



Village of

Germantown
Willkommen

FEES MUST BE PAID AT TIME OF APPLICATION

- \$200 Plan Commission Consultation
- \$1,085 Rezoning
- \$1,240 PDD < 5 acres
- \$2,095 PDD 5-20 acre site
- \$3,460 PDD > 20 acre site

Date Paid: _____ Received by: _____

REZONING & PDD APPLICATION

Pursuant to Section 17.51 of the Municipal Code

Please read and complete this application carefully. **All applications must be signed and dated.**

1

APPLICANT OR AGENT

Daniel Hasbani
Cirrus Property Group, LLC
1661 N Water St, Ste 500
Milwaukee, WI 53202
Phone (414) 617-3217
E-Mail daniel@cirrusre.com

PROPERTY OWNER

Tanner Hahn
Faith Lutheran Church
W172 N11187 Division Rd
Germantown, WI 53022
Phone ()
E-Mail tannerhahn1919@gmail.com

2

PROPERTY ADDRESS OR GENERAL LOCATION

TAX KEY NUMBER

W172 N11187 Division Rd, Germantown, WI 53022	281967
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3

REZONING REQUEST

FROM
Institutional

TO
PDD

4

METES AND BOUNDS LEGAL DESCRIPTION OF PROPERTY – REQUIRED

Attach pages as necessary

Certified Survey Map No. 5387, recorded August 28, 2001, in Volume 38 of Certified Survey Maps, pages 152, 153 and 154, as Document No. 898738, being a part of the Northeast 1/4 of the Northeast 1/4 of Section 28, Town 9 North, Range 20 East, in the Village of Germantown, County of Washington, State of Wisconsin.
Tax Key No: GTNV 281967
Address: W172 N11183 Division Road

5

PURPOSE OF REZONING REQUEST

Briefly describe why the applicant is rezoning the property. Include a description of the proposed use, including any new construction and number of employees, if applicable.

The project, The Carillon at Germantown, will consist of 36 total units in a range of open-concept 2- and 3-bedroom floor plans over 11 separate three- and four-unit structures. The development will offer upscale, professionally managed market-rate rental housing options not currently available in Germantown. Each 2-bedroom unit will feature either a one-car attached garage with an additional driveway apron space or a two-car attached garage with two driveway apron spaces. All 3-bedroom units will include a two-car attached garage with two driveway apron spaces.

6

SUPPORTING DOCUMENTATION:

- Plat of Survey (1:100)
- Site Plan and elevations for new construction (can be conceptual)

7

READ AND INITIAL THE FOLLOWING:

DH I understand that the Village is under no obligation to rezone property and that density and lot coverages provided in the Zoning Code are maximums. Actual build out will depend on myriad factors including topography and other natural conditions, surrounding neighborhood context and the detailed design of a project.

DH I understand that Village Staff, Plan Commission and/or Village Board may request additional information to properly evaluate this request and failure to provide such information may in itself be sufficient cause to deny the petition.

DH I am aware that this rezoning shall go into effect immediately upon the final approval of the Village Board and its execution of the rezoning ordinance

DH I understand that Village Staff is required to post one or more signs along the street frontage of and/or on the property subject of this application that indicate to nearby property owners and the general public that a public hearing of my application will be held before the Village Plan Commission and/or Village Board prior to action taken on this application; I hereby grant Village Staff permission to enter onto the property for the expressed purpose of installing said sign(s) provided Village Staff is responsible for installing, maintaining and removing said signs in a reasonable manner and time frame.

8

SIGNATURES – ALL APPLICATIONS MUST BE SIGNED BY OWNER!


Applicant

10/10/25
Date


Owner
Trustee

10/10/25
Date



Fee must accompany application

- \$2,900 with public improvements
- \$1,960 no public improvements

Paid _____ Date _____

CERTIFIED SURVEY MAP APPLICATION

Pursuant to Section 18.06 of the Municipal Code

Please read and complete this application carefully. **All applications must be signed and dated.**

1 APPLICANT OR AGENT
 Daniel Hasbani

 Cirrus Property Group, LLC

 1661 N Water St, Ste 500

 Milwaukee, WI 53202

 Phone (414) 617-3217

 Fax () _____
 E-Mail daniel@cirrusre.com

PROPERTY OWNER
 Tanner Hahn

 Faith Lutheran Church

 W172 N11187 Division Rd

 Germantown, WI 53022

 Phone () _____

 tannerhahn1919@gmail.com

PROPERTY ADDRESS OR GENERAL LOCATION

TAX KEY NUMBER

2 W172 N11187 Division Rd, Germantown, WI 53022	281967
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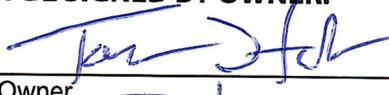
3 PURPOSE OF LAND SPLIT

Facilitate the sale and rezoning of land for a 36-unit multifamily development	Will the land split require rezoning? Yes From Institutional To PDD
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4 READ AND INITIAL THE FOLLOWING:

- DH I understand that the Certified Survey Map is not valid until recorded at the Washington County Register of Deeds. The Village will record the document and charge the applicant all applicable recording fees.
- DH I understand that the Map will not be placed on the Village Board agenda until all the technical corrections to the CSM are made, the payment of any outstanding impact fees are paid to the Village Clerk's Department, and the original signed and stamped copy of the Map is submitted on the proper paper.
- DH I understand that parcels created outside the Sewer Service Area will require a soil test. I also understand that all properties abutting a State Highway will require DOT approval and I will be responsible for securing such approval prior to recording.
- DH I understand all delinquent property taxes on any of the properties involved shall be paid prior to recording.

5 SIGNATURES -- ALL APPLICATIONS MUST BE SIGNED BY OWNER!


 Applicant _____ Date 10/10/25

 Owner _____ Date 10/10/25
 Trustee



Cirrus Property Group, LLC
1661 N Water St, Suite 500
Milwaukee, WI 53202

October 13, 2025

Village of Germantown – Planning & Zoning Services
N112W17001 Mequon Road
Germantown, WI 53022
Attn: Mr. Jordan Yanke

Re: The Carillon at Germantown – Project Narrative

Dear Mr. Yanke,

Cirrus Property Group, LLC (“Cirrus”) is pursuing the acquisition of approximately 5.39 acres of real property located at W72N1183 Division Road (the “Project Site”) in the Village of Germantown for its proposed residential development to be named “The Carillon at Germantown” (the “Project”), a 36-unit three-family and four-family for-lease community.

The Project Site is owned by Faith Lutheran Church and is part of a larger 10.40-acre parcel currently zoned Institutional. The Project Site makes up the southern portion of the parcel, which includes a vacant parsonage and vacant land. As part of the proposed development, Cirrus is requesting a rezone to a new Detailed Planned Development with RM-2 Multi-Family Residential base zoning and submitting a Certified Survey Map to subdivide the Project Site.

The Project Site falls within the Lannon-Mequon Corridor in the Village of Germantown’s 2050 Comprehensive Plan, which permits multi-family development with densities up to 10 dwelling units per acre. At approximately 6.68 dwelling units per acre, The Carillon at Germantown is in conformance with the policies outlined in the 2050 Comprehensive Plan and does not require a comprehensive plan amendment.

The Project will consist of 36 total units in a range of open-concept 2- and 3-bedroom floor plans over 11 separate three- and four-unit structures. The development will offer upscale, professionally managed market-rate rental housing options not currently available in Germantown. All units will have the primary bedroom on the main floor. Each 2-bedroom unit will feature either a one-car attached garage with an additional driveway apron space or a two-car attached garage with two driveway apron spaces. All 3-bedroom units will include a two-car attached garage with two driveway apron spaces. Overall, the Project will contain 108 parking spots, equating to 3.00 parking spaces per unit, which greatly exceeds the minimum required parking count.

Access will be provided by a newly-constructed private drive with two connection points at Division Road – one offering full access and the other limited to right-turn ingress and egress only, designed



Cirrus Property Group, LLC
1661 N Water St, Suite 500
Milwaukee, WI 53202

to enhance circulation for both residents and service vehicles. A traffic impact analysis was completed by Traffic Analysis & Design, Inc. on October 8, 2025, which is attached as part of the applications. Stormwater will be managed onsite through the construction of two new retention basins.

In addition to premium interior finishes consistent with new construction standards, each unit will feature its own private front entrance and private enclosed yard, such that the Project will have the appearance and feel of a single-family community. The architectural style of the Project aims to integrate seamlessly into the existing neighborhoods while incorporating modern design elements. The Carillon at Germantown provides a transitional use bridging the commercial properties to the north and west and the residential communities further south along Division Road.

We expect that The Carillon at Germantown will attract two primary renter segments – current Germantown residents, most likely empty-nesters, that may be looking to downsize and/or who do not want to deal with the maintenance and other burdens of owning a home, and young families who want to live in Germantown and enjoy the benefits of single-family living but are not yet in a financial position to purchase a home in today's market. We have received very positive feedback from members of Faith Lutheran Church who would love to live in this community. Without this option, these residents would be forced to look outside of Germantown for their future housing needs.

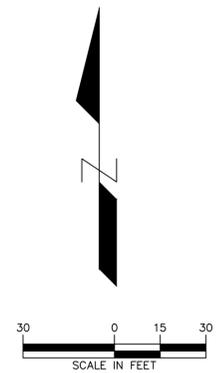
Since the Project Site is currently owned by Faith Lutheran Church and exempt from property taxes, the Project will place property back on the tax rolls. We estimate the Project will generate approximately \$140,000 in new annual property tax revenue. We also expect to contribute approximately \$300,000 in one-time fees for utility connections and service expenses. Beyond its financial impact, the Project will provide a high-quality housing option that aligns with the Village's goal for thoughtful growth.

We respectfully submit this rezone request for your consideration, and we look forward to continuing working through the details with the Village.

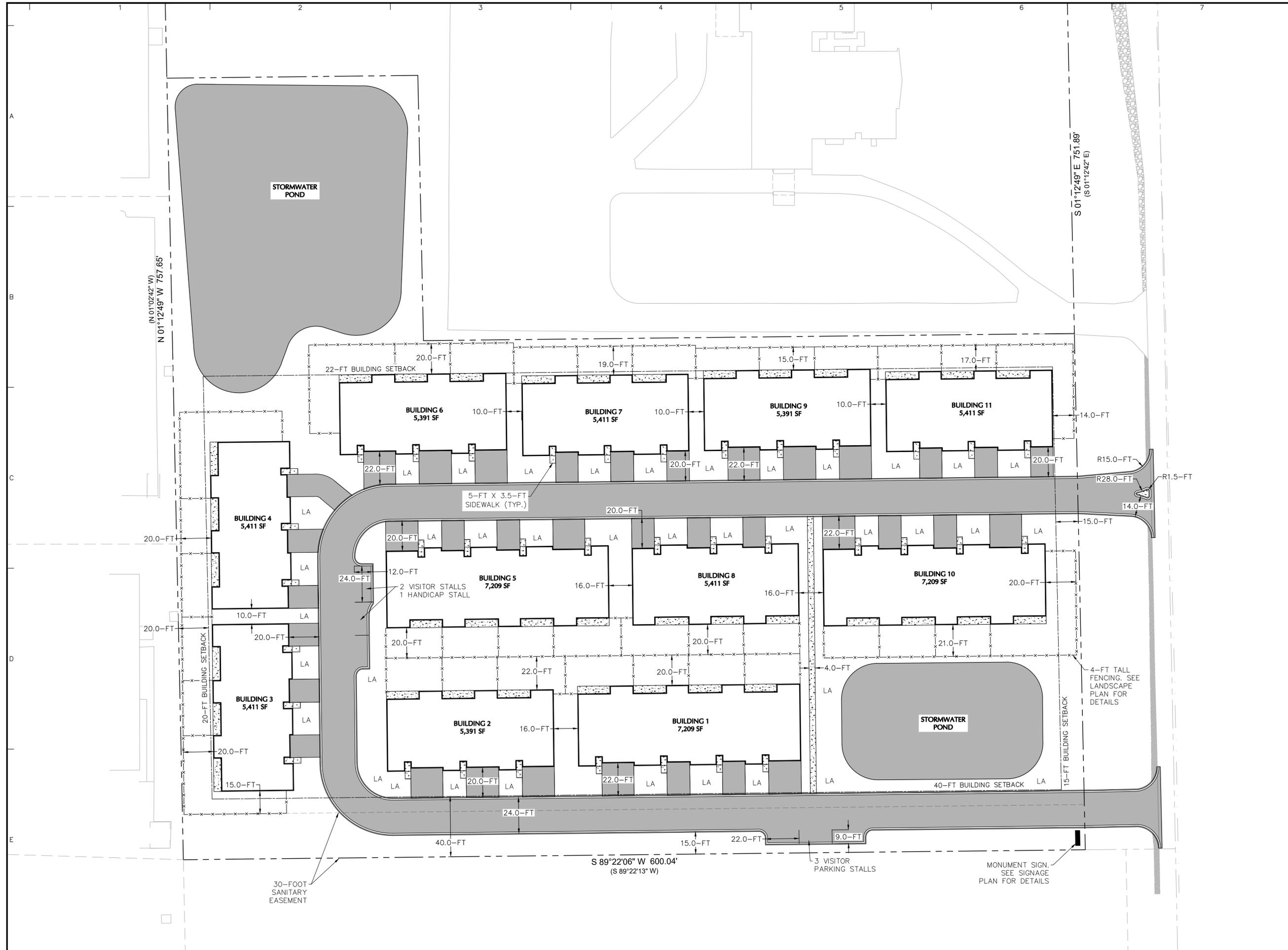
Sincerely,

Daniel Hasbani

Daniel Hasbani
Cirrus Property Group, LLC



TOTAL AREA:	5.39 AC
PERVIOUS AREA:	1.89 AC (35%)
IMPERVIOUS AREA:	3.51 AC
NUMBER OF BUILDINGS:	11
NUMBER OF UNITS:	36
TOTAL BUILDING AREA:	64,855 SF
LOT COVERAGE PERCENTAGE:	27%
TOTAL REQUIRED PARKING:	72 STALLS
TOTAL PROVIDED PARKING:	108 STALLS



Date	Description	No.
Revisions		

LANGAN
 Langan Engineering, Environmental, Surveying,
 Landscape Architecture, and Geology, D.P.C.
 247 Freshwater Way, Suite 532
 Milwaukee, WI 53204
 T: 973.560.4580 www.langan.com

Project
THE CARILLON AT GERMANTOWN
 GERMANTOWN
 WASHINGTON COUNTY WISCONSIN
 Drawing Title
SITE PLAN

Project No. 543001101	Drawing No. CS101
Date 10/13/2025	
Drawn By ZF	
Checked By JK	

TIA TECHNICAL MEMORANDUM

DATE: October 8, 2025

BY: Tammi Czewski, P.E., PTOE
Traffic Analysis & Design, Inc.

SUBJECT: **The Carillon at Germantown Residential Development Traffic Impact Analysis
Village of Germantown, WI**

INTRODUCTION & PURPOSE

The Carillon at Germantown is a 35-unit residential development on 5.4 acres along the west side of Division Road, just south of the Faith Lutheran Church property in Germantown, Wisconsin. This study was prepared to evaluate peak hour traffic impacts to intersections on Division Road with additional traffic from the proposed on-site development and area off-site developments approved from previous studies. The location of the proposed on-site and off-site developments with respect to the surrounding roadway system are on [Exhibit 1](#).

PROPOSED DEVELOPMENT

On-Site Development: The Carillon at Germantown

The conceptual site plan for The Carillon at Germantown development is on [Exhibit 2](#). The proposed residential units are a mix of quadplex and triplex buildings with individual driveway access to a U-shaped drive that connects to Division Road at two locations: the “North Site Driveway” connects to Division Road approximately 135 feet south of the Faith Lutheran Church driveway, and the “South Site Driveway” connects to Division Road approximately 200 feet south of the North Site Driveway.

Due to driveway spacing, the Village of Germantown has indicated that the North Site Driveway should be restricted to right-in/right-out only turning movements. This study evaluates the North Site Driveway with both full access turning movements and restricted access movements to compare operations for both alternatives.

Off-Site Developments

The off-site developments evaluated in this study include the site and off-site developments evaluated in the *September 3, 2025, Blackstone Creek Mixed-Use Development TIA* (herein referred to as the Blackstone Creek TIA).

The Blackstone Creek mixed-use development includes 205 apartment units on the north portion of the redeveloped golf course site, plus retail and restaurant uses on the southern portion of the site. Full buildout is anticipated to occur over the next few years with construction of the northern residential buildings beginning in 2026. Tenants for the southern commercial lots are not known at this time and will move forward as market conditions allow. For traffic study purposes, the full build out is expected to be complete by the Year 2030.

Additional area developments include the previously approved Kwik Trip development located to the west on Mequon Road (STH 167), near Maple Road and the previously approved STH 167/Pilgrim Road mixed-use development, located in the southeast quadrant of Mequon Road (STH 167) at Pilgrim Road. Traffic assignment data from these land uses were sourced from the *October 14, 2024, Kwik Trip TIA* and the *July 29, 2024, STH 167/Pilgrim Road Mixed-Use Development TIA*.

STUDY AREA

[Exhibit 1](#) shows the study intersections evaluated in this TIA report. The study intersections are also listed below:

- Division Road & Mequon Road (STH 167)
- Division Road & Faith Lutheran Church/Village Hall Driveways
- Division Road & North Site Driveway (proposed)
- Division Road & South Site Driveway (proposed)

The existing geometrics, traffic control, posted speed limits, and annual average daily traffic (AADT) from the Wisconsin Department of Transportation (WisDOT) in the study area are shown on [Exhibit 3](#). Following is a description of the roadways within the study area.

Mequon Road (also designated as STH 167) is a four-lane divided east/west Principal arterial highway with a posted speed limit of 35 miles per hour (mph) within the limits of the study area. It is part of the state trunk highway network as a connecting highway under the jurisdiction of the Village of Germantown. According to the Wisconsin Department of Transportation (WisDOT), the Year 2023 average annual daily traffic volumes (AADT's) on STH 167 were approximately 16,700 vehicles per day (vpd) west of the project limits and 16,600 vpd east of the project limits. Sidewalks are provided along both sides of STH 167.

Division Road is a two-lane undivided north/south minor arterial to the south of STH 167 and a two-lane undivided local street to the north. The posted speed limit on Division Road is 35 mph to the south of STH 167 and 25 mph to the north. The WisDOT Year 2023 AADT's on Division Road were approximately 4,200 vpd south of STH 167 and 1,100 vpd to the north. A multi-use trail is provided along the east side of Division Road, from STH 167 to the south; however, no other sidewalks exist to the north.

PEAK HOUR TRAFFIC VOLUMES

Data Collection/Background Traffic Volumes

Turning movement traffic counts were collected at the Division Road/Mequon Road (STH 167) intersection for the Blackstone Creek TIA in July 2025. Traffic counts for that study were compiled for the weekday AM peak hour (7:30-8:30 a.m.) and weekday PM peak hour (4:15-5:15 p.m.). The peak hour volumes were balanced with adjacent intersections along Mequon Road (STH 167) and are shown as the Existing intersection traffic volumes in this study.

Additional traffic counts were collected for this study at the Division Road/Faith Lutheran Church Driveway/Village Hall Driveway intersection in September 2025. These counts were compiled for the same peak hours as and balanced with the Division Road/Mequon Road (STH 167) intersection. The balanced peak hour traffic volumes at the study intersections on Division Road are shown on [Exhibit 4](#). Traffic count data sheets are in [Appendix A](#).

Development Trip Generation

Trip rates and fitted curve equations (FCE) from the ITE *Trip Generation Manual, 11th Edition* were used to estimate trips for the proposed residential development. Trips were generated using the “single-family-attached” land use, which applies to residential types with shared walls but not shared floors. Based on ITE, the 35-units in The Carillon at Germantown development generates 220 trips per weekday, with 15 trips in the AM peak hour and 15 trips in the PM peak hour. The trip generation table is on [Exhibit 5](#).

Development Trip Distribution

The Carillon at Germantown site trips were distributed to the adjacent study intersection using the same trip distributions developed for the Blackstone Creek TIA, which were based on existing traffic patterns in the study area. The trip distributions are listed below and also shown graphically on [Exhibit 5](#):

- 43% to/from the west on Mequon Road (STH 167)
- 42% to/from the east on Mequon Road (STH 167)
- 3% to/from the north on Division Road
- 12% to/from the south on Division Road

Site & Off-Site Development Traffic Assignments, Build Traffic Volumes

The Kwik Trip, Pilgrim Mixed-Use Development, and Blackstone Creek Mixed-Use Development traffic assignments through the study intersections from the Blackstone Creek TIA are shown on the following exhibits:

- [Exhibit 6](#): Off-Site Development Traffic Assignment – Kwik Trip
- [Exhibit 7](#): Off-Site Development Traffic Assignment – Pilgrim Mixed-Use Development
- [Exhibit 8](#): Off-Site Development Traffic Assignment – Blackstone Creek Mixed-Use Development

The Carillon at Germantown development peak hour trips were assigned to the study intersections and driveways based on the above trip distribution ([Exhibit 9](#)). The exhibit shows site traffic assignments for both a full-access option and right-in/right-out restricted access option at the North Driveway.

The site and off-site traffic assignments were added to the Year 2025 Existing traffic volumes to generate the Year 2030 Build traffic volumes, as shown on [Exhibit 10](#).

PEAK HOUR TRAFFIC OPERATIONS

The study intersections were analyzed using the Synchro 12 traffic analysis model (outputs based on the *Highway Capacity Manual, 7th Edition*) and the peak hour turning movement volumes estimated for each intersection. 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 purposes of this study, LOS D or better was used to define acceptable peak hour operating conditions. The LOS definitions for signalized and unsignalized intersections are included before the existing analysis output in [Appendix B](#). Build analysis output is in [Appendix C](#).

The Existing traffic (no build) and Build traffic (additional traffic from on-site and off-site developments) peak hour traffic operations for the study intersections are shown on [Exhibits 11 and 12](#), respectively. The Existing analysis was completed using the existing geometrics and traffic signal control at the Division Road intersections with Mequon Road (STH 167) and the Faith Lutheran Church/Village Hall driveways. Based on the analysis, all turning movements at these intersections operate at LOS D or better during both the AM and PM peak hours.

Synchro reports 110-115-foot peak hour 95th percentile queues in the northbound left-turn lane at the Division Road/Mequon Road (STH 167) intersection, which exceed the existing storage capacity by 35-40 feet. Similar peak hour queues were reported in the Blackstone Creek TIA, which recommended that the northbound left-turn lane be extended to at least 125 feet.

At the Village’s request, a separate analysis was completed to evaluate traffic operations at the Division Road/Mequon Road (STH 167) if the northbound lanes were restriped as a shared left-turn/through plus right-turn lane instead of the existing left-turn plus shared through/right-turn lane. Based on the analysis ([Appendix C](#)), this results in LOS F delays for the northbound and southbound Division Road approaches and therefore is not a recommended change.

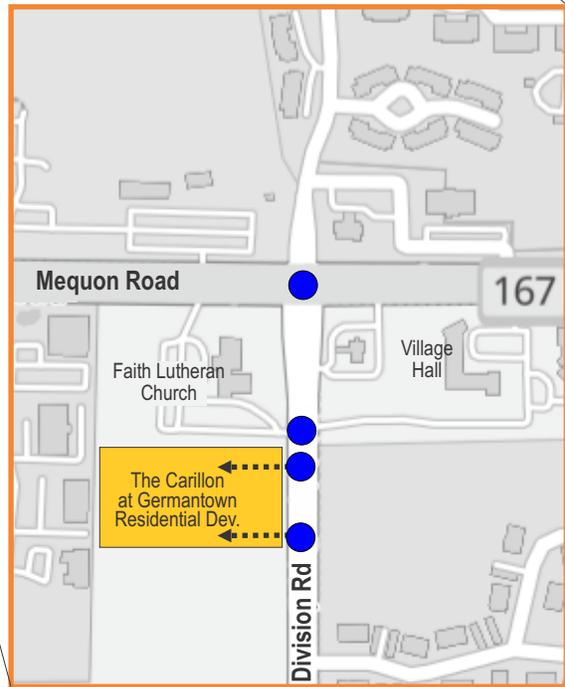
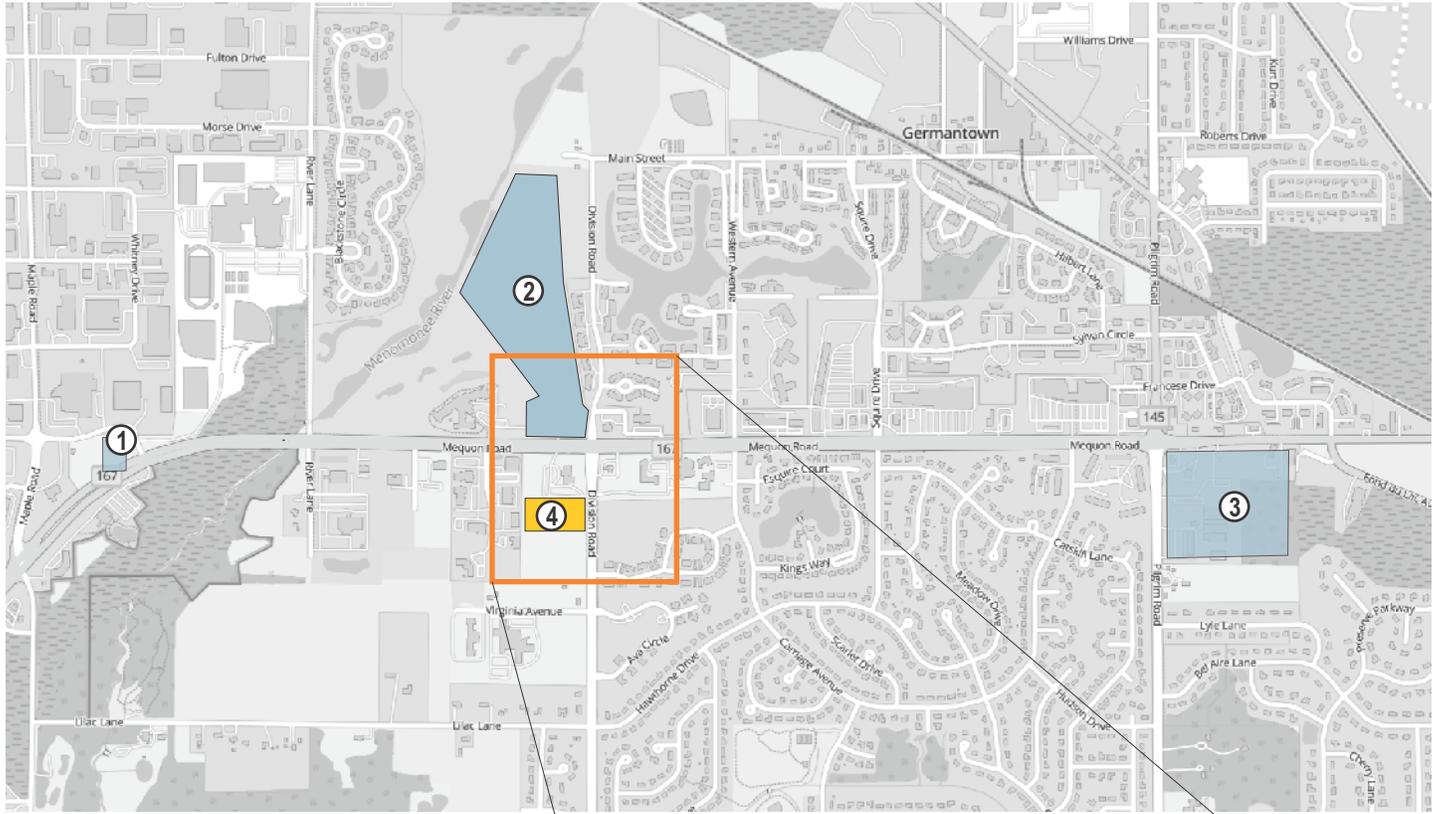
RECOMMENDATIONS/CONCLUSIONS

Modifications are for jurisdictional consideration and are not legally binding. The Village of Germantown reserves the right to determine alternative solutions.

The recommended modifications are listed below and also shown graphically on [Exhibit 13](#).

