VILLAGE OF WILLIAMS BAY

250 Williams Street | PO Box 580 | Williams Bay | WI | 53191 | vi.williamsbay.wi.gov
Phone: 262-245-2700

NOTICE

PLAN COMMISSION MEETING

TUESDAY, FEBRUARY 3, 2026 AT 6:30 PM

Village Hall Council Room
250 Williams Street
Williams Bay, WI 53191

There may be a quorum of Village Trustees present, no board business will be conducted.

The meeting will be live-streamed on the Village of Williams Bay's YouTube, which can be found here: https://youtube.com/live/uXFtWA_ptt0?feature=share

AGENDA

The following agenda items may be considered for Discussion, Consideration, or Action

I. Call to Order

II. Roll Call

III. Pledge of Allegiance

IV. Minutes

A. Plan Commission Meeting Minutes of December 2, 2025

V. Recommendation and Possible Action for a Site Plan Review and Conditional Use Permit

A. APPLICANT: Yerkes Future Foundation Inc. (Owner)
TAX KEY: WA518500001
STREET ADDRESS: 373 W Geneva Street, Williams Bay, WI 53191
The applicant requests a site plan review and conditional use permit per Section 390-0223 Conditional Use Permit, and Section 390-0223(C) (14) Large Developments, for the construction of a new playground space; and a pavilion building that includes a patio area, two family restrooms, and nursing/sensory room.

B. Consideration and Possible Action on Site Plan Review and Conditional Use Permit Application

VI. Recommendation and Possible Action for a Zoning Text Amendment to the Village of Williams Bay Zoning Ordinance Pertaining to Tourist Rooming Houses

A. APPLICANT: Village of Williams Bay
STREET ADDRESS: 250 Williams Street, Williams Bay, WI 53191
The Village of Williams Bay is seeking to amend Section 390-0310M of the Zoning Ordinance of the Village of Williams Bay, concerning Tourist Rooming Houses.

B. Open Public Hearing

C. Close Public Hearing

D. Consideration and Possible Action on Zoning Text Amendment

VII. Recommendation and Possible Action for a Zoning Text Amendment to the Village of Williams Bay Zoning Ordinance Pertaining to Temporary Relocatable Buildings

A. APPLICANT: Village of Williams Bay
STREET ADDRESS: 250 Williams Street, Williams Bay, WI 53191
The Village of Williams Bay is seeking to amend Section 390-0316G of the Zoning Ordinance of the Village of Williams Bay, concerning Temporary Relocatable Buildings.

B. Open Public Hearing

C. Close Public Hearing

D. Consideration and Possible Action on Zoning Text Amendment

VIII. Recommendation and Possible Action for a Conditional Use Permit

A. APPLICANT: Village of Williams Bay, EMS Living Quarters (Project)
TAX KEY: WOP 00085 and WOP 00089
STREET ADDRESS: 7 E Geneva Street, Williams Bay, WI 53191
The applicant requests a conditional use permit per Section 390-0224(F)(5) and 390-0316(G) to keep a temporary relocatable building on site to provide housing to overnight EMS staff for longer than a 6-month period, within the required setbacks.

B. Open Public Hearing

C. Close Public Hearing

D. Consideration and Possible Action on Conditional Use Permit

IX. Adjournment

Adam Jaramillo
Chairman

Requests from persons with disabilities, who need assistance to participate in this meeting or hearing, should be made to the Village Clerk's office in advance so the appropriate accommodations can be made.

Posted: 01/26/2026 5:00 PM

VILLAGE OF WILLIAMS BAY

250 Williams Street | PO Box 580 | Williams Bay | WI | 53191 | vi.williamsbay.wi.gov

Phone: 262-245-2700

UNOFFICIAL MINUTES
PLAN COMMISSION MEETING MEETING
TUESDAY, DECEMBER 2, 2025 AT 6:30 PM
VILLAGE HALL COUNCIL ROOM
250 WILLIAMS STREET
WILLIAMS BAY, WI 53191

THERE MAY BE A QUORUM OF VILLAGE TRUSTEES PRESENT, NO BOARD BUSINESS WILL BE CONDUCTED.

I. Call to Order

President Jaramillo called the meeting to order at 06:30pm.

II. Roll Call

Present: President Adam Jaramillo, Trustee Lowell Wright, Commissioners Maggie Gage, Marianne Klemke, Matt Robbins, Mike Fieweger, Jess Haak
Also Present: Zoning Administrator Allison Schwark, Clerk Tina Kolls

III. Pledge of Allegiance

The Pledge of Allegiance was recited by all.

IV. Minutes

A. Plan Commission Meeting Minutes of November 4, 2025

The motion to approve the Plan Commission Meeting Minutes of November 4, 2025 was initiated by Commissioner Haak and seconded by Commissioner Fieweger. Trustee Wright abstained. Unanimously carried.

V. Other Items for Discussion, Consideration, or Action

A. Approval of the Meeting Schedules for Plan Commission for Year 2026

The motion to approve the Meeting Schedules for Plan Commission for Year 2026 was initiated by Commissioner Robbins and seconded by Commissioner Klemke. Unanimously carried.

VI. Recommendation and Possible Action for a Temporary Use Permit

A. APPLICANT: Mike Condron and John Dwyer (Applicants)
TAX KEY: WOP 00008 and WWUP 00088
STREET ADDRESS: 105 N. Walworth Street and Lakefront Area, Williams Bay, Wisconsin 53191
The applicant is requesting a Temporary Use Permit per Section 390.208 “Temporary Use Permit” and Section 390.0316.B Temporary Outdoor Sales for a food vending cart.

The motion to recommend Village Board approval of the Temporary Use Permit per Section 390.208 “Temporary Use Permit” and Section 390.0316.B Temporary Outdoor Sales for a food vending cart was initiated by Commissioner Robbins and seconded by Commissioner Gage. Unanimously carried.

VII. Recommendation and Possible Action for a Site Plan Review and Conditional Use Permit

A. APPLICANT: Yerkes Future Foundation Inc. (Owner)
TAX KEY: WA518500001
STREET ADDRESS: 373 W Geneva Street, Williams Bay, WI 53191
The applicant requests a site plan review and conditional use permit per Section 390-0223 Conditional Use Permit, and Section 390-0223(C) (14) Large Developments, for the construction of a new playground space; and a pavilion building that includes a patio area, two family restrooms, and nursing/sensory room.

The motion to table the site plan review and conditional use permit per Section 390-0223 Conditional Use Permit, and Section 390-0223(C) (14) Large Developments, for the construction of a new playground space; and a pavilion building that includes a patio area, two family restrooms, and nursing/sensory room until all conditions are met was initiated by Commissioner Robbins and seconded by Commissioner Gage. Unanimously carried.

VIII. Recommendation and Possible Action for a Site Plan Review in the Extra Territorial Zoning District (ETZ)

A. APPLICANT: Brandon Flunker (Applicant), Paloma Ridge Commercial LLC (Owner), Lodge Geneva National (Project)
TAX KEY: JLGR 05011
STREET ADDRESS: W4240 Highway 50, Lake Geneva, WI 53147
The applicant requests site plan approval per Section 390-1206 and 390-1704 to modify and expand an existing parking lot.

This item was moved to just after item VI.

The motion to recommend Village Board approval of the site plan approval per Section 390-1206 and 390-1704 to modify and expand an existing parking lot was initiated by Commissioner Gage and seconded by Commissioner Klemke. Unanimously carried.

IX. Recommendation and Possible Action for a Final Plat and Temporary Zoning Designation Upon Direct Annexation

A. APPLICANT: Land and Lakes Company (Applicant and Owner), Willabay Meadows (Project)
TAX KEY: IL 500005, WWUP 00084, and JG 3100009A
STREET ADDRESS: Vacant Land off E Geneva Street and Highway 50, Williams Bay, WI 53191
The applicant requests final plat approval per Section 375, Article 3, Article 5, and Section 375-0304, and temporary zoning designation approval upon direct annexation per Section 390-0205 for two parcels, one located in the Town of Linn, and one located in the Town of Geneva.

The motion to recommend Village Board approval of the temporary zoning designation approval upon direct annexation per Section 390-0205 for two parcels, one located in the Town of Linn, and one located in the Town of Geneva was initiated by Trustee Wright and seconded by Commissioner Fieweger. Motion carries.

Votes:
Yes: President Jaramillo, Trustee Wright, Commissioners Klemke, Fieweger and Gage
No: Commissioners Haak and Robbins
Abstain: None

Result: Passes

The motion to recommend Village Board approval of the final plat approval per Section 375, Article 3, Article 5, and Section 375-0304 with the conditions outlined by the Village Engineer and approvals by the Village Attorney was initiated by Trustee Wright and seconded by President Jaramillo. Motion carries.

Votes:
Yes: President Jaramillo, Trustee Wright, Commissioners Klemke, Fieweger and Gage

No: Commissioners Haak and Robbins
Abstain: None

Result: Passes

X. Adjournment

The motion to adjourn was initiated by Commissioner Robbins and seconded by Commissioner Gage at 08:12pm. Unanimously carried.

/s/ Tina Kolls, Village Clerk

These are not official Minutes until approved by the Governing Body.

VILLAGE OF WILLIAMS BAY

Office of Zoning Administrator

Evaluation Report
Plan Commission Meeting
February 3, 2026

Prepared: January 22, 2026
APPLICANT: Yerkes Future Foundation Inc. (Owner)
TAX KEYS: WA518500001
STREET ADDRESS: 373 W Geneva Street, Williams Bay, WI 53191

The applicant is requesting approval of a Site Plan Review per Section 390-1206, and a conditional use permit per Section 390-0223 Conditional Use Permit, and Section 390-0223(C)(14) Large Developments, for the construction of a new playground space; and a pavilion building that includes a patio area, two family restrooms, and nursing/sensory room. Originally the proposal also included the relocation of an existing building onto Yerke's property, however at this time the applicant has withdrawn this request and will no longer be considered as part of the submittal. Yerkes plans to request this again in the future as they continue to develop their Master Plan.

On October 7, 2025, the proposed project was tabled at the Plan Commission meeting and feedback was given that more information on the overall Master Plan for Yerkes should be provided in addition to more information on traffic, parking, and how construction traffic be controlled. It was suggested a traffic study be completed, and that the applicant address where individuals will park to utilize the newly constructed playground area.

On December 2, 2025, the proposed project was tabled at the Plan Commission meeting once again, as commissioners felt a traffic study was crucial. The applicant stated that a traffic study had been ordered, and they would be receiving it back in the near future. Additional feedback was given regarding the future traffic flow/pattern of the site, and discussion was had about how the current proposal for the play space, and pavilion was connected to the Future Master Plan for Yerkes Observatory.

Site Plan Review Procedure:

1. Review by the Zoning Administrator.

(a) The Zoning Administrator shall determine whether the site plan application is complete and fulfills the requirements of this chapter. If the application is determined to be incomplete, the Zoning Administrator shall notify the applicant.
The application is complete.

(b) The Zoning Administrator shall review the application and evaluate the proposal for

compliance with the following data sources:

i. Official Zoning Map.

ii. The Village of Williams Bay Comprehensive Plan.

iii. Applicable FEMA and related floodplain maps.

iv. Applicable federal and state wetland inventory maps.

The application is in compliance and in accordance with the official zoning map, and comprehensive plan. The parcel is not within a floodplain, or wetland area.

(c) The Zoning Administrator shall prepare a written report addressing items above and forward said report to the Plan Commission for the Commission's review and use in making its recommendation to the Village Board. If the Zoning Administrator determines that the proposal may conflict with the provisions of this chapter or the Comprehensive Plan, the Zoning Administrator shall note this determination in the report.
Please refer to this report as such document.

2. Review and recommendation by the Plan Commission.

(a) The Plan Commission, in its consideration of the submitted application, shall take into account the basic intent of this chapter to ensure attractive, efficient, and appropriate development of land in the Village, and to ensure that every reasonable step has been taken to avoid depreciating effects on surrounding property and the natural environment. In its review, the Plan Commission may require such additional measures and/or modifications as it deems necessary to accomplish this objective. If such additional measures and/or modifications are required, the Plan Commission may withhold approval of the site plan until revisions depicting such additional measures and/or modifications are submitted to the satisfaction of the Plan Commission, or may approve the application subject to the satisfaction of the Zoning Administrator. Such amended plans and conditions applicable to the proposed use shall be made part of the official record, and development activity on the subject property may not proceed until the revised application has been approved by one of the two above procedures as directed by the Plan Commission.

(b) It its review of the application, the Plan Commission may make findings on each of the following criteria to determine whether the site plan shall be approved, approved with modification, or denied:

i. All standards of this chapter and other applicable Village, state, and federal regulations are met.

ii. The public health and safety is not endangered.

iii. Adequate public facilities, utilities, and open space areas are provided.

iv. Adequate control of stormwater and erosion is provided and the disruption of existing topography, drainage patterns, and vegetative cover is minimized insofar as is practical.

v. Appropriate traffic control and parking are provided.

vi. Applicable performance standards, per Article 8, are met.

(c) The Plan Commission may make a written report to the Village Board and/or may state in the minutes its findings regarding Subsection E(7)(b) above and its recommendations regarding the application as a whole. Said report and/or minutes may include formal findings of fact developed and approved by the Plan Commission

concerning the requirements of this section, and that the public benefits outweigh any and all potential adverse impacts of the proposed site plan.

3. Review and action by the Village Board.

(a) The Village Board shall consider the Plan Commission's recommendation regarding the proposed site plan. The Village Board may request additional information and/or reports from the Plan Commission, Zoning Administrator, and/or the applicant. The Board may take final action on the application at the time of its initial meeting, or may continue the proceedings.

(b) The Village Board may approve the site plan as originally proposed, may approve the proposed site plan with conditions (per the recommendations of the Zoning Administrator, the Plan Commission, authorized outside experts, or its own members), or may deny approval of the proposed site plan.

Conditional Use Review Procedure:

1. Review by the Zoning Administrator.

(a) The Zoning Administrator shall determine whether the application is complete and fulfills the requirements of this chapter. If the application is determined to be incomplete, the Zoning Administrator shall notify the applicant.
The application is complete.

(b) The Zoning Administrator shall review the application and evaluate whether the proposed amendment meets the following criteria:

i. Is in harmony with the recommendations of the Comprehensive Plan. If the Zoning Administrator determines that the proposal may be in conflict with the provisions of the Comprehensive Plan, the Zoning Administrator shall note this determination in the report.

According to the 2023 Comprehensive Plan, the Village of Williams Bay has many goals and objectives to partner with Yerkes Observatory, and help their continued growth. The proposed project is in line with the Village's cultural objectives of the Comprehensive Plan which states:

"Support the long-term preservation of the Yerkes Observatory building and property, and work with the Yerkes Future Foundation to promote this institution as a national education and outreach center for science education."

An additional goal within the 2023 Comprehensive plan is to preserve key campuses such as Yerkes to advance the Village's image as place for education, tourism, and outdoor recreation.

Another important objective of the comprehensive plan is to work with local businesses and institutional uses to promote tourism and economic growth. Some of the Village's most important economic assets are its existing local businesses. It is generally easier to retain established businesses and industries than to recruit new ones, and most employment growth in any community

occurs through existing business expansion. The Village will continue to actively facilitate and encourage the appropriate growth of existing Williams Bay businesses, either at existing or larger sites in the community. In the context of a broader economic development initiative, described elsewhere in this chapter, the Village may also work in collaboration with local business owners to research, identify, and address obstacles to local business development and to develop future economic development strategies and the marketing of the Village for new business. Additionally, the Village could continue to support and pursue partnerships with the community's unique institutions including the Yerkes Future Foundation. Visitors of this institution can supplement seasonal population loss by supplying more year-round customers to support local businesses.

ii. Will not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of this chapter, the Comprehensive Plan, or any other plan, program, map, or ordinance adopted or under consideration pursuant to official notice by the Village or other governmental agency having jurisdiction to guide development.

The proposed outdoor play space at Yerkes Observatory will not result in a substantial or undue adverse impact on nearby properties, the character of the neighborhood, or matters affecting public health, safety, or general welfare. The project is located within an established institutional campus that has historically accommodated public visitation, educational programming, and outdoor activities. The scale, design, and placement of the play structure are consistent with the existing use and character of the Yerkes property and the surrounding area.

Neighborhood character will be preserved, as the play space is designed as a low-profile, open-air amenity integrated into the landscaped grounds and set back from adjacent residential properties. The use is primarily daytime and family-oriented, minimizing potential noise or disturbance. Existing tree cover, open space, and site design elements further buffer nearby properties and maintain the visual and environmental character of the area.

Environmental impacts are expected to be minimal. The project does not involve significant grading or impervious surface expansion beyond what is typical for a play area, and it has been planned to respect existing natural features and drainage patterns. No adverse effects on environmentally sensitive areas or public lands are anticipated.

Traffic and parking impacts are also expected to be minor, as indicated by the revised traffic study focusing on the play space enclosed in your packet. The play space will function as an accessory amenity to the observatory rather than

a standalone attraction, with visitation largely overlapping existing peak use periods. Existing on-site parking and access points are sufficient to accommodate anticipated use without negatively impacting public rights-of-way or requiring additional public improvements.

The proposed use aligns with the Village's Comprehensive Plan and applicable zoning objectives by supporting educational, recreational, and cultural opportunities while maintaining compatibility with surrounding land uses. With appropriate operational oversight and any conditions imposed through the CUP process, the project will not create adverse impacts now or in the future as the area continues to develop in accordance with adopted plans and ordinances.

iii. Maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

The proposed project is consistent and in line with the P&I zoning designation and all its requirements.

iv. The conditional use is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities, or services provided by public agencies serving the subject property.

The proposed conditional use is located in an area, and on a parcel that is already developed and adequately served by public facilities and utilities. The proposed development will not negatively impact any services or public facilities.

v. The potential public benefits outweigh any and all potential adverse impacts of the proposed conditional use, after taking into consideration the applicant's proposal and any requirements recommended by the applicant to ameliorate such impacts.

The proposed outdoor play space at Yerkes Observatory provides substantial public benefits that outweigh any potential adverse impacts. The project expands educational and recreational opportunities for residents and visitors by offering an inclusive, accessible, astronomy-themed play environment that supports learning, family engagement, and healthy outdoor activity. It complements Yerkes Observatory's established mission of science education and public outreach while enhancing the site as a community asset.

Potential impacts, such as increased visitation, noise, or traffic are limited in scope and duration and are consistent with existing public use of the observatory grounds. The applicant has incorporated thoughtful site planning, appropriate location and scale, and operational considerations to minimize impacts on neighboring properties and preserve the historic and natural character of the site. Any additional conditions imposed through the CUP process can further ensure compatibility and mitigation as needed.

When weighed against the clear educational, recreational, and community benefits, the proposed conditional use represents a positive enhancement to the Village of Williams Bay and the broader region. Accordingly, the public benefits of the project outweigh any potential adverse impacts.

2. The Zoning Administrator shall prepare a written report addressing items above, to be forwarded to the Plan Commission for the Commission's review and use in making its recommendation to the Village Board. If the Zoning Administrator determines that the proposal may be in conflict with the provisions of the Comprehensive Plan, the Zoning Administrator shall note this determination in the report.
Please refer to this report as such document.

The property located at 373 W Geneva Street is currently zoned P&I, Public and Institutional District. There are currently existing buildings on site along with parking areas for the facilities. As the property continues to be developed, each project shall meet the following criteria:

Figure 390-0223

Density, Intensity, and Bulk Regulations in the Public and Institutional Zoning District

Minimum lot area	12,000 square feet
Maximum building coverage of lot	30%
Minimum landscape surface ratio (LSR)	40%
Minimum lot width	90 feet
Minimum front and street side yard setback	30 feet 100 feet from the following streets: Geneva Street west of Dartmouth Road North Lakeshore Drive Theater Road Elkhorn Road north of Stark Street
Minimum shore yard (lake) setback	150 feet
Minimum shore yard (navigable stream or watercourse) setback	75 feet
Minimum interior side yard setback	15 feet
Minimum rear yard setback	30 feet
Maximum principal building height	35 feet 45 feet with conditional use permit
Minimum principal building separation (multi-structure developments on shared lots)	30 feet
Minimum pavement setback (lot line to pavement; excludes driveway entrances)	3 feet
Minimum off-street parking requirement	Per Article 3
Accessory structure interior side yard setback	5 feet
Accessory structure rear yard setback	5 feet
Maximum accessory structure height	15 feet

After a review of the submitted application and materials the proposed project appears to be in compliance with all of the following requirements of the P& I Zoning District.

Per Section 390-0309 pertaining to parking requirements the minimum required off-street parking is as follows: One space per four expected patrons at maximum capacity for any use requiring over five spaces.

It appears that there are currently approximately 46 parking spaces located on site, which would accommodate up to 184 patrons.

The P&I Zoning District requires a Conditional Use Permit for all Large Developments and Group Developments. Per Section 390-0821 a Large Development is defined as Any institutional, business, or mixed residential and nonresidential development containing any single structure or combination of structures on one or more contiguous lots or building sites devoted to land uses on which the total combined gross floor area of all development exceeds 10,000 square feet. The calculation of gross floor area shall include indoor and outdoor storage and display areas. The proposed development is required to adhere to all requirements set forth in Section 390-0821 including building style, architectural design, building color, traffic, parking, pedestrian access, landscaping, and lighting.

The proposed outdoor play space at Yerkes Observatory complies with the requirements of the Public & Institutional (P&I) Zoning District and Section 390-0821 of the Village Code. The project appropriately seeks a Conditional Use Permit (CUP) as required for Large and Group Developments within the P&I District.

While the proposed play space consists primarily of outdoor recreational features rather than enclosed buildings, it is part of an institutional campus where the total combined gross floor area of existing and proposed development exceeds 10,000 square feet, thereby meeting the definition of a Large Development under Section 390-0821. Accordingly, the applicant has submitted the project for CUP review and has designed the improvements to meet all applicable Large Development standards.

Building Style and Architectural Design:
The play structure and associated site elements are intentionally designed to be open-air, minimizing visual mass and avoiding conflict with the historic architecture of the Yerkes Observatory. Materials, forms, and layout are compatible with the existing institutional character of the campus and are subordinate to the landmark observatory buildings, and the theme of the play space matches the characteristics and theme of an observatory but is designed in a way that will be inviting to children.

Traffic and Parking:
The play space functions as an accessory use to existing observatory operations rather than as a standalone destination. Anticipated visitation largely overlaps with current public use patterns, and existing on-site parking and access points are adequate to accommodate projected demand without creating adverse impacts to surrounding roadways or public rights-of-way, which was also indicated in the enclosed traffic study

completed for this project. For now, Parkhurst Place will continue to be a suitable option for exiting the site. The applicant is not seeking to change the existing ingress/egress of the site as a part of this application or proposed development. The applicant has however indicated that in the future, as a part of their Master Plan, and as the development continues to grow and expand they understand the need to re-route traffic and find an alternative exit from the site, other than Parkhurst Place. The applicant has prepared 3 different options for the Plan Commission to review and consider. The Plan Commission is not voting on this item as part of this submittal; however, the applicant has included this information to provide future options for the site. The options include installation of a new exit off Constance Boulevard, installation of a new exit off West Geneva Street, and the third option being to continue using Parkhurst Place.

As a part of this submittal the applicant has indicated that temporary construction traffic will not be using Parkhurst Place and instead will use the one-way entrance on West Geneva Street to enter and exit the site during construction. The applicant would not like to add a permanent two-way entrance and exit to the site off West Geneva Street, as it compromises the historical Olmstead design. Enclosed in your packet you will find a letter from the Olmstead Network.

Pedestrian Access:
Safe and convenient pedestrian circulation is provided through existing and planned walkways that connect the play space to parking areas, observatory buildings, and other site amenities. The design prioritizes accessibility and complies with applicable ADA standards. The Village Engineer is seeking an easement on Constance Boulevard for a future walking path to be established.

Landscaping:
The project preserves existing landscaping and incorporates additional plantings where appropriate to soften visual impacts, provide buffering, and maintain the park-like character of the site. Landscaping is designed to complement natural features and enhance the visitor experience.

Lighting:
Any proposed lighting will be limited, low-level, and shielded to ensure safety while minimizing light spillover to neighboring properties. Lighting design will be consistent with the observatory's historic and scientific mission, including sensitivity to dark-sky considerations.

By seeking a Conditional Use Permit and designing the project in accordance with the standards set forth in Section 390-0821, the proposed development meets the intent and requirements of the P&I Zoning District. The project integrates educational and recreational improvements in a manner that is compatible with the existing campus, surrounding neighborhood, and the Village's adopted planning policies.

Based on the foregoing findings, the proposed outdoor play space at Yerkes Observatory satisfies the applicable standards for a Conditional Use Permit within the

P&I Zoning District and meets the requirements of Section 390-0821 of the Village Code.

The Conditional Use Permit may be approved, subject to any conditions deemed appropriate by the Village to ensure ongoing compliance with applicable ordinances and the protection of public health, safety, and welfare.

Respectfully submitted,

Allison Schwark
Zoning Administrator

Planning Request Application
Village of Williams Bay

250 Williams Street • PO Box 580 • Williams Bay, WI 53191
Phone: 262-245-2700 • Fax: 262-245-2705

Request:
Please check all that apply.

- [x] **Site Plan** [§390.1206] - $200.00 plus $.04/sf floor area
- [x] **Conditional Use Permit (CUP)** [§390.1207] - $500.00
- [ ] **Certificate of Compliance** [§390.1211] - $200.00
- [ ] **Temporary Use Permit** [§390.1208] - $200.00
- [ ] **Preliminary Plat** - $200.00 plus $20.00 per lot
- [ ] **Certified Survey Map (CSM)** - $200.00 plus $20.00 per lot
- [ ] **Final Plat** - $100.00 plus $10.00 per lot
- [ ] **Planned Development Overlay (PDO)** [§390.0709] - $500.00
- [ ] **Planned Development Amendment** - $500.00
- [ ] **Zoning Text or Map Amendment** [§390.1204] - $500.00
- [ ] **Project Concept Review** - $200.00
- [ ] **Land Use Plan Amendment** - $500.00
- [ ] **Interpretation** [§390.1216] - $200.00
- [ ] **Appeal** [§390.1217] - $500.00
- [ ] **Other:** _____ Fee: _____

Date application was received:

Fee Paid:
$722.00 via CC

Physical Address of Site: 373 W. Geneva St, Williams Bay 53191

Tax Parcel Number: WA518500001

Project or Development Name: 1a. Play/Space playground, 1b. Pavilion building, 1c. Building relocation

Applicant
Name: Yerkes Future Foundation
Mailing Address: 373 W. Geneva St, Williams Bay 53191
eMail: dkois@yerkesobservatory.org
Phone: 262-245-5555

Owner of Site
Name: (same)
Mailing Address:
eMail:
Phone:

Legal Representative
Name: n/a
Mailing Address:
eMail:
Phone:

Architect, Engineer, Contractor
Name: SEE ATTACHED SUPPLEMENT
Mailing Address:
eMail:
Phone:

Legal Description of Site (Attach separate sheet if additional space is needed):
NE 1/4, NW 1/4, SE 1/4, SW 1/4 of SECTION 1, T.01N, R.16E, IN THE VILLAGE OF WILLIAMS BAY, WALWORTH CTY., WI.

Please answer all applicable. Missing or incomplete information may deem this application "incomplete," delaying or prohibiting a review.

Current Zoning of Site: P&I **Current Overlay Districts of Site:** _____

Proposed Zoning of Site: (Same)

Proposed type of structure of use: 1a. - Playground, 1b. - Restroom facility, 1c. - office + program space.

Proposed use of structure or site: 1a. - accessible playground, 1b. - restroom for Yerkes site visitors, 1c. - programs space for education, office space.

Statement of proposed use of property, with pertinent facts regarding the size of area involved, extent of development, type of operation, etc. (Attach separate sheet if additional space is needed):
SEE ATTACHED SUPPLEMENT

Statement showing compatibility of proposed zoning district and/or proposed use to the Village Comprehensive Plan: (Attach separate sheet if additional space is needed)
SEE ATTACHED SUPPLEMENT

Statement showing compatibility of proposed zoning district and/or proposed use with adjacent properties and neighborhoods (Attach separate sheet if additional space is needed):
SEE ATTACHED SUPPLEMENT

Print Applicant's Name: Dennis Kois, Exec. Director **Date:** 9/2/25

Signature of Applicant: _____

Site Plan + Conditional Use Permit Application – Supplement (7 pages)

Applicant: **Yerkes Future Foundation**

Project(s): 1a. Play/Space playground
1b. Pavilion building
1c. Building relocation from former GWC campus

Architect, Engineer, Contractor

Saiki Design Inc. (Play/Space, landscape, utilities)
1110 S Park St, Madison, WI 53715
Abbie Moilien, Principal
amoilien@saiki.design
608-405-8149

Abacus Architects (pavilion, building relocation, utilities)
640 N Vel R. Phillips Ave Ste. 210, Milwaukee, WI 53203
Eric Halbur, President/CEO
ehalbur@abacusarch.com
262-994-3769

Mead & Hunt (engineers - Play/Space playground, landscape, utilities)
2440 Deming Way, Middleton, WI 53562
Anne Anderson, PE
anne.anderson@meadhunt.com

Statement of proposed use of property, with pertinent facts regarding the size of area involved, extent of development, type of operation, etc.:

Project 1a

Play/Space Playground

The proposed playground is a custom-designed project created by Monstrum (Copenhagen Denmark) and will be one of only 19 Monstrum-designed playgrounds in the United States to date. The nearest playground designed by the firm will open in 2027 at the Obama Center in Chicago.

The playground consists of **three play areas** and a small building embedded in the forest to the SE of Yerkes with a combined total site boundary of 38,300 square feet (0.88 acre).

Overall:

- The playground meets all ASTM safety standards and be ASTM certified.
- The playground significantly exceeds ADA (Americans with Disabilities Act) standards, providing integrated mixed play for children of all ages and abilities.
- The playground has been designed for year-round use.
- The playground and amenities have been designed for a maximum capacity of 80 children in simultaneous use.
- The playground contains illustrations and/or texts sharing basic concepts of astronomy, science and space.
- The play areas are installed over a foundation comprised of a mix of compressed gravel, poured concrete and compacted earth.
- The play surfaces are covered with a mix of permeable surfacing (details below) and integrate landscaping utilizing native Wisconsin species and reflecting aesthetics derived from the historic Olmsted garden designs for Yerkes.
- The three play areas are connected via ADA compliant ramps, stone stairs, scramble stones for children, a child-scaled bridge and a hidden forest path.
- The playground drains to two engineered, planted detention ponds to mitigate runoff and help clean stormwater of any surface contaminants through natural filtration.
- The design includes low cast-in-place concrete walls with integrated wood benches along with stone block seating and shaded picnic tables.
- An irrigation line for manual hose and sprinkler connections will be installed.
- A fence with a latched gate will limit small children's ability to leave the site through the trail leading downhill (southeast) without their parent's knowledge.
- Based on a GPS survey of trees, the project has been designed and the location altered significantly to minimize the number of desirable trees requiring removal or put at risk.

The three play areas:

The Blair Family Foundation Supernova

A 28' high play structure made of certified sustainable hardwood and stainless steel resting on a permeable poured-in-place rubber surface. The main structure includes a raised "stage," climbing elements, transfer platforms, stairs, a bridge, an internal maze and three slides. Also included are

bounce platforms, monkey bars, climbing posts, and a seating area for 32 for visiting class and home-schooling groups. This area is designed primarily for children aged 6-13.

The Planetary Zone
A series of planetary shapes small children can play on, in and around, situated on a combination of poured-in-place rubber and ADA compliant engineered wood chips. Included are a walk-in, low-fi planetarium showing star patterns from Williams Bay, a sun with interactive elements, two climbing planets, and climbing posts. This area is designed primarily for children aged 3-7.

The Nature Zone
A forested child-configurable play area consisting of moveable natural elements including stumps, branches, sticks and materials, along with a 6-bay swing-set, situated primarily on ADA compliant engineered wood chips with a poured-in-place rubber pathway to mark the route to the accessible swing(s). This area is designed for all ages.

Operations
The playground has been designed for a maximum capacity of 80 children and will operate on a set schedule identical to that implemented for the landscape overall (currently expected to be from 8am to dusk (summer) and 9am – 5pm (winter)). If necessitated by demand during peak periods YFF plans to further control access by requiring patrons arriving by car to book one of a limited number of AM or PM daily time slots to utilize the playground.

Fees
In order to ensure its ongoing financial sustainability as a non-profit YFF anticipates that in the coming years it will implement an admission charge to the park, akin to that seen at most botanic gardens, historic sites, arboretums, or sculpture parks in the United States. YFF has stated previously and remains committed to providing significantly reduced-fee or free access for all Williams Bay residents to the outdoor offerings at Yerkes. How that commitment may be implemented once an admission charge is introduced has yet to be determined.

Parking
Initially, parking for Play/Space will be provided by the existing 55 stall Yerkes visitor lot, which YFF believes meets the requirements for parking spots stipulated in Village of Williams Bay ordinances §390-0308 A (Indoor Institutional) and §390-0309 B.4 (Recreational Land Uses/Outdoor Active Recreation), based on observed patterns of parking usage and data from the past four years of public visitation:

> *Maximum regular visitation at Yerkes is 40 persons for any single tour, equating to a requirement for 13.33 parking spaces (one car per 3 visitors per village ordinance). While multiple tours occur daily, they are scheduled such that parking demand does not overlap. Additionally, visitor data indicates less than 5% of Yerkes tour visitors bring a child between 3-13, the age range for the playground.*

Hence we do not anticipate a significant increase in tour visitors staying parked at Yerkes for longer periods in order to utilize the playground before/after a tour.

<u>Peak visitation</u> for onsite parking during special events is currently 70 visitors for public talks or concerts, equating to a requirement for 23.33 parking spaces (one car per 3 visitors per village ordinance). For events with attendance over 70 Yerkes parks visitors offsite and arranges shuttle service from Williams Bay HS.

<u>Yerkes staff</u> are served by 10 staff parking spaces elsewhere on the property (staff lot to east of building, maintenance shed lot).

Thus YFF believes that for the purposes of both maximum regular visitation and peak visitation during special events the existing 55 spot parking lot fulfills the number of parking spots required by Village of Williams Bay ordinance(s).

Maximum Regular Visitation	**Peak Visitation (Special Event)**
40 tour visitors = 13.33 spots	70 attendees = 23.33 spots
80 playground users = 26.66 spots	80 playground users = 26.66 spots
Total required: 40 spots	Total required: 50 spots

It should be noted that the use of the existing parking lot is an interim step. The Yerkes Site and Facility Master Plan calls for the addition of an additional 95 parking spots in the coming years, which integrates the future need driven by increased visitation for landscape use and additional programming.

Project 1b

<u>Pavilion building</u>

The proposed structure is a concrete masonry unit (CMU) building on slab of ~535 SF with a patio slab of ~1,100 SF. The building contains two enclosed family restrooms and a nursing room, all of which serve all outdoor visitors to Yerkes—trail walkers, playground users, dog walkers, and casual visitors.

- The building and all amenities are ADA compliant.
- Building heat will be provided by a radiant heating system embedded in the slab. The building is vented in summer, but does not have AC.
- Electric service will be connected underground.
- Natural gas will be used for hot water and the radiant heat.
- Sewer connection will be made to the existing site sewer lines/lift stations.
- The building contains four spaces:
    - two identical ADA compliant family restrooms with changing tables.
    - one combined sensory break room/nursing room with seating, a sink, a quiet play table, and windows providing visibility to the playground and to the woods.
    - a mechanical closet
- The exterior patio will provide shade to 6-9 picnic tables.

- All interior and exterior lighting will be dark-sky compliant.
- The building exterior includes a water bottle filling station, drinking fountain, pet water station, and a cell phone charging locker system.
- The patio will be covered for rain protection, with runoff directed to the detention ponds.

Operations

The restrooms and sensory/nursing room will only be accessible during regular site hours (currently expected to be from 8am to dusk (summer) and 9am – 5pm (winter)). The restrooms will be locked outside of the posted hours.

The sensory/nursing room will remain locked at all times. Visitors wishing to use the space will text a posted SMS short code to receive an automated reply with the current keycode to unlock the door. The code will be changed periodically. As is current YFF practice, the building will be secured and alarmed when not in use.

Project 1c

Building relocation from former GWC campus

The proposed building relocation would move a structure formerly known as "the chapel" (currently slated to be demolished to make way for The Preserve) from the former campus of George Williams College to Yerkes. The building—a single-room structure of ~1,000 s/f which does not currently contain a restroom—would be donated by The Preserve. Funding for the move and relocation is being raised by a group of interested community members.

Should those community members be successful in raising the required funds the building would have to be relocated to Yerkes on extremely short notice (as little as 30 days) to avoid demolition. Hence YFF is applying prospectively for approval for the relocation along with the addition of a single ADA-compliant restroom and small utility and furniture storage closet, bringing the total building after relocation to 1,370-1,500 s/f. with a ~1,200 s/f on-grade patio.

- The existing building would be moved to Yerkes and reinstalled on a new on-grade foundation at the site of the current "student dome" buildings on the Yerkes campus, to the SW of the observatory. These buildings are already slated for demolition in YFF's Site and Facility Master Plan.
- A single family restroom of ~220 s/f would be added.
- A utility closet of ~150 s/f would be added for HVAC and furniture storage.
- An on-grade flagstone or pea-gravel deck would be added on the north side, providing views of the main observatory dome.
- Electrical, water, natural gas and sewer connections would be made to the existing underground lines (the student dome building to be demolished contains a restroom)

Operations

The relocated building would fulfill a number of uses for Yerkes, including providing educational programs space, space for small events, and potentially temporary office space for YFF during future construction or building restoration. As is current YFF practice, the building would be secured and alarmed when not in use.

Statement showing compatibility of proposed zoning district and/or proposed use to the Village Comprehensive Plan:

YFF believes the proposed projects supports the Village of Williams Bay Comprehensive Plan in a number of ways. The Play/Space and associated buildings will:

1. provide a unique and high-quality playground for local children and a world-class community amenity to Village residents,
2. accent the cultural offerings of the village,
3. bring visitors to the Village who will support local businesses before and after a visit to Yerkes, bringing economic benefit and growth to village businesses,
4. help to ensure Yerkes – which is in and of itself a significant cultural and historic institution— remains financially healthy and sustainable by helping support the implementation of a future admission charge.

We believe the playground and associated building projects tangibly support the following specific goals, taken directly from the Comprehensive Plan:

Overall Goals

- *Preserve, enhance, and promote the Village's unique historic character and cultural offerings.*
- *Offer park and recreation facilities that are accessible to all Village residents as well as visitors.*
- *Promote appropriate economic development that complements and helps support the Village's predominately residential character, relates to the Village's focus on outdoor recreation and education, helps serve the daily needs of residents, and enhances the Village as a desirable place to live and visit.*

Cultural Resources

- *Support community events and destination uses to provide year-round cultural attractions.*
- *Partner with community institutions and foundations to market the community including the Yerkes Future Foundation, George Williams College of Aurora University ("George Williams College"), and the Women's Leadership Center among others.*

Economic Development

- *Develop and implement a downtown revitalization strategy and plan.*
- *Work with local businesses and institutional uses to promote tourism and economic growth.*

Statement showing compatibility of proposed zoning district and/or proposed use with adjacent properties:

YFF does not propose to change the zoning district for the Observatory from the existing P&I.

We believe that the playground and associated buildings are compatible with the adjacent residential properties (to the North and Northeast of Yerkes) and the adjacent commercial properties (to the South and Southeast) because the project(s):

1. are located as far from all residential neighbors as possible,
2. provide outdoor restrooms and amenities that will benefit neighborhood residents, dog walkers, and families utilizing the site,
3. provide neighbors (and other Williams Bay residents) with reduced-fee or free access to a historically significant landscape undergoing constant improvement and a new world-class playground,
4. take a considered and careful approach to visitation and parking,
5. will have controlled access as part of a considered master plan for Yerkes' future,
6. will help drive economic benefit to Village businesses through the visitors they bring to Williams Bay, and assist in growing a healthy mix of downtown businesses our neighbors can access,
7. will help sustain and increase property values in the Village by helping attract new families to make Williams Bay,
8. will help ensure that Yerkes remains a viable non-profit organization not at future risk of closure and residential development (as was proposed in the past, which would certainly not be beneficial for adjacent properties).

YERKES OBSERVATORY - PLAY/SPACE

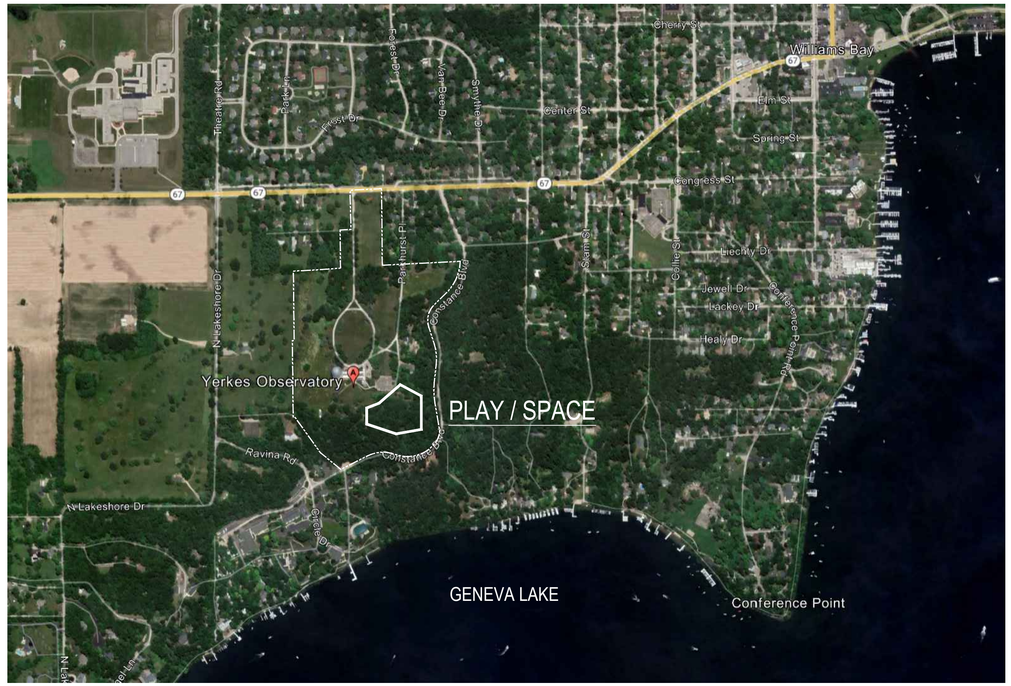
WILLIAMS BAY, WI

SHEET INDEX

C000	COVER SHEET
C100	GENERAL
C110	EXISTING CONDITIONS PLAN
C111	DEMO PLAN
C112	TREE PROTECTION AND DEMOLITION PLAN
C210	EROSION CONTROL PLAN
C300	OVERALL SITE GRADING PLAN
C301	GRADING PLAN ENLARGEMENT
C302	GRADING PLAN ENLARGEMENT
C400	SITE UTILITY PLAN
C500	SITE DETAILS
C501	SITE DETAILS
L100	SITE PLAN OVERVIEW
L101	SITE PLAN - ZONE 1
L102	SITE PLAN - ZONE 2
L103	SITE PLAN - ZONE 3
L104	SITE PLAN - ZONE 4
L200	LANDSCAPE PLAN OVERVIEW
L201	LANDSCAPE PLAN - ZONE 1
L202	LANDSCAPE PLAN - ZONE 2
L203	LANDSCAPE PLAN - ZONE 3
L204	LANDSCAPE PLAN - ZONE 4
L500	LANDSCAPE DETAILS
L501	SITE DETAILS
L502	SITE DETAILS
L503	SITE DETAILS
S100	STRUCTURAL PLAN
S200	STRUCTURAL DETAILS

PROJECT INFORMATION

PROPERTY ADDRESS: 373 W. GENEVA ST.
WILLIAMS BAY, WI



PROFESSIONAL SEALS

OWNER'S REPRESENTATIVE
CONTACT: DENNIS KOIS
PHONE: 917-572-2426

LANDSCAPE ARCHITECT OF RECORD
SAIKI DESIGN
CONTACT: ABBIE MOILIEN
PHONE: 608-405-8149

CIVIL ENGINEER OF RECORD
MEAD & HUNT
CONTACT: ANNE ANDERSON
PHONE: 608-443-0491

STRUCTURAL ENGINEER OF RECORD
MEAD & HUNT
CONTACT: ISAAC PANTTI
PHONE: 608-443-0499

saiki DESIGN

Mead & Hunt

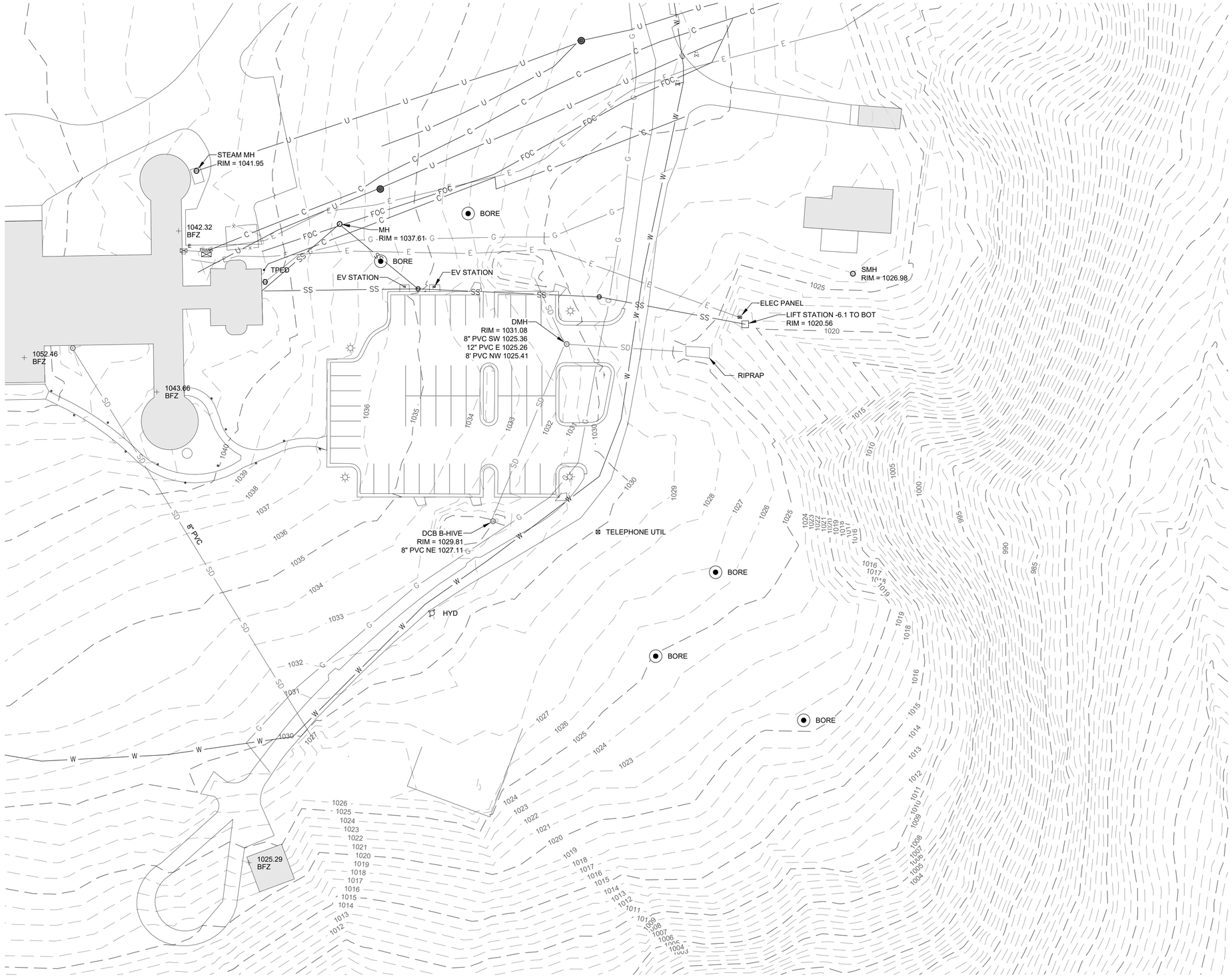
PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

COVER SHEET

Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L000



LEGEND:

- BENCHMARK
- BOLLARD
- CONTROL POINT
- CLEANOUT,
- ELECTRICAL / COMMUNICATIONS PEDESTAL
- ELECTRICAL TRANSFORMER BOX
- ELECTRICAL SERVICE PANEL
- FIRE HYDRANT
- GAS METER
- INLET, ROUND
- PATH LIGHT
- LIGHT POLE
- MANHOLE, FIBER OPTIC
- MANHOLE, SANITARY SEWER
- MANHOLE, STORM DRAIN
- POWER POLE
- SIGN
- SOIL BORING
- WATER VALVE
- GAS
- ELECTRIC, OVERHEAD
- ELECTRIC, UNDERGROUND
- EXISTING CONTOUR LINES
- FENCE
- FIBER OPTIC CABLE
- SANITARY SEWER
- STORM DRAIN
- SWALE
- COMMUNICATIONS
- TELEPHONE
- UNKNOWN UNDERGROUND UTILITY ASSUMED ABANDONED STEAM TUNNEL
- WATER

1 **EXISTING CONDITIONS PLAN**
1" = 30'

0 15 30 60

NORTH

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

EXISTING CONDITIONS PLAN

Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	8/1/2025
Sheet Number	C110

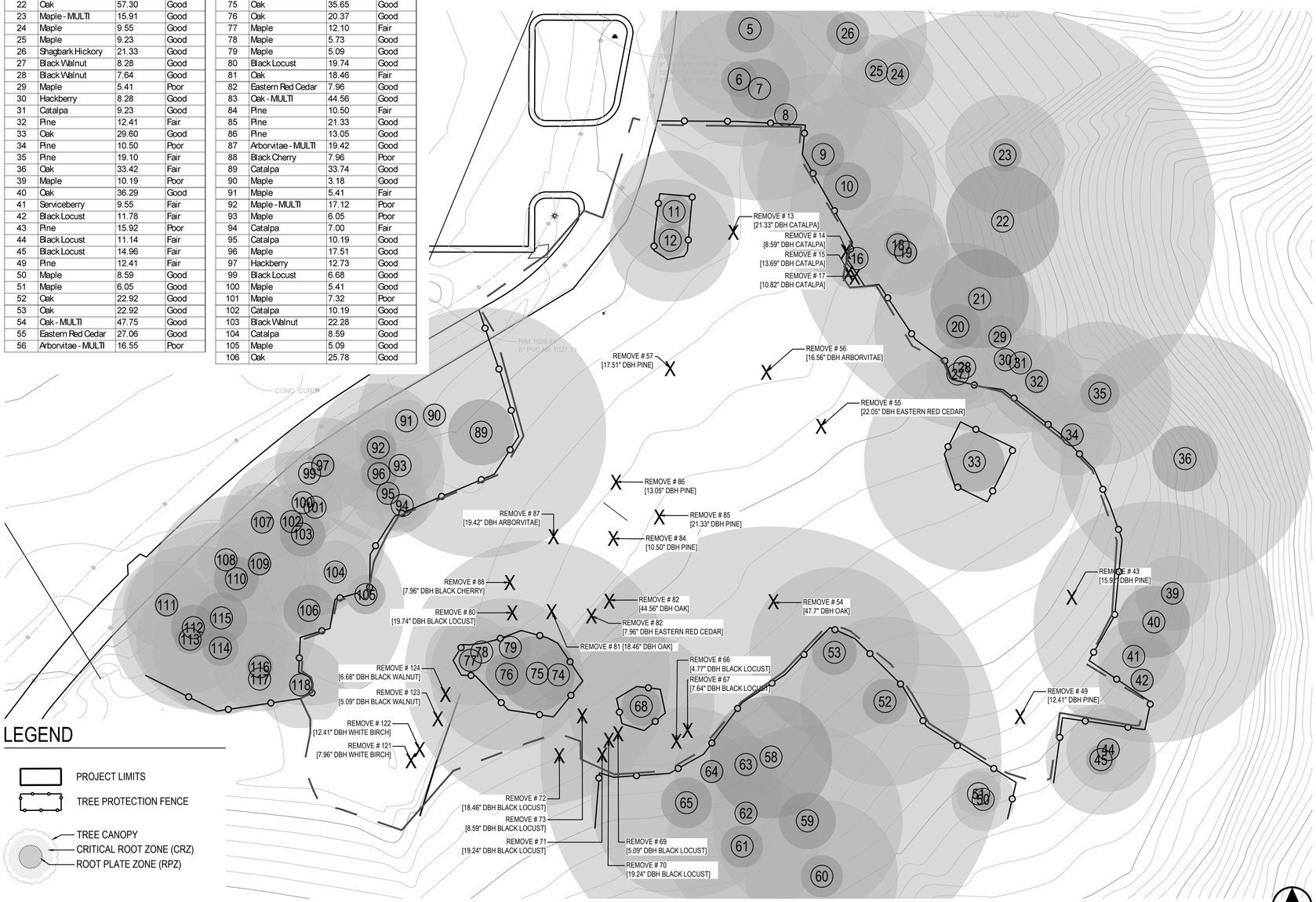
X:\466846\242480.01\TECH\CAD\C110.DWG
7/31/2025 8:36:47 AM

EXISTING TREE INVENTORY

Tree ID	Species	Caliper (in)	Quality
5	Oak	24.18	Fair
6	Oak	18.14	Fair
7	Oak	29.92	Good
8	Maple	8.27	Good
9	Oak - MULTI	21.64	Fair
10	Oak	24.19	Good
11	Maple	16.55	Good
12	Maple	16.55	Good
13	Catalpa - MULTI	21.33	Good
14	Catalpa	8.59	Fair
15	Catalpa	13.69	Good
16	Maple	8.59	Poor
17	Maple	10.82	Good
18	Maple - MULTI	13.37	Poor
19	Maple	11.46	Fair
20	Oak	22.28	Good
21	Hackberry	13.37	Good
22	Oak	57.30	Good
23	Maple - MULTI	15.91	Good
24	Maple	9.55	Good
25	Maple	9.23	Good
26	Shagbark Hickory	21.33	Good
27	Black Walnut	8.28	Good
28	Black Walnut	7.64	Good
29	Maple	5.41	Poor
30	Hackberry	8.28	Good
31	Catalpa	9.23	Good
32	Pine	12.41	Fair
33	Oak	29.60	Good
34	Pine	10.50	Poor
35	Pine	19.10	Fair
36	Oak	33.42	Fair
39	Maple	10.19	Poor
40	Oak	36.29	Good
41	Serviceberry	9.55	Fair
42	Black Locust	11.78	Fair
43	Pine	15.92	Poor
44	Black Locust	11.14	Fair
45	Black Locust	14.96	Fair
49	Pine	12.41	Fair
50	Maple	8.59	Good
51	Maple	6.05	Good
52	Oak	22.92	Good
53	Oak	22.92	Good
54	Oak - MULTI	47.75	Good
55	Eastern Red Cedar	27.06	Good
56	Arborvitae - MULTI	16.55	Poor
57	Pine	17.51	Good
58	Oak - MULTI	54.43	Fair
59	Oak	28.33	Good
60	Black Locust	21.33	Good
61	Oak	20.37	Good
62	Black Locust	8.59	Fair
63	Maple	7.64	Good
64	Maple	9.87	Poor
65	Oak	25.47	Good
66	Black Locust	4.77	Fair
67	Black Locust	7.64	Good
68	Oak	19.74	Good
69	Black Locust	5.09	Good
70	Black Locust	19.42	Good
71	Black Locust	5.09	Fair
72	Black Locust	18.46	Good
73	Black Locust	8.59	Poor
74	Maple	6.68	Poor
75	Oak	35.65	Good
76	Oak	20.37	Good
77	Maple	12.10	Fair
78	Maple	5.73	Good
79	Maple	5.09	Good
80	Black Locust	19.74	Good
81	Oak	18.46	Fair
82	Eastern Red Cedar	7.96	Good
83	Oak - MULTI	44.56	Good
84	Pine	10.50	Fair
85	Pine	21.33	Good
86	Pine	13.05	Good
87	Arborvitae - MULTI	19.42	Good
88	Black Cherry	7.96	Poor
89	Catalpa	33.74	Good
90	Maple	3.18	Good
91	Maple	5.41	Fair
92	Maple - MULTI	17.12	Poor
93	Maple	6.05	Poor
94	Catalpa	7.00	Fair
95	Catalpa	10.19	Good
96	Maple	17.51	Good
97	Hackberry	12.73	Good
99	Black Locust	6.68	Good
100	Maple	5.41	Good
101	Maple	7.32	Poor
102	Catalpa	10.19	Good
103	Black Walnut	22.28	Good
104	Catalpa	8.59	Good
105	Maple	5.09	Good
106	Oak	25.78	Good
107	Maple	10.50	Good
108	American Elm	7.64	Good
109	Black Walnut	12.41	Good
110	Black Walnut	22.28	Good
111	Maple	11.46	Fair
112	Oak - MULTI	21.96	Fair
113	Oak	14.32	Good
114	Oak	17.83	Good
115	Oak	25.47	Good
116	Maple	12.10	Good
117	Maple	7.32	Good
118	Maple	11.46	Good
121	White Birch	7.96	Fair
122	White Birch	12.41	Fair
123	Black Walnut	5.09	Fair
124	Black Walnut	6.68	Fair

NOTES:

1. ALL TREES SHOWN TO BE RETAINED WITHIN THE LIMITS OF CONSTRUCTION ON THE PLANS SHALL BE PROTECTED DURING CONSTRUCTION WITH FENCING.
2. PROTECT TREE CANOPIES FROM OVERHEAD DAMAGE.
3. TEMPORARY TREE PROTECTION FENCES FOR DEMOLITION PHASE SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY SITE DEMOLITION OR PREPARATION WORK (CLEARING, GRUBBING, OR GRADING). AFTER DEMOLITION ACTIVITIES ARE COMPLETE FENCES SHALL BE RELOCATED TO PERMANENT CONSTRUCTION PHASE LOCATIONS AND SHALL BE MAINTAINED THROUGHOUT REMAINDER OF THE CONSTRUCTION PROJECT.
4. DO NOT INSTALL FENCING ANY CLOSER THAN 5' FROM THE TRUNK OF ANY TREE.
5. NO STORAGE OF CONSTRUCTION MATERIALS, EQUIPMENT, OR SUPPLIES PERMITTED WITHIN TREE PROTECTION ZONES.
6. NO DISPOSAL OF CONSTRUCTION MATERIALS, BYPRODUCTS, OR SOLUTIONS PERMITTED WITHIN TREE PROTECTION ZONES.
7. TRUNK DIAMETER AT BREAST HEIGHT (DBH) MEASURED AT 4'-6" ABOVE THE GROUND.



