0	0	1	0	1	4
	8:15 AM	3	0	3	0	0	0	1	0	1	0	0	0	4
	Total	8	0	8	2	0	2	1	0	1	7	0	7	18
MD	11:30 AM	0	1	1	1	1	2	14	0	14	9	0	9	26
	11:45 AM	1	0	1	2	0	2	13	0	13	5	0	5	21
	12:00 PM	1	0	1	2	0	2	9	0	9	4	0	4	16
	12:15 PM	0	0	0	0	0	0	3	1	4	0	0	0	4
	Total	2	1	3	5	1	6	39	1	40	18	0	18	67
PM	4:30 PM	8	0	8	0	0	0	2	0	2	1	0	1	11
	4:45 PM	0	0	0	0	1	1	0	0	0	1	0	1	2
	5:00 PM	1	0	1	0	0	0	1	0	1	3	0	3	5
	5:15 PM	1	0	1	2	0	2	1	0	1	1	0	1	5
	Total	10	0	10	2	1	3	4	0	4	6	0	6	23

Intersection Traffic Volume Report

Count Basics			Page 5 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

City Hall Parking Lot and City Hall Driveway

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (City Hall Parking Lot)					From East (City Hall Driveway)					From South (MTC South Lot Driveway)					From West (City Hall Driveway)					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	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		
	6:30 AM	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		
	7:00 AM	0	0	0	0	0	0	1	5	0	6	0	0	2	0	2	0	0	0	0	0	8	40	0.83
	7:15 AM	0	0	0	0	0	0	1	3	0	4	2	0	1	0	3	1	1	0	0	2	9	45	0.87
	7:30 AM	0	0	0	0	0	3	1	2	0	6	1	1	0	0	2	1	1	1	0	3	11	44	0.85
	7:45 AM	0	0	0	0	0	3	6	2	0	11	0	0	0	0	0	0	1	0	0	1	12	44	0.85
	8:00 AM	0	0	0	0	0	3	0	7	0	10	0	0	1	0	1	1	1	0	0	2	13	39	0.75
	8:15 AM	0	0	0	0	0	2	0	2	0	4	1	1	1	0	3	0	1	0	0	1	8		
	8:30 AM	0	0	0	0	0	3	1	4	0	8	0	0	1	0	1	0	1	1	0	2	11		
	8:45 AM	0	0	0	0	0	2	1	2	0	5	1	0	0	0	1	0	1	0	0	1	7		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	8	0	8	2	0	0	0	2	0	0	0	0	0	10	112	0.55
	11:15 AM	0	0	0	0	0	0	1	12	0	13	3	0	3	0	6	0	1	0	0	1	20	142	0.70
	11:30 AM	0	0	0	0	0	6	2	16	0	24	2	8	12	0	22	3	1	1	0	5	51	145	0.71
	11:45 AM	0	0	0	0	0	1	5	7	0	13	6	4	2	0	12	4	2	0	0	6	31	124	0.78
	12:00 PM	0	0	0	0	0	1	3	12	0	16	8	4	6	0	18	0	5	1	0	6	40	126	0.79
	12:15 PM	0	0	0	0	0	3	1	5	0	9	1	2	3	0	6	4	4	0	0	8	23		
	12:30 PM	0	0	0	0	0	2	1	10	0	13	2	1	7	0	10	5	2	0	0	7	30		
	12:45 PM	0	0	0	0	0	0	2	10	0	12	4	3	7	0	14	2	5	0	0	7	33		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	2	0	0	3	6	33	0.75
	4:15 PM	0	0	0	0	0	0	0	4	0	4	1	0	0	0	1	1	0	0	0	1	6	38	0.86
	4:30 PM	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	6	0	0	6	11	39	0.89
	4:45 PM	0	0	0	0	0	0	1	3	0	4	4	0	0	0	4	0	2	0	0	2	10	43	0.72
	5:00 PM	0	0	0	0	0	1	1	4	0	6	2	0	0	0	2	1	2	0	0	3	11	51	0.71
	5:15 PM	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	0	3	0	0	3	7		
	5:30 PM	0	0	0	0	0	0	1	8	0	9	0	0	1	0	1	2	3	0	0	5	15		
	5:45 PM	0	0	0	0	0	0	1	5	0	6	2	6	2	0	10	0	2	0	0	2	18		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	30	33	137	0	200	44	30	50	0	124	26	47	4	0	77	401		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (City Hall Parking Lot)					From East (City Hall Driveway)					From South (MTC South Lot Driveway)					From West (City Hall Driveway)					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:30 AM	0	0	0	0	0	11	7	13	0	31	2	2	2	0	6	2	4	1	0	7	44	0.85
MD	11:30 AM	0	0	0	0	0	11	11	40	0	62	17	18	23	0	58	11	12	2	0	25	145	0.71
PM	4:30 PM	0	0	0	0	0	1	5	10	0	16	8	0	1	0	9	1	13	0	0	14	39	0.89

Intersection Traffic Volume Report

Count Basics			Page 9 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

City Hall Parking Lot and City Hall Driveway

15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (City Hall Parking Lot)					From East (City Hall Driveway)					From South (MTC South Lot Driveway)					From West (City Hall Driveway)					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	2	0	0	0	2	0	0	2	0	2	0	2	0	0	2	6	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period Start Time	From North (City Hall Parking Lot)					From East (City Hall Driveway)					From South (MTC South Lot Driveway)					From West (City Hall Driveway)					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Thursday, June 29, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

City Hall Parking Lot and City Hall Driveway

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach City Hall Parking Lot			Crossing East Approach City Hall Driveway			Crossing South Approach MTC South Lot Driveway			Crossing West Approach City Hall Driveway			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	12
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	15
	7:30 AM	1	0	1	1	0	1	0	0	0	2	0	2	4	18
	7:45 AM	1	0	1	1	0	1	0	0	0	4	0	4	6	17
	8:00 AM	3	0	3	0	0	0	0	0	0	1	0	1	4	14
	8:15 AM	3	0	3	0	0	0	1	0	1	0	0	0	4	
	8:30 AM	0	0	0	0	0	0	2	0	2	1	0	1	3	
	8:45 AM	0	0	0	0	0	0	1	1	2	1	0	1	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	50
	11:15 AM	1	0	1	1	0	1	0	0	0	0	0	0	2	65
	11:30 AM	0	1	1	1	1	2	14	0	14	9	0	9	26	67
	11:45 AM	1	0	1	2	0	2	13	0	13	5	0	5	21	73
	12:00 PM	1	0	1	2	0	2	9	0	9	4	0	4	16	71
	12:15 PM	0	0	0	0	0	0	3	1	4	0	0	0	4	
	12:30 PM	7	1	8	6	0	6	18	0	18	0	0	0	32	
	12:45 PM	1	0	1	3	0	3	15	0	15	0	0	0	19	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	1	0	1	1	0	1	0	0	0	1	0	1	3	27
	4:15 PM	0	2	2	0	0	0	2	1	3	6	0	6	11	29
	4:30 PM	8	0	8	0	0	0	2	0	2	1	0	1	11	23
	4:45 PM	0	0	0	0	1	1	0	0	0	1	0	1	2	13
	5:00 PM	1	0	1	0	0	0	1	0	1	3	0	3	5	31
	5:15 PM	1	0	1	2	0	2	1	0	1	1	0	1	5	
	5:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	
	5:45 PM	3	1	4	13	0	13	0	1	1	2	0	2	20	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		34	5	39	35	2	37	82	4	86	43	0	43	205	

Special Pedestrians

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

APPENDIX B

TRAFFIC COUNTS

B2. Turning Movement Counts at Nearby Pool Entrances

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

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

Intersection of: Evergreen Blvd and Pool Driveway

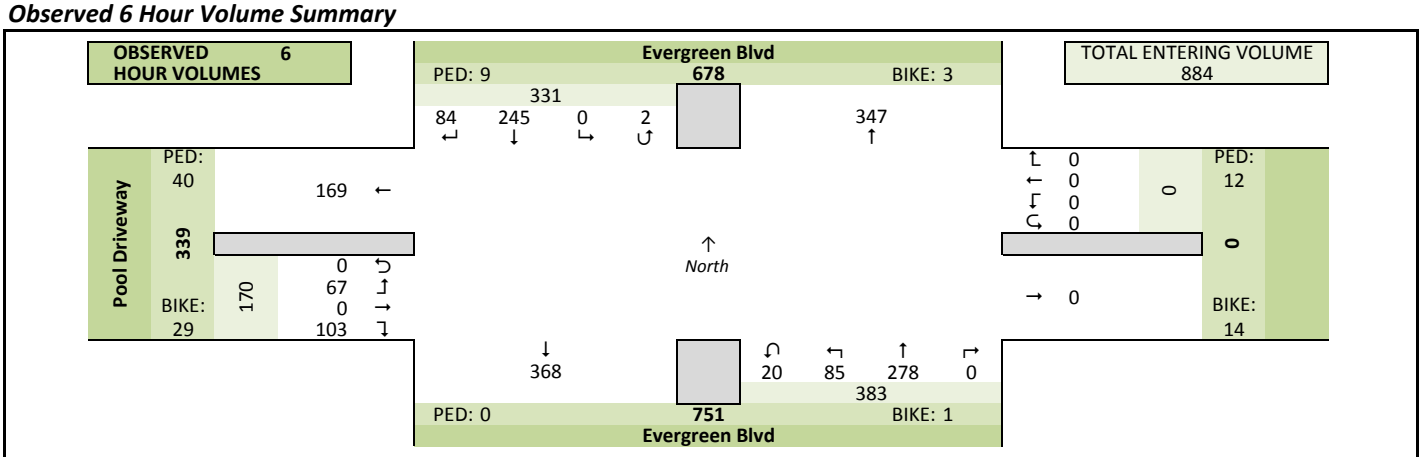
Site Information

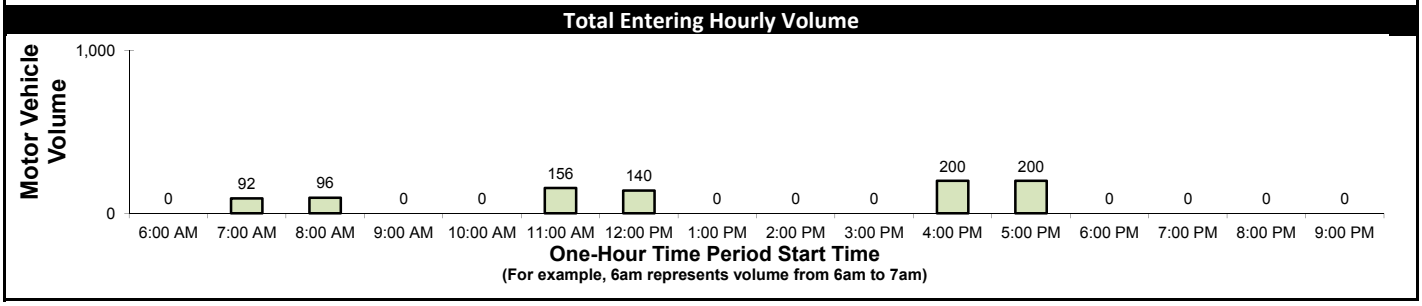
Municipality	City of Cedarburg		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Evergreen Blvd		
East Leg			
South Leg	Evergreen Blvd		
West Leg	Pool Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children		None	
Elementry school age children		None	
Visually impaired (white cane/helper dog)		None	
Elderly/disabled (except wheelchairs)		None	
Wheelchairs/electric scooters		None	
Other (describe)	None	None	

Count Information

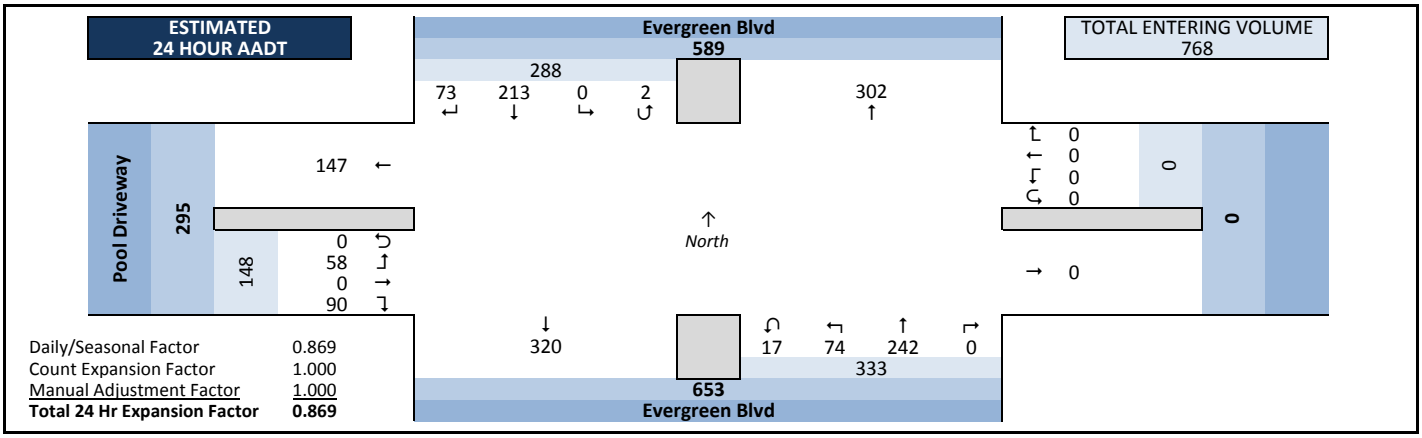
Hrs Counted:	7:00 AM-9:00 AM, 11:00 AM-1:00 PM, and 4:00 PM-6:00 PM				
1st Day of Count	Wednesday, July 19, 2017			Weather	
AM Peak Period	Wednesday, July 19, 2017			Clear & Dry	
Midday Peak Period	Wednesday, July 19, 2017			Clear & Dry	
PM Peak Period	Wednesday, July 19, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD	11:30-12:30am	PM	4:30-5:30pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD	11:30-12:30am	PM	4:30-5:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.869		Count Expansion Factor	1.000	
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	JK Bieberitz			
	Midday Peak Period	JK Bieberitz			
	PM Peak Period	JK Bieberitz			
Comments	2016 DOT Seasonal Factors				

Observed 6 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

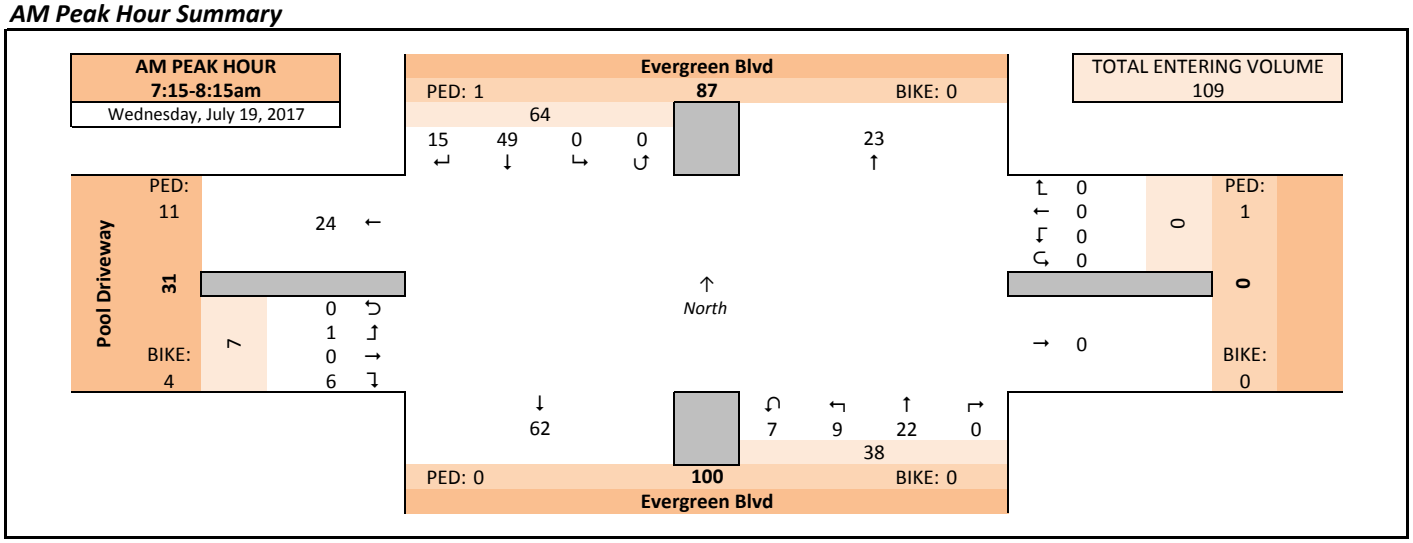
Count Basics			Page 2 of 11
Start Date:	Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