- Division Road & Mequon Road (STH 167): Restripe the northbound left-turn lane to accommodate Year 2030 Build traffic queues. This modification was recommended in the Blackstone Creek TIA to mitigate existing and Year 2030 Build queues, which extend beyond the available turn lane storage area. The additional northbound left-turn traffic from The Carillon at Germantown development is very low (5 AM and 5 PM vph) and does not significantly contribute to queue increases at the intersection.
- Division Road & Church/Village Driveways: No Modifications
- Division Road & North Site Driveway: Construct the new intersection as shown on the site plan with single-lane approaches and stop sign control on the eastbound driveway approach. Configure the eastbound approach to allow either full-access movements or with a pork-chop-style median to restrict access to right-in/right-out only movements. The proposed residential development is expected to generate very low trips resulting in very low peak hour volumes, delays, and queues with either alternative.
- Division Road & South Site Driveway: Construct the new intersection as shown on the site plan with unrestricted movements, single-lane approaches and stop sign control on the eastbound driveway approach.

With the modifications listed above, the Build traffic volumes result in acceptable traffic operations (LOS D or better for all movements) and queues at the study intersections.



LEGEND

- Study Area Intersection
- On-Site Development
- Off-Site Development

- ① Kwik Trip Development
- ② Blackstone Creek Development
- ③ Pilgrim Mixed-Use Development
- ④ The Carillon at Germantown Development



QUADPLEX - ONE STORY [7,209 SF] - 5 TOTAL	
TRIPLEX 2BR - ONE STORY [5,411 SF] - 3 TOTAL	
TRIPLEX 3BR - TWO STORY [5,391 SF] - 2 TOTAL	
TOTAL LOT SIZE: 5.4 ACRES	

Total Site: 5.40 acres
 Proposal: 35 total units (~6.48 du/acre)

Setbacks:
 Front Setback: 20'
 Rear Setback: 20'
 Side Setbacks: 25'-40'

Parking:
 2-BR Type A Units: 1-car attached garage + 1 apron spot per unit
 2-BR Type B & 3-BR Units: 2-car attached garage + 2 apron spots per unit
 Overall: 102 Parking Spaces / 2.91 per unit

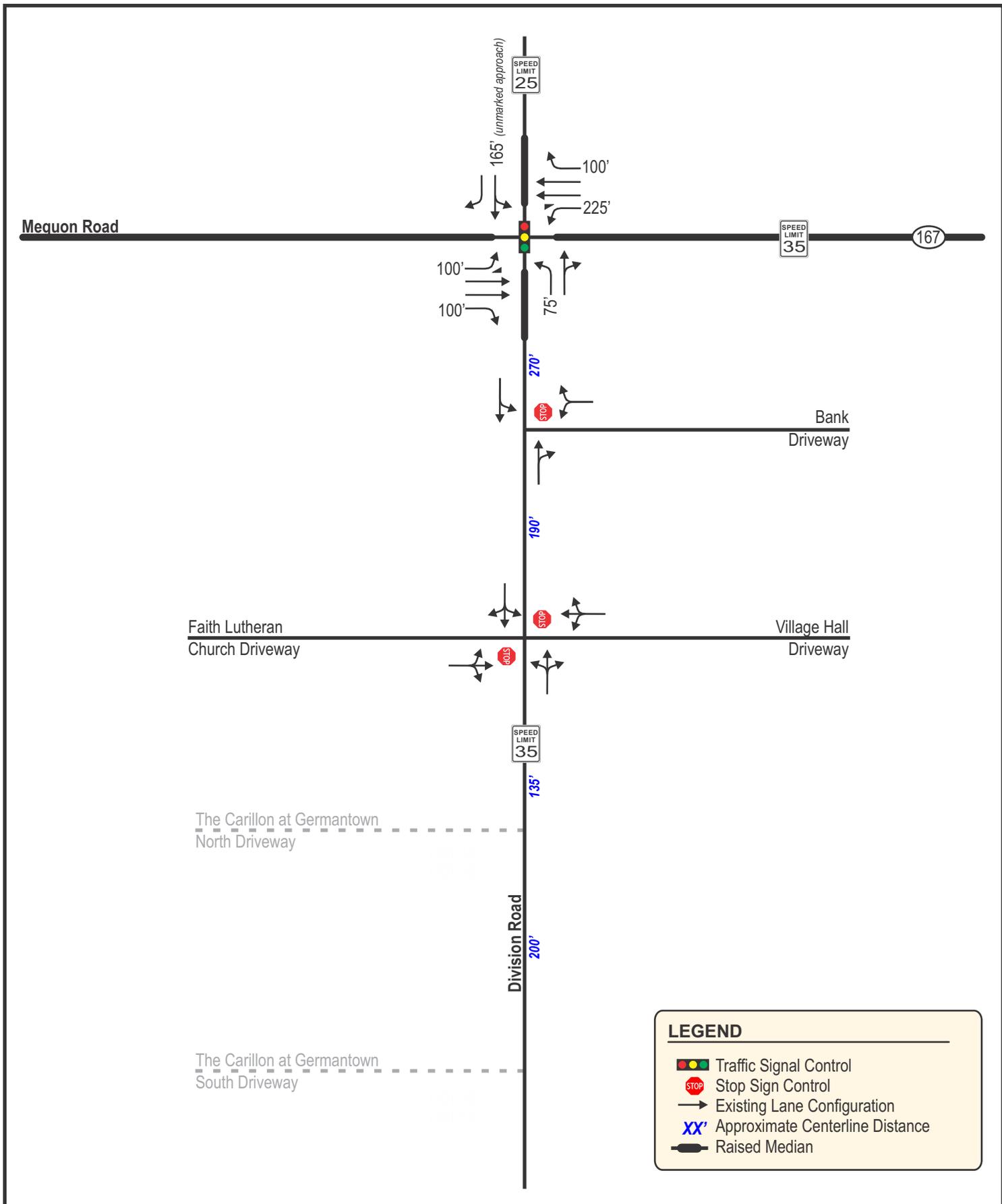
Max building height: 2 stories



THE CARILLON AT GERMANTOWN

05.15.25
 © 2025 GALBRAITH CARRAHAN ARCHITECTS LLC

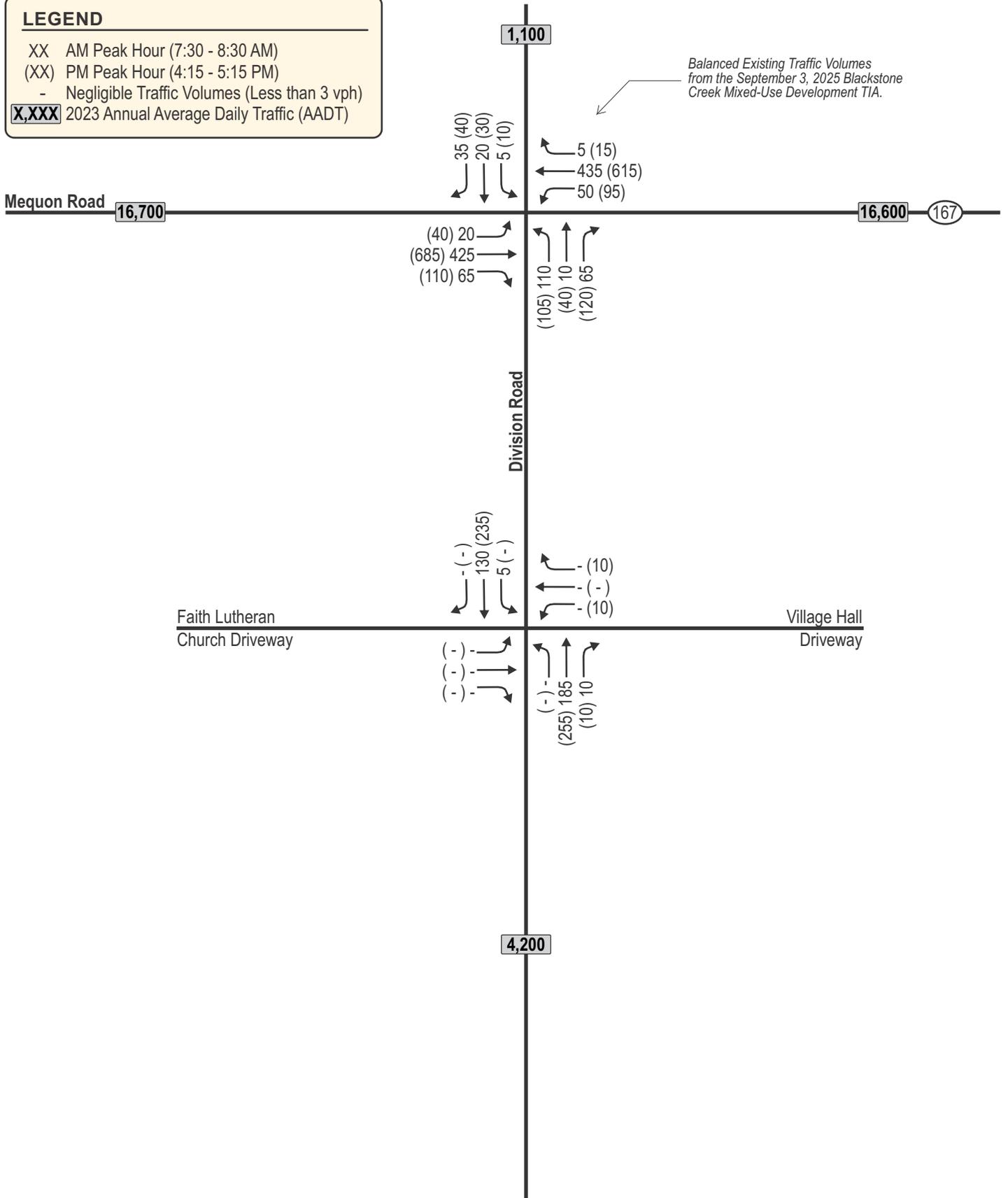




LEGEND

- XX AM Peak Hour (7:30 - 8:30 AM)
- (XX) PM Peak Hour (4:15 - 5:15 PM)
- Negligible Traffic Volumes (Less than 3 vph)
- X,XXX** 2023 Annual Average Daily Traffic (AADT)

Balanced Existing Traffic Volumes from the September 3, 2025 Blackstone Creek Mixed-Use Development TIA.



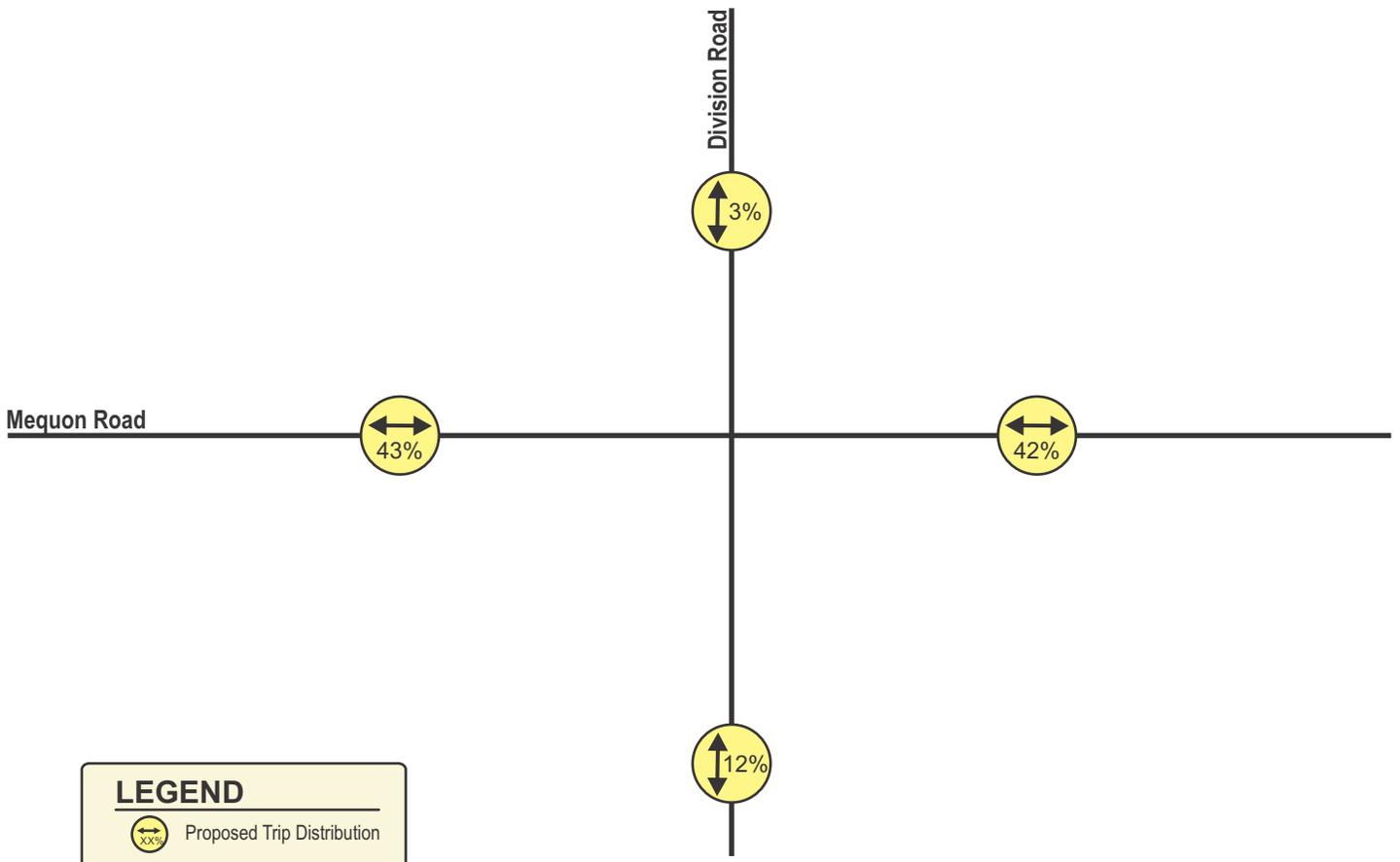
The Carillon at Germantown - Trip Generation Table ¹

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	35 Units	220 FCE	5 (25%)	10 (75%)	15 FCE	10 (59%)	5 (41%)	15 FCE
Total New Trips			220	5	10	15	10	5	15

¹ Trip Rates (X.XX) and/or Fitted Curve Equations (FCE) are from the ITE Trip Generation Manual, 11th Edition.

TRIP DISTRIBUTION (New Trips)

N. on Division Road	3%	0	0	0	0
S. on Division Road	12%	0	0	0	0
W. on Mequon Road	43%	5	5	5	5
E. on Mequon Road	42%	0	5	5	0
	100%	5	10	10	5



LEGEND

- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Negligible Traffic Volumes (Less than 3 vph)

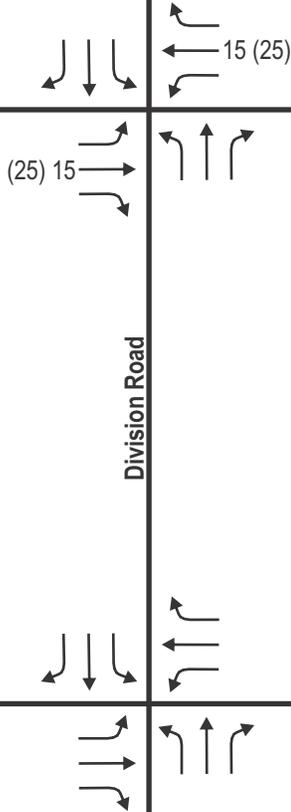
Mequon Road

167

Division Road

Faith Lutheran
Church Driveway

Village Hall
Driveway



TRAFFIC ANALYSIS & DESIGN, INC.

3547: 10-08-25



NOT TO SCALE

EXHIBIT 8
OFF-SITE DEVELOPMENT TRAFFIC ASSIGNMENT
KWIK TRIP - WEST ON MEQUON ROAD

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

LEGEND

- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Negligible Traffic Volumes (Less than 3 vph)

Mequon Road

167

Division Road

(130) 65

95 (95)

Faith Lutheran
Church Driveway

Village Hall
Driveway



NOT TO SCALE

EXHIBIT 8
OFF-SITE DEVELOPMENT TRAFFIC ASSIGNMENT
PILGRIM MIXED-USE DEVELOPMENT - EAST ON MEQUON ROAD

THE CARILLON AT GERMANTOWN TIA - GERMANTOWN, WISCONSIN

LEGEND

- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Negligible Traffic Volumes (Less than 3 vph)

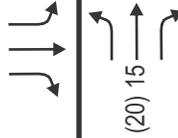
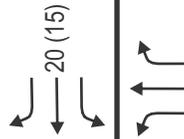
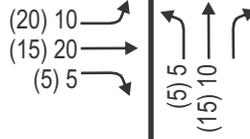
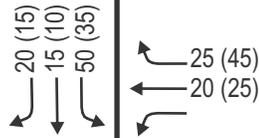
Mequon Road

167

Division Road

Faith Lutheran
Church Driveway

Village Hall
Driveway



LEGEND

- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Negligible Traffic Volumes (Less than 3 vph)

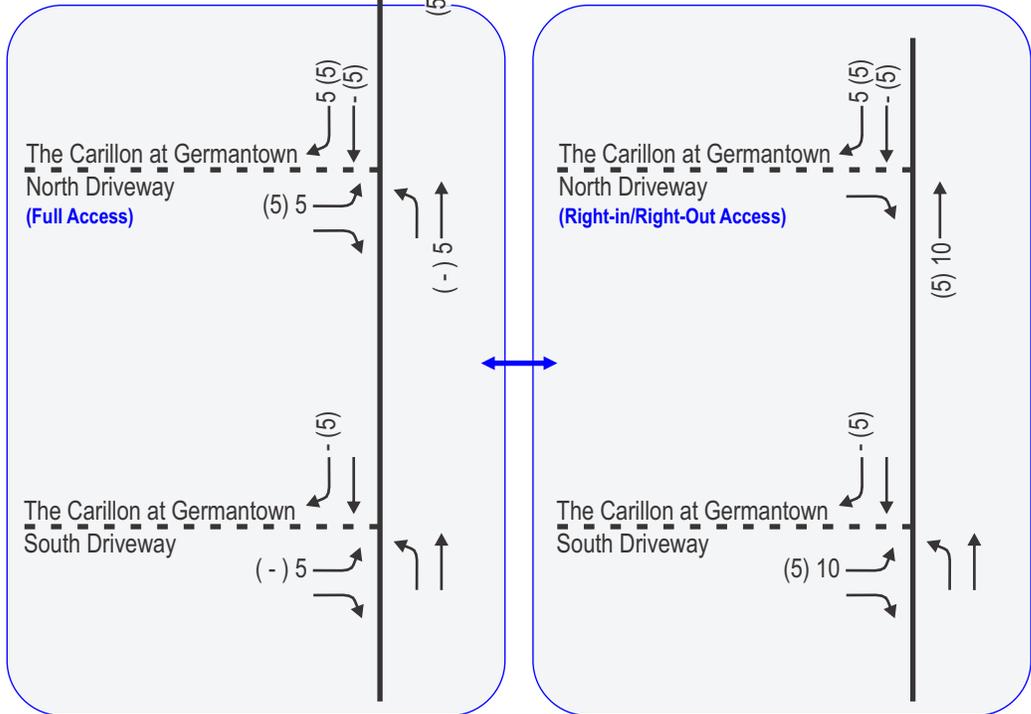
Mequon Road

167

Division Road

Faith Lutheran Church Driveway

Village Hall Driveway



LEGEND

- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- Negligible Traffic Volumes (Less than 3 vph)

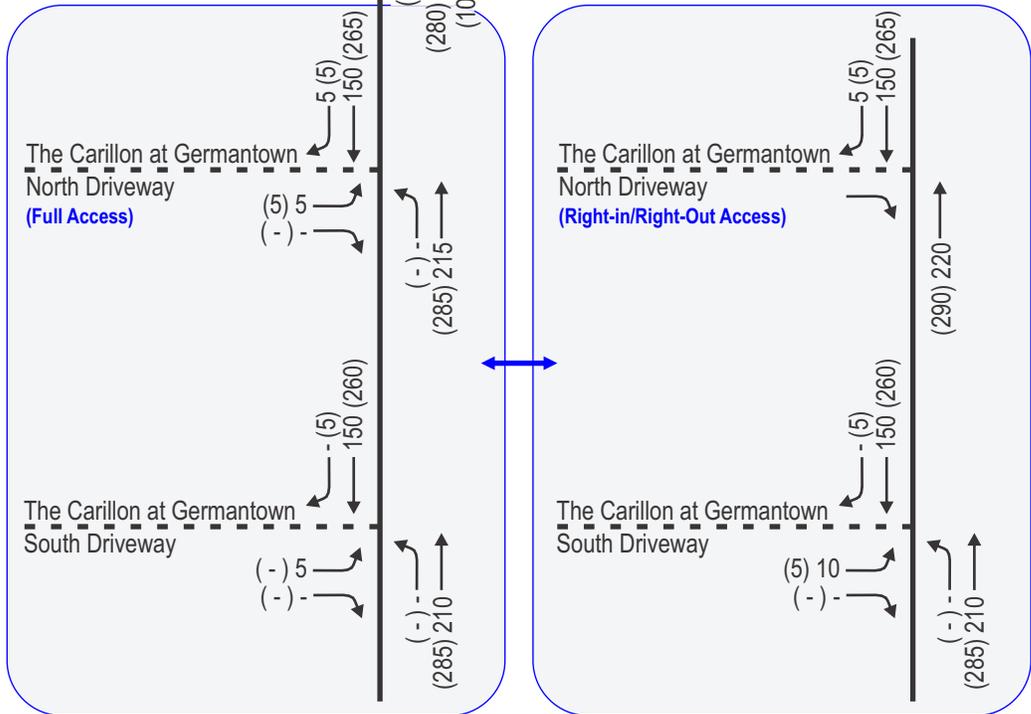
Mequon Road

167

Division Road

Faith Lutheran Church Driveway

Village Hall Driveway



**EXHIBIT 10
YEAR 2030 BUILD TRAFFIC VOLUMES**

**Year 2025 Existing Traffic Peak Hour Operating Conditions
Existing Transportation System**

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach										I/S LOS & Delay		
			Eastbound			Westbound			Northbound		Southbound				
			↗	→	↘	↙	←	↖	↖	↑	↗	↘		↓	↙
Mequon Road & Division Road <i>Traffic Signal Control</i>		Lanes->	1	2	1	1	2	1	1	1	1	1	1	1	
	AM	LOS	A	A	A	A	A	A	D	C	D	C			B
		Delay	6.5	5.4	4.6	7.0	5.4	4.4	38.9	33.7	35.7	32.9			11.6
		Queue	15'	75'	20'	25'	75'	5'	110'	75'	10'	60'			
	PM	LOS	A	A	A	A	A	A	D	D	D	C			B
		Delay	6.5	5.3	4.3	8.2	5.1	4.0	39.4	37.6	40.9	34.3			11.4
Queue		20'	115'	30'	45'	105'	5'	105'	145'	20'	70'				
Faith Church/Village Hall Driveways & Division Road <i>Stop Sign Control (EB/WB)</i>		Lanes->	<1>			<1>			<1>		<1>				
	AM	LOS	B			B			A		A		0.3		
		Delay	10.6			10.7			7.5		7.7				
		Queue	0'			0'			0'		0'				
	PM	LOS	B			B			A		A		0.6		
		Delay	12.4			12.2			7.8		7.9				
Queue		0'			5'			0'		0'					

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

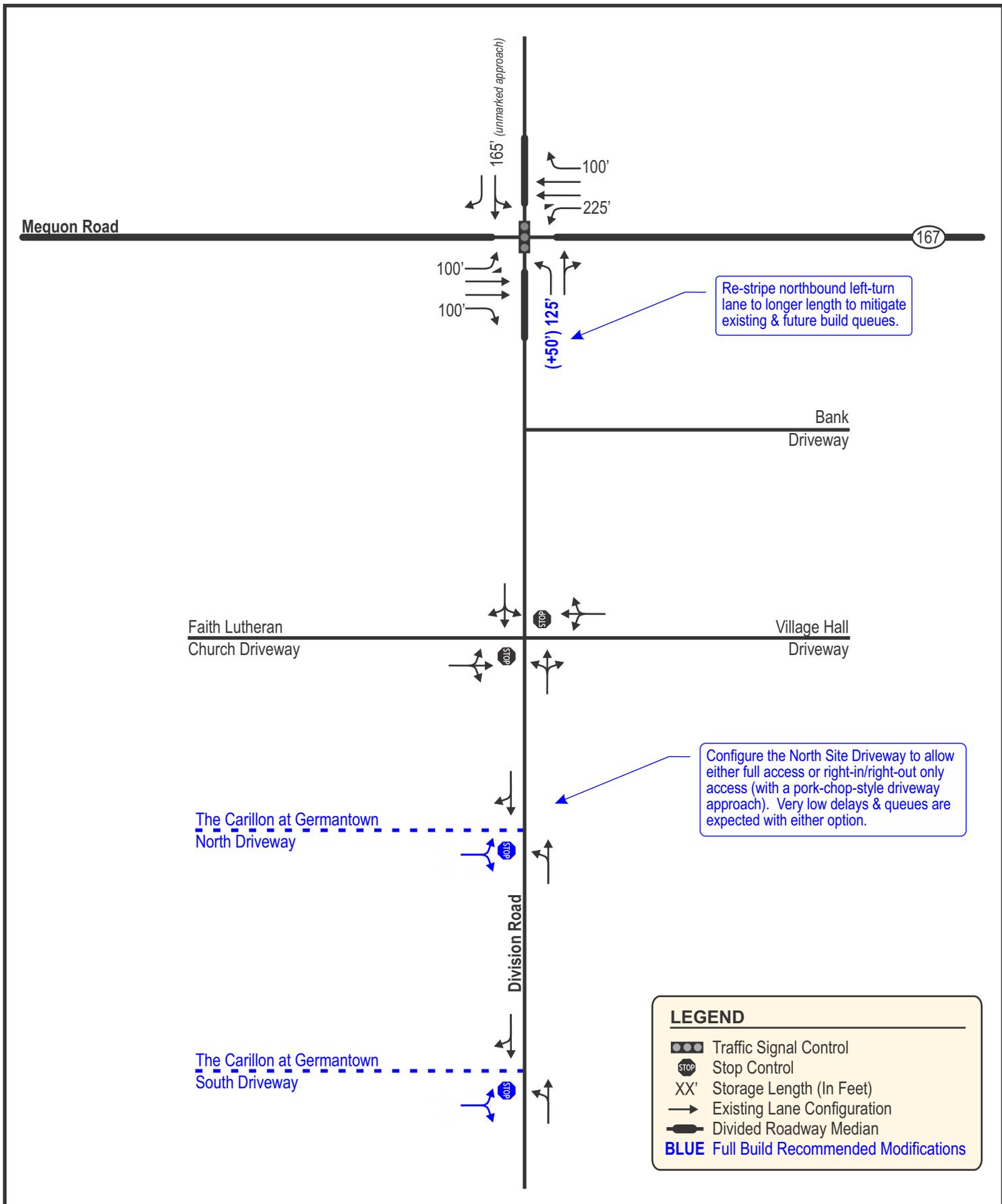
**Year 2030 Build Traffic Peak Hour Operating Conditions
Existing Transportation System**

	Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay		
				Eastbound			Westbound			Northbound			Southbound					
				↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙			
All Access Options	Mequon Road & Division Road <i>Traffic Signal Control</i>	AM	Lanes->	1	2	1	1	2	1	1	1	1	1					
			LOS	A	A	A	A	A	A	D	C	D	C					B
			Delay	9.4	7.1	5.8	9.7	7.2	5.6	38.3	31.1	35.4	31.0					13.2
		PM	Queue	20'	100'	25'	30'	110'	15'	115'	85'	60'	85'					
			LOS	A	A	A	B	A	A	D	D	D	C					B
			Delay	9.1	6.6	5.0	11.7	6.3	4.8	39.0	35.6	41.0	33.0					12.3
	Faith Church/Village Hall Driveways & Division Road <i>Stop Sign Control (EB/WB)</i>	AM	Queue	30'	160'	35'	55'	140'	20'	110'	155'	50'	90'					
			Lanes->	<1>			<1>			<1>			<1>					
			LOS		B			B			A			A				0.3
		PM	Delay		11.0			11.2			7.6			7.8				
			Queue		0'			0'			0'			0'				
			LOS		B			B			A			A				0.6
North Driveway - Full Access	The Carillon of Germantown North Driveway & Division Road (Full Access) <i>Stop Sign Control (EB)</i>	AM	Delay		12.9			12.7			7.9			8.0				
			Queue		0'			5'			0'			0'				
			Lanes->	<1>						<1>								
		PM	LOS		B						A							0.2
			Delay		10.8						7.6							
			Queue		0'						0'							
	The Carillon of Germantown South Driveway & Division Road <i>Stop Sign Control (EB)</i>	AM	Delay		12.9					7.9								
			Queue		0'					0'								
			Lanes->	<1>						<1>								
		PM	LOS		B						A							0.2
			Delay		10.8						7.6							
			Queue		0'						0'							
North Driveway - Restricted Access	The Carillon of Germantown North Driveway & Division Road (Right-in/Right-Out Access) <i>Stop Sign Control (EB)</i>	AM	Delay		11.6				7.9									
			Queue		0'				0'									
			Lanes->	<1>						<1>								
		PM	LOS		B						A							0.0
			Delay		10.0						*							
			Queue		0'						*							
	The Carillon of Germantown South Driveway & Division Road <i>Stop Sign Control (EB)</i>	AM	Delay		12.8					7.9								
			Queue		0'					0'								
			Lanes->	<1>						<1>								
		PM	LOS		B						A							0.3
			Delay		11.0						7.6							
			Queue		5'						0'							