LEGEND

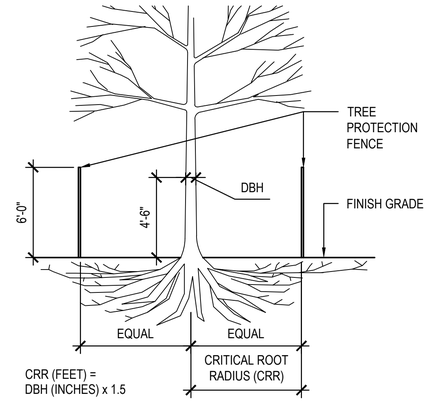
- PROJECT LIMITS
- TREE PROTECTION FENCE
- TREE CANOPY
- CRITICAL ROOT ZONE (CRZ)
- ROOT PLATE ZONE (RPZ)

1 TREE PROTECTION AND DEMOLITION PLAN

SCALE: 1"=20'-0"

0 20' 40'
1" = 20'-0"

NORTH



2 TREE PROTECTION FENCE

SCALE: NTS

NOTES

1. FIELD VERIFY SITE CONDITIONS AND UTILITIES PRIOR TO STARTING WORK. ANY DAMAGE CAUSED TO EXISTING UTILITIES, EITHER SHOWN OR NOT, SHALL BE REPAIRED AND PAID FOR AT THE CONTRACTOR'S EXPENSE.
2. CONTACT DIGGER'S HOTLINE & CITY OF FITCHBURG TO LOCATE ALL PUBLIC AND PRIVATE UTILITIES PRIOR TO STARTING WORK.
3. PROTECT OR RELOCATE BENCHMARKS. RELOCATED BENCHMARKS TO BE INCLUDED WITH CONTRACTOR AS-BUILTS.
4. DO NOT BLOCK ANY DRIVES, WALKS, OR ENTRANCES WITH TREE PROTECTION FENCING, EQUIPMENT, OR MATERIALS UNLESS RECEIVING WRITTEN APPROVAL FOR CLOSURES FROM A PROJECT REPRESENTATIVE.
5. ALL TREES SHOWN TO BE RETAINED WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED WITH TREE PROTECTION FENCING. ALL TREE PROTECTION FENCING SHALL BE IN PLACE PRIOR TO ANY DEMOLITION OR SITE STABILIZATION / MOBILIZATION FOR CONSTRUCTION. SEE SPECIFICATION SECTION 31 13 00 "SELECTIVE TREE AND VEGETATION PROTECTION AND REMOVALS" FOR PROTECTION REQUIREMENTS AND ADDITIONAL GENERAL REQUIREMENTS RELATED TO TREE PROTECTION AND REMOVALS. TREE PROTECTION FENCE TO BE INSTALLED WITH EXTRA CARE TO NOT OVERLY COMPACT THE SOIL OR TRAMPLE SHRUBS AND GROUND LAYER PLANTS AT THE FENCE LINE.
6. TAKE PRECAUTIONS DURING CONSTRUCTION TO NOT DISFIGURE, SCAR OR IMPAIR THE HEALTH OF ANY TREE, INCLUDING CITY STREET TREES. EQUIPMENT SHALL BE OPERATED IN A MANNER AS TO NOT DAMAGE THE BRANCHES OF THE TREE(S). THIS MAY REQUIRE USING SMALLER EQUIPMENT AND LOADING AND UNLOADING MATERIAL IN A DESIGNATED SPACE AWAY FROM TREES ON THE CONSTRUCTION SITE. ANY DAMAGE OR INJURY (EITHER ABOVE OR BELOW GROUND) TO EXISTING TREES SHALL BE REPORTED IMMEDIATELY TO THE PROJECT REPRESENTATIVE. REMEDIATION WILL BE REQUIRED. PENALTIES MAY BE ASSESSED.
7. THE STORAGE OF PARKED VEHICLES, CONSTRUCTION EQUIPMENT, BUILDING MATERIALS, REFUSE, EXCAVATED SPOILS OR DUMPING OF POISONOUS MATERIALS ON OR AROUND TREES AND ROOTS WITHIN THE TREE PROTECTION ZONE IS PROHIBITED.
8. ALL PRUNING SHALL FOLLOW THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) A300-PART 1, STANDARDS FOR PRUNING.
9. MAINTENANCE WITHIN TREE PROTECTION FENCING IS REQUIRED INCLUDING MOWING, WEEDING, WATERING, TRASH, AND SNOW REMOVAL. MAINTAIN HEALTH OF ALL EXISTING VEGETATION TO REMAIN. SEE SPECIFICATION SECTION 31 13 00 "SELECTIVE TREE AND VEGETATION PROTECTION AND REMOVALS" FOR ADDITIONAL INFORMATION.
10. PRESERVE 1 OF THE FOLLOWING BLACK LOCUST TREES TO PRODUCE 8-12 STUMPS, 12"-18" DIAMETER AND 12"-18" HEIGHT: #70, #72, #801. UTILIZE REMAINING 6"-9" DIAMETER SECTIONS TO PRODUCE LOGS.
11. PRESERVE 1 OF THE FOLLOWING BLACK LOCUST TREES TO PRODUCE 4-8 LOGS, 6"-9" DIAMETER AND 5'-8' LENGTH: #67 OR #62
12. CONTRACTOR SHALL REFERENCE AND FOLLOW RECOMMENDATIONS OUTLINES IN THE REPORT, "GEOTECHNICAL EXPLORATION - PROPOSED YERKES OBSERVATORY PLAY SPACE AND BUILDING ADDITION", PREPARED BY CGC, INC., AND DATED JULY 28, 2025 (REPORT AVAILABLE FROM OWNER UPON REQUEST) AT ALL TIMES PRIOR TO AND DURING CONSTRICTION.

saiki DESIGN

Mead & Hunt

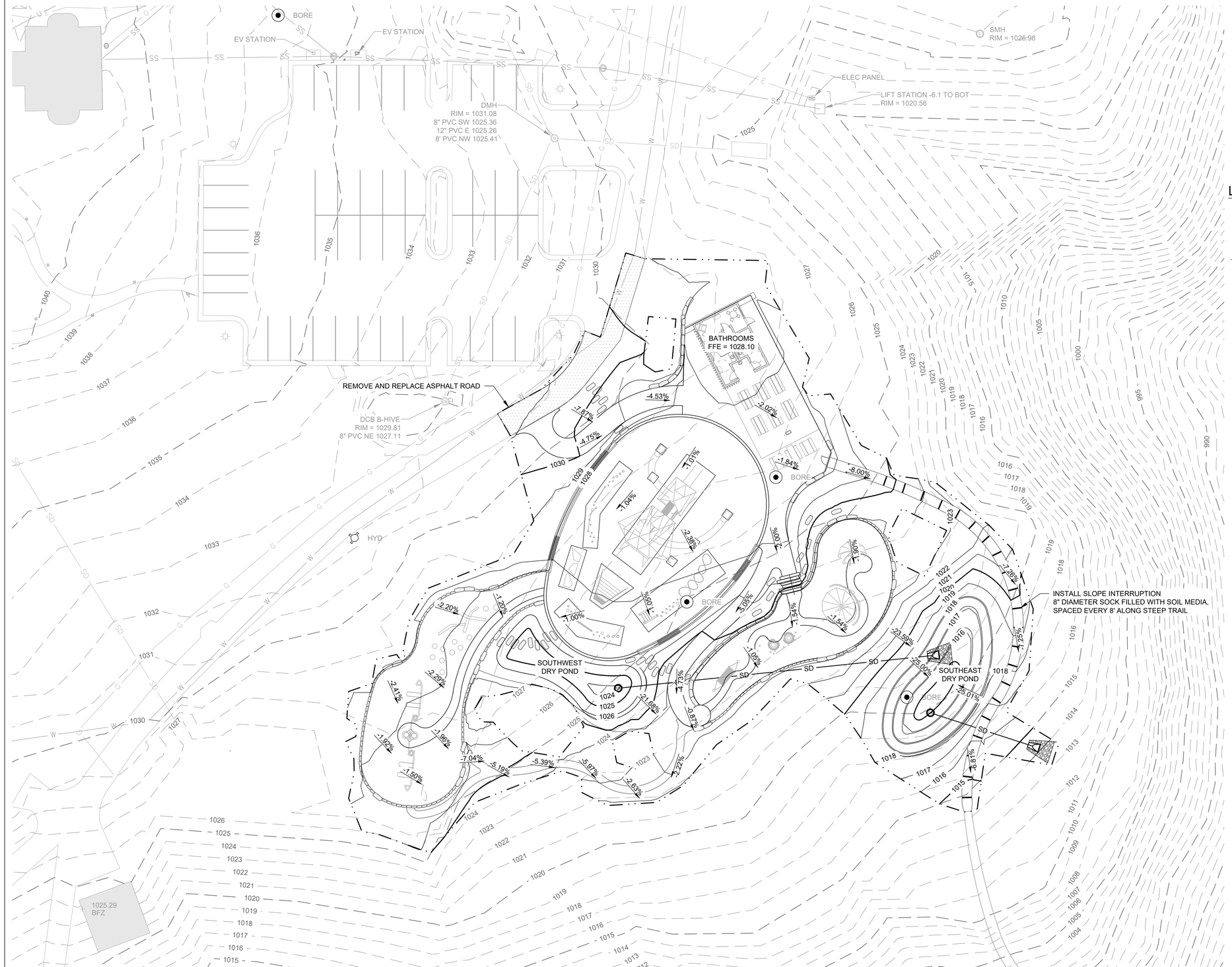
PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

TREE PROTECTION AND DEMOLITION PLAN

Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	C112



LEGEND:

- ASPHALT
- EXISTING CONTOUR LINES
- PROPOSED CONTOUR LINES
- GRADING LIMITS
- FINISHED / PROPOSED SPOT ELEVATION
- FINISHED / PROPOSED SLOPE

1 **OVERALL SITE GRADING PLAN**
1" = 20'

0 10 20 40

NORTH

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

OVERALL SITE GRADING PLAN

Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	8/1/2025
Sheet Number	C300

X:\46684661242480.01\TECH\CAD\C300.DWG
7/31/2025 8:37:01 AM

1 **PLAY SPACE GRADING PLAN ENLARGEMENT**
1" = 10'

0 5 10 20

NORTH

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

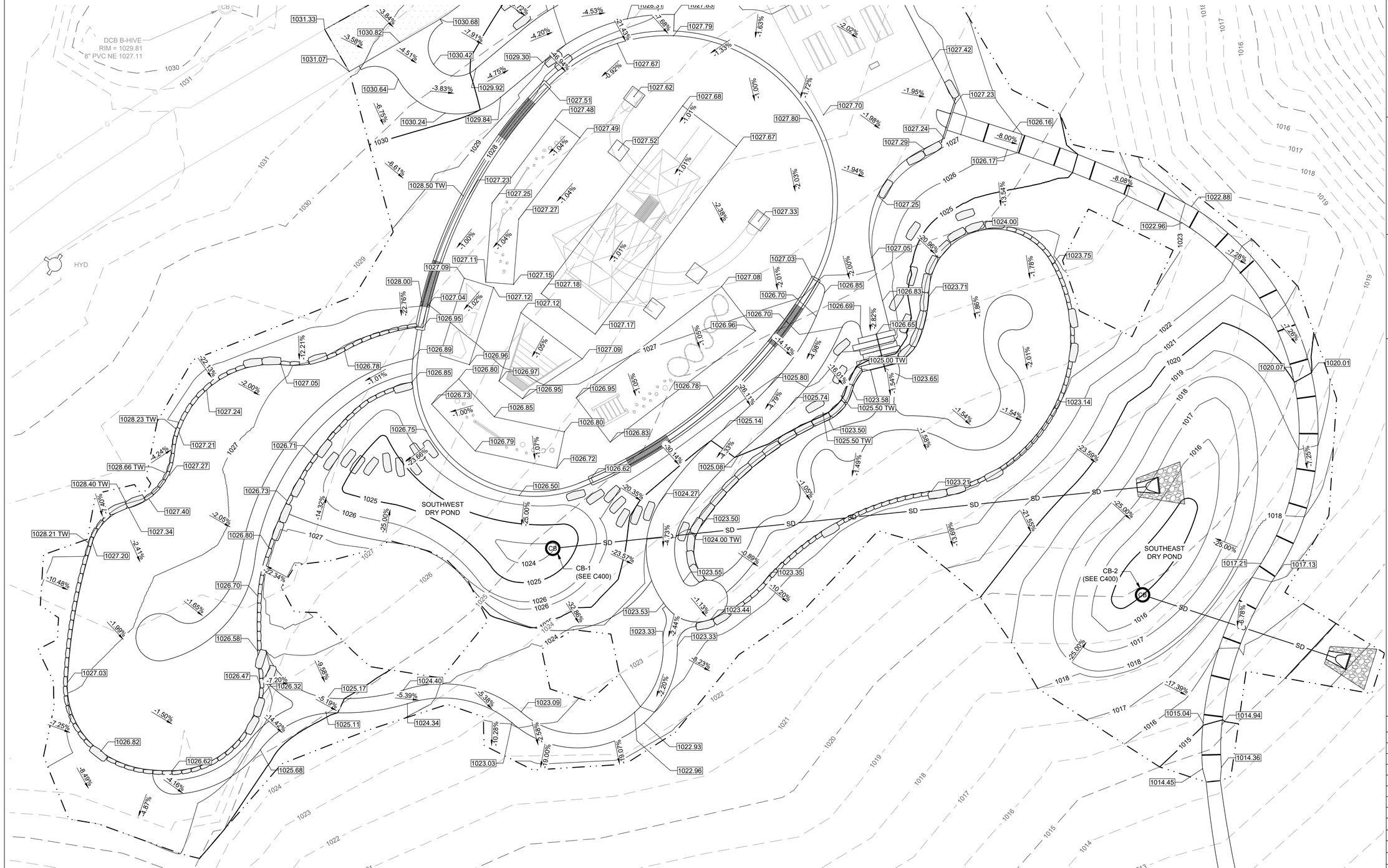
PLAY SPACE GRADING PLAN ENLARGEMENT

Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	8/1/2025
Sheet Number	C301

X:\466846\02\2480.01\TECH\CAD\C301.DWG
7/31/2025 8:37:10 AM



1 **PLAY SPACE GRADING PLAN ENLARGEMENT**
1" = 10'

0 5 10 20

NORTH

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

PLAY SPACE GRADING PLAN ENLARGEMENT

Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	8/1/2025
Sheet Number	C302

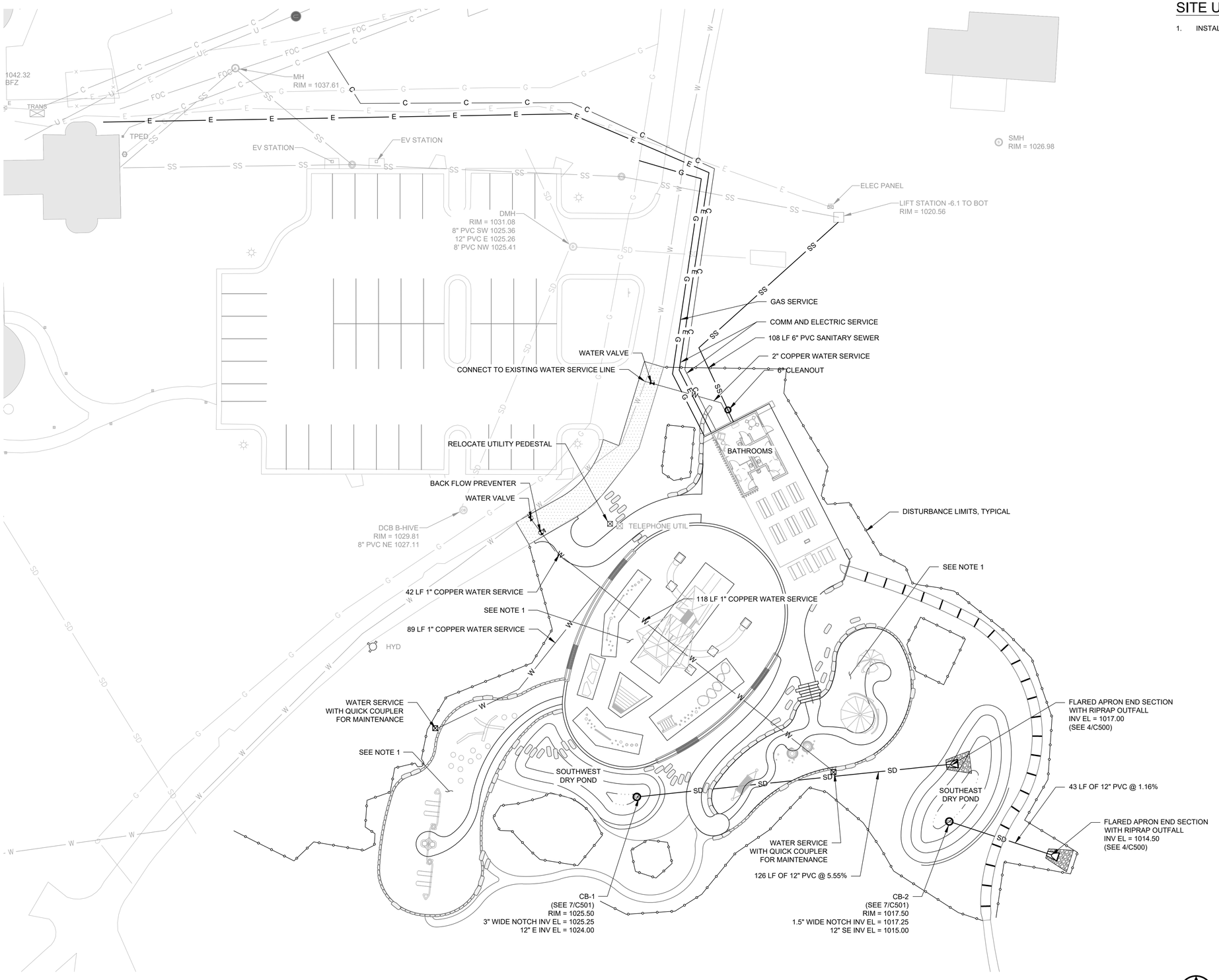
X:\466846\242480.01\TECH\CAD\C301.DWG
7/31/2025 8:37:14 AM

SITE UTILITY PLAN NOTES:

1. INSTALL 2,800 LF OF 6" DRAIN TILE UNDER PLAYGROUND SURFACES.

LEGEND:

- RIPRAP OUTFALL
- CB — STORM DRAINAGE OVERFLOW STRUCTURE
- FLARED APRON END SECTION
- WV — WATER VALVE
- E — ELECTRIC, UNDERGROUND
- G — GAS
- SS — SANITARY SEWER
- SD — STORM DRAIN PIPE
- UD — UNDERDRAIN
- W — WATER



1 **SITE UTILITY PLAN**
1" = 20'

0 10 20 40

NORTH

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

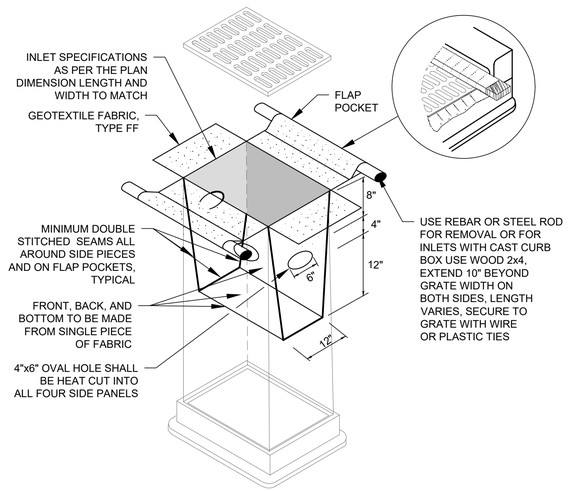
SITE UTILITY PLAN

Revisions:

No.	Date:	Description:

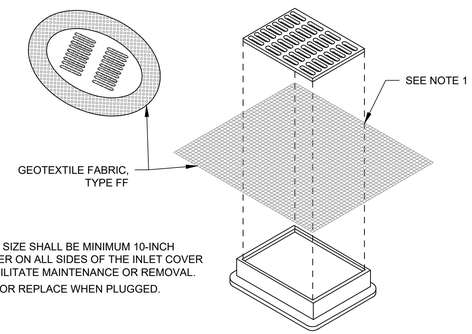
Set Type	DESIGN DEVELOPMENT
Date Issued	8/1/2025
Sheet Number	C400

X:\466846\02\242480.011\TECH\CAD\C400.DWG
7/31/2025 8:37:25 AM



5 INLET PROTECTION DETAIL, TYPE D

NOT TO SCALE

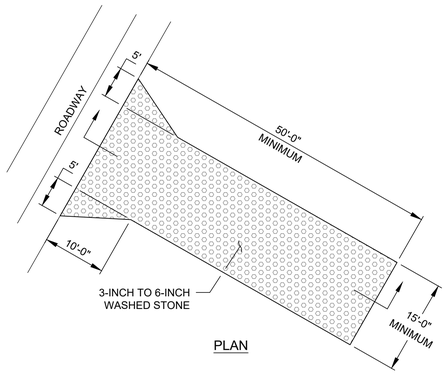


NOTES:

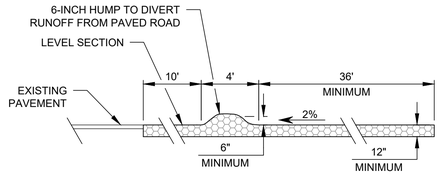
1. FABRIC SIZE SHALL BE MINIMUM 10-INCH GREATER ON ALL SIDES OF THE INLET COVER TO FACILITATE MAINTENANCE OR REMOVAL.
2. CLEAN OR REPLACE WHEN PLUGGED.

6 INLET PROTECTION DETAIL , TYPE B

NOT TO SCALE



PLAN



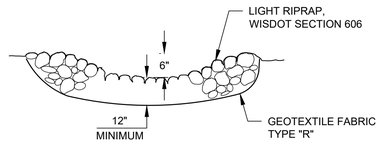
SECTION

NOTES:

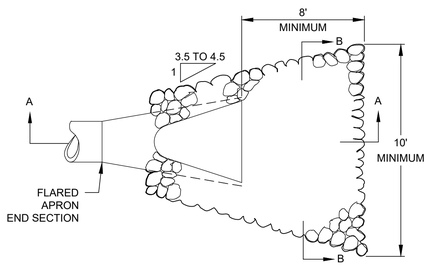
1. MAINTAIN THE TRACKING PAD IN A CONDITION TO PREVENT SEDIMENT FROM LEAVING THE SITE. SHOULD MUD BE TRACKED OR WASHED ONTO EXISTING PAVEMENT, IT MUST BE REMOVED IMMEDIATELY.

3 TRACKING PAD DETAIL

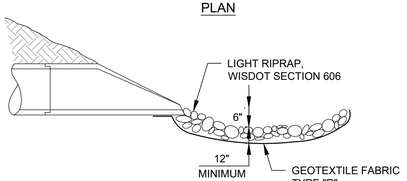
NOT TO SCALE



SECTION B-B



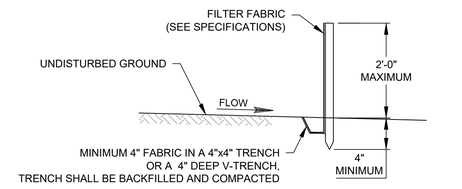
PLAN



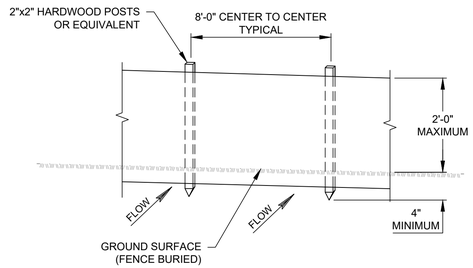
SECTION A-A

4 RIPRAP OUTFALL DETAIL

NOT TO SCALE



SECTION



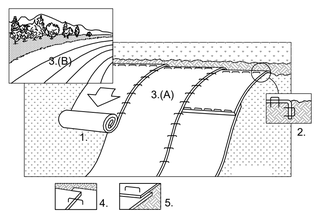
PERSPECTIVE VIEW

NOTES:

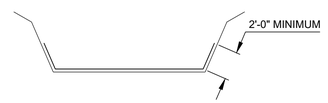
1. ENDS OF FENCE SHALL BE TURNED UPSLOPE 1 TO 2 FEET IN ELEVATION TO PREVENT FLANKING.
2. STAPLE FABRIC WITH MINIMUM 1/2 INCH STAPLES TO THE UPSLOPE SIDE OF THE POSTS.
3. WHEN TWO SECTIONS OF FILTER FABRIC ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.

1 SILT FENCE DETAIL

NOT TO SCALE



SLOPE INSTALLATION



CHANNEL INSTALLATION

NOTES:

1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING SEED.
2. BEGIN AT THE TOP OF THE SLOPE OR CHANNEL BY ANCHORING THE BLANKET IN 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
3. ROLL THE BLANKETS 3.(A) DOWN OR 3.(B) HORIZONTALLY ACROSS THE SLOPE.
4. THE EDGES OF PARALLEL BLANKETS SHALL BE STAPLED WITH 4" OVERLAP. USE ONLY BIODEGRADABLE STAPLES.
5. WHEN BLANKETS MUST BE SPLICED DOWN THE SLOPE OR CHANNEL, PLACE BLANKETS END OVER END (SHINGLE STYLE) WITH 6" OVERLAP. STAPLE APPROXIMATELY 12" APART.
6. ALL BLANKETS MUST BE SECURELY FASTENED TO THE SLOPE OR CHANNEL BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS RECOMMENDED BY THE MANUFACTURER.
7. USE EROSION CONTROL REVEGETATIVE MAT (ECRM) CLASS-1, TYPE-B.

2 EROSION MAT INSTALLATION DETAIL

NOT TO SCALE

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

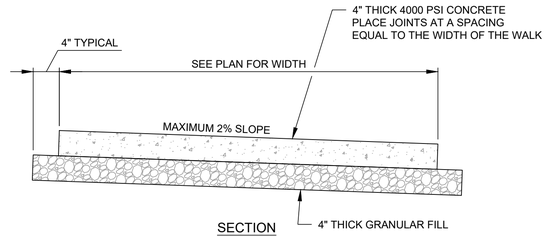
SITE DETAILS

Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	8/1/2025
Sheet Number	C500

X:\466846\242480.01\TECH\CAD\C500.DWG
7/31/2025 8:37:31 AM



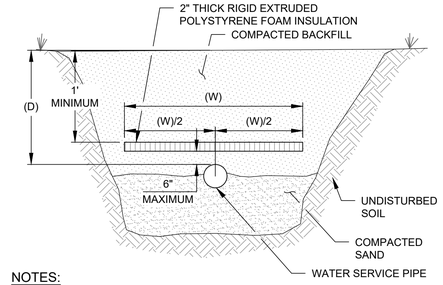
SECTION

NOTES:

1. PROVIDE 3/4" FIBER EXPANSION JOINT WHERE NEW WALK ABUTS EXISTING WALK OR CURB.
2. FINISH GRADE ADJACENT TO SIDEWALK - 1/2" TO 1" BELOW TOP OF SIDEWALK.

5 CONCRETE SIDEWALK DETAIL

NOT TO SCALE



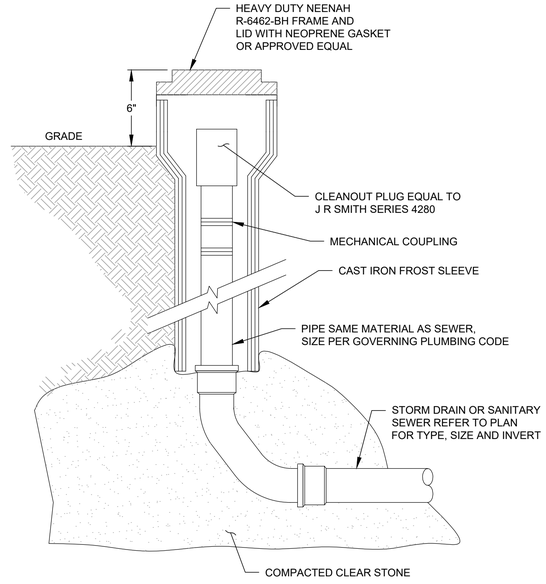
NOTES:

1. WHERE TOP OF WATER SERVICE PIPE IS LOCATED LESS THAN 6'-0" BELOW THE GROUND SURFACE OR STORM SEWER CROSSES ABOVE MAIN OR LATERAL PROVIDE INSULATION AS SHOWN ON DETAIL.

WATER SERVICE DEPTH (D)	2'-0"	2'-6"	3'-0"	3'-6"	4'-0" TO 6'-0"	MORE THAN 6'-0"
INSULATION WIDTH (W)	8'-0"	7'-0"	6'-0"	5'-0"	4'-0"	0'-0"

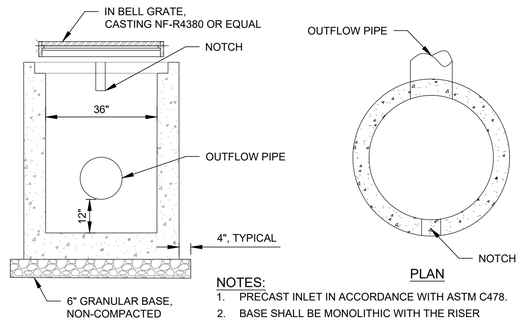
1 WATER LINE INSULATION DETAIL

NOT TO SCALE



6 CLEANOUT DETAIL

NOT TO SCALE



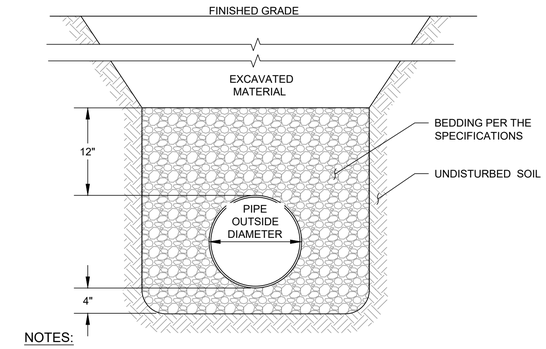
NOTES:

1. PRECAST INLET IN ACCORDANCE WITH ASTM C478.
2. BASE SHALL BE MONOLITHIC WITH THE RISER SECTION BOTTOM A MINIMUM OF 24 INCHES HIGH.
3. COVER SHALL BE RATED FOR HS-20 LOADING.

	RIM ELEVATION	NOTCH WIDTH	NOTCH INVERT ELEVATION	OUTFLOW PIPE SIZE	OUTFLOW PIPE INVERT ELEVATION
CB-1	1025.50	3"	1025.25	12"	1024.00
CB-2	1017.50	1.5"	1017.25	12"	1015.00

7 DRY POND CATCH BASIN DETAIL

NOT TO SCALE

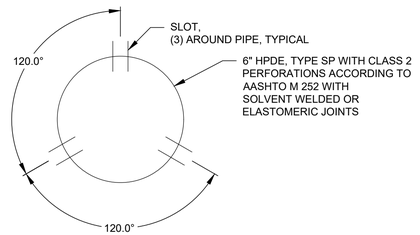


NOTES:

1. BOTTOM OF TRENCH SHALL BE THE PIPE OUTSIDE DIAMETER PLUS 16 INCHES.

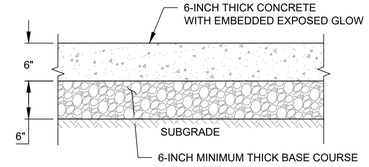
2 PVC PIPE BEDDING DETAIL

NOT TO SCALE



3 DRAIN TILE DETAIL

NOT TO SCALE



SECTION

NOTES:

1. PROVIDE 3/4" FIBER EXPANSION JOINT WHERE NEW PAVEMENT ABUTS EXISTING CONCRETE PAVEMENT, OR CURB.

4 CONCRETE APRON PAVEMENT DETAIL

NOT TO SCALE

Saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

SITE DETAILS

Revisions:

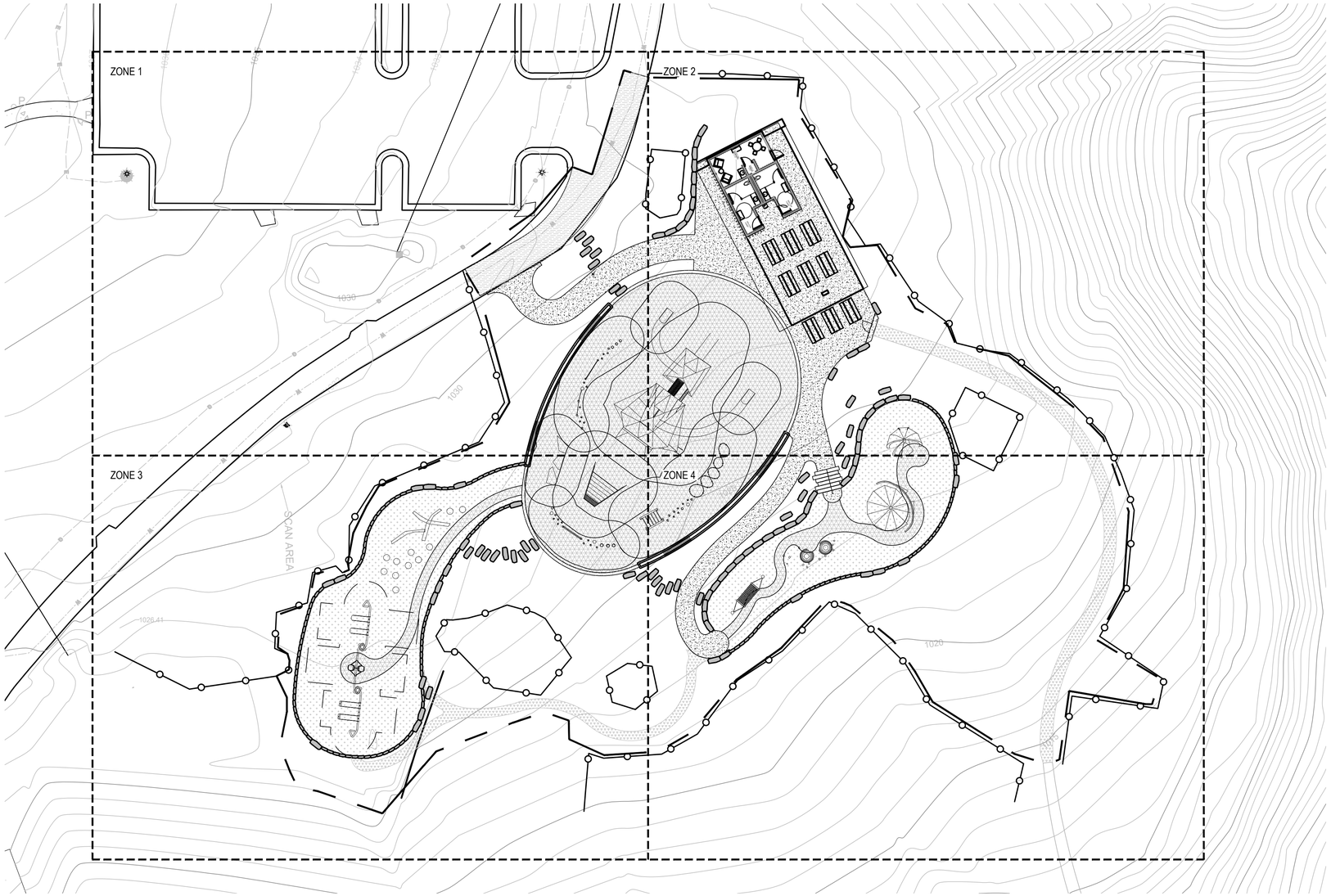
No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	8/1/2025
Sheet Number	C501

X:\466846\242480.01\TECH\CAD\C500.DWG
7/31/2025 8:37:33 AM

NOTES

1. FIELD VERIFY SURVEY INFORMATION, EXISTING SITE CONDITIONS, AND UTILITIES PRIOR TO STARTING WORK. REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVE.
2. CONTACT IOWA ONE CALL TO LOCATE ALL UTILITIES PRIOR TO STARTING WORK.
3. VERIFY ALL DIMENSIONS IN FIELD. ANY DEVIATION FROM OR MODIFICATIONS OF LAYOUT AND DIMENSIONS SHOWN ON THIS PLAN SHALL REQUIRE APPROVAL BY THE OWNER'S REPRESENTATIVE.
4. CONTRACTOR IS RESPONSIBLE FOR STAKING SITE FOR HORIZONTAL AND VERTICAL ALIGNMENT.
5. CONTRACTOR SHALL ARRANGE FOR LAYOUT APPROVAL WITH OWNER'S REPRESENTATIVE PROVIDING A MINIMUM OF TWO (2) WORKING DAYS NOTICE PRIOR TO ANY EXECUTION OF WORK.
6. PROTECT ALL EXISTING SITE FEATURES: PAVING, FURNISHINGS, LANDSCAPING, ETC. TO REMAIN FROM CONSTRUCTION ACTIVITIES. REPLACE IN KIND AND QUANTITY ANY EXISTING SITE FEATURES, INCLUDING THOSE BEYOND PROJECT LIMITS SHOWN ON PLANS, DAMAGED BY CONSTRUCTION RELATED ACTIVITIES AT COMPLETION OF WORK TO PRE-DISTURBANCE STANDARDS AT NO ADDITIONAL COST TO OWNER.
7. CONCRETE CONTROL JOINTS SHOWN FOR DESIGN INTENT. PLACE ALL JOINTS PER PLAN. SEE SECTION 32 10 00 - PAVING FOR ADDITIONAL INFORMATION.
8. PROVIDE FINISHED COLD JOINT WHERE NEW CONCRETE TIES INTO EXISTING CONCRETE. ENSURE FLUSH TRANSITION BETWEEN WEARING SURFACES.
9. ALL WORK IN CITY RIGHT OF WAY SHALL CONFORM TO CITY STANDARDS, SPECIFICATIONS, PERMITTING, AND ORDINANCES.
10. SEE PROJECT MANUAL SECTION "SPECIAL PROVISIONS" FOR INFORMATION REGARDING SHPO EXCAVATION REQUIREMENTS.
11. IDENTIFICATION OF PREFABRICATED PLAY EQUIPMENT FALL ZONES ARE THE RESPONSIBILITY OF THE MANUFACTURER. APPROPRIATE LAYOUT OF THE PLAY EQUIPMENT TO ENSURE FALL ZONE PROTECTION IS THE RESPONSIBILITY OF THE MANUFACTURER.



1 SITE PLAN OVERVIEW
SCALE: 1" = 20'-0"

0 20' 40'
1" = 20'-0"

NORTH

LEGEND

- PROJECT LIMITS
- TREE PROTECTION FENCE
- PLAY EQUIPMENT FALL ZONE
- STANDARD CONCRETE
- STANDARD CONCRETE WITH GLOW STONES - YERKES STAFF TO FINALIZE GLOW STONE DESIGN AND LAYOUT WITH CONTRACTOR)
- POURED IN PLACE RUBBER SURFACING
- ENGINEERED WOOD FIBER
- MULCH PATH
- STANDARD ASPHALT PAVEMENT

REFERENCE SCHEDULE

1. MATCH INTO EXISTING ASPHALT PAVEMENT
2. STANDARD CONCRETE PAVING - 1/L501
3. STANDARD CONCRETE PAVING WITH GLOW STONES - 1/L501 (YERKES STAFF TO FINALIZE GLOW STONE DESIGN AND LAYOUT WITH CONTRACTOR)
4. PIP SURFACING OVER TYPE 1 BASE - 4/L501 (11 COLOR MIXES, 1-3 COLORS PER MIX, SEE 3/L502)
5. PIP SURFACING OVER TYPE 2 BASE - 6/L501 (1 COLOR MIX, 3 COLORS PER MIX)
6. WOOD CHIP PATH - 5/L501
7. MATCH INTO EXISTING WOOD CHIP PATH
8. ENGINEERED WOOD FIBER - 2/L501
9. CONCRETE STAIR WITH PRECAST TREADS AND HANDRAIL - 1/L502
10. CAST-IN-PLACE CONCRETE SEAT WALL WITH PRECAST CAP - 7/L501
11. WOOD BENCH TOP - 6/L501
12. STONE TYPE 1 WALL - 1/L503
13. STONE TYPE 1 SCRAMBLE - 2/L503
14. OFOI PICNIC TABLE
15. SWING SET & FALL ZONE - 2/L502
16. OFOI MONSTRUM PLAY ELEMENTS
17. OFOI SALVAGED STUMPS
18. OFOI SALVAGED LOGS
19. STONE TYPE 2 EDGE - 2/L501
20. STONE TYPE 1 SEAT - 3/L503
21. STANDARD ASPHALT PAVEMENT
22. CUSTOM METAL FENCE AND GATE - 4/L503

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

SITE PLAN OVERVIEW

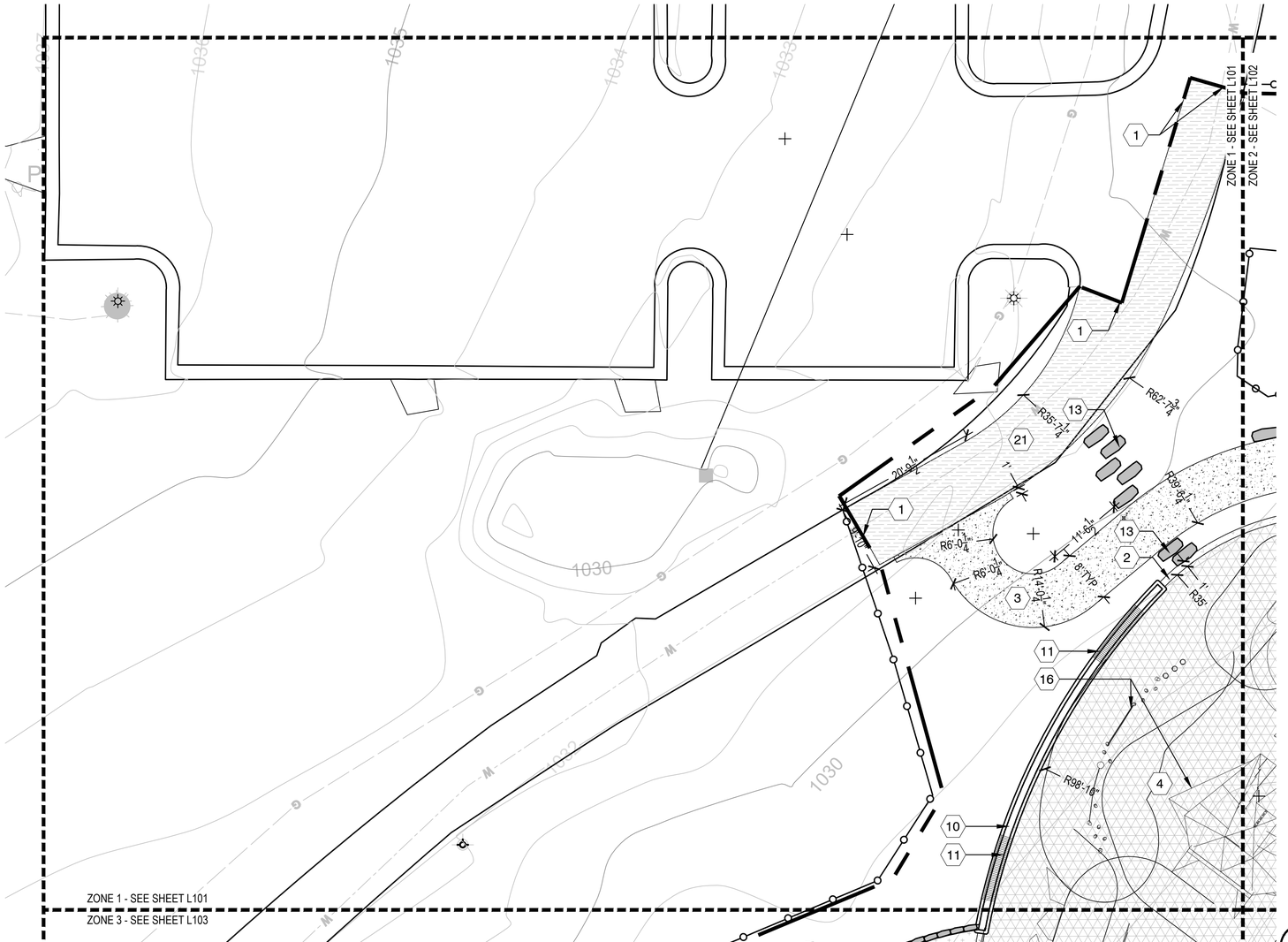
Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L100

NOTES

1. FIELD VERIFY SURVEY INFORMATION, EXISTING SITE CONDITIONS, AND UTILITIES PRIOR TO STARTING WORK. REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVE.
2. CONTACT IOWA ONE CALL TO LOCATE ALL UTILITIES PRIOR TO STARTING WORK.
3. VERIFY ALL DIMENSIONS IN FIELD. ANY DEVIATION FROM OR MODIFICATIONS OF LAYOUT AND DIMENSIONS SHOWN ON THIS PLAN SHALL REQUIRE APPROVAL BY THE OWNER'S REPRESENTATIVE.
4. CONTRACTOR IS RESPONSIBLE FOR STAKING SITE FOR HORIZONTAL AND VERTICAL ALIGNMENT.
5. CONTRACTOR SHALL ARRANGE FOR LAYOUT APPROVAL WITH OWNER'S REPRESENTATIVE PROVIDING A MINIMUM OF TWO (2) WORKING DAYS NOTICE PRIOR TO ANY EXECUTION OF WORK.
6. PROTECT ALL EXISTING SITE FEATURES: PAVING, FURNISHINGS, LANDSCAPING, ETC. TO REMAIN FROM CONSTRUCTION ACTIVITIES. REPLACE IN KIND AND QUANTITY ANY EXISTING SITE FEATURES, INCLUDING THOSE BEYOND PROJECT LIMITS SHOWN ON PLANS, DAMAGED BY CONSTRUCTION RELATED ACTIVITIES AT COMPLETION OF WORK TO PRE-DISTURBANCE STANDARDS AT NO ADDITIONAL COST TO OWNER.
7. CONCRETE CONTROL JOINTS SHOWN FOR DESIGN INTENT. PLACE ALL JOINTS PER PLAN. SEE SECTION 32 10 00 - PAVING FOR ADDITIONAL INFORMATION.
8. PROVIDE FINISHED COLD JOINT WHERE NEW CONCRETE TIES INTO EXISTING CONCRETE. ENSURE FLUSH TRANSITION BETWEEN WEARING SURFACES.
9. ALL WORK IN CITY RIGHT OF WAY SHALL CONFORM TO CITY STANDARDS, SPECIFICATIONS, PERMITTING, AND ORDINANCES.
10. SEE PROJECT MANUAL SECTION "SPECIAL PROVISIONS" FOR INFORMATION REGARDING SHPO EXCAVATION REQUIREMENTS.
11. IDENTIFICATION OF PREFABRICATED PLAY EQUIPMENT FALL ZONES ARE THE RESPONSIBILITY OF THE MANUFACTURER. APPROPRIATE LAYOUT OF THE PLAY EQUIPMENT TO ENSURE FALL ZONE PROTECTION IS THE RESPONSIBILITY OF THE MANUFACTURER.



1 SITE PLAN ZONE 1
SCALE: 1" = 10'-0"

LEGEND

- PROJECT LIMITS
- TREE PROTECTION FENCE
- PLAY EQUIPMENT FALL ZONE
- STANDARD CONCRETE
- STANDARD CONCRETE WITH GLOW STONES - YERKES STAFF TO FINALIZE GLOW STONE DESIGN AND LAYOUT WITH CONTRACTOR)
- POURED IN PLACE RUBBER SURFACING
- ENGINEERED WOOD FIBER
- MULCH PATH
- STANDARD ASPHALT PAVEMENT

REFERENCE SCHEDULE

1. MATCH INTO EXISTING ASPHALT PAVEMENT
2. STANDARD CONCRETE PAVING - 1/L501
3. STANDARD CONCRETE PAVING WITH GLOW STONES - 1/L501 (YERKES STAFF TO FINALIZE GLOW STONE DESIGN AND LAYOUT WITH CONTRACTOR)
4. PIP SURFACING OVER TYPE 1 BASE - 4/L501 (11 COLOR MIXES, 1-3 COLORS PER MIX, SEE 3/L502)
5. PIP SURFACING OVER TYPE 2 BASE - 6/L501 (1 COLOR MIX, 3 COLORS PER MIX)
6. WOOD CHIP PATH - 5/L501
7. MATCH INTO EXISTING WOOD CHIP PATH
8. ENGINEERED WOOD FIBER - 2/L501
9. CONCRETE STAIR WITH PRECAST TREADS AND HANDRAIL - 1/L502
10. CAST-IN-PLACE CONCRETE SEAT WALL WITH PRECAST CAP - 7/L501
11. WOOD BENCH TOP - 6/L501
12. STONE TYPE 1 WALL - 1/L503
13. STONE TYPE 1 SCRAMBLE - 2/L503
14. OFOI PICNIC TABLE
15. SWING SET & FALL ZONE - 2/L502
16. OFOI MONSTRUM PLAY ELEMENTS
17. OFOI SALVAGED STUMPS
18. OFOI SALVAGED LOGS
19. STONE TYPE 2 EDGE - 2/L501
20. STONE TYPE 1 SEAT - 3/L503
21. STANDARD ASPHALT PAVEMENT
22. CUSTOM METAL FENCE AND GATE - 4/L503

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

SITE PLAN ZONE 1

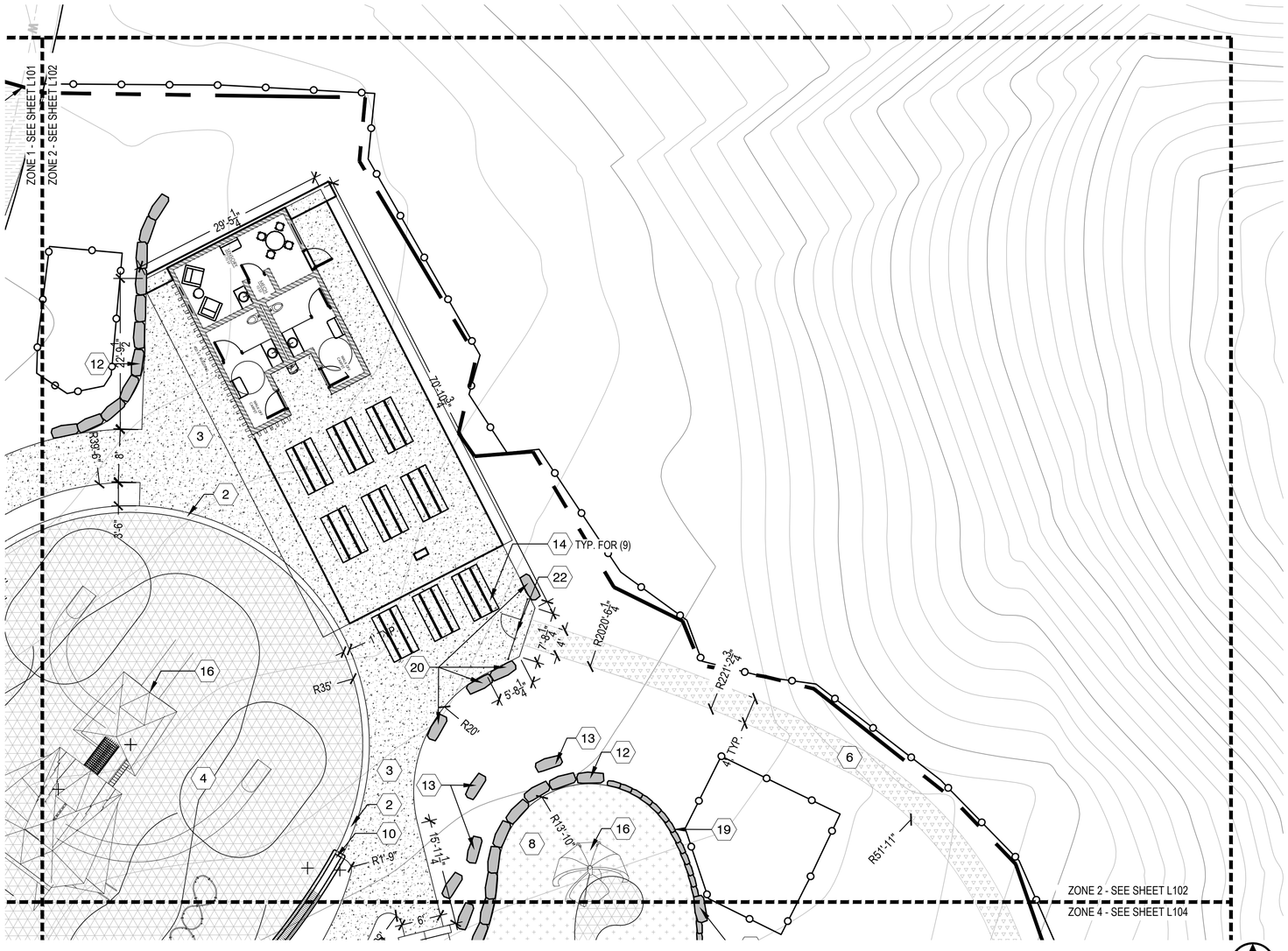
Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L101

NOTES

1. FIELD VERIFY SURVEY INFORMATION, EXISTING SITE CONDITIONS, AND UTILITIES PRIOR TO STARTING WORK. REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVE.
2. CONTACT IOWA ONE CALL TO LOCATE ALL UTILITIES PRIOR TO STARTING WORK.
3. VERIFY ALL DIMENSIONS IN FIELD. ANY DEVIATION FROM OR MODIFICATIONS OF LAYOUT AND DIMENSIONS SHOWN ON THIS PLAN SHALL REQUIRE APPROVAL BY THE OWNER'S REPRESENTATIVE.
4. CONTRACTOR IS RESPONSIBLE FOR STAKING SITE FOR HORIZONTAL AND VERTICAL ALIGNMENT.
5. CONTRACTOR SHALL ARRANGE FOR LAYOUT APPROVAL WITH OWNER'S REPRESENTATIVE PROVIDING A MINIMUM OF TWO (2) WORKING DAYS NOTICE PRIOR TO ANY EXECUTION OF WORK.
6. PROTECT ALL EXISTING SITE FEATURES: PAVING, FURNISHINGS, LANDSCAPING, ETC. TO REMAIN FROM CONSTRUCTION ACTIVITIES. REPLACE IN KIND AND QUANTITY ANY EXISTING SITE FEATURES, INCLUDING THOSE BEYOND PROJECT LIMITS SHOWN ON PLANS, DAMAGED BY CONSTRUCTION RELATED ACTIVITIES AT COMPLETION OF WORK TO PRE-DISTURBANCE STANDARDS AT NO ADDITIONAL COST TO OWNER.
7. CONCRETE CONTROL JOINTS SHOWN FOR DESIGN INTENT. PLACE ALL JOINTS PER PLAN. SEE SECTION 32 10 00 - PAVING FOR ADDITIONAL INFORMATION.
8. PROVIDE FINISHED COLD JOINT WHERE NEW CONCRETE TIES INTO EXISTING CONCRETE. ENSURE FLUSH TRANSITION BETWEEN WEARING SURFACES.
9. ALL WORK IN CITY RIGHT OF WAY SHALL CONFORM TO CITY STANDARDS, SPECIFICATIONS, PERMITTING, AND ORDINANCES.
10. SEE PROJECT MANUAL SECTION "SPECIAL PROVISIONS" FOR INFORMATION REGARDING SHPO EXCAVATION REQUIREMENTS.
11. IDENTIFICATION OF PREFABRICATED PLAY EQUIPMENT FALL ZONES ARE THE RESPONSIBILITY OF THE MANUFACTURER. APPROPRIATE LAYOUT OF THE PLAY EQUIPMENT TO ENSURE FALL ZONE PROTECTION IS THE RESPONSIBILITY OF THE MANUFACTURER.