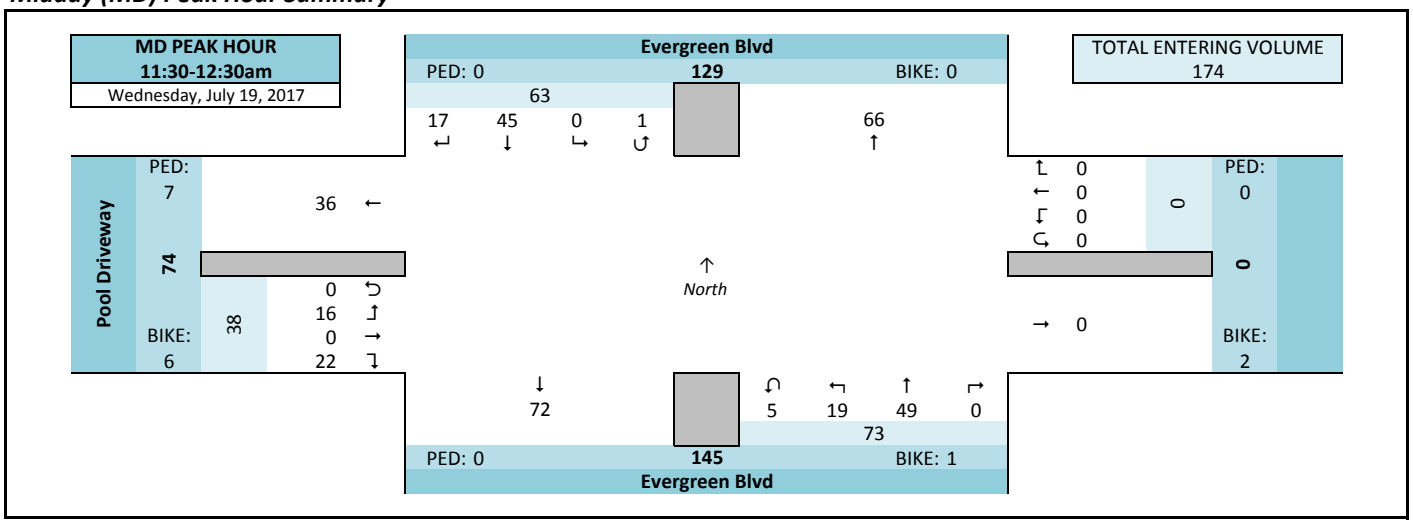
All Motor Vehicles

Evergreen Blvd and Pool Driveway

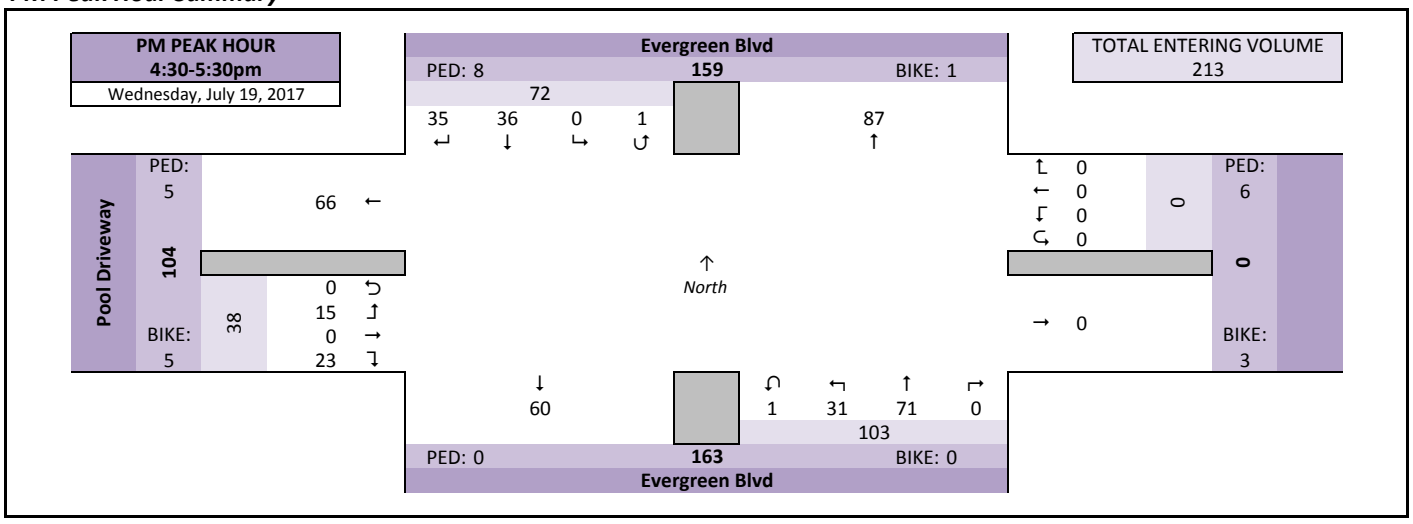
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

Evergreen Blvd and Pool Driveway

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, July 19, 2017		From North					From East					From South					From West					
	AM Peak Hour	Evergreen Blvd										Evergreen Blvd					Pool Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	9	5	0	0	14	0	0	0	0	0	0	4	8	0	12	1	0	1	0	2	28
	7:30 AM	2	13	0	0	15	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	19
	7:45 AM	3	16	0	0	19	0	0	0	0	0	0	8	1	4	13	1	0	0	0	1	33
	8:00 AM	1	15	0	0	16	0	0	0	0	0	0	9	0	3	12	1	0	0	0	1	29
	Peak Hour Volume	15	49	0	0	64	0	0	0	0	0	0	22	9	7	38	6	0	1	0	7	109
	Rounded Hourly Volume	15	50	0	0	65	0	0	0	0	0	0	20	10	5	35	5	0	0	0	5	105
	% Single Unit Trucks	6.7	2.0	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	16.7	0.0	0.0	0.0	14.3	2.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	6.7	2.0	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	16.7	0.0	0.0	0.0	14.3	2.8
	Peak Hour Factor (PHF)	0.42	0.77	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.28	0.44	0.73	0.50	0.00	0.25	0.00	0.58	0.83

Wednesday, July 19, 2017		From North					From East					From South					From West					
	MD Peak Hour	Evergreen Blvd										Evergreen Blvd					Pool Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:30 AM	8	8	0	1	17	0	0	0	0	0	0	9	5	1	15	6	0	2	0	8	40
	11:45 AM	4	11	0	0	15	0	0	0	0	0	0	11	1	2	14	14	0	7	0	21	50
	12:00 PM	3	15	0	0	18	0	0	0	0	0	0	22	5	1	28	2	0	4	0	6	52
	12:15 PM	2	11	0	0	13	0	0	0	0	0	0	7	8	1	16	0	0	3	0	3	32
	Peak Hour Volume	17	45	0	1	63	0	0	0	0	0	0	49	19	5	73	22	0	16	0	38	174
	Rounded Hourly Volume	15	45	0	0	60	0	0	0	0	0	0	50	20	5	75	20	0	15	0	35	170
	% Single Unit Trucks	0.0	2.2	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	2.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	2.2	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	2.3
	Peak Hour Factor (PHF)	0.53	0.75	0.00	0.25	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.56	0.59	0.62	0.65	0.39	0.00	0.57	0.00	0.45	0.84

Wednesday, July 19, 2017		From North					From East					From South					From West					
	PM Peak Hour	Evergreen Blvd										Evergreen Blvd					Pool Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:30 PM	13	8	0	0	21	0	0	0	0	0	0	15	9	1	25	10	0	9	0	19	65
	4:45 PM	5	7	0	1	13	0	0	0	0	0	0	14	4	0	18	6	0	1	0	7	38
	5:00 PM	10	13	0	0	23	0	0	0	0	0	0	24	11	0	35	4	0	3	0	7	65
	5:15 PM	7	8	0	0	15	0	0	0	0	0	0	18	7	0	25	3	0	2	0	5	45
	Peak Hour Volume	35	36	0	1	72	0	0	0	0	0	0	71	31	1	103	23	0	15	0	38	213
	Rounded Hourly Volume	35	35	0	0	70	0	0	0	0	0	0	70	30	0	100	25	0	15	0	40	210
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.67	0.69	0.00	0.25	0.78	0.00	0.00	0.00	0.00	0.00	0.00	0.74	0.70	0.25	0.74	0.57	0.00	0.42	0.00	0.50	0.82

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
		Evergreen Blvd						Evergreen Blvd			Pool Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	1	0	1	0	0	0	5	0	5	6
	7:30 AM	1	0	1	0	0	0	0	0	0	3	0	3	4
	7:45 AM	0	0	0	0	0	0	0	0	0	1	3	4	4
	8:00 AM	0	0	0	0	0	0	0	0	0	2	1	3	3
	Total	1	0	1	1	0	1	0	0	0	11	4	15	17
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	2
	11:45 AM	0	0	0	0	0	0	0	0	0	1	3	4	4
	12:00 PM	0	0	0	0	2	2	0	0	0	4	1	5	7
	12:15 PM	0	0	0	0	0	0	0	1	1	2	0	2	3
	Total	0	0	0	0	2	2	0	1	1	7	6	13	16
PM	4:30 PM	8	0	8	0	1	1	0	0	0	0	0	0	9
	4:45 PM	0	0	0	0	0	0	0	0	0	2	3	5	5
	5:00 PM	0	0	0	4	2	6	0	0	0	1	1	2	8
	5:15 PM	0	1	1	2	0	2	0	0	0	2	1	3	6
	Total	8	1	9	6	3	9	0	0	0	5	5	10	28

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

Evergreen Blvd and Pool Driveway

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (Evergreen Blvd) Right	Thru	Left	U-Tn	Total	From East Right	Thru	Left	U-Tn	Total	From South (Evergreen Blvd) Right	Thru	Left	U-Tn	Total	From West (Pool Driveway) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum	PHF
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		
	6:15 AM	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		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	10	0	0	10	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	12	92	0.70
	7:15 AM	9	5	0	0	14	0	0	0	0	0	0	4	8	0	12	1	0	1	0	2	28	109	0.83
	7:30 AM	2	13	0	0	15	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	19	90	0.68
	7:45 AM	3	16	0	0	19	0	0	0	0	0	0	8	1	4	13	1	0	0	0	1	33	99	0.75
	8:00 AM	1	15	0	0	16	0	0	0	0	0	0	9	0	3	12	1	0	0	0	1	29	96	0.80
	8:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	9		
	8:30 AM	2	10	0	0	12	0	0	0	0	0	0	5	0	0	5	4	0	7	0	11	28		
	8:45 AM	1	13	0	0	14	0	0	0	0	0	0	10	3	0	13	2	0	1	0	3	30		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	1	8	0	0	9	0	0	0	0	0	0	18	3	2	23	3	0	5	0	8	40	156	0.78
	11:15 AM	1	11	0	0	12	0	0	0	0	0	0	8	3	1	12	2	0	0	0	2	26	168	0.81
	11:30 AM	8	8	0	1	17	0	0	0	0	0	0	9	5	1	15	6	0	2	0	8	40	174	0.84
	11:45 AM	4	11	0	0	15	0	0	0	0	0	0	11	1	2	14	14	0	7	0	21	50	167	0.80
	12:00 PM	3	15	0	0	18	0	0	0	0	0	0	22	5	1	28	2	0	4	0	6	52	140	0.67
	12:15 PM	2	11	0	0	13	0	0	0	0	0	0	7	8	1	16	0	0	3	0	3	32		
	12:30 PM	2	11	0	0	13	0	0	0	0	0	0	13	4	1	18	1	0	1	0	2	33		
	12:45 PM	2	4	0	0	6	0	0	0	0	0	0	7	3	1	11	4	0	2	0	6	23		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	3	10	0	0	13	0	0	0	0	0	0	25	2	2	29	9	0	3	0	12	54	200	0.77
	4:15 PM	3	9	0	0	12	0	0	0	0	0	0	15	3	0	18	8	0	5	0	13	43	211	0.81
	4:30 PM	13	8	0	0	21	0	0	0	0	0	0	15	9	1	25	10	0	9	0	19	65	213	0.82
	4:45 PM	5	7	0	1	13	0	0	0	0	0	0	14	4	0	18	6	0	1	0	7	38	204	0.78
	5:00 PM	10	13	0	0	23	0	0	0	0	0	0	24	11	0	35	4	0	3	0	7	65	200	0.77
	5:15 PM	7	8	0	0	15	0	0	0	0	0	0	18	7	0	25	3	0	2	0	5	45		
	5:30 PM	1	14	0	0	15	0	0	0	0	0	0	13	3	0	16	16	0	9	0	25	56		
	5:45 PM	1	11	0	0	12	0	0	0	0	0	0	18	0	0	18	2	0	2	0	4	34		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		84	245	0	2	331	0	0	0	0	0	0	278	85	20	383	103	0	67	0	170	884		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (Evergreen Blvd) Right	Thru	Left	U-Tn	Total	From East Right	Thru	Left	U-Tn	Total	From South (Evergreen Blvd) Right	Thru	Left	U-Tn	Total	From West (Pool Driveway) Right	Thru	Left	U-Tn	Total	Total Hourly Volume	PHF
AM	7:15 AM	15	49	0	0	64	0	0	0	0	0	0	22	9	7	38	6	0	1	0	7	109	0.83
MD	11:30 AM	17	45	0	1	63	0	0	0	0	0	0	49	19	5	73	22	0	16	0	38	174	0.84
PM	4:30 PM	35	36	0	1	72	0	0	0	0	0	0	71	31	1	103	23	0	15	0	38	213	0.82

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

Evergreen Blvd and Pool Driveway

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (Evergreen Blvd) Right	Thru	Left	U-Tn	Total	From East Right	Thru	Left	U-Tn	Total	From South (Evergreen Blvd) Right	Thru	Left	U-Tn	Total	From West (Pool Driveway) Right	Thru	Left	U-Tn	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 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	3
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	11:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	3
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	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	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	9	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (Evergreen Blvd) Right	Thru	Left	U-Tn	Total	From East Right	Thru	Left	U-Tn	Total	From South (Evergreen Blvd) Right	Thru	Left	U-Tn	Total	From West (Pool Driveway) Right	Thru	Left	U-Tn	Total	Total Hourly Volume
AM	7:15 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
MD	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
PM	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Evergreen Blvd and Pool Driveway

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach (Evergreen Blvd)			Crossing East Approach			Crossing South Approach (Evergreen Blvd)			Crossing West Approach (Pool Driveway)			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	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	2	1	3	3	17
	7:15 AM	0	0	0	1	0	1	0	0	0	5	0	5	6	17
	7:30 AM	1	0	1	0	0	0	0	0	0	3	0	3	4	15
	7:45 AM	0	0	0	0	0	0	0	0	0	1	3	4	4	15
	8:00 AM	0	0	0	0	0	0	0	0	0	2	1	3	3	15
	8:15 AM	0	0	0	0	0	0	0	0	0	2	2	4	4	
	8:30 AM	0	0	0	0	0	0	0	0	0	2	2	4	4	
	8:45 AM	0	0	0	3	0	3	0	0	0	0	1	1	4	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	1	1	0	0	0	0	2	2	3	10
	11:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	14
	11:30 AM	0	0	0	0	0	0	0	0	0	0	2	2	2	16
	11:45 AM	0	0	0	0	0	0	0	0	0	1	3	4	4	15
	12:00 PM	0	0	0	0	2	2	0	0	0	4	1	5	7	15
	12:15 PM	0	0	0	0	0	0	0	1	1	2	0	2	3	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	
	12:45 PM	0	0	0	0	3	3	0	0	0	1	0	1	4	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	1	1	2	0	0	0	6	1	7	9	27
	4:15 PM	0	0	0	0	0	0	0	0	0	1	3	4	4	26
	4:30 PM	8	0	8	0	1	1	0	0	0	0	0	0	9	28
	4:45 PM	0	0	0	0	0	0	0	0	0	2	3	5	5	23
	5:00 PM	0	0	0	4	2	6	0	0	0	1	1	2	8	24
	5:15 PM	0	1	1	2	0	2	0	0	0	2	1	3	6	
	5:30 PM	0	2	2	0	1	1	0	0	0	1	0	1	4	
	5:45 PM	0	0	0	0	3	3	0	0	0	2	1	3	6	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**9**	**3**	**12**	**12**	**14**	**26**	**0**	**1**	**1**	**40**	**29**	**69**	**108**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7.25		Non-Holiday	No Special Events

Base Information, Observed (7.25) Hour and Estimated (24) Hour Volume Summaries

Intersection of: CTH O - Green Bay Road and Pool Driveway

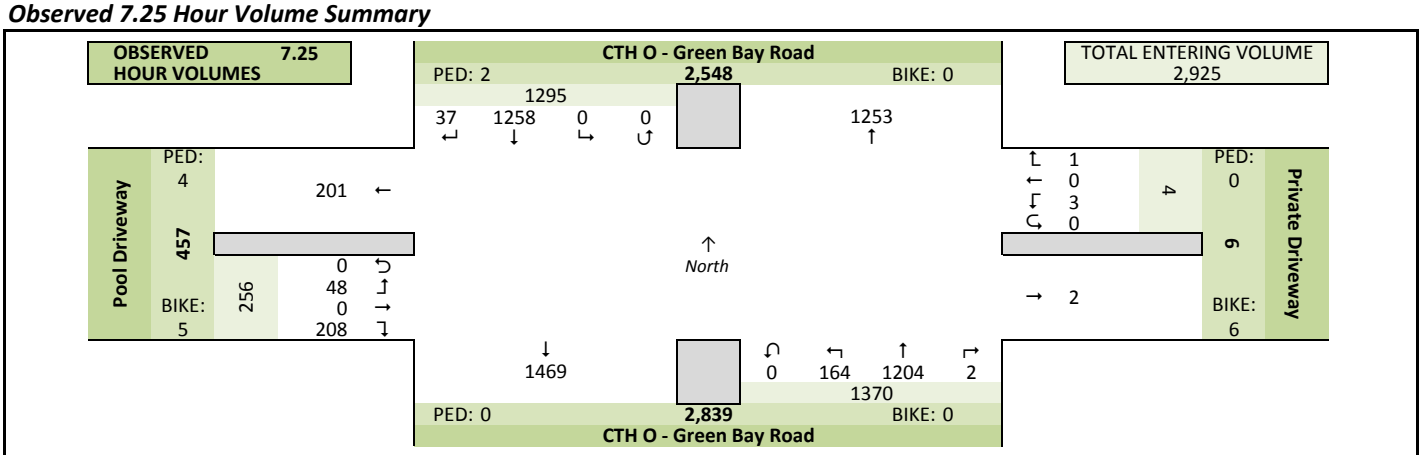
Site Information

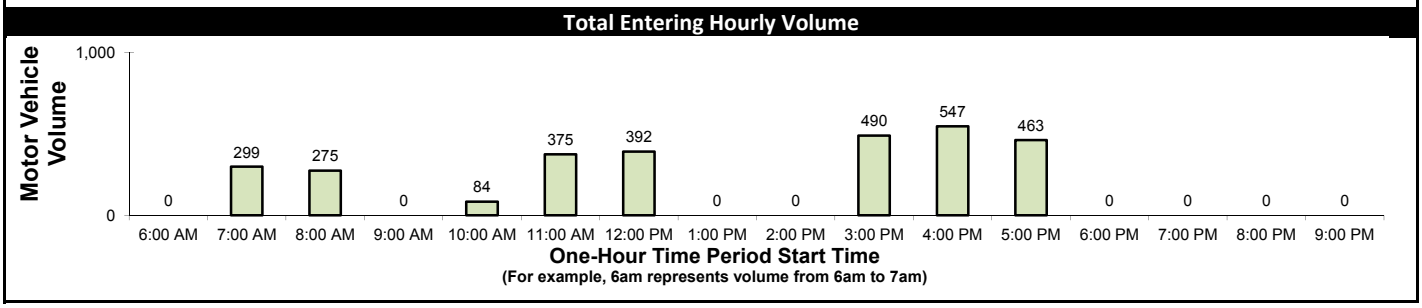
Municipality	Village of Grafton		
County	Ozaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	CTH O - Green Bay Road		
East Leg	Private Driveway		
South Leg	CTH O - Green Bay Road		
West Leg	Pool Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