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



**EXHIBIT 12
YEAR 2030 BUILD TRAFFIC
PEAK HOUR LOS/CAPACITY ANALYSIS & QUEUES**



LEGEND

- Traffic Signal Control
- Stop Control
- XX' Storage Length (In Feet)
- Existing Lane Configuration
- Divided Roadway Median
- BLUE** Full Build Recommended Modifications

APPENDIX A

TRAFFIC COUNT DATA



Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13	
Start Date:	Thursday, September 25, 2025	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

Major St: Division Road
 Minor St: Germantown Municipal DW
 Intersection of: Division Road & Germantown Municipal DW

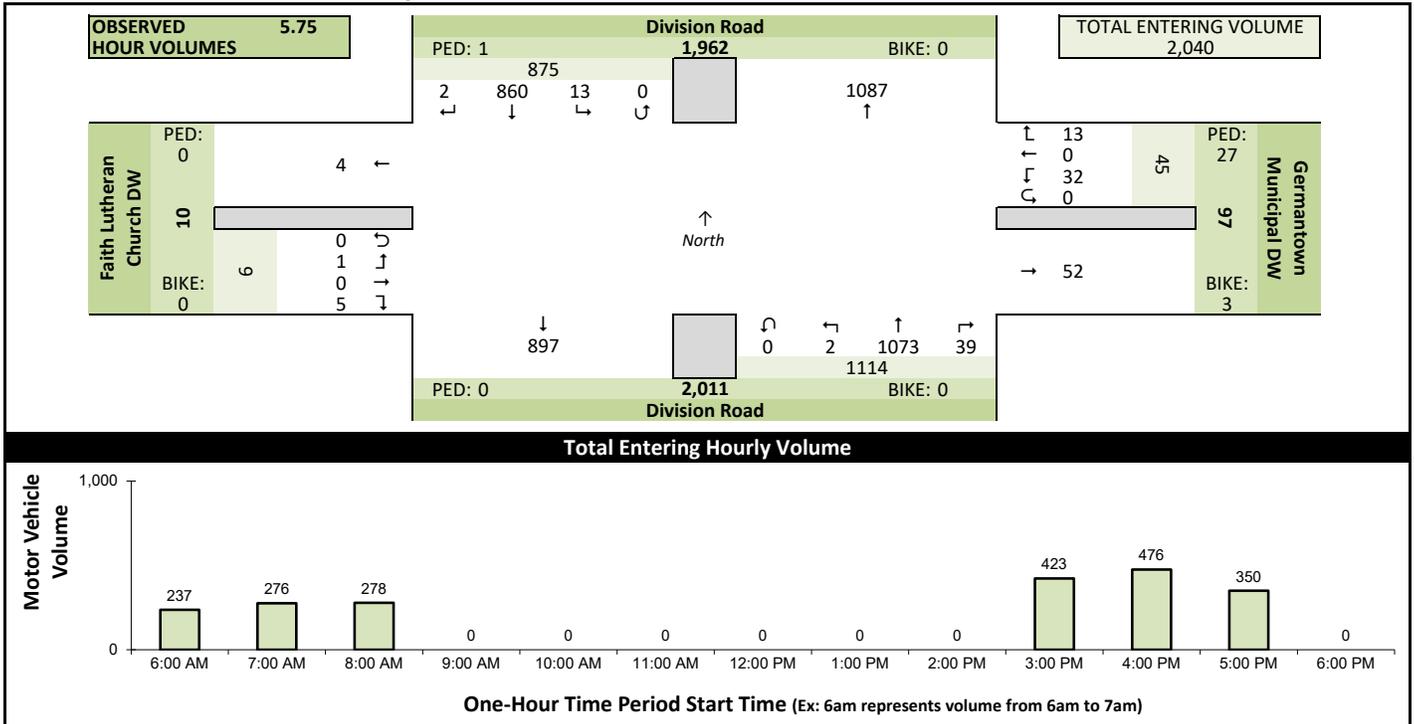
Site Information

Municipality	Village of Germantown
County	66 - Washington
WisDOT Region	SE
Traffic Control	Partial Stop Control
Roadway Names	North Direction ↑
North Leg	Division Road
East Leg	Germantown Municipal DW
South Leg	Division Road
West Leg	Faith Lutheran Church DW
Special Considerations	
Schools	In Session
Holidays	None
Special Events	None
Special Pedestrians Observed	
Pre-school children	None
Elementary school age children	None
Visually impaired (white cane/helper dog)	None
Elderly/disabled (except wheelchairs)	None
Wheelchairs/electric scooters	None
Other (describe)	None

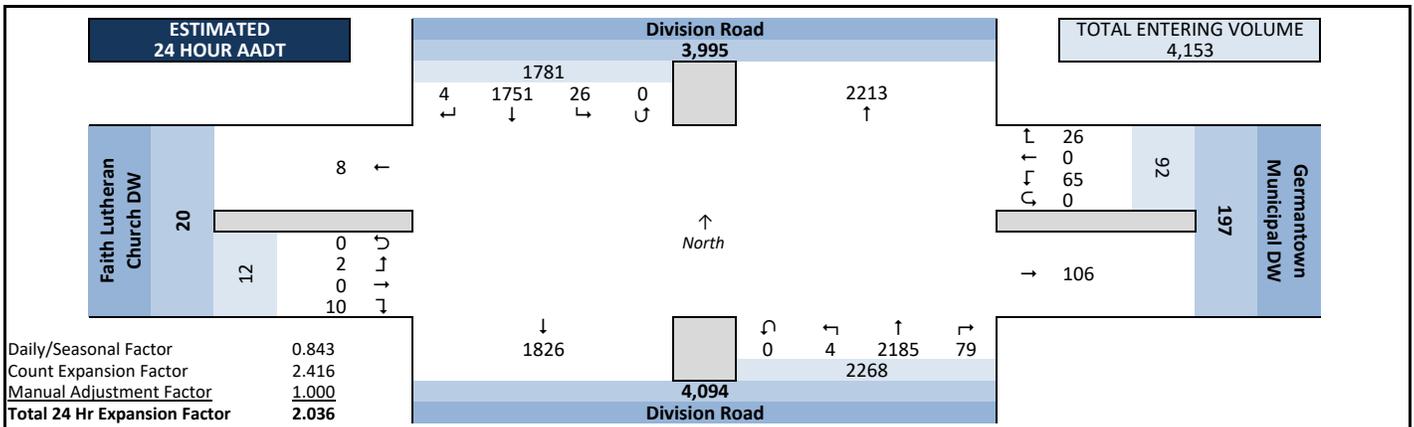
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-05:45 PM		
1st Day of Count	Thursday, September 25, 2025	Weather	
AM Peak Period	Friday, September 26, 2025	Clear and Dry	
Midday Peak Period	Thursday, September 25, 2025	Clear and Dry	
PM Peak Period	Thursday, September 25, 2025	Clear and Dry	
Calculated Peak Hours			
	AM 6:30-7:30am	MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	0.843	Count Expansion Factor	2.416
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	Jane Fait	
	Midday Peak Period	None	
	PM Peak Period	Bill Moldenhauer	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

Observed 5.75 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

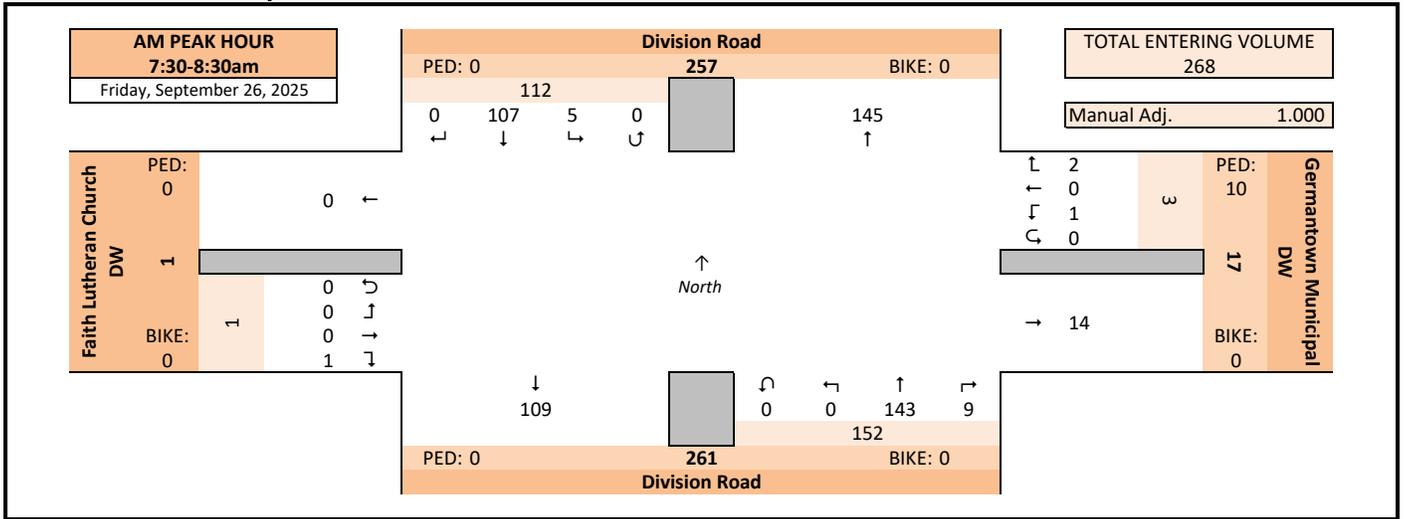
Count Basics		Page 2 of 13	
Start Date:	Thursday, September 25, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	5.75	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

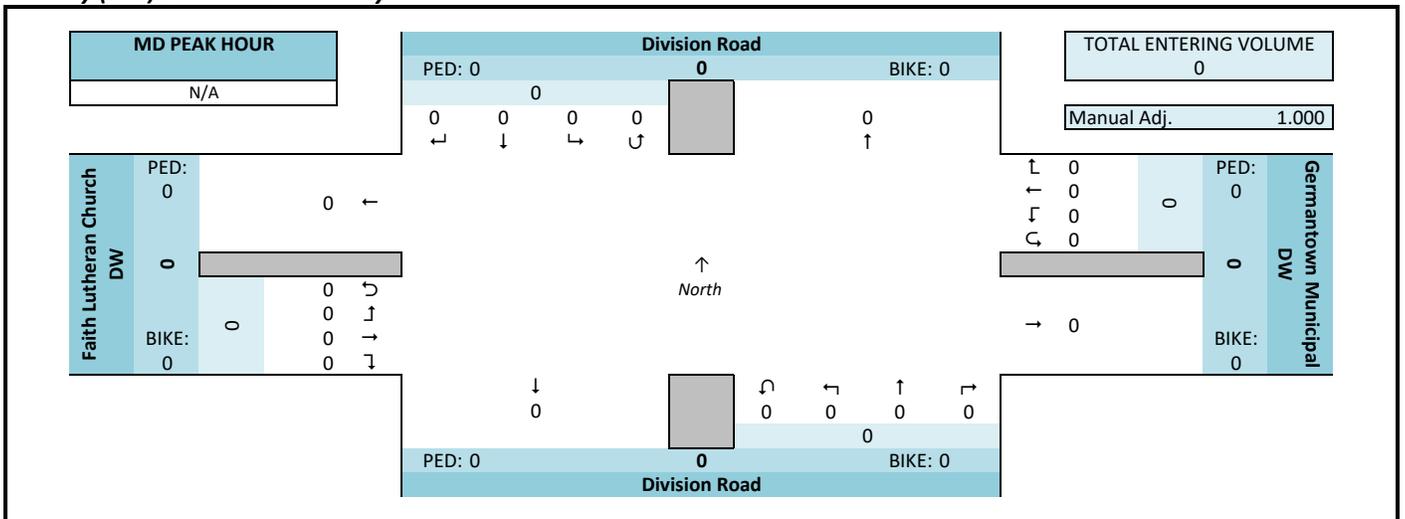
Division Road & Germantown Municipal DW



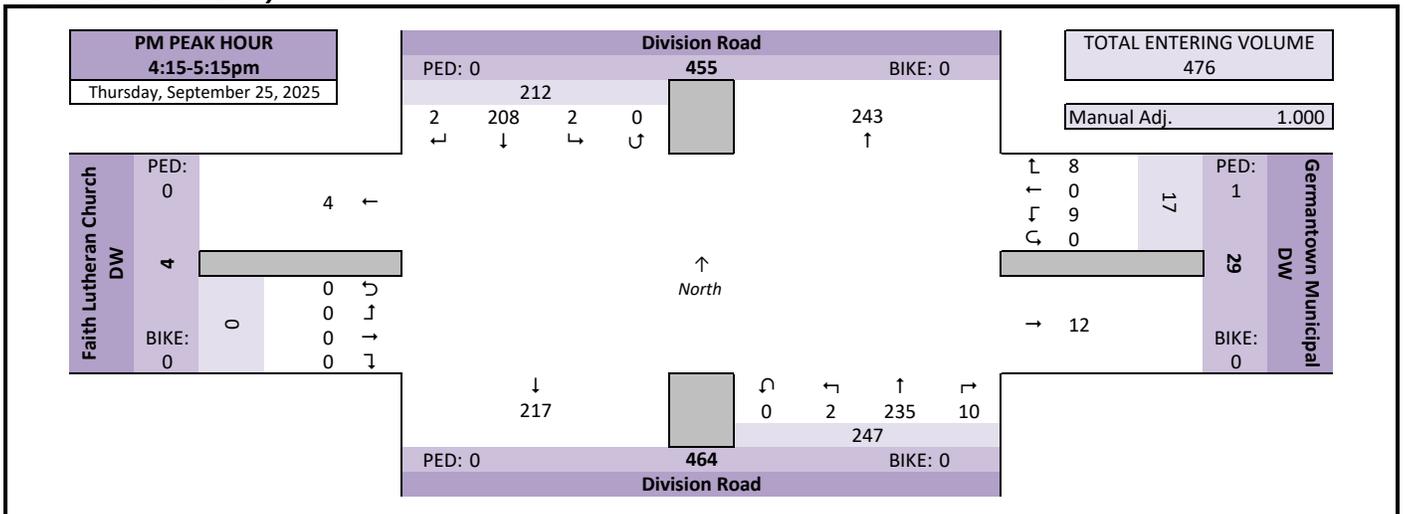
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 25, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	5.75	Non-Holiday	No Special Events

Peak Hour Volume Summary

Division Road & Germantown Municipal DW



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, September 26, 2025		From North					From East					From South					From West					Totals					
		Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW										
AM Peak Hour	AM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
	7:30 AM	0	16	1	0	17	0	0	0	0	0	0	2	33	0	35	0	0	0	0	0	0	0	0	0	0	52
	7:45 AM	0	27	0	0	27	0	0	0	0	0	4	45	0	0	49	0	0	0	0	0	0	0	0	0	0	76
	8:00 AM	0	26	3	0	29	1	0	1	0	2	0	38	0	0	38	1	0	0	0	1	0	0	0	0	1	70
	8:15 AM	0	38	1	0	39	1	0	0	0	1	3	27	0	0	30	0	0	0	0	0	0	0	0	0	0	70
	Peak Hour Volume	0	107	5	0	112	2	0	1	0	3	9	143	0	0	152	1	0	0	0	1	0	0	0	0	1	268
	Rounded Hourly Volume	0	105	5	0	110	0	0	0	0	0	10	145	0	0	155	0	0	0	0	0	0	0	0	0	0	265
	% Single Unit Trucks	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
	% 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	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Peak Hour Factor (PHF)	0.00	0.70	0.42	0.00	0.72	0.50	0.00	0.25	0.00	0.37	0.56	0.79	0.00	0.00	0.78	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.88	

N/A		From North					From East					From South					From West					Totals					
		Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW										
Midday (MD) Peak Hour	MD Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	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	0.0	0.0	0.0	0.0	0.0
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Thursday, September 25, 2025		From North					From East					From South					From West					Totals					
		Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW										
PM Peak Hour	PM Peak Hour	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total						
	4:15 PM	0	31	1	0	32	3	0	1	0	4	4	4	56	0	60	0	0	0	0	0	0	0	0	0	0	96
	4:30 PM	2	61	1	0	64	4	0	3	0	7	1	51	2	0	54	0	0	0	0	0	0	0	0	0	0	125
	4:45 PM	0	59	0	0	59	1	0	3	0	4	3	74	0	0	77	0	0	0	0	0	0	0	0	0	0	140
	5:00 PM	0	57	0	0	57	0	0	2	0	2	2	54	0	0	56	0	0	0	0	0	0	0	0	0	0	115
	Peak Hour Volume	2	208	2	0	212	8	0	9	0	17	10	235	2	0	247	0	0	0	0	0	0	0	0	0	0	476
	Rounded Hourly Volume	0	210	0	0	210	10	0	10	0	20	10	235	0	0	245	0	0	0	0	0	0	0	0	0	0	475
	% Single Unit Trucks	50.0	1.4	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.1	50.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
	% 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	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	50.0	1.4	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	2.1	50.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Peak Hour Factor (PHF)	0.25	0.85	0.50	0.00	0.83	0.50	0.00	0.75	0.00	0.61	0.62	0.79	0.25	0.00	0.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	

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
		Division Road			Germantown Municipal DW			Division Road			Faith Lutheran Church DW			
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	0	0
7:45 AM		0	0	0	2	0	2	0	0	0	0	0	0	2
8:00 AM		0	0	0	2	0	2	0	0	0	0	0	0	2
8:15 AM		0	0	0	5	0	5	0	0	0	0	0	0	5
Total		0	0	0	10	0	10	0	0	0	0	0	0	10
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	0	0	1	0	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
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	1	0	1	0	0	0	0	0	0	1

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Division Road & Germantown Municipal DW

Count Basics		Page 5 of 13	
Start Date:	Thursday, September 25, 2025	Weekday	Schools in Session
Total Number of Hours Counted:	5.75	Non-Holiday	No Special Events



15-Minute Motor Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW								
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total				
6:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	237	0.47
6:15 AM	0	5	0	0	5	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	22	331	0.66
6:30 AM	0	18	0	0	18	0	0	1	0	1	1	55	0	0	56	1	0	0	0	1	76	350	0.69	
6:45 AM	0	28	0	0	28	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	126	326	0.65	
7:00 AM	0	57	1	0	58	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	107	276	0.64	
7:15 AM	0	18	0	0	18	0	0	1	0	1	2	20	0	0	22	0	0	0	0	0	41	239	0.79	
7:30 AM	0	16	1	0	17	0	0	0	0	0	2	33	0	0	35	0	0	0	0	0	52	268	0.88	
7:45 AM	0	27	0	0	27	0	0	0	0	0	4	45	0	0	49	0	0	0	0	0	76	279	0.92	
8:00 AM	0	26	3	0	29	1	0	1	0	2	0	38	0	0	38	1	0	0	0	1	70	278	0.93	
8:15 AM	0	38	1	0	39	1	0	0	0	1	3	27	0	0	30	0	0	0	0	0	70			
8:30 AM	0	26	1	0	27	0	0	0	0	0	3	33	0	0	36	0	0	0	0	0	63			
8:45 AM	0	32	2	0	34	0	0	1	0	1	1	38	0	0	39	1	0	0	0	1	75			
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			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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	56	0	0	56	0	0	4	0	4	2	43	0	0	45	0	0	0	0	0	105	423	0.96	
3:15 PM	0	40	0	0	40	1	0	4	0	5	0	63	0	0	63	0	0	0	0	0	108	433	0.94	
3:30 PM	0	43	1	0	44	1	0	2	0	3	0	63	0	0	63	0	0	0	0	0	110	421	0.92	
3:45 PM	0	48	0	0	48	1	0	0	0	1	1	50	0	0	51	0	0	0	0	0	100	436	0.87	
4:00 PM	0	49	0	0	49	0	0	3	0	3	4	59	0	0	63	0	0	0	0	0	115	476	0.85	
4:15 PM	0	31	1	0	32	3	0	1	0	4	4	56	0	0	60	0	0	0	0	0	96	476	0.85	
4:30 PM	2	61	1	0	64	4	0	3	0	7	1	51	2	0	54	0	0	0	0	0	125	518	0.93	
4:45 PM	0	59	0	0	59	1	0	3	0	4	3	74	0	0	77	0	0	0	0	0	140	490	0.88	
5:00 PM	0	57	0	0	57	0	0	2	0	2	2	54	0	0	56	0	0	0	0	0	115			
5:15 PM	0	63	0	0	63	0	0	4	0	4	3	65	0	0	68	2	0	1	0	3	138			
5:30 PM	0	57	1	0	58	0	0	2	0	2	3	34	0	0	37	0	0	0	0	0	97			
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	2	860	13	0	875	13	0	32	0	45	39	1073	2	0	1114	5	0	1	0	6	2040			

Peak Hour All Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	PHF
	Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW						
	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	107	5	0	112	2	0	1	0	3	9	143	0	0	152	1	0	0	0	1	268	0.88
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:15 PM	2	208	2	0	212	8	0	9	0	17	10	235	2	0	247	0	0	0	0	0	476	0.85

Intersection Traffic Volume Report

Count Basics			Page 9 of 13		
Start Date:	Thursday, September 25, 2025	Weekday	Schools in Session		
Total Number of Hours Counted:	5.75	Non-Holiday	No Special Events		

15-Minute Heavy Vehicle Data

Division Road & Germantown Municipal DW



15-Minute Heavy Vehicle Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	15
6:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	7	16
6:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	13
7:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	13
7:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	10
7:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	8
7:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	11
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	11
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7	
8:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	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	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	20
3:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	14
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
3:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	16
4:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	12
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	10
4:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	9
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	7
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	1	31	0	0	32	0	0	0	0	0	1	37	1	0	39	2	0	0	0	0	2	73	

total Truck %age: 50.0% 3.6% 0.0% 0.0% 3.7% 0.0% 0.0% 0.0% 0.0% 0.0% 2.6% 3.4% 50.0% 0.0% 3.5% 40.0% 0.0% 0.0% 0.0% 33.3% 3.6%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume	
	Division Road					Germantown Municipal DW					Division Road					Faith Lutheran Church DW						
	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	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	1	3	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	10

Intersection Traffic Volume Report

Count Basics		Version 2025.03		Page 1 of 13	
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		

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

Major St: STH 167 - Mequon Road
Minor St: Division Road
Intersection of: STH 167 - Mequon Road & Division Road

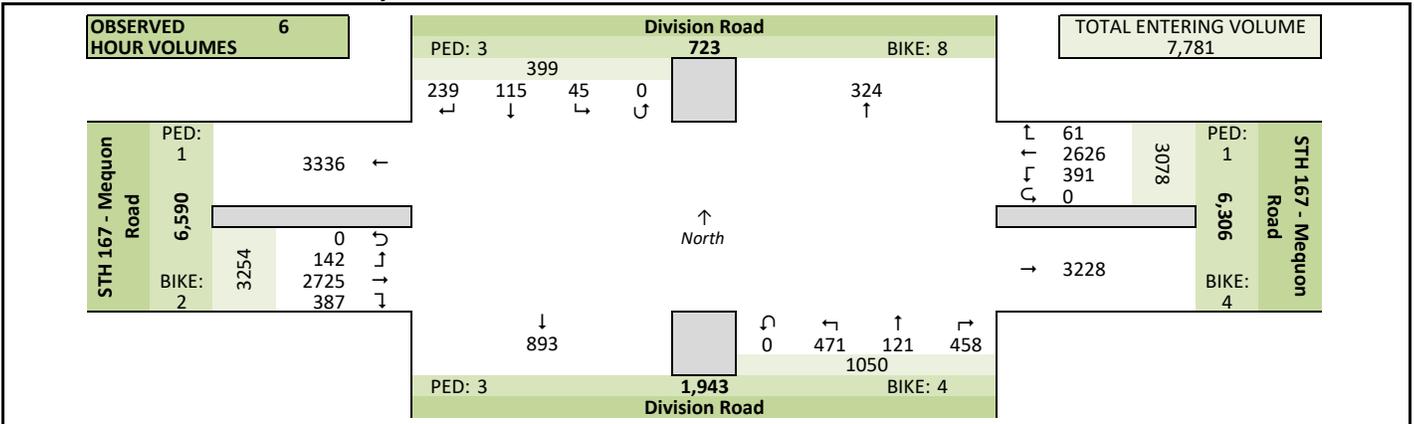
Site Information

Municipality	Village of Germantown		
County	66 - Washington	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names	North Direction	↑	
North Leg	Division Road		
East Leg	STH 167 - Mequon Road		
South Leg	Division Road		
West Leg	STH 167 - Mequon Road		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
	Pre-school children	None	
	Elementary school age children	None	
	Visually impaired (white cane/helper dog)	None	
	Elderly/disabled (except wheelchairs)	None	
	Wheelchairs/electric scooters	None	
Other (describe)	None		

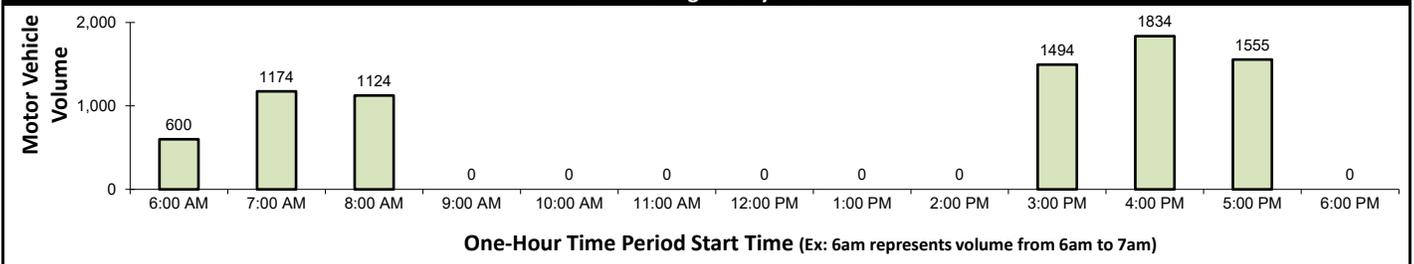
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 03:00 PM-06:00 PM		
1st Day of Count	Tuesday, July 29, 2025		Weather
AM Peak Period	Wednesday, July 30, 2025		Clear and Dry
Midday Peak Period	Wednesday, July 30, 2025		Clear and Dry
PM Peak Period	Tuesday, July 29, 2025		Clear and Dry
Calculated Peak Hours			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Peak Hours Selected for Analysis			
	AM 7:30-8:30am	MD	PM 4:15-5:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %		
Count Expansion Group	(1) Non-Interstate Low Truck %		
Daily/Seasonal Adjustment Factor	0.878	Count Expansion Factor	2.300
Company Name	TADI	Manual Adj.	1.000
Observers	AM Peak Period	Lee Oestreich	
	Midday Peak Period	None	
	PM Peak Period	Wendy Picard	
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.		