1 SITE PLAN ZONE 2
SCALE: 1" = 10'-0"

LEGEND

- PROJECT LIMITS
- TREE PROTECTION FENCE
- PLAY EQUIPMENT FALL ZONE
- STANDARD CONCRETE
- STANDARD CONCRETE WITH GLOW STONES - YERKES STAFF TO FINALIZE GLOW STONE DESIGN AND LAYOUT WITH CONTRACTOR)
- POURED IN PLACE RUBBER SURFACING
- ENGINEERED WOOD FIBER
- MULCH PATH
- STANDARD ASPHALT PAVEMENT

REFERENCE SCHEDULE

1. MATCH INTO EXISTING ASPHALT PAVEMENT
2. STANDARD CONCRETE PAVING - 1/L501
3. STANDARD CONCRETE PAVING WITH GLOW STONES - 1/L501 (YERKES STAFF TO FINALIZE GLOW STONE DESIGN AND LAYOUT WITH CONTRACTOR)
4. PIP SURFACING OVER TYPE 1 BASE - 4/L501 (11 COLOR MIXES, 1-3 COLORS PER MIX, SEE 3/L502)
5. PIP SURFACING OVER TYPE 2 BASE - 6/L501 (1 COLOR MIX, 3 COLORS PER MIX)
6. WOOD CHIP PATH - 5/L501
7. MATCH INTO EXISTING WOOD CHIP PATH
8. ENGINEERED WOOD FIBER - 2/L501
9. CONCRETE STAIR WITH PRECAST TREADS AND HANDRAIL - 1/L502
10. CAST-IN-PLACE CONCRETE SEAT WALL WITH PRECAST CAP - 7/L501
11. WOOD BENCH TOP - 6/L501
12. STONE TYPE 1 WALL - 1/L503
13. STONE TYPE 1 SCRAMBLE - 2/L503
14. OFOI PICNIC TABLE
15. SWING SET & FALL ZONE - 2/L502
16. OFOI MONSTRUM PLAY ELEMENTS
17. OFOI SALVAGED STUMPS
18. OFOI SALVAGED LOGS
19. STONE TYPE 2 EDGE - 2/L501
20. STONE TYPE 1 SEAT - 3/L503
21. STANDARD ASPHALT PAVEMENT
22. CUSTOM METAL FENCE AND GATE - 4/L503

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

SITE PLAN ZONE 2

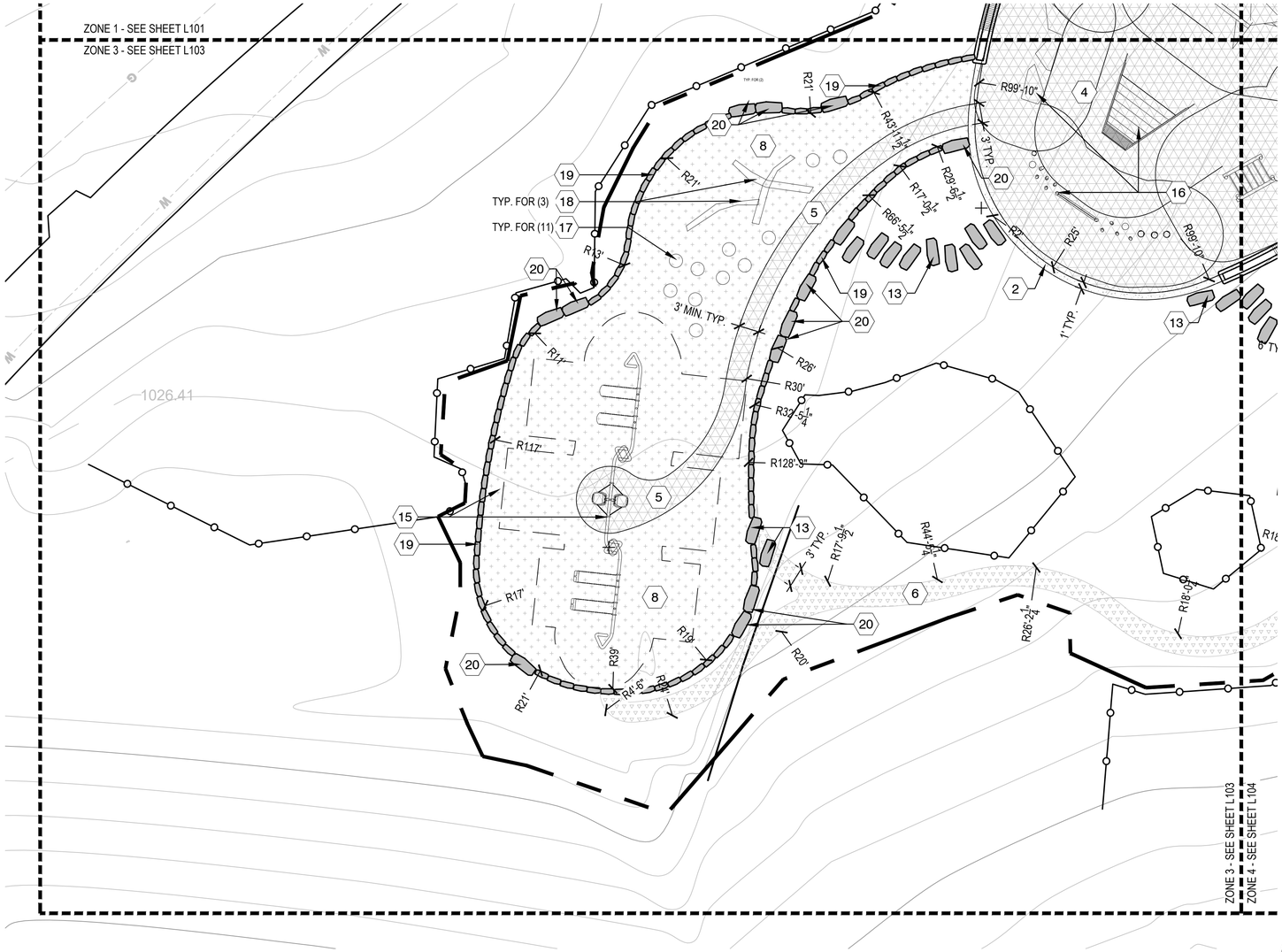
Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L102

NOTES

1. FIELD VERIFY SURVEY INFORMATION, EXISTING SITE CONDITIONS, AND UTILITIES PRIOR TO STARTING WORK. REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVE.
2. CONTACT IOWA ONE CALL TO LOCATE ALL UTILITIES PRIOR TO STARTING WORK.
3. VERIFY ALL DIMENSIONS IN FIELD. ANY DEVIATION FROM OR MODIFICATIONS OF LAYOUT AND DIMENSIONS SHOWN ON THIS PLAN SHALL REQUIRE APPROVAL BY THE OWNER'S REPRESENTATIVE.
4. CONTRACTOR IS RESPONSIBLE FOR STAKING SITE FOR HORIZONTAL AND VERTICAL ALIGNMENT.
5. CONTRACTOR SHALL ARRANGE FOR LAYOUT APPROVAL WITH OWNER'S REPRESENTATIVE PROVIDING A MINIMUM OF TWO (2) WORKING DAYS NOTICE PRIOR TO ANY EXECUTION OF WORK.
6. PROTECT ALL EXISTING SITE FEATURES: PAVING, FURNISHINGS, LANDSCAPING, ETC. TO REMAIN FROM CONSTRUCTION ACTIVITIES. REPLACE IN KIND AND QUANTITY ANY EXISTING SITE FEATURES, INCLUDING THOSE BEYOND PROJECT LIMITS SHOWN ON PLANS, DAMAGED BY CONSTRUCTION RELATED ACTIVITIES AT COMPLETION OF WORK TO PRE-DISTURBANCE STANDARDS AT NO ADDITIONAL COST TO OWNER.
7. CONCRETE CONTROL JOINTS SHOWN FOR DESIGN INTENT. PLACE ALL JOINTS PER PLAN. SEE SECTION 32 10 00 - PAVING FOR ADDITIONAL INFORMATION.
8. PROVIDE FINISHED COLD JOINT WHERE NEW CONCRETE TIES INTO EXISTING CONCRETE. ENSURE FLUSH TRANSITION BETWEEN WEARING SURFACES.
9. ALL WORK IN CITY RIGHT OF WAY SHALL CONFORM TO CITY STANDARDS, SPECIFICATIONS, PERMITTING, AND ORDINANCES.
10. SEE PROJECT MANUAL SECTION "SPECIAL PROVISIONS" FOR INFORMATION REGARDING SHPO EXCAVATION REQUIREMENTS.
11. IDENTIFICATION OF PREFABRICATED PLAY EQUIPMENT FALL ZONES ARE THE RESPONSIBILITY OF THE MANUFACTURER. APPROPRIATE LAYOUT OF THE PLAY EQUIPMENT TO ENSURE FALL ZONE PROTECTION IS THE RESPONSIBILITY OF THE MANUFACTURER.



1 SITE PLAN ZONE 3
SCALE: 1" = 10'-0"

0 10' 20'
1" = 10'-0"
NORTH

LEGEND

- PROJECT LIMITS
- TREE PROTECTION FENCE
- PLAY EQUIPMENT FALL ZONE
- STANDARD CONCRETE
- STANDARD CONCRETE WITH GLOW STONES - YERKES STAFF TO FINALIZE GLOW STONE DESIGN AND LAYOUT WITH CONTRACTOR)
- POURED IN PLACE RUBBER SURFACING
- ENGINEERED WOOD FIBER
- MULCH PATH
- STANDARD ASPHALT PAVEMENT

REFERENCE SCHEDULE

1. MATCH INTO EXISTING ASPHALT PAVEMENT
2. STANDARD CONCRETE PAVING - 1/L501
3. STANDARD CONCRETE PAVING WITH GLOW STONES - 1/L501 (YERKES STAFF TO FINALIZE GLOW STONE DESIGN AND LAYOUT WITH CONTRACTOR)
4. PIP SURFACING OVER TYPE 1 BASE - 4/L501 (11 COLOR MIXES, 1-3 COLORS PER MIX, SEE 3/L502)
5. PIP SURFACING OVER TYPE 2 BASE - 6/L501 (1 COLOR MIX, 3 COLORS PER MIX)
6. WOOD CHIP PATH - 5/L501
7. MATCH INTO EXISTING WOOD CHIP PATH
8. ENGINEERED WOOD FIBER - 2/L501
9. CONCRETE STAIR WITH PRECAST TREADS AND HANDRAIL - 1/L502
10. CAST-IN-PLACE CONCRETE SEAT WALL WITH PRECAST CAP - 7/L501
11. WOOD BENCH TOP - 6/L501
12. STONE TYPE 1 WALL - 1/L503
13. STONE TYPE 1 SCRAMBLE - 2/L503
14. OFOI PICNIC TABLE
15. SWING SET & FALL ZONE - 2/L502
16. OFOI MONSTRUM PLAY ELEMENTS
17. OFOI SALVAGED STUMPS
18. OFOI SALVAGED LOGS
19. STONE TYPE 2 EDGE - 2/L501
20. STONE TYPE 1 SEAT - 3/L503
21. STANDARD ASPHALT PAVEMENT
22. CUSTOM METAL FENCE AND GATE - 4/L503

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

SITE PLAN ZONE 3

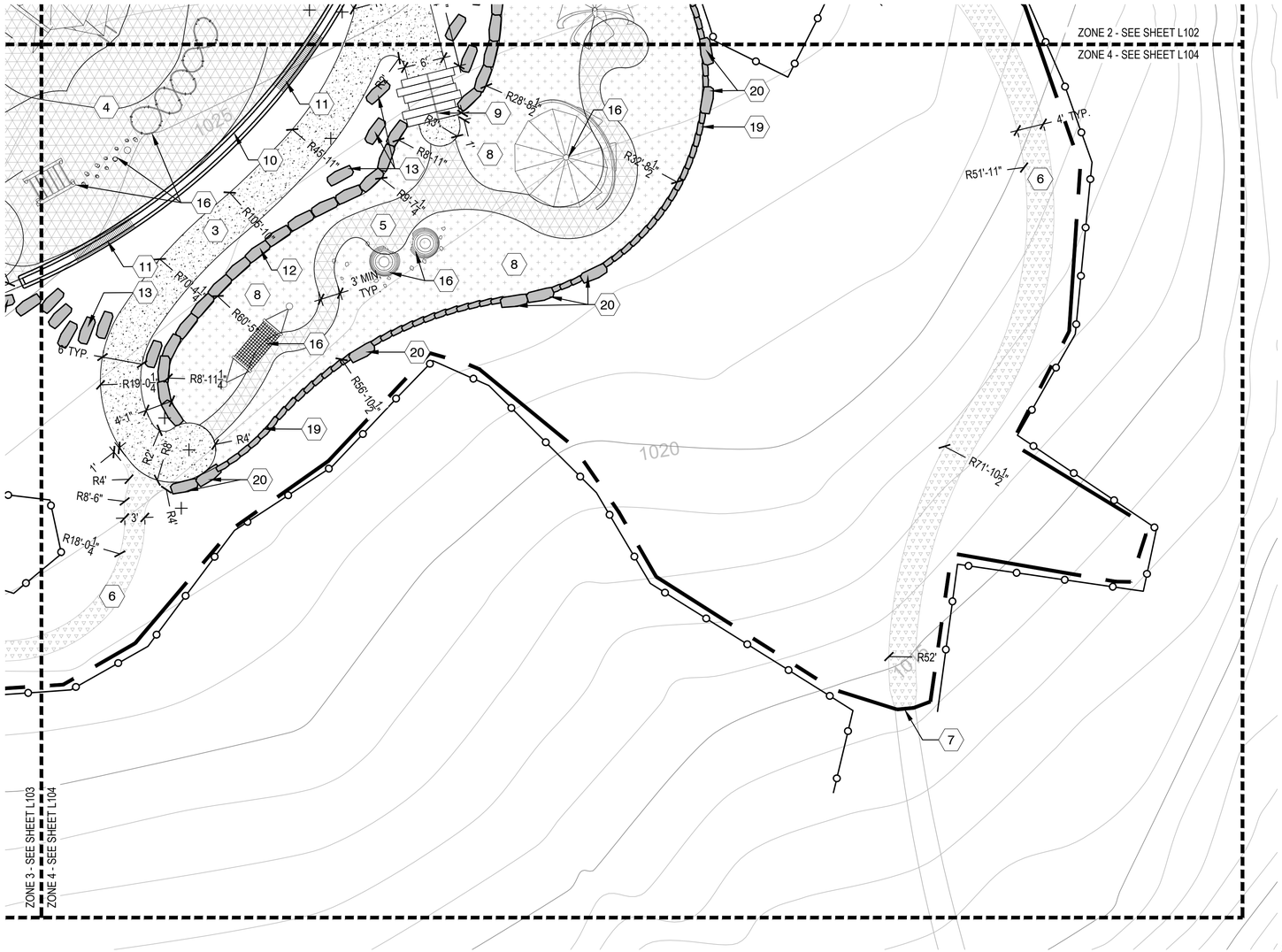
Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L103

NOTES

1. FIELD VERIFY SURVEY INFORMATION, EXISTING SITE CONDITIONS, AND UTILITIES PRIOR TO STARTING WORK. REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVE.
2. CONTACT IOWA ONE CALL TO LOCATE ALL UTILITIES PRIOR TO STARTING WORK.
3. VERIFY ALL DIMENSIONS IN FIELD. ANY DEVIATION FROM OR MODIFICATIONS OF LAYOUT AND DIMENSIONS SHOWN ON THIS PLAN SHALL REQUIRE APPROVAL BY THE OWNER'S REPRESENTATIVE.
4. CONTRACTOR IS RESPONSIBLE FOR STAKING SITE FOR HORIZONTAL AND VERTICAL ALIGNMENT.
5. CONTRACTOR SHALL ARRANGE FOR LAYOUT APPROVAL WITH OWNER'S REPRESENTATIVE PROVIDING A MINIMUM OF TWO (2) WORKING DAYS NOTICE PRIOR TO ANY EXECUTION OF WORK.
6. PROTECT ALL EXISTING SITE FEATURES: PAVING, FURNISHINGS, LANDSCAPING, ETC. TO REMAIN FROM CONSTRUCTION ACTIVITIES. REPLACE IN KIND AND QUANTITY ANY EXISTING SITE FEATURES, INCLUDING THOSE BEYOND PROJECT LIMITS SHOWN ON PLANS, DAMAGED BY CONSTRUCTION RELATED ACTIVITIES AT COMPLETION OF WORK TO PRE-DISTURBANCE STANDARDS AT NO ADDITIONAL COST TO OWNER.
7. CONCRETE CONTROL JOINTS SHOWN FOR DESIGN INTENT. PLACE ALL JOINTS PER PLAN. SEE SECTION 32 10 00 - PAVING FOR ADDITIONAL INFORMATION.
8. PROVIDE FINISHED COLD JOINT WHERE NEW CONCRETE TIES INTO EXISTING CONCRETE. ENSURE FLUSH TRANSITION BETWEEN WEARING SURFACES.
9. ALL WORK IN CITY RIGHT OF WAY SHALL CONFORM TO CITY STANDARDS, SPECIFICATIONS, PERMITTING, AND ORDINANCES.
10. SEE PROJECT MANUAL SECTION "SPECIAL PROVISIONS" FOR INFORMATION REGARDING SHPO EXCAVATION REQUIREMENTS.
11. IDENTIFICATION OF PREFABRICATED PLAY EQUIPMENT FALL ZONES ARE THE RESPONSIBILITY OF THE MANUFACTURER. APPROPRIATE LAYOUT OF THE PLAY EQUIPMENT TO ENSURE FALL ZONE PROTECTION IS THE RESPONSIBILITY OF THE MANUFACTURER.



1 SITE PLAN ZONE 4
SCALE: 1" = 10'-0"

0 10' 20'
1" = 10'-0"

NORTH

LEGEND

- PROJECT LIMITS
- TREE PROTECTION FENCE
- PLAY EQUIPMENT FALL ZONE
- STANDARD CONCRETE
- STANDARD CONCRETE WITH GLOW STONES - YERKES STAFF TO FINALIZE GLOW STONE DESIGN AND LAYOUT WITH CONTRACTOR)
- POURED IN PLACE RUBBER SURFACING
- ENGINEERED WOOD FIBER
- MULCH PATH
- STANDARD ASPHALT PAVEMENT

REFERENCE SCHEDULE

1. MATCH INTO EXISTING ASPHALT PAVEMENT
2. STANDARD CONCRETE PAVING - 1/L501
3. STANDARD CONCRETE PAVING WITH GLOW STONES - 1/L501 (YERKES STAFF TO FINALIZE GLOW STONE DESIGN AND LAYOUT WITH CONTRACTOR)
4. PIP SURFACING OVER TYPE 1 BASE - 4/L501 (11 COLOR MIXES, 1-3 COLORS PER MIX, SEE 3/L502)
5. PIP SURFACING OVER TYPE 2 BASE - 6/L501 (1 COLOR MIX, 3 COLORS PER MIX)
6. WOOD CHIP PATH - 5/L501
7. MATCH INTO EXISTING WOOD CHIP PATH
8. ENGINEERED WOOD FIBER - 2/L501
9. CONCRETE STAIR WITH PRECAST TREADS AND HANDRAIL - 1/L502
10. CAST-IN-PLACE CONCRETE SEAT WALL WITH PRECAST CAP - 7/L501
11. WOOD BENCH TOP - 6/L501
12. STONE TYPE 1 WALL - 1/L503
13. STONE TYPE 1 SCRAMBLE - 2/L503
14. OFOI PICNIC TABLE
15. SWING SET & FALL ZONE - 2/L502
16. OFOI MONSTRUM PLAY ELEMENTS
17. OFOI SALVAGED STUMPS
18. OFOI SALVAGED LOGS
19. STONE TYPE 2 EDGE - 2/L501
20. STONE TYPE 1 SEAT - 3/L503
21. STANDARD ASPHALT PAVEMENT
22. CUSTOM METAL FENCE AND GATE - 4/L503

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

SITE PLAN ZONE 4

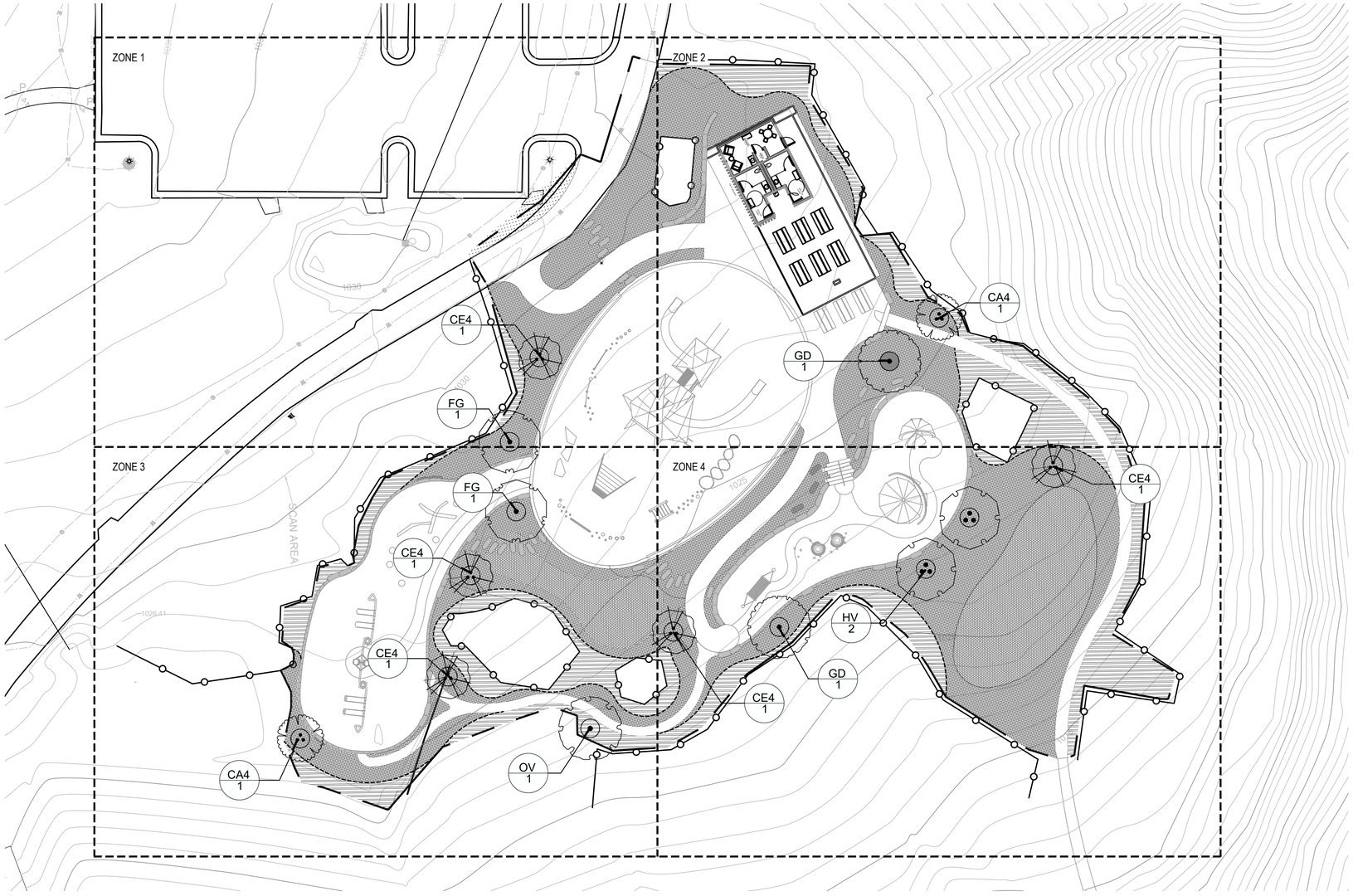
Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L104

PLANT SCHEDULE - TREES

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT.	SIZE	QTY
DECIDUOUS TREES					
	FG	Fagus grandifolia / American Beech	B&B	2.5" Cal (MIN)	2
	GD	Gymnocladus dioicus 'Espresso' / Kentucky Coffeetree	B&B	2.5" Cal (MIN)	2
	OV	Ostrya virginiana / American Hophornbeam	B&B	2.5" Cal (MIN)	1
ORNAMENTAL TREES					
	CE4	Cercis canadensis / Eastern Redbud Multi-trunk	B&B	6` HT. MULTI-STEM	5
	CA4	Cornus alternifolia / Pagoda Dogwood	15 gal	6` HT. MULTI-STEM	2
	HV	Hamamelis virginiana / Common Witch Hazel	B&B	6` HT. MULTI-STEM	2



LEGEND

- PROJECT LIMITS
- LAWN
- NATIVE WOODLAND SEEDING
- MULCHED PLANTING AREA
- BIORETENTION MIX
- SHOVEL CUT EDGE
- MULCHED TREE RING

NOTES

1. FIELD VERIFY SURVEY INFORMATION PRIOR TO START OF CONSTRUCTION AND REPORT ANY DISCREPANCIES TO OWNER REPRESENTATIVE.
2. CONTACT DIGGER'S HOTLINE TO LOCATE ALL PUBLIC AND PRIVATE UTILITIES PRIOR TO STARTING WORK.
3. FIELD VERIFY ALL EXISTING SITE CONDITIONS AND UTILITIES PRIOR TO STARTING WORK. ANY DAMAGE CAUSED TO UTILITIES, EITHER SHOWN OR NOT, SHALL BE REPAIRED AND PAID FOR AT THE CONTRACTOR'S EXPENSE.
4. PROTECT ALL BENCHMARKS.
5. PROTECT ALL EXISTING PAVEMENTS, CURBS, UTILITIES, VEGETATION, AND OTHER IMPROVEMENTS (TO REMAIN) FROM CONSTRUCTION ACTIVITIES. RESTORE ALL AREAS DISTURBED BY CONSTRUCTION RELATED ACTIVITIES TO EXISTING CONDITIONS AT COMPLETION OF WORK UNLESS SHOWN OTHERWISE ON PLANS.
6. SEE PROJECT MANUAL SECTION "SPECIAL PROVISIONS" FOR INFORMATION REGARDING SHPO EXCAVATION REQUIREMENTS.
7. RESTORE ANY AREAS DISTURBED BY CONSTRUCTION ACTIVITIES.

1 LANDSCAPE PLAN OVERVIEW
SCALE: 1" = 20'-0"

0 20' 40'
1" = 20'-0"

NORTH

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

LANDSCAPE PLAN OVERVIEW

Revisions:

No.	Date:	Description:

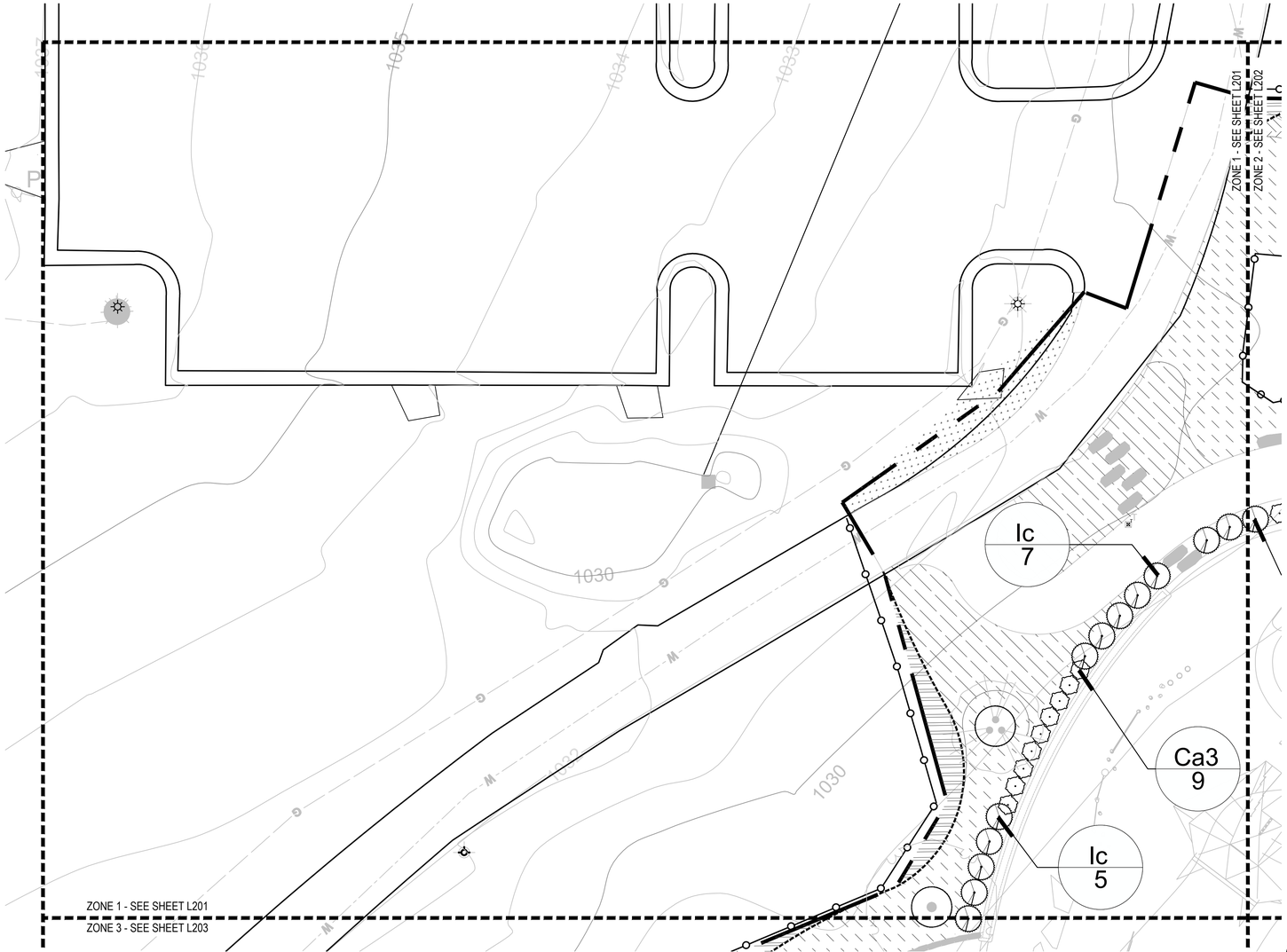
Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L200

LEGEND

- PROJECT LIMITS
- LAWN
- NATIVE WOODLAND SEEDING
- SHOVEL CUT EDGE
- MULCHED TREE RING

NOTES

1. FIELD VERIFY SURVEY INFORMATION PRIOR TO START OF CONSTRUCTION AND REPORT ANY DISCREPANCIES TO OWNER REPRESENTATIVE.
2. CONTACT DIGGER'S HOTLINE TO LOCATE ALL PUBLIC AND PRIVATE UTILITIES PRIOR TO STARTING WORK.
3. FIELD VERIFY ALL EXISTING SITE CONDITIONS AND UTILITIES PRIOR TO STARTING WORK. ANY DAMAGE CAUSED TO UTILITIES, EITHER SHOWN OR NOT, SHALL BE REPAIRED AND PAID FOR AT THE CONTRACTOR'S EXPENSE.
4. PROTECT ALL BENCHMARKS.
5. PROTECT ALL EXISTING PAVEMENTS, CURBS, UTILITIES, VEGETATION, AND OTHER IMPROVEMENTS (TO REMAIN) FROM CONSTRUCTION ACTIVITIES. RESTORE ALL AREAS DISTURBED BY CONSTRUCTION RELATED ACTIVITIES TO EXISTING CONDITIONS AT COMPLETION OF WORK UNLESS SHOWN OTHERWISE ON PLANS.
6. SEE PROJECT MANUAL SECTION "SPECIAL PROVISIONS" FOR INFORMATION REGARDING SHPO EXCAVATION REQUIREMENTS.
7. RESTORE ANY AREAS DISTURBED BY CONSTRUCTION ACTIVITIES.



1 PLANTING PLAN ZONE 1

SCALE: 1" = 10'-0"

PLANT SCHEDULE - SHRUBS AND PERENNIAL MIXES

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING	QTY
DECIDUOUS SHRUBS						
	Ah	Amelanchier humilis / Low Serviceberry	5 gal	24" HT. (MIN.)	84" o.c.	6
	Ca3	Ceanothus americanus / New Jersey Tea	3 gal	18" HT (MIN.)	36" o.c.	38
	Co2	Cephalanthus occidentalis / Buttonbush	3 gal	18" HT (MIN.)	72" o.c.	13
	Ca5	Corylus americana / American Hazelnut	5 gal	18" HT (MIN.)	96" o.c.	2
	Hp	Hypericum prolificum / Shrubby St. John's Wort	3 gal	18" HT (MIN.)	48" o.c.	20
EVERGREEN SHRUBS						
	Ic	Ilex glabra 'Chamzin' / Nordic™ Inkberry Holly	3 gal	18" HT (MIN.)	48" o.c.	18

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING	QTY
GROUND COVERS						
		PART SHADE MIX				3,290 sf
	Af	Agastache foeniculum / Blue Giant Hyssop	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	As	Allium stellatum / Prairie Onion	1 qt	12" HT (MIN.)	7% @ 12" o.c.	238
	Ac	Anemone canadensis / Canadian Anemone	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	205
	An	Antennaria neglecta / Field Pussytoes	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	205
	Ac2	Aquilegia canadensis / Eastern Columbine	1 gal	6" HT. (MIN.)	7% @ 12" o.c.	238
	Al	Artemisia ludoviciana / White Sagebrush	1 gal	12" HT (MIN.)	6% @ 18" o.c.	92
	At	Asclepias tuberosa / Butterfly Milkweed	1 gal	12" HT (MIN.)	7% @ 12" o.c.	238
	Ba	Baptisia australis / Blue Wild Indigo	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	Cb	Carex bicknellii / Prairie Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Ce	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Cg	Carex grayi / Gray's Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Ep	Eragrostis pectinacea / Tufted Lovegrass	1 gal	12" HT (MIN.)	5% @ 12" o.c.	171
	Gt	Geum triflorum / Prairie Smoke	1 gal	6" HT. (MIN.)	7% @ 12" o.c.	238
	Lp	Lupinus perennis / Wild Lupine	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	Pv	Pycnanthemum virginianum / Mountain Mint	1 qt	12" HT (MIN.)	6% @ 12" o.c.	205
	Rh	Rudbeckia hirta / Black-eyed Susan	1 gal	12" HT (MIN.)	7% @ 12" o.c.	238
		PART SHADE STORMWATER MIX				2,305 sf
	Af2	Agastache foeniculum / Blue Giant Hyssop	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Ac3	Allium cernuum / Nodding Onion	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Cb2	Carex bicknellii / Prairie Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Co	Carex brevior / Oval Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Cs	Carex sprengelii / Sprengel's Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Dm	Dodecatheon meadia / Shooting Star	2 1/2" plug	6" HT. (MIN.)	6% @ 12" o.c.	144
	Ep2	Echinacea purpurea / Coneflower	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Ev	Elymus villosus / Silky Wild Rye	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Lg	Liatris pycnostachya / Prairie Gayfeather	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Mv	Mertensia virginica / Virginia Bluebells	2 1/2" plug	6" HT. (MIN.)	7% @ 12" o.c.	167
	Mb	Monarda fistulosa / Bergamot	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Pl	Penstemon laevigatus / Eastern Smooth Beardtongue	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Rt	Rudbeckia triloba / Brown Eyed Susan	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	So	Solidago ohioensis / Ohio Goldenrod	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Su	Symphyotrichum urophyllum / Arrow-leaved Aster	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Za	Zizia aurea / Golden Alexander	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
		FULL SHADE MIX				2,809 sf
	Aa	Adiantum aethiopicum / Maidenhair Fern	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ac5	Aquilegia canadensis / Eastern Columbine	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Ae	Aruncus dioicus / Goat's Beard	1 gal	12" HT (MIN.)	5% @ 18" o.c.	65
	Ac4	Asarum canadense / Wild Ginger	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ae2	Asclepias exaltata / Poke Milkweed	1 qt	12" HT (MIN.)	6% @ 12" o.c.	175
	Al2	Aster lateriflorus / Calico Aster	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Am	Aster macrophyllus / Bigleaf Aster	1 gal	12" HT (MIN.)	6% @ 18" o.c.	77
	Af3	Athyrium filix-femina / Common Lady Fern	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ca	Campanula americana / Tall Bellflower	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Ca2	Carex albicans / White-tinged Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Ce2	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Cp	Carex pensylvanica / Pennsylvania Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Cp2	Carex plantaginea / Plantain-leaved Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Gm	Geranium maculatum / Spotted Geranium	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ms	Maianthemum stellatum / False Lily of the Valley	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Mp	Matteuccia pennsylvanica / Ostrich Fern	1 gal	12" HT (MIN.)	5% @ 18" o.c.	65
	Pa	Packera aurea / Golden Groundsel	1 qt	12" HT (MIN.)	5% @ 12" o.c.	145
	Ph	Penstemon hirsutus / Hairy Beardtongue	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
		FULL SUN MIX				2,099 sf
	Af4	Agastache foeniculum / Blue Giant Hyssop	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Ac6	Allium cernuum / Nodding Onion	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	At2	Asclepias tuberosa / Butterfly Milkweed	1 gal	12" HT (MIN.)	7% @ 12" o.c.	153
	Ba3	Baptisia australis / Blue Wild Indigo	1 gal	12" HT (MIN.)	7% @ 18" o.c.	68
	Bc	Bouteloua curtipendula / Side Oats Grama	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Ce3	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	132
	Cp3	Carex pensylvanica / Pennsylvania Sedge	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	132
	Ep3	Echinacea purpurea / Coneflower	1 gal	12" HT (MIN.)	7% @ 12" o.c.	153
	Ey	Eryngium yuccifolium / Rattlesnake Master	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Gt2	Geum triflorum / Prairie Smoke	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	132
	Lg2	Liatris pycnostachya / Prairie Gayfeather	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Lp2	Lupinus perennis / Wild Lupine	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Pd	Penstemon digitalis / Beardtongue	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Rs	Rudbeckia subtomentosa / Sweet Black-eyed Susan	1 gal	12" HT (MIN.)	7% @ 18" o.c.	68
	So2	Solidago ohioensis / Ohio Goldenrod	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Sh	Sporobolus heterolepis / Prairie Dropseed	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

LANDSCAPE PLAN ZONE 1

Revisions:

No.	Date:	Description:

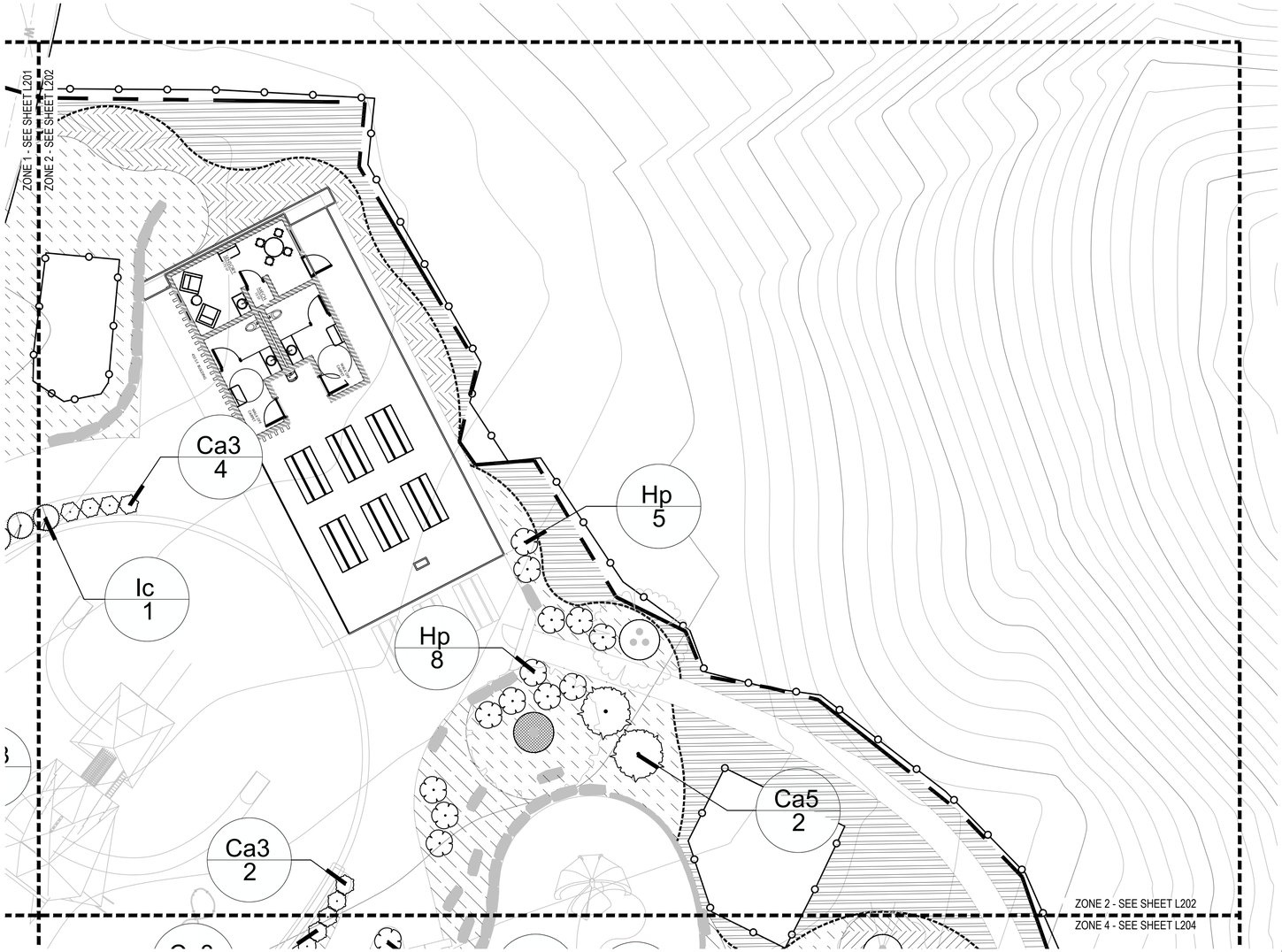
Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L201

LEGEND

- PROJECT LIMITS
- LAWN
- NATIVE WOODLAND SEEDING
- SHOVEL CUT EDGE
- MULCHED TREE RING

NOTES

1. FIELD VERIFY SURVEY INFORMATION PRIOR TO START OF CONSTRUCTION AND REPORT ANY DISCREPANCIES TO OWNER REPRESENTATIVE.
2. CONTACT DIGGER'S HOTLINE TO LOCATE ALL PUBLIC AND PRIVATE UTILITIES PRIOR TO STARTING WORK.
3. FIELD VERIFY ALL EXISTING SITE CONDITIONS AND UTILITIES PRIOR TO STARTING WORK. ANY DAMAGE CAUSED TO UTILITIES, EITHER SHOWN OR NOT, SHALL BE REPAIRED AND PAID FOR AT THE CONTRACTOR'S EXPENSE.
4. PROTECT ALL BENCHMARKS.
5. PROTECT ALL EXISTING PAVEMENTS, CURBS, UTILITIES, VEGETATION, AND OTHER IMPROVEMENTS (TO REMAIN) FROM CONSTRUCTION ACTIVITIES. RESTORE ALL AREAS DISTURBED BY CONSTRUCTION RELATED ACTIVITIES TO EXISTING CONDITIONS AT COMPLETION OF WORK UNLESS SHOWN OTHERWISE ON PLANS.
6. SEE PROJECT MANUAL SECTION "SPECIAL PROVISIONS" FOR INFORMATION REGARDING SHPO EXCAVATION REQUIREMENTS.
7. RESTORE ANY AREAS DISTURBED BY CONSTRUCTION ACTIVITIES.



1 PLANTING PLAN ZONE 2
SCALE: 1" = 10'-0"

0 10' 20'
1" = 10'-0"

NORTH

PLANT SCHEDULE - SHRUBS AND PERENNIAL MIXES

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING	QTY
DECIDUOUS SHRUBS						
	Ah	Amelanchier humilis / Low Serviceberry	5 gal	24" HT. (MIN.)	84" o.c.	6
	Ca3	Ceanothus americanus / New Jersey Tea	3 gal	18" HT (MIN.)	36" o.c.	38
	Co2	Cephalanthus occidentalis / Buttonbush	3 gal	18" HT (MIN.)	72" o.c.	13
	Ca5	Corylus americana / American Hazelnut	5 gal	18" HT (MIN.)	96" o.c.	2
	Hp	Hypericum prolificum / Shrubby St. John's Wort	3 gal	18" HT (MIN.)	48" o.c.	20
EVERGREEN SHRUBS						
	Ic	Ilex glabra 'Chamzin' / Nordic™ Inkberry Holly	3 gal	18" HT (MIN.)	48" o.c.	18

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING	QTY
GROUND COVERS						
		PART SHADE MIX				3,290 sf
	Af	Agastache foeniculum / Blue Giant Hyssop	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	As	Allium stellatum / Prairie Onion	1 qt	12" HT (MIN.)	7% @ 12" o.c.	238
	Ac	Anemone canadensis / Canadian Anemone	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	205
	An	Antennaria neglecta / Field Pussytoes	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	205
	Ac2	Aquilegia canadensis / Eastern Columbine	1 gal	6" HT. (MIN.)	7% @ 12" o.c.	238
	Al	Artemisia ludoviciana / White Sagebrush	1 gal	12" HT (MIN.)	6% @ 18" o.c.	92
	At	Asclepias tuberosa / Butterfly Milkweed	1 gal	12" HT (MIN.)	7% @ 12" o.c.	238
	Ba	Baptisia australis / Blue Wild Indigo	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	Cb	Carex bicknellii / Prairie Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Ce	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Cg	Carex grayi / Gray's Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Ep	Eragrostis pectinacea / Tufted Lovegrass	1 gal	12" HT (MIN.)	5% @ 12" o.c.	171
	Gt	Geum triflorum / Prairie Smoke	1 gal	6" HT. (MIN.)	7% @ 12" o.c.	238
	Lp	Lupinus perennis / Wild Lupine	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	Pv	Pycnanthemum virginianum / Mountain Mint	1 qt	12" HT (MIN.)	6% @ 12" o.c.	205
	Rh	Rudbeckia hirta / Black-eyed Susan	1 gal	12" HT (MIN.)	7% @ 12" o.c.	238
		PART SHADE STORMWATER MIX				2,305 sf
	Af2	Agastache foeniculum / Blue Giant Hyssop	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Ac3	Allium cernuum / Nodding Onion	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Cb2	Carex bicknellii / Prairie Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Co	Carex brevior / Oval Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Cs	Carex sprengelii / Sprengel's Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Dm	Dodecatheon meadia / Shooting Star	2 1/2" plug	6" HT. (MIN.)	6% @ 12" o.c.	144
	Ep2	Echinacea purpurea / Coneflower	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Ev	Elymus villosus / Silky Wild Rye	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Lg	Liatris pycnostachya / Prairie Gayfeather	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Mv	Mertensia virginica / Virginia Bluebells	2 1/2" plug	6" HT. (MIN.)	7% @ 12" o.c.	167
	Mb	Monarda fistulosa / Bergamot	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Pl	Penstemon laevigatus / Eastern Smooth Beardtongue	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Rt	Rudbeckia triloba / Brown Eyed Susan	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	So	Solidago ohioensis / Ohio Goldenrod	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Su	Symphyotrichum urophyllum / Arrow-leaved Aster	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Za	Zizia aurea / Golden Alexander	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
		FULL SHADE MIX				2,809 sf
	Aa	Adiantum aethiopicum / Maidenhair Fern	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ac5	Aquilegia canadensis / Eastern Columbine	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Ae	Aruncus dioicus / Goat's Beard	1 gal	12" HT (MIN.)	5% @ 18" o.c.	65
	Ac4	Asarum canadense / Wild Ginger	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ae2	Asclepias exaltata / Poke Milkweed	1 qt	12" HT (MIN.)	6% @ 12" o.c.	175
	Al2	Aster lateriflorus / Calico Aster	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Am	Aster macrophyllus / Bigleaf Aster	1 gal	12" HT (MIN.)	6% @ 18" o.c.	77
	Af3	Athyrium filix-femina / Common Lady Fern	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ca	Campanula americana / Tall Bellflower	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Ca2	Carex albicans / White-tinged Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Ce2	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Cp	Carex pensylvanica / Pennsylvania Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Cp2	Carex plantaginea / Plantain-leaved Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Gm	Geranium maculatum / Spotted Geranium	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ms	Maianthemum stellatum / False Lily of the Valley	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Mp	Matteuccia pennsylvanica / Ostrich Fern	1 gal	12" HT (MIN.)	5% @ 18" o.c.	65
	Pa	Packera aurea / Golden Groundsel	1 qt	12" HT (MIN.)	5% @ 12" o.c.	145
	Ph	Penstemon hirsutus / Hairy Beardtongue	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
		FULL SUN MIX				2,099 sf
	Af4	Agastache foeniculum / Blue Giant Hyssop	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Ac6	Allium cernuum / Nodding Onion	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	At2	Asclepias tuberosa / Butterfly Milkweed	1 gal	12" HT (MIN.)	7% @ 12" o.c.	153
	Ba3	Baptisia australis / Blue Wild Indigo	1 gal	12" HT (MIN.)	7% @ 18" o.c.	68
	Bc	Bouteloua curtipendula / Side Oats Grama	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Ce3	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	132
	Cp3	Carex pensylvanica / Pennsylvania Sedge	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	132
	Ep3	Echinacea purpurea / Coneflower	1 gal	12" HT (MIN.)	7% @ 12" o.c.	153
	Ey	Eryngium yuccifolium / Rattlesnake Master	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Gt2	Geum triflorum / Prairie Smoke	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	132
	Lg2	Liatris pycnostachya / Prairie Gayfeather	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Lp2	Lupinus perennis / Wild Lupine	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Pd	Penstemon digitalis / Beardtongue	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Rs	Rudbeckia subtomentosa / Sweet Black-eyed Susan	1 gal	12" HT (MIN.)	7% @ 18" o.c.	68
	So2	Solidago ohioensis / Ohio Goldenrod	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Sh	Sporobolus heterolepis / Prairie Dropseed	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

LANDSCAPE PLAN ZONE 2

Revisions:

No.	Date:	Description:

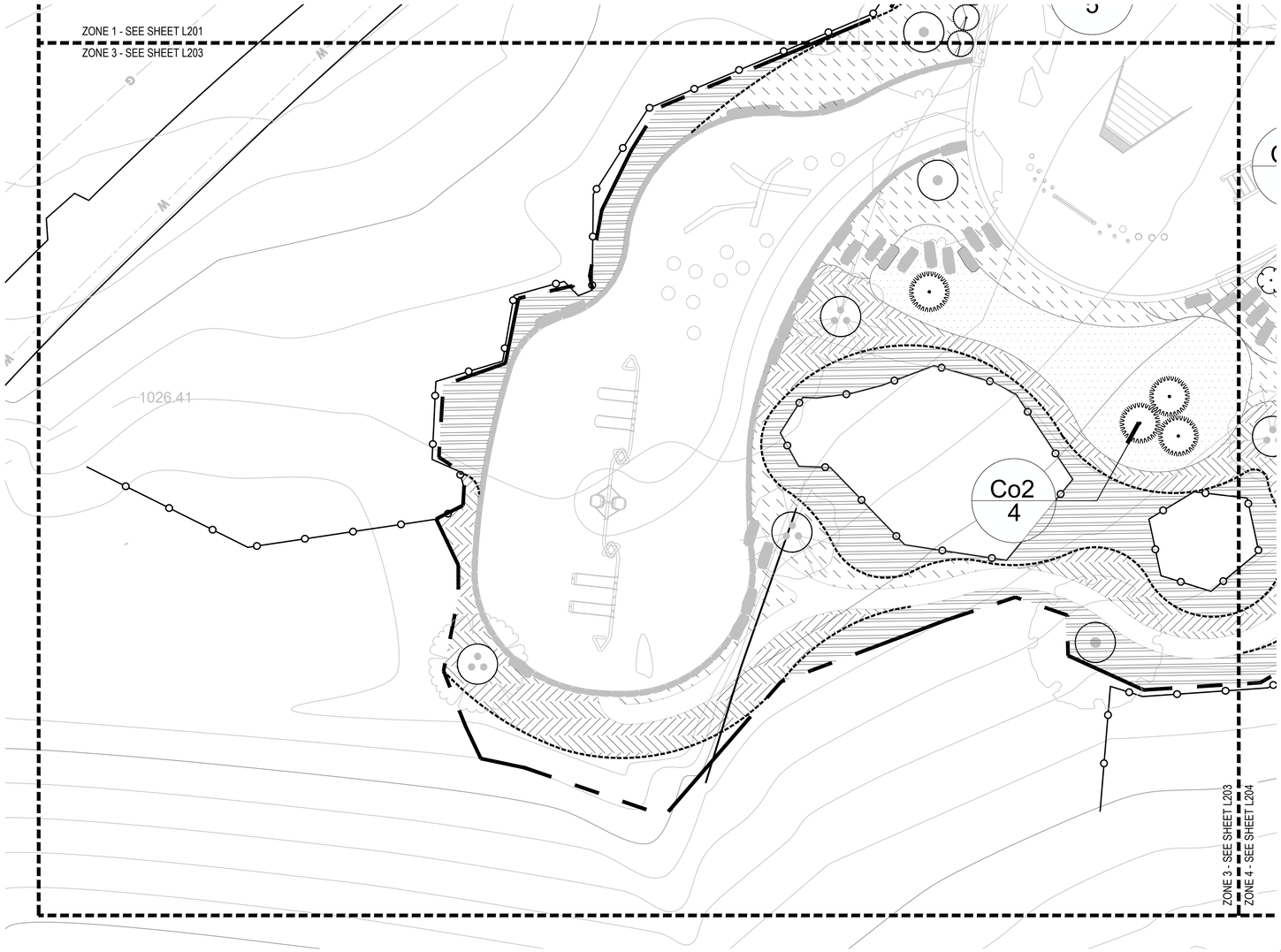
Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L202

LEGEND

- PROJECT LIMITS
- LAWN
- NATIVE WOODLAND SEEDING
- SHOVEL CUT EDGE
- MULCHED TREE RING

NOTES

1. FIELD VERIFY SURVEY INFORMATION PRIOR TO START OF CONSTRUCTION AND REPORT ANY DISCREPANCIES TO OWNER REPRESENTATIVE.
2. CONTACT DIGGER'S HOTLINE TO LOCATE ALL PUBLIC AND PRIVATE UTILITIES PRIOR TO STARTING WORK.
3. FIELD VERIFY ALL EXISTING SITE CONDITIONS AND UTILITIES PRIOR TO STARTING WORK. ANY DAMAGE CAUSED TO UTILITIES, EITHER SHOWN OR NOT, SHALL BE REPAIRED AND PAID FOR AT THE CONTRACTOR'S EXPENSE.
4. PROTECT ALL BENCHMARKS.
5. PROTECT ALL EXISTING PAVEMENTS, CURBS, UTILITIES, VEGETATION, AND OTHER IMPROVEMENTS (TO REMAIN) FROM CONSTRUCTION ACTIVITIES. RESTORE ALL AREAS DISTURBED BY CONSTRUCTION RELATED ACTIVITIES TO EXISTING CONDITIONS AT COMPLETION OF WORK UNLESS SHOWN OTHERWISE ON PLANS.
6. SEE PROJECT MANUAL SECTION "SPECIAL PROVISIONS" FOR INFORMATION REGARDING SHPO EXCAVATION REQUIREMENTS.
7. RESTORE ANY AREAS DISTURBED BY CONSTRUCTION ACTIVITIES.