Count Information

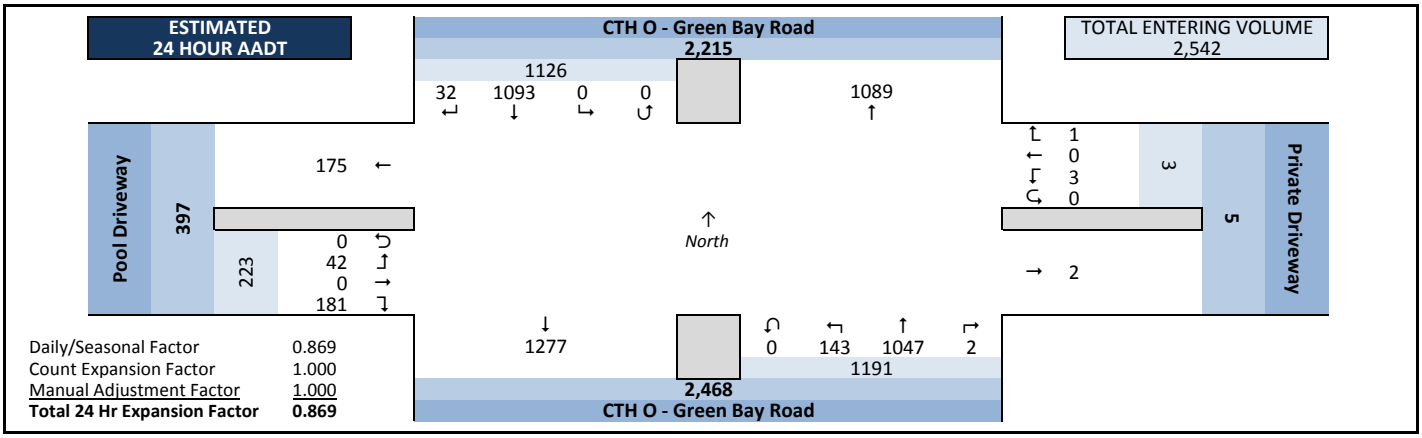
Hrs Counted:	7:00 AM-9:00 AM, 10:45 AM-1:00 PM, and 3:00 PM-6:00 PM				
1st Day of Count	Wednesday, July 19, 2017			Weather	
AM Peak Period	Wednesday, July 19, 2017			Clear & Dry	
Midday Peak Period	Wednesday, July 19, 2017			Clear & Dry	
PM Peak Period	Wednesday, July 19, 2017			Clear & Dry	
Calculated Peak Hours					
AM	7:00-8:00am	MD	11:30-12:30am	PM	4:00-5:00pm
Peak Hours Selected for Analysis					
AM	7:00-8:00am	MD	11:30-12:30am	PM	4:00-5:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.869		Count Expansion Factor	1.000	
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Amy Scheuerlein			
Comments	2016 DOT Seasonal Factors				

Observed 7.25 Hour Volume Summary





Estimated 24 Hour AADT



Daily/Seasonal Factor	0.869
Count Expansion Factor	1.000
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**0.869**

Intersection Traffic Volume Report

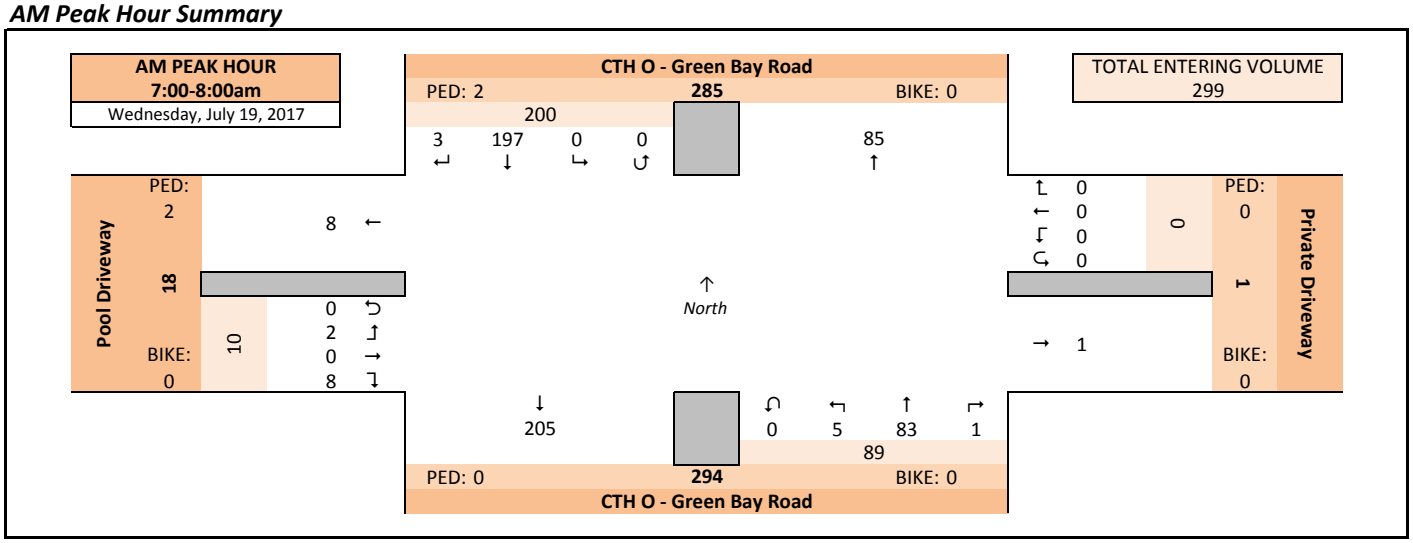
Count Basics			Page 2 of 11
Start Date:	Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7.25		Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

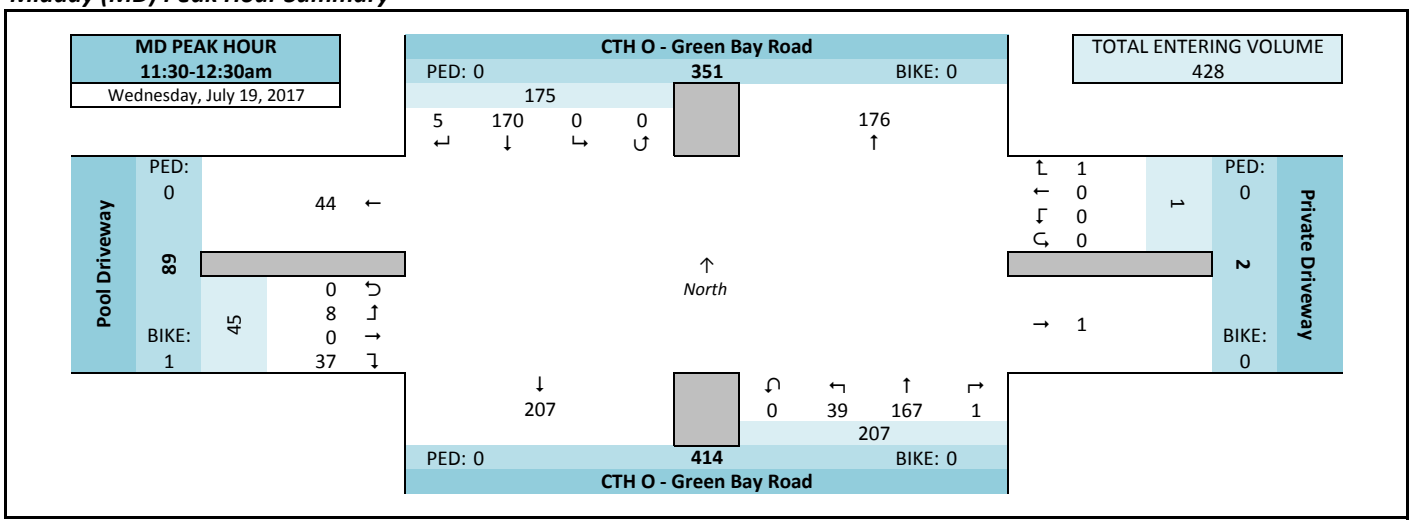
All Motor Vehicles

CTH O - Green Bay Road and Pool Driveway

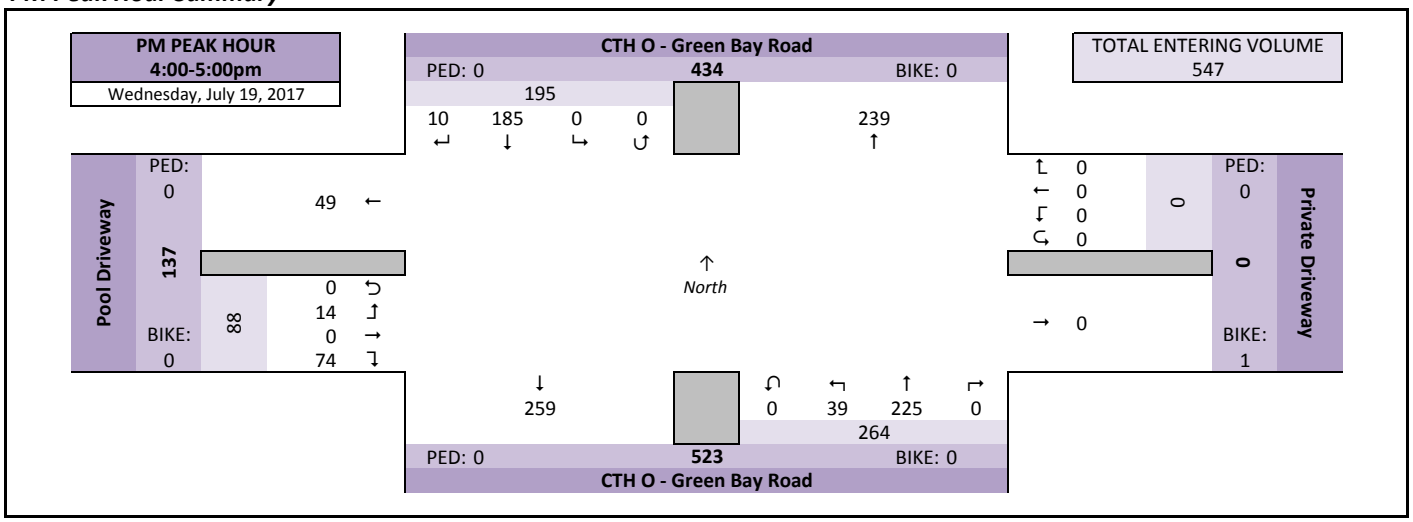
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 11
Start Date:	Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7.25		Non-Holiday	No Special Events

Peak Hour Volume Summary

All Motor Vehicles

CTH O - Green Bay Road and Pool Driveway

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, July 19, 2017		From North					From East					From South					From West					
	AM Peak Hour	CTH O - Green Bay Road					Private Driveway					CTH O - Green Bay Road					Pool Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:00 AM	3	46	0	0	49	0	0	0	0	0	0	19	4	0	23	2	0	1	0	3	75
	7:15 AM	0	48	0	0	48	0	0	0	0	0	1	22	1	0	24	3	0	1	0	4	76
	7:30 AM	0	43	0	0	43	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	63
	7:45 AM	0	60	0	0	60	0	0	0	0	0	0	23	0	0	23	2	0	0	0	2	85
	Peak Hour Volume	3	197	0	0	200	0	0	0	0	0	1	83	5	0	89	8	0	2	0	10	299
	Rounded Hourly Volume	5	195	0	0	200	0	0	0	0	0	0	85	5	0	90	10	0	0	0	10	300
	% Single Unit Trucks	0.0	4.1	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	9.6	0.0	0.0	9.0	12.5	0.0	0.0	0.0	10.0	5.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	4.1	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	9.6	0.0	0.0	9.0	12.5	0.0	0.0	0.0	10.0	5.7
	Peak Hour Factor (PHF)	0.25	0.82	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.25	0.90	0.31	0.00	0.93	0.67	0.00	0.50	0.00	0.62	0.88

Wednesday, July 19, 2017		From North					From East					From South					From West					
	MD Peak Hour	CTH O - Green Bay Road					Private Driveway					CTH O - Green Bay Road					Pool Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	11:30 AM	0	44	0	0	44	1	0	0	0	1	0	36	6	0	42	11	0	6	0	17	104
	11:45 AM	1	32	0	0	33	0	0	0	0	0	1	43	9	0	53	16	0	1	0	17	103
	12:00 PM	4	47	0	0	51	0	0	0	0	0	0	50	11	0	61	5	0	0	0	5	117
	12:15 PM	0	47	0	0	47	0	0	0	0	0	0	38	13	0	51	5	0	1	0	6	104
	Peak Hour Volume	5	170	0	0	175	1	0	0	0	1	1	167	39	0	207	37	0	8	0	45	428
	Rounded Hourly Volume	5	170	0	0	175	0	0	0	0	0	0	165	40	0	205	35	0	10	0	45	425
	% Single Unit Trucks	0.0	4.1	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	4.8	2.7	0.0	0.0	0.0	2.2	4.2
	% 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	4.1	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	4.8	2.7	0.0	0.0	0.0	2.2	4.2
	Peak Hour Factor (PHF)	0.31	0.90	0.00	0.00	0.86	0.25	0.00	0.00	0.00	0.25	0.25	0.83	0.75	0.00	0.85	0.58	0.00	0.33	0.00	0.66	0.91

Wednesday, July 19, 2017		From North					From East					From South					From West					
	PM Peak Hour	CTH O - Green Bay Road					Private Driveway					CTH O - Green Bay Road					Pool Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:00 PM	5	38	0	0	43	0	0	0	0	0	0	40	16	0	56	40	0	10	0	50	149
	4:15 PM	1	42	0	0	43	0	0	0	0	0	0	52	7	0	59	15	0	1	0	16	118
	4:30 PM	4	62	0	0	66	0	0	0	0	0	0	68	14	0	82	5	0	0	0	5	153
	4:45 PM	0	43	0	0	43	0	0	0	0	0	0	65	2	0	67	14	0	3	0	17	127
	Peak Hour Volume	10	185	0	0	195	0	0	0	0	0	0	225	39	0	264	74	0	14	0	88	547
	Rounded Hourly Volume	10	185	0	0	195	0	0	0	0	0	0	225	40	0	265	75	0	15	0	90	550
	% Single Unit Trucks	0.0	4.3	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.9
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	4.3	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.1
	Peak Hour Factor (PHF)	0.50	0.75	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.83	0.61	0.00	0.80	0.46	0.00	0.35	0.00	0.44	0.89

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		CTH O - Green Bay Road			Private Driveway			CTH O - Green Bay Road			Pool Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:00 AM	2	0	2	0	0	0	0	0	0	2	0	2	4
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	2	0	2	0	0	0	0	0	0	2	0	2	4
MD	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	1	1	1
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	1	1	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Count Basics		*Page 5 of 11*
Start Date: Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7.25	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles

CTH O - Green Bay Road and Pool Driveway

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (CTH O - Green Bay Road)					From East (Private Driveway)					From South (CTH O - Green Bay Road)					From West (Pool Driveway)					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	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		
	6:30 AM	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		
	7:00 AM	3	46	0	0	49	0	0	0	0	0	0	19	4	0	23	2	0	1	0	3	75	299	0.88
	7:15 AM	0	48	0	0	48	0	0	0	0	0	1	22	1	0	24	3	0	1	0	4	76	293	0.86
	7:30 AM	0	43	0	0	43	0	0	0	0	0	0	19	0	0	19	1	0	0	0	1	63	277	0.81
	7:45 AM	0	60	0	0	60	0	0	0	0	0	0	23	0	0	23	2	0	0	0	2	85	278	0.82
	8:00 AM	0	42	0	0	42	0	0	1	0	1	0	22	2	0	24	2	0	0	0	2	69	275	0.84
	8:15 AM	0	39	0	0	39	0	0	0	0	0	0	15	3	0	18	3	0	0	0	3	60		
	8:30 AM	0	41	0	0	41	0	0	0	0	0	0	22	0	0	22	1	0	0	0	1	64		
	8:45 AM	0	47	0	0	47	0	0	0	0	0	0	32	2	0	34	0	0	1	0	1	82		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	1	36	0	0	37	0	0	0	0	0	0	26	10	0	36	9	0	2	0	11	84	356	0.86
	11:00 AM	0	38	0	0	38	0	0	1	0	1	0	39	5	0	44	7	0	0	0	7	90	375	0.90
	11:15 AM	0	29	0	0	29	0	0	0	0	0	0	44	1	0	45	3	0	1	0	4	78	402	0.86
	11:30 AM	0	44	0	0	44	1	0	0	0	1	0	36	6	0	42	11	0	6	0	17	104	428	0.91
	11:45 AM	1	32	0	0	33	0	0	0	0	0	1	43	9	0	53	16	0	1	0	17	103	409	0.87
	12:00 PM	4	47	0	0	51	0	0	0	0	0	0	50	11	0	61	5	0	0	0	5	117	392	0.84
	12:15 PM	0	47	0	0	47	0	0	0	0	0	0	38	13	0	51	5	0	1	0	6	104		
	12:30 PM	3	39	0	0	42	0	0	1	0	1	0	32	4	0	36	5	0	1	0	6	85		
	12:45 PM	2	36	0	0	38	0	0	0	0	0	0	31	9	0	40	6	0	2	0	8	86		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	1	40	0	0	41	0	0	0	0	0	0	56	3	0	59	5	0	2	0	7	107	490	0.89
	3:15 PM	0	42	0	0	42	0	0	0	0	0	0	65	9	0	74	9	0	5	0	14	130	532	0.89
	3:30 PM	1	51	0	0	52	0	0	0	0	0	0	72	4	0	76	7	0	3	0	10	138	520	0.87
	3:45 PM	1	46	0	0	47	0	0	0	0	0	0	51	4	0	55	10	0	3	0	13	115	535	0.87
	4:00 PM	5	38	0	0	43	0	0	0	0	0	0	40	16	0	56	40	0	10	0	50	149	547	0.89
	4:15 PM	1	42	0	0	43	0	0	0	0	0	0	52	7	0	59	15	0	1	0	16	118	512	0.84
	4:30 PM	4	62	0	0	66	0	0	0	0	0	0	68	14	0	82	5	0	0	0	5	153	514	0.84
	4:45 PM	0	43	0	0	43	0	0	0	0	0	0	65	2	0	67	14	0	3	0	17	127	483	0.95
	5:00 PM	1	46	0	0	47	0	0	0	0	0	0	63	3	0	66	1	0	0	0	1	114	463	0.95
	5:15 PM	7	46	0	0	53	0	0	0	0	0	0	48	14	0	62	4	0	1	0	5	120		
	5:30 PM	2	42	0	0	44	0	0	0	0	0	0	55	6	0	61	14	0	3	0	17	122		
	5:45 PM	0	46	0	0	46	0	0	0	0	0	0	56	2	0	58	3	0	0	0	3	107		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		37	1258	0	0	1295	1	0	3	0	4	2	1204	164	0	1370	208	0	48	0	256	2925		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (CTH O - Green Bay Road)					From East (Private Driveway)					From South (CTH O - Green Bay Road)					From West (Pool Driveway)					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:00 AM	3	197	0	0	200	0	0	0	0	0	1	83	5	0	89	8	0	2	0	10	299	0.88
MD	11:30 AM	5	170	0	0	175	1	0	0	0	1	1	167	39	0	207	37	0	8	0	45	428	0.91
PM	4:00 PM	10	185	0	0	195	0	0	0	0	0	0	225	39	0	264	74	0	14	0	88	547	0.89