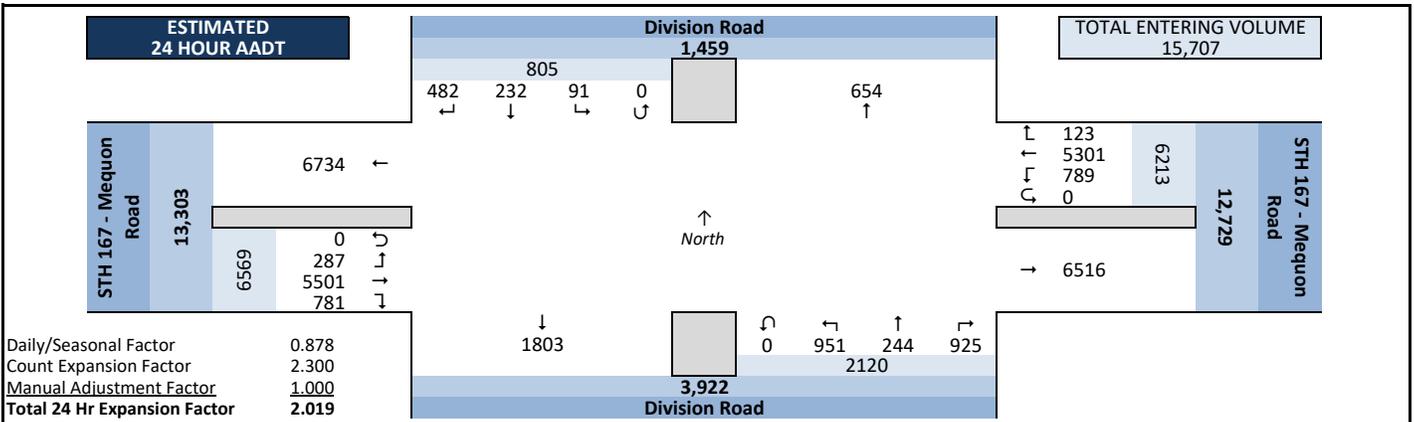
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Intersection Traffic Volume Report

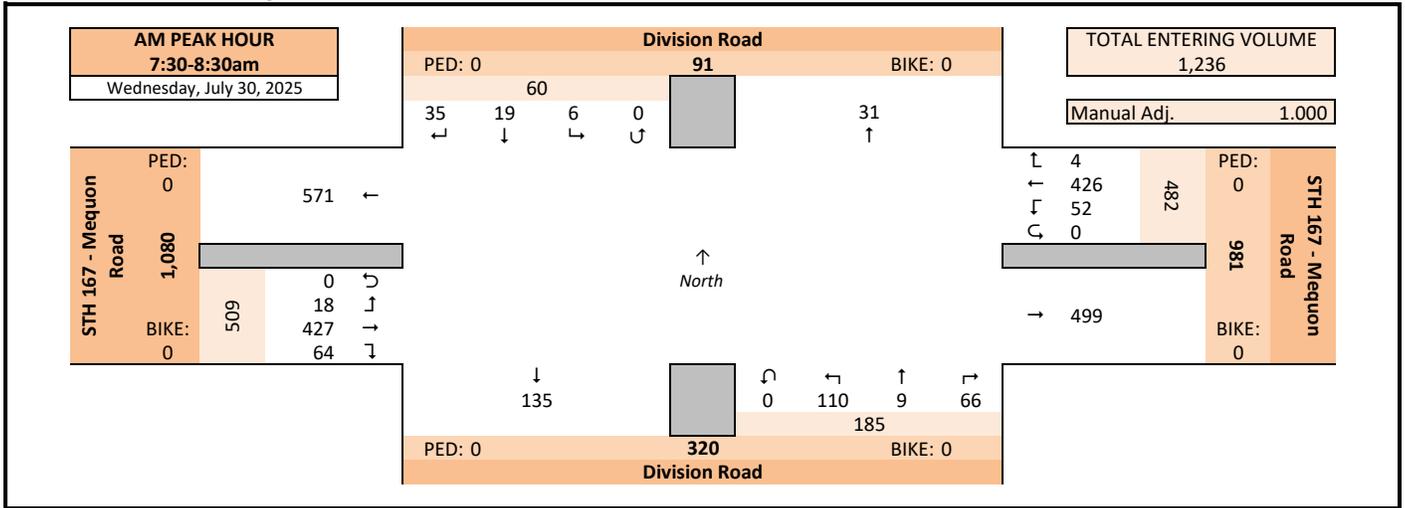
Count Basics		Page 2 of 13	
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

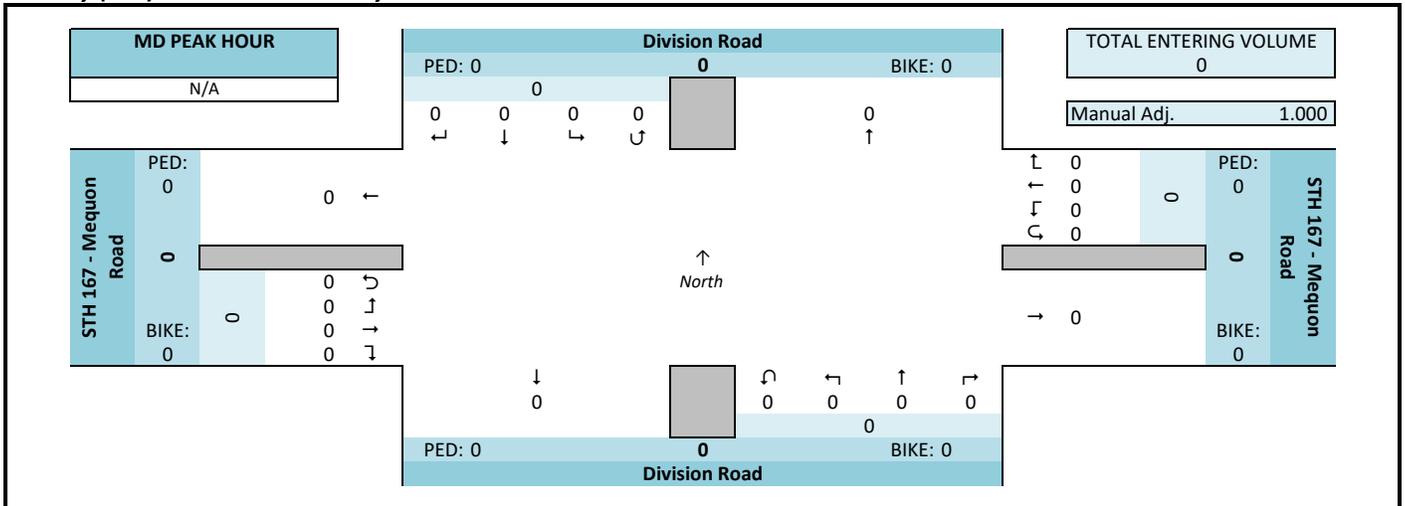
STH 167 - Mequon Road & Division Road



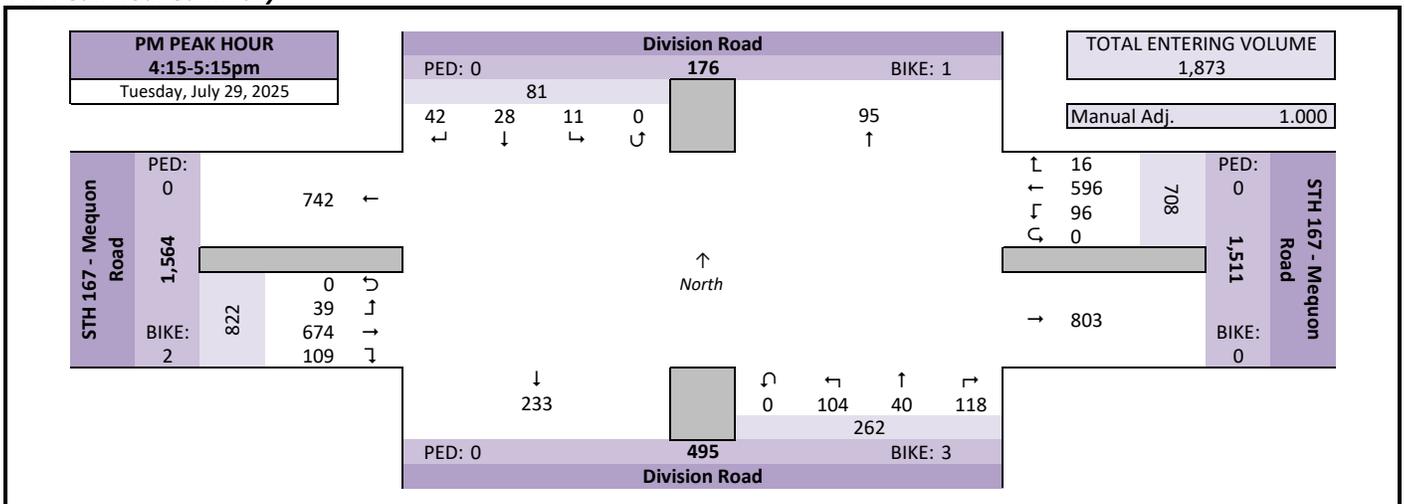
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Peak Hour Volume Summary

STH 167 - Mequon Road & Division Road



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, July 30, 2025		From North					From East					From South					From West					Totals
AM Peak Hour		Division Road					STH 167 - Mequon Road					Division Road					STH 167 - 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		
7:30 AM	14	6	2	0	22	2	99	15	0	116	17	1	30	0	48	10	100	4	0	114	300	
7:45 AM	10	4	2	0	16	0	131	14	0	145	23	2	44	0	69	17	135	10	0	162	392	
8:00 AM	7	4	0	0	11	1	104	16	0	121	12	5	18	0	35	18	93	2	0	113	280	
8:15 AM	4	5	2	0	11	1	92	7	0	100	14	1	18	0	33	19	99	2	0	120	264	
Peak Hour Volume	35	19	6	0	60	4	426	52	0	482	66	9	110	0	185	64	427	18	0	509	1236	
Rounded Hourly Volume	35	20	5	0	60	5	425	50	0	480	65	10	110	0	185	65	425	20	0	510	1235	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	4.8	1.5	11.1	0.9	0.0	1.6	0.0	5.2	5.6	0.0	4.5	4.0	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.0	11.1	0.0	0.0	0.5	0.0	0.9	0.0	0.0	0.8	0.6	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	5.4	1.5	22.2	0.9	0.0	2.2	0.0	6.1	5.6	0.0	5.3	4.6	
Peak Hour Factor (PHF)	0.62	0.79	0.75	0.00	0.68	0.50	0.81	0.81	0.00	0.83	0.72	0.45	0.62	0.00	0.67	0.84	0.79	0.45	0.00	0.79	0.79	

N/A		From North					From East					From South					From West					Totals
MD Peak Hour		Division Road					STH 167 - Mequon Road					Division Road					STH 167 - 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		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Tuesday, July 29, 2025		From North					From East					From South					From West					Totals
PM Peak Hour		Division Road					STH 167 - Mequon Road					Division Road					STH 167 - 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		
4:15 PM	8	8	4	0	20	4	136	22	0	162	34	11	25	0	70	25	148	8	0	181	433	
4:30 PM	11	9	4	0	24	3	132	19	0	154	27	6	28	0	61	24	193	14	0	231	470	
4:45 PM	11	5	0	0	16	4	168	24	0	196	31	9	26	0	66	28	166	5	0	199	477	
5:00 PM	12	6	3	0	21	5	160	31	0	196	26	14	25	0	65	32	167	12	0	211	493	
Peak Hour Volume	42	28	11	0	81	16	596	96	0	708	118	40	104	0	262	109	674	39	0	822	1873	
Rounded Hourly Volume	40	30	10	0	80	15	595	95	0	705	120	40	105	0	265	110	675	40	0	825	1875	
% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	2.1	2.5	0.0	1.9	0.0	1.9	2.8	1.6	0.0	0.0	1.7	1.8	
% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.0	0.6	
% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	2.7	2.5	0.0	1.9	0.0	1.9	2.8	2.8	0.0	0.0	2.7	2.5	
Peak Hour Factor (PHF)	0.87	0.78	0.69	0.00	0.84	0.80	0.89	0.77	0.00	0.90	0.87	0.71	0.93	0.00	0.94	0.85	0.87	0.70	0.00	0.89	0.95	

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
	Division Road			STH 167 - Mequon Road			Division Road			STH 167 - Mequon Road			
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
15-Minute Start Time													
AM	7:30 AM	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	
	8:00 AM	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	
	Total	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	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	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	
	Total	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	0	0	0	0	0	0	0	0	2	2	0	
	4:30 PM	0	1	1	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	1	1	0	
	Total	0	1	1	0	0	0	0	0	3	3	0	

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

STH 167 - Mequon Road & Division Road

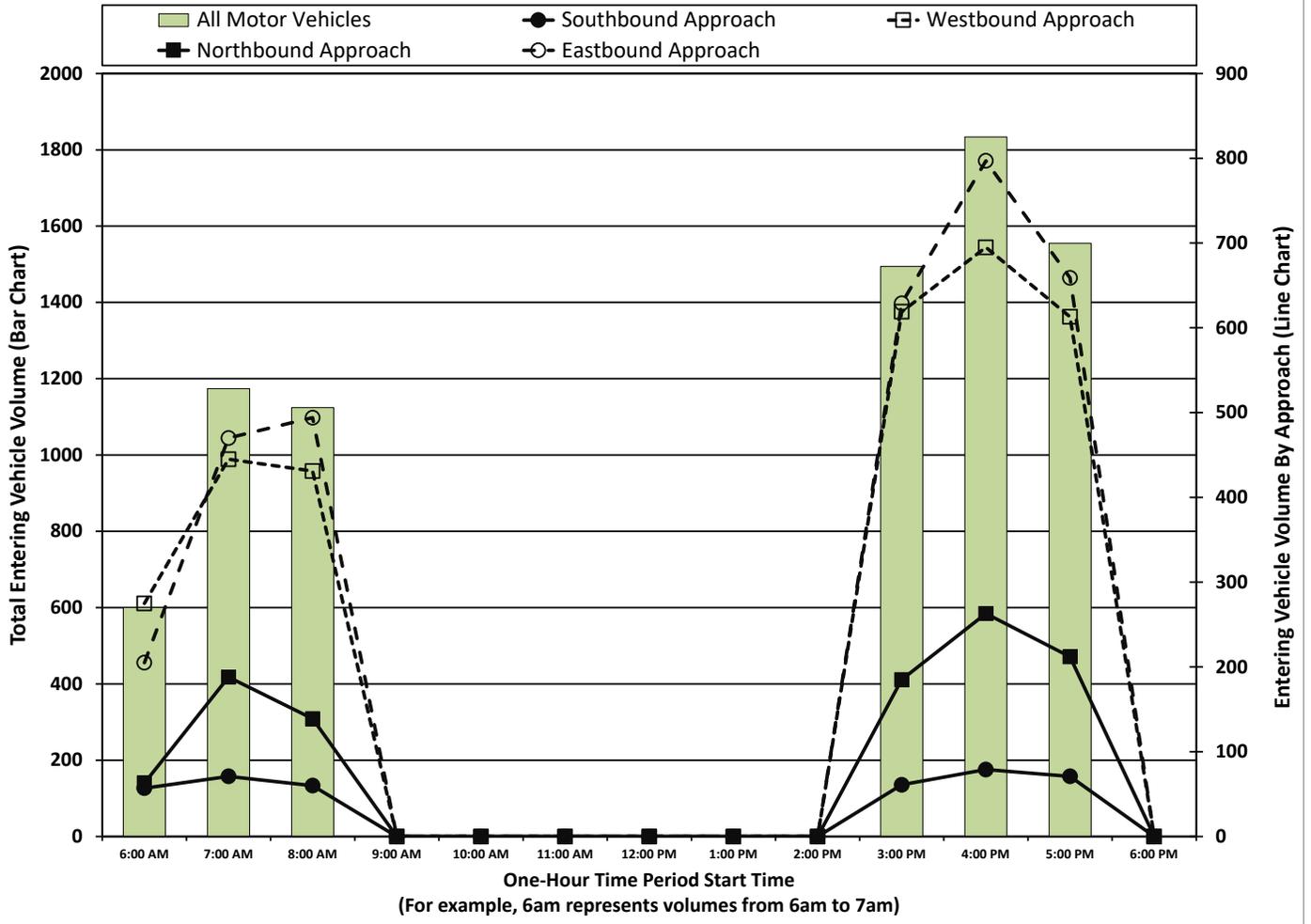
Count Basics		Page 4 of 13	
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North					From East					From South					From West					Total Vehicle Volume	Directional Volume Totals	
		Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road						E/W	N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	41	11	5	0	57	0	261	14	0	275	18	3	42	0	63	18	185	2	0	205	600	480	120
	7:00 AM	42	20	9	0	71	3	400	42	0	445	66	9	113	0	188	46	406	18	0	470	1174	915	259
	8:00 AM	33	22	5	0	60	6	373	52	0	431	63	8	68	0	139	74	407	13	0	494	1124	925	199
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	42	13	6	0	61	15	517	87	0	619	95	28	62	0	185	57	532	40	0	629	1494	1248	246
	4:00 PM	40	26	13	0	79	15	591	89	0	695	122	31	110	0	263	104	655	38	0	797	1834	1492	342
	5:00 PM	41	23	7	0	71	22	484	107	0	613	94	42	76	0	212	88	540	31	0	659	1555	1272	283
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		239	115	45	0	399	61	2626	391	0	3078	458	121	471	0	1050	387	2725	142	0	3254	7781	6332	1449

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 167 - Mequon Road & Division Road

Count Basics		Page 5 of 13	
Start Date: Tuesday, July 29, 2025	Weekday	Schools Not in Session	
Total Number of Hours Counted: 6	Non-Holiday	No Special Events	



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North Division Road					From East STH 167 - Mequon Road					From South Division Road					From West STH 167 - Mequon Road					15-Min Totals	Hourly Sum	PHF
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	6:00 AM	11	3	2	0	16	0	41	3	0	44	1	1	4	0	6	1	40	1	0			
6:15 AM	7	1	0	0	8	0	63	1	0	64	6	1	12	0	19	2	39	0	0	41	132	722	0.78
6:30 AM	8	2	2	0	12	0	66	2	0	68	5	0	7	0	12	3	45	0	0	48	140	842	0.84
6:45 AM	15	5	1	0	21	0	91	8	0	99	6	1	19	0	26	12	61	1	0	74	220	1002	0.84
7:00 AM	5	4	4	0	13	0	81	6	0	87	9	4	18	0	31	14	83	2	0	99	230	1174	0.75
7:15 AM	13	6	1	0	20	1	89	7	0	97	17	2	21	0	40	5	88	2	0	95	252	1224	0.78
7:30 AM	14	6	2	0	22	2	99	15	0	116	17	1	30	0	48	10	100	4	0	114	300	1236	0.79
7:45 AM	10	4	2	0	16	0	131	14	0	145	23	2	44	0	69	17	135	10	0	162	392	1227	0.78
8:00 AM	7	4	0	0	11	1	104	16	0	121	12	5	18	0	35	18	93	2	0	113	280	1124	0.97
8:15 AM	4	5	2	0	11	1	92	7	0	100	14	1	18	0	33	19	99	2	0	120	264		
8:30 AM	15	7	2	0	24	2	91	16	0	109	21	1	15	0	37	15	103	3	0	121	291		
8:45 AM	7	6	1	0	14	2	86	13	0	101	16	1	17	0	34	22	112	6	0	140	289		
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		
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
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	11	4	3	0	18	4	132	22	0	158	19	3	11	0	33	19	144	11	0	174	383	1494	0.96
3:15 PM	10	2	1	0	13	3	120	20	0	143	23	7	16	0	46	10	125	10	0	145	347	1565	0.86
3:30 PM	7	2	2	0	11	2	135	24	0	161	30	7	11	0	48	13	129	13	0	155	375	1651	0.91
3:45 PM	14	5	0	0	19	6	130	21	0	157	23	11	24	0	58	15	134	6	0	155	389	1746	0.93
4:00 PM	10	4	5	0	19	4	155	24	0	183	30	5	31	0	66	27	148	11	0	186	454	1834	0.96
4:15 PM	8	8	4	0	20	4	136	22	0	162	34	11	25	0	70	25	148	8	0	181	433	1873	0.95
4:30 PM	11	9	4	0	24	3	132	19	0	154	27	6	28	0	61	24	193	14	0	231	470	1845	0.94
4:45 PM	11	5	0	0	16	4	168	24	0	196	31	9	26	0	66	28	166	5	0	199	477	1734	0.88
5:00 PM	12	6	3	0	21	5	160	31	0	196	26	14	25	0	65	32	167	12	0	211	493	1555	0.79
5:15 PM	9	5	1	0	15	8	128	26	0	162	23	8	22	0	53	24	144	7	0	175	405		
5:30 PM	9	9	1	0	19	6	107	32	0	145	20	10	16	0	46	23	121	5	0	149	359		
5:45 PM	11	3	2	0	16	3	89	18	0	110	25	10	13	0	48	9	108	7	0	124	298		
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	239	115	45	0	399	61	2626	391	0	3078	458	121	471	0	1050	387	2725	142	0	3254	7781		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North Division Road					From East STH 167 - Mequon Road					From South Division Road					From West STH 167 - Mequon Road					Total Hourly Volume	PHF	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	AM 7:30 AM	35	19	6	0	60	4	426	52	0	482	66	9	110	0	185	64	427	18	0			509
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:15 PM	42	28	11	0	81	16	596	96	0	708	118	40	104	0	262	109	674	39	0	822	1873	0.95	

Intersection Traffic Volume Report

15-Minute Automobile Data

STH 167 - Mequon Road & Division Road

Count Basics			Page 6 of 13
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



15-Minute Automobile Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
6:00 AM	11	3	2	0	16	0	38	3	0	41	1	1	4	0	6	1	40	1	0	42	105	569
6:15 AM	7	1	0	0	8	0	59	1	0	60	6	1	12	0	19	2	34	0	0	36	123	682
6:30 AM	8	2	2	0	12	0	62	2	0	64	5	0	7	0	12	2	42	0	0	44	132	798
6:45 AM	14	5	1	0	20	0	87	8	0	95	6	1	19	0	26	10	57	1	0	68	209	956
7:00 AM	4	4	3	0	11	0	75	6	0	81	9	4	18	0	31	14	79	2	0	95	218	1125
7:15 AM	13	6	1	0	20	1	83	7	0	91	16	2	20	0	38	4	84	2	0	90	239	1165
7:30 AM	14	6	2	0	22	2	94	15	0	111	17	1	29	0	47	10	96	4	0	110	290	1179
7:45 AM	10	4	2	0	16	0	127	14	0	141	23	2	44	0	69	17	125	10	0	152	378	1171
8:00 AM	7	4	0	0	11	1	91	16	0	108	11	3	18	0	32	18	87	2	0	107	258	1061
8:15 AM	4	5	2	0	11	1	88	7	0	96	14	1	18	0	33	19	93	1	0	113	253	
8:30 AM	15	7	2	0	24	2	85	16	0	103	21	1	14	0	36	15	101	3	0	119	282	
8:45 AM	7	5	0	0	12	1	76	13	0	90	16	1	16	0	33	22	106	5	0	133	268	
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	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	11	4	3	0	18	4	125	22	0	151	19	3	9	0	31	18	133	11	0	162	362	1433
3:15 PM	10	2	1	0	13	3	117	20	0	140	23	7	14	0	44	9	121	10	0	140	337	1511
3:30 PM	7	2	2	0	11	2	130	24	0	156	29	7	11	0	47	11	122	13	0	146	360	1595
3:45 PM	13	5	0	0	18	6	122	21	0	149	23	11	23	0	57	15	129	6	0	150	374	1694
4:00 PM	10	4	5	0	19	4	149	23	0	176	29	5	29	0	63	27	144	11	0	182	440	1784
4:15 PM	8	8	4	0	20	4	131	22	0	157	33	11	25	0	69	23	144	8	0	175	421	1827
4:30 PM	11	9	4	0	24	3	129	19	0	151	27	6	27	0	60	24	186	14	0	224	459	1798
4:45 PM	11	5	0	0	16	4	162	24	0	190	29	9	26	0	64	27	162	5	0	194	464	1689
5:00 PM	12	6	3	0	21	5	155	31	0	191	26	14	24	0	64	32	163	12	0	207	483	1513
5:15 PM	9	5	1	0	15	8	127	26	0	161	23	8	22	0	53	24	132	7	0	163	392	
5:30 PM	9	9	1	0	19	6	103	31	0	140	20	10	16	0	46	21	119	5	0	145	350	
5:45 PM	10	3	2	0	15	3	83	18	0	104	25	10	11	0	46	9	107	7	0	123	288	
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	235	114	43	0	392	60	2498	389	0	2947	451	119	456	0	1026	374	2606	140	0	3120	7485	

Peak Hour Automobile Volume Summary

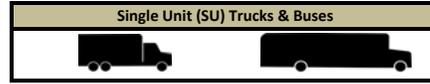
Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	35	19	6	0	60	4	400	52	0	456	65	7	109	0	181	64	401	17	0	482	1179
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	42	28	11	0	81	16	577	96	0	689	115	40	102	0	257	106	655	39	0	800	1827

Intersection Traffic Volume Report

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

Count Basics			Page 7 of 13		
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session		
Total Number of Hours Counted:	6	Non-Holiday	No Special Events		

STH 167 - Mequon Road & Division Road



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

15-Minute Time Period Start Time	From North Division Road					From East STH 167 - Mequon Road					From South Division Road					From West STH 167 - Mequon Road					15-Min Totals	Hourly Sum	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	6:00 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0			0
6:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3	28
6:30 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	2	0	0	0	3	33
6:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	3	0	0	0	5	34
7:00 AM	1	0	1	0	2	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	0	1	39
7:15 AM	0	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	1	2	0	0	0	3	50
7:30 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	3	0	0	0	3	49
7:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	0	9	47
8:00 AM	0	0	0	0	0	0	0	12	0	0	12	1	1	0	0	2	0	6	0	0	0	6	20
8:15 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	1	0	0	5	9
8:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	2	0	0	0	2	6
8:45 AM	0	1	1	0	2	1	10	0	0	11	0	0	1	0	1	0	3	1	0	0	4	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	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	1	6	0	0	0	7	16
3:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	1	2	0	0	0	3	8
3:30 PM	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	2	5	0	0	0	7	11
3:45 PM	1	0	0	0	1	0	7	0	0	7	0	0	1	0	1	0	4	0	0	0	4	13	
4:00 PM	0	0	0	0	0	0	0	5	1	0	6	1	0	2	0	3	0	2	0	0	2	11	38
4:15 PM	0	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	2	1	0	0	3	7	34
4:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	7	0	0	0	7	11
4:45 PM	0	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	1	1	0	0	2	9	36
5:00 PM	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	0	2	0	0	2	7	35
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	11	0	0	0	11	12
5:30 PM	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	2	1	1	0	0	3	8	
5:45 PM	1	0	0	0	1	0	4	0	0	4	0	0	2	0	2	0	1	0	0	0	1	8	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	3	1	2	0	6	1	107	2	0	110	7	1	15	0	23	13	81	2	0	0	96	235	

SU Truck %age: 1.3% 0.9% 4.4% 0.0% 1.5% 1.6% 4.1% 0.5% 0.0% 3.6% 1.5% 0.8% 3.2% 0.0% 2.2% 3.4% 3.0% 1.4% 0.0% 3.0% 3.0%

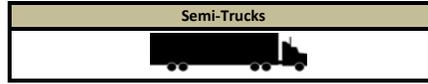
Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period Start Time	From North Division Road					From East STH 167 - Mequon Road					From South Division Road					From West STH 167 - Mequon Road					Total Hourly Volume		
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	AM 7:30 AM	0	0	0	0	0	0	0	23	0	0	23	1	1	1	0	3	0	22	1		0	0
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	0	0	0	0	0	0	0	15	0	0	15	3	0	2	0	5	3	11	0	0	0	14	34

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

STH 167 - Mequon Road & Division Road



15-Minute Semi-Truck Data

15-Minute Time Period	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road							
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
6:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	2	4	12
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	11
6:45 AM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4	12	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	10	
7:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	9	
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8	
7:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	9	
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2	10	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	3	10	
8:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	10	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	3	10	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
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	
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	
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	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	10	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	5	13	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2	11	
3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	2	4	4	14	
3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	2	2	10	
4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3	3	12	
4:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	0	0	3	5	5	12	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	3	4	4	9	
5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	2	3	3	7	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	7	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	7	
5:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
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	
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	
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	
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	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
Totals	1	0	0	0	1	0	21	0	0	21	0	1	0	0	1	0	38	0	0	38	61		

Semi Truck %age: 0.4% 0.0% 0.0% 0.0% 0.3% 0.0% 0.8% 0.0% 0.0% 0.7% 0.0% 0.8% 0.0% 0.0% 0.1% 0.0% 1.4% 0.0% 0.0% 1.2% 0.8%