1 PLANTING PLAN ZONE 3
SCALE: 1" = 10'-0"

0 10' 20'
1" = 10'-0"

NORTH

PLANT SCHEDULE - SHRUBS AND PERENNIAL MIXES

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING	QTY
DECIDUOUS SHRUBS						
	Ah	Amelanchier humilis / Low Serviceberry	5 gal	24" HT. (MIN.)	84" o.c.	6
	Ca3	Ceanothus americanus / New Jersey Tea	3 gal	18" HT (MIN.)	36" o.c.	38
	Co2	Cephalanthus occidentalis / Buttonbush	3 gal	18" HT (MIN.)	72" o.c.	13
	Ca5	Corylus americana / American Hazelnut	5 gal	18" HT (MIN.)	96" o.c.	2
	Hp	Hypericum prolificum / Shrubby St. John's Wort	3 gal	18" HT (MIN.)	48" o.c.	20
EVERGREEN SHRUBS						
	Ic	Ilex glabra 'Chamzin' / Nordic™ Inkberry Holly	3 gal	18" HT (MIN.)	48" o.c.	18

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING	QTY
GROUND COVERS						
		PART SHADE MIX				3,290 sf
	Af	Agastache foeniculum / Blue Giant Hyssop	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	As	Allium stellatum / Prairie Onion	1 qt	12" HT (MIN.)	7% @ 12" o.c.	238
	Ac	Anemone canadensis / Canadian Anemone	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	205
	An	Antennaria neglecta / Field Pussytoes	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	205
	Ac2	Aquilegia canadensis / Eastern Columbine	1 gal	6" HT. (MIN.)	7% @ 12" o.c.	238
	Al	Artemisia ludoviciana / White Sagebrush	1 gal	12" HT (MIN.)	6% @ 18" o.c.	92
	At	Asclepias tuberosa / Butterfly Milkweed	1 gal	12" HT (MIN.)	7% @ 12" o.c.	238
	Ba	Baptisia australis / Blue Wild Indigo	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	Cb	Carex bicknellii / Prairie Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Ce	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Cg	Carex grayi / Gray's Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Ep	Eragrostis pectinacea / Tufted Lovegrass	1 gal	12" HT (MIN.)	5% @ 12" o.c.	171
	Gt	Geum triflorum / Prairie Smoke	1 gal	6" HT. (MIN.)	7% @ 12" o.c.	238
	Lp	Lupinus perennis / Wild Lupine	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	Pv	Pycnanthemum virginianum / Mountain Mint	1 qt	12" HT (MIN.)	6% @ 12" o.c.	205
	Rh	Rudbeckia hirta / Black-eyed Susan	1 gal	12" HT (MIN.)	7% @ 12" o.c.	238
		PART SHADE STORMWATER MIX				2,305 sf
	Af2	Agastache foeniculum / Blue Giant Hyssop	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Ac3	Allium cernuum / Nodding Onion	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Cb2	Carex bicknellii / Prairie Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Co	Carex brevior / Oval Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Cs	Carex sprengelii / Sprengel's Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Dm	Dodecatheon meadia / Shooting Star	2 1/2" plug	6" HT. (MIN.)	6% @ 12" o.c.	144
	Ep2	Echinacea purpurea / Coneflower	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Ev	Elymus villosus / Silky Wild Rye	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Lg	Liatris pycnostachya / Prairie Gayfeather	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Mv	Mertensia virginica / Virginia Bluebells	2 1/2" plug	6" HT. (MIN.)	7% @ 12" o.c.	167
	Mb	Monarda fistulosa / Bergamot	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Pl	Penstemon laevigatus / Eastern Smooth Beardtongue	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Rt	Rudbeckia triloba / Brown Eyed Susan	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	So	Solidago ohioensis / Ohio Goldenrod	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Su	Symphyotrichum urophyllum / Arrow-leaved Aster	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Za	Zizia aurea / Golden Alexander	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
		FULL SHADE MIX				2,809 sf
	Aa	Adiantum aethiopicum / Maidenhair Fern	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ac5	Aquilegia canadensis / Eastern Columbine	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Ae	Aruncus dioicus / Goat's Beard	1 gal	12" HT (MIN.)	5% @ 18" o.c.	65
	Ac4	Asarum canadense / Wild Ginger	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ae2	Asclepias exaltata / Poke Milkweed	1 qt	12" HT (MIN.)	6% @ 12" o.c.	175
	Al2	Aster lateriflorus / Calico Aster	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Am	Aster macrophyllus / Bigleaf Aster	1 gal	12" HT (MIN.)	6% @ 18" o.c.	77
	Af3	Athyrium filix-femina / Common Lady Fern	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ca	Campanula americana / Tall Bellflower	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Ca2	Carex albicans / White-tinged Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Ce2	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Cp	Carex pensylvanica / Pennsylvania Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Cp2	Carex plantaginea / Plantain-leaved Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Gm	Geranium maculatum / Spotted Geranium	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ms	Maianthemum stellatum / False Lily of the Valley	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Mp	Matteuccia pennsylvanica / Ostrich Fern	1 gal	12" HT (MIN.)	5% @ 18" o.c.	65
	Pa	Packera aurea / Golden Groundsel	1 qt	12" HT (MIN.)	5% @ 12" o.c.	145
	Ph	Penstemon hirsutus / Hairy Beardtongue	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
		FULL SUN MIX				2,099 sf
	At4	Agastache foeniculum / Blue Giant Hyssop	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Ac6	Allium cernuum / Nodding Onion	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	At2	Asclepias tuberosa / Butterfly Milkweed	1 gal	12" HT (MIN.)	7% @ 12" o.c.	153
	Ba3	Baptisia australis / Blue Wild Indigo	1 gal	12" HT (MIN.)	7% @ 18" o.c.	68
	Bc	Bouteloua curtipendula / Side Oats Grama	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Ce3	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	132
	Cp3	Carex pensylvanica / Pennsylvania Sedge	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	132
	Ep3	Echinacea purpurea / Coneflower	1 gal	12" HT (MIN.)	7% @ 12" o.c.	153
	Ey	Eryngium yuccifolium / Rattlesnake Master	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Gt2	Geum triflorum / Prairie Smoke	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	132
	Lg2	Liatris pycnostachya / Prairie Gayfeather	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Lp2	Lupinus perennis / Wild Lupine	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Pd	Penstemon digitalis / Beardtongue	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Rs	Rudbeckia subtomentosa / Sweet Black-eyed Susan	1 gal	12" HT (MIN.)	7% @ 18" o.c.	68
	So2	Solidago ohioensis / Ohio Goldenrod	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Sh	Sporobolus heterolepis / Prairie Dropseed	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

LANDSCAPE PLAN ZONE 3

Revisions:

No.	Date:	Description:

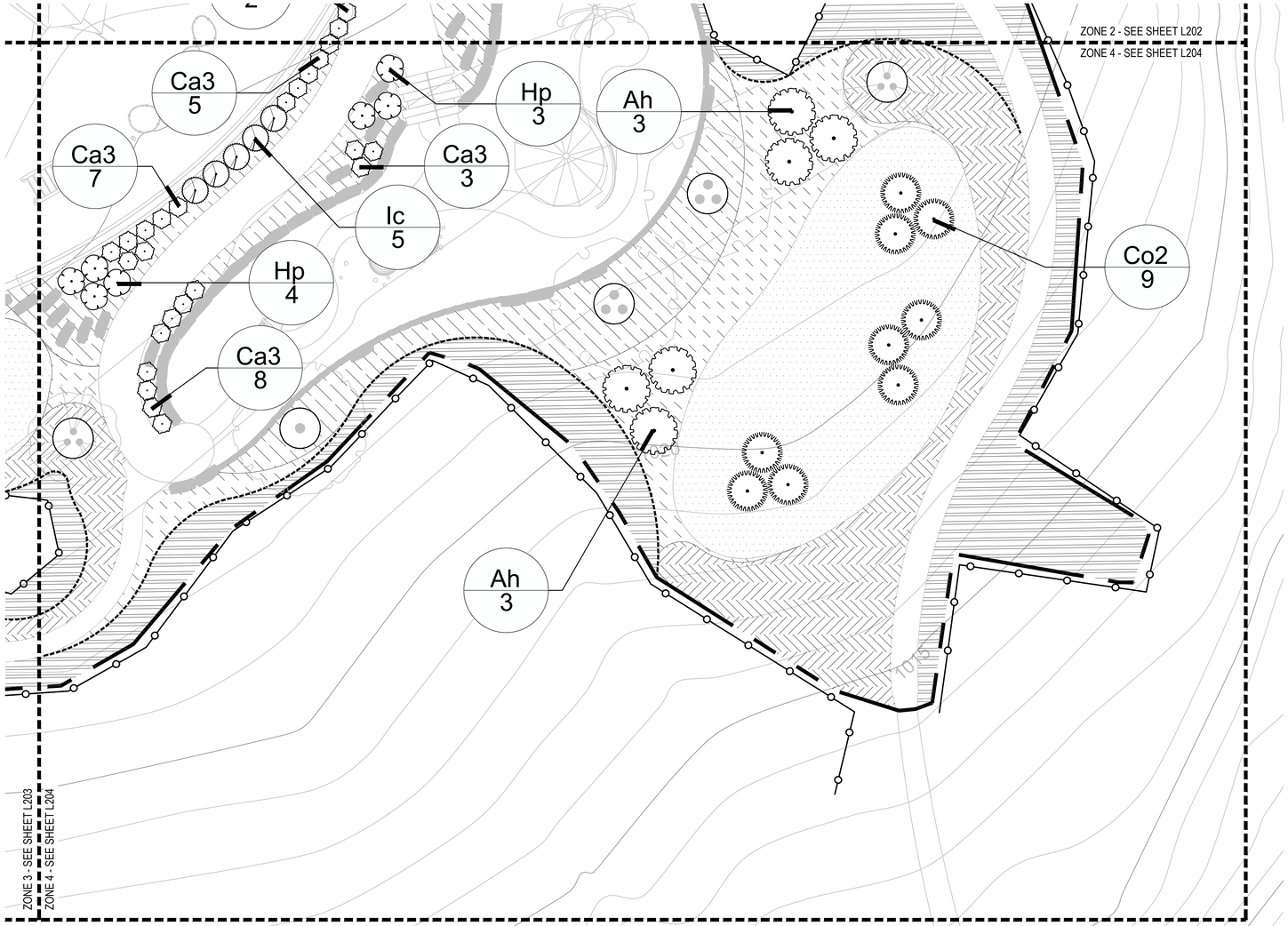
Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L203

LEGEND

- PROJECT LIMITS
- LAWN
- NATIVE WOODLAND SEEDING
- SHOVEL CUT EDGE
- MULCHED TREE RING

NOTES

1. FIELD VERIFY SURVEY INFORMATION PRIOR TO START OF CONSTRUCTION AND REPORT ANY DISCREPANCIES TO OWNER REPRESENTATIVE.
2. CONTACT DIGGER'S HOTLINE TO LOCATE ALL PUBLIC AND PRIVATE UTILITIES PRIOR TO STARTING WORK.
3. FIELD VERIFY ALL EXISTING SITE CONDITIONS AND UTILITIES PRIOR TO STARTING WORK. ANY DAMAGE CAUSED TO UTILITIES, EITHER SHOWN OR NOT, SHALL BE REPAIRED AND PAID FOR AT THE CONTRACTOR'S EXPENSE.
4. PROTECT ALL BENCHMARKS.
5. PROTECT ALL EXISTING PAVEMENTS, CURBS, UTILITIES, VEGETATION, AND OTHER IMPROVEMENTS (TO REMAIN) FROM CONSTRUCTION ACTIVITIES. RESTORE ALL AREAS DISTURBED BY CONSTRUCTION RELATED ACTIVITIES TO EXISTING CONDITIONS AT COMPLETION OF WORK UNLESS SHOWN OTHERWISE ON PLANS.
6. SEE PROJECT MANUAL SECTION "SPECIAL PROVISIONS" FOR INFORMATION REGARDING SHPO EXCAVATION REQUIREMENTS.
7. RESTORE ANY AREAS DISTURBED BY CONSTRUCTION ACTIVITIES.



1 PLANTING PLAN ZONE 4
SCALE: 1" = 10'-0"

0 10' 20'
1" = 10'-0"

NORTH

PLANT SCHEDULE - SHRUBS AND PERENNIAL MIXES

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING	QTY
DECIDUOUS SHRUBS						
	Ah	Amelanchier humilis / Low Serviceberry	5 gal	24" HT. (MIN.)	84" o.c.	6
	Ca3	Ceanothus americanus / New Jersey Tea	3 gal	18" HT (MIN.)	36" o.c.	38
	Co2	Cephalanthus occidentalis / Buttonbush	3 gal	18" HT (MIN.)	72" o.c.	13
	Ca5	Corylus americana / American Hazelnut	5 gal	18" HT (MIN.)	96" o.c.	2
	Hp	Hypericum prolificum / Shrubby St. John's Wort	3 gal	18" HT (MIN.)	48" o.c.	20
EVERGREEN SHRUBS						
	Ic	Ilex glabra 'Chamzin' / Nordic™ Inkberry Holly	3 gal	18" HT (MIN.)	48" o.c.	18

SYMBOL	CODE	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING	QTY
GROUND COVERS						
		PART SHADE MIX				3,290 sf
	Af	Agastache foeniculum / Blue Giant Hyssop	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	As	Allium stellatum / Prairie Onion	1 qt	12" HT (MIN.)	7% @ 12" o.c.	238
	Ac	Anemone canadensis / Canadian Anemone	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	205
	An	Antennaria neglecta / Field Pussytoes	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	205
	Ac2	Aquilegia canadensis / Eastern Columbine	1 gal	6" HT. (MIN.)	7% @ 12" o.c.	238
	Al	Artemisia ludoviciana / White Sagebrush	1 gal	12" HT (MIN.)	6% @ 18" o.c.	92
	At	Asclepias tuberosa / Butterfly Milkweed	1 gal	12" HT (MIN.)	7% @ 12" o.c.	238
	Ba	Baptisia australis / Blue Wild Indigo	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	Cb	Carex bicknellii / Prairie Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Ce	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Cg	Carex grayi / Gray's Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	171
	Ep	Eragrostis pectinacea / Tufted Lovegrass	1 gal	12" HT (MIN.)	5% @ 12" o.c.	171
	Gt	Geum triflorum / Prairie Smoke	1 gal	6" HT. (MIN.)	7% @ 12" o.c.	238
	Lp	Lupinus perennis / Wild Lupine	1 gal	12" HT (MIN.)	7% @ 18" o.c.	106
	Pv	Pycnanthemum virginianum / Mountain Mint	1 qt	12" HT (MIN.)	6% @ 12" o.c.	205
	Rh	Rudbeckia hirta / Black-eyed Susan	1 gal	12" HT (MIN.)	7% @ 12" o.c.	238
		PART SHADE STORMWATER MIX				2,305 sf
	Af2	Agastache foeniculum / Blue Giant Hyssop	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Ac3	Allium cernuum / Nodding Onion	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Cb2	Carex bicknellii / Prairie Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Co	Carex brevior / Oval Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Cs	Carex sprengelii / Sprengel's Sedge	2 1/2" plug	6" HT. (MIN.)	5% @ 12" o.c.	120
	Dm	Dodecatheon meadia / Shooting Star	2 1/2" plug	6" HT. (MIN.)	6% @ 12" o.c.	144
	Ep2	Echinacea purpurea / Coneflower	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Ev	Elymus villosus / Silky Wild Rye	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Lg	Liatris pycnostachya / Prairie Gayfeather	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Mv	Mertensia virginica / Virginia Bluebells	2 1/2" plug	6" HT. (MIN.)	7% @ 12" o.c.	167
	Mb	Monarda fistulosa / Bergamot	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Pl	Penstemon laevigatus / Eastern Smooth Beardtongue	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	Rt	Rudbeckia triloba / Brown Eyed Susan	2 1/2" plug	12" HT (MIN.)	7% @ 12" o.c.	167
	So	Solidago ohioensis / Ohio Goldenrod	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Su	Symphyotrichum urophyllum / Arrow-leaved Aster	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
	Za	Zizia aurea / Golden Alexander	2 1/2" plug	12" HT (MIN.)	6% @ 12" o.c.	144
		FULL SHADE MIX				2,809 sf
	Aa	Adiantum aethiopicum / Maidenhair Fern	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ac5	Aquilegia canadensis / Eastern Columbine	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Ae	Aruncus dioicus / Goat's Beard	1 gal	12" HT (MIN.)	5% @ 18" o.c.	65
	Ac4	Asarum canadense / Wild Ginger	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ae2	Asclepias exaltata / Poke Milkweed	1 qt	12" HT (MIN.)	6% @ 12" o.c.	175
	Al2	Aster lateriflorus / Calico Aster	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Am	Aster macrophyllus / Bigleaf Aster	1 gal	12" HT (MIN.)	6% @ 18" o.c.	77
	Af3	Athyrium filix-femina / Common Lady Fern	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ca	Campanula americana / Tall Bellflower	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
	Ca2	Carex albicans / White-tinged Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Ce2	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Cp	Carex pensylvanica / Pennsylvania Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Cp2	Carex plantaginea / Plantain-leaved Sedge	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Gm	Geranium maculatum / Spotted Geranium	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	175
	Ms	Maianthemum stellatum / False Lily of the Valley	1 qt	6" HT. (MIN.)	5% @ 12" o.c.	145
	Mp	Matteuccia pennsylvanica / Ostrich Fern	1 gal	12" HT (MIN.)	5% @ 18" o.c.	65
	Pa	Packera aurea / Golden Groundsel	1 qt	12" HT (MIN.)	5% @ 12" o.c.	145
	Ph	Penstemon hirsutus / Hairy Beardtongue	1 gal	12" HT (MIN.)	6% @ 12" o.c.	175
		FULL SUN MIX				2,099 sf
	At4	Agastache foeniculum / Blue Giant Hyssop	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Ac6	Allium cernuum / Nodding Onion	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	At2	Asclepias tuberosa / Butterfly Milkweed	1 gal	12" HT (MIN.)	7% @ 12" o.c.	153
	Ba3	Baptisia australis / Blue Wild Indigo	1 gal	12" HT (MIN.)	7% @ 18" o.c.	68
	Bc	Bouteloua curtipendula / Side Oats Grama	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Ce3	Carex eburnea / Bristleleaf Sedge	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	132
	Cp3	Carex pensylvanica / Pennsylvania Sedge	1 qt	6" HT. (MIN.)	6% @ 12" o.c.	132
	Ep3	Echinacea purpurea / Coneflower	1 gal	12" HT (MIN.)	7% @ 12" o.c.	153
	Ey	Eryngium yuccifolium / Rattlesnake Master	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Gt2	Geum triflorum / Prairie Smoke	1 gal	6" HT. (MIN.)	6% @ 12" o.c.	132
	Lg2	Liatris pycnostachya / Prairie Gayfeather	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Lp2	Lupinus perennis / Wild Lupine	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58
	Pd	Penstemon digitalis / Beardtongue	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Rs	Rudbeckia subtomentosa / Sweet Black-eyed Susan	1 gal	12" HT (MIN.)	7% @ 18" o.c.	68
	So2	Solidago ohioensis / Ohio Goldenrod	1 gal	12" HT (MIN.)	6% @ 12" o.c.	132
	Sh	Sporobolus heterolepis / Prairie Dropseed	1 gal	12" HT (MIN.)	6% @ 18" o.c.	58

saiki DESIGN

Mead & Hunt

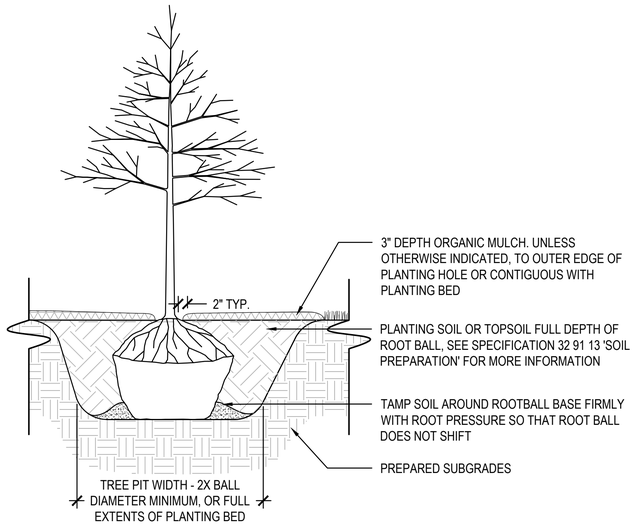
PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

LANDSCAPE PLAN ZONE 4

Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L204

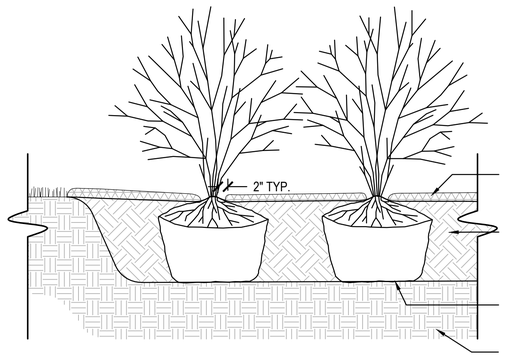


NOTES:

1. PLANT EACH TREE SUCH THAT THE ROOT FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.
2. DEPTH OF THE PLANTING HOLE SHOULD BE DETEMINED AND DUG AFTER THE ROOT FLARE IS LOCATED. PLANTING HOLE MUST BE NO DEEPER THAN THE HEIGHT OF THE ROOT BALL.
3. IF PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOT BALL, CUT AND REMOVE THE WIRE BASKET. REMOVE ALL TWINE, ROPE, AND BURLAP FROM ALL ROOT BALLS.
4. PLACE ROOT BALL ON UNEXCAVATED OR TAMPED SOIL.
5. DO NOT PLACE MULCH IN CONTACT WITH STEMS.
6. WATER ALL PLANTS AT TIME OF PLANTING, PRIOR TO BACKFILLING COMPLETELY.
7. PRUNE ONLY AS NECESSARY TO REMOVE UNHEALTHY BRANCHES. DO NOT REMOVE MORE THAN ⅓ OF THE ORIGINAL PLANT MASS.

1 TYPICAL TREE PLANTING

SCALE:NTS

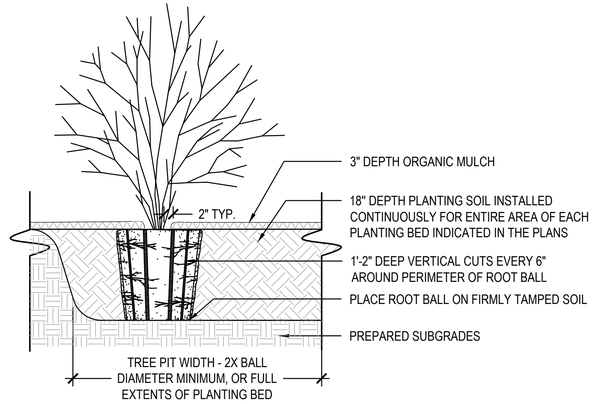


NOTES:

1. PLANT EACH SHRUB SUCH THAT THE ROOT FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.
2. DEPTH OF THE PLANTING HOLE SHOULD BE DETERMINED AND DUG AFTER THE ROOT FLARE IS LOCATED. PLANTING HOLE MUST BE NO DEEPER THAN THE HEIGHT OF THE ROOT BALL.
3. IF PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOT BALL, CUT AND REMOVE THE WIRE BASKET. REMOVE ALL TWINE, ROPE, AND BURLAP FROM ALL ROOT BALLS.
4. DO NOT PLACE MULCH IN CONTACT WITH STEMS.
5. WATER ALL PLANTS AT TIME OF PLANTING, PRIOR TO BACKFILLING COMPLETELY.
6. PRUNE ONLY AS NECESSARY TO REMOVE UNHEALTHY BRANCHES. DO NOT REMOVE MORE THAN ⅓ OF THE ORIGINAL PLANT MASS.

2 TYPICAL SHRUB PLANTING

SCALE:NTS

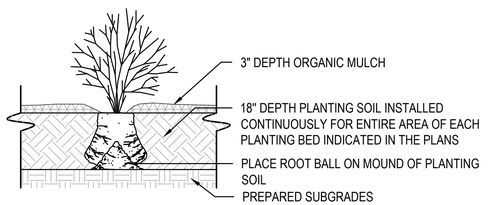


NOTES:

1. FOR 3 TO 10 GALLON CONTAINERS: MAKE 1" TO 2" DEEP VERTICAL CUTS EVERY 6" AROUND THE CIRCUMFERENCE OF THE ROOT BALL BEFORE PLANTING.
2. PLANT EACH SHRUB OR PERENNIAL SUCH THAT THE ROOT FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.
3. PLANTING HOLE MUST NOT BE DEEPER THAN THE HEIGHT OF THE ROOT BALL.
4. PLACE ROOT BALL ON UNEXCAVATED OR TAMPED SOIL.
5. DO NOT PLACE MULCH IN CONTACT WITH STEMS.
6. WATER ALL PLANTS AT TIME OF PLANTING, PRIOR TO BACKFILLING COMPLETELY.
7. PRUNE ONLY AS NECESSARY TO REMOVE UNHEALTHY BRANCHES. DO NOT REMOVE MORE THAN ⅓ OF THE ORIGINAL PLANT MASS.

3 LARGE CONTAINER PLANTING

SCALE:NTS

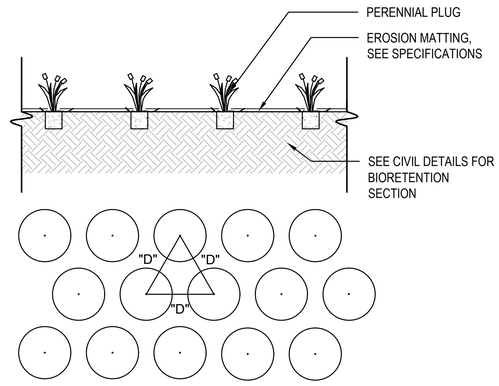


NOTES:

1. FOR 1 TO 2 GALLON CONTAINERS: BUTTERFLY ROOT BALL. SEVER LOWER ¼ TO ½ OF ROOT BALL WITH SINGLE CUT. SPREAD OPEN SEVERED ROOT BALL AND PLACE AGAINST BOTTOM OF MOUNDED PLANTING HOLE.
2. PLANT EACH SHRUB OR PERENNIAL SUCH THAT THE ROOT FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.
3. PLANTING HOLE MUST NOT BE DEEPER THAN THE HEIGHT OF THE ROOT BALL.
4. DO NOT PLACE MUCH IN CONTACT WITH STEMS.
5. WATER ALL PLANTS WITHIN 2 HOURS OF INSTALLATION.
6. PRUNE ONLY AS NECESSARY TO REMOVE UNHEALTHY BRANCHES. DO NOT REMOVE MORE THAN ⅓ OF THE ORIGINAL PLANT MASS.

4 SMALL CONTAINER PLANTING

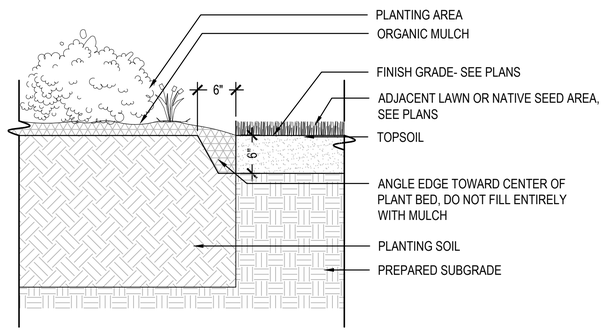
SCALE:NTS



D=DIMENSION OF PLUG SPACING AS INDICATED ON PLANT SCHEDULE

5 BIOBASIN PLANTING

SCALE:NTS



6 SHOVEL CUT EDGE

SCALE:NTS

saiki DESIGN

Mead & Hunt

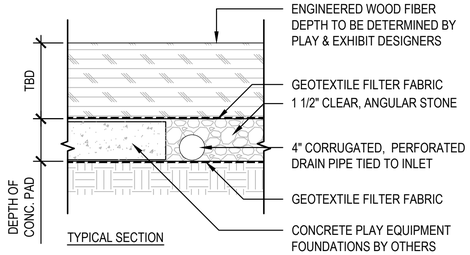
PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

LANDSCAPE DETAILS

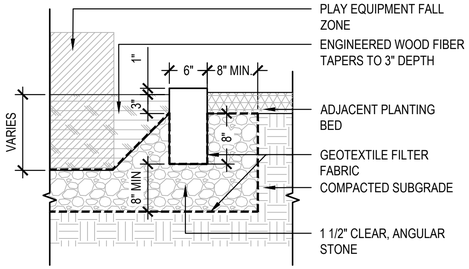
Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L500



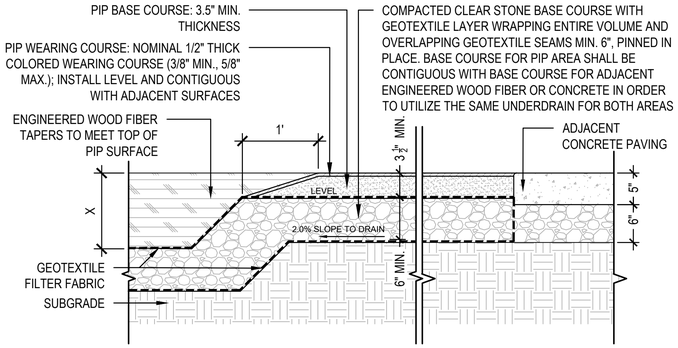
TYPICAL SECTION



TRANSITION TO STONE TYPE 2 EDGE

NOTES:

1. ALLOW FOR UP TO 25% SETTLING OF EWF. ALL DIMENSIONS PROVIDED ARE FINISH DEPTH.
2. EWF MUST MAINTAIN APPROPRIATE DEPTH THROUGHOUT FALL ZONE.
3. TRANSITIONS FROM EWF TO PLANTING BED MAY ONLY HAPPEN OUTSIDE OF FALL ZONE.

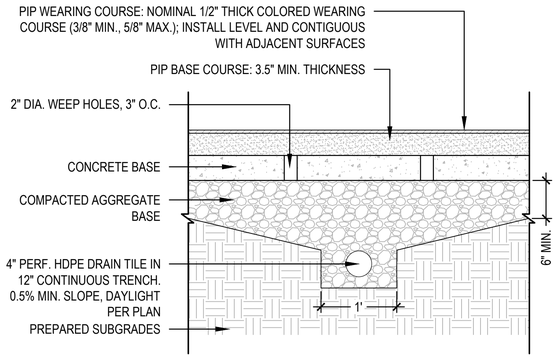


TRANSITION TO ENGINEERED WOOD FIBER

TRANSITION TO CONCRETE PAVEMENT

1 STANDARD CONCRETE PAVING

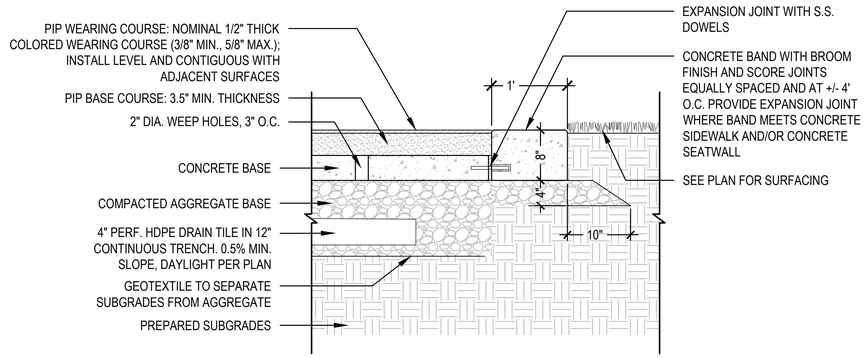
SCALE:NTS



TYPICAL PROFILE WITH UNDERDRAIN

2 ENGINEERED WOOD FIBER

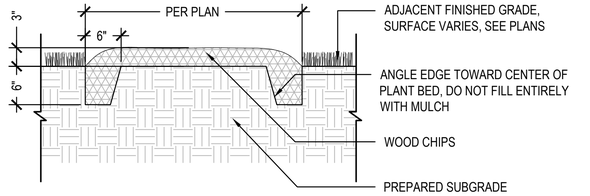
SCALE:NTS



CONCRETE BAND EDGE CONDITION

3 PIP SURFACING OVER TYPE 2 BASE

SCALE:NTS

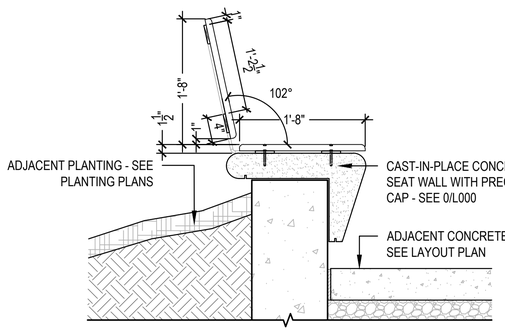


5 WOOD CHIP PATH

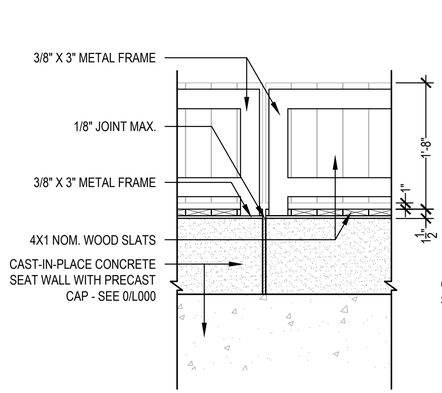
SCALE:NTS

4 PIP SURFACING OVER TYPE 1 BASE

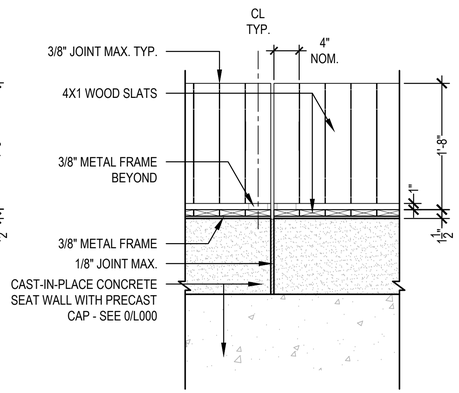
SCALE:NTS



TYPICAL SECTION



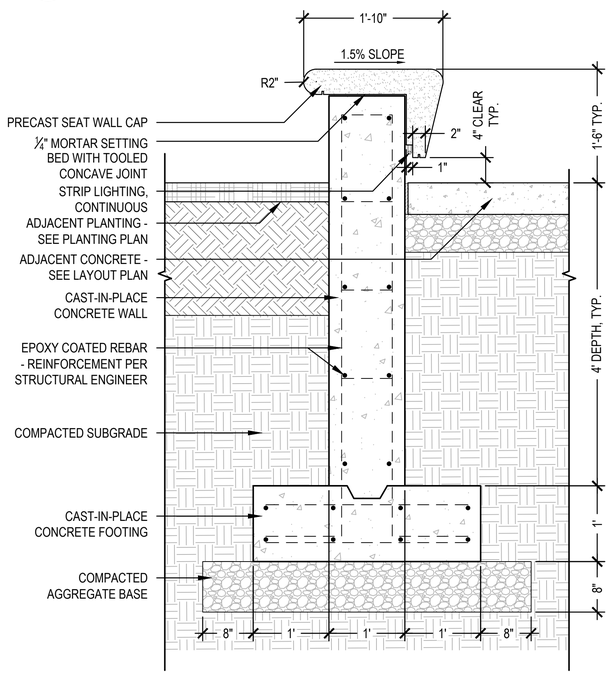
REAR ELEVATION



FRONT ELEVATION

6 WOOD BENCH TOP

SCALE:NTS



C.I.P CONCRETE SEAT WALL WITH PRECAST CAP (OPTIONAL STRIP LIGHTING)

7 C.I.P. CONCRETE SEAT WALL WITH PRECAST CAP

SCALE:NTS

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

SITE DETAILS

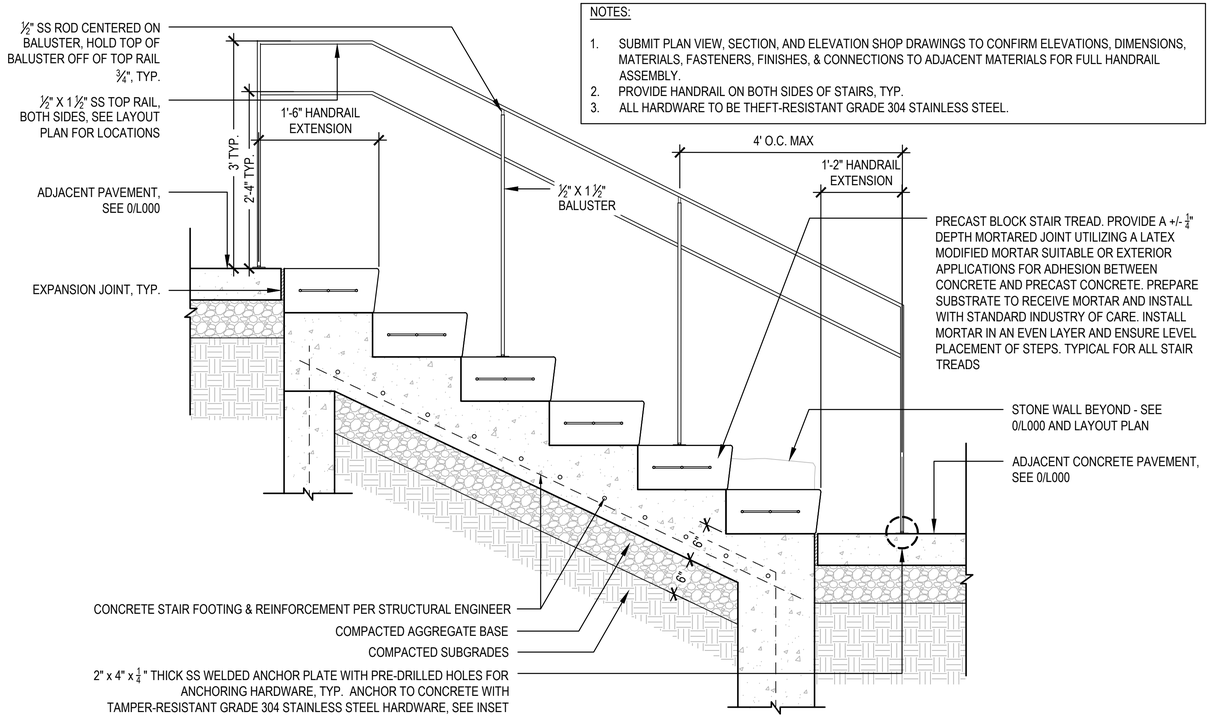
Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L501

NOTES:

1. SUBMIT PLAN VIEW, SECTION, AND ELEVATION SHOP DRAWINGS TO CONFIRM ELEVATIONS, DIMENSIONS, MATERIALS, FASTENERS, FINISHES, & CONNECTIONS TO ADJACENT MATERIALS FOR FULL HANDRAIL ASSEMBLY.
2. PROVIDE HANDRAIL ON BOTH SIDES OF STAIRS, TYP.
3. ALL HARDWARE TO BE THEFT-RESISTANT GRADE 304 STAINLESS STEEL.

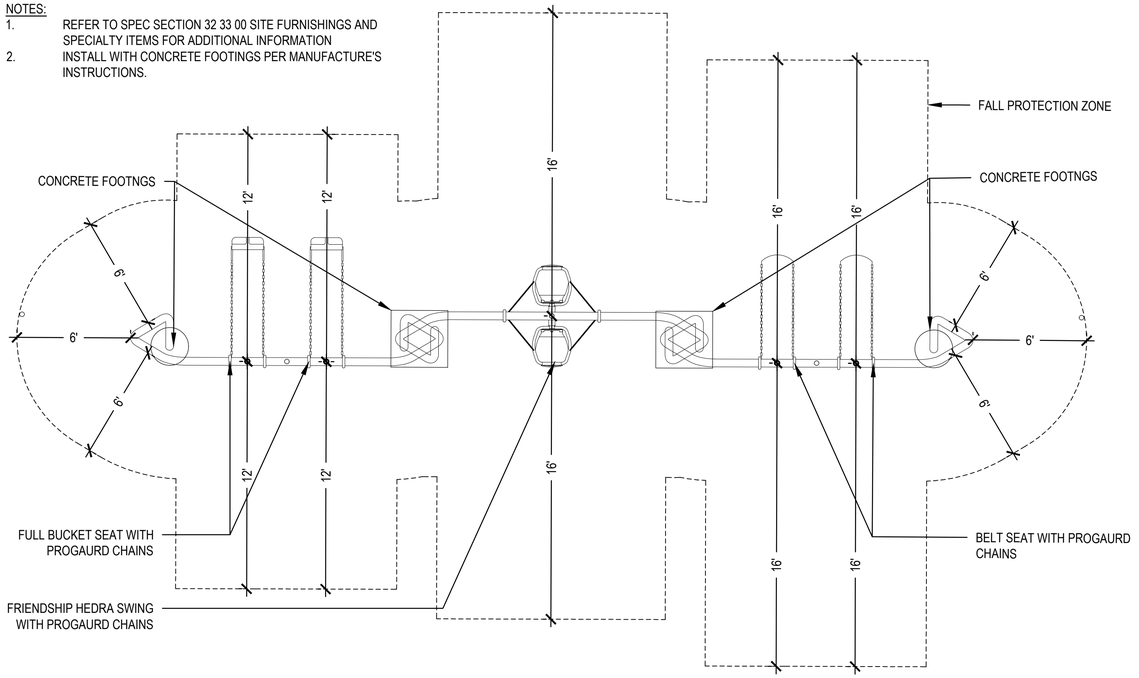


1 CONCRETE STAIR WITH PRECAST BLOCK TREADS AND HANDRAIL

SCALE:NTS

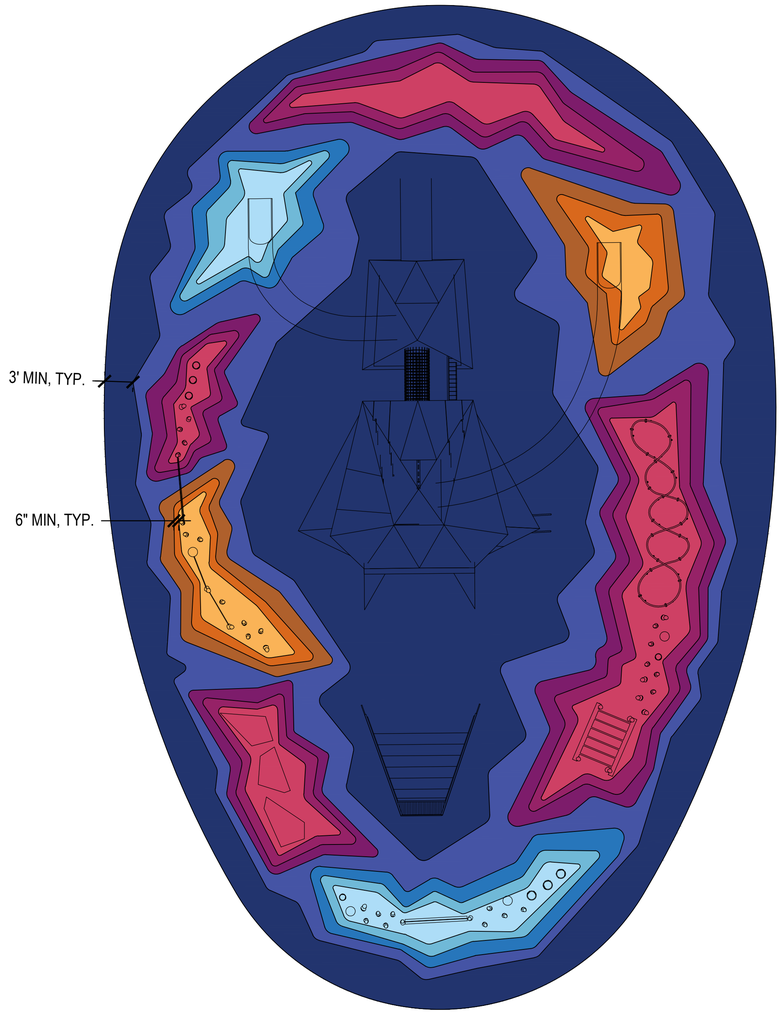
NOTES:

1. REFER TO SPEC SECTION 32 33 00 SITE FURNISHINGS AND SPECIALTY ITEMS FOR ADDITIONAL INFORMATION
2. INSTALL WITH CONCRETE FOOTINGS PER MANUFACTURE'S INSTRUCTIONS.



2 SWINGSET

SCALE:NTS



LEGEND

COLOR 1	COLOR 7
COLOR 2	COLOR 8
COLOR 3	COLOR 9
COLOR 4	COLOR 10
COLOR 5	COLOR 11
COLOR 6	

3 PIP ENLARGEMENT

SCALE:NTS

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

SITE DETAILS

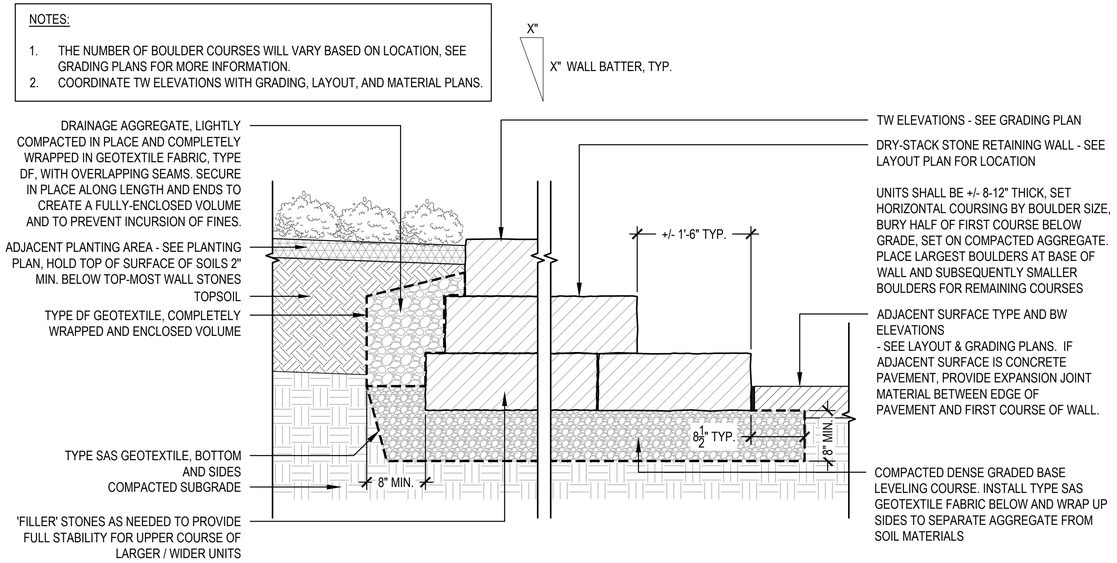
Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L502

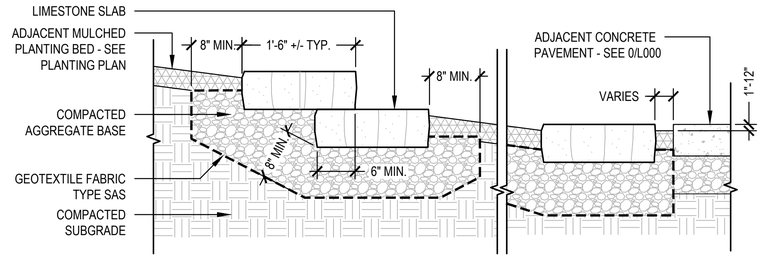
NOTES:

1. THE NUMBER OF BOULDER COURSES WILL VARY BASED ON LOCATION, SEE GRADING PLANS FOR MORE INFORMATION.
2. COORDINATE TW ELEVATIONS WITH GRADING, LAYOUT, AND MATERIAL PLANS.



1 STONE TYPE 1 WALL

SCALE:NTS



TYPICAL SECTION IN MULCH BED

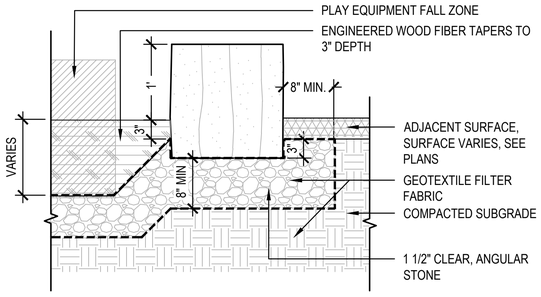
SECTION AT CONCRETE PAVEMENT

NOTES:

1. SOME STONES SHALL BE UN-TIERED, STAND ALONE PIECES, SEE LAYOUT PLAN FOR LOCATION AND ORIENTATION.
2. HOLD MULCH 1" TYP. FROM TOP OF STONE.
3. SEE SECTION 00 00 00 FOR MORE INFORMATION.

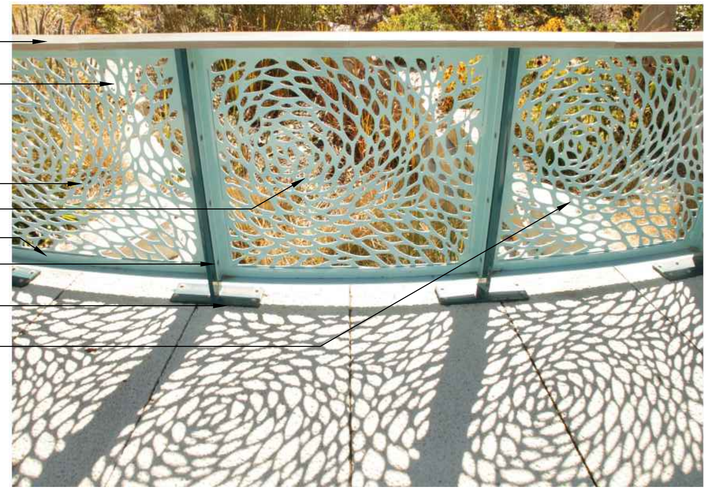
2 STONE TYPE 1 SCRAMBLE

SCALE:NTS



3 STONE TYPE 1 SEAT

SCALE:NTS



NOTES:

1. REFER TO SECTION 32 33 33 "SITE FURNISHINGS AND SPECIALTY ITEMS" FOR ADDIONAL INFORMATION.

4 CUSTOM METAL FENCE AND GATE

SCALE:NTS

saiki DESIGN

Mead & Hunt

PLAY/SPACE
YERKES OBSERVATORY
WILLIAMS BAY
WALWORTH COUNTY, WI

SITE DETAILS

Revisions:

No.	Date:	Description:

Set Type	DESIGN DEVELOPMENT
Date Issued	08/01/2025
Sheet Number	L503

NEW BUILDING:

YERKES FAMILY PAVILION

WILLIAMS BAY, WI

ARCHITECTURAL

ABACUS ARCHITECTS, INC.
1135A MICHIGAN AVENUE
SHEBOYGAN, WISCONSIN 53081
P: 920-452-4444

A1	SHEET NAME
A 101	TITLE SHEET
A 102	WALL TYPES, ABBREVIATIONS, AND SYMBOLS
A 301	FLOOR PLAN
A 401	SCHEDULES
A 501	EXTERIOR ELEVATIONS
A 601	BUILDING SECTIONS

STRUCTURAL

COMPANY NAME
STREET ADDRESS
CITY, STATE, ZIP
PHONE:

PROJECT INFORMATION

CLIENT SIGN-OFF

PRINT NAME:	DATE:
SIGNATURE	
PRINT NAME:	DATE:
SIGNATURE:	

BY SIGNING THIS DOCUMENT, I ACKNOWLEDGE THAT I HAVE RECEIVED THE DESIGN INTENT DELIVERABLES FOR THIS PHASE OF THE PROJECT.

PROJECT NOTES

EXTENT OF WORK

THE INTENT OF THE CONTRACT DOCUMENTS IS TO INCLUDE ALL ITEMS NECESSARY FOR THE PROPER EXECUTION AND COMPLETION OF THE WORK BY THE CONTRACTOR. PERFORMANCE BY THE CONTRACTOR SHALL BE REQUIRED TO THE EXTENT CONSISTENT WITH THE CONTRACT DOCUMENTS AND REASONABLY INFERABLE FROM THEM AS BEING NECESSARY TO PRODUCE THE INTENDED RESULTS.

SITE VISIT

THE CONTRACTOR SHALL VISIT THE SITE, BECOME FAMILIAR WITH LOCAL CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED AND CORRELATE PERSONAL OBSERVATIONS WITH REQUIREMENTS OF THE CONTRACT DOCUMENTS.

NOTICE TO BIDDERS

BIDDERS SHALL REVIEW ALL DRAWINGS AND ALL SPECIFICATION SECTIONS TO DETERMINE THE IMPACT OF OTHER SECTIONS OF WORK ON THEIR OWN WORK.