Intersection Traffic Volume Report

Count Basics			*Page 9 of 11*
Start Date:	Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7.25		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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

CTH O - Green Bay Road and Pool Driveway

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) CTH O - Green Bay Road					From East (←) Private Driveway					From South (↑) CTH O - Green Bay Road					From West (→) Pool Driveway					15-Min Totals	Hourly Sum
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	17
	7:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	16
	7:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	9
	7:45 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	11
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2	12
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	8:30 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6	21
	11:00 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	8	20
	11:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	13
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	18
	11:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5	16
	12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16
	12:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	
	12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	12:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	23
	3:15 PM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	9	22
	3:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	16
	3:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	17
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	17
	4:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	16
	4:30 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6	15
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	11
	5:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	9
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	54	0	0	54	0	0	0	0	0	0	60	2	0	62	3	0	1	0	4	120	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) CTH O - Green Bay Road					From East (←) Private Driveway					From South (↑) CTH O - Green Bay Road					From West (→) Pool Driveway					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:00 AM	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	17
MD	11:30 AM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	18
PM	4:00 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17

Intersection Traffic Volume Report

Count Basics			Page 11 of 11
Start Date:	Wednesday, July 19, 2017	Weekday	Schools in Session
Total Number of Hours Counted: 7.25		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

CTH O - Green Bay Road and Pool Driveway

15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period Start Time	Crossing North Approach CTH O - Green Bay Road			Crossing East Approach Private Driveway			Crossing South Approach CTH O - Green Bay Road			Crossing West Approach Pool Driveway			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	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	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	2	0	2	0	0	0	0	0	0	2	0	2	4	4
	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	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	2	3
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	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	1	1	1	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	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	3
	3:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	3
	3:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	1
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	1	1	0	0	0	0	1	1	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**2**	**0**	**2**	**0**	**6**	**6**	**0**	**0**	**0**	**4**	**5**	**9**	**17**	

Special Pedestrians

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

APPENDIX B

TRAFFIC COUNTS

B3. Traffic Gap Counts: Cedarburg Road at the City Hall Driveway

File Name: C:\Counts\2079-2 PL, Mequon\Gap Counts\Cedarburg Rd, City Hall, AM Gap Count.ppd
Start Date: 7/19/2017
Start Time: 7:30:00 AM
Site Code: 00000000
Comment 1: Mequon
Comment 2: Weekday AM Gap Count
Comment 3: #4755
Comment 4: TA.

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	TOTAL
07:30	0	8	5	9	9	6	2	3	0	0	0	1	0	0	0	0	
07:45	0	8	10	9	9	8	3	2	1	1	0	0	0	0	0	0	
08:00	0	2	9	5	10	10	2	3	2	0	1	0	0	0	0	0	
08:15	0	4	9	11	13	5	3	4	1	0	0	0	0	0	0	0	
TOTAL:	0	22	33	34	41	29	10	12	4	1	1	1	0	0	0	0	
			1 veh	27	41	29	10	12	4	1	1	1	0	0	0	0	126
				2 veh	2	29	10	12	4	1	1	1	0	0	0	0	60
					3 veh		3	12	4	1	1	1	0	0	0	0	22
Tc	*6.4*							4 veh	2	1	1	1	0	0	0	0	5
Tf	*3.5*									5 veh	1	1	0	0	0	0	2
											6 veh	0	0	0	0	0	0
1 veh	*6.4*	*1.6*	*0.8*										7 veh	0	0	0	0
2 veh	*9.9*	*0.1*	*0.05*													TOTAL USEABLE GAPS:	**215**
3 veh	*13.4*	*0.6*	*0.3*													APPROX AVG DELAY (sec):	**16.7**
4 veh	*16.9*	*1.1*	*0.55*													LOS:	**C**
5 veh	*20.4*	*1.6*	*0.8*														
6 veh	*23.9*	*0.1*	*0.05*														
7 veh	*27.4*	*0.6*	*0.3*														

File Name: C:\Counts\2079-2 PL, Mequon\Gap Counts\Cedarburg Rd, City Hall, Midday Gap Count.ppd
Start Date: 7/19/2017
Start Time: 11:30:00 AM
Site Code: 00000000
Comment 1: Mequon
Comment 2: Weekday Midday Gap Count
Comment 3: #4755
Comment 4: TA.

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	TOTAL
11:30	1	4	6	8	7	2	3	1	1	3	0	0	0	0	0	0	
11:45	0	7	7	16	7	1	2	2	1	1	0	0	0	0	0	0	
12:00	0	7	6	17	7	7	0	1	2	0	0	0	0	0	0	0	
12:15	0	4	6	13	10	4	3	0	1	0	1	0	0	0	0	0	
TOTAL:	1	22	25	54	31	14	8	4	5	4	1	0	0	0	0	0	
			1 veh	43	31	14	8	4	5	4	1	0	0	0	0	0	110
				2 veh	2	14	8	4	5	4	1	0	0	0	0	0	38
					3 veh		2	4	5	4	1	0	0	0	0	0	16
Tc	*6.4*							4 veh	3	4	1	0	0	0	0	0	8
Tf	*3.5*									5 veh	1	0	0	0	0	0	1
											6 veh	0	0	0	0	0	0
1 veh	*6.4*	*1.6*	*0.8*										7 veh	0	0	0	0
2 veh	*9.9*	*0.1*	*0.05*													TOTAL USEABLE GAPS:	**173**
3 veh	*13.4*	*0.6*	*0.3*													APPROX AVG DELAY (sec):	**20.8**
4 veh	*16.9*	*1.1*	*0.55*													LOS:	**C**
5 veh	*20.4*	*1.6*	*0.8*														
6 veh	*23.9*	*0.1*	*0.05*														
7 veh	*27.4*	*0.6*	*0.3*														

File Name: C:\Counts\2079-2 PL, Mequon\Gap Counts\Cedarburg Rd, City Hall, PM Gap Count.ppd
Start Date: 7/19/2017
Start Time: 4:30:00 PM
Site Code: 00000000
Comment 1: Mequon
Comment 2: Weekday PM
Comment 3: #4755
Comment 4: TA.

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	TOTAL
16:30	0	7	6	10	4	1	1	0	1	0	0	0	0	0	0	0	
16:45	0	4	3	6	4	0	3	2	0	0	0	0	0	0	0	0	
17:00	0	4	4	5	9	1	1	0	0	0	0	0	0	0	0	0	
17:15	0	4	9	12	6	1	3	0	0	0	1	0	1	0	0	0	
TOTAL:	0	19	22	33	23	3	8	2	1	0	1	0	1	0	0	0	
			1 veh	26	23	3	8	2	1	0	1	0	1	0	0	0	65
				2 veh	1	3	8	2	1	0	1	0	1	0	0	0	17
					3 veh		2	2	1	0	1	0	1	0	0	0	7
Tc	*6.4*							4 veh	1	0	1	0	1	0	0	0	3
Tf	*3.5*									5 veh	1	0	1	0	0	0	2
											6 veh	0	1	0	0	0	1
1 veh	*6.4*	*1.6*	*0.8*									7 veh		0	0	0	0
2 veh	*9.9*	*0.1*	*0.05*													TOTAL USEABLE GAPS:	**95**
3 veh	*13.4*	*0.6*	*0.3*													APPROX AVG DELAY (sec):	**37.9**
4 veh	*16.9*	*1.1*	*0.55*													LOS:	**E**
5 veh	*20.4*	*1.6*	*0.8*														
6 veh	*23.9*	*0.1*	*0.05*														
7 veh	*27.4*	*0.6*	*0.3*														

APPENDIX C

Year 2017 Existing Traffic
Traffic Operations & Queues

C1. Without Modifications

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/25/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	1	1	1	15	335	1	1	650	20
Future Volume (vph)	10	1	15	1	1	1	15	335	1	1	650	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	19	0	3	0	19	425	0	1	848	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/25/2017

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	15	1	1	1	15	335	1	1	650	20
Future Vol, veh/h	10	1	15	1	1	1	15	335	1	1	650	20
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	1	1	1	6	6	6	2	2	2
Mvmt Flow	13	1	19	1	1	1	19	424	1	1	823	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1302	1301	835	1302	1314	425	848	0	0	425	0	0
Stage 1	838	838	-	463	463	-	-	-	-	-	-	-
Stage 2	464	463	-	839	851	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	136	160	365	138	159	631	773	-	-	1134	-	-
Stage 1	358	379	-	581	566	-	-	-	-	-	-	-
Stage 2	575	561	-	362	378	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	132	156	365	127	155	631	773	-	-	1134	-	-
Mov Cap-2 Maneuver	132	156	-	127	155	-	-	-	-	-	-	-
Stage 1	349	379	-	567	552	-	-	-	-	-	-	-
Stage 2	558	547	-	342	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.7	24.4	0.4	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	773	-	-	134	365	189	1134	-	-
HCM Lane V/C Ratio	0.025	-	-	0.104	0.052	0.02	0.001	-	-
HCM Control Delay (s)	9.8	-	-	35	15.4	24.4	8.2	-	-
HCM Lane LOS	A	-	-	E	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/25/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	35	350	650	15
Future Volume (vph)	1	5	35	350	650	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	6%	6%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	6	43	432	821	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/25/2017

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	35	350	650	15
Future Vol, veh/h	1	5	35	350	650	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	1	1	6	6	2	2
Mvmt Flow	1	6	43	432	802	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1331	812	821	0	-	0
Stage 1	812	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Critical Hdwy	7.11	6.21	4.16	-	-	-
Critical Hdwy Stg 1	6.11	-	-	-	-	-
Critical Hdwy Stg 2	6.11	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.254	-	-	-
Pot Cap-1 Maneuver	132	380	791	-	-	-
Stage 1	374	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	380	791	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	513	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.8	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	791	-	127	380	-	-
HCM Lane V/C Ratio	0.055	-	0.01	0.016	-	-
HCM Control Delay (s)	9.8	-	33.6	14.6	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/25/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	950	735	10	0	5
Future Volume (vph)	0	950	735	10	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	6%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1080	835	11	0	6
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/25/2017

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	950	735	10	0	5
Future Vol, veh/h	0	950	735	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	6	5	1	1
Mvmt Flow	0	1080	835	11	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	418
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	587
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	587
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	587
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/25/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	1	15	5	10	1	1	5	1	1	1
Future Volume (vph)	1	5	1	15	5	10	1	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	36	0	0	8	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/25/2017

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	15	5	10	1	1	5	1	1	1
Future Vol, veh/h	1	5	1	15	5	10	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	6	1	18	6	12	1	1	6	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	7	0	0	57	62	6	59	56	12
Stage 1	-	-	-	-	-	-	9	9	-	47	47	-
Stage 2	-	-	-	-	-	-	48	53	-	12	9	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1605	-	-	1607	-	-	942	831	1080	940	837	1072
Stage 1	-	-	-	-	-	-	1015	890	-	969	858	-
Stage 2	-	-	-	-	-	-	968	853	-	1011	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1605	-	-	1607	-	-	931	821	1080	925	827	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	931	821	-	925	827	-
Stage 1	-	-	-	-	-	-	1014	889	-	968	849	-
Stage 2	-	-	-	-	-	-	955	844	-	1003	889	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	3.6	8.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1011	1605	-	-	1607	-	-	931
HCM Lane V/C Ratio	0.008	0.001	-	-	0.011	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/25/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	45	1	1	1	45	615	1	1	525	30
Future Volume (vph)	25	1	45	1	1	1	45	615	1	1	525	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	51	0	3	0	51	692	0	1	624	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/25/2017

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	45	1	1	1	45	615	1	1	525	30
Future Vol, veh/h	25	1	45	1	1	1	45	615	1	1	525	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	1	1	1	5	5	5	5	5	5
Mvmt Flow	28	1	51	1	1	1	51	691	1	1	590	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1403	1402	607	1403	1419	692	624	0	0	692	0	0
Stage 1	609	609	-	793	793	-	-	-	-	-	-	-
Stage 2	794	793	-	610	626	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	117	139	495	118	137	446	943	-	-	889	-	-
Stage 1	480	484	-	383	402	-	-	-	-	-	-	-
Stage 2	380	399	-	483	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	131	495	101	129	446	943	-	-	889	-	-
Mov Cap-2 Maneuver	111	131	-	101	129	-	-	-	-	-	-	-
Stage 1	454	483	-	362	380	-	-	-	-	-	-	-
Stage 2	357	377	-	432	477	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.9	29.4	0.6	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	112	495	151	889	-	-
HCM Lane V/C Ratio	0.054	-	-	0.261	0.102	0.022	0.001	-	-
HCM Control Delay (s)	9	-	-	48.1	13.1	29.4	9.1	-	-
HCM Lane LOS	A	-	-	E	B	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.3	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/25/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	55	650	560	10
Future Volume (vph)	10	30	55	650	560	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	33	60	707	620	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/25/2017

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	30	55	650	560	10
Future Vol, veh/h	10	30	55	650	560	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	5	5
Mvmt Flow	11	33	60	707	609	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1440	614	620	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	145	490	951	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	136	490	951	-	-	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	401	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	951	-	136	490	-	-
HCM Lane V/C Ratio	0.063	-	0.08	0.067	-	-
HCM Control Delay (s)	9	-	33.8	12.9	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.2	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/25/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	895	745	10	0	15
Future Volume (vph)	0	895	745	10	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	942	784	11	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/25/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	895	745	10	0	15
Future Vol, veh/h	0	895	745	10	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	942	784	11	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	392
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	610
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	610
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	610
HCM Lane V/C Ratio	-	-	-	0.026
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/25/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	10	40	10	10	25	20	15	1	1	1
Future Volume (vph)	1	10	10	40	10	10	25	20	15	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	84	0	0	84	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/25/2017

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	10	10	40	10	10	25	20	15	1	1	1
Future Vol, veh/h	1	10	10	40	10	10	25	20	15	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	4	4	4	1	1	1	2	2	2	1	1	1
Mvmt Flow	1	14	14	56	14	14	35	28	21	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	28	0	0	159	165	21	183	165	21
Stage 1	-	-	-	-	-	-	24	24	-	134	134	-
Stage 2	-	-	-	-	-	-	135	141	-	49	31	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.209	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1573	-	-	1592	-	-	807	728	1056	780	729	1059
Stage 1	-	-	-	-	-	-	994	875	-	872	787	-
Stage 2	-	-	-	-	-	-	868	780	-	967	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1573	-	-	1592	-	-	782	701	1056	720	702	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	782	701	-	720	702	-
Stage 1	-	-	-	-	-	-	993	874	-	871	759	-
Stage 2	-	-	-	-	-	-	834	752	-	916	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	4.9	10	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	803	1573	-	-	1592	-	-	798
HCM Lane V/C Ratio	0.105	0.001	-	-	0.035	-	-	0.005
HCM Control Delay (s)	10	7.3	0	-	7.3	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/25/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	50	1	1	1	30	885	1	1	560	30
Future Volume (vph)	25	1	50	1	1	1	30	885	1	1	560	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	52	0	3	0	31	923	0	1	614	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/25/2017

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	50	1	1	1	30	885	1	1	560	30
Future Vol, veh/h	25	1	50	1	1	1	30	885	1	1	560	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	26	1	52	1	1	1	31	922	1	1	583	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1587	1586	599	1587	1602	922	615	0	0	923	0	0
Stage 1	601	601	-	985	985	-	-	-	-	-	-	-
Stage 2	986	985	-	602	617	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	88	109	503	88	106	329	965	-	-	740	-	-
Stage 1	489	491	-	300	327	-	-	-	-	-	-	-
Stage 2	300	327	-	488	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	85	105	503	76	102	329	965	-	-	740	-	-
Mov Cap-2 Maneuver	85	105	-	76	102	-	-	-	-	-	-	-
Stage 1	473	490	-	290	316	-	-	-	-	-	-	-
Stage 2	288	316	-	436	482	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.8	37.2	0.3	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	86	503	115	740	-	-
HCM Lane V/C Ratio	0.032	-	-	0.315	0.104	0.027	0.001	-	-
HCM Control Delay (s)	8.9	-	-	65	13	37.2	9.9	-	-
HCM Lane LOS	A	-	-	F	B	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.3	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/25/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	15	15	905	605	5
Future Volume (vph)	10	15	15	905	605	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	16	16	943	635	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/25/2017

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	15	905	605	5
Future Vol, veh/h	10	15	15	905	605	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	10	16	16	943	630	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1607	633	635	0	-	0
Stage 1	633	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	116	482	948	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	114	482	948	-	-	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	362	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	948	-	114	482	-	-
HCM Lane V/C Ratio	0.016	-	0.091	0.032	-	-
HCM Control Delay (s)	8.9	-	39.7	12.7	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/25/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1085	955	5	0	15
Future Volume (vph)	0	1085	955	5	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1130	995	5	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/25/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1085	955	5	0	15
Future Vol, veh/h	0	1085	955	5	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	1130	995	5	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	497
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	521
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	521
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	521
HCM Lane V/C Ratio	-	-	-	0.03
HCM Control Delay (s)	-	-	-	12.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/25/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	15	1	10	5	1	1	1	10	1	1	1
Future Volume (vph)	1	15	1	10	5	1	1	1	10	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	18	0	0	13	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/25/2017

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	15	1	10	5	1	1	1	10	1	1	1
Future Vol, veh/h	1	15	1	10	5	1	1	1	10	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	17	1	11	6	1	1	1	11	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	18	0	0	50	49	17	55	49	6
Stage 1	-	-	-	-	-	-	20	20	-	29	29	-
Stage 2	-	-	-	-	-	-	30	29	-	26	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1614	-	-	1599	-	-	950	843	1062	943	843	1077
Stage 1	-	-	-	-	-	-	999	879	-	988	871	-
Stage 2	-	-	-	-	-	-	987	871	-	992	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1614	-	-	1599	-	-	942	836	1062	926	836	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	942	836	-	926	836	-
Stage 1	-	-	-	-	-	-	998	878	-	987	865	-
Stage 2	-	-	-	-	-	-	978	865	-	979	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	4.5	8.5	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1028	1614	-	-	1599	-	-	936
HCM Lane V/C Ratio	0.013	0.001	-	-	0.007	-	-	0.004
HCM Control Delay (s)	8.5	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