Peak Hour Semi-Truck Volume Summary

Hourly Time Period	From North					From East					From South					From West					Total Hourly Volume
	Division Road					STH 167 - Mequon Road					Division Road					STH 167 - Mequon Road					
	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	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	8
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	12

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

STH 167 - Mequon Road & Division Road

Count Basics		Page 9 of 13	
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time	From North Division Road					From East STH 167 - Mequon Road					From South Division Road					From West STH 167 - Mequon Road					15-Min Totals	Hourly Sum	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
	6:00 AM	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0			0
6:15 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	0	5	40
6:30 AM	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	44	
6:45 AM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	2	4	0	0	0	6	46	
7:00 AM	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	4	0	0	0	4	49	
7:15 AM	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	1	4	0	0	0	5	59	
7:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	0	0	0	4	57	
7:45 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10	0	0	0	10	14	56	
8:00 AM	0	0	0	0	0	0	13	0	0	13	1	2	0	0	3	0	6	0	0	0	6	63	
8:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6	1	0	0	7	11		
8:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	2	0	0	2	9		
8:45 AM	0	1	1	0	2	1	10	0	0	11	0	0	1	0	1	0	6	1	0	7	21		
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	1	11	0	0	0	12	61	
3:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	1	4	0	0	0	5	54	
3:30 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	2	7	0	0	0	9	56	
3:45 PM	1	0	0	0	1	0	8	0	0	8	0	0	1	0	1	0	5	0	0	0	5	52	
4:00 PM	0	0	0	0	0	0	6	1	0	7	1	0	2	0	3	0	4	0	0	4	14	50	
4:15 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	2	4	0	0	6	12	46	
4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	0	7	0	0	7	11	47	
4:45 PM	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	1	4	0	0	5	13	45	
5:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	4	0	0	4	10	42	
5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	13		
5:30 PM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	2	2	0	0	4	9		
5:45 PM	1	0	0	0	1	0	6	0	0	6	0	0	2	0	2	0	1	0	0	1	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	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	4	1	2	0	7	1	128	2	0	131	7	2	15	0	24	13	119	2	0	134	296		

total Truck %age: 1.7% 0.9% 4.4% 0.0% 1.8% 1.6% 4.9% 0.5% 0.0% 4.3% 1.5% 1.7% 3.2% 0.0% 2.3% 3.4% 4.4% 1.4% 0.0% 4.1% 3.8%

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time	From North Division Road					From East STH 167 - Mequon Road					From South Division Road					From West STH 167 - Mequon Road					Total Hourly Volume	
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
	AM 7:30 AM	0	0	0	0	0	0	26	0	0	26	1	2	1	0	4	0	26	1	0		27
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 4:15 PM	0	0	0	0	0	0	19	0	0	19	3	0	2	0	5	3	19	0	0	22	46	

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics		Page 11 of 13	
Start Date:	Tuesday, July 29, 2025	Weekday	Schools Not in Session
Total Number of Hours Counted:	6	Non-Holiday	No Special Events

STH 167 - Mequon Road & Division Road



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Division Road			STH 167 - Mequon Road			Division Road			STH 167 - Mequon Road				
	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
6:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	7
6:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	6
6:30 AM	0	2	2	1	2	3	0	0	0	0	0	0	5	6
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	3	0	3	0	0	0	0	0	0	0	0	0	3	
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	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	1	0	1	0	0	0	1	6
3:15 PM	0	1	1	0	1	1	0	0	0	1	0	1	3	5
3:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	2	6
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	2	2	0	2	2	4	6
4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	1	4
5:15 PM	0	1	1	0	1	1	0	1	1	0	0	0	3	
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	3	8	11	1	4	5	3	4	7	1	2	3	26	

Special Pedestrians

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

Intersection Traffic Volume Report

15-Minute Adult & Children Count (Manual Entry)

STH 167 - Mequon Road & Division Road



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
	Division Road			STH 167 - Mequon Road			Division Road			STH 167 - Mequon Road				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	0	0	0	0	1	1	0	0	0	1	0	1	3
6:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	1	2
6:30 AM	0	0	1	1	0	0	0	0	0	0	0	1	1	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	3	3	0	0	0	0	0	0	0	0	0	3	3	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	1	1	0	0	0	1	1	1	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	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
7:00 PM	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
7:30 PM	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
8:00 PM	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
8:30 PM	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
9:00 PM	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
9:30 PM	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
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	3	0	3	1	0	1	3	0	3	1	0	1	8	

APPENDIX B

LOS DEFINITIONS SYNCHRO INTERSECTION CAPACITY ANALYSIS

Existing Traffic Volumes

Level of Service Definitions

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

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

Lanes, Volumes, Timings
100: Division Road & Mequon Road

2025 Existing Traffic
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	425	65	50	435	5	110	10	65	5	20	35
Future Volume (vph)	20	425	65	50	435	5	110	10	65	5	20	35
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)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	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)	25	538	51	63	551	4	139	95	0	6	69	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.04	0.23	0.05	0.11	0.23	0.00	0.66	0.37		0.03	0.26	
Control Delay (s/veh)	5.8	5.8	5.5	6.2	5.8	5.7	49.9	36.7		29.2	33.9	

Lanes, Volumes, Timings
 100: Division Road & Mequon Road

2025 Existing Traffic
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.8	5.8	5.5	6.2	5.8	5.7	49.9	36.7		29.2	33.9	
Queue Length 50th (ft)	4	48	8	10	50	1	76	49		3	35	
Queue Length 95th (ft)	13	75	20	26	77	4	109	76		11	58	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	559	2385	1044	567	2385	1044	381	461		375	485	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.04	0.23	0.05	0.11	0.23	0.00	0.36	0.21		0.02	0.14	

Intersection Summary

Area Type: Other

Cycle Length: 90

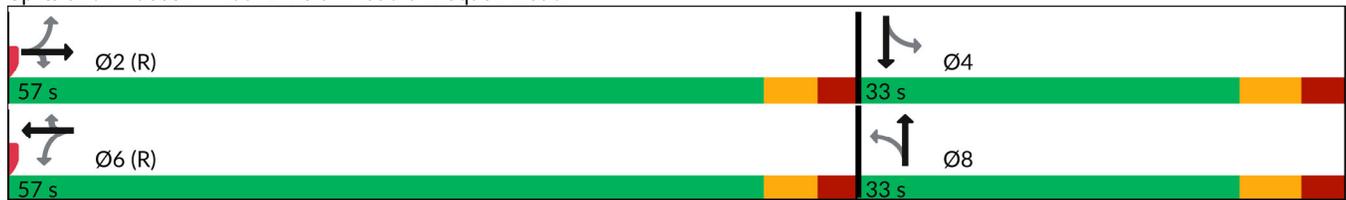
Actuated Cycle Length: 90

Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green

Natural Cycle: 40

Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road



Queues
100: Division Road & Mequon Road

2025 Existing Traffic
AM Peak Hour

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	538	51	63	551	4	139	95	6	69
v/c Ratio	0.04	0.23	0.05	0.11	0.23	0.00	0.66	0.37	0.03	0.26
Control Delay (s/veh)	5.8	5.8	5.5	6.2	5.8	5.7	49.9	36.7	29.2	33.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	5.8	5.5	6.2	5.8	5.7	49.9	36.7	29.2	33.9
Queue Length 50th (ft)	4	48	8	10	50	1	76	49	3	35
Queue Length 95th (ft)	13	75	20	26	77	4	109	76	11	58
Internal Link Dist (ft)		997			1222			376		694
Turn Bay Length (ft)	100		100	225		100	75			
Base Capacity (vph)	559	2385	1044	567	2385	1044	381	461	375	485
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.23	0.05	0.11	0.23	0.00	0.36	0.21	0.02	0.14
Intersection Summary										

HCM 7th Signalized Intersection Summary
 100: Division Road & Mequon Road

2025 Existing Traffic
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	425	65	50	435	5	110	10	65	5	20	35
Future Volume (veh/h)	20	425	65	50	435	5	110	10	65	5	20	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	25	538	51	63	551	4	139	13	82	6	25	44
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
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	605	2390	1043	590	2390	1043	251	36	227	226	100	175
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	833	3469	1514	807	3469	1514	1330	219	1379	1309	606	1067
Grp Volume(v), veh/h	25	538	51	63	551	4	139	0	95	6	0	69
Grp Sat Flow(s),veh/h/ln	833	1735	1514	807	1735	1514	1330	0	1597	1309	0	1674
Q Serve(g_s), s	1.0	5.1	1.0	2.8	5.3	0.1	9.2	0.0	4.8	0.4	0.0	3.2
Cycle Q Clear(g_c), s	6.3	5.1	1.0	7.9	5.3	0.1	12.4	0.0	4.8	5.1	0.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.64
Lane Grp Cap(c), veh/h	605	2390	1043	590	2390	1043	251	0	263	226	0	275
V/C Ratio(X)	0.04	0.23	0.05	0.11	0.23	0.00	0.55	0.00	0.36	0.03	0.00	0.25
Avail Cap(c_a), veh/h	605	2390	1043	590	2390	1043	415	0	460	388	0	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	5.2	4.5	6.6	5.2	4.4	38.2	0.0	33.4	35.7	0.0	32.8
Incr Delay (d2), s/veh	0.1	0.2	0.1	0.4	0.2	0.0	0.7	0.0	0.3	0.0	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	2.8	0.5	0.9	2.9	0.0	5.3	0.0	3.3	0.2	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.5	5.4	4.6	7.0	5.4	4.4	38.9	0.0	33.7	35.7	0.0	32.9
LnGrp LOS	A	A	A	A	A	A	D		C	D		C
Approach Vol, veh/h		614			618			234				75
Approach Delay, s/veh		5.4			5.6			36.8				33.2
Approach LOS		A			A			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.1		21.9		68.1		21.9				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		8.3		7.1		9.9		14.4				
Green Ext Time (p_c), s		8.7		0.2		9.0		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				11.6								
HCM 7th LOS				B								

Lanes, Volumes, Timings
 200: Division Road & Church Driveway/Village Driveway

2025 Existing Traffic
 AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	185	10	5	130	1
Future Volume (vph)	1	1	1	1	1	1	1	185	10	5	130	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)		30			30			35			35	
Link Distance (ft)		359			429			1167			456	
Travel Time (s)		8.2			9.8			22.7			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	4%	4%	4%
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	3	0	0	3	0	0	222	0	0	155	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	185	10	5	130	1
Future Vol, veh/h	1	1	1	1	1	1	1	185	10	5	130	1
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	4	4	4
Mvmt Flow	1	1	1	1	1	1	1	210	11	6	148	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	373	384	148	378	378	216	149	0	0	222	0	0
Stage 1	160	160	-	218	218	-	-	-	-	-	-	-
Stage 2	213	224	-	160	160	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.13	-	-	4.14	-	-
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	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	586	551	901	582	555	826	1426	-	-	1336	-	-
Stage 1	845	768	-	786	724	-	-	-	-	-	-	-
Stage 2	791	720	-	845	767	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	581	548	901	576	552	826	1426	-	-	1336	-	-
Mov Cap-2 Maneuver	581	548	-	576	552	-	-	-	-	-	-	-
Stage 1	841	764	-	786	724	-	-	-	-	-	-	-
Stage 2	788	720	-	839	764	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	10.62		10.74		0.04		0.28	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	9	-	-	644	631	66	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.005	0.004	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	10.6	10.7	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lanes, Volumes, Timings
100: Division Road & Mequon Road

2025 Existing Traffic
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	685	110	95	615	15	105	40	120	10	30	40
Future Volume (vph)	40	685	110	95	615	15	105	40	120	10	30	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)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			3			1			1			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	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)	42	721	72	100	647	10	111	168	0	11	74	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.08	0.30	0.07	0.21	0.26	0.01	0.54	0.66		0.06	0.28	
Control Delay (s/veh)	5.8	6.0	5.4	7.0	5.8	5.4	44.0	47.7		30.6	34.8	

Lanes, Volumes, Timings
 100: Division Road & Mequon Road

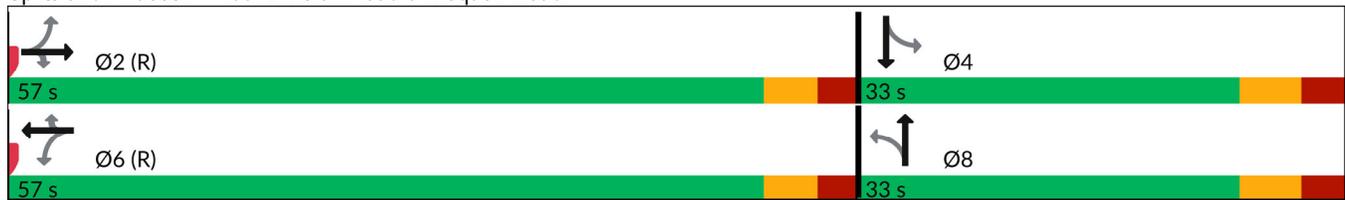
2025 Existing Traffic
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.8	6.0	5.4	7.0	5.8	5.4	44.0	47.7		30.6	34.8	
Queue Length 50th (ft)	6	69	11	17	60	2	59	91		5	38	
Queue Length 95th (ft)	21	117	29	47	104	7	105	147		19	72	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	519	2442	1067	475	2442	1069	379	470		334	491	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.30	0.07	0.21	0.26	0.01	0.29	0.36		0.03	0.15	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 19 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road



Queues
100: Division Road & Mequon Road

2025 Existing Traffic
PM Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	42	721	72	100	647	10	111	168	11	74	
v/c Ratio	0.08	0.30	0.07	0.21	0.26	0.01	0.54	0.66	0.06	0.28	
Control Delay (s/veh)	5.8	6.0	5.4	7.0	5.8	5.4	44.0	47.7	30.6	34.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	5.8	6.0	5.4	7.0	5.8	5.4	44.0	47.7	30.6	34.8	
Queue Length 50th (ft)	6	69	11	17	60	2	59	91	5	38	
Queue Length 95th (ft)	21	117	29	47	104	7	105	147	19	72	
Internal Link Dist (ft)		997			1222			376		694	
Turn Bay Length (ft)	100		100	225		100	75				
Base Capacity (vph)	519	2442	1067	475	2442	1069	379	470	334	491	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.30	0.07	0.21	0.26	0.01	0.29	0.36	0.03	0.15	
Intersection Summary											

HCM 7th Signalized Intersection Summary
 100: Division Road & Mequon Road

2025 Existing Traffic
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	685	110	95	615	15	105	40	120	10	30	40
Future Volume (veh/h)	40	685	110	95	615	15	105	40	120	10	30	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	42	721	72	100	647	10	111	42	126	11	32	42
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	1	1	1
Cap, veh/h	571	2481	1082	506	2481	1083	227	61	183	144	110	144
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	770	3526	1537	679	3526	1539	1324	407	1221	1226	732	961
Grp Volume(v), veh/h	42	721	72	100	647	10	111	0	168	11	0	74
Grp Sat Flow(s),veh/h/ln	770	1763	1537	679	1763	1539	1324	0	1628	1226	0	1693
Q Serve(g_s), s	1.9	6.9	1.3	5.8	6.0	0.2	7.3	0.0	8.8	0.8	0.0	3.5
Cycle Q Clear(g_c), s	7.9	6.9	1.3	12.7	6.0	0.2	10.8	0.0	8.8	9.6	0.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.75	1.00		0.57
Lane Grp Cap(c), veh/h	571	2481	1082	506	2481	1083	227	0	244	144	0	253
V/C Ratio(X)	0.07	0.29	0.07	0.20	0.26	0.01	0.49	0.00	0.69	0.08	0.00	0.29
Avail Cap(c_a), veh/h	571	2481	1082	506	2481	1083	409	0	468	313	0	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.3	5.0	4.1	7.3	4.8	4.0	38.8	0.0	36.3	40.8	0.0	34.0
Incr Delay (d2), s/veh	0.3	0.3	0.1	0.9	0.3	0.0	0.6	0.0	1.3	0.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	3.7	0.6	1.5	3.2	0.1	4.2	0.0	6.3	0.4	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.5	5.3	4.3	8.2	5.1	4.0	39.4	0.0	37.6	40.9	0.0	34.3
LnGrp LOS	A	A	A	A	A	A	D		D	D		C
Approach Vol, veh/h		835			757			279				85
Approach Delay, s/veh		5.2			5.5			38.3				35.1
Approach LOS		A			A			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.4		20.6		69.4		20.6				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		9.9		11.6		14.7		12.8				
Green Ext Time (p_c), s		12.7		0.2		11.4		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				11.4								
HCM 7th LOS				B								

Lanes, Volumes, Timings
 200: Division Road & Church Driveway/Village Driveway

2025 Existing Traffic
 PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	10	1	255	10	1	235	1
Future Volume (vph)	1	1	1	10	1	10	1	255	10	1	235	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)		30			30			35			35	
Link Distance (ft)		359			429			1172			456	
Travel Time (s)		8.2			9.8			22.8			8.9	
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%	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	3	0	0	25	0	0	313	0	0	278	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	10	1	10	1	255	10	1	235	1
Future Vol, veh/h	1	1	1	10	1	10	1	255	10	1	235	1
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									
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	1	1	1	2	2	2	2	2	2
Mvmt Flow	1	1	1	12	1	12	1	300	12	1	276	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	582	594	277	588	588	306	278	0	0	312	0	0
Stage 1	279	279	-	308	308	-	-	-	-	-	-	-
Stage 2	303	314	-	279	280	-	-	-	-	-	-	-
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	426	420	764	422	422	736	1285	-	-	1249	-	-
Stage 1	729	681	-	704	662	-	-	-	-	-	-	-
Stage 2	709	658	-	729	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	417	419	764	419	422	736	1285	-	-	1249	-	-
Mov Cap-2 Maneuver	417	419	-	419	422	-	-	-	-	-	-	-
Stage 1	729	681	-	703	661	-	-	-	-	-	-	-
Stage 2	695	657	-	726	680	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.37		12.16		0.03		0.03	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	7	-	-	492	528	8	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.047	0.001	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	12.4	12.2	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

APPENDIX C

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Build Traffic Volumes



Lanes, Volumes, Timings
 3: Division Road & North Site Dwy

2030 Build Traffic (Full Access at North Driveway)
 AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	1	1	215	150	5
Future Volume (vph)	5	1	1	215	150	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	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	358			200	135	
Travel Time (s)	9.8			3.9	2.6	
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 (%)	2%	2%	3%	3%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	245	176	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	1	1	215	150	5
Future Vol, veh/h	5	1	1	215	150	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	6	1	1	244	170	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	420	173	176	0	0
Stage 1	173	-	-	-	-
Stage 2	247	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-
Pot Cap-1 Maneuver	590	870	1394	-	-
Stage 1	857	-	-	-	-
Stage 2	794	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	589	870	1394	-	-
Mov Cap-2 Maneuver	589	-	-	-	-
Stage 1	856	-	-	-	-
Stage 2	794	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.84	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	623	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 9: Division Road & South Site Dwy

2030 Build Traffic (Full Access at North Driveway)
 AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	1	1	210	150	1
Future Volume (vph)	5	1	1	210	150	1
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	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	358			728	200	
Travel Time (s)	9.8			14.2	3.9	
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 (%)	2%	2%	3%	3%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	240	171	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	1	1	210	150	1
Future Vol, veh/h	5	1	1	210	150	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	6	1	1	239	170	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	412	171	172	0	0
Stage 1	171	-	-	-	-
Stage 2	241	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-
Pot Cap-1 Maneuver	596	873	1399	-	-
Stage 1	859	-	-	-	-
Stage 2	799	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	596	873	1399	-	-
Mov Cap-2 Maneuver	596	-	-	-	-
Stage 1	858	-	-	-	-
Stage 2	799	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.79	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	629	-	-
HCM Lane V/C Ratio	0.001	-	0.011	-	-
HCM Ctrl Dly (s/v)	7.6	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
100: Division Road & Mequon Road

2030 Build Traffic (Full Access at North Driveway)
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	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)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	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)	38	665	59	63	715	24	152	114	0	70	114	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.69	0.41		0.32	0.39	
Control Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2		34.7	35.6	

Lanes, Volumes, Timings
 100: Division Road & Mequon Road

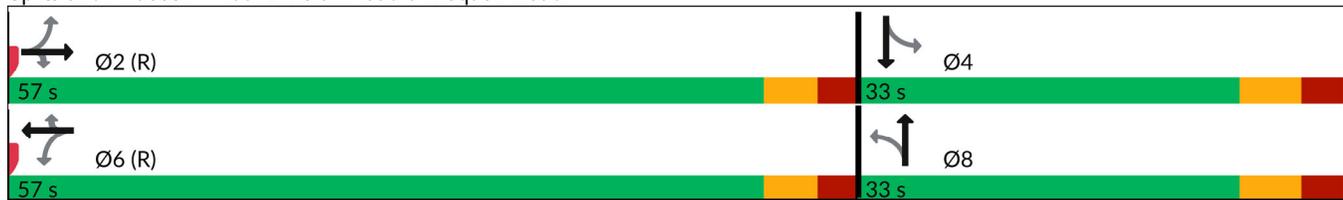
2030 Build Traffic (Full Access at North Driveway)
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2		34.7	35.6	
Queue Length 50th (ft)	6	67	10	11	74	4	83	59		35	58	
Queue Length 95th (ft)	19	100	24	28	108	13	115	86		59	86	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	456	2340	1024	485	2340	1024	366	468		370	487	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.42	0.24		0.19	0.23	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road



Queues
100: Division Road & Mequon Road

2030 Build Traffic (Full Access at North Driveway)
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	665	59	63	715	24	152	114	70	114
v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.69	0.41	0.32	0.39
Control Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2	34.7	35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2	34.7	35.6
Queue Length 50th (ft)	6	67	10	11	74	4	83	59	35	58
Queue Length 95th (ft)	19	100	24	28	108	13	115	86	59	86
Internal Link Dist (ft)		997			1222			376		694
Turn Bay Length (ft)	100		100	225		100	75			
Base Capacity (vph)	456	2340	1024	485	2340	1024	366	468	370	487
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.42	0.24	0.19	0.23

Intersection Summary

HCM 7th Signalized Intersection Summary 2030 Build Traffic (Full Access at North Driveway)
 100: Division Road & Mequon Road AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	38	665	59	63	715	24	152	25	89	70	44	70
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
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	475	2263	988	486	2263	988	262	71	254	261	130	207
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	702	3469	1514	712	3469	1514	1277	355	1265	1287	649	1032
Grp Volume(v), veh/h	38	665	59	63	715	24	152	0	114	70	0	114
Grp Sat Flow(s),veh/h/ln	702	1735	1514	712	1735	1514	1277	0	1621	1287	0	1681
Q Serve(g_s), s	2.3	7.4	1.3	3.8	8.1	0.5	10.4	0.0	5.4	4.4	0.0	5.2
Cycle Q Clear(g_c), s	10.4	7.4	1.3	11.2	8.1	0.5	15.7	0.0	5.4	9.9	0.0	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		0.61
Lane Grp Cap(c), veh/h	475	2263	988	486	2263	988	262	0	326	261	0	338
V/C Ratio(X)	0.08	0.29	0.06	0.13	0.32	0.02	0.58	0.00	0.35	0.27	0.00	0.34
Avail Cap(c_a), veh/h	475	2263	988	486	2263	988	373	0	466	373	0	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	6.7	5.7	9.1	6.8	5.5	37.5	0.0	30.9	35.2	0.0	30.8
Incr Delay (d2), s/veh	0.3	0.3	0.1	0.6	0.4	0.0	0.8	0.0	0.2	0.2	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	4.3	0.7	1.1	4.7	0.3	5.8	0.0	3.8	2.5	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	7.1	5.8	9.7	7.2	5.6	38.3	0.0	31.1	35.4	0.0	31.0
LnGrp LOS	A	A	A	A	A	A	D		C	D		C
Approach Vol, veh/h		762			802			266				184
Approach Delay, s/veh		7.1			7.4			35.2				32.7
Approach LOS		A			A			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.8		25.2		64.8		25.2				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		12.4		11.9		13.2		17.7				
Green Ext Time (p_c), s		11.2		0.4		12.2		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				13.2								
HCM 7th LOS				B								

Lanes, Volumes, Timings

2030 Build Traffic (Full Access at North Driveway)

200: Division Road & Church Driveway/Village PW Driveway

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	210	10	5	155	1
Future Volume (vph)	1	1	1	1	1	1	1	210	10	5	155	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)		30			30			35			35	
Link Distance (ft)		359			429			135			456	
Travel Time (s)		8.2			9.8			2.6			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	4%	4%	4%
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	3	0	0	3	0	0	251	0	0	183	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	210	10	5	155	1
Future Vol, veh/h	1	1	1	1	1	1	1	210	10	5	155	1
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	4	4	4
Mvmt Flow	1	1	1	1	1	1	1	239	11	6	176	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	430	440	177	435	435	244	177	0	0	250	0	0
Stage 1	188	188	-	247	247	-	-	-	-	-	-	-
Stage 2	241	252	-	188	189	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.13	-	-	4.14	-	-
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	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	538	512	869	533	516	797	1393	-	-	1304	-	-
Stage 1	816	746	-	759	704	-	-	-	-	-	-	-
Stage 2	764	700	-	816	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	533	509	869	528	513	797	1393	-	-	1304	-	-
Mov Cap-2 Maneuver	533	509	-	528	513	-	-	-	-	-	-	-
Stage 1	812	743	-	759	703	-	-	-	-	-	-	-
Stage 2	761	699	-	810	742	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.02		11.15		0.03		0.24	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	601	589	56	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.006	0.004	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11	11.2	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lanes, Volumes, Timings
 3: Division Road & North Site Dwy

2030 Build Traffic (Full Access at North Driveway)
 PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	1	1	285	265	5
Future Volume (vph)	5	1	1	285	265	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	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			35	35	
Link Distance (ft)	358			200	135	
Travel Time (s)	8.1			3.9	2.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	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)	7	0	0	336	318	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	1	1	285	265	5
Future Vol, veh/h	5	1	1	285	265	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	1	1	335	312	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	652	315	318	0	0
Stage 1	315	-	-	-	-
Stage 2	338	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	432	726	1242	-	-
Stage 1	740	-	-	-	-
Stage 2	723	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	432	726	1242	-	-
Mov Cap-2 Maneuver	432	-	-	-	-
Stage 1	739	-	-	-	-
Stage 2	723	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.89	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	463	-	-
HCM Lane V/C Ratio	0.001	-	0.015	-	-
HCM Ctrl Dly (s/v)	7.9	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
 9: Division Road & South Site Dwy

2030 Build Traffic (Full Access at North Driveway)
 PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	1	1	285	260	5
Future Volume (vph)	1	1	1	285	260	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	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			35	35	
Link Distance (ft)	358			833	200	
Travel Time (s)	8.1			16.2	3.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	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)	2	0	0	336	312	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	1	285	260	5
Future Vol, veh/h	1	1	1	285	260	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	335	306	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	646	309	312	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	436	731	1249	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	435	731	1249	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.63	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	546	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Ctrl Dly (s/v)	7.9	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
100: Division Road & Mequon Road

2030 Build Traffic (Full Access at North Driveway)
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	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)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			3			1			1			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	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)	63	900	78	105	800	39	121	184	0	47	100	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.58	0.68		0.27	0.36	
Control Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7		35.1	35.8	

Lanes, Volumes, Timings
 100: Division Road & Mequon Road

2030 Build Traffic (Full Access at North Driveway)
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7		35.1	35.8	
Queue Length 50th (ft)	11	95	12	20	81	6	65	100		24	51	
Queue Length 95th (ft)	32	159	33	56	138	19	112	157		52	91	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	427	2416	1056	377	2416	1057	370	476		312	490	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.33	0.39		0.15	0.20	

Intersection Summary

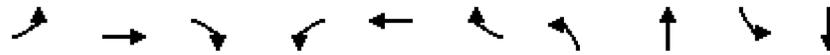
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 19 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road



Queues
100: Division Road & Mequon Road

2030 Build Traffic (Full Access at North Driveway)
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	900	78	105	800	39	121	184	47	100
v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.58	0.68	0.27	0.36
Control Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7	35.1	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7	35.1	35.8
Queue Length 50th (ft)	11	95	12	20	81	6	65	100	24	51
Queue Length 95th (ft)	32	159	33	56	138	19	112	157	52	91
Internal Link Dist (ft)		997			1222			376		694
Turn Bay Length (ft)	100		100	225		100	75			
Base Capacity (vph)	427	2416	1056	377	2416	1057	370	476	312	490
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.33	0.39	0.15	0.20