COPYRIGHT

ABACUS ARCHITECTS, INC. HOLDS ALL RIGHTS OF COPYRIGHT IN AND TO THESE PRINTS, DRAWINGS, AND DOCUMENTS. NO REPRODUCTION, COPYING, ALTERATION, MODIFICATION, USAGE, INCORPORATION, INTO OTHER DOCUMENTS, OR ASSIGNMENT OF THE SAME MAY OCCUR WITHOUT THE PRIOR WRITTEN PERMISSION OF ABACUS ARCHITECTS, INC.

© 2025 ABACUS ARCHITECTS, INC.

ABACUS ARCHITECTS

REVISIONS:

	DATE	ISSUE

NOTICE TO BIDDERS
BIDDERS SHALL REVIEW ALL DRAWINGS AND SPECIFICATION SECTIONS TO DETERMINE THE IMPACT OF OTHER SECTIONS OF WORK ON THEIR OWN WORK

© 2025 ABACUS ARCHITECTS, INC.

ISSUE DATE: 04-28-2025

NEW BUILDING:

YERKES FAMILY PAVILION

WILLIAMS BAY, WI

1135A MICHIGAN AVE. SHEBOYGAN, WI 53081 | (920) 452-4444 | 640 N VEL R. PHILLIPS AVE. SUITE 210. MILWAUKEE, WI 53203

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN BY: EH

CHECKED BY: EH

TITLE SHEET

A
101

PROJ. NO. 2025-51

ABBREVIATIONS

A.B.	ANCHOR BOLT	CORR	CORRIDOR, CORRUGATED	FAB	FABRICATED	L.L.	LIVE LOAD	R.C.	ROOF CONDUCTOR	THK	THICK
A.D.A.	AMERICAN WITH DISABILITIES ACT	CPT	CARPET	FDN	FOUNDATION	LAM	LAMINATE(D)	R.D.	ROOF DRAIN	TOT	TOTAL
A.F.F.	ABOVE FINISHED FLOOR	D	DEPTH	FIN	FINISH	LAV	LAVATORY	R.H.	RIGHT HAND	TV	TELEVISION
A/C	AIR CONDITIONING	D.F.	DRINKING FOUNTAIN	FL	FLOOR	LB	POUND	R.O.	ROUGH OPENING	TYP	TYPICAL
ACOUS	ACOUSTIC(AL)	D.L.	DEAD LOAD	FT	FOOT, FEET	LOUV	LOUVER	REF	REFERENCE	UNFIN	UNFINISHED
ADD	ADDITION	DBL	DOUBLE	FTG	FOOTING	M.B.	MARKER BOARD	REG	REGISTER	UNO	UNLESS NOTED OTHERWISE
ADJ	ADJUSTABLE	DEG	DEGREE	FURN	FURNACE, FURNITURE	M.O.	MASONRY OPENING	REINF	REINFORC(ING,MENT)	UTIL	UTILITIES
ALT	ALTERNATE	DEPT	DEPARTMENT	FURR	FURRING	MACH	MACHINE	REQ'D	REQUIRED	V	VINYL
ALUM	ALUMINUM	DET	DETAIL	G	GAS	MAINT	MAINTENANCE	RESIL	RESILIENT	V.B.	VINLY BASE
APPROX	APPROXIMATE	DIA	DIAMETER	G.B.	GRAB BAR	MATL	MATERIAL	REV	REVISION	V.C.T.	VINYL COMPOSITION TILE
ARCH	ARCHITECT(URAL)	DIAG	DIAGONAL	G.C.	GENERAL CONTRACTOR	MAX	MAXIMUM	RM	ROOM	VENT	VENTILATION
ATTEN	ATTENUATION	DIM	DIMENSION	G.M.	GAS METER	MECH	MECHANICAL	S.C.	SOLID CORE	VERT	VERTICAL
AUTO	AUTOMATED	DISP	DISPENSER	GA	GAUGE	MEMB	MEMBRANE	S.S.	STAINLESS STEEL	VEST	VESTIBULE
B.L.	BORROWED LITE	DIV	DIVISION	GALV	GALVANIZED	MEZZ	MEZZANINE	SAN	SANITARY SEWER	VOL	VOLUME
B.M.	BENCH MARK	DN	DOWN	GYP. BD.	GYPSUM BOARD	MFR	MANUFACTURER	SECT	SECTION	W	WIDTH, WATER
B.O.	BOTTOM OF	DR	DOOR	H. HGT	HEIGHT	MH	MANHOLE	SECUR	SECURITY	W.C.	WATER CLOSET, WATER COOLER
B.T.U.	BRITISH THERMAL UNIT	DS	DOWNSPOUT	H.B.	HOSE BIBB	MIN	MINIMUM	SERV	SERVICE	W.C.O.	WALL CLEAN OUT
BD	BOARD	DW	DRYWALL	H.M.	HOLLOW METAL	MISC	MISCELLANEOUS	SHT	SHEET	W.H.	WATER HEATER
BLDG	BUILDING	E.I.F.S.	EXTERIOR INSULATION FINISH SYSTEM	H.V.A.C.	HEATING, VENTILATION AND AIR CONDITIONING	MTL	METAL	SIM	SIMILAR	W/	WITH
BLK(G)	BLOCK(ING)	E.J.	EXPANSION JOINT	H.W.	HOT WATER	MULL	MULLION	SPEC(S)	SPECIFICATION(S)	W/O	WITH OUT
BOT	BOTTOM	E.W.	EACH WAY	HC	HANDICAPPED	N	NORTH	SPKLR	SPRINKLER	WD	WOOD
BRG	BEARING	E.W.C.	ELECTRIC WATER COOLER	HD	HEAD	N.I.C.	NOT IN CONTRACT	SQ	SQUARE	WT	WEIGHT
C.B.	CATCH BASIN, CHALK BOARD	EA	EACH	HDR	HEADER	N.T.S.	NOT TO SCALE	ST. STORE	STORAGE	WWM	WELDED WIRE MESH
C.F.	CUBIC FEET	EL, ELEV	ELEVATION, ELEVATOR	HDWR	HARDWARE	NO	NUMBER	STD	STANDARD	YD	YARD
C.G.	CORNER GUARD	ELEC	ELECTRIC	HORIZ	HORIZONTAL	NOM	NOMINAL	STL	STEEL		
C.J.	CONTROL JOINT	EMER	EMERGENCY	HR	HOUR	O.C., O/C	ON CENTER	STRM	STORM SEWER		
C.L.	CENTER LINE	ENCL	ENCLOSED	HTR	HEATER	O.D.	OUTSIDE DIAMETER	STRUCT	STRUCTURAL		
C.M.P.	CORRUGATED METAL PIPE	ENG	ENGINEER	I.D.	INSIDE DIAMETER	OH	OVERHEAD	SUSP	SUSPENDED		
C.O.	CLEAN OUT	EQ	EQUAL	INSUL	INSULATION	P.LAM.	PLASTIC LAMINATE	T	TREAD		
C.W.	COLD WATER	EQUIP	EQUIPMENT	INT	INTERIOR	PL	PLATE	T&B	TOP AND BOTTOM		
CAB	CABINET	EXCAV	EXCAVATE	INV	INVERT	PLAS	PLASTIC	T&G	TONGUE AND GROOVE		
CLG	CEILING	EXIST. (EX)	EXISTING	J.B.	JOIST BEARING	PLBG	PLUMBING	T.B.	TACK BOARD		
CLR	CLEAR	EXP	EXPOSED	JAN	JANITOR	PLYWD	PLYWOOD	T.O.	TOP OF		
CMU	CONCRETE MASONRY UNIT	EXT	EXTERIOR	JST	JOIST	PR	PAIR	T.O.B.	TOP OF BEAM		
COL	COLUMN	F.A.C.E.	FAMILY AND CONSUMER EDUCATION	JT	JOINT	PREFAB	PREFABRICATED	T.O.F.	TOP OF FOOTING		
COMP	COMPOSITION, COMPACT	F.C.O.	FLOOR CLEAN OUT	K.O.	KNOCK OUT	PSF	POUNDS PER SQUARE FOOT	T.O.M.	TOP OF MASONRY		
CONC	CONCRETE	F.D.	FLOOR DRAIN	KIP	ONE THOUSAND POUNDS	PSI	POUNDS PER SQUARE INCH	T.O.P.	TOP OF PIER		
CONT	CONTINUOUS	F.E.	FIRE EXTINGUISHER	KIT	KITCHEN	PT, P.T.	POINT, PORCELAIN TILE, PAINT, PRESSURE TREATED	T.O.S.	TOP OF STEEL		
		F.F.	FINISHED FLOOR	L	LENGTH	Q.T.	QUARRY TILE	T.S.	TUBE STEEL		
				L.H.	LEFT HAND	R	RADIUS, RISER	T.W.	TACK WALL		
								TEL	TELEPHONE		
								TEMP	TEMPERED		
								TERR	TERRAZZO		

MATERIALS AND SYMBOLS

- ROUGH LUMBER
- FINISH LUMBER
- STRUCTURAL STEEL
- BRICK
- CONCRETE MASONRY UNIT
- POURED-IN-PLACE CONCRETE
- METAL / WOOD STUD WALL
- GLAZING
- SPRAYED FOAM INSULATION
- BATT INSULATION
- RIGID INSULATION
- PLYWOOD / PARTICLE BOARD
- SAND / MORTAR / GYPSUM BOARD
- COMPACTED DRAINAGE FILL
- COMPACTED STRUCTURAL FILL
- TOPSOIL
- NON-STRUCTURAL FILL
- EXISTING CONSTRUCTION / MATERIAL
- CENTER LINE, ℄
- PROPERTY LINE
- NEW CONTOURS
- EXISTING CONTOURS

ELEVATION NAME
ELEV. XXX'-XX"
ELEVATION MARKER

XX / XXX — XXX
ELEVATION REFERENCE

XXX — XX / XXX
BUILDING SECTION REFERENCE

XXX — XX / XXX
WALL SECTION REFERENCE

XXX — XX / XXX
PLAN / DETAIL REFERENCE

CEILING TYPE
X'-XX" A.F.F.
CEILING TAG

XXX
DOOR TAG

X
WALL TYPE TAG

X
WINDOW TAG

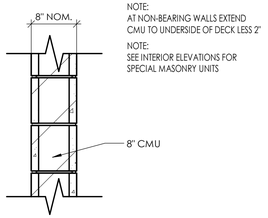
X
PLAN NOTE TAG

X
DEMOLITION NOTE TAG

X
COLUMN GRID

1
REVISION TAG

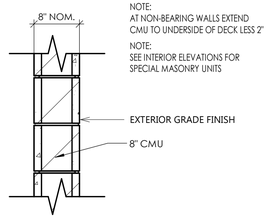
VIEW NAME
SCALE: X/X" = X'-XX"
XX / XXX
VIEW / DETAIL IDENTIFICATION



NOTE:
AT NON-BEARING WALLS EXTEND CMU TO UNDERSIDE OF DECK LESS 2"

NOTE:
SEE INTERIOR ELEVATIONS FOR SPECIAL MASONRY UNITS

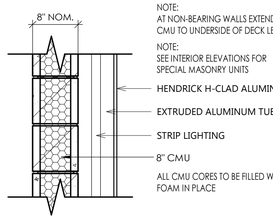
WALL TYPE "C"



NOTE:
AT NON-BEARING WALLS EXTEND CMU TO UNDERSIDE OF DECK LESS 2"

NOTE:
SEE INTERIOR ELEVATIONS FOR SPECIAL MASONRY UNITS

WALL TYPE "B"



NOTE:
AT NON-BEARING WALLS EXTEND CMU TO UNDERSIDE OF DECK LESS 2"

NOTE:
SEE INTERIOR ELEVATIONS FOR SPECIAL MASONRY UNITS

ALL CMU CORES TO BE FILLED WITH FOAM IN PLACE

WALL TYPE "A"

PRELIMINARY

WALL TYPES

SCALE: 1" = 1'-0"

ABACUS ARCHITECTS

REVISIONS:

△	DATE	ISSUE

NOTICE TO BIDDERS
BIDDERS SHALL REVIEW ALL DRAWINGS AND SPECIFICATION SECTIONS TO DETERMINE THE IMPACT OF OTHER SECTIONS OF WORK ON THEIR OWN WORK

© 2025 ABACUS ARCHITECTS, INC.

PRELIMINARY - NOT FOR CONSTRUCTION

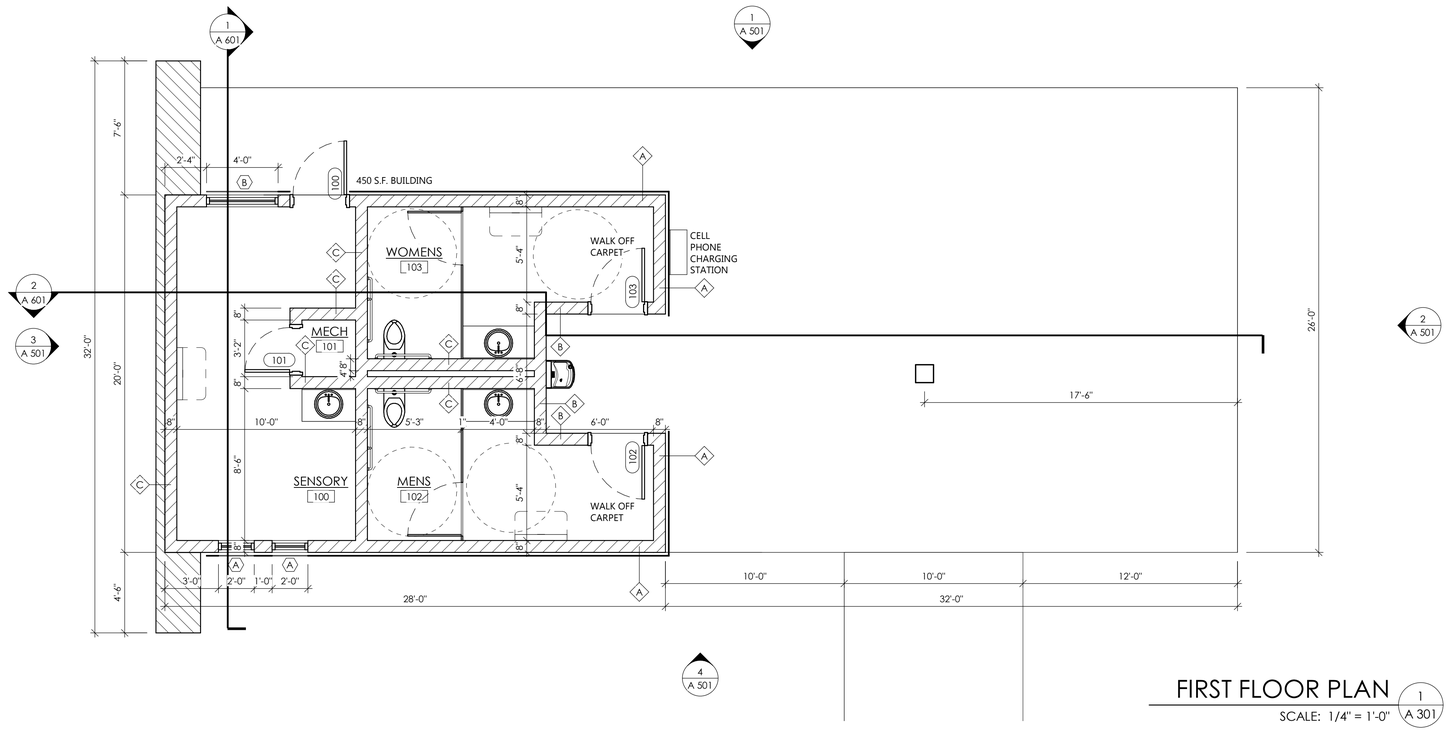
NEW BUILDING:
YERKES FAMILY PAVILION
WILLIAMS BAY, WI
1135A MICHIGAN AVE. SHEBOYGAN, WI 53081 | (920) 452-4444 | 640 N VEL R. PHILLIPS AVE, SUITE 210. MILWAUKEE, WI 53203
ISSUE DATE: 04-28-2025

DRAWN BY: EH
CHECKED BY: EH

WALL TYPES, ABBREVIATIONS, AND SYMBOLS

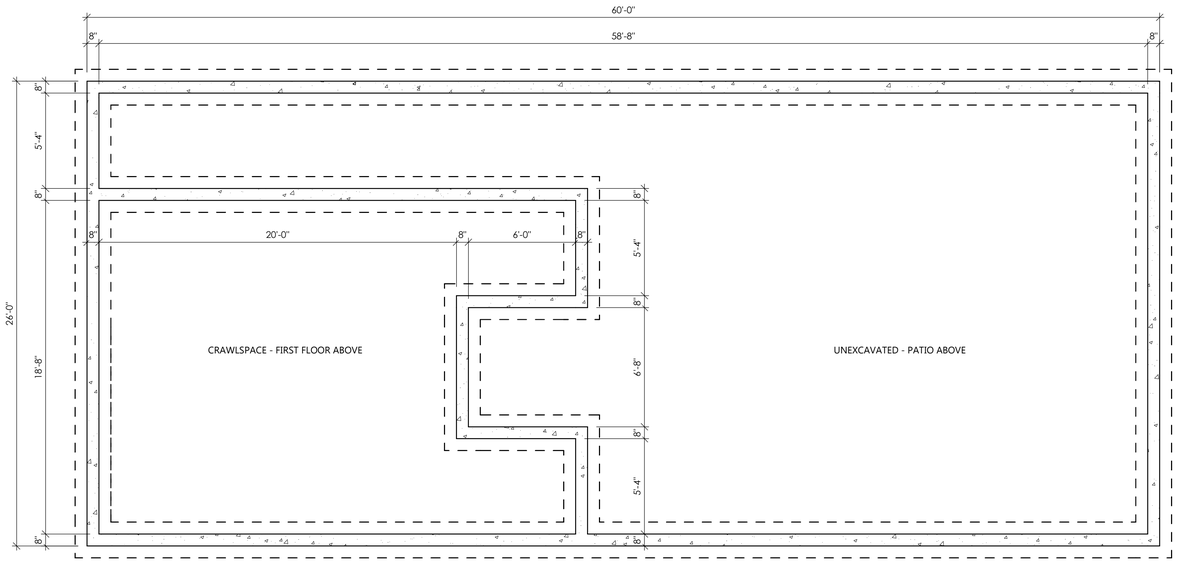
A
102

PROJ. NO. 2025-51



FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0" (1 / A 301)



FOUNDATION PLAN

SCALE: 1/4" = 1'-0" (2 / A 301)

GENERAL PLAN NOTES

- ALL LOOSE FURNISHINGS SHOWN ON PLANS ARE NOT IN CONTRACT AND ARE SHOWN FOR REFERENCE PURPOSES ONLY. ANY DEVICES OR EQUIPMENT TO BE LOCATED BASED UPON LOCATION OR CONFIGURATION OF LOOSE FURNISHINGS SHALL BE VERIFIED WITH THE OWNER PRIOR TO INSTALLATION.
- INTERIOR DIMENSIONS TAKEN FROM FACE OF STUD TO FACE OF STUD.

PRELIMINARY

FLOOR PLAN KEYNOTES

NO.	DESCRIPTION

ABACUS ARCHITECTS

REVISIONS:

△	DATE	ISSUE

NOTICE TO BIDDERS

BIDDERS SHALL REVIEW ALL DRAWINGS AND SPECIFICATION SECTIONS TO DETERMINE THE IMPACT OF OTHER SECTIONS OF WORK ON THEIR OWN WORK

© 2025 ABACUS ARCHITECTS, INC.

ISSUE DATE: 04-28-2025

NEW BUILDING:

YERKES FAMILY PAVILION

WILLIAMS BAY, WI

1135A MICHIGAN AVE. SHEBOYGAN, WI 53081 (920) 452-4444 | 640 N VEL R. PHILLIPS AVE, SUITE 210. MILWAUKEE, WI 53203

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN BY: EH

CHECKED BY: EH

FLOOR PLAN

A

301

PROJ. NO. 2025-51

N W E S

ROOM FINISH SCHEDULE

ROOM NO.	ROOM NAME	FLOOR	BASE	WALL FINISH / MATERIAL NORTH	WALL FINISH / MATERIAL EAST	WALL FINISH / MATERIAL SOUTH	WALL FINISH / MATERIAL WEST	CEILING	CEILING HEIGHT	FEROUS METALS	WOOD TRIM	REMARKS
100	SENSORY											
101	MECH											
102	MENS											
103	WOMENS											

GENERAL FINISH NOTES

- .

PRELIMINARY

COLOR AND MATERIAL LEGEND

CODE	PRODUCT	MANUFACTURER	STYLE/SIZE	COLOR

ROOM FINISH REMARKS

NO.	DESCRIPTION

ROOM FINISH LEGEND

KEY	DESCRIPTION
ACT-1	ACOUSTIC CEILING TILE - 24" x 24"
ACT-2	VINYL FACED GYPSUM BOARD - 24" x 24"
CMU	CONCRETE MASONRY UNIT
CONC.	CONCRETE
CPT	CARPET
ES	EXPOSED STRUCTURE
EX	EXISTING FINISH
GYP	GYPSUM BOARD
HM	HOLLOW METAL
P-	PAINT FINISH
PT	PORCELAIN TILE
PTB	PORCELAIN TILE BASE
SC	SEALED CONCRETE
VB	VINYL BASE
VCT	VINYL COMPOSITION TILE
WD	WOOD

DOOR SCHEDULE

DOOR NO.	DOOR SIZE	DOOR ELEV.	DOOR MAT'L	DOOR GLASS TYPE	HARDWARE SET NO.	FRAME ELEV.	FRAME MAT'L	FRAME DEPTH	FRAME JAMB DETAIL	FRAME HEAD DETAIL	FIRE RATING	REMARKS
100	3'-0" x 6'-8"	D-2	ALUM	1		F-1	ALUM	8 3/4"				
101	2'-6" x 6'-8"	D-1	WD	-		F-1	ALUM	8 3/4"				
102	3'-0" x 6'-8"	D-2	ALUM	1		F-1	ALUM	8 3/4"				
103	3'-0" x 6'-8"	D-2	ALUM	1		F-1	ALUM	8 3/4"				

GENERAL DOOR NOTES

- .

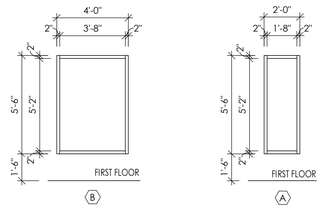
PRELIMINARY

DOOR REMARKS

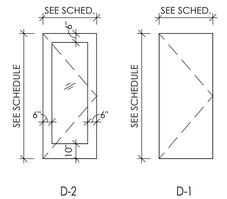
NO.	DESCRIPTION

GLASS TYPES

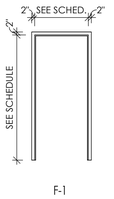
1	1" TEMPERED INSULATED LOW-E GLASS
2	1" INSULATED LOW-E GLASS
3	1/4" TEMPERED GLASS
4	1/4" FLOAT GLASS
5	FIRE RATED SAFETY GLASS



WINDOW TYPES



DOOR TYPES



FRAME TYPES

ABACUS ARCHITECTS

REVISIONS:

	DATE	ISSUE

NOTICE TO BIDDERS
BIDDERS SHALL REVIEW ALL DRAWINGS AND SPECIFICATION SECTIONS TO DETERMINE THE IMPACT OF OTHER SECTIONS OF WORK ON THEIR OWN WORK

© 2025 ABACUS ARCHITECTS, INC.

ISSUE DATE: 04-28-2025

NEW BUILDING:

YERKES FAMILY PAVILION

WILLIAMS BAY, WI

1135A MICHIGAN AVE. SHEBOYGAN, WI 53081 (920) 452-4444 | 640 N VEL R. PHILLIPS AVE. SUITE 210. MILWAUKEE, WI 53203

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN BY: EH

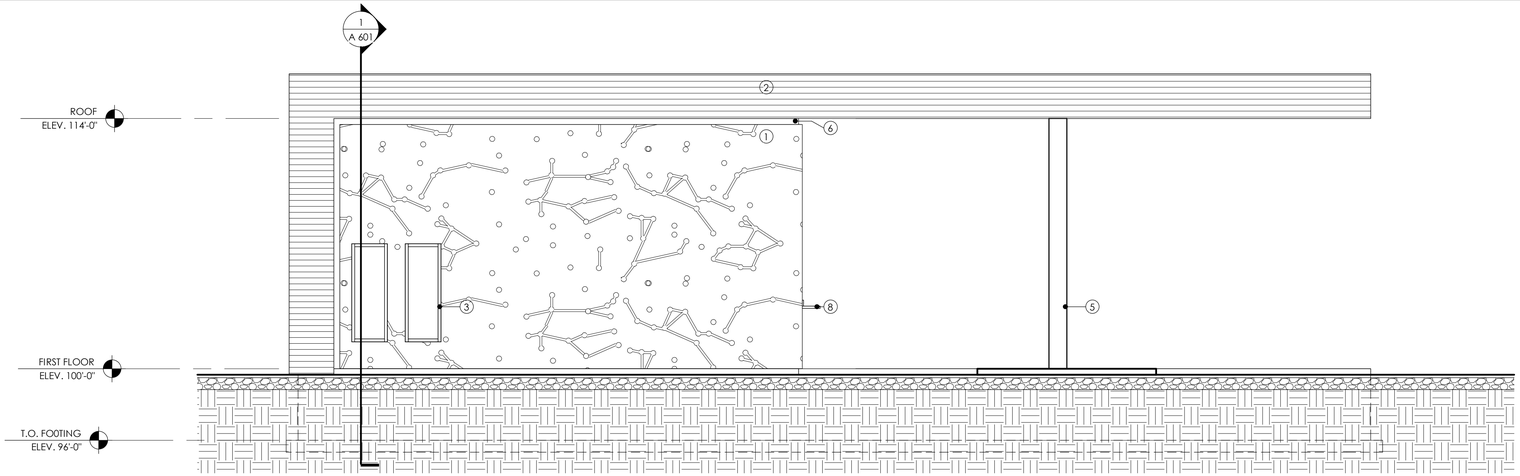
CHECKED BY: EH

SCHEDULES

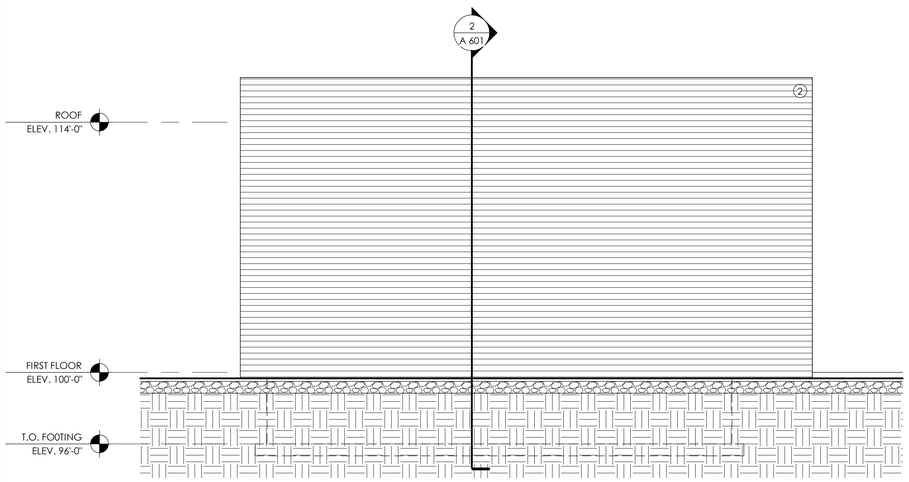
A

401

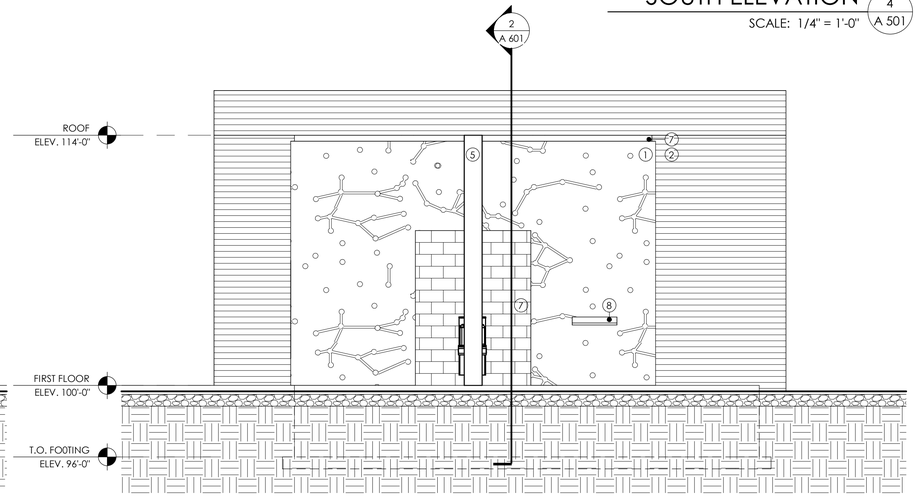
PROJ. NO. 2025-51



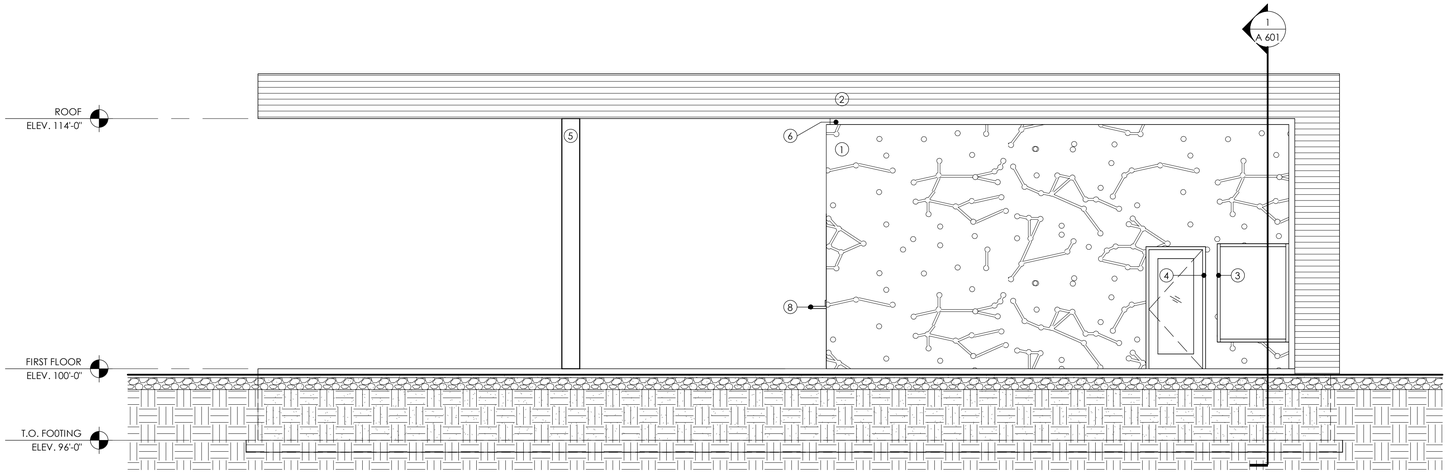
SOUTH ELEVATION
SCALE: 1/4" = 1'-0"
4 / A 501



WEST ELEVATION
SCALE: 1/4" = 1'-0"
3 / A 501



EAST ELEVATION
SCALE: 1/4" = 1'-0"
2 / A 501



NORTH ELEVATION
SCALE: 1/4" = 1'-0"
1 / A 501

GENERAL EXTERIOR ELEVATION NOTES

- ALL EXPOSED MISC. EXTERIOR STEEL SHALL BE PAINTED WITH PAINT FINISH E-1.
- MASONRY COURSING SHOWN FOR MATERIAL REPRESENTATION ONLY. ACTUAL COURSING MAY VARY.
- MASONRY CONTROL JOINTS SHALL BE LOCATED AT ALL MASONRY HEIGHT CHANGES, WINDOW OPENINGS, DOOR OPENINGS, 5' MAX. FROM BUILDING CORNERS, AND 25' MAX. AT CONTINUOUS WALL LOCATIONS.

PRELIMINARY

ELEVATION KEYNOTES

NO.	DESCRIPTION
1	ALUMINUM PANELS, CUSTOM HENDRICK H-CLAD
2	WOOD VENEER
3	ALUMINUM FRAMED WINDOW
4	ALUMINUM FRAMED DOOR
5	PRE FINISHED ALUMINUM COLUMN COVER
6	CMU BLOCK w/ BACK LIGHTING
7	CMU BLOCK
8	CELL PHONE CHARGING STATION

ABACUS ARCHITECTS

REVISIONS:

	DATE	ISSUE

NOTICE TO BIDDERS
BIDDERS SHALL REVIEW ALL DRAWINGS AND SPECIFICATION SECTIONS TO DETERMINE THE IMPACT OF OTHER SECTIONS OF WORK ON THEIR OWN WORK

© 2025 ABACUS ARCHITECTS, INC.

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUE DATE: 04-28-2025

NEW BUILDING:
YERKES FAMILY PAVILION
WILLIAMS BAY, WI

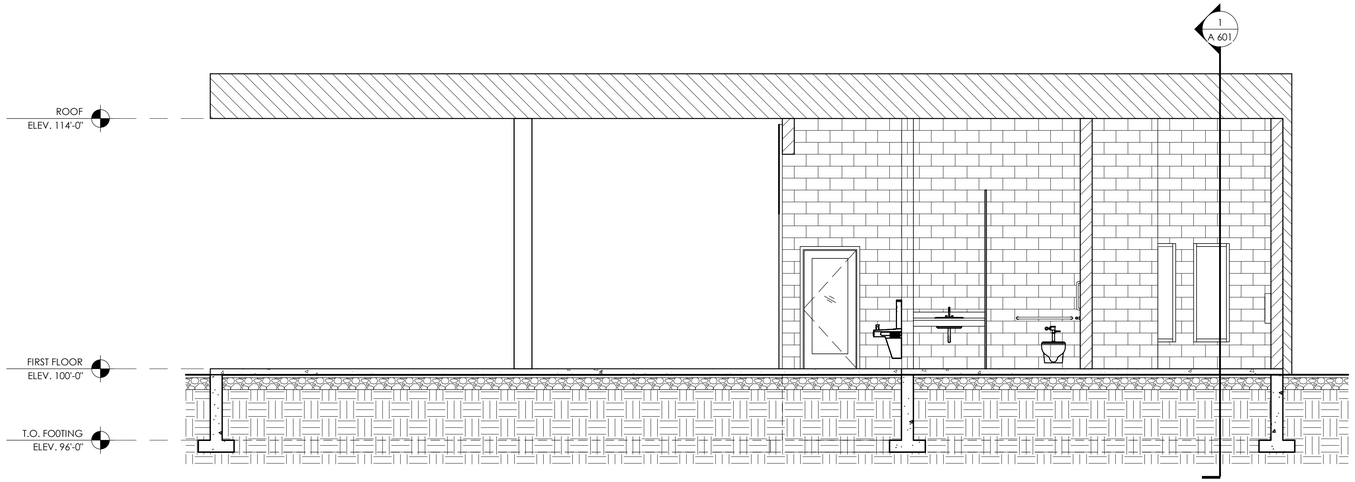
1135A MICHIGAN AVE. SHEBOYGAN, WI 53081 (920) 452-4444 | 640 N VEL R. PHILLIPS AVE. SUITE 210. MILWAUKEE, WI 53203

DRAWN BY: EH
CHECKED BY: EH

EXTERIOR ELEVATIONS

A
501

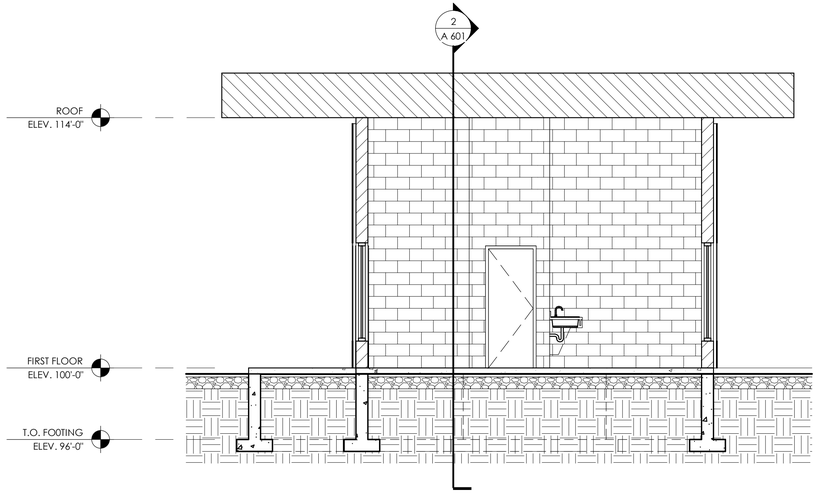
PROJ. NO. 2025-51



PAVILION SECTION

SCALE: 1/4" = 1'-0"

2
A 601



BUILDING SECTION

SCALE: 1/4" = 1'-0"

1
A 601

ABACUS
ARCHITECTS

REVISIONS:

	DATE	ISSUE

NOTICE TO BIDDERS
BIDDERS SHALL REVIEW ALL DRAWINGS AND SPECIFICATION SECTIONS TO DETERMINE THE IMPACT OF OTHER SECTIONS OF WORK ON THEIR OWN WORK

© 2025 ABACUS ARCHITECTS, INC.

PRELIMINARY - NOT FOR CONSTRUCTION

1135A MICHIGAN AVE. SHEBOYGAN, WI 53081 | (920) 452-4444 | 640 N VEL R. PHILLIPS AVE. SUITE 210. MILWAUKEE, WI 53203

ISSUE DATE: 04-28-2025

NEW BUILDING:

YERKES FAMILY PAVILION

WILLIAMS BAY, WI

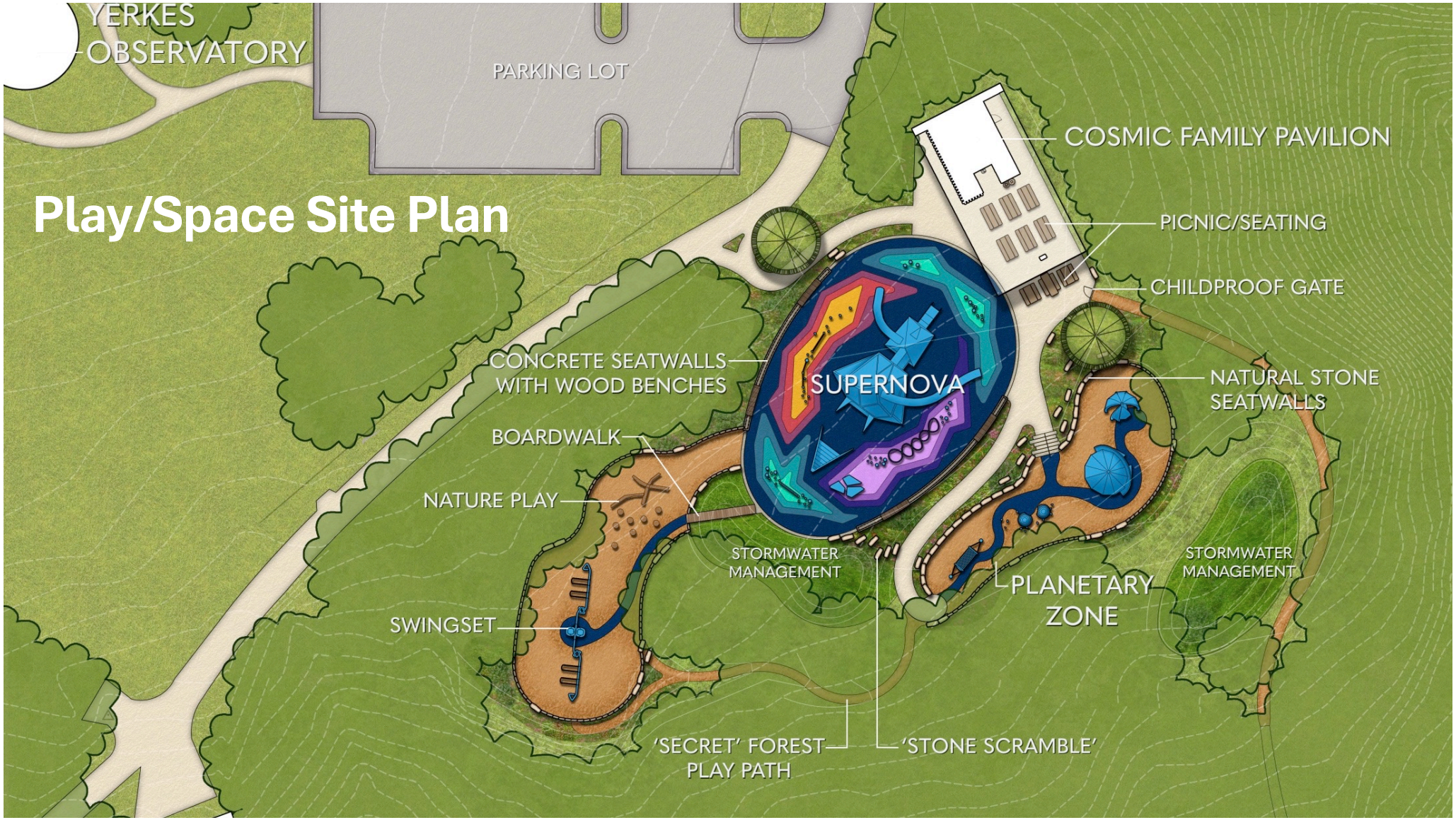
DRAWN BY: EH

CHECKED BY: EH

BUILDING SECTIONS

A
601

PROJ. NO. 2025-51


YERKES OBSERVATORY
PARKING LOT
Play/Space Site Plan
COSMIC FAMILY PAVILION
PICNIC/SEATING
CHILDPROOF GATE
CONCRETE SEATWALLS WITH WOOD BENCHES
SUPERNOVA
NATURAL STONE SEATWALLS
BOARDWALK
NATURE PLAY
STORMWATER MANAGEMENT
STORMWATER MANAGEMENT
PLANETARY ZONE
SWINGSET
'SECRET' FOREST PLAY PATH
'STONE SCRAMBLE'

Planetary Zone
Ages 3 - 7
YERKES OBSERVATORY
MONSTRUM

Blair Family Foundation Supernova
Ages 5-12

Cosmic Family Pavilion

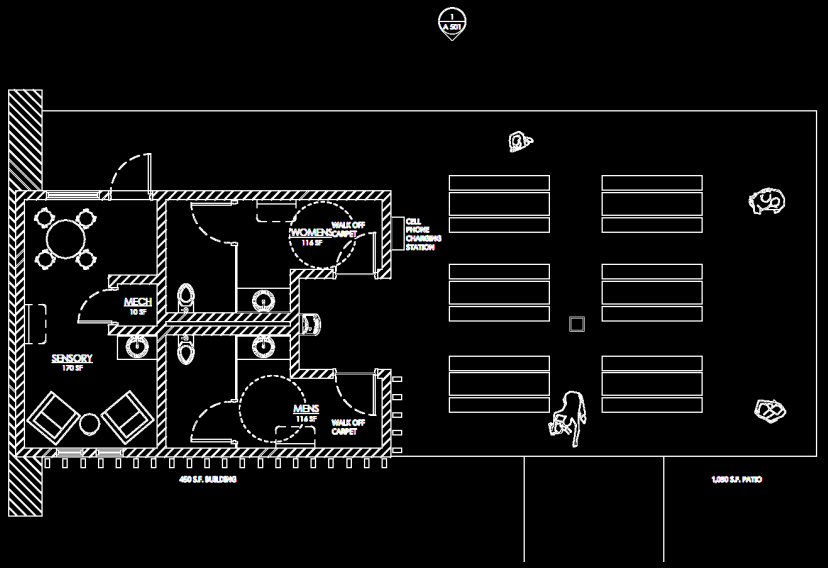
Visitor amenities for all: Play/Space families, trail walkers, pets

Two family restrooms

Water fountain, free phone charging station, picnic tables

Private-access quiet room doubles as:

- A nursing room for new moms, with space for other children to play
- A sensory break room for children with autism or sensory processing challenges



YERKES OBSERVATORY

Play/Space Supplementary Information

Submitted November 14, 2025.

This supplementary information has been submitted to provide Village officials context and answer some questions Yerkes has received regarding our current application to build the Play/Space playground.

This document addresses:

1. **Construction traffic** (page 2)
2. **Overview of the Site and Facility Master Plan** (pages 2-4)
3. **Parking for the Play/Space playground** (pages 4-5)
4. **Overview visuals of the Master Plan** (pages 6-9)
5. **The complete 40-page Site and Facility Master Plan** (attached)

Please note: Yerkes is not seeking approval of the Master Plan. It is provided informationally in support of our application to build the Play/Space playground.

1. When would construction of the playground begin?

As soon as possible. Yerkes has planned to open the Play/Space playground by Fall 2026.

2. How will construction traffic be routed?

Construction traffic will enter and leave via Observatory place during construction.

This is possible because construction traffic will enter and leave before or after public open hours. No construction traffic will enter or leave via Parkhurst.

3. What is the Site and Facility Master Plan?

The plan describes the overall development of the Yerkes property and facilities from 2025 to 2034.

4. Why are you sharing the Master Plan with us?

Because the planning committee has asked questions about Play/Space and the Pavilion that relate to—or are directly addressed by— Yerkes' future plans, we have provided this overview document as well as a copy of the full plan.

5. Has this Master Plan been shared with the public?

Yes. It's been widely shared, and we will continue to do so. So far Yerkes has:

- ✓ Invited all neighbors living on Observatory, Parkhurst, and Constance to see an early preview of the Master Plan and offer feedback. Approximately 35 attended these two meetings, and some suggestions made have been added to the Plan.
- ✓ Mailed invitations to every Williams Bay household for a public meeting at the Barrett Library to hear about the plan. Approximately 40 attended the October meeting.
- ✓ Maintained a stack of printed plans at Village Hall, free for the taking, since August.
- ✓ Posted the full plan on the Yerkes website starting in August, where it can be viewed or printed.

- ✓ Placed announcements about the plan and how to learn more on community bulletin boards (at the Green Grocer, library, community bulletin boards, etc).

- ✓ Posted links to the plan on community social media pages, on Yerkes social media, and in our e-newsletter, which goes to 9,500 recipients.

- ✓ Invited WBBA members to a 'lunch and learn' to hear about the plan. Approximately 35 attended.

- ✓ Placed copies of the plan in all Village board member and committee mailboxes in September.

- ✓ Offered a one-on-one meeting for every Village Trustee to see a presentation about the plan and discuss it with YFF Director Dennis Kois.

6. What were the guiding principles for the plan?

1. Create a world-class institution offering experiences that bring together science, nature, history and the arts.
2. Amplify Yerkes' renowned scientific legacy through contemporary contributions to astronomical research.
3. Preserve key elements of the historic Olmsted landscape, while making the changes needed for future programming, visitation, and financial sustainability.
4. Be a positive addition to the community.

7. How was this plan developed?

YFF worked with Saiki Design, a landscape design and planning firm based in Madison.

Saiki led a planning group made up of YFF staff and trustees. The planning group also involved outside experts such as architects, leaders of other botanic gardens, traffic consultants, and experts in historic Olmsted properties. The plan took seven months to develop.

8. Where can the public see the complete Plan?

It has also been posted on the Yerkes website since August 2025. From the Yerkes homepage click on "About" and then select "Reports and Financials."

9. The Plan says Yerkes will add parking in the future. When?

The expanded parking is planned for 2028, dependent on fundraising.

10. How will parking for the playground be handled until then?

Using existing parking. As described in our planning application, Yerkes' existing parking capacity meets the Village of Williams Bay requirements as described in ordinances §390-0308 A (Indoor Institutional) and §390-0309 B.4 (Recreational Land Uses/Outdoor Active Recreation). Our analysis is based on tour and event capacity, playground capacity, and observed patterns of parking usage.

Yerkes existing parking (a total of 67 public and staff parking spots) meets the Village requirement of one parking spot per three visitors, and one per staff member, in all cases.

	Visitor Situation	# of visitors parking @ Yerkes	# of parking spaces required by WB code
1.	Sold-out building tour *	40	13
2.	Sold-out evening public event	70	23
3.	Playground at 100% capacity	80	27
4.	Playground at 100% capcacity + sold-out building tour	120	40
5.	Playground at 100% capacity + sold-out evening public event	150	50

**Maximum tour capacity* at Yerkes is 40 persons. While multiple tours occur daily, they are scheduled such that parking demand does not overlap.*
Maximum visitation for special events is 70 persons. For events with attendance over 70 Yerkes parks all attendees offsite and provides shuttle service from Williams Bay HS.
Yerkes staff are served by 15 staff parking spaces (lot east of building, maintenance shed lot).

Thus for the purposes of both maximum regular visitation and peak visitation, we believe the existing Yerkes parking (67 spots in total) fulfills the number of parking spots required within both Village of Williams Bay ordinances §390-0308 A (Indoor Institutional) and §390-0309 B.4 (Recreational Land Uses/Outdoor Active Recreation).

11. What else can Yerkes do to ensure adequate parking capacity for the playground?

While we believe our current parking fully meet Village code requirements for Play/Space, Yerkes plans to take a “better safe than sorry” approach to parking for the playground.

Yerkes will:

- **A)** **Gate the park** each night to discourage after-hours playground use.
- **B)** **Retain a temporary overflow lot** for 25-30 additional cars as a backup.
- **C)** Institute an **access control plan** to ensure playground use does not exceed capacity.

A) Gating the park.

Yerkes has already installed new gates at both the Observatory Place and Parkhurst driveways, which will be used to close the site each evening. This will reduce the likelihood that the playground will be used after-hours and cause annoyance to neighbors or the community. New turnarounds are being installed to ensure after-hour arrivals do not use neighbor driveways to turn around.

B) Temporary overflow lot.

During the construction of Play/Space Yerkes will construct a temporary gravel lot north of the current lot, accommodating an additional 25-30 vehicles. This lot is needed during construction because construction equipment will occupy a portion of the existing lot. Yerkes plans to keep this gravel temporary lot in place when the playground opens. This will allow us to gauge visitor demand and patterns of use, ensuring we have adequate overflow parking as a backup, until such time that it is proved it is not needed, or the new Yerkes parking lot expansion is built.

C) Access control plan.

Yerkes will initially require all visitors to the playground to have a timed reservation (morning, or afternoon). The number of reservations available each morning and afternoon will be limited to 80, ensuring it does not exceed capacity. Yerkes will widely promote the requirement families make reservations when the playground opens, and staff will welcome and monitor arriving visitors. We will assess the need for ongoing access control based on experience.

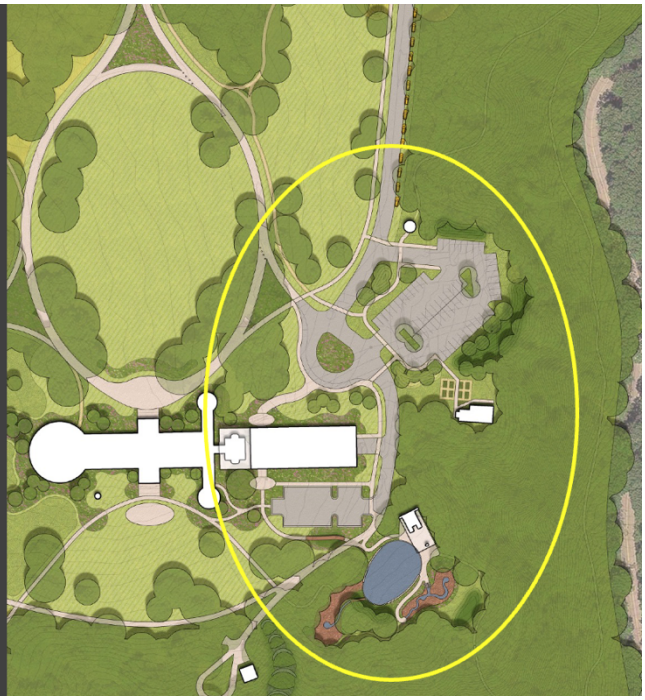
Images of future changes described by the Master Plan are below, for easy reference.

Highlights: North Entry

1. Retains a one-way entry from Geneva St.
2. Turnaround added and new gatehouse/admission point added (location on driveway tbd).
3. Olmsted-inspired garden 'rooms' and plantings.
4. Restored native prairies and plants; added garden and arboretum interpretation
5. Viewshed of neighbors is screened with plantings at edges of property.
6. Sites and vistas for sculpture.

Highlights: Arrival Zone

1. Focuses visitor amenities into 6 acres.
2. New Education + Visitor Center connects to historic building through a grand entry.
3. Play/Space playground.
4. Cosmic Family Pavilion for landscape users.
5. Maintenance building relocated to NE.
6. Historic houses remain for scientist and artist residencies.
7. Parking capacity increases from 55 to 150 (90 paved, 20 covered staff spots, 40 "peak need" green parking along exit drive).
8. Play/Space parking kept separate.



Highlights: Southwest Prairie

1 Completion of 1905 Olmsted trail loop extends ADA access around full site.

2 Stargazing Deck for programs and research makes telescopes accessible to all for the first time in 128 years.

3 Expanded native plantings and landscape features.

4 New South entry patio for small events.

5 Legacy GWC structure relocated from The Preserve to SW campus.

6 Restored native prairies; added garden and arboretum interpretation, sites for sculpture.

Highlights: Western Grasslands

1 Open viewshed expands the perceived scale of Yerkes landscape.

2 Restoration of native prairies and plants.

3 Expanded trails and connection to the adjacent 90-acre Preserve property, creating a 140 acre Landscape Scale conservation site overall.

4 Access for Yerkes visitors to the planned Preserve snack shack.

5 Sites and vistas for sculpture.

Highlights: Oak Savana Exit

1 Maintenance building and fenced yard relocated to site edge, screened by plantings.

2 Driveway exits to Constance via a drive recessed into the landscape to reduce vehicle visibility.

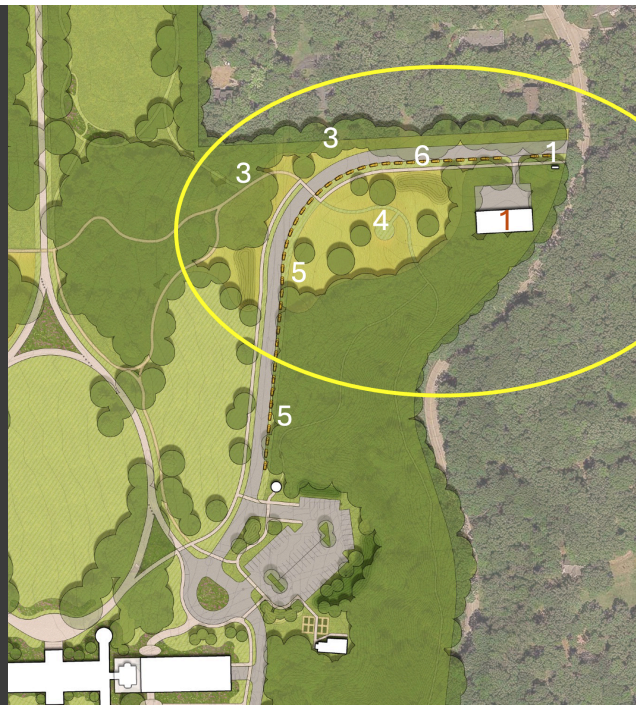
3 Mounded berm and plantings to shield neighbors to the North from vehicles and noise.

4 Restored Oak Savana; only 0.01% of these native landscapes in Wisconsin remain.

5 'Green' overflow parking along exit drive disappears when not in use.

6 One-way drive, but if needed can accommodate two-way traffic for occasional special events.

* WI DNR: 500 acres of native Oak Savana remain of 5.5 million acres.



Please see the attached Site and Facility Master Plan for more complete information.