APPENDIX C

Year 2017 Existing Traffic
Traffic Operations & Queues

C2. With Modifications

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	1	1	1	15	335	1	1	650	20
Future Volume (vph)	10	1	15	1	1	1	15	335	1	1	650	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	19	0	3	0	19	425	0	1	848	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	15	1	1	1	15	335	1	1	650	20
Future Vol, veh/h	10	1	15	1	1	1	15	335	1	1	650	20
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	1	1	1	6	6	6	2	2	2
Mvmt Flow	13	1	19	1	1	1	19	424	1	1	823	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1302	1301	835	1302	1314	425	848	0	0	425	0	0
Stage 1	838	838	-	463	463	-	-	-	-	-	-	-
Stage 2	464	463	-	839	851	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	136	160	365	138	159	631	773	-	-	1134	-	-
Stage 1	358	379	-	581	566	-	-	-	-	-	-	-
Stage 2	575	561	-	362	378	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	156	365	128	155	631	773	-	-	1134	-	-
Mov Cap-2 Maneuver	252	272	-	240	264	-	-	-	-	-	-	-
Stage 1	349	379	-	567	552	-	-	-	-	-	-	-
Stage 2	558	547	-	342	378	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.3	16.6	0.4	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	773	-	-	254	365	314	1134	-	-
HCM Lane V/C Ratio	0.025	-	-	0.055	0.052	0.012	0.001	-	-
HCM Control Delay (s)	9.8	-	-	20	15.4	16.6	8.2	-	-
HCM Lane LOS	A	-	-	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	35	350	650	15
Future Volume (vph)	1	5	35	350	650	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	6%	6%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	6	43	432	821	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	35	350	650	15
Future Vol, veh/h	1	5	35	350	650	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	1	1	6	6	2	2
Mvmt Flow	1	6	43	432	802	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1331	812	821	0	-	0
Stage 1	812	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.16	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.254	-	-	-
Pot Cap-1 Maneuver	171	380	791	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	380	791	-	-	-
Mov Cap-2 Maneuver	298	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	791	-	298	380	-	-
HCM Lane V/C Ratio	0.055	-	0.004	0.016	-	-
HCM Control Delay (s)	9.8	-	17.1	14.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	950	735	10	0	5
Future Volume (vph)	0	950	735	10	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	6%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1080	835	11	0	6
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	950	735	10	0	5
Future Vol, veh/h	0	950	735	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	6	5	1	1
Mvmt Flow	0	1080	835	11	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	418
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	587
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	587
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	587
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	1	15	5	10	1	1	5	1	1	1
Future Volume (vph)	1	5	1	15	5	10	1	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	36	0	0	8	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	15	5	10	1	1	5	1	1	1
Future Vol, veh/h	1	5	1	15	5	10	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	6	1	18	6	12	1	1	6	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	7	0	0	57	62	6	59	56	12
Stage 1	-	-	-	-	-	-	9	9	-	47	47	-
Stage 2	-	-	-	-	-	-	48	53	-	12	9	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1605	-	-	1607	-	-	942	831	1080	940	837	1072
Stage 1	-	-	-	-	-	-	1015	890	-	969	858	-
Stage 2	-	-	-	-	-	-	968	853	-	1011	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1605	-	-	1607	-	-	931	821	1080	925	827	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	931	821	-	925	827	-
Stage 1	-	-	-	-	-	-	1014	889	-	968	849	-
Stage 2	-	-	-	-	-	-	955	844	-	1003	889	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	3.6	8.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1011	1605	-	-	1607	-	-	931
HCM Lane V/C Ratio	0.008	0.001	-	-	0.011	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	45	1	1	1	45	615	1	1	525	30
Future Volume (vph)	25	1	45	1	1	1	45	615	1	1	525	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	51	0	3	0	51	692	0	1	624	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	45	1	1	1	45	615	1	1	525	30
Future Vol, veh/h	25	1	45	1	1	1	45	615	1	1	525	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	1	1	1	5	5	5	5	5	5
Mvmt Flow	28	1	51	1	1	1	51	691	1	1	590	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1403	1402	607	1403	1419	692	624	0	0	692	0	0
Stage 1	609	609	-	793	793	-	-	-	-	-	-	-
Stage 2	794	793	-	610	626	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	117	139	495	118	137	446	943	-	-	889	-	-
Stage 1	480	484	-	383	402	-	-	-	-	-	-	-
Stage 2	380	399	-	483	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	111	131	495	101	129	446	943	-	-	889	-	-
Mov Cap-2 Maneuver	232	251	-	215	242	-	-	-	-	-	-	-
Stage 1	454	483	-	362	380	-	-	-	-	-	-	-
Stage 2	357	377	-	432	477	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.6	18.4	0.6	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	943	-	-	233	495	272	889	-	-
HCM Lane V/C Ratio	0.054	-	-	0.125	0.102	0.012	0.001	-	-
HCM Control Delay (s)	9	-	-	22.7	13.1	18.4	9.1	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.3	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	55	650	560	10
Future Volume (vph)	10	30	55	650	560	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	33	60	707	620	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	30	55	650	560	10
Future Vol, veh/h	10	30	55	650	560	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	5	5
Mvmt Flow	11	33	60	707	609	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1440	614	620	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	145	490	951	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	136	490	951	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	401	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	951	-	270	490	-	-
HCM Lane V/C Ratio	0.063	-	0.04	0.067	-	-
HCM Control Delay (s)	9	-	18.9	12.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	895	745	10	0	15
Future Volume (vph)	0	895	745	10	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	942	784	11	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	895	745	10	0	15
Future Vol, veh/h	0	895	745	10	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	942	784	11	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	392
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	610
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	610
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	610
HCM Lane V/C Ratio	-	-	-	0.026
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	10	40	10	10	25	20	15	1	1	1
Future Volume (vph)	1	10	10	40	10	10	25	20	15	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	84	0	0	84	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	10	10	40	10	10	25	20	15	1	1	1
Future Vol, veh/h	1	10	10	40	10	10	25	20	15	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	4	4	4	1	1	1	2	2	2	1	1	1
Mvmt Flow	1	14	14	56	14	14	35	28	21	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	28	0	0	159	165	21	183	165	21
Stage 1	-	-	-	-	-	-	24	24	-	134	134	-
Stage 2	-	-	-	-	-	-	135	141	-	49	31	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.209	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1573	-	-	1592	-	-	807	728	1056	780	729	1059
Stage 1	-	-	-	-	-	-	994	875	-	872	787	-
Stage 2	-	-	-	-	-	-	868	780	-	967	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1573	-	-	1592	-	-	782	701	1056	720	702	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	782	701	-	720	702	-
Stage 1	-	-	-	-	-	-	993	874	-	871	759	-
Stage 2	-	-	-	-	-	-	834	752	-	916	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	4.9	10	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	803	1573	-	-	1592	-	-	798
HCM Lane V/C Ratio	0.105	0.001	-	-	0.035	-	-	0.005
HCM Control Delay (s)	10	7.3	0	-	7.3	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	50	1	1	1	30	885	1	1	560	30
Future Volume (vph)	25	1	50	1	1	1	30	885	1	1	560	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	52	0	3	0	31	923	0	1	614	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	50	1	1	1	30	885	1	1	560	30
Future Vol, veh/h	25	1	50	1	1	1	30	885	1	1	560	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	26	1	52	1	1	1	31	922	1	1	583	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1587	1586	599	1587	1602	922	615	0	0	923	0	0
Stage 1	601	601	-	985	985	-	-	-	-	-	-	-
Stage 2	986	985	-	602	617	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	88	109	503	88	106	329	965	-	-	740	-	-
Stage 1	489	491	-	300	327	-	-	-	-	-	-	-
Stage 2	300	327	-	488	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	85	105	503	77	102	329	965	-	-	740	-	-
Mov Cap-2 Maneuver	199	220	-	188	214	-	-	-	-	-	-	-
Stage 1	473	490	-	290	316	-	-	-	-	-	-	-
Stage 2	288	316	-	436	482	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	20.9	0.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	200	503	230	740	-	-
HCM Lane V/C Ratio	0.032	-	-	0.135	0.104	0.014	0.001	-	-
HCM Control Delay (s)	8.9	-	-	25.8	13	20.9	9.9	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	15	15	905	605	5
Future Volume (vph)	10	15	15	905	605	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	16	16	943	635	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	15	905	605	5
Future Vol, veh/h	10	15	15	905	605	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	10	16	16	943	630	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1607	633	635	0	-	0
Stage 1	633	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	116	482	948	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	114	482	948	-	-	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	362	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	948	-	246	482	-	-
HCM Lane V/C Ratio	0.016	-	0.042	0.032	-	-
HCM Control Delay (s)	8.9	-	20.3	12.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1085	955	5	0	15
Future Volume (vph)	0	1085	955	5	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1130	995	5	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1085	955	5	0	15
Future Vol, veh/h	0	1085	955	5	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	1130	995	5	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	497
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	521
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	521
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	521
HCM Lane V/C Ratio	-	-	-	0.03
HCM Control Delay (s)	-	-	-	12.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	15	1	10	5	1	1	1	10	1	1	1
Future Volume (vph)	1	15	1	10	5	1	1	1	10	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	18	0	0	13	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	15	1	10	5	1	1	1	10	1	1	1
Future Vol, veh/h	1	15	1	10	5	1	1	1	10	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	17	1	11	6	1	1	1	11	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	18	0	0	50	49	17	55	49	6
Stage 1	-	-	-	-	-	-	20	20	-	29	29	-
Stage 2	-	-	-	-	-	-	30	29	-	26	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1614	-	-	1599	-	-	950	843	1062	943	843	1077
Stage 1	-	-	-	-	-	-	999	879	-	988	871	-
Stage 2	-	-	-	-	-	-	987	871	-	992	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1614	-	-	1599	-	-	942	836	1062	926	836	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	942	836	-	926	836	-
Stage 1	-	-	-	-	-	-	998	878	-	987	865	-
Stage 2	-	-	-	-	-	-	978	865	-	979	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	4.5	8.5	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1028	1614	-	-	1599	-	-	936
HCM Lane V/C Ratio	0.013	0.001	-	-	0.007	-	-	0.004
HCM Control Delay (s)	8.5	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

APPENDIX D

Year 2017 Existing Traffic with Full Occupancy of MTC 1 Traffic Operations & Queues

D1. Without Modifications

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	1	1	1	15	335	1	1	655	20
Future Volume (vph)	10	1	15	1	1	1	15	335	1	1	655	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	19	0	3	0	19	425	0	1	854	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	15	1	1	1	15	335	1	1	655	20
Future Vol, veh/h	10	1	15	1	1	1	15	335	1	1	655	20
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	1	1	1	6	6	6	2	2	2
Mvmt Flow	13	1	19	1	1	1	19	424	1	1	829	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1308	1307	842	1308	1320	425	854	0	0	425	0	0
Stage 1	844	844	-	463	463	-	-	-	-	-	-	-
Stage 2	464	463	-	845	857	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	135	158	361	137	158	631	769	-	-	1134	-	-
Stage 1	355	376	-	581	566	-	-	-	-	-	-	-
Stage 2	575	561	-	359	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	154	361	126	154	631	769	-	-	1134	-	-
Mov Cap-2 Maneuver	131	154	-	126	154	-	-	-	-	-	-	-
Stage 1	346	376	-	567	552	-	-	-	-	-	-	-
Stage 2	558	547	-	339	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.8	24.7	0.4	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	769	-	-	133	361	187	1134	-	-
HCM Lane V/C Ratio	0.025	-	-	0.105	0.053	0.02	0.001	-	-
HCM Control Delay (s)	9.8	-	-	35.2	15.5	24.7	8.2	-	-
HCM Lane LOS	A	-	-	E	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	40	350	655	15
Future Volume (vph)	1	5	40	350	655	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	6%	6%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	6	49	432	828	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	40	350	655	15
Future Vol, veh/h	1	5	40	350	655	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	1	1	6	6	2	2
Mvmt Flow	1	6	49	432	809	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1349	818	827	0	-	0
Stage 1	818	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.16	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.254	-	-	-
Pot Cap-1 Maneuver	167	377	787	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	157	377	787	-	-	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	787	-	157	377	-	-
HCM Lane V/C Ratio	0.063	-	0.008	0.016	-	-
HCM Control Delay (s)	9.9	-	28.1	14.7	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	955	740	10	0	5
Future Volume (vph)	0	955	740	10	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	6%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1085	841	11	0	6
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	955	740	10	0	5
Future Vol, veh/h	0	955	740	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	6	5	1	1
Mvmt Flow	0	1085	841	11	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	420
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	585
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	585
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	585
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	1	20	5	10	1	1	5	1	1	1
Future Volume (vph)	1	5	1	20	5	10	1	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	42	0	0	8	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	20	5	10	1	1	5	1	1	1
Future Vol, veh/h	1	5	1	20	5	10	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	6	1	24	6	12	1	1	6	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	7	0	0	69	74	6	71	68	12
Stage 1	-	-	-	-	-	-	9	9	-	59	59	-
Stage 2	-	-	-	-	-	-	60	65	-	12	9	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1605	-	-	1607	-	-	926	818	1080	923	825	1072
Stage 1	-	-	-	-	-	-	1015	890	-	955	848	-
Stage 2	-	-	-	-	-	-	954	843	-	1011	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1605	-	-	1607	-	-	913	805	1080	906	812	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	913	805	-	906	812	-
Stage 1	-	-	-	-	-	-	1014	889	-	954	835	-
Stage 2	-	-	-	-	-	-	937	830	-	1003	889	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	4.2	8.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1005	1605	-	-	1607	-	-	918
HCM Lane V/C Ratio	0.008	0.001	-	-	0.015	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	45	1	1	1	45	620	1	1	530	30
Future Volume (vph)	25	1	45	1	1	1	45	620	1	1	530	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	51	0	3	0	51	698	0	1	630	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	45	1	1	1	45	620	1	1	530	30
Future Vol, veh/h	25	1	45	1	1	1	45	620	1	1	530	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	1	1	1	5	5	5	5	5	5
Mvmt Flow	28	1	51	1	1	1	51	697	1	1	596	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1414	1414	612	1413	1429	697	629	0	0	698	0	0
Stage 1	615	615	-	798	798	-	-	-	-	-	-	-
Stage 2	799	799	-	615	631	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	115	137	491	116	135	443	939	-	-	885	-	-
Stage 1	477	481	-	381	400	-	-	-	-	-	-	-
Stage 2	378	396	-	480	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	109	129	491	99	128	443	939	-	-	885	-	-
Mov Cap-2 Maneuver	109	129	-	99	128	-	-	-	-	-	-	-
Stage 1	451	480	-	360	378	-	-	-	-	-	-	-
Stage 2	356	374	-	429	475	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.4	29.7	0.6	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	110	491	149	885	-	-
HCM Lane V/C Ratio	0.054	-	-	0.266	0.103	0.023	0.001	-	-
HCM Control Delay (s)	9.1	-	-	49.2	13.2	29.7	9.1	-	-
HCM Lane LOS	A	-	-	E	B	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.3	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	60	655	565	10
Future Volume (vph)	10	30	60	655	565	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	33	65	712	625	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	30	60	655	565	10
Future Vol, veh/h	10	30	60	655	565	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	5	5
Mvmt Flow	11	33	65	712	614	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1462	620	625	0	-	0
Stage 1	620	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	141	486	947	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	486	947	-	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	947	-	131	486	-	-
HCM Lane V/C Ratio	0.069	-	0.083	0.067	-	-
HCM Control Delay (s)	9.1	-	35	12.9	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.2	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	900	750	10	0	15
Future Volume (vph)	0	900	750	10	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	947	789	11	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	900	750	10	0	15
Future Vol, veh/h	0	900	750	10	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	947	789	11	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	395
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	607
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	607
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	607
HCM Lane V/C Ratio	-	-	-	0.026
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	10	45	10	10	25	20	15	1	1	1
Future Volume (vph)	1	10	10	45	10	10	25	20	15	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	91	0	0	84	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	10	10	45	10	10	25	20	15	1	1	1
Future Vol, veh/h	1	10	10	45	10	10	25	20	15	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	4	4	4	1	1	1	2	2	2	1	1	1
Mvmt Flow	1	14	14	63	14	14	35	28	21	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	28	0	0	173	179	21	197	179	21
Stage 1	-	-	-	-	-	-	24	24	-	148	148	-
Stage 2	-	-	-	-	-	-	149	155	-	49	31	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.209	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1573	-	-	1592	-	-	790	715	1056	764	717	1059
Stage 1	-	-	-	-	-	-	994	875	-	857	777	-
Stage 2	-	-	-	-	-	-	854	769	-	967	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1573	-	-	1592	-	-	763	686	1056	703	688	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	763	686	-	703	688	-
Stage 1	-	-	-	-	-	-	993	874	-	856	746	-
Stage 2	-	-	-	-	-	-	817	738	-	916	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	5.1	10.1	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	788	1573	-	-	1592	-	-	785
HCM Lane V/C Ratio	0.107	0.001	-	-	0.04	-	-	0.005
HCM Control Delay (s)	10.1	7.3	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	50	1	1	1	30	890	1	1	565	30
Future Volume (vph)	25	1	50	1	1	1	30	890	1	1	565	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	52	0	3	0	31	928	0	1	620	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	50	1	1	1	30	890	1	1	565	30
Future Vol, veh/h	25	1	50	1	1	1	30	890	1	1	565	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	26	1	52	1	1	1	31	927	1	1	589	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1597	1597	604	1597	1612	928	620	0	0	928	0	0
Stage 1	606	606	-	990	990	-	-	-	-	-	-	-
Stage 2	991	991	-	607	622	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	86	107	500	86	105	326	960	-	-	737	-	-
Stage 1	486	488	-	298	326	-	-	-	-	-	-	-
Stage 2	298	325	-	485	480	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	103	500	74	101	326	960	-	-	737	-	-
Mov Cap-2 Maneuver	83	103	-	74	101	-	-	-	-	-	-	-
Stage 1	470	487	-	288	315	-	-	-	-	-	-	-
Stage 2	287	315	-	433	479	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.5	37.8	0.3	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	960	-	-	84	500	113	737	-	-
HCM Lane V/C Ratio	0.033	-	-	0.322	0.104	0.028	0.001	-	-
HCM Control Delay (s)	8.9	-	-	67	13	37.8	9.9	-	-
HCM Lane LOS	A	-	-	F	B	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.3	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	15	20	910	610	5
Future Volume (vph)	10	15	20	910	610	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	16	21	948	640	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	20	910	610	5
Future Vol, veh/h	10	15	20	910	610	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	10	16	21	948	635	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1628	638	641	0	-	0
Stage 1	638	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	113	478	943	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	478	943	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	353	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.1	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	943	-	110	478	-	-
HCM Lane V/C Ratio	0.022	-	0.095	0.033	-	-
HCM Control Delay (s)	8.9	-	41.1	12.8	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1090	960	5	0	15
Future Volume (vph)	0	1090	960	5	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1135	1000	5	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1090	960	5	0	15
Future Vol, veh/h	0	1090	960	5	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	1135	1000	5	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	500
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	519
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	519
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	519
HCM Lane V/C Ratio	-	-	-	0.03
HCM Control Delay (s)	-	-	-	12.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	15	1	15	5	1	1	1	10	1	1	1
Future Volume (vph)	1	15	1	15	5	1	1	1	10	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	24	0	0	13	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	15	1	15	5	1	1	1	10	1	1	1
Future Vol, veh/h	1	15	1	15	5	1	1	1	10	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	17	1	17	6	1	1	1	11	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	18	0	0	61	60	17	66	60	6
Stage 1	-	-	-	-	-	-	20	20	-	40	40	-
Stage 2	-	-	-	-	-	-	41	40	-	26	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1614	-	-	1599	-	-	934	831	1062	927	831	1077
Stage 1	-	-	-	-	-	-	999	879	-	975	862	-
Stage 2	-	-	-	-	-	-	974	862	-	992	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1614	-	-	1599	-	-	924	821	1062	908	821	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	924	821	-	908	821	-
Stage 1	-	-	-	-	-	-	998	878	-	974	853	-
Stage 2	-	-	-	-	-	-	961	853	-	979	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	5.2	8.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1024	1614	-	-	1599	-	-	924
HCM Lane V/C Ratio	0.013	0.001	-	-	0.011	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