Intersection Summary

HCM 7th Signalized Intersection Summary 2030 Build Traffic (Full Access at North Driveway)
 100: Division Road & Mequon Road PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	63	900	78	105	800	39	121	58	126	47	42	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	1	1	1
Cap, veh/h	462	2400	1047	406	2400	1048	236	90	195	163	122	169
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	650	3526	1537	570	3526	1539	1293	519	1128	1208	710	980
Grp Volume(v), veh/h	63	900	78	105	800	39	121	0	184	47	0	100
Grp Sat Flow(s),veh/h/ln	650	1763	1537	570	1763	1539	1293	0	1647	1208	0	1690
Q Serve(g_s), s	4.0	9.8	1.5	8.7	8.4	0.7	8.2	0.0	9.4	3.4	0.0	4.7
Cycle Q Clear(g_c), s	12.4	9.8	1.5	18.6	8.4	0.7	12.9	0.0	9.4	12.8	0.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		0.58
Lane Grp Cap(c), veh/h	462	2400	1047	406	2400	1048	236	0	284	163	0	292
V/C Ratio(X)	0.14	0.37	0.07	0.26	0.33	0.04	0.51	0.00	0.65	0.29	0.00	0.34
Avail Cap(c_a), veh/h	462	2400	1047	406	2400	1048	385	0	474	302	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	6.2	4.8	10.1	5.9	4.7	38.4	0.0	34.7	40.6	0.0	32.7
Incr Delay (d2), s/veh	0.6	0.4	0.1	1.5	0.4	0.1	0.6	0.0	0.9	0.4	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	5.6	0.8	2.1	4.8	0.4	4.6	0.0	6.7	1.8	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	6.6	5.0	11.7	6.3	4.8	39.0	0.0	35.6	41.0	0.0	33.0
LnGrp LOS	A	A	A	B	A	A	D		D	D		C
Approach Vol, veh/h		1041			944			305				147
Approach Delay, s/veh		6.6			6.8			37.0				35.6
Approach LOS		A			A			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.4		22.6		67.4		22.6				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		14.4		14.8		20.6		14.9				
Green Ext Time (p_c), s		16.3		0.3		13.8		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.3								
HCM 7th LOS				B								

Lanes, Volumes, Timings

2030 Build Traffic (Full Access at North Driveway)

200: Division Road & Church Driveway/Village PW Driveway

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	10	1	280	10	1	260	1
Future Volume (vph)	1	1	1	10	1	10	1	280	10	1	260	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)		30			30			35			35	
Link Distance (ft)		359			429			135			456	
Travel Time (s)		8.2			9.8			2.6			8.9	
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%	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	3	0	0	25	0	0	342	0	0	308	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	10	1	10	1	280	10	1	260	1
Future Vol, veh/h	1	1	1	10	1	10	1	280	10	1	260	1
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									
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	1	1	1	2	2	2	2	2	2
Mvmt Flow	1	1	1	12	1	12	1	329	12	1	306	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	641	652	306	646	647	335	307	0	0	341	0	0
Stage 1	309	309	-	338	338	-	-	-	-	-	-	-
Stage 2	332	344	-	309	309	-	-	-	-	-	-	-
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	389	388	736	386	391	709	1254	-	-	1218	-	-
Stage 1	703	661	-	679	643	-	-	-	-	-	-	-
Stage 2	683	639	-	703	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	380	387	736	383	390	709	1254	-	-	1218	-	-
Mov Cap-2 Maneuver	380	387	-	383	390	-	-	-	-	-	-	-
Stage 1	703	661	-	678	642	-	-	-	-	-	-	-
Stage 2	670	638	-	700	660	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.94		12.72		0.03		0.03	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	6	-	-	457	491	7	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.05	0.001	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	12.9	12.7	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lanes, Volumes, Timings
 3: Division Road & North Site Dwy

2030 Build Traffic (RIRO Access at North Driveway)
 AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	220	150	5
Future Volume (vph)	0	1	0	220	150	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			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	358			200	135	
Travel Time (s)	9.8			3.9	2.6	
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 (%)	2%	2%	3%	3%	4%	4%
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	1	0	250	176	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	1	0	220	150	5
Future Vol, veh/h	0	1	0	220	150	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	0	1	0	250	170	6

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	173	-	0	0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	870	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	870	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.14	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	870	-	-
HCM Lane V/C Ratio	-	0.001	-	-
HCM Ctrl Dly (s/v)	-	9.1	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Lanes, Volumes, Timings
 9: Division Road & South Site Dwy

2030 Build Traffic (RIRO Access at North Driveway)
 AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	10	1	1	210	150	1
Future Volume (vph)	10	1	1	210	150	1
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	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	25			35	35	
Link Distance (ft)	358			728	200	
Travel Time (s)	9.8			14.2	3.9	
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 (%)	2%	2%	3%	3%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	240	171	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	1	1	210	150	1
Future Vol, veh/h	10	1	1	210	150	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	3	3	4	4
Mvmt Flow	11	1	1	239	170	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	412	171	172	0	0
Stage 1	171	-	-	-	-
Stage 2	241	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-
Pot Cap-1 Maneuver	596	873	1399	-	-
Stage 1	859	-	-	-	-
Stage 2	799	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	596	873	1399	-	-
Mov Cap-2 Maneuver	596	-	-	-	-
Stage 1	858	-	-	-	-
Stage 2	799	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.99	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	9	-	613	-	-
HCM Lane V/C Ratio	0.001	-	0.02	-	-
HCM Ctrl Dly (s/v)	7.6	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
100: Division Road & Mequon Road

2030 Build Traffic (RIRO Access at North Driveway)
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	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)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			456			774	
Travel Time (s)		21.0			25.4			8.9			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	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)	38	665	59	63	715	24	152	114	0	70	114	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.69	0.41		0.32	0.39	
Control Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2		34.7	35.6	

Lanes, Volumes, Timings
 100: Division Road & Mequon Road

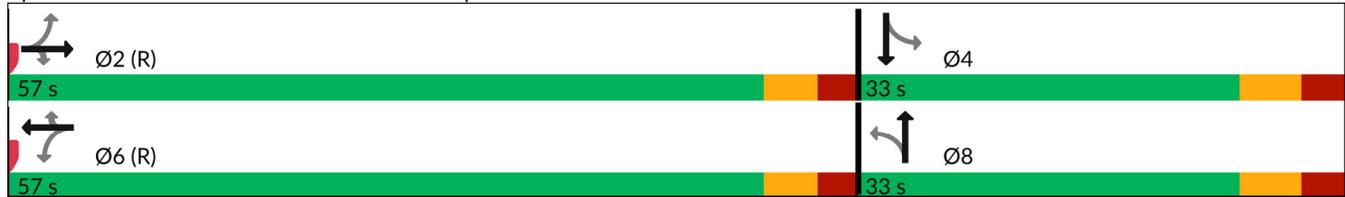
2030 Build Traffic (RIRO Access at North Driveway)
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2		34.7	35.6	
Queue Length 50th (ft)	6	67	10	11	74	4	83	59		35	58	
Queue Length 95th (ft)	19	100	24	28	108	13	115	86		59	86	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	456	2340	1024	485	2340	1024	366	468		370	487	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.42	0.24		0.19	0.23	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
 Natural Cycle: 40
 Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road



Queues
100: Division Road & Mequon Road

2030 Build Traffic (RIRO Access at North Driveway)
AM Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	38	665	59	63	715	24	152	114	70	114	
v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.69	0.41	0.32	0.39	
Control Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2	34.7	35.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	6.7	6.6	6.1	7.1	6.8	6.1	50.8	36.2	34.7	35.6	
Queue Length 50th (ft)	6	67	10	11	74	4	83	59	35	58	
Queue Length 95th (ft)	19	100	24	28	108	13	115	86	59	86	
Internal Link Dist (ft)		997			1222			376		694	
Turn Bay Length (ft)	100		100	225		100	75				
Base Capacity (vph)	456	2340	1024	485	2340	1024	366	468	370	487	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.08	0.28	0.06	0.13	0.31	0.02	0.42	0.24	0.19	0.23	
Intersection Summary											

HCM 7th Signalized Intersection Summary 2030 Build Traffic (RIRO Access at North Driveway)
 100: Division Road & Mequon Road AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	38	665	59	63	715	24	152	25	89	70	44	70
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
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	475	2263	988	486	2263	988	262	71	254	261	130	207
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	702	3469	1514	712	3469	1514	1277	355	1265	1287	649	1032
Grp Volume(v), veh/h	38	665	59	63	715	24	152	0	114	70	0	114
Grp Sat Flow(s),veh/h/ln	702	1735	1514	712	1735	1514	1277	0	1621	1287	0	1681
Q Serve(g_s), s	2.3	7.4	1.3	3.8	8.1	0.5	10.4	0.0	5.4	4.4	0.0	5.2
Cycle Q Clear(g_c), s	10.4	7.4	1.3	11.2	8.1	0.5	15.7	0.0	5.4	9.9	0.0	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		0.61
Lane Grp Cap(c), veh/h	475	2263	988	486	2263	988	262	0	326	261	0	338
V/C Ratio(X)	0.08	0.29	0.06	0.13	0.32	0.02	0.58	0.00	0.35	0.27	0.00	0.34
Avail Cap(c_a), veh/h	475	2263	988	486	2263	988	373	0	466	373	0	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	6.7	5.7	9.1	6.8	5.5	37.5	0.0	30.9	35.2	0.0	30.8
Incr Delay (d2), s/veh	0.3	0.3	0.1	0.6	0.4	0.0	0.8	0.0	0.2	0.2	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	4.3	0.7	1.1	4.7	0.3	5.8	0.0	3.8	2.5	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	7.1	5.8	9.7	7.2	5.6	38.3	0.0	31.1	35.4	0.0	31.0
LnGrp LOS	A	A	A	A	A	A	D		C	D		C
Approach Vol, veh/h		762			802			266				184
Approach Delay, s/veh		7.1			7.4			35.2				32.7
Approach LOS		A			A			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.8		25.2		64.8		25.2				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		12.4		11.9		13.2		17.7				
Green Ext Time (p_c), s		11.2		0.4		12.2		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				13.2								
HCM 7th LOS				B								

Lanes, Volumes, Timings

2030 Build Traffic (RIRO Access at North Driveway)

200: Division Road & Church Driveway/Village PW Driveway

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	1	1	1	1	210	10	5	155	1
Future Volume (vph)	1	1	1	1	1	1	1	210	10	5	155	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)		30			30			35			35	
Link Distance (ft)		359			429			135			456	
Travel Time (s)		8.2			9.8			2.6			8.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	4%	4%	4%
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	3	0	0	3	0	0	251	0	0	183	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	210	10	5	155	1
Future Vol, veh/h	1	1	1	1	1	1	1	210	10	5	155	1
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	1	1	3	3	3	4	4	4
Mvmt Flow	1	1	1	1	1	1	1	239	11	6	176	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	430	440	177	435	435	244	177	0	0	250	0	0
Stage 1	188	188	-	247	247	-	-	-	-	-	-	-
Stage 2	241	252	-	188	189	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.13	-	-	4.14	-	-
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	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	538	512	869	533	516	797	1393	-	-	1304	-	-
Stage 1	816	746	-	759	704	-	-	-	-	-	-	-
Stage 2	764	700	-	816	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	533	509	869	528	513	797	1393	-	-	1304	-	-
Mov Cap-2 Maneuver	533	509	-	528	513	-	-	-	-	-	-	-
Stage 1	812	743	-	759	703	-	-	-	-	-	-	-
Stage 2	761	699	-	810	742	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.02		11.15		0.03		0.24	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	8	-	-	601	589	56	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.006	0.004	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11	11.2	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Lanes, Volumes, Timings
 3: Division Road & North Site Dwy

2030 Build Traffic (RIRO Access at North Driveway)
 PM Peak Hour

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	290	265	5
Future Volume (vph)	0	1	0	290	265	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			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			35	35	
Link Distance (ft)	358			200	135	
Travel Time (s)	8.1			3.9	2.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	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)	0	1	0	341	318	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	1	0	290	265	5
Future Vol, veh/h	0	1	0	290	265	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	0	341	312	6

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	315	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	726	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	726	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.97	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 726	-	-
HCM Lane V/C Ratio	- 0.002	-	-
HCM Ctrl Dly (s/v)	- 10	-	-
HCM Lane LOS	- A	-	-
HCM 95th %tile Q(veh)	- 0	-	-

Lanes, Volumes, Timings
 9: Division Road & South Site Dwy

2030 Build Traffic (RIRO Access at North Driveway)
 PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	1	1	285	260	5
Future Volume (vph)	5	1	1	285	260	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	1	0	0			0
Taper Length (ft)	100		100			
Link Speed (mph)	30			35	35	
Link Distance (ft)	358			833	200	
Travel Time (s)	8.1			16.2	3.9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	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)	7	0	0	336	312	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	1	1	285	260	5
Future Vol, veh/h	5	1	1	285	260	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	1	1	335	306	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	646	309	312	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	436	731	1249	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	435	731	1249	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	723	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.83	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	467	-	-
HCM Lane V/C Ratio	0.001	-	0.015	-	-
HCM Ctrl Dly (s/v)	7.9	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
100: Division Road & Mequon Road

2030 Build Traffic (RIRO Access at North Driveway)
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	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)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35				25
Link Distance (ft)		1077			1302			456				774
Travel Time (s)		21.0			25.4			8.9				21.1
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			3			1			1			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	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)	63	900	78	105	800	39	121	184	0	47	100	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2		2	6		6	8			4		
Detector Phase	2	2	2	6	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1		17.1	17.1	
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0		33.0	33.0	
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%		36.7%	36.7%	
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9		25.9	25.9	
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1		4.1	4.1	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1	7.1	7.1		7.1	7.1	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0		2.0	2.0	
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.58	0.68		0.27	0.36	
Control Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7		35.1	35.8	

Lanes, Volumes, Timings
 100: Division Road & Mequon Road

2030 Build Traffic (RIRO Access at North Driveway)
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7		35.1	35.8	
Queue Length 50th (ft)	11	95	12	20	81	6	65	100		24	51	
Queue Length 95th (ft)	32	159	33	56	138	19	112	157		52	91	
Internal Link Dist (ft)		997			1222			376			694	
Turn Bay Length (ft)	100		100	225		100	75					
Base Capacity (vph)	427	2416	1056	377	2416	1057	370	476		312	490	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.33	0.39		0.15	0.20	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 19 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road

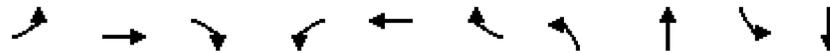


Queues

2030 Build Traffic (RIRO Access at North Driveway)

100: Division Road & Mequon Road

PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	63	900	78	105	800	39	121	184	47	100
v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.58	0.68	0.27	0.36
Control Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7	35.1	35.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.9	6.9	5.7	8.8	6.5	5.6	44.9	47.7	35.1	35.8
Queue Length 50th (ft)	11	95	12	20	81	6	65	100	24	51
Queue Length 95th (ft)	32	159	33	56	138	19	112	157	52	91
Internal Link Dist (ft)		997			1222			376		694
Turn Bay Length (ft)	100		100	225		100	75			
Base Capacity (vph)	427	2416	1056	377	2416	1057	370	476	312	490
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.37	0.07	0.28	0.33	0.04	0.33	0.39	0.15	0.20

Intersection Summary

HCM 7th Signalized Intersection Summary 2030 Build Traffic (RIRO Access at North Driveway)
 100: Division Road & Mequon Road PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	63	900	78	105	800	39	121	58	126	47	42	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	1	1	1
Cap, veh/h	462	2400	1047	406	2400	1048	236	90	195	163	122	169
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	650	3526	1537	570	3526	1539	1293	519	1128	1208	710	980
Grp Volume(v), veh/h	63	900	78	105	800	39	121	0	184	47	0	100
Grp Sat Flow(s),veh/h/ln	650	1763	1537	570	1763	1539	1293	0	1647	1208	0	1690
Q Serve(g_s), s	4.0	9.8	1.5	8.7	8.4	0.7	8.2	0.0	9.4	3.4	0.0	4.7
Cycle Q Clear(g_c), s	12.4	9.8	1.5	18.6	8.4	0.7	12.9	0.0	9.4	12.8	0.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.68	1.00		0.58
Lane Grp Cap(c), veh/h	462	2400	1047	406	2400	1048	236	0	284	163	0	292
V/C Ratio(X)	0.14	0.37	0.07	0.26	0.33	0.04	0.51	0.00	0.65	0.29	0.00	0.34
Avail Cap(c_a), veh/h	462	2400	1047	406	2400	1048	385	0	474	302	0	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	6.2	4.8	10.1	5.9	4.7	38.4	0.0	34.7	40.6	0.0	32.7
Incr Delay (d2), s/veh	0.6	0.4	0.1	1.5	0.4	0.1	0.6	0.0	0.9	0.4	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	5.6	0.8	2.1	4.8	0.4	4.6	0.0	6.7	1.8	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	6.6	5.0	11.7	6.3	4.8	39.0	0.0	35.6	41.0	0.0	33.0
LnGrp LOS	A	A	A	B	A	A	D		D	D		C
Approach Vol, veh/h		1041			944			305				147
Approach Delay, s/veh		6.6			6.8			37.0				35.6
Approach LOS		A			A			D				D
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.4		22.6		67.4		22.6				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		14.4		14.8		20.6		14.9				
Green Ext Time (p_c), s		16.3		0.3		13.8		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.3								
HCM 7th LOS				B								

Lanes, Volumes, Timings

2030 Build Traffic (RIRO Access at North Driveway)

200: Division Road & Church Driveway/Village PW Driveway

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	10	1	10	1	280	10	1	260	1
Future Volume (vph)	1	1	1	10	1	10	1	280	10	1	260	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)		30			30			35			35	
Link Distance (ft)		359			429			135			456	
Travel Time (s)		8.2			9.8			2.6			8.9	
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%	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	3	0	0	25	0	0	342	0	0	308	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	10	1	10	1	280	10	1	260	1
Future Vol, veh/h	1	1	1	10	1	10	1	280	10	1	260	1
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									
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	1	1	1	2	2	2	2	2	2
Mvmt Flow	1	1	1	12	1	12	1	329	12	1	306	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	641	652	306	646	647	335	307	0	0	341	0	0
Stage 1	309	309	-	338	338	-	-	-	-	-	-	-
Stage 2	332	344	-	309	309	-	-	-	-	-	-	-
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	389	388	736	386	391	709	1254	-	-	1218	-	-
Stage 1	703	661	-	679	643	-	-	-	-	-	-	-
Stage 2	683	639	-	703	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	380	387	736	383	390	709	1254	-	-	1218	-	-
Mov Cap-2 Maneuver	380	387	-	383	390	-	-	-	-	-	-	-
Stage 1	703	661	-	678	642	-	-	-	-	-	-	-
Stage 2	670	638	-	700	660	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.94		12.72		0.03		0.03	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	6	-	-	457	491	7	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.05	0.001	-	-
HCM Ctrl Dly (s/v)	7.9	0	-	12.9	12.7	8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lanes, Volumes, Timings
100: Division Road & Mequon Road

2030 Build Traffic (RIRO Access at North Driveway)
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (vph)	30	525	75	50	565	30	120	20	70	55	35	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)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			433			774	
Travel Time (s)		21.0			25.4			8.4			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
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%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	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)	38	665	59	63	715	24	0	177	55	0	114	43
Turn Type	Perm	NA	Perm									
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1	17.1	17.1	17.1	17.1
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9	25.9	25.9	25.9	25.9
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1		7.1	7.1		7.1	7.1
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.09	0.29	0.06	0.13	0.31	0.02		0.74	0.19		0.47	0.14
Control Delay (s/veh)	7.7	7.5	7.0	8.1	7.6	6.9		51.8	29.7		37.5	28.9

Lanes, Volumes, Timings
 100: Division Road & Mequon Road

2030 Build Traffic (RIRO Access at North Driveway)
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	7.7	7.5	7.0	8.1	7.6	6.9		51.8	29.7		37.5	28.9
Queue Length 50th (ft)	7	73	10	12	80	4		96	27		58	21
Queue Length 95th (ft)	20	108	26	30	117	14		128	46		86	39
Internal Link Dist (ft)		997			1222			353			694	
Turn Bay Length (ft)	100		100	225		100						
Base Capacity (vph)	441	2280	998	468	2280	998		363	449		366	453
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.09	0.29	0.06	0.13	0.31	0.02		0.49	0.12		0.31	0.09

Intersection Summary

Area Type: Other

Cycle Length: 90

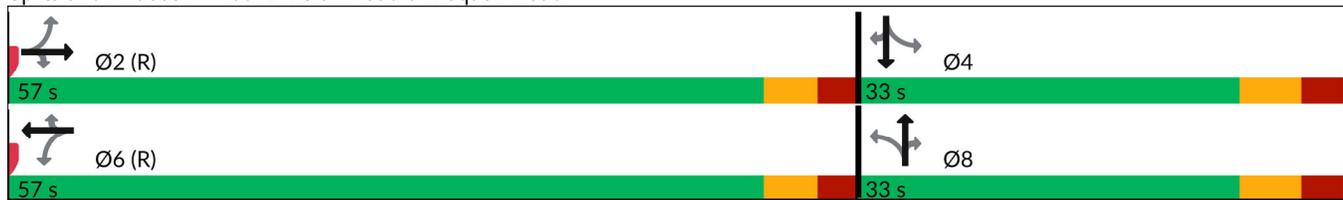
Actuated Cycle Length: 90

Offset: 70 (78%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green

Natural Cycle: 40

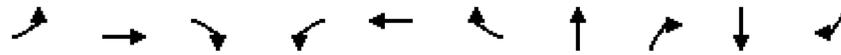
Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road



Queues
100: Division Road & Mequon Road

2030 Build Traffic (RIRO Access at North Driveway)
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	38	665	59	63	715	24	177	55	114	43
v/c Ratio	0.09	0.29	0.06	0.13	0.31	0.02	0.74	0.19	0.47	0.14
Control Delay (s/veh)	7.7	7.5	7.0	8.1	7.6	6.9	51.8	29.7	37.5	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	7.5	7.0	8.1	7.6	6.9	51.8	29.7	37.5	28.9
Queue Length 50th (ft)	7	73	10	12	80	4	96	27	58	21
Queue Length 95th (ft)	20	108	26	30	117	14	128	46	86	39
Internal Link Dist (ft)		997			1222		353		694	
Turn Bay Length (ft)	100		100	225		100				
Base Capacity (vph)	441	2280	998	468	2280	998	363	449	366	453
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.29	0.06	0.13	0.31	0.02	0.49	0.12	0.31	0.09

Intersection Summary

HCM 7th Signalized Intersection Summary 2030 Build Traffic (RIRO Access at North Driveway)
 100: Division Road & Mequon Road AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Future Volume (veh/h)	30	525	75	50	565	30	120	20	70	55	35	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1826	1826	1826	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	38	665	59	63	715	24	152	25	55	70	44	43
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
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	398	1962	856	409	1962	856	74	7	450	65	26	453
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	702	3469	1514	712	3469	1514	0	24	1563	0	92	1576
Grp Volume(v), veh/h	38	665	59	63	715	24	177	0	55	114	0	43
Grp Sat Flow(s),veh/h/ln	702	1735	1514	712	1735	1514	24	0	1563	92	0	1576
Q Serve(g_s), s	2.8	9.3	1.6	4.7	10.2	0.6	0.0	0.0	2.3	0.0	0.0	1.8
Cycle Q Clear(g_c), s	13.0	9.3	1.6	14.0	10.2	0.6	25.9	0.0	2.3	25.9	0.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	0.86		1.00	0.61		1.00
Lane Grp Cap(c), veh/h	398	1962	856	409	1962	856	81	0	450	91	0	453
V/C Ratio(X)	0.10	0.34	0.07	0.15	0.36	0.03	2.18	0.00	0.12	1.25	0.00	0.09
Avail Cap(c_a), veh/h	398	1962	856	409	1962	856	81	0	450	91	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	10.5	8.8	14.3	10.7	8.6	42.8	0.0	23.7	37.7	0.0	23.5
Incr Delay (d2), s/veh	0.5	0.5	0.2	0.8	0.5	0.1	569.3	0.0	0.0	177.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	6.0	0.9	1.4	6.5	0.4	26.3	0.0	1.5	11.7	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	11.0	9.0	15.1	11.2	8.7	612.1	0.0	23.7	215.1	0.0	23.5
LnGrp LOS	B	B	A	B	B	A	F		C	F		C
Approach Vol, veh/h		762			802			232				157
Approach Delay, s/veh		11.0			11.4			472.6				162.6
Approach LOS		B			B			F				F
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		33.0		57.0		33.0				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		15.0		27.9		16.0		27.9				
Green Ext Time (p_c), s		11.0		0.0		11.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				78.2								
HCM 7th LOS				E								

Lanes, Volumes, Timings
100: Division Road & Mequon Road

2030 Build Traffic (Alt Geom @ Mequon/Division)
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (vph)	60	855	120	100	760	60	115	55	120	45	40	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)	100		100	225		100	75		0	0		0
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100			100			100			100		
Right Turn on Red			No			No			No			No
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		1077			1302			433			774	
Travel Time (s)		21.0			25.4			8.4			21.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			3			1			1			2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	62%	100%	100%	62%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	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)	63	900	78	105	800	39	0	179	78	0	89	36
Turn Type	Perm	NA	Perm									
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	2	2	2	6	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	21.1	21.1	21.1	21.1	21.1	21.1	17.1	17.1	17.1	17.1	17.1	17.1
Total Split (s)	57.0	57.0	57.0	57.0	57.0	57.0	33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%
Maximum Green (s)	50.9	50.9	50.9	50.9	50.9	50.9	25.9	25.9	25.9	25.9	25.9	25.9
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.1	6.1	6.1	6.1	6.1	6.1		7.1	7.1		7.1	7.1
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Gap (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Time Before Reduce (s)	25.0	25.0	25.0	25.0	25.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	15.0	15.0	15.0	15.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
v/c Ratio	0.15	0.38	0.08	0.29	0.34	0.04		0.72	0.28		0.38	0.13
Control Delay (s/veh)	7.9	7.7	6.5	9.9	7.3	6.4		50.3	32.5		35.6	29.5

Lanes, Volumes, Timings
 100: Division Road & Mequon Road

2030 Build Traffic (Alt Geom @ Mequon/Division)
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay (s/veh)	7.9	7.7	6.5	9.9	7.3	6.4		50.3	32.5		35.6	29.5
Queue Length 50th (ft)	11	103	13	21	88	7		97	39		45	17
Queue Length 95th (ft)	35	174	36	62	151	21		153	72		82	40
Internal Link Dist (ft)		997			1222			353			694	
Turn Bay Length (ft)	100		100	225		100						
Base Capacity (vph)	413	2359	1031	364	2359	1032		397	449		374	453
Starvation Cap Reductn	0	0	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.15	0.38	0.08	0.29	0.34	0.04		0.45	0.17		0.24	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 19 (21%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green