YERKES
OBSERVATORY

SITE DEVELOPMENT PLAN

Yerkes Observatory advances humankind's understanding of the universe and our place within it, igniting curiosity, facilitating exploration, and nurturing a deep sense of connection with our planet and each other.

saiki DESIGN

Figure 1: Yerkes at Dusk

NOTE FROM DRECTOR DENNIS KOIS

Yerkes is at a crossroads. Having seen revolutionary and rapid growth over our first five years, the staff and board have found ourselves in need of a roadmap to help navigate how the transformational vision for Yerkes described in our 2024-2034 Strategic Plan will be supported by our future site and facilities. This Site Development Plan maps that path.

In creating it we've attempted to balance the needs of Yerkes' passionate constituents--our community, current and future visitors, donors, neighbors, staff and board--with our responsibility to thoughtfully steward the 128-year legacy of discovery and scientific leadership on which we stand. I thank the committee, consultants and our partners at Saiki who helped create it.

The Yerkes of the future--enabled by the ongoing $106 million Grow Our Galaxy Campaign--brings together astronomy, the arts and the landscape to transform our visitors... and hopefully the world. Yerkes will inspire future generations of scientists, astronauts, artists and explorers, who will carry its spirit of discovery and innovation into a future we cannot foresee.

In order to succeed in creating that future Yerkes, we must establish an accessible, innovative and sustainable campus today. One that will support our mission and growth, and magnify our impacts. Both now, and for the centuries ahead.

COMMITTEE MEMBERS

Amanda Bauer
Julie Brandt
Bill Brownell
Robin Culbertson
Dana Hagenah
Dennis Kois
Tom Nickols
Aaron Rankin
Marc Stanek

Consultants:
Jeff Epping, Epping Design & Consulting
Eric Halbur, Abacus Architects
Abbie Moilien, Saiki Design
Lydia DeBauche, Saiki Design

02 EXECUTIVE SUMMARY

04 PROJECT DESCRIPTION & OBJECTIVES

08 SITE INVENTORY & ANALYSIS

20 CONCEPT DEVELOPMENT

24 THE NEW SITE DEVELOPMENT PLAN

34 MOOD BOARDS

40 REFERENCE MATERIALS

Figure 2: Golden Hour on the South Lawn

EXECUTIVE SUMMARY

Figure 3: Research Dome

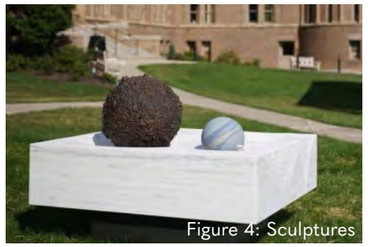


Figure 4: Sculptures

Figure 5: Event Day

VISION AND APPROACH

The Yerkes Observatory Site Development Plan outlines a transformative vision that honors the site's historic legacy while supporting its evolving mission as a center for science, education, and culture. Rooted in the Observatory's 2024–2034 Strategic Plan, the development framework reflects Yerkes' core values, including discovery, accessibility, collaboration, and creativity, by shaping a landscape that invites exploration, fosters learning, and connects people of all ages with both history and nature.

The plan builds on the Olmsted Brothers' original design, preserving defining features such as the Ellipse, framed views, and formal geometries, while enhancing the site's capacity to serve contemporary programming needs and blending these needs into the naturalistic character of the site. Informed by detailed site analysis, the plan responds to topography, drainage, and natural site features, guiding new additions that are ecologically sound and sensitive to the site's layered history.

Ecological stewardship is central to the plan's goals. The extent of high-maintenance turf is significantly reduced in favor of expanded native plant communities, including oak savannas, meadows, and prairies, which support biodiversity, reduce maintenance, and create immersive natural experiences. Restoration of degraded forested areas further reinforces long-term sustainability and educational opportunity.

Circulation systems are reimagined to support accessibility and functional clarity, maintaining the historic one-way drive around the Ellipse while relocating the exit to Constance Boulevard to improve traffic flow. A new pedestrian path hierarchy using stabilized aggregate, mown paths, and a variety of trails accommodates diverse uses and visitor experiences. The new Visitor Center is strategically located adjacent to the Observatory to enhance connectivity and visibility, while the relocated maintenance facility creates a more efficient and discreet operational hub. Plazas placed in central nodes foster interaction, observation, and engagement amongst all site users.

Together, these strategies result in a landscape framework that is functionally integrated, ecologically resilient, and culturally expressive. The plan provides Yerkes Observatory with a revitalized setting that advances its mission to inspire curiosity, foster connection, and cultivate lifelong learning, ensuring that the site remains a vibrant place of discovery for generations to come.

PLAN HIGHLIGHTS

HISTORIC INTEGRITY, MODERN VISION

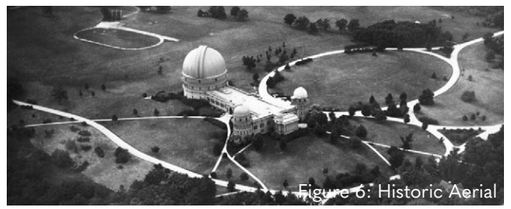
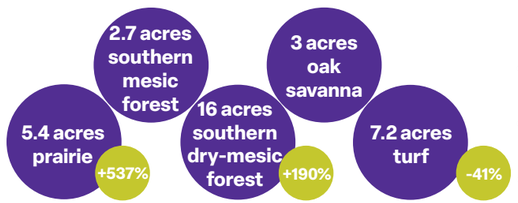


Figure 6: Historic Aerial

- **Key Olmsted features preserved**, including the grand Ellipse and framed views of the Observatory
- **Underutilized areas reimagined** to support new program needs
- **Historic overlay analysis** guided design decisions
  - Identified what remains intact
  - Highlighted areas for restoration
  - Informed opportunities for thoughtful reinterpretation

RESTORING ECOLOGY



- **Over 32 acres of native plant communities**, including oak savannas, mesic prairies, and open meadows, will take root across the site, enriching its ecological diversity and reducing maintenance
- **10 Acres of degraded woodland restored** through understory clearing and replanting
- **0.33 Acres of bioretention areas filter** runoff and manage stormwater and protect slopes from erosion
- **Turf reduced by 41% site wide**

PATHWAYS AND PLACE

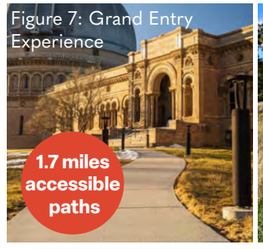
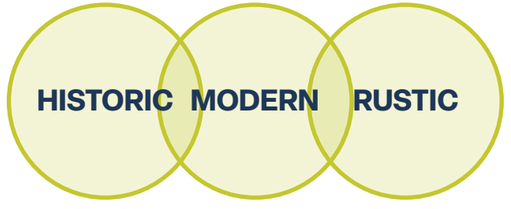


Figure 8: Mown Path

- **Circulation is reimagined** to support both movement and experience
- **Historic one-way ellipse preserved**; new exit at Constance Boulevard realizes Olmsted circulation vision
- **1.67 miles of ADA-accessible paths and 1.8 miles of natural surface trails** guide visitors through restored landscapes
- **Program elements,** including the Visitor Center and parking lots, are placed to support intuitive navigation and meaningful engagement

CURATING A UNIFIED LANDSCAPE IDENTITY



- **The plan blends historic character, scientific heritage, and natural beauty** into a landscape that invites curiosity, reflection, and discovery
- **Framed views, outdoor rooms, and native plantings** reinforce the site's educational mission
- **Mood boards and material palettes** unify rustic, traditional, and modern design elements

PROJECT DESCRIPTION & OBJECTIVES

PROJECT BACKGROUND

Yerkes Observatory, home to the world's largest refracting telescope, has been a center of astrophysical research and discovery for over 120 years.

Building on a comprehensive strategic planning process, the 2024–2034 Yerkes Observatory Strategic Plan presents an ambitious vision: to deepen our understanding of the universe by weaving together science, art, and culture, while inspiring future generations through education, discovery, and public engagement.

Aligned with this vision, this Yerkes Site Development Plan integrates the Observatory's evolving mission with its storied scientific legacy and historic landscape.

GOALS AND OBJECTIVES

INSPIRE CURIOSITY | FACILITATE EXPLORATION | PROMOTE LIFELONG LEARNING | PROMOTE COMMUNITY CONNECTION | ENHANCE MEANINGFUL ENGAGEMENT

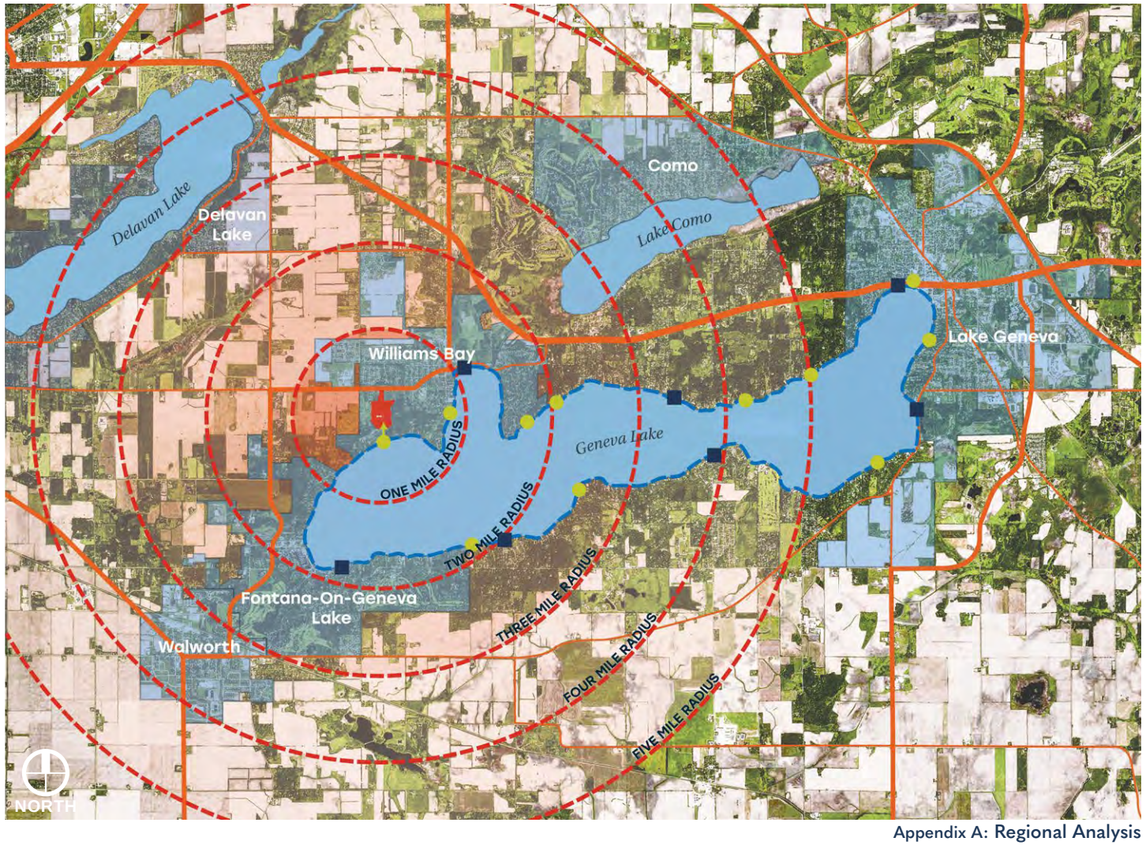
YERKES LANDSCAPE ELEMENT	PRIMARY GOALS
APIARY	
OBSERVATION DECK	
HERITAGE & LAND PRESERVATION	
PLAY/SPACE	
PARKING	
STORMWATER MANAGEMENT	
NATIVE LANDSCAPE	
NATURE TRAILS	
GARDEN	
ART	

SITE INVENTORY AND ANALYSIS

Figure 9: Yerkes Bird's Eye

SITE INVENTORY & ANALYSIS

REGIONAL SITE CONTEXT



Appendix A: Regional Analysis

MAP KEY

- Yerkes Observatory
- Geneva Lake Shore Path
- Lake Shore Path Destination
- Lake Shore Path Access Point

Yerkes Observatory sits high upon a bluff overlooking Williams Bay and Geneva Lake. The lake, 5,400 acres large, is surrounded by a 21-mile public Lakeshore path, connecting visitors and residents of communities like Lake Geneva and Williams Bay with scenic views. In addition to many historic estates along the path, Yerkes Observatory is listed as a Lakeshore path destination, with hopes to encourage even more visitors to explore the site in the future.

EXISTING CONDITIONS

Figure 10: South Lawn

Figure 11: Peering Through Prairie at the Great Dome

Figure 12: Artfully Painted Apiary

Figure 13: South Entrance to Yerkes

Figure 14: Great Dome in the Landscape

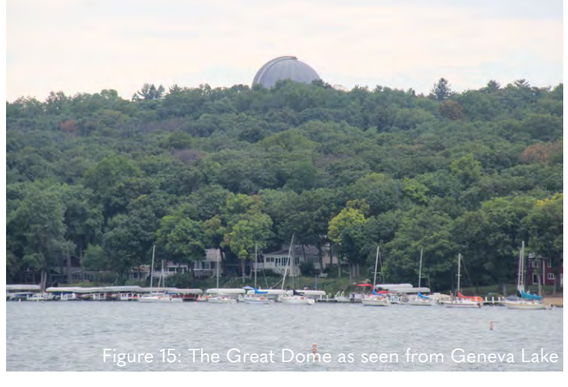
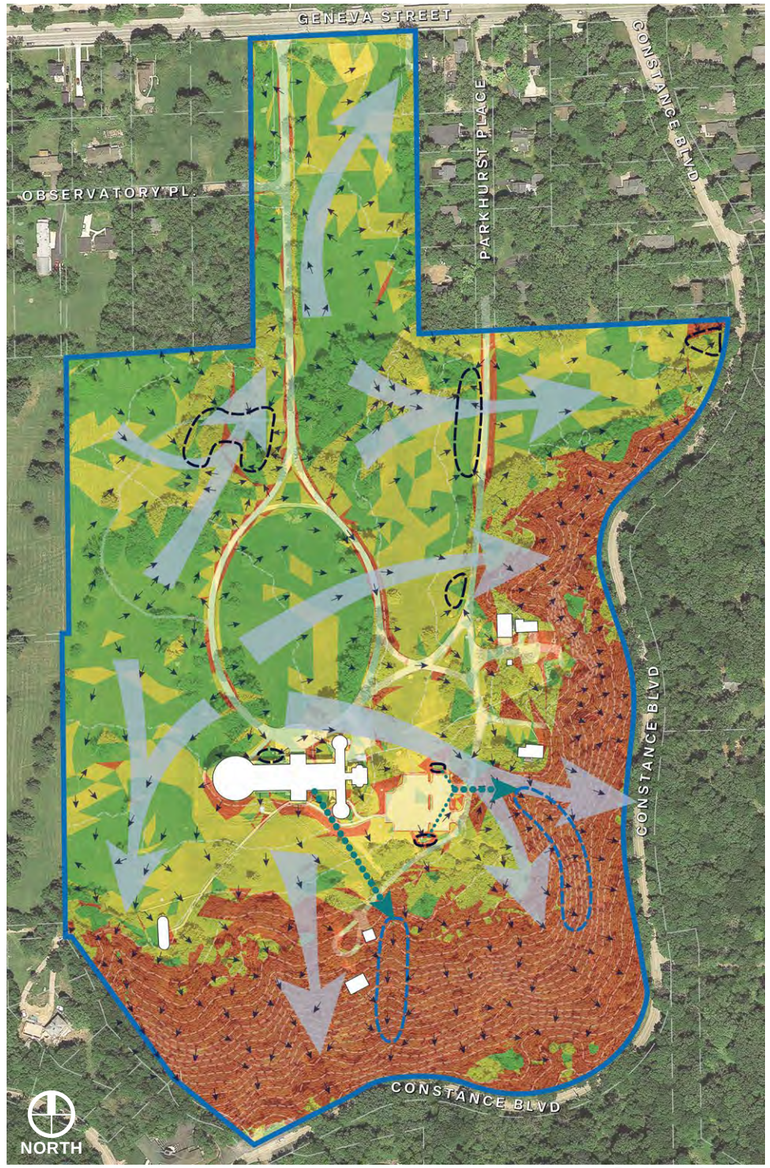


Figure 15: The Great Dome as seen from Geneva Lake

GRADING & DRAINAGE

In order to determine the most suitable locations for site features, a grading and drainage diagram compiles grading and drainage opportunities and constraints. Areas shaded in green indicate the most shallow slopes at 0-3%, yellow indicates intermediate slopes at 3-8%, and red indicates the most steep slopes at 8%+. Pathways less than 5% slope do not require handrails, and pathways 5-8% require handrails according to ADA. While development in areas with steep slopes is possible, there can be significant cost savings when building on tempered terrain. The diagram highlights natural low points that are less suitable for development and provide opportunities for stormwater infiltration. Erosion issues are present in the locations where storm sewer outfalls occur at the top of steep slopes.



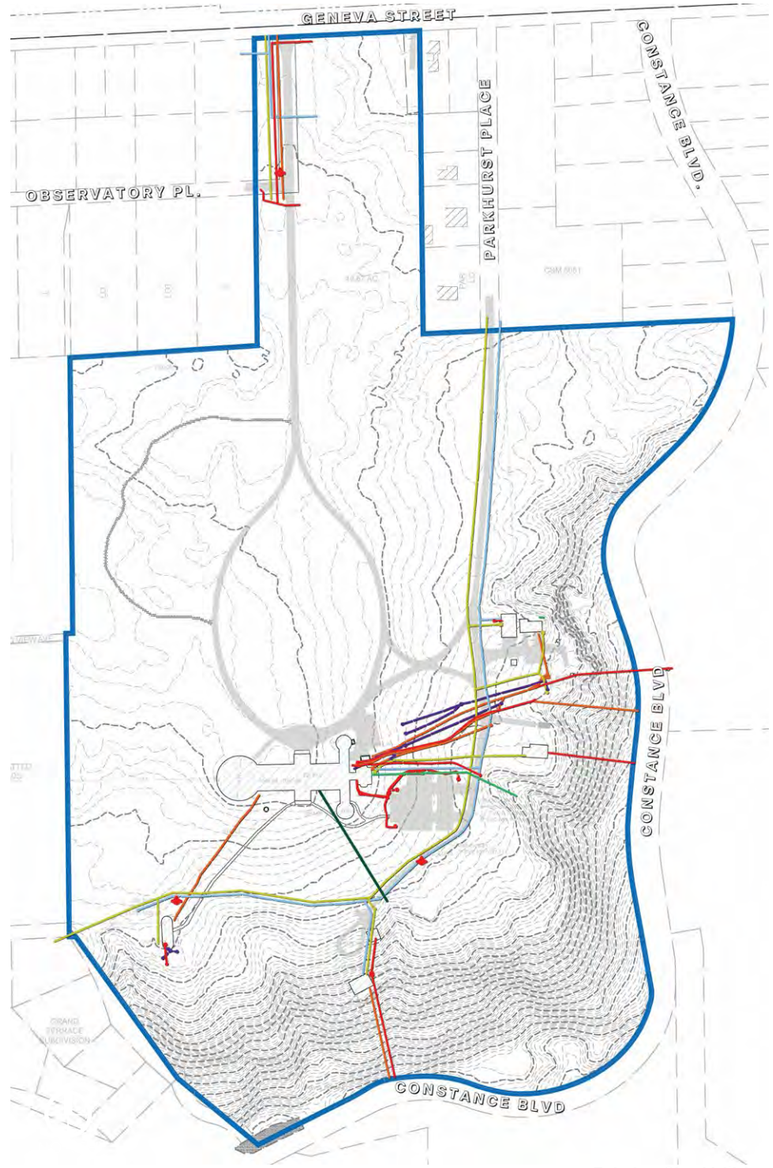
MAP KEY

- 0-3% Slope
- 3-8% Slope
- 8% + Slope
- Drainage Direction
- Overall Drainage Movement
- Low Point
- Erosion Present
- Storm Sewer

Appendix B: **Grading and Drainage Analysis**

UTILITIES

The utility plan highlights the centralized corridor, which stretches from the Observatory east towards the historic location of the power house, the site occupied by the maintenance facility today. Due to incomplete survey information, much of this existing utility information is based on observation and should not be relied upon for construction purposes. Many steam lines which once connected to the powerhouse are now abandoned, and are likely the 'unknown' category in this diagram.



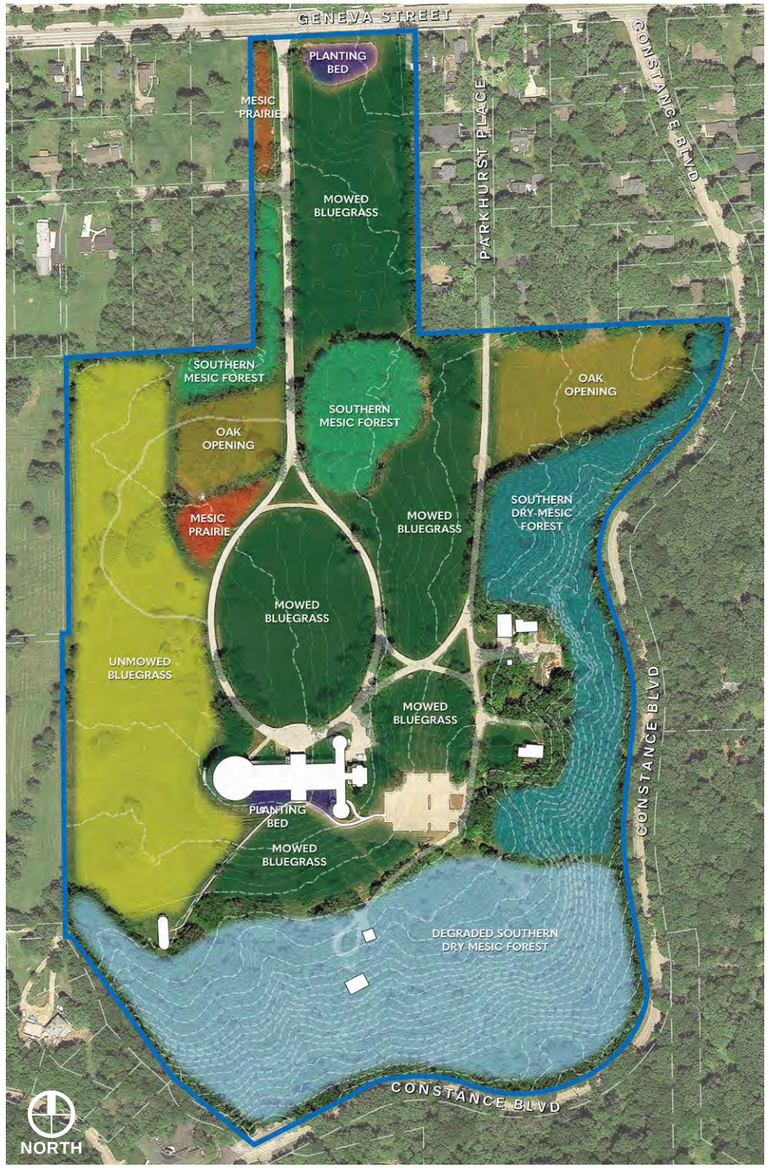
MAP KEY

- Communication
- Electrical
- Gas
- Sanitary
- Water
- Storm
- Unknown
- Hydrant

Appendix C: **Existing Site Utilities**

PLANT COMMUNITIES

The existing condition of the Yerkes site reflects ongoing collaboration with renowned horticulturists, arborists, and dedicated volunteers who have helped reimagine and implement diverse planting efforts. Building upon and refining the historic Olmsted design, the landscape now includes a mix of natural plant communities, such as oak savannas, mesic prairies, and meadow-like areas, alongside maintained open spaces. Over 30% of the site remains high-maintenance mowed bluegrass. The site development plan builds on these efforts, aiming to reduce the extent of mowed lawn, expand native plant communities, and propose key areas for new planting installations—advancing a sustainable, educational, and contemporary interpretation of the Olmsted vision.



MAP KEY

- Planting Bed
- Mesic Prairie
- Oak Opening
- Southern Mesic Forest
- Southern Dry-Mesic Forest
- Degraded Southern Dry-Mesic Forest
- Unmown Lawn
- Mowed Lawn

Appendix D: Existing Plant Communities

Figure 16: Welcome Gardens
Planting Bed

Figure 17: Prairie Signage
Mesic Prairie

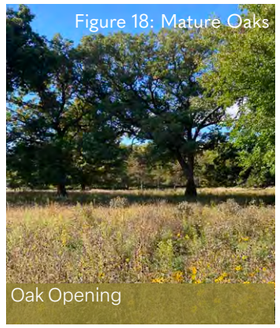


Figure 18: Mature Oaks
Oak Opening

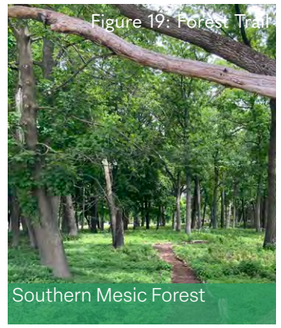


Figure 19: Forest Trail
Southern Mesic Forest

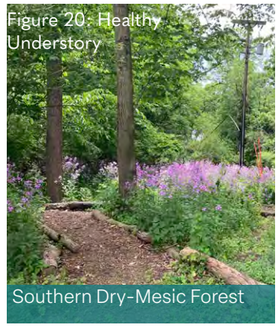


Figure 20: Healthy Understory
Southern Dry-Mesic Forest

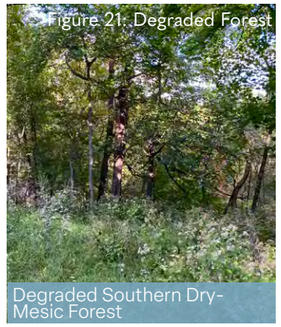


Figure 21: Degraded Forest
Degraded Southern Dry-Mesic Forest

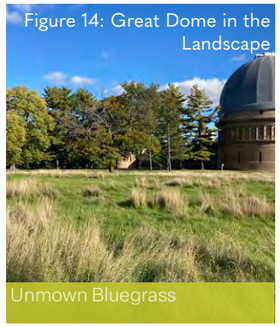


Figure 14: Great Dome in the Landscape
Unmown Bluegrass

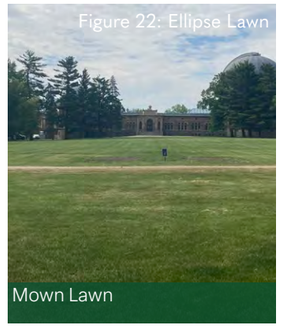
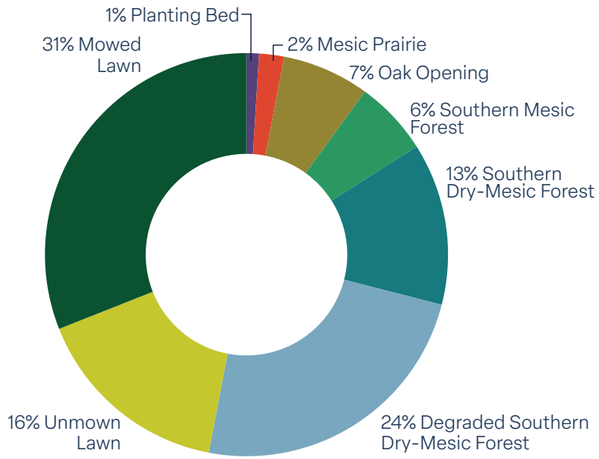


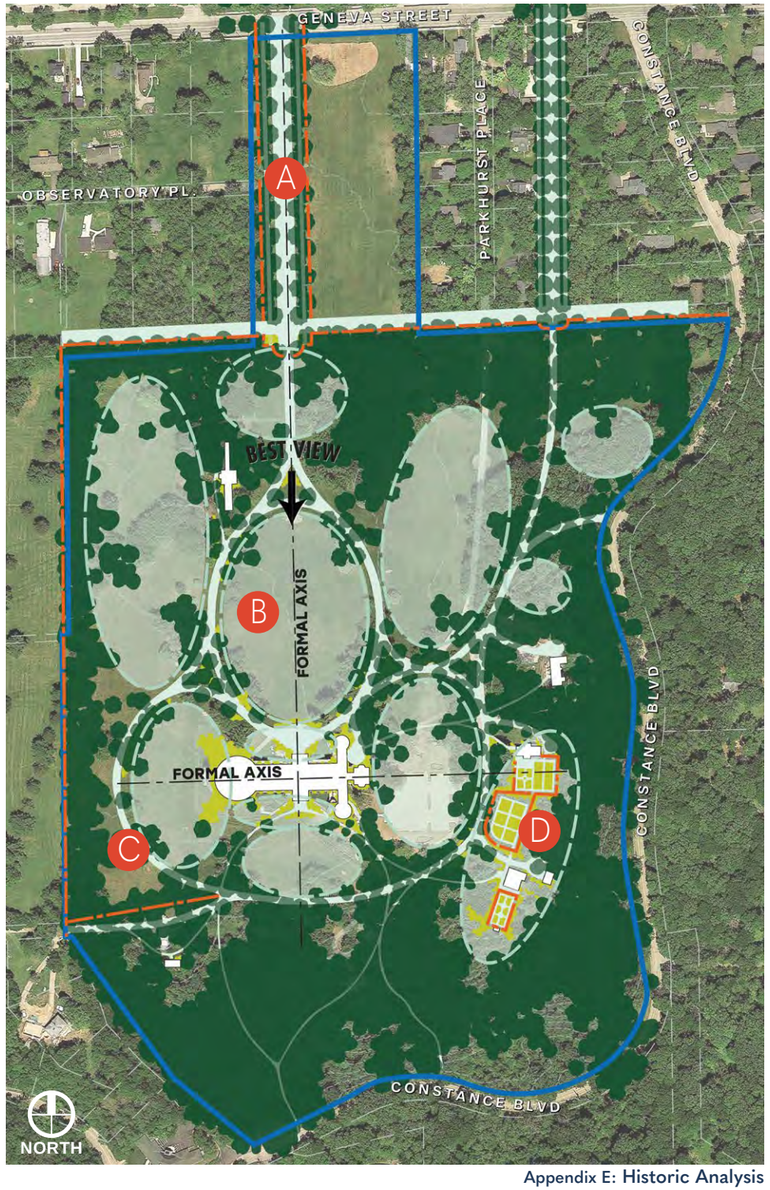
Figure 22: Ellipse Lawn
Mown Lawn



Forests currently cover nearly 40% of the site. However, 24% of the site, roughly two-thirds of the forested area, is considered ‘degraded’ due to overgrown under story of primarily invasive species. The site development plan will highlight the desire to restore these degraded areas, while also aiming to reduce the amount of mowed lawn, expanding native plant communities, and will propose key areas for planting installations.

HISTORIC ANALYSIS

The Olmsted plan is overlaid on the present-day site plan, revealing which parts of the plan were implemented and how elements have adapted over time. The original plan focused on creating path circuits and establishing formal geometries with the main goal of creating framed views of the pinnacle of the landscape, the observatory itself. Additionally, the Olmsted Brothers' design introduced a pastoral, park-like arrangement of trees and shrubs that defined a series of outdoor rooms across the site, as illustrated in the diagram. While many of these rooms remain visible in the landscape, the site development plan offers opportunities to enhance existing ones and create new spatial experiences in keeping with the original vision.



Appendix E: Historic Analysis

MAP KEY

- Proposed Olmsted Plan Shrub Areas/ Planting Beds
- Proposed Olmsted Plan Tree Canopy
- Olmsted Plan Paths
- Olmsted "Rooms"
- Approximate Site Fence Location

Figure 23: Proctor Park
gateway at Proctor Park

Figure 24: Central Park
allée of trees along the mall at Central Park

A AVENUE & GATEWAY

The Olmsted vision begins with a formal tree-lined avenue featuring a 40-foot roadway flanked by two 8-foot gravel walking paths. This design creates a cathedral-like experience, with inner rows of elms arching overhead to form a vaulted canopy, while the outer rows of maples evoke stained glass windows, enclosing the space with layered texture and seasonal color.

Figure 9: Yerkes Bird's Eye
ellipse today

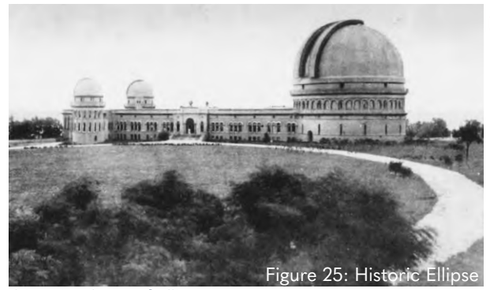


Figure 25: Historic Ellipse
historic photo of ellipse

B THE ELLIPSE

The formal drive splits into an elliptical loop, creating a meadow-like foreground that frames the most iconic view of the observatory—positioned along the building's main axis and set at a thoughtful distance to enhance its grandeur and visual impact.

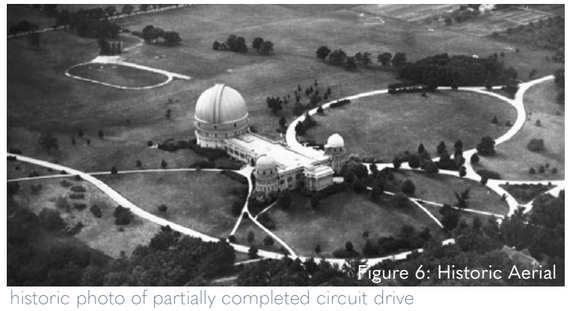


Figure 6: Historic Aerial
historic photo of partially completed circuit drive

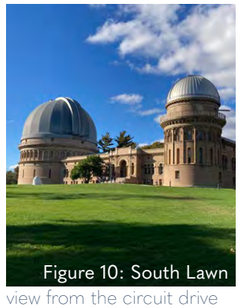


Figure 10: South Lawn
view from the circuit drive

C CIRCUIT DRIVE

Originally proposed as a vehicular path, this route was intended to offer scenic views of the observatory from an ideal distance while defining the edge of the surrounding woods. However, it was never completed due to concerns that vehicle headlights would interfere with astronomical observations.

Figure 26: Modern Planting
foundation planting today

Figure 27: Historic Planting
historic photo of Olmsted planing plan

D PLANTING PLAN

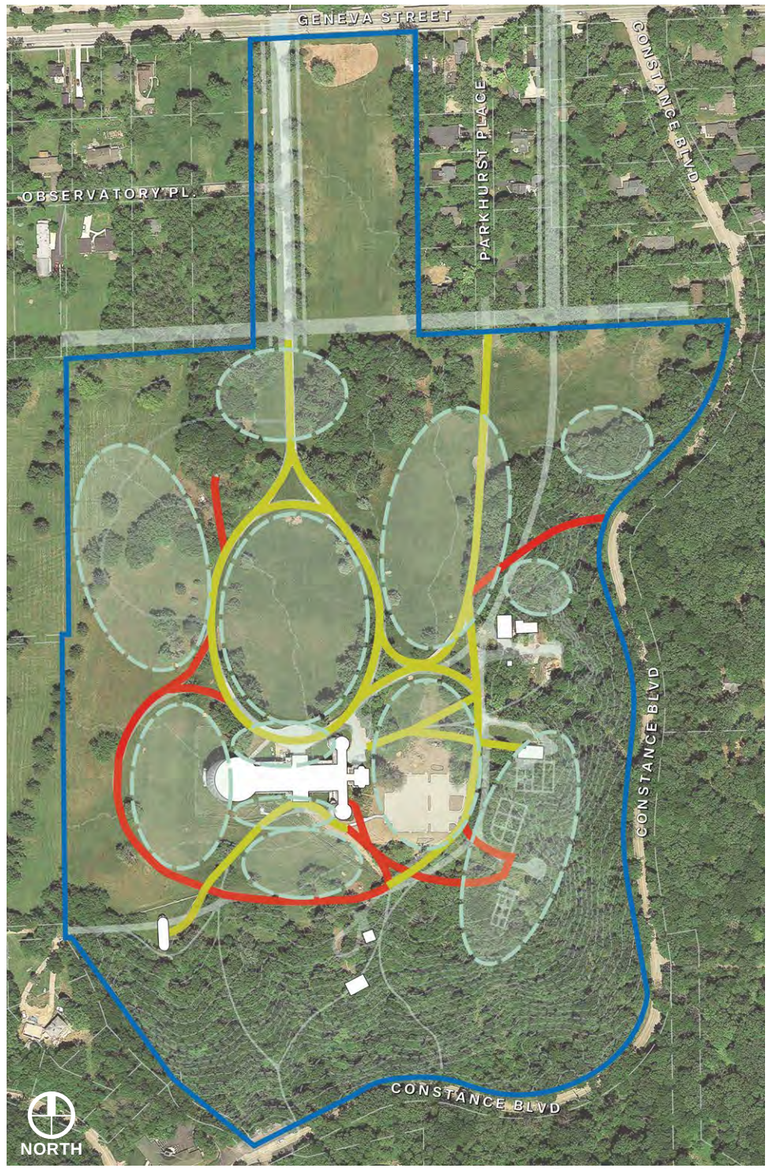
The planting plan primarily emphasizes trees, noting that shade-tolerant understory shrubs should be introduced once the canopy matures. Additionally, it originally included foundation plantings around the observatory and formal gardens adjacent to the director's house.

OLMSTED PLAN CIRCULATION

While many of the formal geometries and major pathways from the original Olmsted plan were implemented, this diagram highlights several missing links. Many of the Olmsted paths, shaded in light blue, have been completed but at a slightly shifted position compared to the proposed plan. An example of this includes the connection to Parkhurst Place, which was built further to the west than the Olmsted plan anticipated. Since the intent of the Olmsted paths was to frame views of the Observatory, restoring key connections will be a priority in the site development plan, such as the circuit drive and connection to Constance Boulevard. The concept development process explores how the historic path network can guide the placement of key site features and shape circulation patterns. At the same time, areas of the site that diverge from the original plan offer opportunities for thoughtful development and adaptation without compromising historic integrity.

MAP KEY

- Incomplete Olmsted Path
- Completed Olmsted Path
- Olmsted Plan Paths
- Olmsted "Rooms"



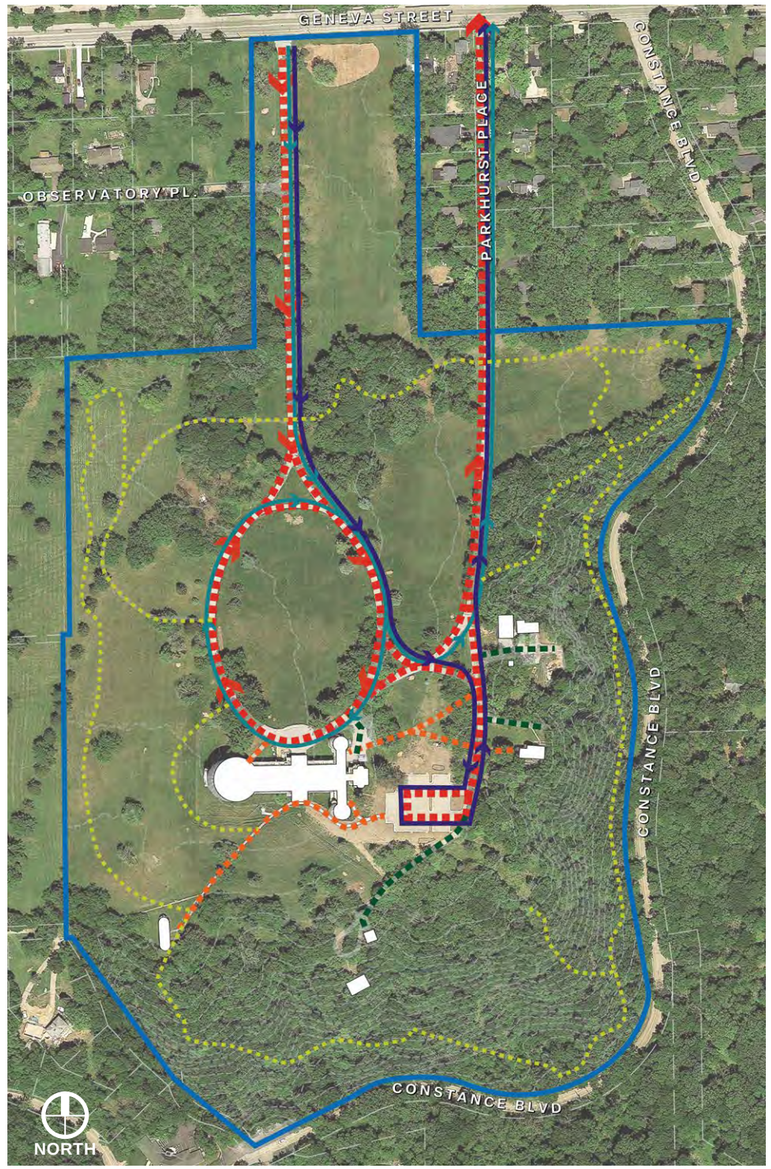
Appendix F: Olmsted Plan Circulation Analysis

CURRENT CIRCULATION

To establish a new circulation pattern, current movement through the site was carefully studied. The entry drive to the ellipse functions as a one-way route, with vehicles exiting onto Parkhurst Place, and circulation around the grand Olmsted Ellipse is typically reserved for special event drop-offs. While a few paved paths are in place, most pedestrian circulation occurs along gravel paths, mowed routes, or woodland trails. The concept development phase explored a new hierarchy of pedestrian and vehicular circulation to better support access and functionality across the site.

MAP KEY

- Primary Vehicular
- Service Vehicular
- Primary/Paved Pedestrian
- Secondary/Gravel/Mowed Pedestrian
- Visitor Circulation
- Special Event Circulation



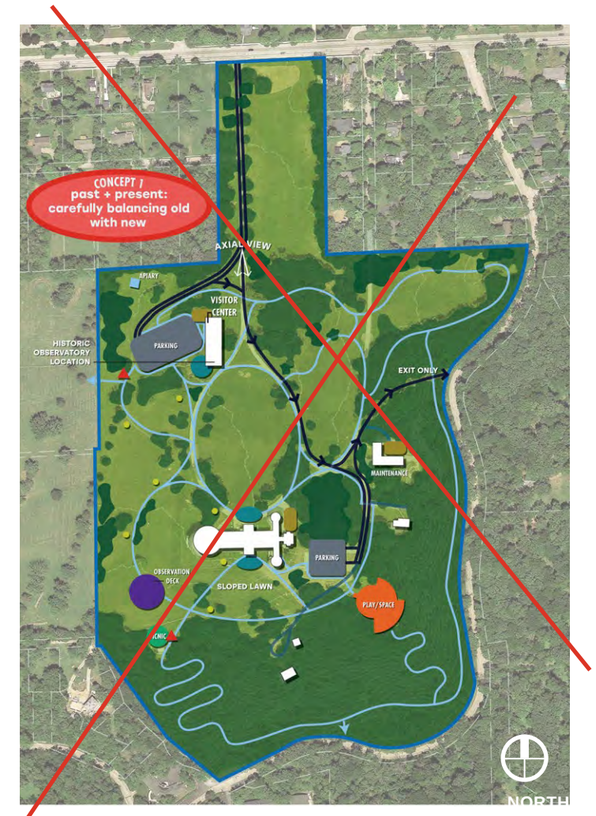
Appendix G: Current Circulation

CONCEPT DEVELOPMENT

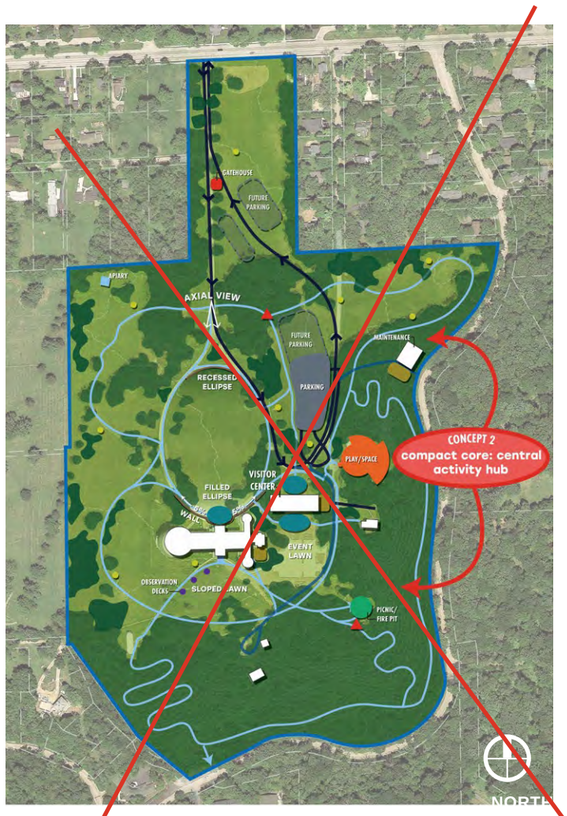
Figure 28: Night Time Observations

EARLY STUDIES

A GALLERY OF BAD IDEAS



Appendix H: EARLY STUDY, VISITOR CENTER TO NORTH1



Appendix I: EARLY STUDY, EXIT TO GENEVA ST

Appendix J: EARLY STUDY, CONSTRUCTION TO NORTH EAST

Multiple possible site layouts were considered (and discarded) as the Yerkes team examined how each program element relates to one another and to existing site features in terms of space, circulation, function, and user experience.

These diagrammatic explorations help ensure that the site development plan considered a range of possible solutions to meet Yerkes goals.

These early ideas--ultimately abandoned--helped inform our guiding principles:

- **Preserve the historic character of the Olmsted Ellipse and support pedestrian safety by maintaining one-way traffic**
- **Relocate the site exit to Constance Boulevard to better accommodate traffic flow**
- **Connect the Visitor Center to the Observatory to enhance function and user experience**

Designers utilized 3-D models to explore the relationship between key site features, such as the Play/Space, and the Observatory.

THE NEW SITE DEVELOPMENT PLAN

Figure 30: Spring at Yerkes

Appendix K: Site Development Plan

FINAL PLAN AND OUTCOMES

The Yerkes Observatory Site Development Plan reflects the core values of the 2024–2034 Strategic Plan, prioritizing a future that unites science, art, culture, and landscape. Rooted in the legacy of the Olmsted Brothers' historic landscape, the plan preserves key features while accommodating the evolving needs of the site, balancing historic preservation with modern functionality.

The landscape framework focuses on enhancing ecological health and user experience. Natural plant communities including oak savannas, mesic prairies, and meadows are being expanded across site to a total of over 32 acres, reducing high-maintenance mowed bluegrass cover by 41%. While iconic lawn areas such as the Ellipse and south lawn are preserved, the plan emphasizes a contemporary interpretation of Olmsted's vision.

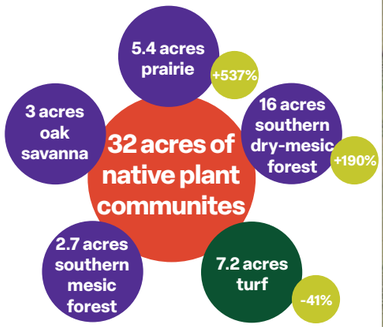
Circulation strategies address both vehicular and pedestrian movement across the site. One-way traffic will continue around the Ellipse to preserve its historic character and improve pedestrian safety, while exit circulation will be routed to Constance Boulevard to better handle increased traffic flow. This new exit route aligns with the Olmsted's vision for the site, which included a roadway to Constance; a connection that existed until the 1980's. Pedestrian pathways are reimagined with a new hierarchy of widths and materials based on seasonal use, volume, and accessibility. Stabilized granite paths will support accessibility in key areas, while mown trails offer a flexible, low-impact alternative.

Spatial planning for key program elements is based on careful studies of site relationships and user needs. The Visitor Center will connect to the Observatory while the maintenance facility will be relocated near Constance to separate operational functions from public areas. The primary parking lot is tucked into a wooded area for screening, gently guiding visitors through planted areas on their approach to the visitor center. The new site configuration will support peak parking for approximately 150 vehicles.

Overall, the plan honors the site's historic character while enabling Yerkes Observatory to serve its contemporary mission as a scientific, educational, and cultural destination.

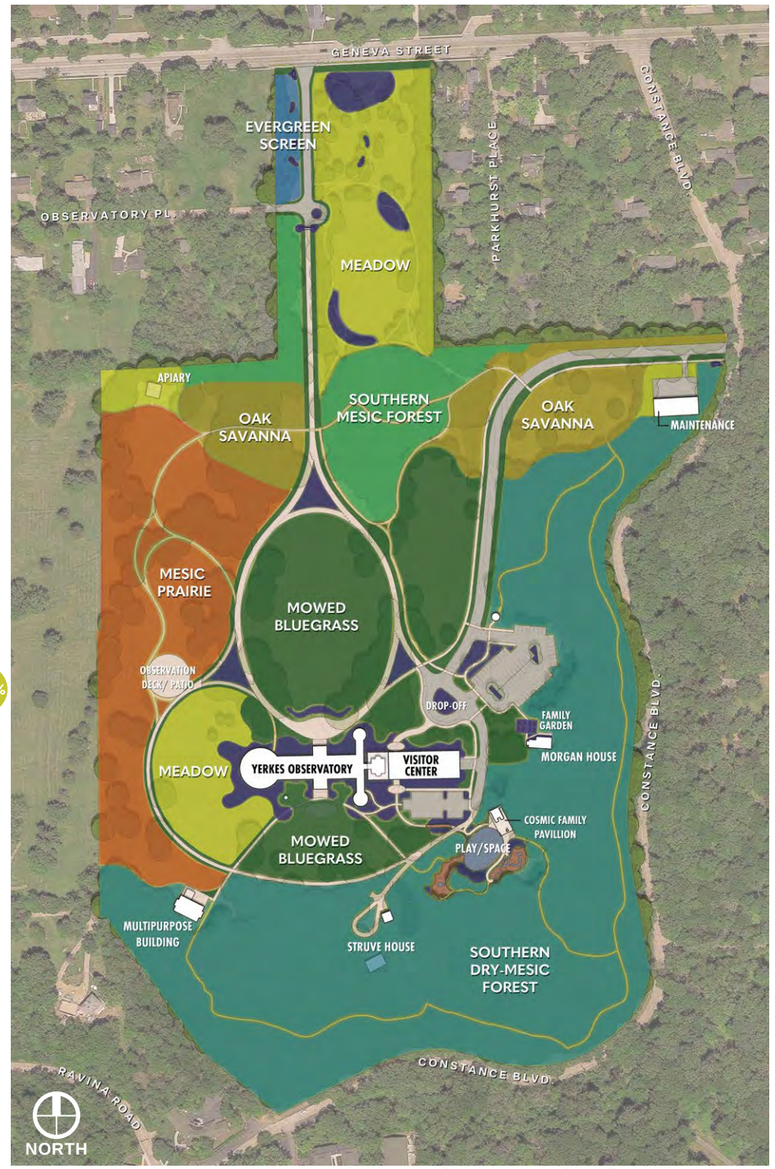
PLANT COMMUNITIES

By prioritizing a diverse range of communities, the site development plan enhances biodiversity, reinforces the natural site character, and supports long term stewardship goals. Placement of plant community types balances ecological function with aesthetic and experiential qualities, integrating restored forests, prairie expansions, and flexible-use areas. Circulation routes, gathering spaces, maintenance, and view sheds have all been considered to ensure a seamless relationship between planted environments and site use.



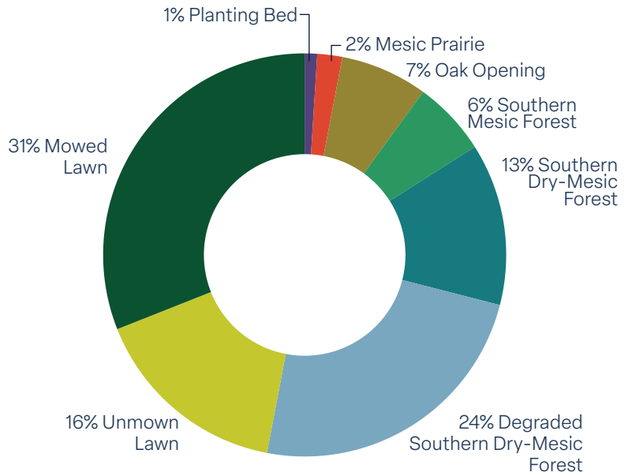
MAP KEY

- Planting Bed
- Mesic Prairie
- Oak Savanna
- Southern Mesic Forest
- Southern Dry-Mesic Forest
- Meadow
- Mowed Lawn
- Evergreen Screen

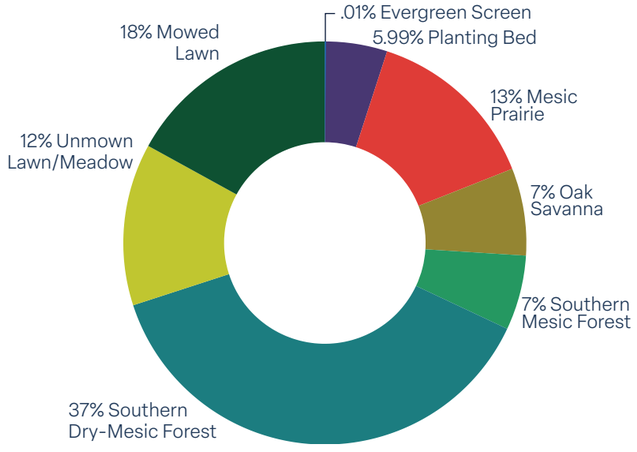


Appendix L: Site Development Plan Plant Communities

EXISTING CONDITIONS



PROPOSED



The use of plant communities throughout the site aligns with Yerkes' core value of stewardship. The vision for the future expands these communities, while improving conditions in those already established, such as restoring degraded forested areas through the removal of understory and transitioning Oak Openings to Oak Savannas by increasing the diversity and density of native grasses, sedges, and forbs. The plan restores 10 acres of degraded woodland, a 190% increase. The site development plan expands plant communities and planted areas, reducing the amount of lawn. Native plant communities provide immense ecological value while the reduction of maintenance needed to upkeep mowed lawn reduces environmental impacts site wide.

In the site development plan, mowed lawn is preserved high-activity areas where flexibility is key, and mow-edges have been added along naturalized areas to give a clean and crisp edge along key circulation routes. Unmowed lawn/meadow conditions are used in areas where a naturalistic appearance may be desired, but visibility to gardens and/or site structures is key, making a lower-growing meadow more suitable than a taller plant community. Prairie has greatly expanded across the site, a 537% increase, and will be tied-in seamlessly to the adjacent site in the future.

STORMWATER MANAGEMENT STRATEGIES

Stormwater management at Yerkes Observatory prioritizes protecting Geneva Lake and minimizing site erosion. New impermeable surfaces will be paired with bioretention areas to capture, filter, and infiltrate runoff on-site, reducing peak flows and preventing pollutants from reaching the lake. The plan also includes improvements to reduce erosion, particularly at stormwater outfall areas, where reinforced planting and grading strategies will stabilize soils and slow water movement. Overall, the goal is to manage stormwater sustainably, maintain site health, and protect the surrounding watershed.