APPENDIX D

Year 2017 Existing Traffic with Full Occupancy of MTC 1 Traffic Operations & Queues

D2. With Modifications

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	1	1	1	15	335	1	1	655	20
Future Volume (vph)	10	1	15	1	1	1	15	335	1	1	655	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	19	0	3	0	19	425	0	1	854	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	15	1	1	1	15	335	1	1	655	20
Future Vol, veh/h	10	1	15	1	1	1	15	335	1	1	655	20
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	1	1	1	6	6	6	2	2	2
Mvmt Flow	13	1	19	1	1	1	19	424	1	1	829	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1308	1307	842	1308	1320	425	854	0	0	425	0	0
Stage 1	844	844	-	463	463	-	-	-	-	-	-	-
Stage 2	464	463	-	845	857	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	135	158	361	137	158	631	769	-	-	1134	-	-
Stage 1	355	376	-	581	566	-	-	-	-	-	-	-
Stage 2	575	561	-	359	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	132	154	361	127	154	631	769	-	-	1134	-	-
Mov Cap-2 Maneuver	250	270	-	238	263	-	-	-	-	-	-	-
Stage 1	346	376	-	567	552	-	-	-	-	-	-	-
Stage 2	558	547	-	339	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	16.6	0.4	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	769	-	-	252	361	313	1134	-	-
HCM Lane V/C Ratio	0.025	-	-	0.055	0.053	0.012	0.001	-	-
HCM Control Delay (s)	9.8	-	-	20.1	15.5	16.6	8.2	-	-
HCM Lane LOS	A	-	-	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	40	350	655	15
Future Volume (vph)	1	5	40	350	655	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	6%	6%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	6	49	432	828	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	40	350	655	15
Future Vol, veh/h	1	5	40	350	655	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	1	1	6	6	2	2
Mvmt Flow	1	6	49	432	809	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1349	818	827	0	-	0
Stage 1	818	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.16	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.254	-	-	-
Pot Cap-1 Maneuver	167	377	787	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	157	377	787	-	-	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	787	-	293	377	-	-
HCM Lane V/C Ratio	0.063	-	0.004	0.016	-	-
HCM Control Delay (s)	9.9	-	17.3	14.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	955	740	10	0	5
Future Volume (vph)	0	955	740	10	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	6%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1085	841	11	0	6
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	955	740	10	0	5
Future Vol, veh/h	0	955	740	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	6	5	1	1
Mvmt Flow	0	1085	841	11	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	420
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	585
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	585
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	585
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	1	20	5	10	1	1	5	1	1	1
Future Volume (vph)	1	5	1	20	5	10	1	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	42	0	0	8	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	20	5	10	1	1	5	1	1	1
Future Vol, veh/h	1	5	1	20	5	10	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	6	1	24	6	12	1	1	6	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	7	0	0	69	74	6	71	68	12
Stage 1	-	-	-	-	-	-	9	9	-	59	59	-
Stage 2	-	-	-	-	-	-	60	65	-	12	9	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1605	-	-	1607	-	-	926	818	1080	923	825	1072
Stage 1	-	-	-	-	-	-	1015	890	-	955	848	-
Stage 2	-	-	-	-	-	-	954	843	-	1011	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1605	-	-	1607	-	-	913	805	1080	906	812	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	913	805	-	906	812	-
Stage 1	-	-	-	-	-	-	1014	889	-	954	835	-
Stage 2	-	-	-	-	-	-	937	830	-	1003	889	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	4.2	8.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1005	1605	-	-	1607	-	-	918
HCM Lane V/C Ratio	0.008	0.001	-	-	0.015	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	45	1	1	1	45	620	1	1	530	30
Future Volume (vph)	25	1	45	1	1	1	45	620	1	1	530	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	51	0	3	0	51	698	0	1	630	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	45	1	1	1	45	620	1	1	530	30
Future Vol, veh/h	25	1	45	1	1	1	45	620	1	1	530	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	1	1	1	5	5	5	5	5	5
Mvmt Flow	28	1	51	1	1	1	51	697	1	1	596	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1414	1414	612	1413	1429	697	629	0	0	698	0	0
Stage 1	615	615	-	798	798	-	-	-	-	-	-	-
Stage 2	799	799	-	615	631	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	115	137	491	116	135	443	939	-	-	885	-	-
Stage 1	477	481	-	381	400	-	-	-	-	-	-	-
Stage 2	378	396	-	480	476	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	109	129	491	99	128	443	939	-	-	885	-	-
Mov Cap-2 Maneuver	230	249	-	213	241	-	-	-	-	-	-	-
Stage 1	451	480	-	360	378	-	-	-	-	-	-	-
Stage 2	356	374	-	429	475	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.7	18.5	0.6	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	231	491	270	885	-	-
HCM Lane V/C Ratio	0.054	-	-	0.126	0.103	0.012	0.001	-	-
HCM Control Delay (s)	9.1	-	-	22.8	13.2	18.5	9.1	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.3	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	60	655	565	10
Future Volume (vph)	10	30	60	655	565	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	33	65	712	625	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	30	60	655	565	10
Future Vol, veh/h	10	30	60	655	565	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	5	5
Mvmt Flow	11	33	65	712	614	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1462	620	625	0	-	0
Stage 1	620	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	141	486	947	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	131	486	947	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.5	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	947	-	264	486	-	-
HCM Lane V/C Ratio	0.069	-	0.041	0.067	-	-
HCM Control Delay (s)	9.1	-	19.2	12.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	900	750	10	0	15
Future Volume (vph)	0	900	750	10	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	947	789	11	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	900	750	10	0	15
Future Vol, veh/h	0	900	750	10	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	947	789	11	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	395
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	607
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	607
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	607
HCM Lane V/C Ratio	-	-	-	0.026
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	10	45	10	10	25	20	15	1	1	1
Future Volume (vph)	1	10	10	45	10	10	25	20	15	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	91	0	0	84	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	10	10	45	10	10	25	20	15	1	1	1
Future Vol, veh/h	1	10	10	45	10	10	25	20	15	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	4	4	4	1	1	1	2	2	2	1	1	1
Mvmt Flow	1	14	14	63	14	14	35	28	21	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	28	0	0	173	179	21	197	179	21
Stage 1	-	-	-	-	-	-	24	24	-	148	148	-
Stage 2	-	-	-	-	-	-	149	155	-	49	31	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.209	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1573	-	-	1592	-	-	790	715	1056	764	717	1059
Stage 1	-	-	-	-	-	-	994	875	-	857	777	-
Stage 2	-	-	-	-	-	-	854	769	-	967	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1573	-	-	1592	-	-	763	686	1056	703	688	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	763	686	-	703	688	-
Stage 1	-	-	-	-	-	-	993	874	-	856	746	-
Stage 2	-	-	-	-	-	-	817	738	-	916	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	5.1	10.1	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	788	1573	-	-	1592	-	-	785
HCM Lane V/C Ratio	0.107	0.001	-	-	0.04	-	-	0.005
HCM Control Delay (s)	10.1	7.3	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	50	1	1	1	30	890	1	1	565	30
Future Volume (vph)	25	1	50	1	1	1	30	890	1	1	565	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	52	0	3	0	31	928	0	1	620	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	50	1	1	1	30	890	1	1	565	30
Future Vol, veh/h	25	1	50	1	1	1	30	890	1	1	565	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	26	1	52	1	1	1	31	927	1	1	589	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1597	1597	604	1597	1612	928	620	0	0	928	0	0
Stage 1	606	606	-	990	990	-	-	-	-	-	-	-
Stage 2	991	991	-	607	622	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	86	107	500	86	105	326	960	-	-	737	-	-
Stage 1	486	488	-	298	326	-	-	-	-	-	-	-
Stage 2	298	325	-	485	480	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	103	500	75	101	326	960	-	-	737	-	-
Mov Cap-2 Maneuver	197	218	-	186	213	-	-	-	-	-	-	-
Stage 1	470	487	-	288	315	-	-	-	-	-	-	-
Stage 2	287	315	-	433	479	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	21	0.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	960	-	-	198	500	228	737	-	-
HCM Lane V/C Ratio	0.033	-	-	0.137	0.104	0.014	0.001	-	-
HCM Control Delay (s)	8.9	-	-	26	13	21	9.9	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	15	20	910	610	5
Future Volume (vph)	10	15	20	910	610	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	16	21	948	640	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	20	910	610	5
Future Vol, veh/h	10	15	20	910	610	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	10	16	21	948	635	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1628	638	641	0	-	0
Stage 1	638	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	113	478	943	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	478	943	-	-	-
Mov Cap-2 Maneuver	241	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	353	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	943	-	241	478	-	-
HCM Lane V/C Ratio	0.022	-	0.043	0.033	-	-
HCM Control Delay (s)	8.9	-	20.6	12.8	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1090	960	5	0	15
Future Volume (vph)	0	1090	960	5	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1135	1000	5	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1090	960	5	0	15
Future Vol, veh/h	0	1090	960	5	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	1135	1000	5	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	500
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	519
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	519
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	519
HCM Lane V/C Ratio	-	-	-	0.03
HCM Control Delay (s)	-	-	-	12.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	15	1	15	5	1	1	1	10	1	1	1
Future Volume (vph)	1	15	1	15	5	1	1	1	10	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	24	0	0	13	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	15	1	15	5	1	1	1	10	1	1	1
Future Vol, veh/h	1	15	1	15	5	1	1	1	10	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	17	1	17	6	1	1	1	11	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	18	0	0	61	60	17	66	60	6
Stage 1	-	-	-	-	-	-	20	20	-	40	40	-
Stage 2	-	-	-	-	-	-	41	40	-	26	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1614	-	-	1599	-	-	934	831	1062	927	831	1077
Stage 1	-	-	-	-	-	-	999	879	-	975	862	-
Stage 2	-	-	-	-	-	-	974	862	-	992	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1614	-	-	1599	-	-	924	821	1062	908	821	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	924	821	-	908	821	-
Stage 1	-	-	-	-	-	-	998	878	-	974	853	-
Stage 2	-	-	-	-	-	-	961	853	-	979	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	5.2	8.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1024	1614	-	-	1599	-	-	924
HCM Lane V/C Ratio	0.013	0.001	-	-	0.011	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

APPENDIX E

Year 2017 Existing Traffic with Full Occupancy of MTC 1 & Foxtown Ventures Traffic Operations & Queues

E1. Without Modifications

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1	15	1	1	1	25	335	1	1	655	25
Future Volume (vph)	15	1	15	1	1	1	25	335	1	1	655	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	19	0	3	0	32	425	0	1	861	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1	15	1	1	1	25	335	1	1	655	25
Future Vol, veh/h	15	1	15	1	1	1	25	335	1	1	655	25
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	1	1	1	6	6	6	2	2	2
Mvmt Flow	19	1	19	1	1	1	32	424	1	1	829	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1336	1336	845	1336	1351	425	861	0	0	425	0	0
Stage 1	847	847	-	488	488	-	-	-	-	-	-	-
Stage 2	489	489	-	848	863	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	129	152	360	131	151	631	764	-	-	1134	-	-
Stage 1	354	375	-	563	552	-	-	-	-	-	-	-
Stage 2	557	546	-	357	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	124	146	360	119	145	631	764	-	-	1134	-	-
Mov Cap-2 Maneuver	124	146	-	119	145	-	-	-	-	-	-	-
Stage 1	339	375	-	539	529	-	-	-	-	-	-	-
Stage 2	531	523	-	337	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.8	25.7	0.7	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	764	-	-	125	360	178	1134	-	-
HCM Lane V/C Ratio	0.041	-	-	0.162	0.053	0.021	0.001	-	-
HCM Control Delay (s)	9.9	-	-	39.3	15.6	25.7	8.2	-	-
HCM Lane LOS	A	-	-	E	C	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.2	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	40	360	655	15
Future Volume (vph)	1	5	40	360	655	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	6%	6%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	6	49	444	828	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	40	360	655	15
Future Vol, veh/h	1	5	40	360	655	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	1	1	6	6	2	2
Mvmt Flow	1	6	49	444	809	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1361	818	827	0	-	0
Stage 1	818	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.16	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.254	-	-	-
Pot Cap-1 Maneuver	164	377	787	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	377	787	-	-	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	548	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	787	-	154	377	-	-
HCM Lane V/C Ratio	0.063	-	0.008	0.016	-	-
HCM Control Delay (s)	9.9	-	28.6	14.7	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	960	740	10	0	5
Future Volume (vph)	0	960	740	10	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	6%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1091	841	11	0	6
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	960	740	10	0	5
Future Vol, veh/h	0	960	740	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	6	5	1	1
Mvmt Flow	0	1091	841	11	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	420
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	585
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	585
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	585
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	1	20	5	10	1	1	5	1	1	1
Future Volume (vph)	1	5	1	20	5	10	1	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	42	0	0	8	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	20	5	10	1	1	5	1	1	1
Future Vol, veh/h	1	5	1	20	5	10	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	6	1	24	6	12	1	1	6	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	7	0	0	69	74	6	71	68	12
Stage 1	-	-	-	-	-	-	9	9	-	59	59	-
Stage 2	-	-	-	-	-	-	60	65	-	12	9	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1605	-	-	1607	-	-	926	818	1080	923	825	1072
Stage 1	-	-	-	-	-	-	1015	890	-	955	848	-
Stage 2	-	-	-	-	-	-	954	843	-	1011	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1605	-	-	1607	-	-	913	805	1080	906	812	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	913	805	-	906	812	-
Stage 1	-	-	-	-	-	-	1014	889	-	954	835	-
Stage 2	-	-	-	-	-	-	937	830	-	1003	889	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	4.2	8.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1005	1605	-	-	1607	-	-	918
HCM Lane V/C Ratio	0.008	0.001	-	-	0.015	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1	65	1	1	1	60	620	1	1	530	40
Future Volume (vph)	35	1	65	1	1	1	60	620	1	1	530	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	73	0	3	0	67	698	0	1	641	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	1	65	1	1	1	60	620	1	1	530	40
Future Vol, veh/h	35	1	65	1	1	1	60	620	1	1	530	40
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	1	1	1	5	5	5	5	5	5
Mvmt Flow	39	1	73	1	1	1	67	697	1	1	596	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1453	1453	618	1453	1475	697	640	0	0	698	0	0
Stage 1	620	620	-	832	832	-	-	-	-	-	-	-
Stage 2	833	833	-	621	643	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	108	130	487	109	127	443	930	-	-	885	-	-
Stage 1	474	478	-	365	385	-	-	-	-	-	-	-
Stage 2	362	382	-	477	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	120	487	87	118	443	930	-	-	885	-	-
Mov Cap-2 Maneuver	101	120	-	87	118	-	-	-	-	-	-	-
Stage 1	440	477	-	339	357	-	-	-	-	-	-	-
Stage 2	334	354	-	404	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.2	32.3	0.8	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	930	-	-	101	487	135	885	-	-
HCM Lane V/C Ratio	0.072	-	-	0.4	0.15	0.025	0.001	-	-
HCM Control Delay (s)	9.2	-	-	62.7	13.7	32.3	9.1	-	-
HCM Lane LOS	A	-	-	F	B	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.6	0.5	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	60	670	585	10
Future Volume (vph)	10	30	60	670	585	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	33	65	728	647	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	30	60	670	585	10
Future Vol, veh/h	10	30	60	670	585	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	5	5
Mvmt Flow	11	33	65	728	636	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1500	641	647	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	134	473	929	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	125	473	929	-	-	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	384	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	0.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	929	-	125	473	-	-
HCM Lane V/C Ratio	0.07	-	0.087	0.069	-	-
HCM Control Delay (s)	9.2	-	36.5	13.2	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.2	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	905	755	10	0	15
Future Volume (vph)	0	905	755	10	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	953	795	11	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	905	755	10	0	15
Future Vol, veh/h	0	905	755	10	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	953	795	11	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	397
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	605
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	605
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	605
HCM Lane V/C Ratio	-	-	-	0.026
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	10	45	10	10	25	20	15	1	1	1
Future Volume (vph)	1	10	10	45	10	10	25	20	15	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	91	0	0	84	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	10	10	45	10	10	25	20	15	1	1	1
Future Vol, veh/h	1	10	10	45	10	10	25	20	15	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	4	4	4	1	1	1	2	2	2	1	1	1
Mvmt Flow	1	14	14	63	14	14	35	28	21	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	28	0	0	173	179	21	197	179	21
Stage 1	-	-	-	-	-	-	24	24	-	148	148	-
Stage 2	-	-	-	-	-	-	149	155	-	49	31	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.209	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1573	-	-	1592	-	-	790	715	1056	764	717	1059
Stage 1	-	-	-	-	-	-	994	875	-	857	777	-
Stage 2	-	-	-	-	-	-	854	769	-	967	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1573	-	-	1592	-	-	763	686	1056	703	688	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	763	686	-	703	688	-
Stage 1	-	-	-	-	-	-	993	874	-	856	746	-
Stage 2	-	-	-	-	-	-	817	738	-	916	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	5.1	10.1	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	788	1573	-	-	1592	-	-	785
HCM Lane V/C Ratio	0.107	0.001	-	-	0.04	-	-	0.005
HCM Control Delay (s)	10.1	7.3	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1	70	1	1	1	75	890	1	1	565	55
Future Volume (vph)	40	1	70	1	1	1	75	890	1	1	565	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	73	0	3	0	78	928	0	1	646	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	70	1	1	1	75	890	1	1	565	55
Future Vol, veh/h	40	1	70	1	1	1	75	890	1	1	565	55
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	42	1	73	1	1	1	78	927	1	1	589	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1704	1703	617	1704	1732	928	646	0	0	928	0	0
Stage 1	619	619	-	1084	1084	-	-	-	-	-	-	-
Stage 2	1085	1084	-	620	648	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	73	92	492	73	88	326	939	-	-	737	-	-
Stage 1	478	482	-	264	294	-	-	-	-	-	-	-
Stage 2	264	294	-	477	468	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	67	84	492	58	81	326	939	-	-	737	-	-
Mov Cap-2 Maneuver	67	84	-	58	81	-	-	-	-	-	-	-
Stage 1	438	481	-	242	270	-	-	-	-	-	-	-
Stage 2	240	270	-	405	467	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	55	45.5	0.7	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	67	492	92	737	-	-
HCM Lane V/C Ratio	0.083	-	-	0.637	0.148	0.034	0.001	-	-
HCM Control Delay (s)	9.2	-	-	125.7	13.6	45.5	9.9	-	-
HCM Lane LOS	A	-	-	F	B	E	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.8	0.5	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	15	20	955	630	5
Future Volume (vph)	10	15	20	955	630	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	16	21	995	661	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	20	955	630	5
Future Vol, veh/h	10	15	20	955	630	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	10	16	21	995	656	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1695	659	661	0	-	0
Stage 1	659	-	-	-	-	-
Stage 2	1036	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	103	465	927	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	465	927	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	336	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.7	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	927	-	101	465	-	-
HCM Lane V/C Ratio	0.022	-	0.103	0.034	-	-
HCM Control Delay (s)	9	-	44.7	13	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1105	965	5	0	15
Future Volume (vph)	0	1105	965	5	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1151	1005	5	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1105	965	5	0	15
Future Vol, veh/h	0	1105	965	5	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	1151	1005	5	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	503
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	517
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	517
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	517
HCM Lane V/C Ratio	-	-	-	0.03
HCM Control Delay (s)	-	-	-	12.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	15	1	15	5	1	1	1	10	1	1	1
Future Volume (vph)	1	15	1	15	5	1	1	1	10	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	24	0	0	13	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	15	1	15	5	1	1	1	10	1	1	1
Future Vol, veh/h	1	15	1	15	5	1	1	1	10	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	17	1	17	6	1	1	1	11	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	18	0	0	61	60	17	66	60	6
Stage 1	-	-	-	-	-	-	20	20	-	40	40	-
Stage 2	-	-	-	-	-	-	41	40	-	26	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1614	-	-	1599	-	-	934	831	1062	927	831	1077
Stage 1	-	-	-	-	-	-	999	879	-	975	862	-
Stage 2	-	-	-	-	-	-	974	862	-	992	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1614	-	-	1599	-	-	924	821	1062	908	821	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	924	821	-	908	821	-
Stage 1	-	-	-	-	-	-	998	878	-	974	853	-
Stage 2	-	-	-	-	-	-	961	853	-	979	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	5.2	8.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1024	1614	-	-	1599	-	-	924
HCM Lane V/C Ratio	0.013	0.001	-	-	0.011	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