Natural Cycle: 45

Control Type: Actuated-Coordinated

Splits and Phases: 100: Division Road & Mequon Road

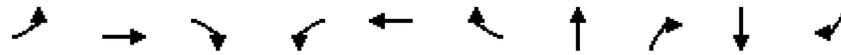


Queues

2030 Build Traffic (Alt Geom @ Mequon/Division)

100: Division Road & Mequon Road

PM Peak Hour

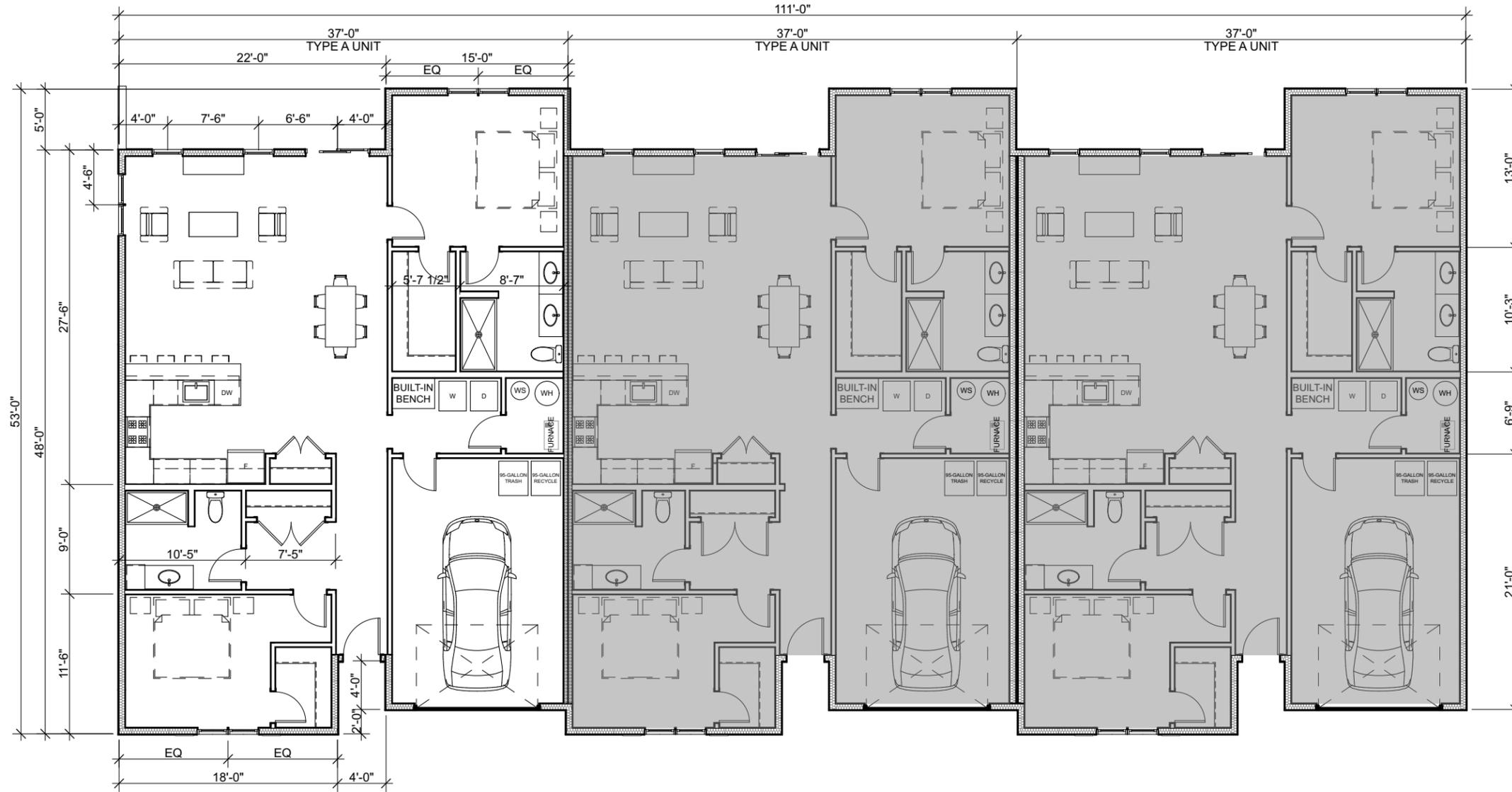


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	63	900	78	105	800	39	179	78	89	36
v/c Ratio	0.15	0.38	0.08	0.29	0.34	0.04	0.72	0.28	0.38	0.13
Control Delay (s/veh)	7.9	7.7	6.5	9.9	7.3	6.4	50.3	32.5	35.6	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.9	7.7	6.5	9.9	7.3	6.4	50.3	32.5	35.6	29.5
Queue Length 50th (ft)	11	103	13	21	88	7	97	39	45	17
Queue Length 95th (ft)	35	174	36	62	151	21	153	72	82	40
Internal Link Dist (ft)		997			1222		353		694	
Turn Bay Length (ft)	100		100	225		100				
Base Capacity (vph)	413	2359	1031	364	2359	1032	397	449	374	453
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.38	0.08	0.29	0.34	0.04	0.45	0.17	0.24	0.08

Intersection Summary

HCM 7th Signalized Intersection Summary 2030 Build Traffic (Alt Geom @ Mequon/Division)
 100: Division Road & Mequon Road PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Future Volume (veh/h)	60	855	120	100	760	60	115	55	120	45	40	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	63	900	78	105	800	39	121	58	78	47	42	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	1	1	1
Cap, veh/h	365	1994	869	318	1994	870	67	20	450	61	37	453
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	650	3526	1537	570	3526	1539	0	69	1563	0	130	1574
Grp Volume(v), veh/h	63	900	78	105	800	39	179	0	78	89	0	36
Grp Sat Flow(s),veh/h/ln	650	1763	1537	570	1763	1539	69	0	1563	130	0	1574
Q Serve(g_s), s	5.4	13.4	2.1	11.8	11.5	1.0	0.0	0.0	3.4	0.0	0.0	1.5
Cycle Q Clear(g_c), s	16.9	13.4	2.1	25.2	11.5	1.0	25.9	0.0	3.4	25.9	0.0	1.5
Prop In Lane	1.00		1.00	1.00		1.00	0.68		1.00	0.53		1.00
Lane Grp Cap(c), veh/h	365	1994	869	318	1994	870	87	0	450	99	0	453
V/C Ratio(X)	0.17	0.45	0.09	0.33	0.40	0.04	2.06	0.00	0.17	0.90	0.00	0.08
Avail Cap(c_a), veh/h	365	1994	869	318	1994	870	87	0	450	99	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	11.4	8.9	18.8	11.0	8.7	39.2	0.0	24.0	34.5	0.0	23.4
Incr Delay (d2), s/veh	1.0	0.7	0.2	2.8	0.6	0.1	513.6	0.0	0.1	59.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	8.5	1.2	3.1	7.5	0.6	25.8	0.0	2.2	6.5	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	12.1	9.2	21.5	11.6	8.8	552.8	0.0	24.1	93.7	0.0	23.4
LnGrp LOS	B	B	A	C	B	A	F		C	F		C
Approach Vol, veh/h		1041			944			257			125	
Approach Delay, s/veh		12.2			12.6			392.3			73.5	
Approach LOS		B			B			F			E	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		33.0		57.0		33.0				
Change Period (Y+Rc), s		6.1		7.1		6.1		7.1				
Max Green Setting (Gmax), s		50.9		25.9		50.9		25.9				
Max Q Clear Time (g_c+I1), s		18.9		27.9		27.2		27.9				
Green Ext Time (p_c), s		15.3		0.0		12.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				56.9								
HCM 7th LOS				E								

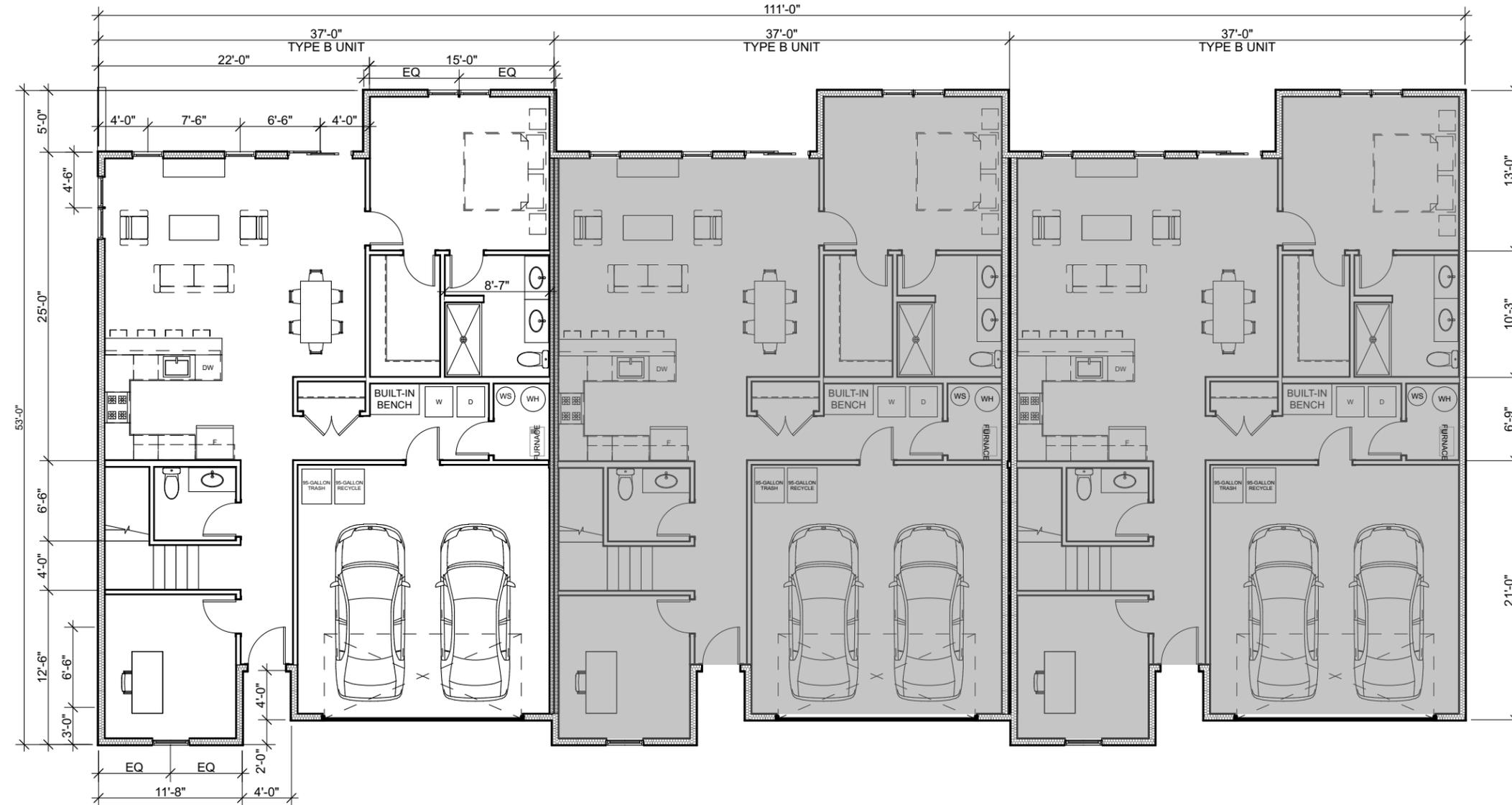


1 FIRST FLOOR PLAN
SD101 SCALE: 3/32" = 1'-0"

TYPE A UNIT
FIRST FLOOR: 1,387 SF
(GARAGE AND MECH. NOT INCLUDED)

TOTAL:
1,387 SF



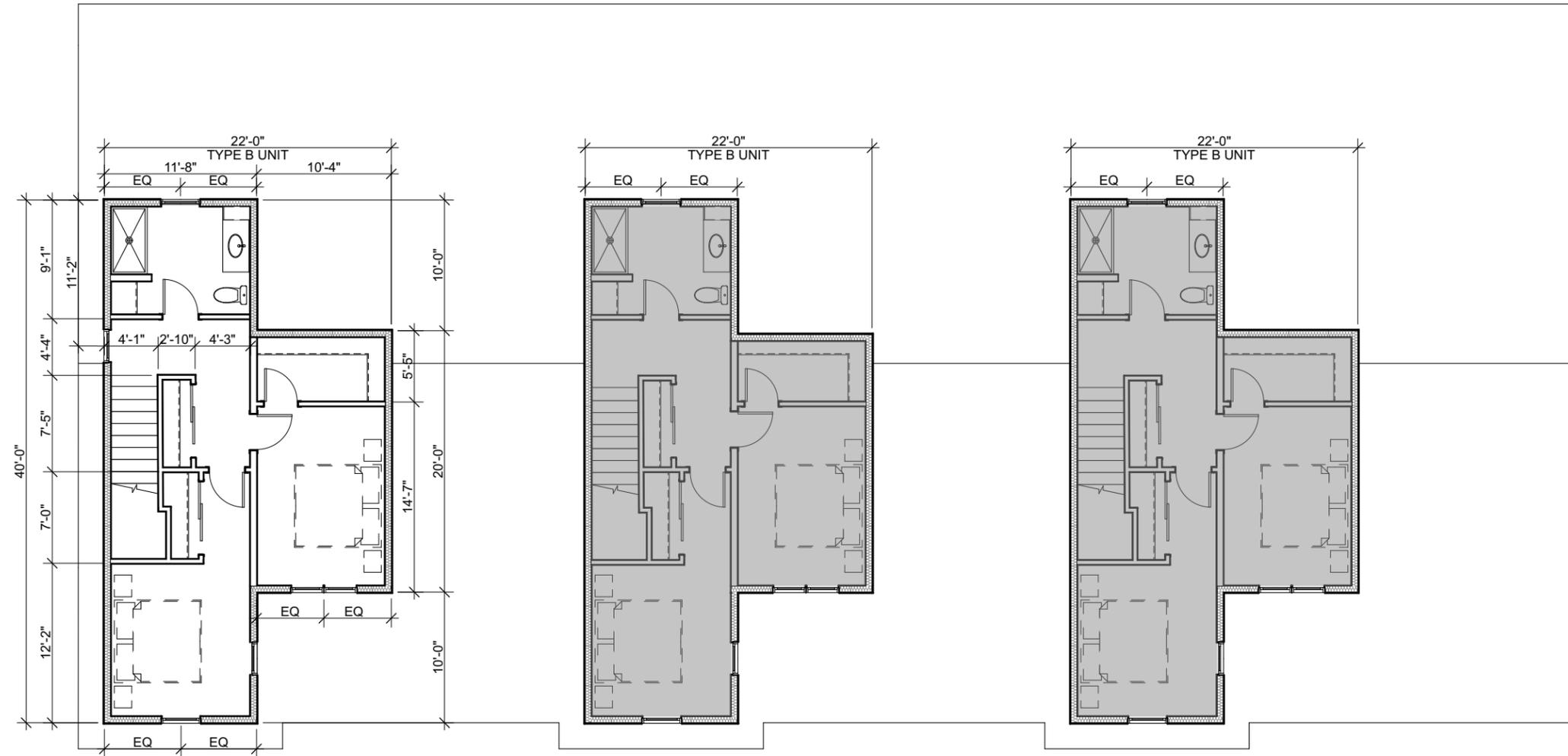


1 FIRST FLOOR PLAN
SD102 SCALE: 3/32" = 1'-0"

TYPE B UNIT
FIRST FLOOR: 1,247 SF
(GARAGE AND MECH. NOT INCLUDED)

TOTAL:
1,858 SF





1
SD103

SECOND FLOOR PLAN
SCALE: 3/32" = 1'-0"

TYPE B UNIT
SECOND FLOOR: 611 SF

TOTAL:
1,858 SF





TYPE C UNIT
FIRST FLOOR: 1,248 SF
 (GARAGE AND MECH. NOT INCLUDED)
TOTAL: 1,248 SF

TYPE A UNIT
FIRST FLOOR: 1,387 SF
 (GARAGE AND MECH. NOT INCLUDED)
TOTAL: 1,387 SF

1 SD104 **FIRST FLOOR PLAN**
 SCALE: 3/32" = 1'-0"

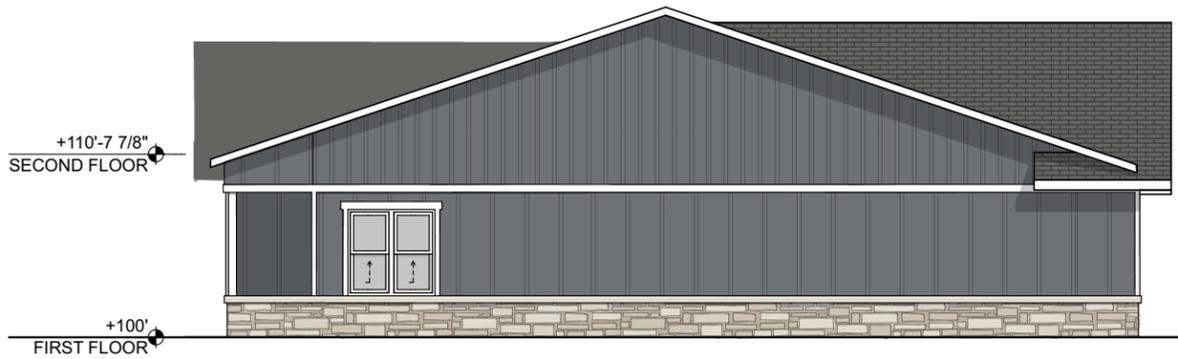




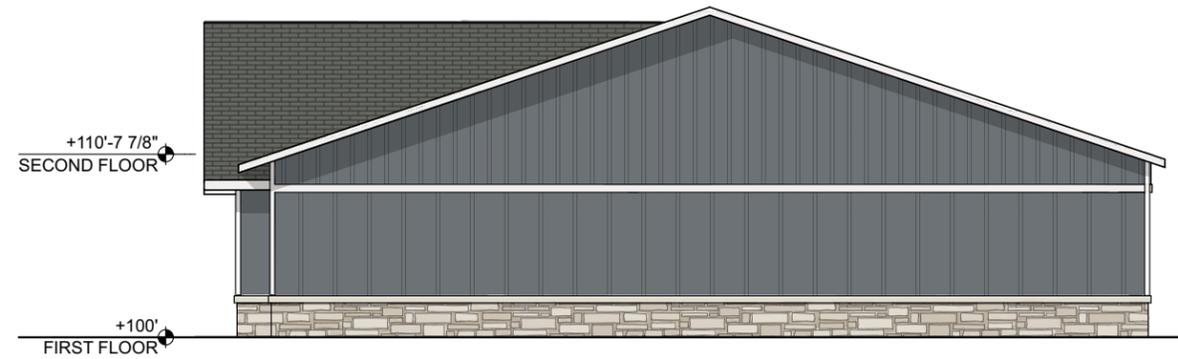
1
SD105
NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2
SD105
SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3
SD105
WEST ELEVATION
SCALE: 3/32" = 1'-0"



4
SD105
EAST ELEVATION
SCALE: 3/32" = 1'-0"

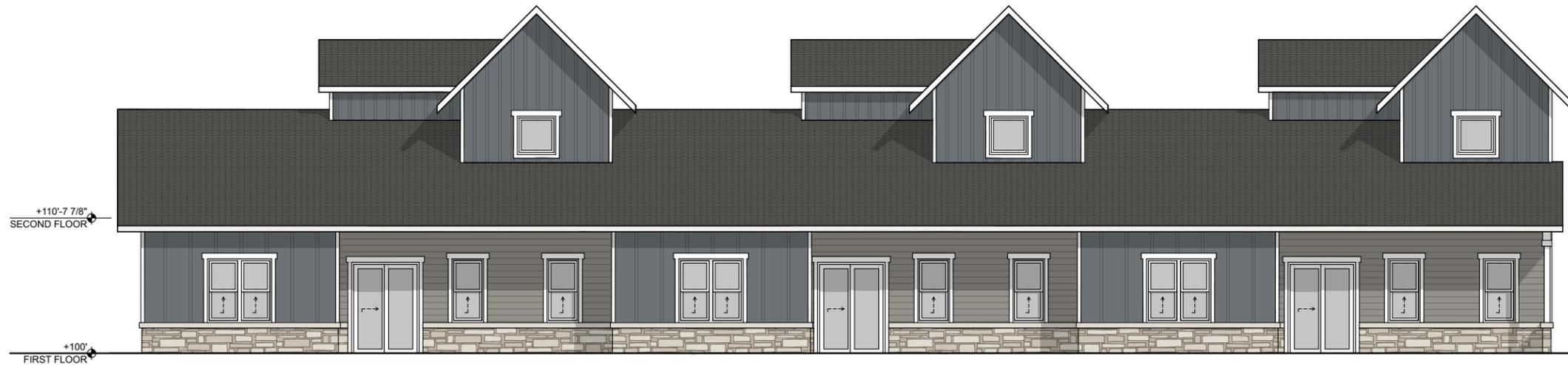
MATERIAL PALETTE:
OPTION 1

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Cavern Steel**
- LP - Smartside Lap Siding
Color: **Tundra Gray**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Charcoal**
- Front Door and Shutters
Color: **Charcoal**
- Natural Thin Stone Veneer
Color: **Lannon Stone**
- Cast Stone Wall Cap
Color: **Beige**
- Vinyl Doors and Windows
Color: **White**





1
SD106
NORTH ELEVATION
SCALE: 3/32" = 1'-0"

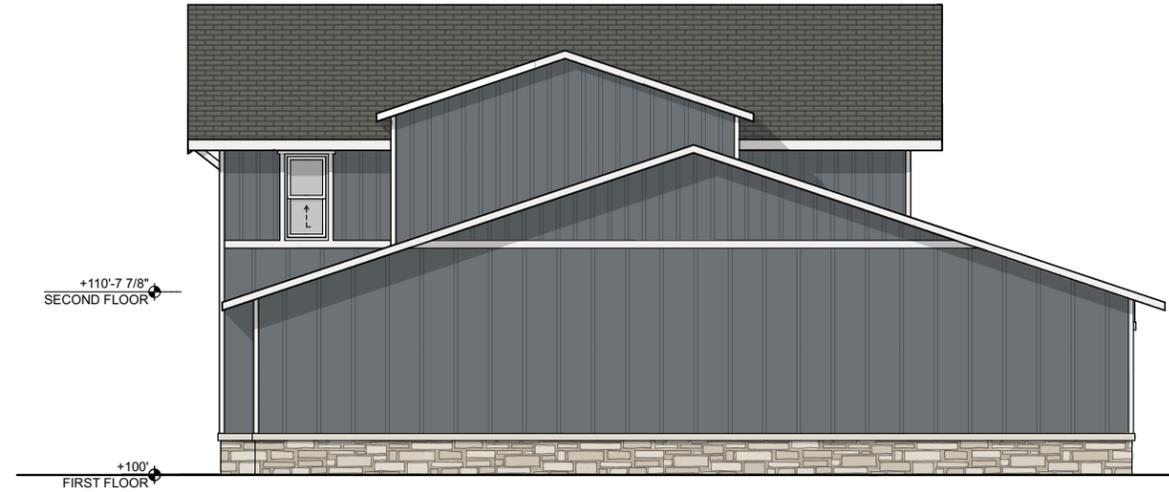


2
SD106
SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

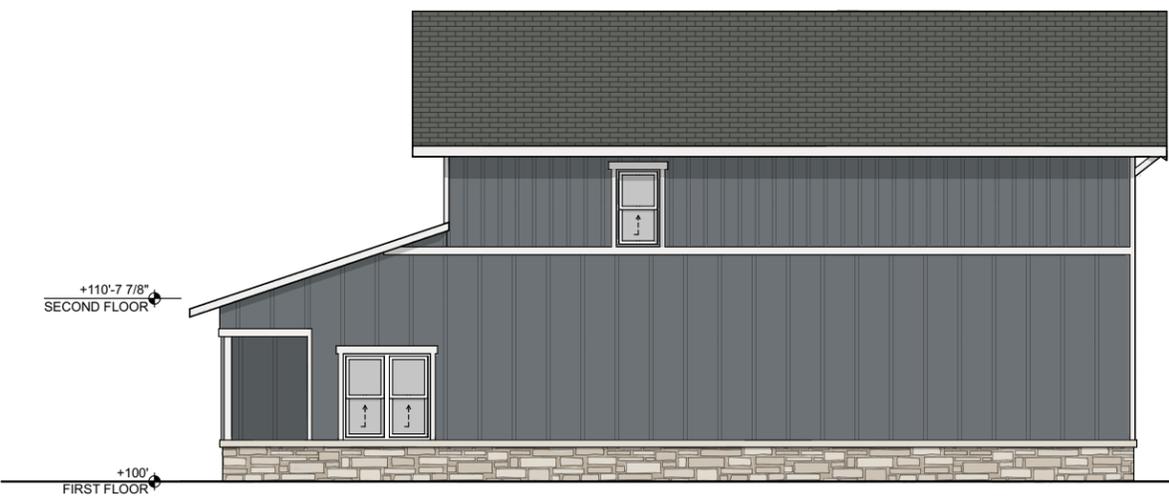
MATERIAL PALETTE:
OPTION 1

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Cavern Steel**
- LP - Smartside Lap Siding
Color: **Tundra Gray**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Charcoal**
- Front Door and Shutters
Color: **Charcoal**
- Natural Thin Stone Veneer
Color: **Lannon Stone**
- Cast Stone Wall Cap
Color: **Beige**
- Vinyl Doors and Windows
Color: **White**





1
SD107
EAST ELEVATION
SCALE: 3/32" = 1'-0"

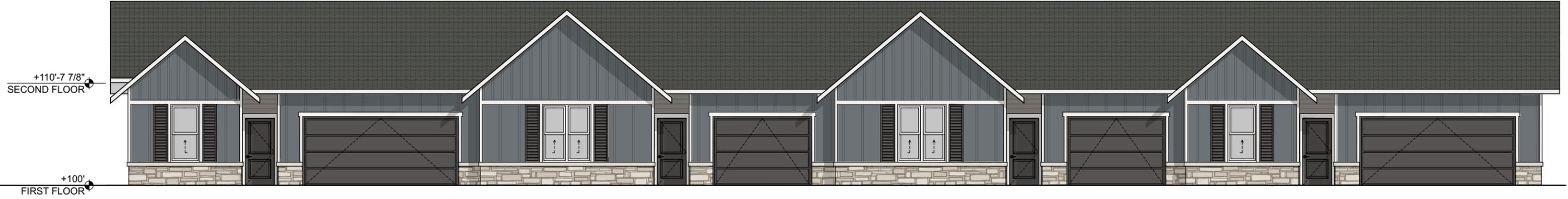


2
SD107
WEST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 1

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Cavern Steel**
- LP - Smartside Lap Siding
Color: **Tundra Gray**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Charcoal**
- Front Door and Shutters
Color: **Charcoal**
- Natural Thin Stone Veneer
Color: **Lannon Stone**
- Cast Stone Wall Cap
Color: **Beige**
- Vinyl Doors and Windows
Color: **White**

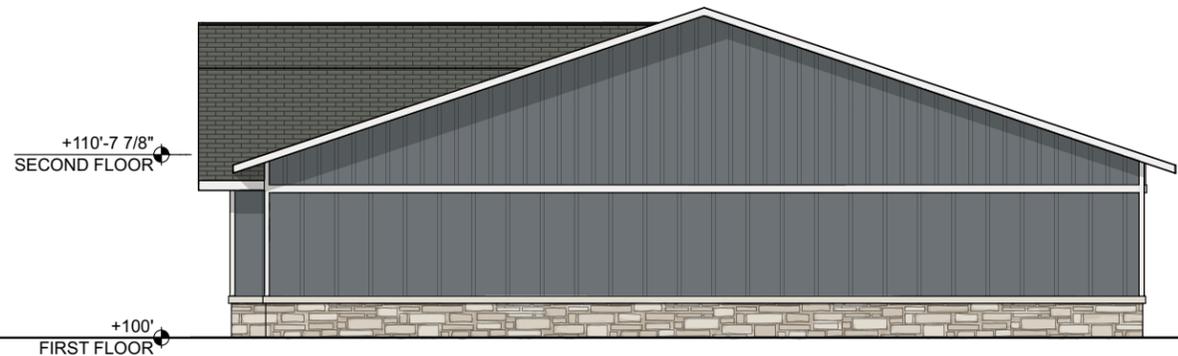




1
SD108 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2
SD108 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3
SD108 EAST ELEVATION
SCALE: 3/32" = 1'-0"



1
SD108 WEST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 1

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Cavern Steel**
- LP - Smartside Lap Siding
Color: **Tundra Gray**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Charcoal**
- Front Door and Shutters
Color: **Charcoal**
- Natural Thin Stone Veneer
Color: **Lannon Stone**
- Cast Stone Wall Cap
Color: **Beige**
- Vinyl Doors and Windows
Color: **White**



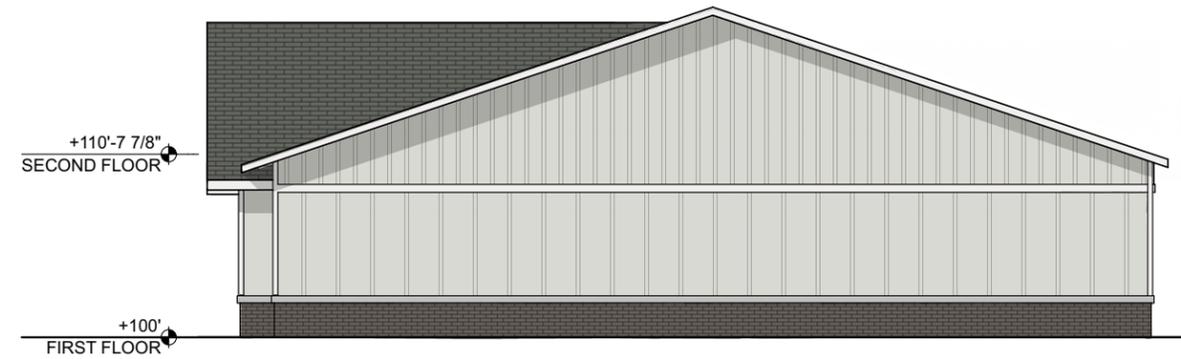
1
SD109
NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2
SD109
SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3
SD109
WEST ELEVATION
SCALE: 3/32" = 1'-0"