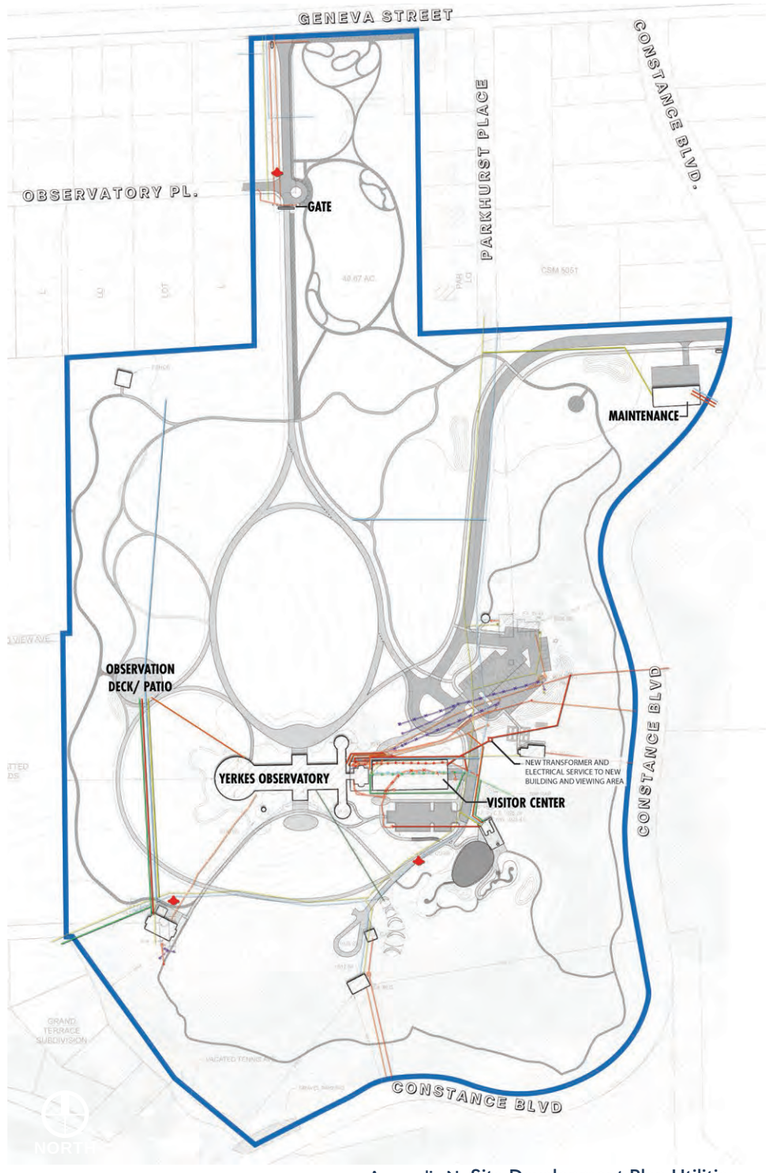
MAP KEY

- Stormwater Basin
- Improved Drainageway

Appendix M: Site Development Plan Stormwater Management Strategies

UTILITIES

The proposed site utilities plan is designed to connect key features, such as the observation deck and the relocated maintenance facility, while minimizing disruption to the landscape. Utility lines are strategically connected to existing infrastructure or exterior sources to avoid crossing through the site, reducing visual and environmental impact. Additional water lines have been placed throughout the site for easy access, especially as it relates to future and current planting projects.



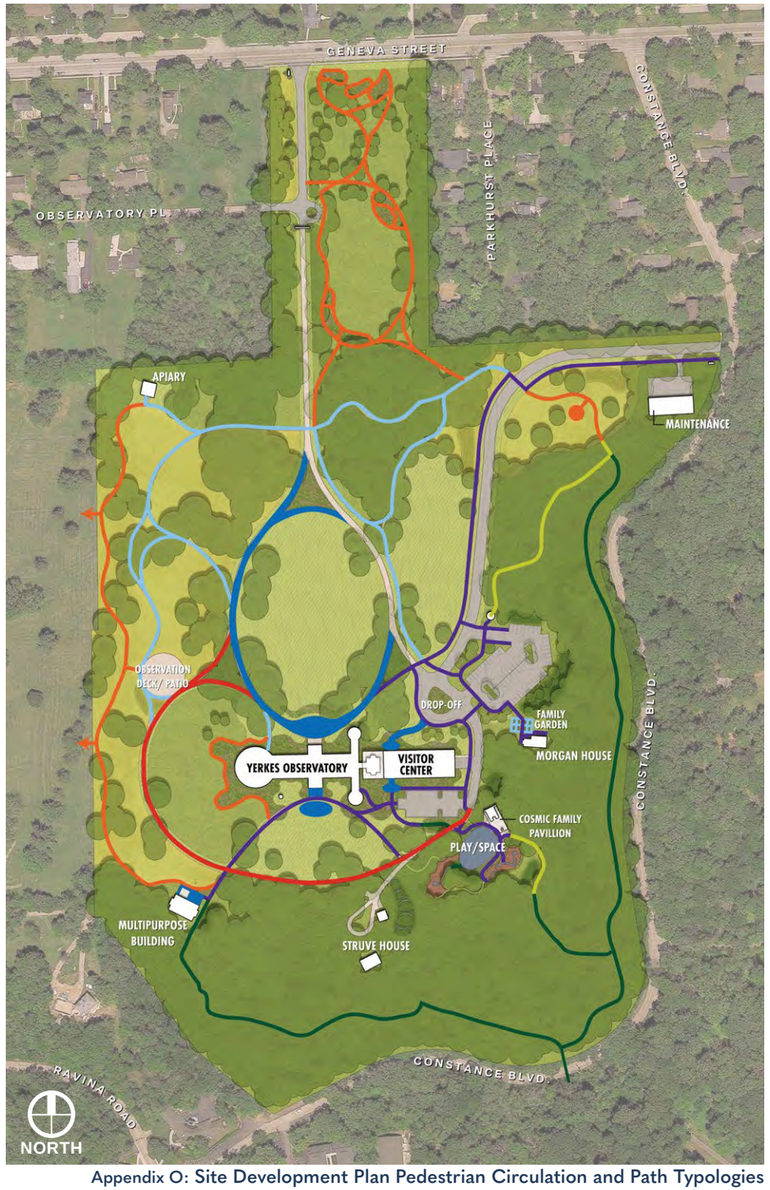
MAP KEY

- Proposed Communication
- Existing Communication
- Proposed Electrical
- Existing Electrical
- Proposed Gas
- Existing Gas
- Proposed Sanitary
- Existing Sanitary
- Proposed Water
- Existing Water
- Proposed Storm
- Existing Storm
- Existing Unknown
- Existing Hydrant
- Remove
- Relocate

Appendix N: Site Development Plan Utilities

PEDESTRIAN CIRCULATION AND PATH TYPOLOGIES

This diagram illustrates the proposed path widths and materials for pedestrian circulation, tailored to anticipated traffic volume, seasonal use, and accessibility requirements. Seasonal paths are designated as stabilized granite in areas where accessibility is a priority, and as mown paths where the intention is to maintain a trail-like experience with limited accessibility needs. Mown paths also offer flexibility for future adjustments. Path widths are carefully considered—not only to accommodate the number of users but also to determine which routes can support service vehicle access.



MAP KEY

- Specialty Pedestrian Space - Width and Material Varies
- 8’ Standard Concrete
- 6’ Standard Concrete
- 6’ Stabilized Granite Path
- 6’ Mow Path
- 4’ Woodland Trail
- Boardwalk/Stairs - Width Varies

Appendix O: Site Development Plan Pedestrian Circulation and Path Typologies

Figure 31: Darwin D. Martin House

Figure 13: South Entrance to Yerkes

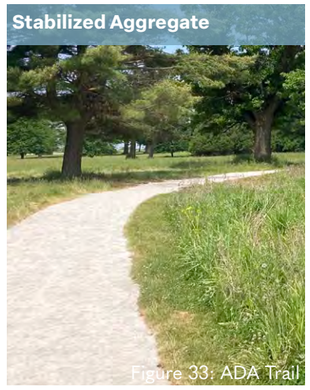


Figure 33: ADA Trail

Figure 8: Mow Path

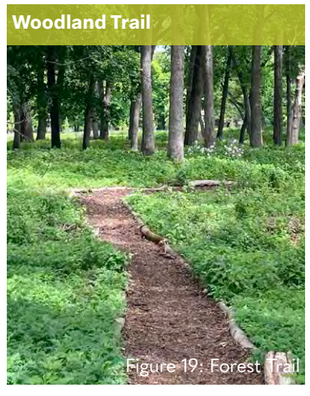


Figure 19: Forest Trail

Figure 32: Lost Creek Falls Stairs

MOOD BOARDS

Figure 34: A Winter's Sunset at Yerkes

MOOD BOARDS

This collection of mood boards captures the unique character of the Yerkes Observatory site through a curated blend of imagery that reflects its evolving identity. Showcasing architecture, site structures, furnishings, and planting palettes, these boards illustrate how the site transitions fluidly between traditional, modern, and rustic expressions. Together, they provide a visual framework for how the built and natural elements work in harmony to support the Observatory's mission, honor its history, and create a welcoming, timeless landscape experience.

ARCHITECTURE

TRADITIONAL

MODERN

RUSTIC

Figure 35: Momentous Building Signage

Figure 36: Morgan House

Figure 37: Traditional Style Modernized

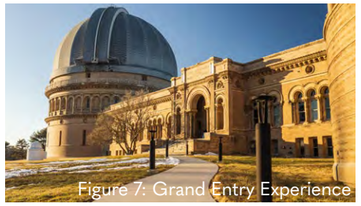


Figure 7: Grand Entry Experience

Figure 38: Detailed Ornamentation

Figure 39: History Meets Modernity

Figure 40: Architectural Harmony at the Swedish Institute

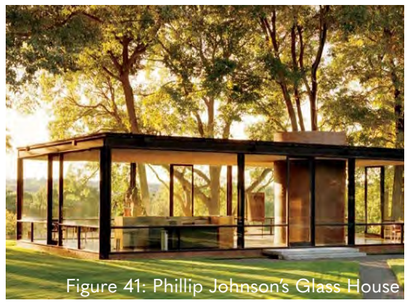


Figure 41: Phillip Johnson's Glass House

Figure 42: Inviting Modern Design

Figure 43: Contemporary Park Architecture

Figure 44: Rustic Style Modernized

Figure 45: Struve House

Figure 46: Maintenance Facility at Storm King Art Center

SITE STRUCTURES

Figure 47: Pergola at the Biltmore Estate

Figure 48: Biltmore Gatehouse

Figure 49: Ornamental Yerkes Gate

Figure 50: Welcome Sign at Yerkes

Figure 12: Artfully Painted Apiary

Figure 51: Play/Space Conceptual Rendering

Figure 52: Discovery Meadows Park Shelter

Figure 53: Sleek Shade Structure

Figure 54: Woven into the Forest

Figure 55: Artful Boardwalk

Figure 12: Lost Creek Falls Stairs

TRADITIONAL

MODERN

RUSTIC

FURNISHINGS AND MATERIALS

TRADITIONAL

MODERN

RUSTIC

Figure 56: Bench with Architectural Motifs

Figure 57: Pavers at Olbrich Botanical Gardens

Figure 58: Hidden Faces in Yerkes Column

Figure 60: Rhythmic Formality

Figure 59: Traditional and Modern Blend

Figure 61: Contemporary Bench in Historic Setting

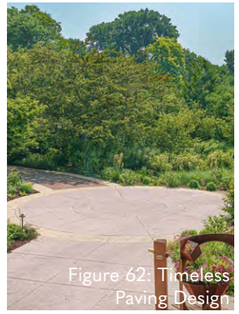


Figure 62: Timeless Paving Design

Figure 63: Organic Forms

Figure 64: Glow Stones

Figure 65: Comfortable Modern Seating

Figure 66: Organic Edge

Figure 67: Limestone Accent Seating

Figure 68: Modern-Rustic Council Ring

Figure 69: Rustic Bench

PLANTING

TRADITIONAL

MODERN

RUSTIC

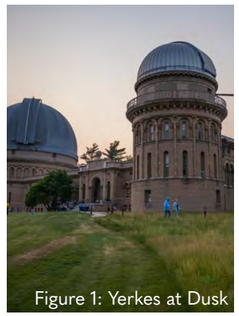


Figure 1: Yerkes at Dusk

Figure 70: Formal Olmsted Planting

Figure 71: Traditional Design at the Biltmore

Figure 72: Modern Take on Traditional Formal Gardens

Figure 73: Olmsted Vision for Yerkes Observatory

Figure 74: Modern Corten Accents

Figure 75: Contemporary Formality

Figure 16: Welcome Gardens

Figure 76: Textural Modern Planting Design

Figure 77: High-Contrast Contemporary Planting

Figure 78: Colorful Prairie Landscape

Figure 8: Mown Path

Figure 79: Whimsical Woodland Planting

Figure 80: Lush Understory

REFERENCE MATERIALS

Figure 81: Yerkes Amongst the Stars

LIST OF FIGURES

Figure 1: Yerkes at Dusk • 1, 37

Figure 2: Golden Hour on the South Lawn • • • • • • • • • • • 1

Figure 3: Research Dome • 2

Figure 4: Sculptures • 2

Figure 5: Event Day • 2

Figure 7: Grand Entry Experience • • • • • • • • • • • • • 3, 34

Figure 6: Historic Aerial • • • • • • • • • • • • • • • • • • • 3, 15

Figure 8: Mown Path • • • • • • • • • • • • • • • • • • 3, 31, 37

Figure 9: Yerkes Bird's Eye • • • • • • • • • • • • • • • • • • 7, 15

Figure 10: South Lawn • 9, 15

Figure 11: Peering Through Prairie at the Great Dome • • • • • 9

Figure 12: Artfully Painted Apiary • • • • • • • • • • • • • 9, 35

Figure 13: South Entrance to Yerkes • • • • • • • • • • • • 9, 31

Figure 14: Great Dome in the Landscape • • • • • • • • • • • 9

Figure 15: The Great Dome as seen from Geneva Lake • • • • 9

Figure 16: Welcome Gardens • • • • • • • • • • • • • • • • 13, 37

Figure 17: Prairie Signage • • • • • • • • • • • • • • • • • • 13

Figure 18: Mature Oaks • 13

Figure 19: Forest Trail • 13

Figure 20: Healthy Understory • • • • • • • • • • • • • • • 13

Figure 21: Degraded Forest • • • • • • • • • • • • • • • • • 13

Figure 22: Ellipse Lawn • • • • • • • • • • • • • • • • • • • 13

Figure 23: Proctor Park • • • • • • • • • • • • • • • • • • • 15

Photo by Phillip Bean Via www.olmsted.org "Olmsted City of Greater Utica"

Figure 24: Central Park • • • • • • • • • • • • • • • • • • • 15

Photo Via www.centralpark.com "The Mall and Literary Walk"

Figure 25: Historic Ellipse • • • • • • • • • • • • • • • • • 15

Figure 26: Modern Planting • • • • • • • • • • • • • • • • • 15

Figure 27: Historic Planting • • • • • • • • • • • • • • • • • 15

Figure 28: Night Time Observations • • • • • • • • • • • • 19, 31

Figure 29: Model Elevation • • • • • • • • • • • • • • • • • 21

Figure 30: Spring at Yerkes • • • • • • • • • • • • • • • • • 23

Figure 31: Darwin D. Martin House • • • • • • • • • • • • • 31

Photo by Iwan Baan and Paul Warchol Via www.tmarch.com "Darwin D. Martin House Visitor Center"

Figure 32: Lost Creek Falls Stairs • • • • • • • • • • • • • 31, 35

Photo Via www.familydesinationsguide.com "Little Known Wisconsin Trail"

Figure 33: ADA Trail • 31

Figure 34: A Winter's Sunset at Yerkes • • • • • • • • • • • • 33

Figure 35: Momentous Building Signage • • • • • • • • • • • 34

Figure 36: Morgan House • • • • • • • • • • • • • • • • • • • 34

Figure 37: Traditional Style Modernized • • • • • • • • • • • 34

Photo Via www.benjaminmoore.com "Northeast: Colour by Region"

Figure 38: Detailed Ornamentation • • • • • • • • • • • • • 34

Figure 39: History Meets Modernity • • • • • • • • • • • • 34

Figure 40: Architectural Harmony at the Swedish Institute • • 34

Photo Via www.hga.com "American Swedish Institute, Nelson Cultural Center"

Figure 41: Phillip Johnson's Glass House • • • • • • • • • • • 34

Photo Via www.architecturaldigrest.com "Architect Phillip Johnson's Glass House"

Figure 42: Inviting Modern Design • • • • • • • • • • • • • • 34

Photo Via www.mooool.com "The imperial Pearl by City Construction Design"

Figure 43: Contemporary Park Architecture • • • • • • • • 34

Photo Via www.insituarchitecture.net "Discovery Meadows Park Shelters"

Figure 44: Rustic Style Modernized • • • • • • • • • • • • • 34

Photo Via www.deucecitieshenhouse.com "The Cabin"

Figure 45: Struve House • • • • • • • • • • • • • • • • • • • 34

Figure 46: Maintenance Facility at Storm King Art Center • • 34

Photo Via www.dirt.asla.org "A Revitalized Strom King Art Center"

Figure 47: Pergola at the Biltmore Estate • • • • • • • • • • • 35

Photo by WLOS Staff Via www.wlos.com "Biltmore Estate"

Figure 48: Biltmore Gatehouse • • • • • • • • • • • • • • • • 35

Photo Via www.theroadstraveled.com "Majestic Biltmore House Showcases Gilded Age Grandeur"

Figure 49: Ornamental Yerkes Gate • • • • • • • • • • • • • 35

Figure 50: Welcome Sign at Yerkes • • • • • • • • • • • • • 35

Figure 51: Play/Space Conceptual Rendering • • • • • • • • 35

Photo by Monstrum

Figure 52: Discovery Meadows Park Shelter • • • • • • • • • 35

Photo Via www.insituarchitecture.net "Discovery Meadows Park Shelters"

Figure 53: Sleek Shade Structure • • • • • • • • • • • • • • 35

Photo by Yoav Peled Via www.landezine-award.com "The Aseret Hill Park"

Figure 54: Woven into the Forest • • • • • • • • • • • • • • 35

Photo Via www.landezine.com "Strandskogen Arninge Ullna"

Figure 55: Artful Boardwalk • • • • • • • • • • • • • • • • • 35

Photo by Lolly Tai Via www.landscapearchitecturemagazine.org "Letting Play Bloom: Designing Nature-Based Risky Play"

Figure 56: Bench with Architectural Motifs • • • • • • • • • 36

Figure 57: Pavers at Olbrich Botanical Gardens • • • • • • • 36

Figure 58: Hidden Faces in Yerkes Column • • • • • • • • • 36

Figure 59: Traditional and Modern Blend • • • • • • • • • • 36

Photo Via www.landscapeforms.com "Northport"

Figure 60: Rhythmic Formality • • • • • • • • • • • • • • • 36

Photo Via www.privatenewport.com "Celebrating Ever-Present Green"

Figure 61: Contemporary Bench in Historic Setting • • • • • 36

Photo Via www.landscapeforms.com "Howard Park"

Figure 62: Timeless Paving Design • • • • • • • • • • • • • 36

Figure 63: Organic Forms • • • • • • • • • • • • • • • • • • 36

Photo Via www.architonic.com "Rough and Ready Raised Border Seat"

Figure 64: Glow Stones • • • • • • • • • • • • • • • • • • • 36

Photo Via www.coregravel.ca "CORE Glow Projects"

Figure 65: Comfortable Modern Seating • • • • • • • • • • 36

Figure 66: Organic Edge • • • • • • • • • • • • • • • • • • 36

Figure 67: Limestone Accent Seating • • • • • • • • • • • • 36

Figure 68: Modern-Rustic Council Ring • • • • • • • • • • • 36

Figure 69: Rustic Bench • • • • • • • • • • • • • • • • • • • 36

Photo Via www.landezine.com "The Sustainable Reinvention of Rotterdam's Lage Bergse Bos"

Figure 70: Formal Olmsted Planting • • • • • • • • • • • • • 37

Photo Via www.biltmore.com "Spring at Biltmore"

Figure 71: Traditional Design at the Biltmore • • • • • • • • • 37

Photo by WLOS Staff Via www.wlos.com "Biltmore Estate"

Figure 72: Modern Take on Traditional Formal Gardens • • • 37

Photo Via www.katieoglesby.com "Black and White Garden"

Figure 73: Olmsted Vision for Yerkes Observatory • • • • • • 37

Figure 74: Modern Corten Accents • • • • • • • • • • • • • • 37

Photo Via www.katieoglesby.com "Corten Garden"

Figure 75: Contemporary Formality • • • • • • • • • • • • • 37

Photo Via www.houseandgarden.co/uk "A garden on the Devon coast in tune with nature, ecology, and its surroundings"

Figure 76: Textural Modern Planting Design • • • • • • • • • 37

Photo Via www.northwindperennialfarm.com "Shedd Aquarium Oceanarium Chicago, Illinois"

Figure 77: High-Contrast Contemporary Planting • • • • • • 37

Figure 78: Colorful Prairie Landscape • • • • • • • • • • • • 37

Photo Via www.news.wisc.edu "UW–Madison Arboretum designated a National Historic Landmark"

Figure 79: Whimsical Woodland Planting • • • • • • • • • • 37

Photo Via www.perfectearthproject.org"Ask the Experts: The Native Plant Combinations the Pros Love"

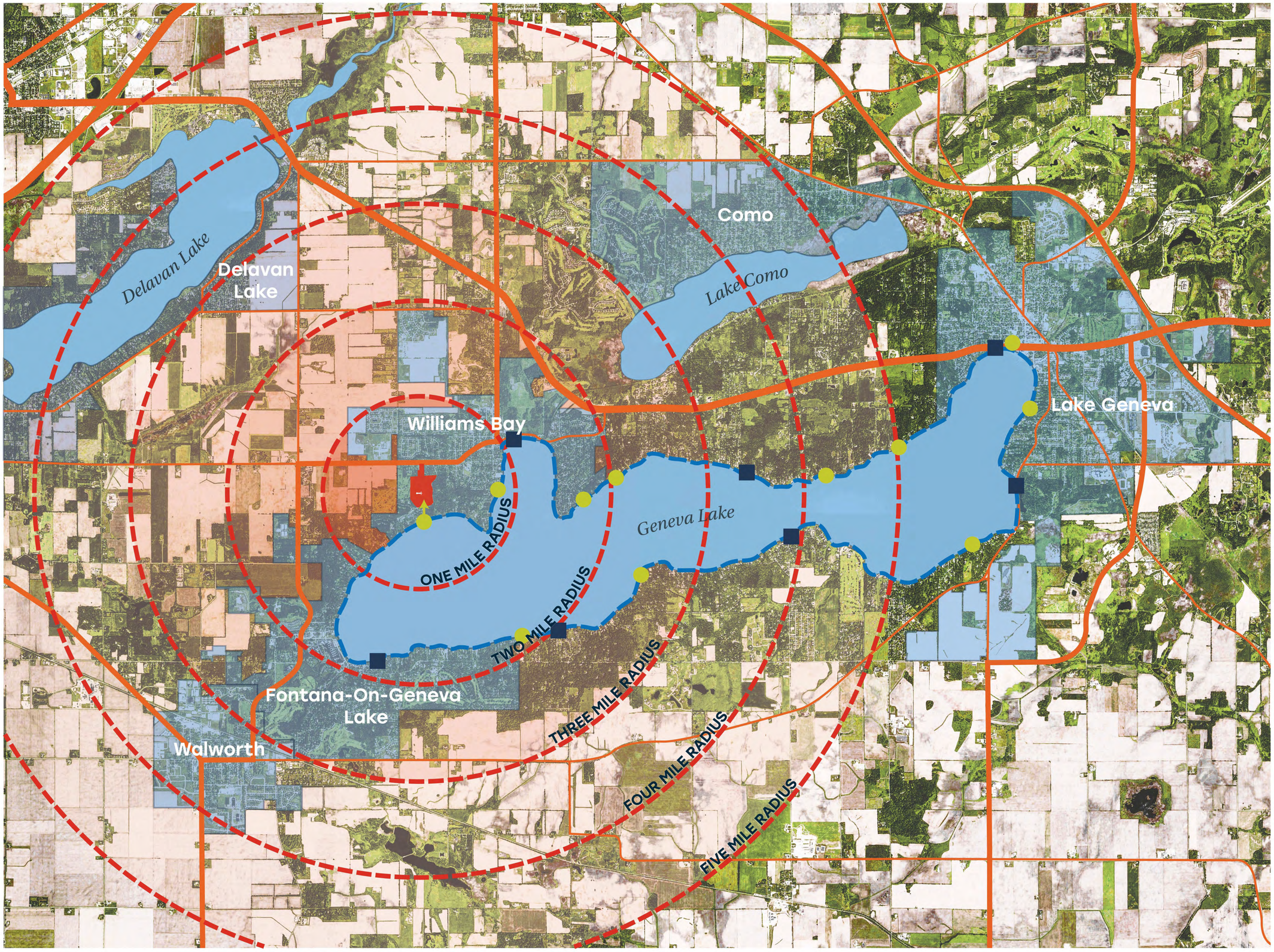
Figure 80: Lush Understory • • • • • • • • • • • • • • • • • 37

Photo Via www.goodoak.com "Woodland Restoration"

Figure 81: Yerkes Amongst the Stars • • • • • • • • • • • • • 39

APPENDIX

Appendix A: Regional Analysis • • •



MAP KEY

- Yerkes Observatory
- Geneva Lake Shore Path
- Lake Shore Path Destination
- Lake Shore Path Access Point

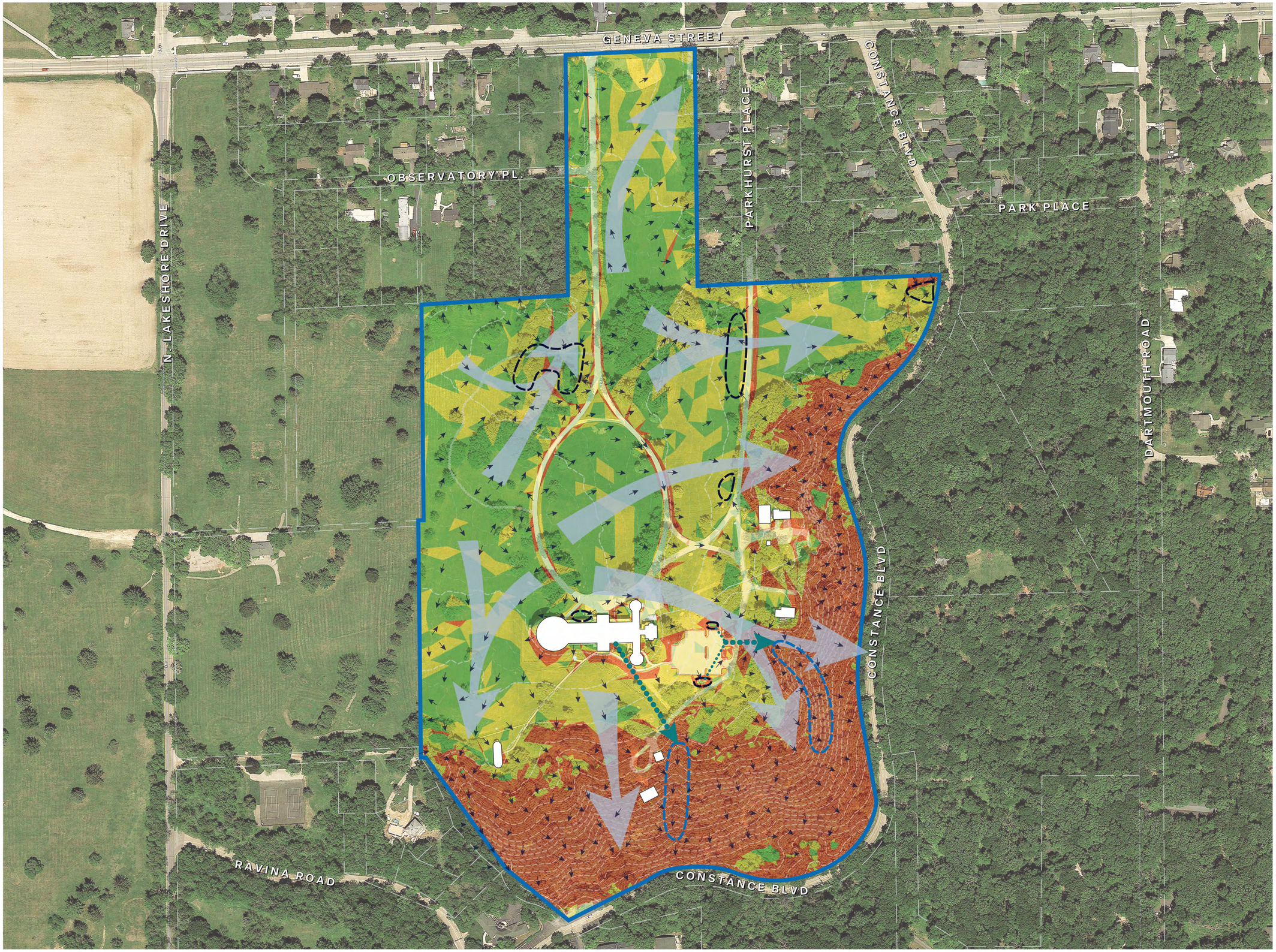
saiki DESIGN

REGIONAL ANALYSIS

yerkes observatory williams bay, wi

yerkes observatory site development plan

SITE ANALYSIS



MAP KEY

- 0-3% Slope
- 3-8% Slope
- 8%+ Slope
- Drainage Direction
- Overall Drainage Patterns
- Lowpoint/Drainage Concern
- Erosion Present
- Culvert

0’ 100’ 300’

NORTH

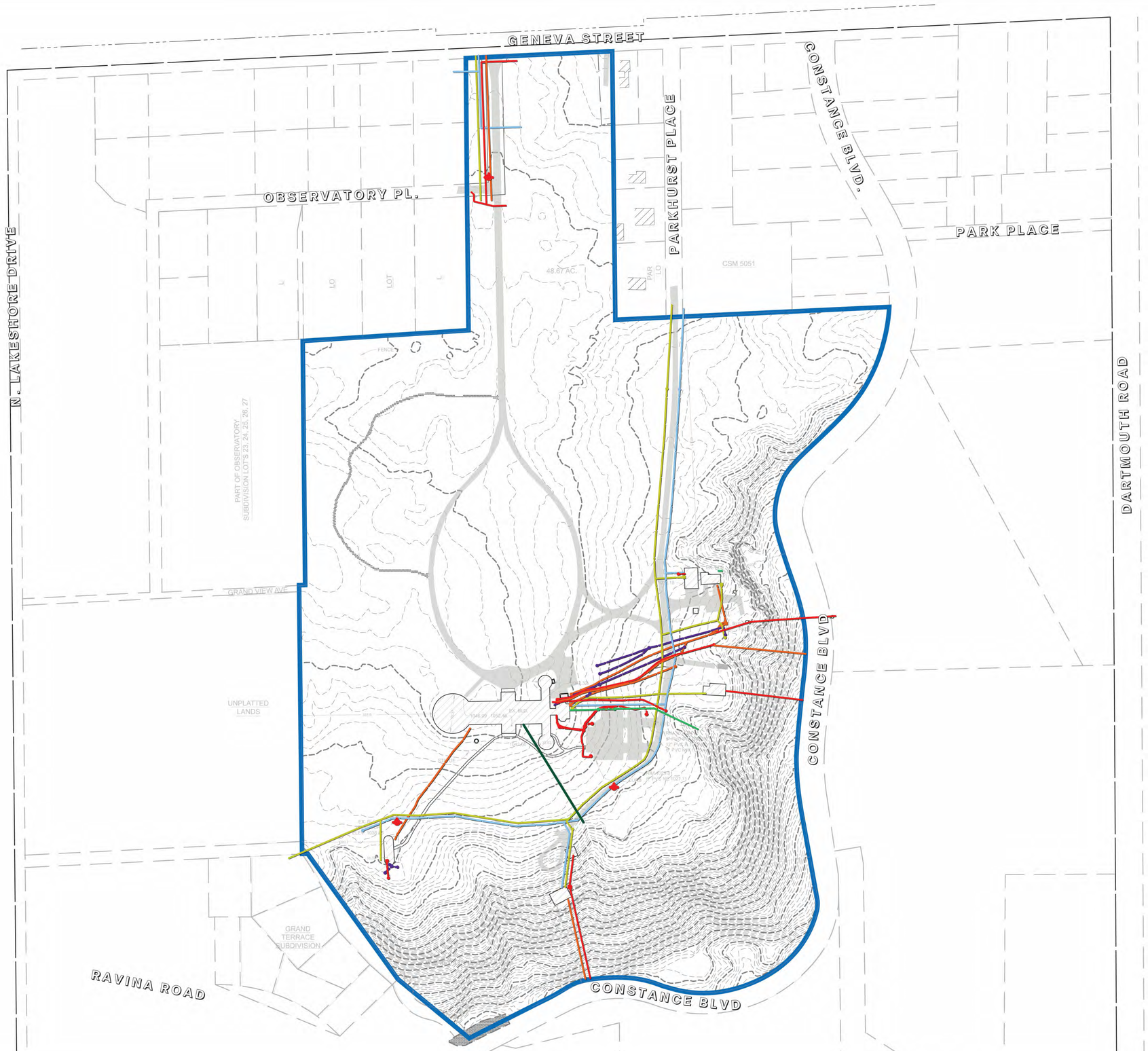
saiki DESIGN

GRADING AND DRAINAGE

yerkes observatory - williams bay, WI

yerkes observatory site development plan

SITE ANALYSIS



MAP KEY

- Communication
- Electrical
- Gas
- Sanitary
- Water
- Storm
- Unknown
- Fire Hydrant

0' 100' 300'

NORTH

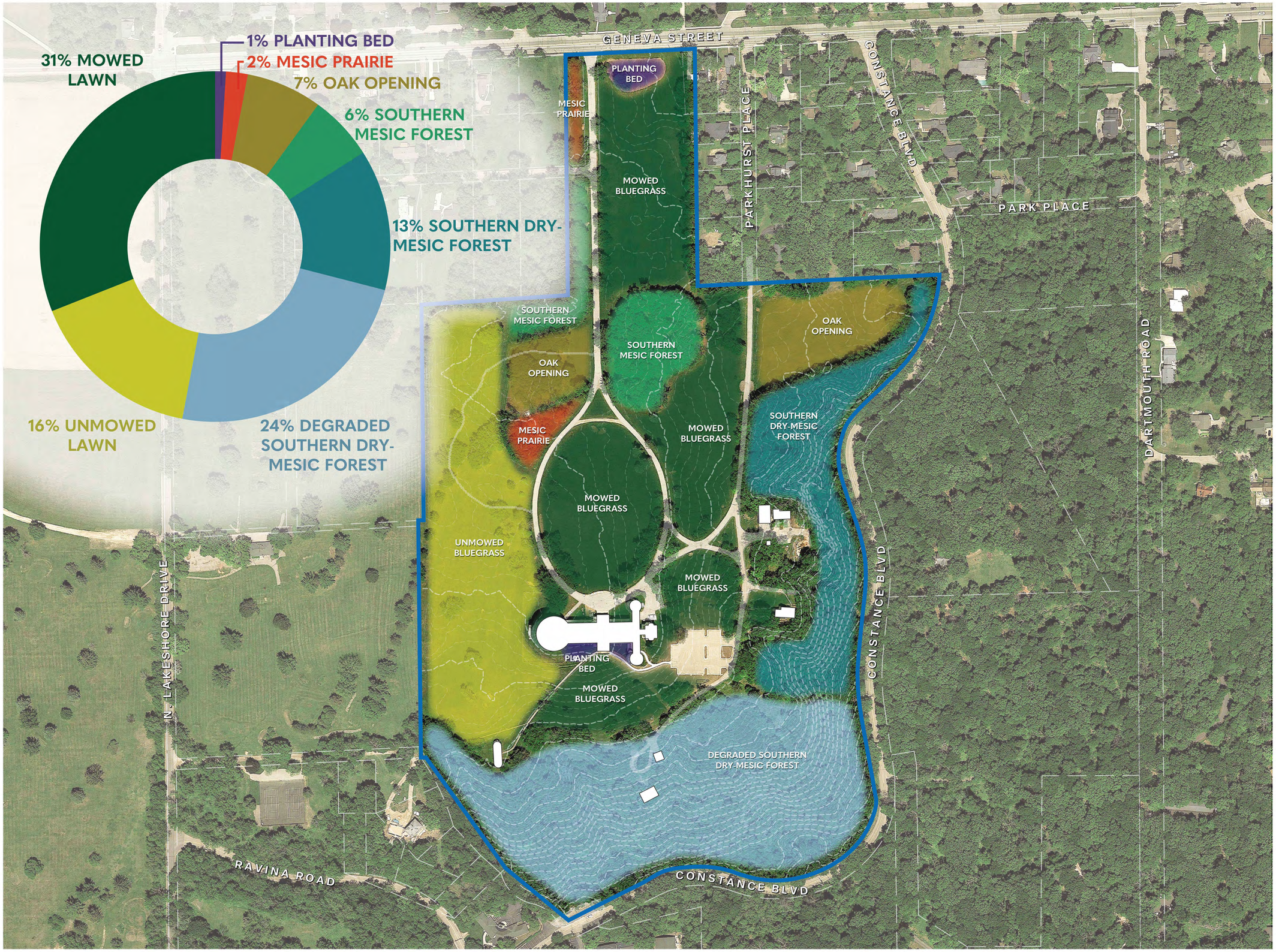
saiki DESIGN

EXISTING UTILITIES

yerkes observatory - williams bay, WI

yerkes observatory site development plan

SITE ANALYSIS



MAP KEY

- Planting Bed
- Mesic Prairie
- Oak Opening
- Southern Mesic Forest
- Southern Dry-Mesic Forest
- Degraded Southern Dry-Mesic Forest
- Unmowed Lawn
- Mowed Lawn

0’ 100’ 300’

NORTH

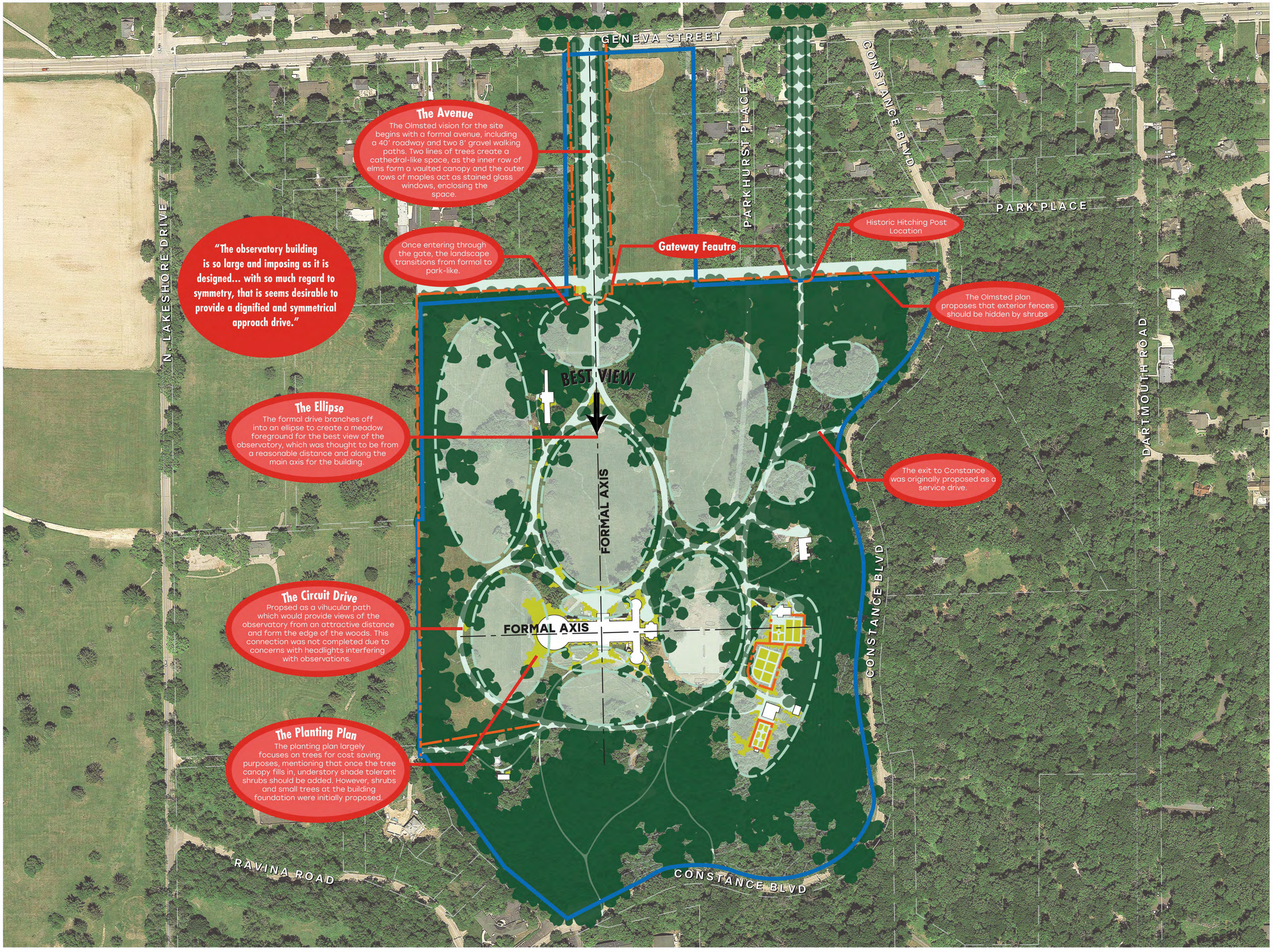
saiki DESIGN

EXISTING PLANT COMMUNITIES

yerkes observatory williams bay, wi

yerkes observatory site development plan

SITE ANALYSIS



MAP KEY

- Proposed Olmsted Plan Shrub Areas/Planting Beds
- Proposed Olmsted Plan Tree Canopy
- Olmsted Plan Paths
- Olmsted Plan "Rooms"
- Approximate Site Fence Location

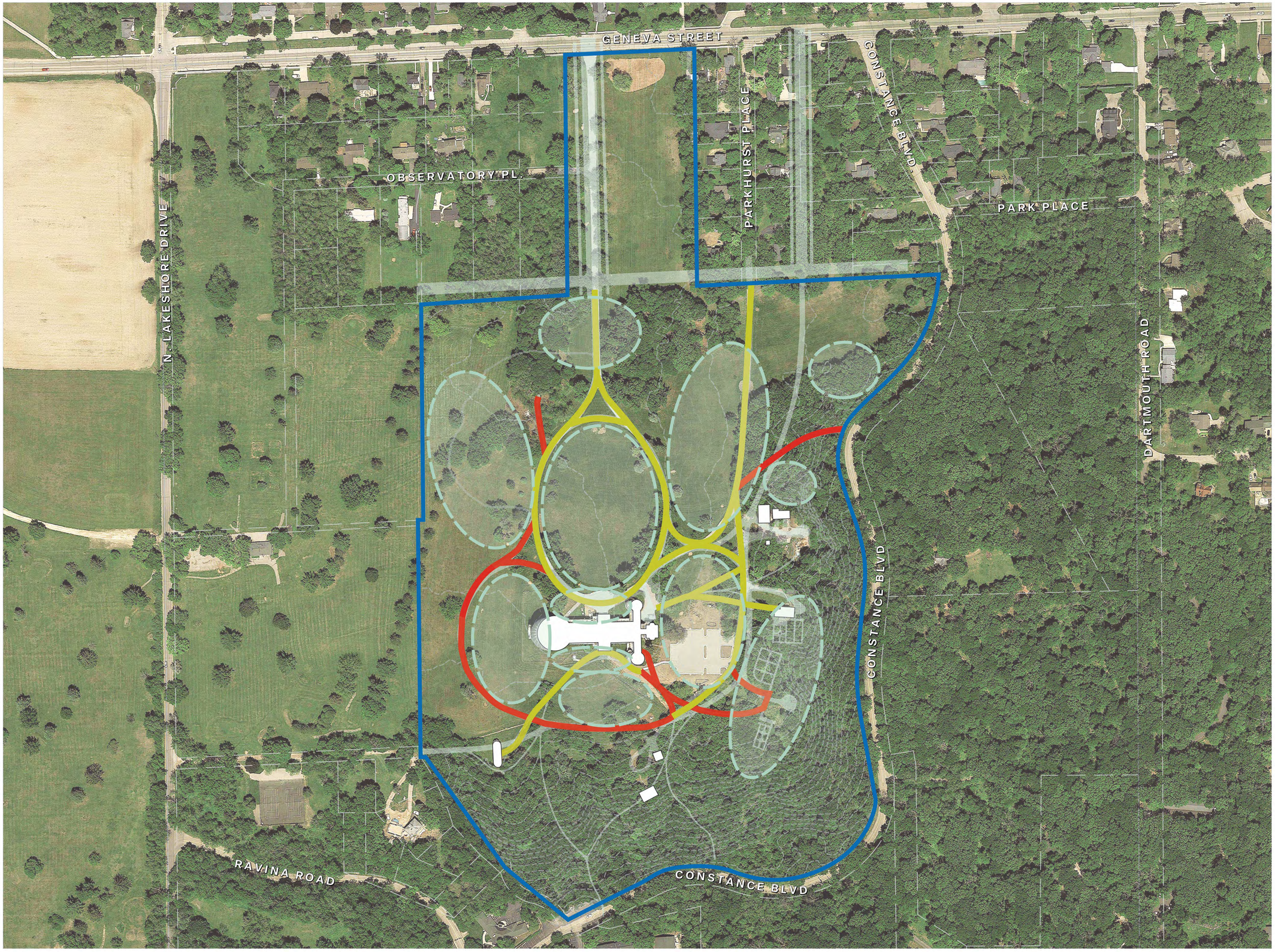
saiki DESIGN

HISTORIC ANALYSIS

yerkes observatory williams bay, wi

yerkes observatory site development plan

SITE ANALYSIS



MAP KEY

- Existing Olmsted Path
- Missing Olmsted Path
- Olmsted Plan Paths
- Olmsted Plan “Rooms”

0’ 100’ 300’

NORTH

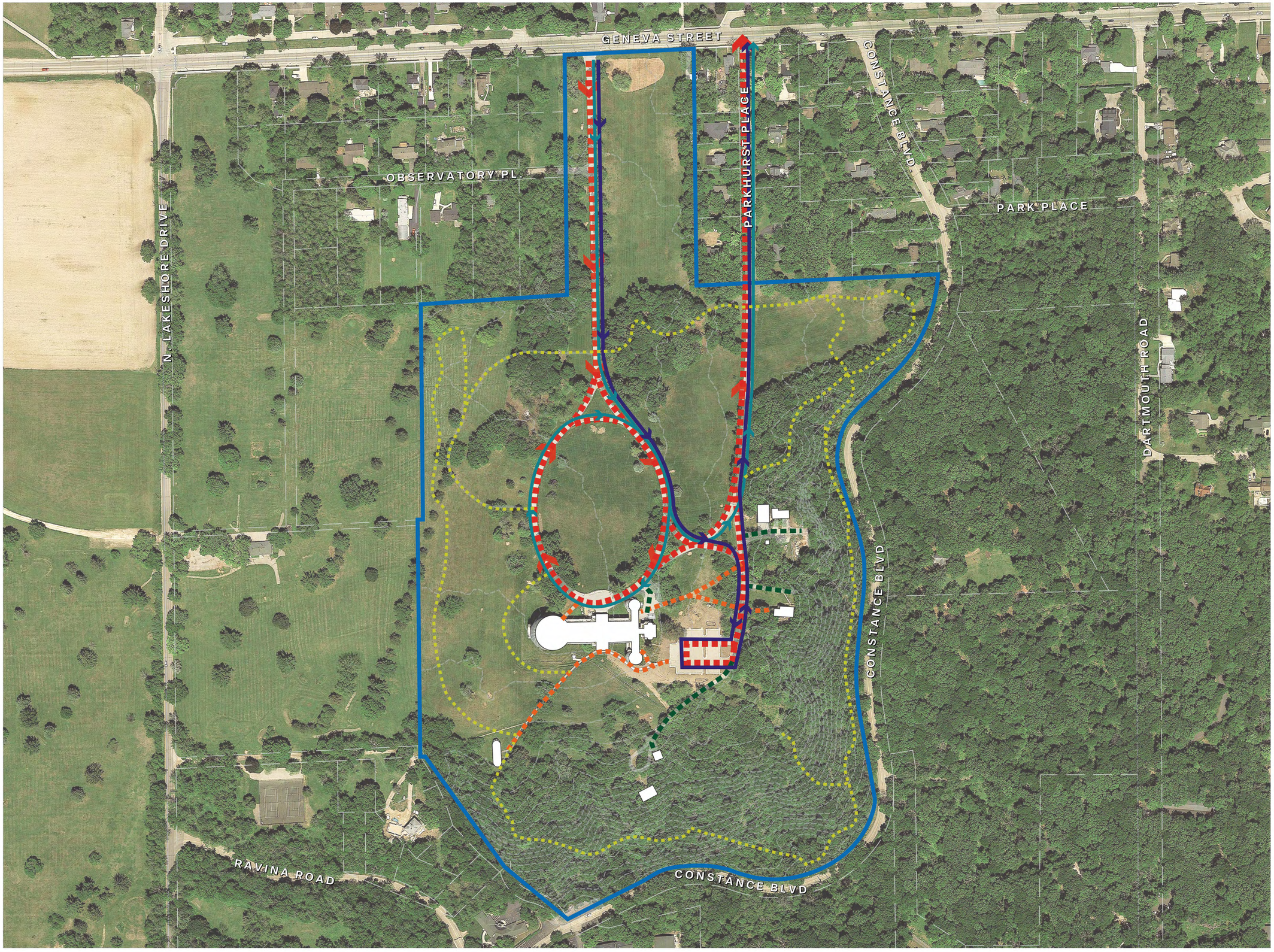
saiki DESIGN

OLMSTED PLAN CIRCULATION ANALYSIS

yerkes observatory williams bay, wi

yerkes observatory site development plan

SITE ANALYSIS



MAP KEY

- Primary Vehicular
- Service Vehicular
- Primary/Paved Pedestrian
- Secondary/Gravel/Mowed Pedestrian
- Visitor Circulation
- Special Event Circulation

0’ 100’ 300’

NORTH

saiki DESIGN

CURRENT CIRCULATION

yerkes observatory williams bay, wi

yerkes observatory site development plan

SITE ANALYSIS

MAP KEY

- Two-Way Vehicular
- One-Way Vehicular
- Two-Way Service Drive
- Pedestrian
- Proposed Canopy
- T railhead
- Art/Educational Installation
- Patio/Plaza
- Maintenance/Back Of House
- Observation Deck
- Play/Space
- Picnic Shelter
- Gate House
- Apiary

0’ 100’ 300’

NORTH

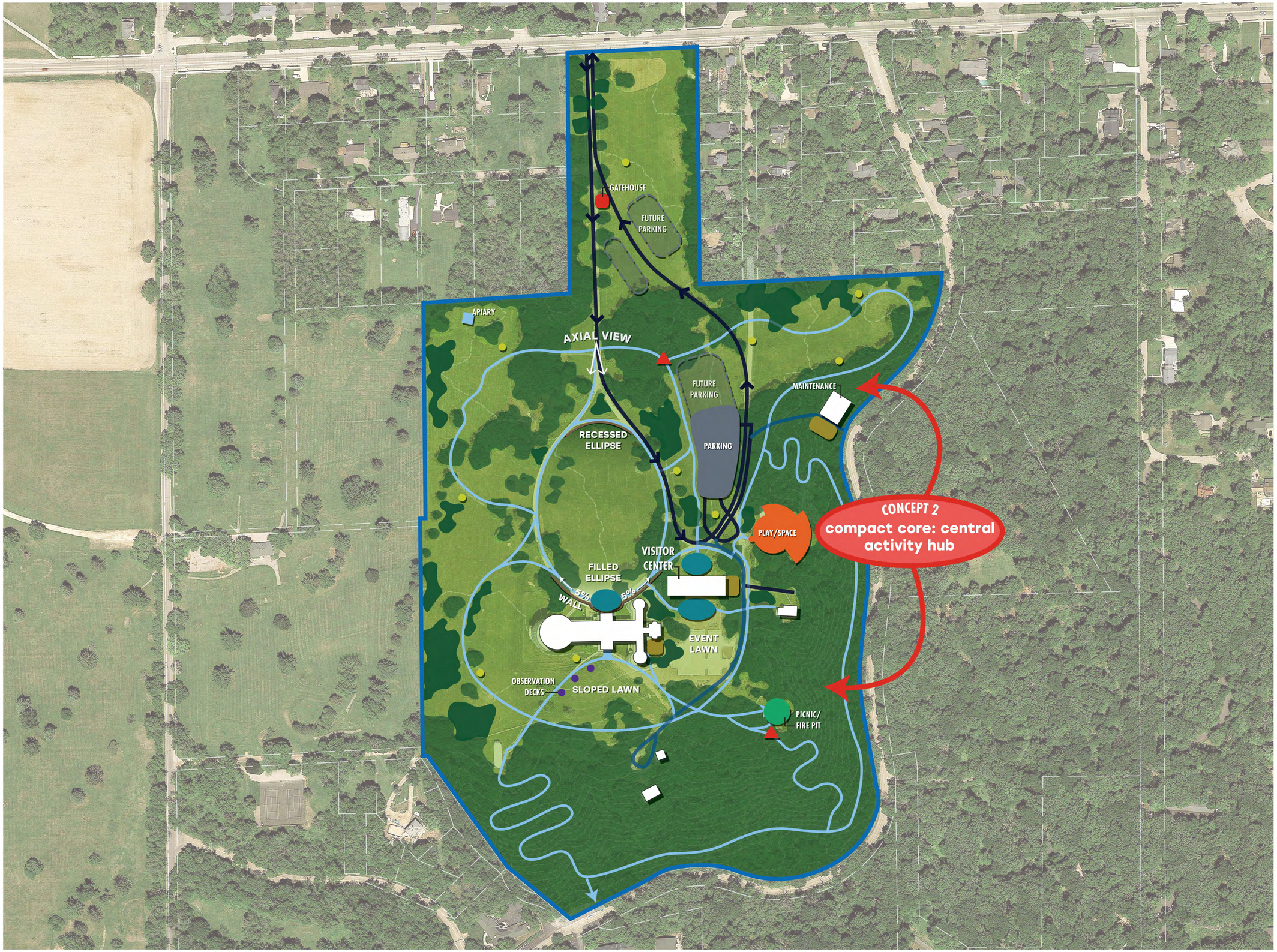
saiki DESIGN

CONCEPT 1

yerkes observatory williams bay, wi

yerkes observatory site development plan

SPATIAL RELATIONSHIP STUDIES



MAP KEY

- Two-Way Vehicular
- One-Way Vehicular
- Two-Way Service Drive
- Pedestrian
- Retaining Wall
- Proposed Canopy
- T railhead
- Art/Educational Installation
- Patio/Plaza
- Maintenance/Back Of House
- Observation Deck
- Play/Space
- Picnic Shelter
- Gate House
- Apiary

0’ 100’ 300’

NORTH

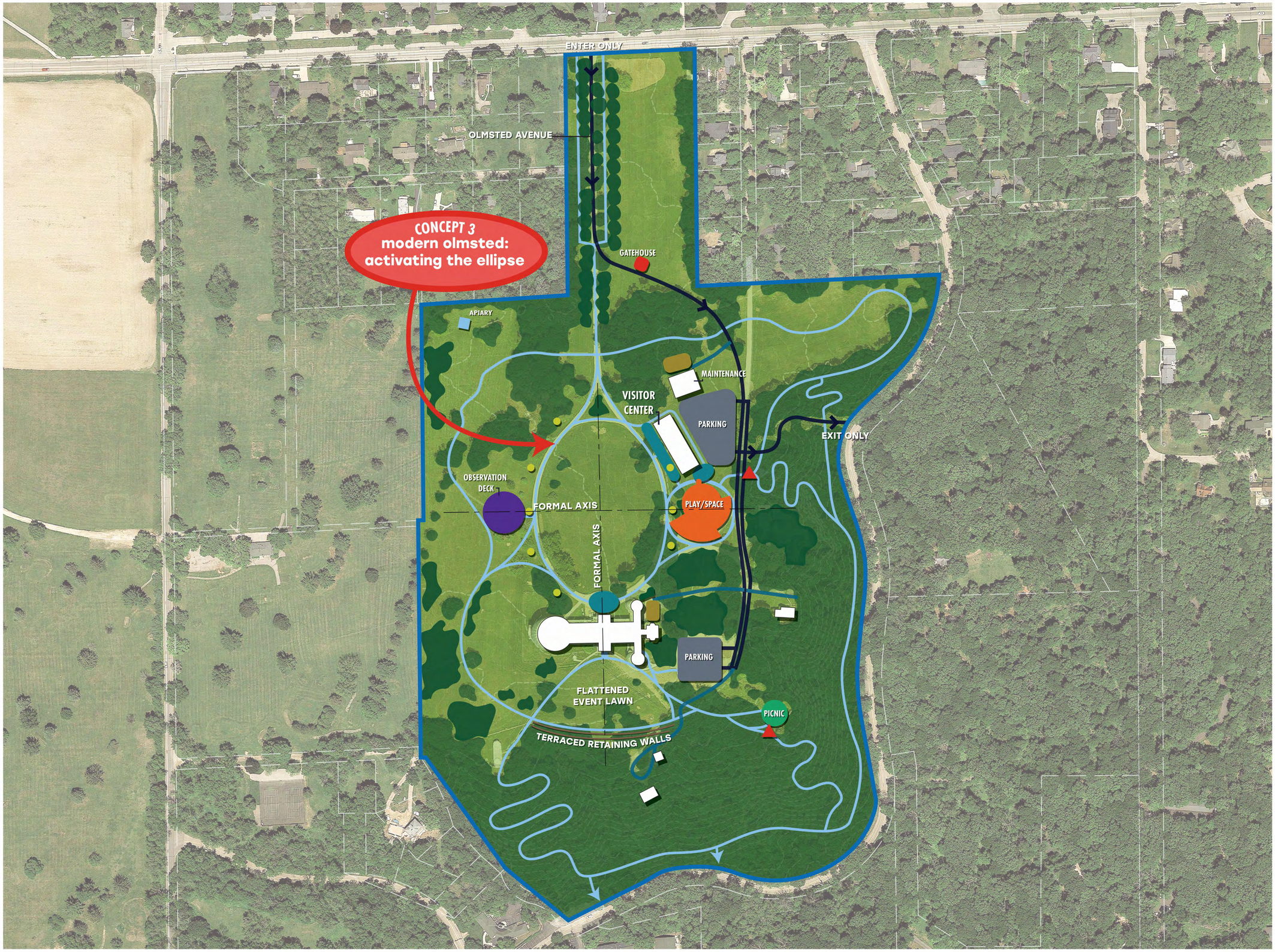
saiki DESIGN

CONCEPT 2

yerkes observatory williams bay, wi

yerkes observatory site development plan

SPATIAL RELATIONSHIP STUDIES



MAP KEY

- Two-Way Vehicular
- One-Way Vehicular
- Two-Way Service Drive
- Pedestrian
- Retaining Wall
- Proposed Canopy
- T railhead
- Art/Educational Installation
- Patio/Plaza
- Maintenance/Back Of House
- Observation Deck
- Play/Space
- Picnic Shelter
- Gate House
- Apiary

0’ 100’ 300’ NORTH

saiki DESIGN

CONCEPT 3

yerkes observatory williams bay, wi

yerkes observatory site development plan

SPATIAL RELATIONSHIP STUDIES

MAP KEY

- Communication - Existing
- Communication - Proposed
- Electrical - Existing
- Electrical - Proposed
- Gas - Existing
- Gas - Proposed
- Sanitary - Existing
- Sanitary - Proposed
- Water - Existing
- Water - Proposed
- Storm - Existing
- Storm - Proposed
- Unknown - Existing
- Fire Hydrant
- Removal
- Relocation

saiki DESIGN

UTILITY PLAN

yerkes observatory - williams bay, WI

yerkes observatory site development plan

Dennis Kois
Executive Director
Yerkes Future Foundation
373 West Geneva Street,
Williams Bay, WI 53191

Dear Dennis,

The Olmsted Network is the national organization dedicated to preserving and advancing the legacy of Frederick Law Olmsted and the Olmsted firm. As part of this mission, we advocate for the protection of Olmsted-designed landscapes across the country, including the historically significant grounds at Yerkes.