APPENDIX E

Year 2017 Existing Traffic with Full Occupancy of MTC 1 & Foxtown Ventures Traffic Operations & Queues

E2. With Modifications

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1	15	1	1	1	25	335	1	1	655	25
Future Volume (vph)	15	1	15	1	1	1	25	335	1	1	655	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	19	0	3	0	32	425	0	1	861	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	1	15	1	1	1	25	335	1	1	655	25
Future Vol, veh/h	15	1	15	1	1	1	25	335	1	1	655	25
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	1	1	1	6	6	6	2	2	2
Mvmt Flow	19	1	19	1	1	1	32	424	1	1	829	32

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1336	1336	845	1336	1351	425	861	0	0	425	0	0
Stage 1	847	847	-	488	488	-	-	-	-	-	-	-
Stage 2	489	489	-	848	863	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	129	152	360	131	151	631	764	-	-	1134	-	-
Stage 1	354	375	-	563	552	-	-	-	-	-	-	-
Stage 2	557	546	-	357	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	124	146	360	120	145	631	764	-	-	1134	-	-
Mov Cap-2 Maneuver	241	263	-	227	251	-	-	-	-	-	-	-
Stage 1	339	375	-	539	529	-	-	-	-	-	-	-
Stage 2	531	523	-	337	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.5	17.1	0.7	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	764	-	-	242	360	301	1134	-	-
HCM Lane V/C Ratio	0.041	-	-	0.084	0.053	0.013	0.001	-	-
HCM Control Delay (s)	9.9	-	-	21.2	15.6	17.1	8.2	-	-
HCM Lane LOS	A	-	-	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	5	40	360	655	15
Future Volume (vph)	1	5	40	360	655	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	6%	6%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	6	49	444	828	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	40	360	655	15
Future Vol, veh/h	1	5	40	360	655	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	1	1	6	6	2	2
Mvmt Flow	1	6	49	444	809	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1361	818	827	0	-	0
Stage 1	818	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.16	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.254	-	-	-
Pot Cap-1 Maneuver	164	377	787	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	154	377	787	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	548	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	787	-	290	377	-	-
HCM Lane V/C Ratio	0.063	-	0.004	0.016	-	-
HCM Control Delay (s)	9.9	-	17.5	14.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	960	740	10	0	5
Future Volume (vph)	0	960	740	10	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	6%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1091	841	11	0	6
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	960	740	10	0	5
Future Vol, veh/h	0	960	740	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	6	5	1	1
Mvmt Flow	0	1091	841	11	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	420
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	585
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	585
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	585
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	5	1	20	5	10	1	1	5	1	1	1
Future Volume (vph)	1	5	1	20	5	10	1	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	42	0	0	8	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	1	20	5	10	1	1	5	1	1	1
Future Vol, veh/h	1	5	1	20	5	10	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	6	1	24	6	12	1	1	6	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	7	0	0	69	74	6	71	68	12
Stage 1	-	-	-	-	-	-	9	9	-	59	59	-
Stage 2	-	-	-	-	-	-	60	65	-	12	9	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1605	-	-	1607	-	-	926	818	1080	923	825	1072
Stage 1	-	-	-	-	-	-	1015	890	-	955	848	-
Stage 2	-	-	-	-	-	-	954	843	-	1011	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1605	-	-	1607	-	-	913	805	1080	906	812	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	913	805	-	906	812	-
Stage 1	-	-	-	-	-	-	1014	889	-	954	835	-
Stage 2	-	-	-	-	-	-	937	830	-	1003	889	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	4.2	8.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1005	1605	-	-	1607	-	-	918
HCM Lane V/C Ratio	0.008	0.001	-	-	0.015	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1	65	1	1	1	60	620	1	1	530	40
Future Volume (vph)	35	1	65	1	1	1	60	620	1	1	530	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	73	0	3	0	67	698	0	1	641	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	1	65	1	1	1	60	620	1	1	530	40
Future Vol, veh/h	35	1	65	1	1	1	60	620	1	1	530	40
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	1	1	1	5	5	5	5	5	5
Mvmt Flow	39	1	73	1	1	1	67	697	1	1	596	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1453	1453	618	1453	1475	697	640	0	0	698	0	0
Stage 1	620	620	-	832	832	-	-	-	-	-	-	-
Stage 2	833	833	-	621	643	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	108	130	487	109	127	443	930	-	-	885	-	-
Stage 1	474	478	-	365	385	-	-	-	-	-	-	-
Stage 2	362	382	-	477	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	120	487	87	118	443	930	-	-	885	-	-
Mov Cap-2 Maneuver	218	238	-	194	226	-	-	-	-	-	-	-
Stage 1	440	477	-	339	357	-	-	-	-	-	-	-
Stage 2	334	354	-	404	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.8	19.4	0.8	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	930	-	-	219	487	253	885	-	-
HCM Lane V/C Ratio	0.072	-	-	0.185	0.15	0.013	0.001	-	-
HCM Control Delay (s)	9.2	-	-	25.1	13.7	19.4	9.1	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.5	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	30	60	670	585	10
Future Volume (vph)	10	30	60	670	585	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	33	65	728	647	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	30	60	670	585	10
Future Vol, veh/h	10	30	60	670	585	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	5	5
Mvmt Flow	11	33	65	728	636	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1500	641	647	0	-	0
Stage 1	641	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	134	473	929	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	125	473	929	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	384	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	929	-	257	473	-	-
HCM Lane V/C Ratio	0.07	-	0.042	0.069	-	-
HCM Control Delay (s)	9.2	-	19.6	13.2	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	905	755	10	0	15
Future Volume (vph)	0	905	755	10	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	953	795	11	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	905	755	10	0	15
Future Vol, veh/h	0	905	755	10	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	953	795	11	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	397
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	605
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	605
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	605
HCM Lane V/C Ratio	-	-	-	0.026
HCM Control Delay (s)	-	-	-	11.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	10	45	10	10	25	20	15	1	1	1
Future Volume (vph)	1	10	10	45	10	10	25	20	15	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	91	0	0	84	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	10	10	45	10	10	25	20	15	1	1	1
Future Vol, veh/h	1	10	10	45	10	10	25	20	15	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	4	4	4	1	1	1	2	2	2	1	1	1
Mvmt Flow	1	14	14	63	14	14	35	28	21	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	28	0	0	173	179	21	197	179	21
Stage 1	-	-	-	-	-	-	24	24	-	148	148	-
Stage 2	-	-	-	-	-	-	149	155	-	49	31	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.209	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1573	-	-	1592	-	-	790	715	1056	764	717	1059
Stage 1	-	-	-	-	-	-	994	875	-	857	777	-
Stage 2	-	-	-	-	-	-	854	769	-	967	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1573	-	-	1592	-	-	763	686	1056	703	688	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	763	686	-	703	688	-
Stage 1	-	-	-	-	-	-	993	874	-	856	746	-
Stage 2	-	-	-	-	-	-	817	738	-	916	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	5.1	10.1	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	788	1573	-	-	1592	-	-	785
HCM Lane V/C Ratio	0.107	0.001	-	-	0.04	-	-	0.005
HCM Control Delay (s)	10.1	7.3	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1	70	1	1	1	75	890	1	1	565	55
Future Volume (vph)	40	1	70	1	1	1	75	890	1	1	565	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	73	0	3	0	78	928	0	1	646	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	1	70	1	1	1	75	890	1	1	565	55
Future Vol, veh/h	40	1	70	1	1	1	75	890	1	1	565	55
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	42	1	73	1	1	1	78	927	1	1	589	57

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1704	1703	617	1704	1732	928	646	0	0	928	0	0
Stage 1	619	619	-	1084	1084	-	-	-	-	-	-	-
Stage 2	1085	1084	-	620	648	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	73	92	492	73	88	326	939	-	-	737	-	-
Stage 1	478	482	-	264	294	-	-	-	-	-	-	-
Stage 2	264	294	-	477	468	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	84	492	58	81	326	939	-	-	737	-	-
Mov Cap-2 Maneuver	169	192	-	153	181	-	-	-	-	-	-	-
Stage 1	438	481	-	242	270	-	-	-	-	-	-	-
Stage 2	240	270	-	405	467	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	23.5	0.7	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	939	-	-	169	492	198	737	-	-
HCM Lane V/C Ratio	0.083	-	-	0.253	0.148	0.016	0.001	-	-
HCM Control Delay (s)	9.2	-	-	33.4	13.6	23.5	9.9	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1	0.5	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	15	20	955	630	5
Future Volume (vph)	10	15	20	955	630	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	16	21	995	661	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	15	20	955	630	5
Future Vol, veh/h	10	15	20	955	630	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	10	16	21	995	656	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1695	659	661	0	-	0
Stage 1	659	-	-	-	-	-
Stage 2	1036	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	103	465	927	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	465	927	-	-	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	336	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	927	-	229	465	-	-
HCM Lane V/C Ratio	0.022	-	0.045	0.034	-	-
HCM Control Delay (s)	9	-	21.5	13	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1105	965	5	0	15
Future Volume (vph)	0	1105	965	5	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1151	1005	5	0	16
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1105	965	5	0	15
Future Vol, veh/h	0	1105	965	5	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	1151	1005	5	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	503
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	517
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	517
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	517
HCM Lane V/C Ratio	-	-	-	0.03
HCM Control Delay (s)	-	-	-	12.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	15	1	15	5	1	1	1	10	1	1	1
Future Volume (vph)	1	15	1	15	5	1	1	1	10	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	24	0	0	13	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	15	1	15	5	1	1	1	10	1	1	1
Future Vol, veh/h	1	15	1	15	5	1	1	1	10	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	17	1	17	6	1	1	1	11	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	18	0	0	61	60	17	66	60	6
Stage 1	-	-	-	-	-	-	20	20	-	40	40	-
Stage 2	-	-	-	-	-	-	41	40	-	26	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1614	-	-	1599	-	-	934	831	1062	927	831	1077
Stage 1	-	-	-	-	-	-	999	879	-	975	862	-
Stage 2	-	-	-	-	-	-	974	862	-	992	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1614	-	-	1599	-	-	924	821	1062	908	821	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	924	821	-	908	821	-
Stage 1	-	-	-	-	-	-	998	878	-	974	853	-
Stage 2	-	-	-	-	-	-	961	853	-	979	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	5.2	8.6	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1024	1614	-	-	1599	-	-	924
HCM Lane V/C Ratio	0.013	0.001	-	-	0.011	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	8.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

APPENDIX F

Year 2017 Existing Traffic with Full Occupancy of MTC 1 & Backwoods Pub & Grill
Traffic Operations & Queues