4
SD109
EAST ELEVATION
SCALE: 3/32" = 1'-0"

**MATERIAL PALETTE:
OPTION 2**

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Quarry Gray**
- LP - Smartside Lap Siding
Color: **Tundra Gray**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Standard White**
- Front Door and Shutters
Color: **Summit Blue**
- Thin Brick Veneer
Color: **Dark Gray**
- Cast Stone Wall Cap
Color: **Light Gray**
- Vinyl Doors and Windows
Color: **White**



1
SD110
NORTH ELEVATION
SCALE: 3/32" = 1'-0"

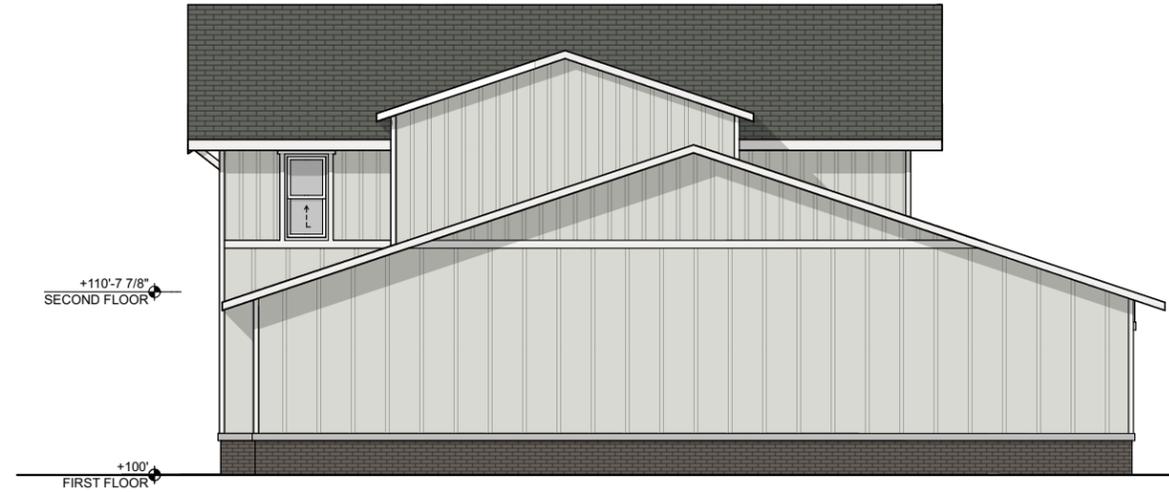


2
SD110
SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

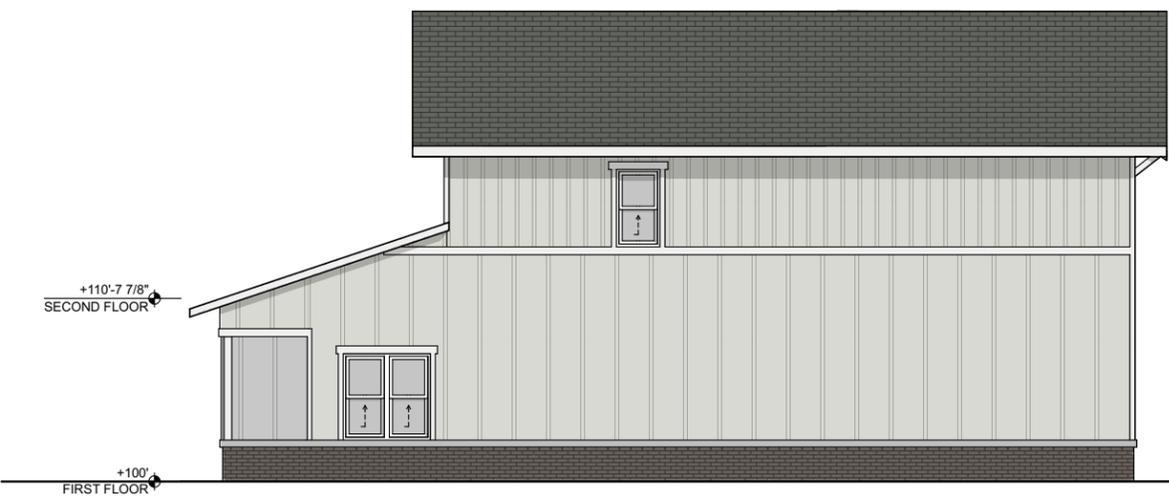
MATERIAL PALETTE:
OPTION 2

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Quarry Gray**
- LP - Smartside Lap Siding
Color: **Tundra Gray**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Standard White**
- Front Door and Shutters
Color: **Summit Blue**
- Thin Brick Veneer
Color: **Dark Gray**
- Cast Stone Wall Cap
Color: **Light Gray**
- Vinyl Doors and Windows
Color: **White**





1
SD111
EAST ELEVATION
SCALE: 3/32" = 1'-0"

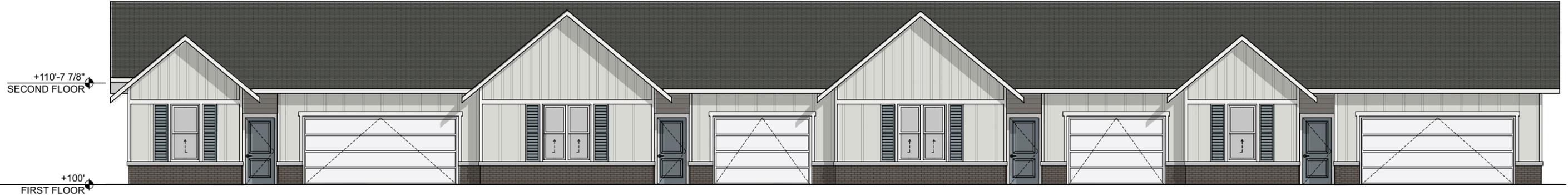


2
SD111
WEST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 2

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Quarry Gray**
- LP - Smartside Lap Siding
Color: **Tundra Gray**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Standard White**
- Front Door and Shutters
Color: **Summit Blue**
- Thin Brick Veneer
Color: **Dark Gray**
- Cast Stone Wall Cap
Color: **Light Gray**
- Vinyl Doors and Windows
Color: **White**

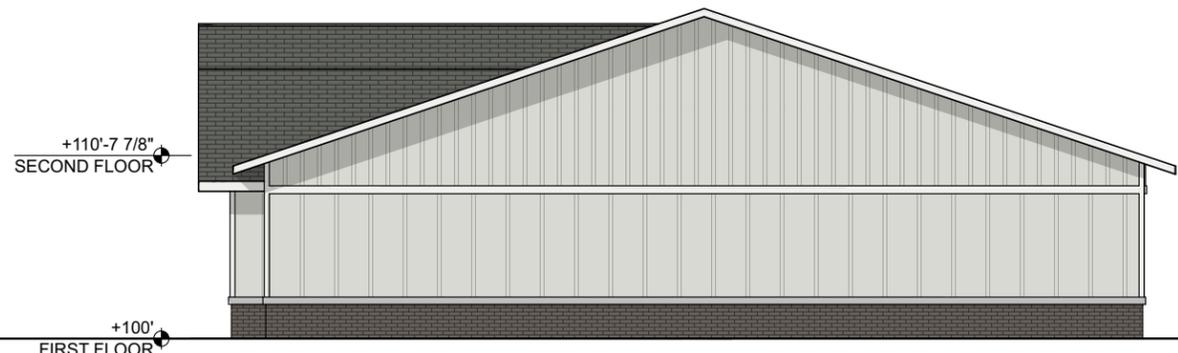




1
SD112 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2
SD112 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3
SD112 EAST ELEVATION
SCALE: 3/32" = 1'-0"



1
SD112 WEST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 2

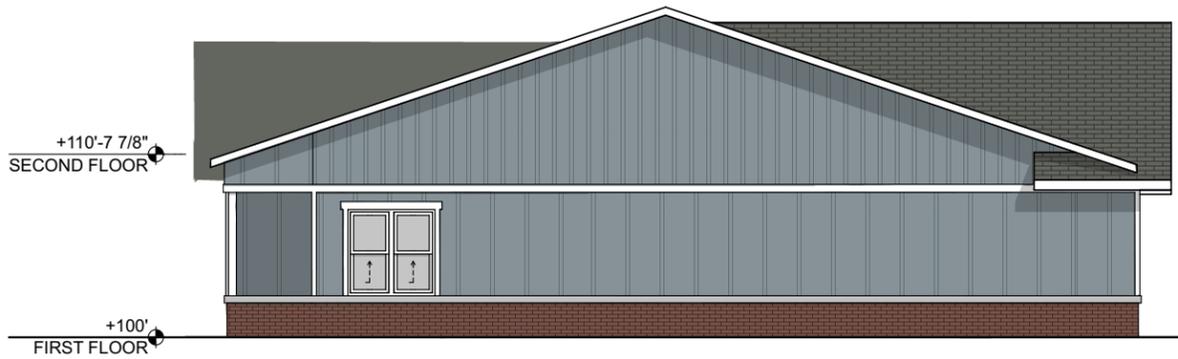
- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Quarry Gray**
- LP - Smartside Lap Siding
Color: **Tundra Gray**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Standard White**
- Front Door and Shutters
Color: **Summit Blue**
- Thin Brick Veneer
Color: **Dark Gray**
- Cast Stone Wall Cap
Color: **Light Gray**
- Vinyl Doors and Windows
Color: **White**



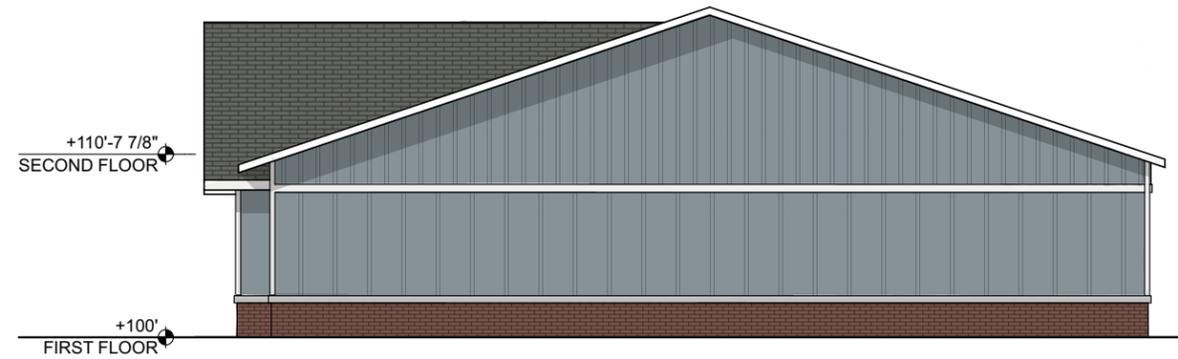
1
SD113
NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2
SD113
SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3
SD113
WEST ELEVATION
SCALE: 3/32" = 1'-0"



4
SD113
EAST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 3

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Summit Blue**
- LP - Smartside Lap Siding
Color: **Cavern Steel**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Standard White**
- Front Door and Shutters
Color: **Navy Blue**
- Thin Brick Veneer
Color: **Red**
- Cast Stone Wall Cap
Color: **Light Gray**
- Vinyl Doors and Windows
Color: **White**





1
SD114
NORTH ELEVATION
SCALE: 3/32" = 1'-0"

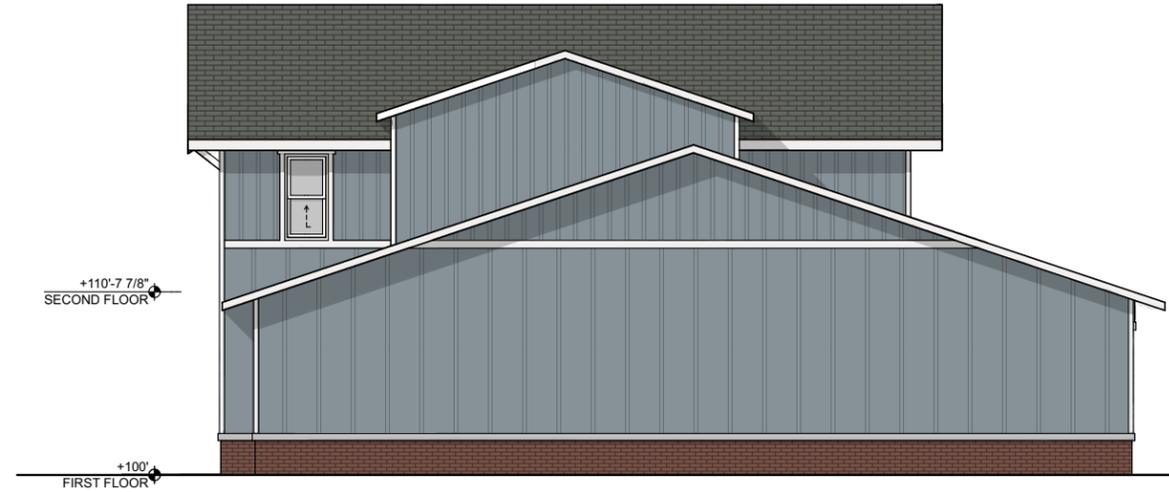


2
SD114
SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

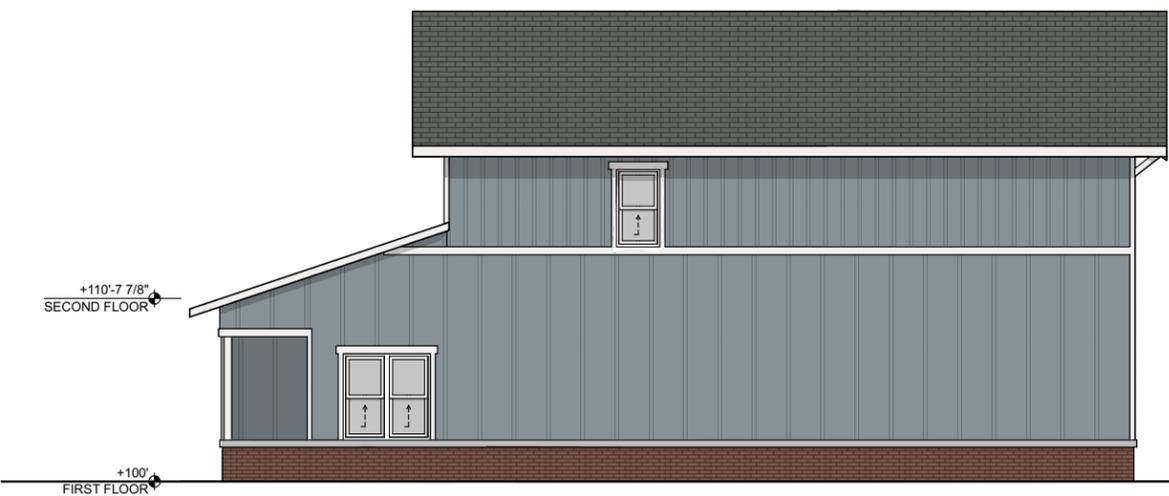
MATERIAL PALETTE:
OPTION 3

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Summit Blue**
- LP - Smartside Lap Siding
Color: **Cavern Steel**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Standard White**
- Front Door and Shutters
Color: **Navy Blue**
- Thin Brick Veneer
Color: **Red**
- Cast Stone Wall Cap
Color: **Light Gray**
- Vinyl Doors and Windows
Color: **White**





1
SD115
EAST ELEVATION
SCALE: 3/32" = 1'-0"

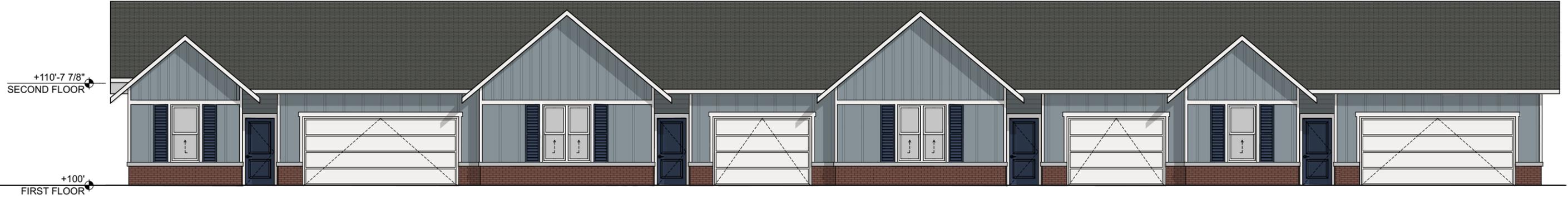


2
SD115
WEST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 3

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Summit Blue**
- LP - Smartside Lap Siding
Color: **Cavern Steel**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Standard White**
- Front Door and Shutters
Color: **Navy Blue**
- Thin Brick Veneer
Color: **Red**
- Cast Stone Wall Cap
Color: **Light Gray**
- Vinyl Doors and Windows
Color: **White**

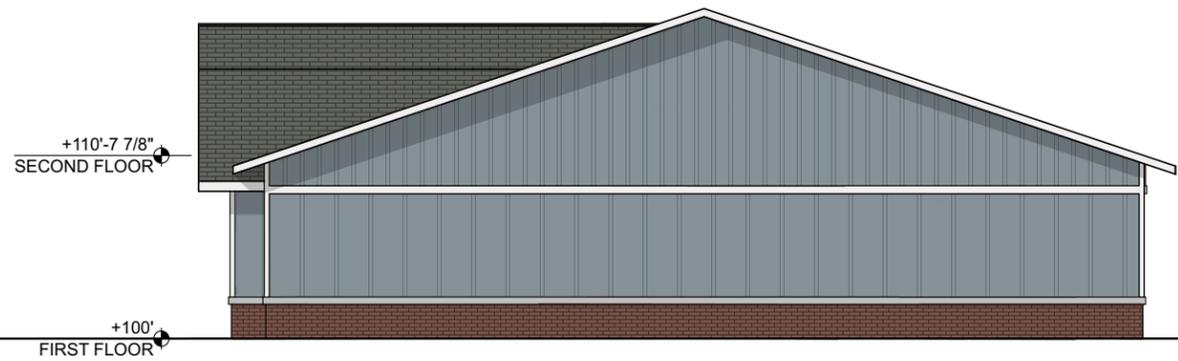




1
SD116 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



2
SD116 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



3
SD116 EAST ELEVATION
SCALE: 3/32" = 1'-0"



1
SD116 WEST ELEVATION
SCALE: 3/32" = 1'-0"

MATERIAL PALETTE:
OPTION 3

- Owens Corning - TruDefinition Duration Shingles
Color: **Estate Gray**
- LP - Smartside Board and Batten Siding
Color: **Summit Blue**
- LP - Smartside Lap Siding
Color: **Cavern Steel**
- LP - Smartside Trim
Color: **Snowscape White**
- Clopay - Classic Steel Garage Doors
Color: **Standard White**
- Front Door and Shutters
Color: **Navy Blue**
- Thin Brick Veneer
Color: **Red**
- Cast Stone Wall Cap
Color: **Light Gray**
- Vinyl Doors and Windows
Color: **White**





Cirrus Property Group, LLC
1661 N Water St, Suite 500
Milwaukee, WI 53202

Legal Description

Certified Survey Map No. 5387, recorded August 28, 2001, in Volume 38 of Certified Survey Maps, pages 152, 153 and 154, as Document No. 898738, being a part of the Northeast 1/4 of the Northeast 1/4 of Section 28, Town 9 North, Range 20 East, in the Village of Germantown, County of Washington, State of Wisconsin.

Tax Key No: GTNV 281967

Address: W172 N11183 Division Road

Certified Survey Map

All of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washington County, State of Wisconsin.

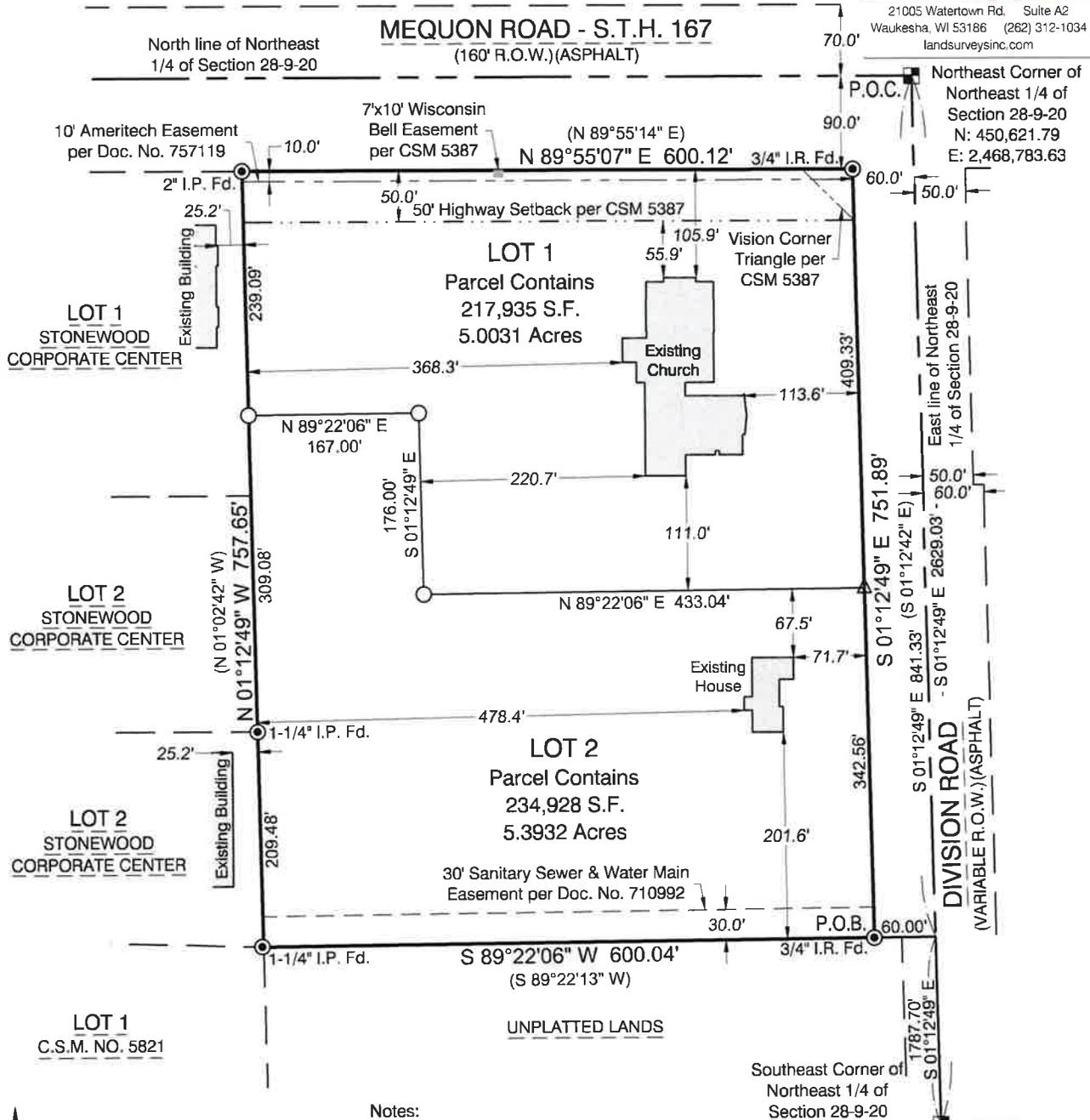
Owner:
Faith Lutheran Church
W172N1183 Division Road
Germantown, WI 53022
262-251-8250

Property Address:
W172N1183 Division Road
Germantown, WI 53022

Surveyor:
Daniel E. Bednar
21005 Watertown Road
Suite A2
Waukesha, WI 53186



21005 Watertown Rd. Suite A2
Waukesha, WI 53186 (262) 312-1034
landsurveysinc.com



Notes:

1. Outside diameter measured on all monuments. Set monuments are 1.50Lbs/Lineal Foot.
2. () Indicates recorded as bearings and dimensions.
3. Field work completed on 09-05-25.
4. According to the flood insurance rate map of the Village of Germantown, Community Panel No. 5504720376D, effective date of November 20, 2013, this site falls in Zone X (Area of Minimal Flood Hazard).

BEARINGS ARE REFERENCED TO WISCONSIN STATE PLANE COORDINATE SYSTEM SOUTH ZONE NAD 83/2011 IN WHICH THE EAST LINE OF THE NE 1/4 OF SECTION 28, T 9 N, R 20 E, BEARS S 01°14'49" E.



LEGEND

- Monument Found as Noted
- 3/4"x18" Iron Rod Set
- △ Mag Nail Set
- Aluminum Disc in Conc.

Graphic Scale 1" = 150'



Daniel E. Bednar

October 10, 2025

Certified Survey Map _____

All of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washington County, State of Wisconsin.

SURVEYOR'S CERTIFICATE:

I, Daniel E. Bednar, Professional Land Surveyor, do hereby certify:

That I have surveyed, divided and mapped all of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washington County, State of Wisconsin, bounded and described as follows:

Commencing at the Northeast Corner of the Northeast 1/4 Section; thence South 01°12'49" East along the East line of said Section 841.33 feet; thence South 89°22'06" West 60.00 feet to a point on the South line of said CSM No. 5387 and the Point of Beginning of the lands described hereinafter; thence continuing South 89°22'06" West along said South line 600.04 feet to a point on the West line of said CSM; thence North 01°12'49" West along said West line 757.65 feet to a point on the North line of said CSM and the South line of Mequon Road; thence North 89°55'07" East along said North line 600.12 feet to a point on the East line of said CSM and West line of Division Road; thence South 01°12'49" East along said East line 751.89 feet to the Point of Beginning of this description.

The gross area of said parcel contains 452,863 square feet or 10.3963 acres of land more or less.

That I have made such survey, land division and map by the direction of Faith Lutheran Church, owner's of said land. That such map is a correct representation of all exterior boundaries of land surveyed and land division made thereof. That I have fully complied with the provisions of chapter 236.34 of the Wisconsin Statutes and Chapter 18 of the Village of Germantown Subdivision Control Ordinance in surveying, dividing and mapping same.

Dated this 10th day of October, 2025.



Daniel E. Bednar, PLS
Professional Land Surveyor S-2812



LAND SURVEYS INC.

21005 Watertown Rd. Suite A2
Waukesha, WI 53186 (262) 312-1034
landsurveysinc.com

Certified Survey Map _____

All of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washington County, State of Wisconsin.

VILLAGE OF GERMANTOWN BOARD APPROVAL:

This Certified Survey Map, being a division of Certified Survey Map No. 5387 being in the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 9 North, Range 20 East, in the Village of Germantown, Washing County, Wisconsin, having been approved by the Planning Commission being the same, is hereby approved and the dedicated of that part of Mequon Road - S.T.H. 167 and that part of Division Road for public road purposes as shown on Sheet 1 of 4 is hereby accepted by the Village Board of Trustees of the Village of Germantown on _____ day of _____, 2025.

Signed: _____ Date _____
Robert A. Soderberg, Village President

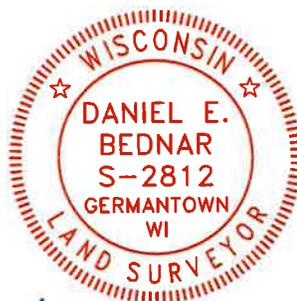
Signed: _____ Date _____
Donna Ott, Village Clerk

VILLAGE OF GERMANTOWN PLANNING COMMISSION APPROVAL:

This Certified Survey Map is hereby approved by the Planning Commission of the Village of Germantown on this _____ day of _____, 2025.

Signed: _____ Date _____
Robert A. Soderberg, Chairman

Signed: _____ Date _____
Deborah J. Remich, Secretary



21005 Watertown Rd. Suite A2
Waukesha, WI 53186 (262) 312-1034
landsurveysinc.com

A handwritten signature in blue ink that reads "Daniel E. Bednar".