F1. Without Modifications

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	1	1	1	15	335	1	1	655	20
Future Volume (vph)	10	1	15	1	1	1	15	335	1	1	655	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	19	0	3	0	19	425	0	1	854	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	15	1	1	1	15	335	1	1	655	20
Future Vol, veh/h	10	1	15	1	1	1	15	335	1	1	655	20
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	1	1	1	6	6	6	2	2	2
Mvmt Flow	13	1	19	1	1	1	19	424	1	1	829	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1308	1307	842	1308	1320	425	854	0	0	425	0	0
Stage 1	844	844	-	463	463	-	-	-	-	-	-	-
Stage 2	464	463	-	845	857	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	135	158	361	137	158	631	769	-	-	1134	-	-
Stage 1	355	376	-	581	566	-	-	-	-	-	-	-
Stage 2	575	561	-	359	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	154	361	126	154	631	769	-	-	1134	-	-
Mov Cap-2 Maneuver	131	154	-	126	154	-	-	-	-	-	-	-
Stage 1	346	376	-	567	552	-	-	-	-	-	-	-
Stage 2	558	547	-	339	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.8	24.7	0.4	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	769	-	-	133	361	187	1134	-	-
HCM Lane V/C Ratio	0.025	-	-	0.105	0.053	0.02	0.001	-	-
HCM Control Delay (s)	9.8	-	-	35.2	15.5	24.7	8.2	-	-
HCM Lane LOS	A	-	-	E	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	10	40	350	655	15
Future Volume (vph)	1	10	40	350	655	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	6%	6%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	12	49	432	828	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	40	350	655	15
Future Vol, veh/h	1	10	40	350	655	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	1	1	6	6	2	2
Mvmt Flow	1	12	49	432	809	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1349	818	827	0	-	0
Stage 1	818	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.16	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.254	-	-	-
Pot Cap-1 Maneuver	167	377	787	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	157	377	787	-	-	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	787	-	157	377	-	-
HCM Lane V/C Ratio	0.063	-	0.008	0.033	-	-
HCM Control Delay (s)	9.9	-	28.1	14.9	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	955	740	15	0	5
Future Volume (vph)	0	955	740	15	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	6%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1085	841	17	0	6
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	955	740	15	0	5
Future Vol, veh/h	0	955	740	15	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	6	5	1	1
Mvmt Flow	0	1085	841	17	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	420
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	585
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	585
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	585
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	1	20	5	10	1	1	5	1	1	1
Future Volume (vph)	1	10	1	20	5	10	1	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	42	0	0	8	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	10	1	20	5	10	1	1	5	1	1	1
Future Vol, veh/h	1	10	1	20	5	10	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	12	1	24	6	12	1	1	6	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	13	0	0	75	80	12	77	74	12
Stage 1	-	-	-	-	-	-	15	15	-	59	59	-
Stage 2	-	-	-	-	-	-	60	65	-	18	15	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1605	-	-	1599	-	-	917	812	1072	915	818	1072
Stage 1	-	-	-	-	-	-	1007	885	-	955	848	-
Stage 2	-	-	-	-	-	-	954	843	-	1004	885	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1605	-	-	1599	-	-	904	799	1072	898	805	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	904	799	-	898	805	-
Stage 1	-	-	-	-	-	-	1006	884	-	954	835	-
Stage 2	-	-	-	-	-	-	937	830	-	996	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	4.2	8.6	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	997	1605	-	-	1599	-	-	912
HCM Lane V/C Ratio	0.008	0.001	-	-	0.015	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	45	1	1	1	45	630	1	1	540	30
Future Volume (vph)	25	1	45	1	1	1	45	630	1	1	540	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	51	0	3	0	51	709	0	1	641	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	45	1	1	1	45	630	1	1	540	30
Future Vol, veh/h	25	1	45	1	1	1	45	630	1	1	540	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	1	1	1	5	5	5	5	5	5
Mvmt Flow	28	1	51	1	1	1	51	708	1	1	607	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1437	1436	624	1436	1453	708	640	0	0	709	0	0
Stage 1	626	626	-	810	810	-	-	-	-	-	-	-
Stage 2	811	810	-	626	643	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	110	133	484	112	131	436	930	-	-	876	-	-
Stage 1	470	475	-	375	395	-	-	-	-	-	-	-
Stage 2	372	392	-	474	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	126	484	95	124	436	930	-	-	876	-	-
Mov Cap-2 Maneuver	104	126	-	95	124	-	-	-	-	-	-	-
Stage 1	444	474	-	354	373	-	-	-	-	-	-	-
Stage 2	350	371	-	423	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.5	30.6	0.6	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	930	-	-	105	484	144	876	-	-
HCM Lane V/C Ratio	0.054	-	-	0.278	0.104	0.023	0.001	-	-
HCM Control Delay (s)	9.1	-	-	52	13.3	30.6	9.1	-	-
HCM Lane LOS	A	-	-	F	B	D	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.3	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	60	75	655	565	20
Future Volume (vph)	20	60	75	655	565	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	65	82	712	636	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	60	75	655	565	20
Future Vol, veh/h	20	60	75	655	565	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	5	5
Mvmt Flow	22	65	82	712	614	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1500	625	636	0	-	0
Stage 1	625	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	134	483	938	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	483	938	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	371	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.4	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	938	-	122	483	-	-
HCM Lane V/C Ratio	0.087	-	0.178	0.135	-	-
HCM Control Delay (s)	9.2	-	40.8	13.6	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	0.5	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	910	745	35	0	35
Future Volume (vph)	0	910	745	35	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	958	784	37	0	37
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	910	745	35	0	35
Future Vol, veh/h	0	910	745	35	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	958	784	37	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	392
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	610
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	610
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	610
HCM Lane V/C Ratio	-	-	-	0.06
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	50	10	45	35	10	25	20	15	1	1	1
Future Volume (vph)	1	50	10	45	35	10	25	20	15	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	0	0	126	0	0	84	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	50	10	45	35	10	25	20	15	1	1	1
Future Vol, veh/h	1	50	10	45	35	10	25	20	15	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	4	4	4	1	1	1	2	2	2	1	1	1
Mvmt Flow	1	70	14	63	49	14	35	28	21	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	85	0	0	265	270	77	288	270	56
Stage 1	-	-	-	-	-	-	80	80	-	183	183	-
Stage 2	-	-	-	-	-	-	185	190	-	105	87	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.209	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1527	-	-	1518	-	-	688	636	984	666	638	1013
Stage 1	-	-	-	-	-	-	929	828	-	821	750	-
Stage 2	-	-	-	-	-	-	817	743	-	903	825	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1518	-	-	663	608	984	608	610	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	663	608	-	608	610	-
Stage 1	-	-	-	-	-	-	928	827	-	820	718	-
Stage 2	-	-	-	-	-	-	779	711	-	853	824	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	3.7	10.9	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	699	1527	-	-	1518	-	-	702
HCM Lane V/C Ratio	0.121	0.001	-	-	0.042	-	-	0.006
HCM Control Delay (s)	10.9	7.4	0	-	7.5	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	50	1	1	1	30	900	1	1	575	30
Future Volume (vph)	25	1	50	1	1	1	30	900	1	1	575	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	52	0	3	0	31	939	0	1	630	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	50	1	1	1	30	900	1	1	575	30
Future Vol, veh/h	25	1	50	1	1	1	30	900	1	1	575	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	26	1	52	1	1	1	31	938	1	1	599	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1619	1618	615	1618	1633	938	630	0	0	939	0	0
Stage 1	617	617	-	1001	1001	-	-	-	-	-	-	-
Stage 2	1002	1001	-	617	632	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	83	104	493	83	102	322	952	-	-	730	-	-
Stage 1	479	483	-	294	322	-	-	-	-	-	-	-
Stage 2	293	322	-	479	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	80	100	493	72	99	322	952	-	-	730	-	-
Mov Cap-2 Maneuver	80	100	-	72	99	-	-	-	-	-	-	-
Stage 1	463	482	-	284	312	-	-	-	-	-	-	-
Stage 2	282	312	-	427	474	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.7	38.4	0.3	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	81	493	111	730	-	-
HCM Lane V/C Ratio	0.033	-	-	0.334	0.106	0.028	0.001	-	-
HCM Control Delay (s)	8.9	-	-	70.3	13.2	38.4	9.9	-	-
HCM Lane LOS	A	-	-	F	B	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.4	0.1	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	40	40	910	610	15
Future Volume (vph)	20	40	40	910	610	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	42	42	948	651	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	40	40	910	610	15
Future Vol, veh/h	20	40	40	910	610	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	21	42	42	948	635	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1674	643	651	0	-	0
Stage 1	643	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	106	475	935	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	475	935	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.4	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	935	-	101	475	-	-
HCM Lane V/C Ratio	0.045	-	0.206	0.088	-	-
HCM Control Delay (s)	9	-	49.7	13.3	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.3	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1105	960	30	0	25
Future Volume (vph)	0	1105	960	30	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1151	1000	31	0	26
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1105	960	30	0	25
Future Vol, veh/h	0	1105	960	30	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	1151	1000	31	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	500
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	519
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	519
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	519
HCM Lane V/C Ratio	-	-	-	0.05
HCM Control Delay (s)	-	-	-	12.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	50	1	15	35	1	1	1	10	1	1	1
Future Volume (vph)	1	50	1	15	35	1	1	1	10	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	57	0	0	13	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	50	1	15	35	1	1	1	10	1	1	1
Future Vol, veh/h	1	50	1	15	35	1	1	1	10	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	56	1	17	39	1	1	1	11	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	57	0	0	134	133	57	139	134	40
Stage 1	-	-	-	-	-	-	59	59	-	74	74	-
Stage 2	-	-	-	-	-	-	75	74	-	65	60	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1570	-	-	1547	-	-	838	758	1009	831	757	1031
Stage 1	-	-	-	-	-	-	953	846	-	935	833	-
Stage 2	-	-	-	-	-	-	934	833	-	946	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1570	-	-	1547	-	-	828	749	1009	813	748	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	828	749	-	813	748	-
Stage 1	-	-	-	-	-	-	952	845	-	934	824	-
Stage 2	-	-	-	-	-	-	921	824	-	933	844	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.2	8.8	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	964	1570	-	-	1547	-	-	848
HCM Lane V/C Ratio	0.014	0.001	-	-	0.011	-	-	0.004
HCM Control Delay (s)	8.8	7.3	0	-	7.4	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

APPENDIX F

Year 2017 Existing Traffic with Full Occupancy of MTC 1 & Backwoods Pub & Grill
Traffic Operations & Queues

F2. With Modifications

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	1	1	1	15	335	1	1	655	20
Future Volume (vph)	10	1	15	1	1	1	15	335	1	1	655	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	19	0	3	0	19	425	0	1	854	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1	15	1	1	1	15	335	1	1	655	20
Future Vol, veh/h	10	1	15	1	1	1	15	335	1	1	655	20
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	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	4	4	4	1	1	1	6	6	6	2	2	2
Mvmt Flow	13	1	19	1	1	1	19	424	1	1	829	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1308	1307	842	1308	1320	425	854	0	0	425	0	0
Stage 1	844	844	-	463	463	-	-	-	-	-	-	-
Stage 2	464	463	-	845	857	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.11	6.51	6.21	4.16	-	-	4.12	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.509	4.009	3.309	2.254	-	-	2.218	-	-
Pot Cap-1 Maneuver	135	158	361	137	158	631	769	-	-	1134	-	-
Stage 1	355	376	-	581	566	-	-	-	-	-	-	-
Stage 2	575	561	-	359	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	132	154	361	127	154	631	769	-	-	1134	-	-
Mov Cap-2 Maneuver	250	270	-	238	263	-	-	-	-	-	-	-
Stage 1	346	376	-	567	552	-	-	-	-	-	-	-
Stage 2	558	547	-	339	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.4	16.6	0.4	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	769	-	-	252	361	313	1134	-	-
HCM Lane V/C Ratio	0.025	-	-	0.055	0.053	0.012	0.001	-	-
HCM Control Delay (s)	9.8	-	-	20.1	15.5	16.6	8.2	-	-
HCM Lane LOS	A	-	-	C	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.2	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	10	40	350	655	15
Future Volume (vph)	1	10	40	350	655	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	6%	6%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	12	49	432	828	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	40	350	655	15
Future Vol, veh/h	1	10	40	350	655	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	1	1	6	6	2	2
Mvmt Flow	1	12	49	432	809	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1349	818	827	0	-	0
Stage 1	818	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.16	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.254	-	-	-
Pot Cap-1 Maneuver	167	377	787	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	157	377	787	-	-	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	435	-	-	-	-	-
Stage 2	555	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	787	-	293	377	-	-
HCM Lane V/C Ratio	0.063	-	0.004	0.033	-	-
HCM Control Delay (s)	9.9	-	17.3	14.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.1	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	955	740	15	0	5
Future Volume (vph)	0	955	740	15	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	6%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1085	841	17	0	6
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	955	740	15	0	5
Future Vol, veh/h	0	955	740	15	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	7	6	5	1	1
Mvmt Flow	0	1085	841	17	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	420
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	585
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	585
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	585
HCM Lane V/C Ratio	-	-	-	0.01
HCM Control Delay (s)	-	-	-	11.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	10	1	20	5	10	1	1	5	1	1	1
Future Volume (vph)	1	10	1	20	5	10	1	1	5	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	42	0	0	8	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	10	1	20	5	10	1	1	5	1	1	1
Future Vol, veh/h	1	10	1	20	5	10	1	1	5	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	1	1	1	3	3	3	1	1	1	1	1	1
Mvmt Flow	1	12	1	24	6	12	1	1	6	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	13	0	0	75	80	12	77	74	12
Stage 1	-	-	-	-	-	-	15	15	-	59	59	-
Stage 2	-	-	-	-	-	-	60	65	-	18	15	-
Critical Hdwy	4.11	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1605	-	-	1599	-	-	917	812	1072	915	818	1072
Stage 1	-	-	-	-	-	-	1007	885	-	955	848	-
Stage 2	-	-	-	-	-	-	954	843	-	1004	885	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1605	-	-	1599	-	-	904	799	1072	898	805	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	904	799	-	898	805	-
Stage 1	-	-	-	-	-	-	1006	884	-	954	835	-
Stage 2	-	-	-	-	-	-	937	830	-	996	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	4.2	8.6	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	997	1605	-	-	1599	-	-	912
HCM Lane V/C Ratio	0.008	0.001	-	-	0.015	-	-	0.004
HCM Control Delay (s)	8.6	7.2	0	-	7.3	0	-	9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	45	1	1	1	45	630	1	1	540	30
Future Volume (vph)	25	1	45	1	1	1	45	630	1	1	540	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	51	0	3	0	51	709	0	1	641	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	45	1	1	1	45	630	1	1	540	30
Future Vol, veh/h	25	1	45	1	1	1	45	630	1	1	540	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	1	1	1	5	5	5	5	5	5
Mvmt Flow	28	1	51	1	1	1	51	708	1	1	607	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1437	1436	624	1436	1453	708	640	0	0	709	0	0
Stage 1	626	626	-	810	810	-	-	-	-	-	-	-
Stage 2	811	810	-	626	643	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.11	6.51	6.21	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.509	4.009	3.309	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	110	133	484	112	131	436	930	-	-	876	-	-
Stage 1	470	475	-	375	395	-	-	-	-	-	-	-
Stage 2	372	392	-	474	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	105	126	484	96	124	436	930	-	-	876	-	-
Mov Cap-2 Maneuver	225	246	-	209	236	-	-	-	-	-	-	-
Stage 1	444	474	-	354	373	-	-	-	-	-	-	-
Stage 2	350	371	-	423	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17	18.8	0.6	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	930	-	-	226	484	265	876	-	-
HCM Lane V/C Ratio	0.054	-	-	0.129	0.104	0.013	0.001	-	-
HCM Control Delay (s)	9.1	-	-	23.3	13.3	18.8	9.1	-	-
HCM Lane LOS	A	-	-	C	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.4	0.3	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	60	75	655	565	20
Future Volume (vph)	20	60	75	655	565	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	65	82	712	636	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	60	75	655	565	20
Future Vol, veh/h	20	60	75	655	565	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	4	4	5	5
Mvmt Flow	22	65	82	712	614	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1500	625	636	0	-	0
Stage 1	625	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	134	483	938	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	483	938	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	371	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	938	-	253	483	-	-
HCM Lane V/C Ratio	0.087	-	0.086	0.135	-	-
HCM Control Delay (s)	9.2	-	20.6	13.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	0.5	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	910	745	35	0	35
Future Volume (vph)	0	910	745	35	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	958	784	37	0	37
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	910	745	35	0	35
Future Vol, veh/h	0	910	745	35	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	958	784	37	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	392
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	610
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	610
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	610
HCM Lane V/C Ratio	-	-	-	0.06
HCM Control Delay (s)	-	-	-	11.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	50	10	45	35	10	25	20	15	1	1	1
Future Volume (vph)	1	50	10	45	35	10	25	20	15	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	0	0	126	0	0	84	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	50	10	45	35	10	25	20	15	1	1	1
Future Vol, veh/h	1	50	10	45	35	10	25	20	15	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	4	4	4	1	1	1	2	2	2	1	1	1
Mvmt Flow	1	70	14	63	49	14	35	28	21	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	85	0	0	265	270	77	288	270	56
Stage 1	-	-	-	-	-	-	80	80	-	183	183	-
Stage 2	-	-	-	-	-	-	185	190	-	105	87	-
Critical Hdwy	4.14	-	-	4.11	-	-	7.12	6.52	6.22	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.11	5.51	-
Follow-up Hdwy	2.236	-	-	2.209	-	-	3.518	4.018	3.318	3.509	4.009	3.309
Pot Cap-1 Maneuver	1527	-	-	1518	-	-	688	636	984	666	638	1013
Stage 1	-	-	-	-	-	-	929	828	-	821	750	-
Stage 2	-	-	-	-	-	-	817	743	-	903	825	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1518	-	-	663	608	984	608	610	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	663	608	-	608	610	-
Stage 1	-	-	-	-	-	-	928	827	-	820	718	-
Stage 2	-	-	-	-	-	-	779	711	-	853	824	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	3.7	10.9	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	699	1527	-	-	1518	-	-	702
HCM Lane V/C Ratio	0.121	0.001	-	-	0.042	-	-	0.006
HCM Control Delay (s)	10.9	7.4	0	-	7.5	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0

Lanes, Volumes, Timings
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	1	50	1	1	1	30	900	1	1	575	30
Future Volume (vph)	25	1	50	1	1	1	30	900	1	1	575	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	60		0	25		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		258			113			542			300	
Travel Time (s)		7.0			3.1			12.3			6.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	52	0	3	0	31	939	0	1	630	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
110: Cedarburg Road & Civic Center Drwy/Office Drwy

07/26/2017

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	50	1	1	1	30	900	1	1	575	30
Future Vol, veh/h	25	1	50	1	1	1	30	900	1	1	575	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	60	-	-	25	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	2	2	2	2	2	2
Mvmt Flow	26	1	52	1	1	1	31	938	1	1	599	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1619	1618	615	1618	1633	938	630	0	0	939	0	0
Stage 1	617	617	-	1001	1001	-	-	-	-	-	-	-
Stage 2	1002	1001	-	617	632	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	83	104	493	83	102	322	952	-	-	730	-	-
Stage 1	479	483	-	294	322	-	-	-	-	-	-	-
Stage 2	293	322	-	479	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	80	100	493	72	99	322	952	-	-	730	-	-
Mov Cap-2 Maneuver	193	215	-	183	210	-	-	-	-	-	-	-
Stage 1	463	482	-	284	312	-	-	-	-	-	-	-
Stage 2	282	312	-	427	474	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.8	21.2	0.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	194	493	225	730	-	-
HCM Lane V/C Ratio	0.033	-	-	0.14	0.106	0.014	0.001	-	-
HCM Control Delay (s)	8.9	-	-	26.5	13.2	21.2	9.9	-	-
HCM Lane LOS	A	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.4	0	0	-	-

Lanes, Volumes, Timings
120: Cedarburg Road & City Hall Drwy

07/26/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	40	40	910	610	15
Future Volume (vph)	20	40	40	910	610	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	25	0	60			0
Storage Lanes	1	1	1			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			30	30	
Link Distance (ft)	403			232	542	
Travel Time (s)	11.0			5.3	12.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	42	42	948	651	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
120: Cedarburg Road & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	40	40	910	610	15
Future Vol, veh/h	20	40	40	910	610	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	60	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	1	2	2	2	2
Mvmt Flow	21	42	42	948	635	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1674	643	651	0	-	0
Stage 1	643	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	106	475	935	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	101	475	935	-	-	-
Mov Cap-2 Maneuver	228	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	330	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.3	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	935	-	228	475	-	-
HCM Lane V/C Ratio	0.045	-	0.091	0.088	-	-
HCM Control Delay (s)	9	-	22.4	13.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.3	-	-

Lanes, Volumes, Timings
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1105	960	30	0	25
Future Volume (vph)	0	1105	960	30	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	100				100	
Link Speed (mph)		40	40		25	
Link Distance (ft)		80	912		147	
Travel Time (s)		1.4	15.5		4.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1151	1000	31	0	26
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
170: Mequon Road & Piggly Wiggly (West)

07/26/2017

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1105	960	30	0	25
Future Vol, veh/h	0	1105	960	30	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	5	5	1	1
Mvmt Flow	0	1151	1000	31	0	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	500
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	519
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	519
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	519
HCM Lane V/C Ratio	-	-	-	0.05
HCM Control Delay (s)	-	-	-	12.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Lanes, Volumes, Timings
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	50	1	15	35	1	1	1	10	1	1	1
Future Volume (vph)	1	50	1	15	35	1	1	1	10	1	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		185			403			121			88	
Travel Time (s)		5.0			11.0			3.3			2.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	57	0	0	13	0	0	3	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

HCM 2010 TWSC
200: MTC I/City Parking & City Hall Drwy

07/26/2017

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	50	1	15	35	1	1	1	10	1	1	1
Future Vol, veh/h	1	50	1	15	35	1	1	1	10	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	56	1	17	39	1	1	1	11	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	57	0	0	134	133	57	139	134	40
Stage 1	-	-	-	-	-	-	59	59	-	74	74	-
Stage 2	-	-	-	-	-	-	75	74	-	65	60	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1570	-	-	1547	-	-	838	758	1009	831	757	1031
Stage 1	-	-	-	-	-	-	953	846	-	935	833	-
Stage 2	-	-	-	-	-	-	934	833	-	946	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1570	-	-	1547	-	-	828	749	1009	813	748	1031
Mov Cap-2 Maneuver	-	-	-	-	-	-	828	749	-	813	748	-
Stage 1	-	-	-	-	-	-	952	845	-	934	824	-
Stage 2	-	-	-	-	-	-	921	824	-	933	844	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.2	8.8	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	964	1570	-	-	1547	-	-	848
HCM Lane V/C Ratio	0.014	0.001	-	-	0.011	-	-	0.004
HCM Control Delay (s)	8.8	7.3	0	-	7.4	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0