Designed by John Charles Olmsted, a principal of the Olmsted firm, the Yerkes landscape is a distinguished example of American landscape architecture. We appreciate the Yerkes Future Foundation (YFF) requesting an advisory opinion as to what elements constitute the key features of the landscape design at Yerkes. The Foundation's efforts to protect the integrity of the overall landscape and key elements of its design even as you update it for future generations in Williams Bay to enjoy are to be commended.

A signature element of the Olmsted design for Yerkes is the entry sequence: a narrow approach with the view tightly framed by foliage, followed by an expansive view to the building with the great ellipse, defined by the narrow elliptical pathway at its edge, in the foreground. The scale of this Great Ellipse in particular was crafted to frame the Beaux Arts observatory and create a sense of harmony between structure and setting.

You asked about YFF possibly modifying the Great Ellipse to allow two-way traffic in whole or in part. In our view, such a change would compromise the Olmsted design

and significantly diminish the landscape's historical authenticity. Roadways and paths are a critical part of Olmsted designs, influencing how people perceive—and connect with—a space. Thus the Great Ellipse is more than a road—it is a defining feature of a national treasure.

Additional key features of the Olmsted design at Yerkes include the curved pathways encircling the building site (which were not fully completed in-period, but are planned to be completed as part of YFF's Site and Facility Master Plan), the inclusion of three viewsheds allowing glimpses of Geneva Lake (since overgrown but also slated for future restoration), and the extensive foundation plantings that provided a transition between the building and the landscape (which were removed in later decades but are currently being replanted by YFF).

We commend the Yerkes Future Foundation for its exemplary restoration efforts and urge you to continue to honor and protect these key elements of the original design as you update your site for contemporary use. The Yerkes landscape is among the very best Olmsted works, and is more akin to a work of art than a functional design. To alter the Great Ellipse would be akin to painting over a Rembrandt.

We would be happy to provide additional information or answer any questions.

Sincerely,

Sue Breitkopf
President
Olmsted Network

cc: Tom Nickols, Chair, Yerkes Future Foundation

TIA TECHNICAL MEMORANDUM

DATE: December 3, 2025

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

SUBJECT: **Yerkes Observatory Future Growth Traffic Impact Analysis**
Williams Bay, WI

INTRODUCTION

Yerkes Observatory is planning for future visitor growth, site amenities, and a new exit route that will impact traffic volumes and operations at intersections to Geneva Street (STH 67) in Williams Bay, Wisconsin. This memo was prepared as a traffic impact analysis (TIA) report to evaluate future peak hour traffic operations for different scenarios that include background/off-site development traffic growth from "The Preserve" development, Yerkes Observatory visitor traffic growth, and site exit alternatives. The location of the site and off-site developments, as well as the intersections evaluated in this study are on Exhibit 1.

SITE CIRCULATION & DEVELOPMENT PLAN

Existing Plan

Exhibit 2 shows the existing Yerkes Observatory site and traffic circulation routes for vehicles entering and exiting at Geneva Street. All site traffic enters from Observatory Place and exits to Parkhurst Place.

The existing facility has 22,000 annual visitors, with 10,000 annual visitors in the "summer" (May through September) and 12,000 annual visitors in the "winter" (October through April). During the summer, 95% of visitors arrive by car and 5% walk or park off-site. During the winter, 20% of visitors arrive by car and 80% park off-site. Winter visitors typically come for a single event and are bussed in from off-site areas.

Future Plan

The proposed changes to the site and traffic circulation routes is on Exhibit 3. Site changes impacting traffic volumes and operations include the addition of a playground and family pavilion, a visitor center, a 150-space parking lot (for more on-site parking availability), and a new connection to Constance Boulevard, which will be used for all site exits to Geneva Street. The existing connection to Parkhurst Place will be removed with this new plan.

With these site enhancements along with increased popularity of the Yerkes Observatory, 56,000 annual visitors are estimated, with 38,000 annual visitors in the summer and 18,000 annual visitors in the winter. With the increase in site parking, 95% of the summer visitors arrive by car, and 80% of the winter visitors arrive by car.

EXISTING TRAFFIC VOLUMES

Data Collection & Study Area

Turning movement traffic counts were collected at study intersections in September 2025 and November 2025. Traffic counts were collected from 3:00-6:00 on the weekday and from 3:00-7:00 p.m. on a Saturday and are included in Appendix A. The study intersections are:

- Geneva Street & Observatory Place
- Geneva Street & Parkhurst Place
- Geneva Street & Constance Boulevard

Observatory Place, Parkhurst Place, and Constance Boulevard are two-lane local roadways with stop sign control at the intersections with Geneva Street. Observatory Place and Parkhurst Place are no outlet roadways that provide access to the Yerkes Observatory and about 10 single-family residences each. Constance Boulevard extends from Geneva Street and around the Yerkes Observatory property to the former George Williams College of Aurora campus, which also has other connections to North Lake Shore Drive west of the site. The campus is being planned for redevelopment with a hotel, restaurant, amphitheater, and supporting services (spa, racquet ball courts, pool, etc.). *The Preserve at Williams Bay Abbreviated TIA* dated February 13, 2025 (herein referred to as The Preserve TIA) was prepared to identify traffic volumes, operations, and impacts to intersections along Geneva Street.

Geneva Street (STH 67) is a principal arterial with a 30-mph posted speed limit and a two-lane undivided cross-section. The roadway has 10-foot-wide bike lanes in both directions, which are dashed out at the study intersections. Although not full right-turn lanes, the pavement markings allow for legal right-turn movements to occur from these lanes. Sidewalks exist intermittently on both sides of the roadway through the study intersections. The Wisconsin Department of Transportation (WisDOT) reports a 2022 annual average daily traffic (AADT) volume of 5,000 vehicles per day (vpd) west of Lake Shore Drive to the west and 6,800 vpd east of Dartmouth Road to the east.

Exhibit 4 shows the geometrics, traffic control, and intersection spacing along Geneva Street.

Existing Traffic Volumes

The traffic count data was compiled for the peak traffic hours through all study intersections, which was determined to occur from 3:00-4:00 p.m. on weekdays and from 3:15-4:15 p.m. on Saturdays. Traffic volumes at the Geneva Street intersections with Observatory Place and Parkhurst Place were counted in November 2025, which represents the "winter" season volumes evaluated in this study. These intersections were used to balance traffic through the Geneva Street/Constance Boulevard Place intersection which was counted in September 2025 for The Preserve TIA to generate "winter" traffic volumes in the study area.

"Summer" traffic volumes were generated by applying WisDOT 2024 Seasonal Adjustment Factors (Appendix A) for Seasonal Factor Group 6 (Tourist/Recreational Other), which is how WisDOT classifies Geneva Street through Williams Bay. The seasonal adjustment factors

between November and July were applied to through volumes on Geneva Street to develop peak summer season volumes. Both the unadjusted "winter" and adjusted "summer" existing peak hour traffic volumes evaluated at the study intersections are on Exhibit 5.

Existing Yerkes Observatory Traffic

Both Yerkes Observatory traffic and traffic from the single-family homes along Observatory Place and Parkhurst Place are included in the intersection traffic counts with Geneva Street. Due to the one-way traffic patterns for the Yerkes Observatory, outbound traffic turning from Observatory Place and inbound traffic turning onto Parkhurst Place were identified as single-family home traffic. Using weekday and Saturday peak hour in/out percentage data from the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition for land use #210 (single-family detached housing), opposing traffic for the single-family homes were calculated. Separating the single-family home traffic, it was determined that the Yerkes Observatory generated about 20 trips (7 in/13 out) during the weekday PM peak hour and 36 trips (18 in/18 out) during the Saturday PM peak hour.

Yerkes Observatory provided daily traffic volumes for the same days traffic counts were collected at the Geneva Street intersections with Observatory Place and Parkhurst Place. Using this data, it was determined that 8% of the weekday daily Yerkes Observatory trips occurred in the weekday PM peak hour, and 15% of the Saturday daily Yerkes Observatory trips occurred in the Saturday PM peak hours. These rates were used to determine future peak hour trips from future daily attendance estimates. The existing Yerkes Observatory trip generation and traffic assumptions are shown in Table 1.

Table 1. Existing Yerkes Observatory Trip Generation

Land Use	Weekday Daily	PM Peak In	PM Peak Out	PM Peak Total	Saturday Daily	SAT Peak In	SAT Peak Out	SAT Peak Total
Single-Family Detached Housing (ITE #210)		(63%)	(37%)			(54%)	(46%)	
Observatory Place Residential-Only Traffic		5	3	8		2	2	4
Parkhurst Place Residential-Only Traffic		2	1	3		1	1	2
Total Traffic at Observatory Place & Parkhurst Place		7	13	20		18	18	36
Residential Only Traffic at Observatory Place & Parkhurst Place		-7	-4	-11		-3	-3	-6
Existing Yerkes Observatory Traffic	**108**	**0**	**9**	**9 8%**	**202**	**15**	**15**	**30 15%**

Notes/Assumptions:

-In/Out peak counts were collected on Thursday 11/6/2025 and Saturday 11/8/2025 at Observatory Place & Parkhurst Place.
-Daily traffic volume data calculated from car counts at the Yerkes Observatory exit drive on those same dates.
-Outbound traffic at Observatory Place is residential only traffic (Yerkes Observatory is one way inbound only).
-Inbound residential traffic was estimated by applying ITE #210 in/out distributions to the outbound residential traffic.
-Opposite process applied to inbound traffic at Parkhurst Place.
-Yerkes Observatory inbound traffic was determined by subtracting estimated inbound residential traffic from traffic counts.
-Each vehicle generates one inbound trip and one outbound trip per day, but those trips may not occur in the same hour.

FUTURE TRAFFIC VOLUMES

The Yerkes Observatory Director provided winter and summer weekday and Saturday daily visitor estimates for two volume scenarios: existing traffic plus a playground addition, and future visitor growth of the whole site.

Future Yerkes Observatory Traffic – Playground Addition

During the winter, the playground is expected to be visited by an average of 30 children on weekdays and 60 children on Saturdays (100% will arrive by car). During the summer, the playground is expected to be visited by 140 children on weekdays and 220 children on Saturdays (80% will arrive by car). For the purposes of this study, playground visitors are estimated in addition to the existing traffic traveling to/from the Yerkes Observatory. Using the same peak-to-daily ratios as existing traffic at the Yerkes Observatory, the playground is estimated to generate three (3) additional weekday PM and four (4) additional Saturday PM trips during the winter, and 10 additional weekday PM and 19 additional Saturday PM trips during the summer.

Future Yerkes Observatory Traffic – Playground Plus Visitor Growth

In addition to playground visitors, tour traffic growth estimates were used to generate future peak hour visitor traffic to the Yerkes Observatory. The Yerkes Observatory offers set tours and program times that overlap during the peak hours (exiting traffic from one tour will occur in the same hour that entering traffic arrives for the next tour). Although more tours are expected to occur on Saturdays, only one tour occurs at one time. Therefore, tour visitor numbers and traffic generated from the tours are the same for both the weekday PM and Saturday PM peak hours.

An average of 55 visitors per day and 25 visitors per tour is estimated during the winter (80% arrive by car) and an average of 207 visitors per day and 40 visitors per tour is estimated during the summer (95% arrive by car). For the purposes of this study, future build traffic estimates for the tours are estimated to replace the existing traffic at the Yerkes Observatory. The net new Yerkes Observatory traffic (tours plus playground visitors) is therefore calculated as 34 additional weekday PM and 14 Saturday midday trips during the winter, and 77 additional weekday PM and 65 additional Saturday midday trips during the summer. The future Yerkes Observatory trip generation and traffic assumptions are shown in Table 2 (next page).

Traffic Distribution

Existing traffic entering and exiting at the Geneva Street intersections with Observatory Place and Parkhurst Place follow this distribution pattern:

- 42% to/from the west on Geneva Street
- 58% to/from the east on Geneva Street

All future trips for the Yerkes Observatory were assigned to the study intersections using this trip distribution pattern.

Table 2. Future Yerkes Observatory Traffic

Season	Scenario	Weekday Daily	Weekday PM Peak In Peak%	Weekday PM Peak Out of Daily	Weekday PM Peak Total 8%	Saturday Daily	Saturday PM Peak In Peak%	Saturday PM Peak Out of Daily	Saturday PM Peak Total 15%
Winter	Playground - 15 Children/Weekday; 30 Children/Weekend Day	30	2 (50%)	1 (50%)	3	60	2 (50%)	2 (50%)	4
	100% Playground Auto Arrivals		2	1	3		2	2	4
	Tours - Average 55 Visitors/Day & 25 Visitors/Tour *(Excludes Playground)*		25	25	50		25	25	50
	80% Tour Auto Arrivals		20	20	40		20	20	40
	Existing Yerkes Observatory Trips		0	-9	-9		-15	-15	-30
	Net New Winter Future Build Trips		**22**	**12**	**34**		**7**	**7**	**14**
Summer	Playground - 70 Children/Weekday; 110 Children/Weekend Day	140	6 (50%)	6 (50%)	12	220	11 (50%)	10 (50%)	21
	90% Playground Auto Arrivals		5	5	10		10	9	19
	Tours - Average 207 visitors/day & 40 visitors/tour *(Excludes Playground)*		40	40	80		40	40	80
	95% Tour Auto Arrivals		38	38	76		38	38	76
	Existing Yerkes Observatory Trips		0	-9	-9		-15	-15	-30
	Net New Summer Future Build Trips		**43**	**34**	**77**		**33**	**32**	**65**

Notes/Assumptions:

-Winter & Summer daily playground children & future build traffic estimated by Yerkes Observatory Director.

-Per the Director, 100% of the playground visitors arrive by car in the Winter; 90% arrive by car in the Summer.

-Per the Director, 80% of future build visitors will arrive by car in the Winter; 95% will arrive by car in the Summer.

-Each vehicle generates one inbound trip and one outbound trip per day: Assume both occur in the same hour.

-Playground peak hour traffic estimated by applying the existing Yerkes Observatory peak-to-daily (Peak% of Daily) trip factors.

-A 2.10 average vehicle occupancy applied to tour visitor trips using FHWA 2022 National Household Travel Survey (NHTS) data.

-A 1.0 vehicle occupancy was applied to playground trips as trips based on children, with assumption that they are driven by an adult (NHTS data showed 1.66 occupancy for school/daycare, which is less than 1 child/vehicle).

-Yerkes Observatory Direction estimated future build daily visitors at 70 in winter & 207 in summer, which includes playground visitors. Playground visitors therefore subtracted from total future build trips to estimate tour only daily trips.

-Traffic for tours overlap in the peak hour: traffic for one tour exits while traffic from another tour arrives.

Traffic Volume & Access Scenarios

This study evaluates the study intersections with four traffic volume and access scenarios:

- Scenario 1: Existing Yerkes Observatory traffic plus additional visitor traffic to the new playground area. Yerkes Observatory traffic enters from Observatory Place and exits to Parkhurst Place.
- Scenario 2: Existing Yerkes Observatory traffic plus additional visitor traffic to the new playground area. Yerkes Observatory traffic enters from Observatory Place and exits to Constance Boulevard.
- Scenario 3: Existing Yerkes Observatory traffic plus new trips from "The Preserve" development (includes Saturday amphitheater event). Yerkes Observatory traffic enters from Observatory Place and exits to Parkhurst Place.
- Scenario 4: Future Yerkes Observatory traffic (includes tour and programming growth and additional playground visitors) plus new trips from "The Preserve" development (includes Saturday amphitheater event). Yerkes Observatory traffic enters from Observatory Place and exits to Constance Boulevard.

Traffic volumes for each of these scenarios were calculated for the weekday PM and Saturday PM peak hours during both the winter and summer seasons. The volume exhibits show the new development trip assignments (Yerkes Observatory in orange and "The Preserve" in light blue) as well as the existing Yerkes Observatory traffic reroutes from exiting at Parkhurst Place to exiting at Constance Boulevard (in green). The total traffic volumes that combine these development trips with the existing background traffic volumes are shown in black. "The Preserve" traffic assignment was obtained from the February 2025 TIA.

- Exhibit 6: Scenario 1 Peak Hour Traffic Volumes
- Exhibit 7: Scenario 2 Peak Hour Traffic Volumes
- Exhibit 8: Scenario 3 Peak Hour Traffic Volumes
- Exhibit 9: Scenario 4 Peak Hour Traffic Volumes

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 in Appendix B.

Exhibits 10-12 include tables that show the study intersection lane geometrics, 95th percentile queues (in feet), delays (in seconds per vehicle), and corresponding LOS. The tables are separated by peak hour and season (winter and summer). The LOS tables and appendix location with the Synchro analysis files for each scenario are listed below.

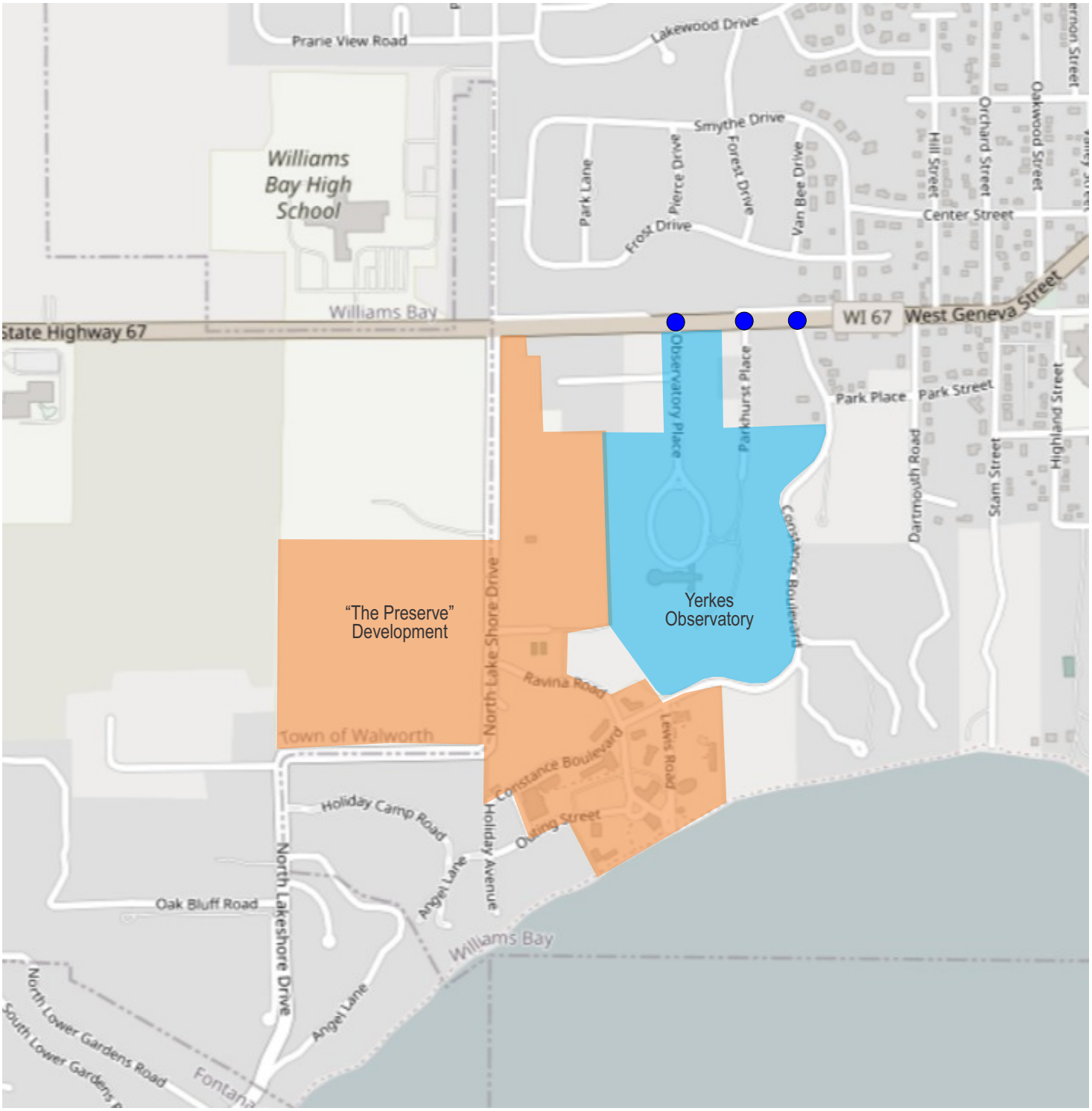
- Exhibit 10 (Appendix B): Scenario 1 Peak Hour Traffic Operations (LOS Table)
- Exhibit 11 (Appendix C): Scenario 2 Peak Hour Traffic Operations (LOS Table)
- Exhibit 12 (Appendix D): Scenario 3 Peak Hour Traffic Operations (LOS Table)
- Exhibit 13 (Appendix E): Scenario 4 Peak Hour Traffic Operations (LOS Table)

With the existing Yerkes Observatory visitor volume plus additional traffic from the playground addition, all turning movements at the study intersections operate at LOS B or better during the winter and summer weekday PM and Saturday PM peak hours (Scenarios 1 and 2). With the existing Yerkes Observatory visitor volumes plus additional traffic from "The Preserve" development, delays increase to LOS C or better (Scenario 3). With future visitor projections (including the playground addition) added to Scenario 3 traffic volumes, delays for all intersections remain at LOS C or better (Scenario 4).

CONCLUSIONS

The analysis shows that there are relatively low increases in delays and queues with future buildout of the Yerkes Observatory site. LOS C or better conditions are expected all study intersections, even with traffic exiting to Constance Boulevard instead of Parkhurst Lane, and even during an amphitheater event on Saturday within "The Preserve" development.

Williams Bay, Wisconsin



LEGEND

- Study Area Intersection
- Yerkes Observatory Site
- Off-Site Development

TADI TRAFFIC ANALYSIS & DESIGN, INC.

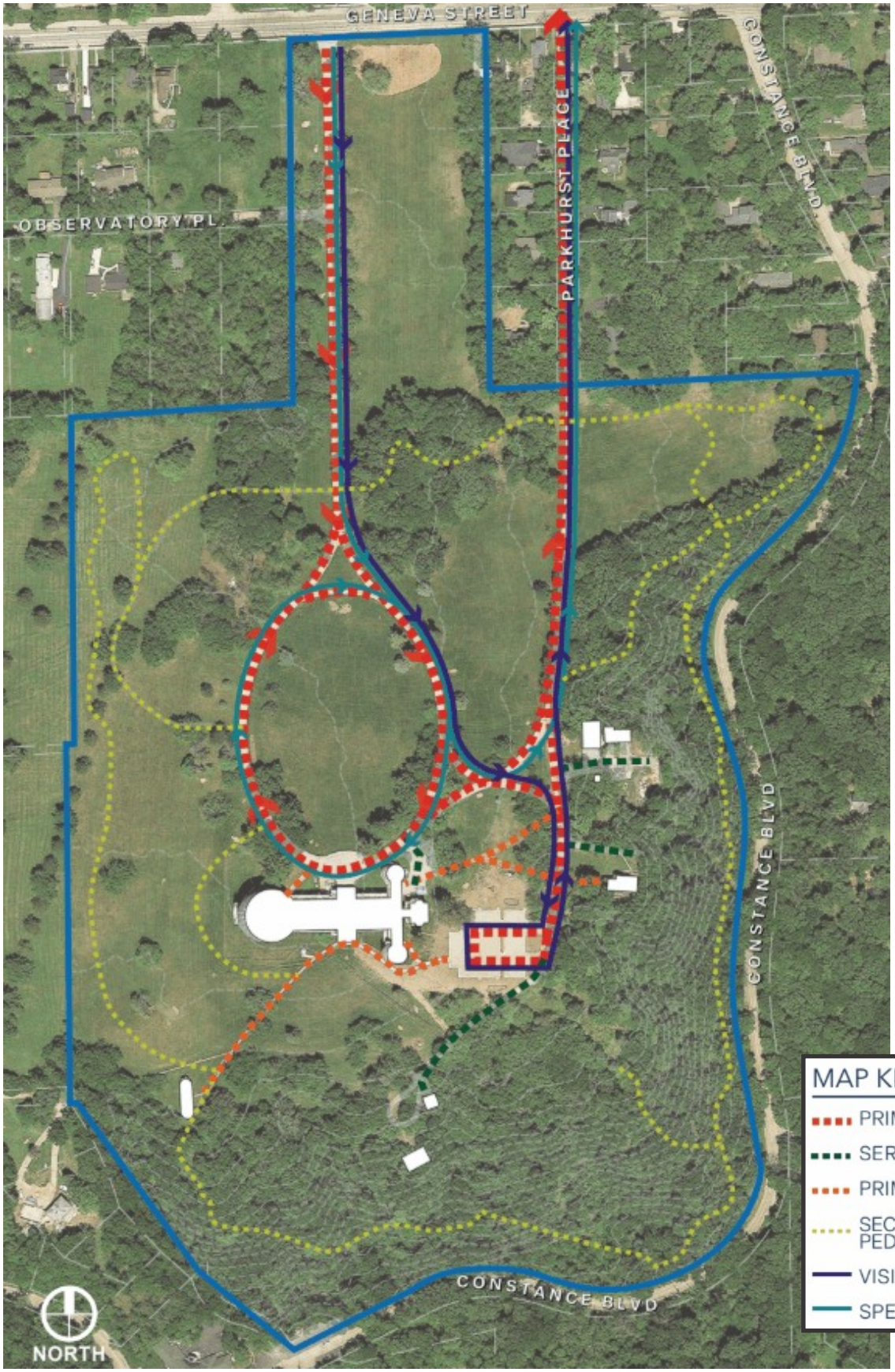
3561: 12-03-2025

N

NOT TO SCALE

EXHIBIT 1
PROJECT LOCATION MAP

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN



TADI TRAFFIC ANALYSIS & DESIGN, INC.

3561: 12-03-2025

N

NOT TO SCALE

EXHIBIT 2
EXISTING SITE PLAN & VISITOR TRAFFIC CIRCULATION
ENTER FROM OBSERVATORY PL, EXIT TO PARKHURST PL

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

TADI TRAFFIC ANALYSIS & DESIGN, INC.

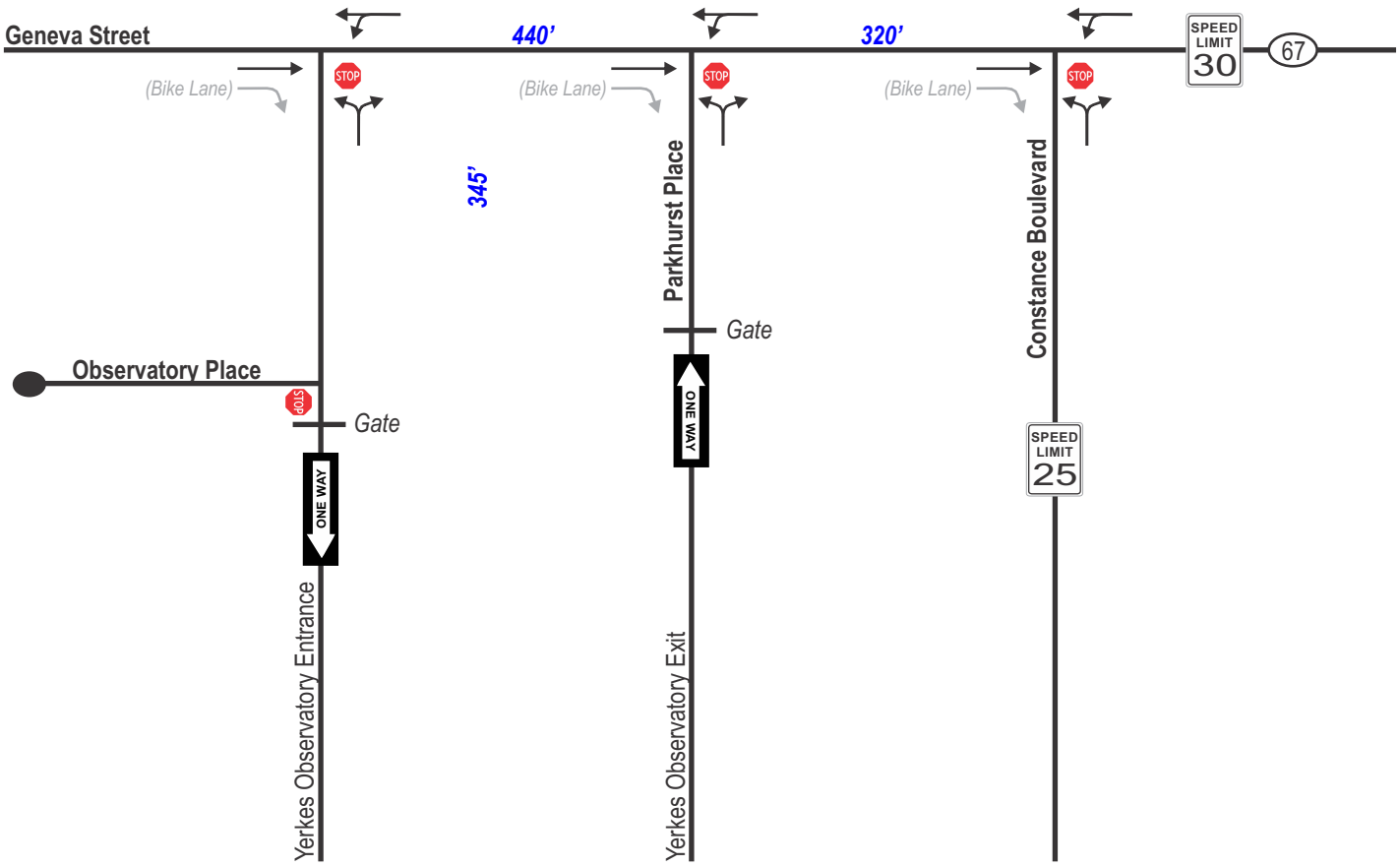
3561: 12-03-2025

N

NOT TO SCALE

EXHIBIT 3
FUTURE SITE PLAN & VISITOR TRAFFIC CIRCULATION
ENTER FROM OBSERVATORY PL, EXIT TO CONSTANCE BLVD

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN



Yerkes Observatory

TRAFFIC ANALYSIS & DESIGN, INC.

3561: 12-03-2025

N

NOT TO SCALE

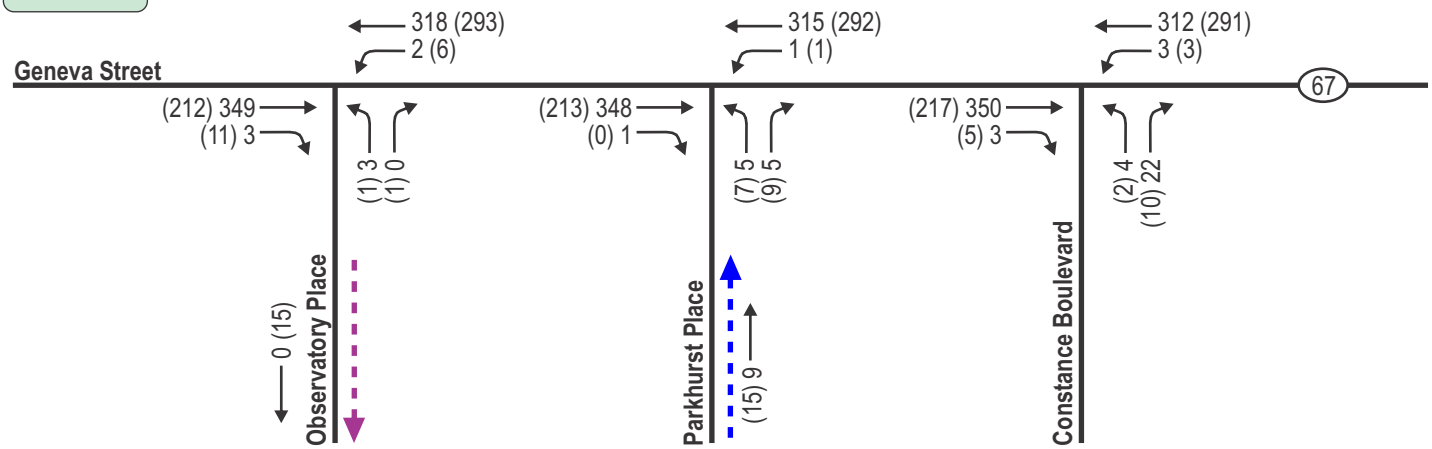
EXHIBIT 4
EXISTING TRANSPORTATION SYSTEM

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

LEGEND

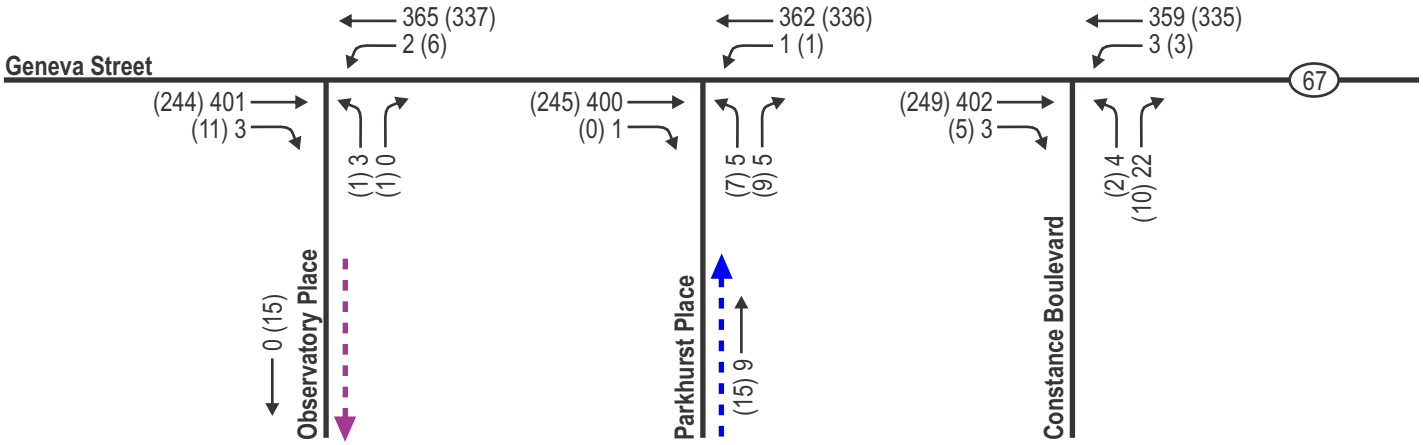
XX Weekday PM Peak Hour Volumes
(XX) Saturday PM Peak Hour Volumes
Yerkes Observatory Entering Traffic
Yerkes Observatory Exiting Traffic

WINTER



Yerkes Observatory
Existing Operations

SUMMER



Yerkes Observatory
Existing Operations

TADI TRAFFIC ANALYSIS & DESIGN, INC.

3561: 12-03-2025

N

NOT TO SCALE

EXHIBIT 5
EXISTING PEAK HOUR TRAFFIC VOLUMES

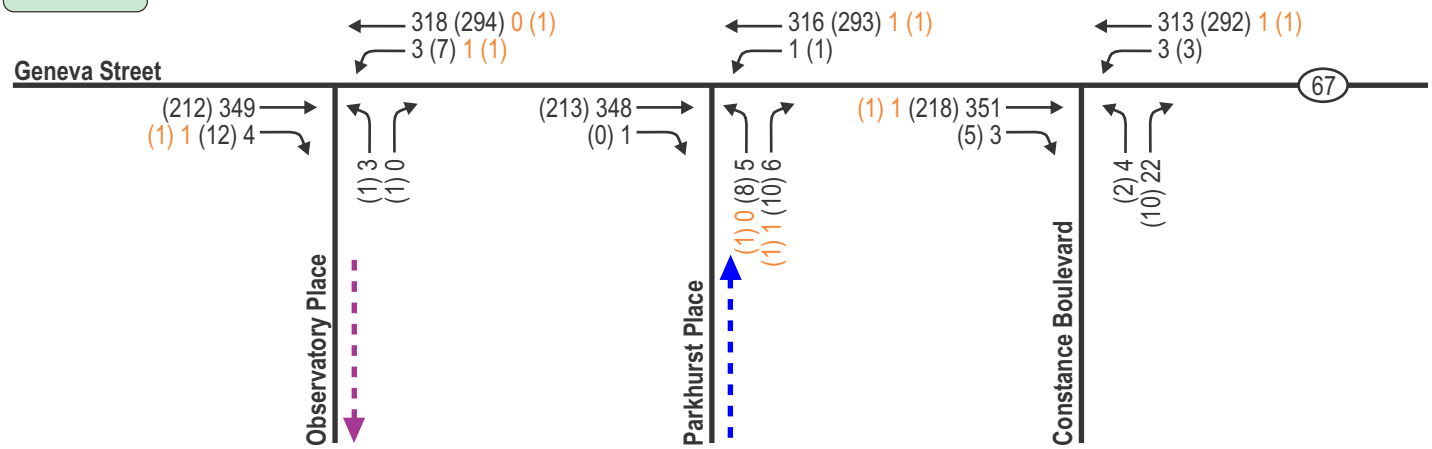
YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

LEGEND

XX	Weekday PM Peak Hour Volumes*
(XX)	Saturday PM Peak Hour Volumes*
XX (XX)	Weekday (Saturday) New Playground Trips
	Yerkes Observatory Entering Traffic
	Yerkes Observatory Exiting Traffic

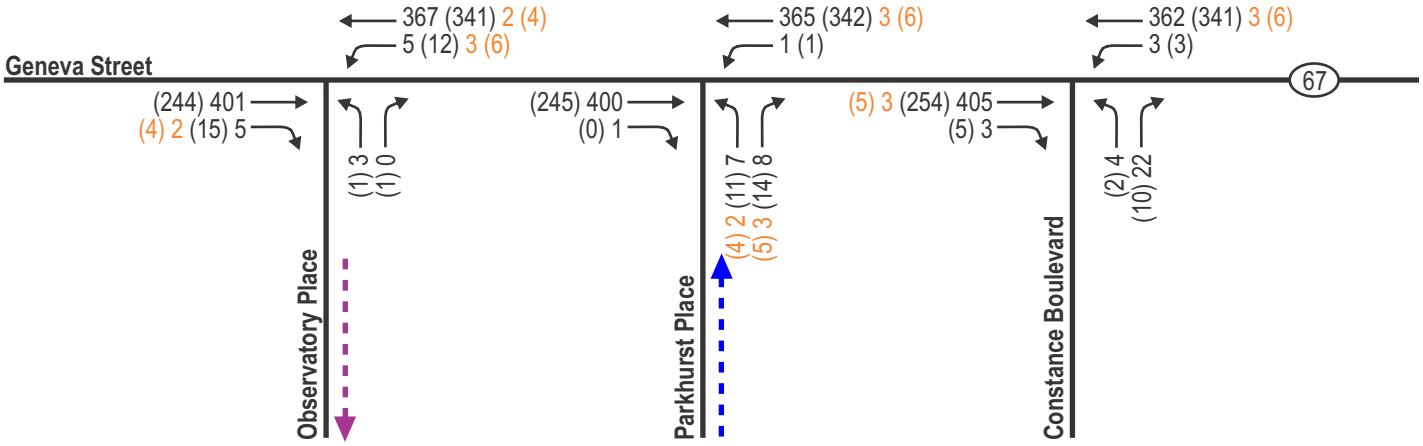
**Volumes include Existing traffic plus additional Playground site trips (orange text).*

WINTER



Yerkes Observatory
Existing Operations + Playground

SUMMER



Yerkes Observatory
Existing Operations + Playground

TADI TRAFFIC ANALYSIS & DESIGN, INC.

3561: 12-03-2025

N

NOT TO SCALE

EXHIBIT 6
SCENARIO 1 PEAK HOUR TRAFFIC VOLUMES
PLAYGROUND ADDITION
ENTER FROM OBSERVATORY PL, EXIT TO PARKHURST PL

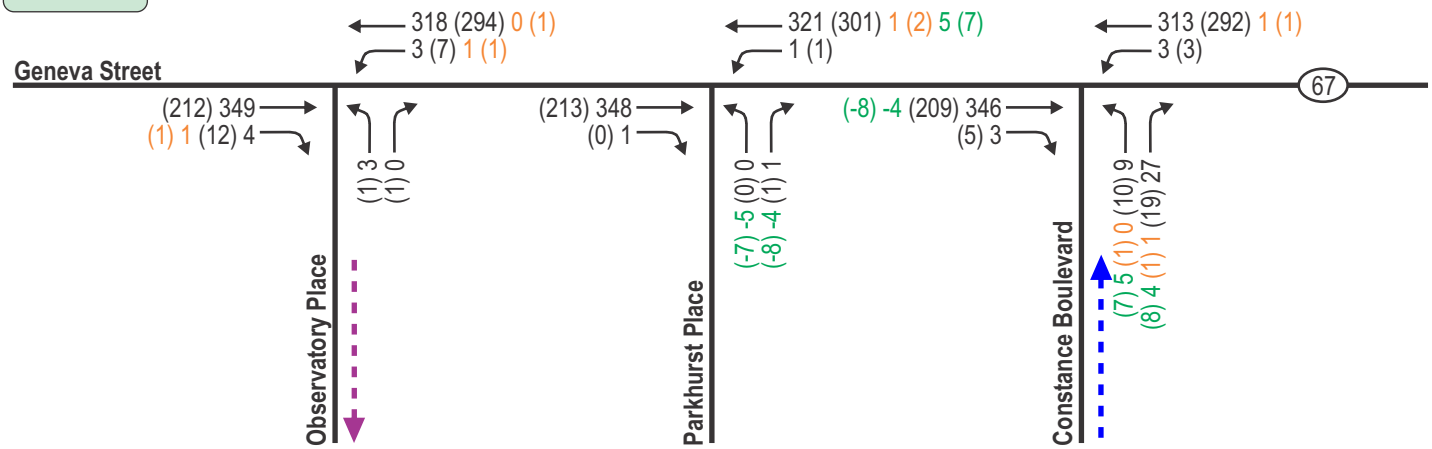
YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

LEGEND

XX	Weekday PM Peak Hour Volumes*
(XX)	Saturday PM Peak Hour Volumes*
XX (XX)	Weekday (Saturday) New Playground Trips
XX (XX)	Weekday (Saturday) Rerouted Existing Trips
	Yerkes Observatory Entering Traffic
	Yerkes Observatory Exiting Traffic

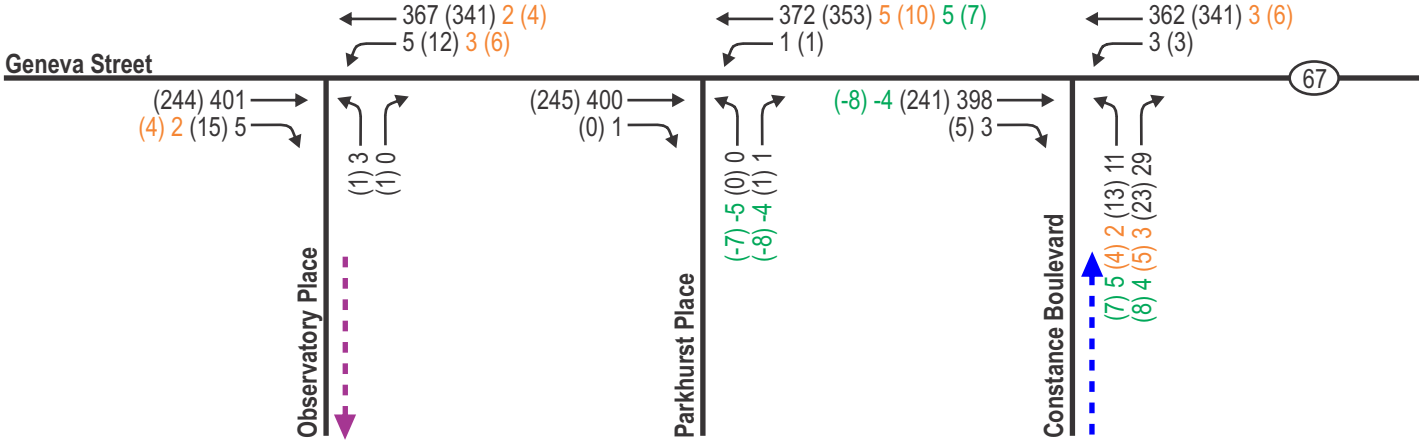
**Volumes include Existing traffic plus additional Playground site trips (orange text) and rerouted existing Yerkes Observatory exiting trips from Parkhurst Place to Constance Boulevard (green text).*

WINTER



Yerkes Observatory
Existing Operations + Playground

SUMMER



Yerkes Observatory
Existing Operations + Playground

TRAFFIC ANALYSIS & DESIGN, INC.

3561: 12-03-2025

N

NOT TO SCALE

EXHIBIT 7
SCENARIO 2 PEAK HOUR TRAFFIC VOLUMES
PLAYGROUND ADDITION
ENTER FROM OBSERVATORY PL, EXIT TO CONSTANCE BLVD

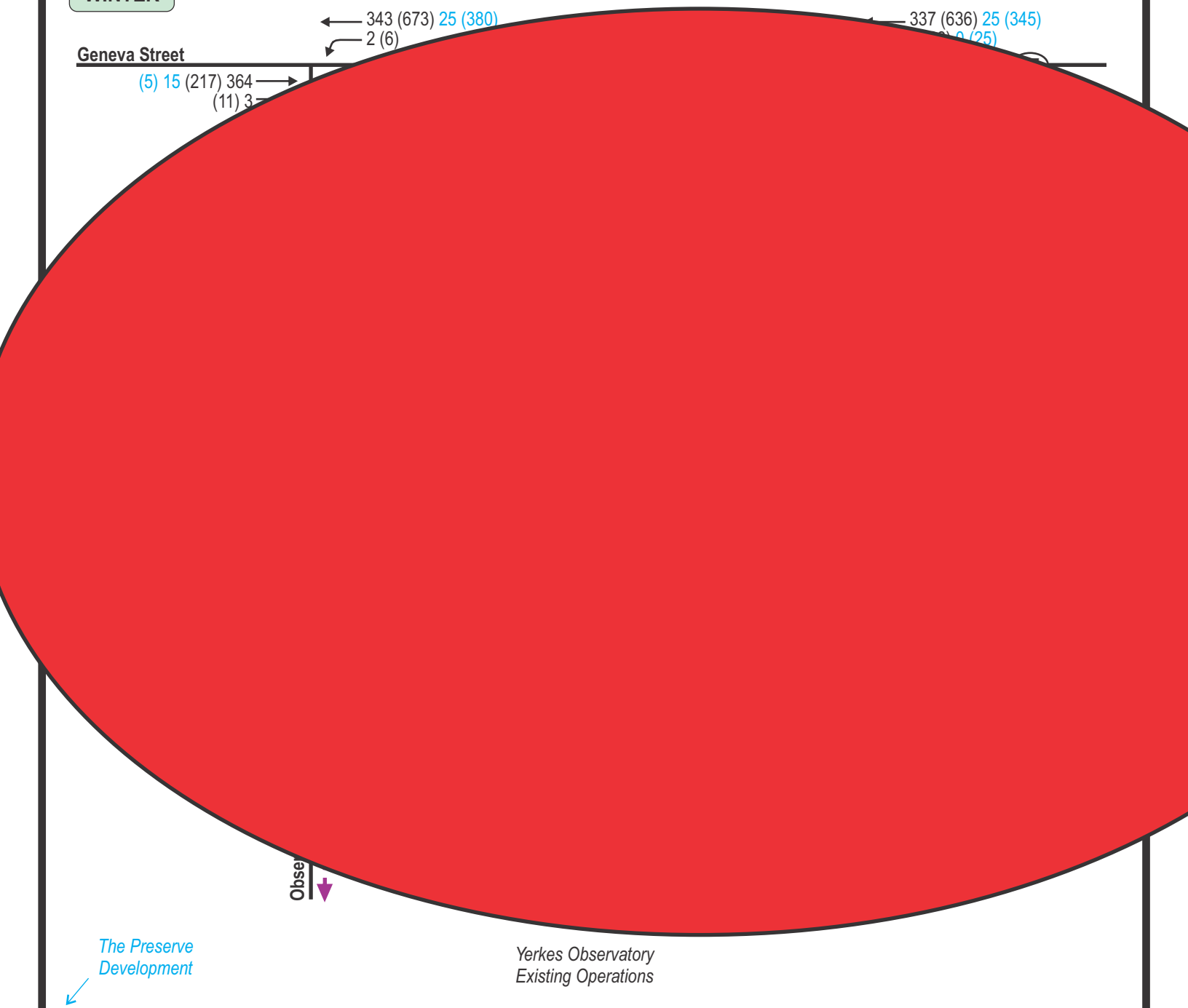
YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

LEGEND

XX	Weekday PM Peak Hour Volumes*
(XX)	Saturday PM Peak Hour Volumes*
XX (XX)	Weekday (Saturday) "The Preserve" Trips
	Yerkes Observatory Entering Traffic
	Yerkes Observatory Exiting Traffic

**Volumes include Existing traffic plus additional "The Preserve" development site trips (blue text), which assume an ampitheater event on*

WINTER



The Preserve Development

Yerkes Observatory Existing Operations

TADI TRAFFIC ANALYSIS & DESIGN, INC.

3561: 12-03-2025

N

NOT TO SCALE

EXHIBIT 8
SCENARIO 3 FUTURE BACKGROUND PEAK HOUR TRAFFIC VOLUMES "THE PRESERVE" DEVELOPMENT ADDITION

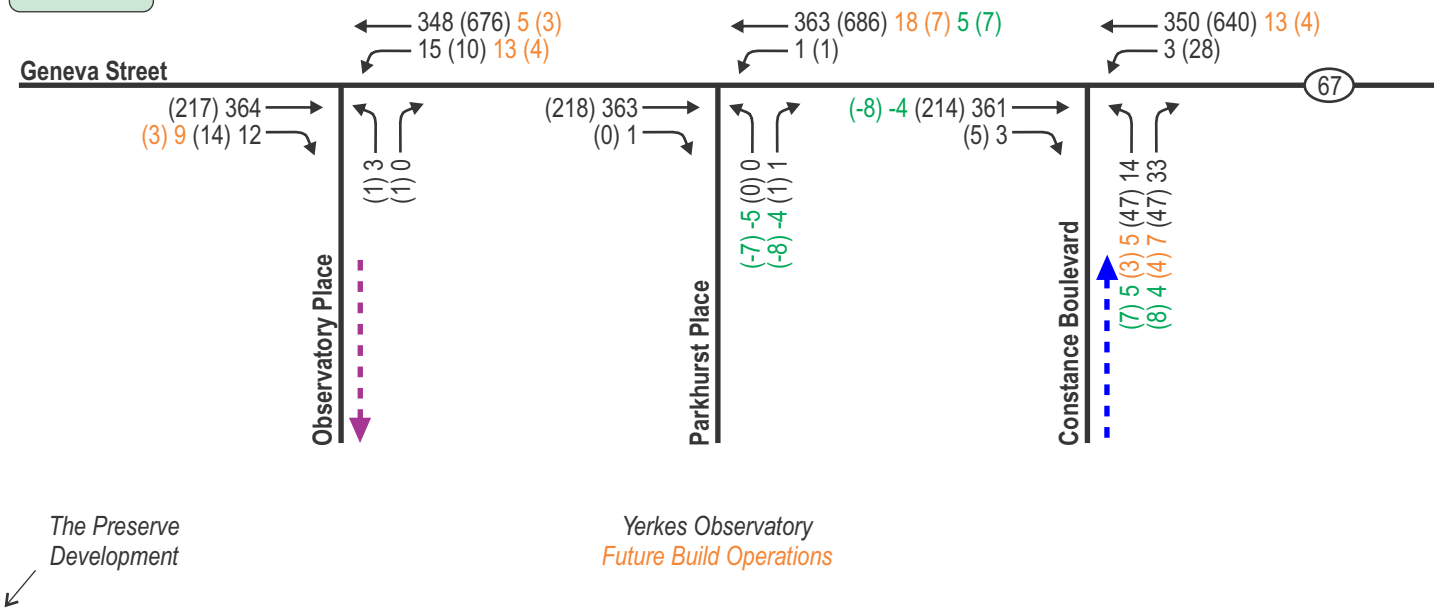
YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

LEGEND

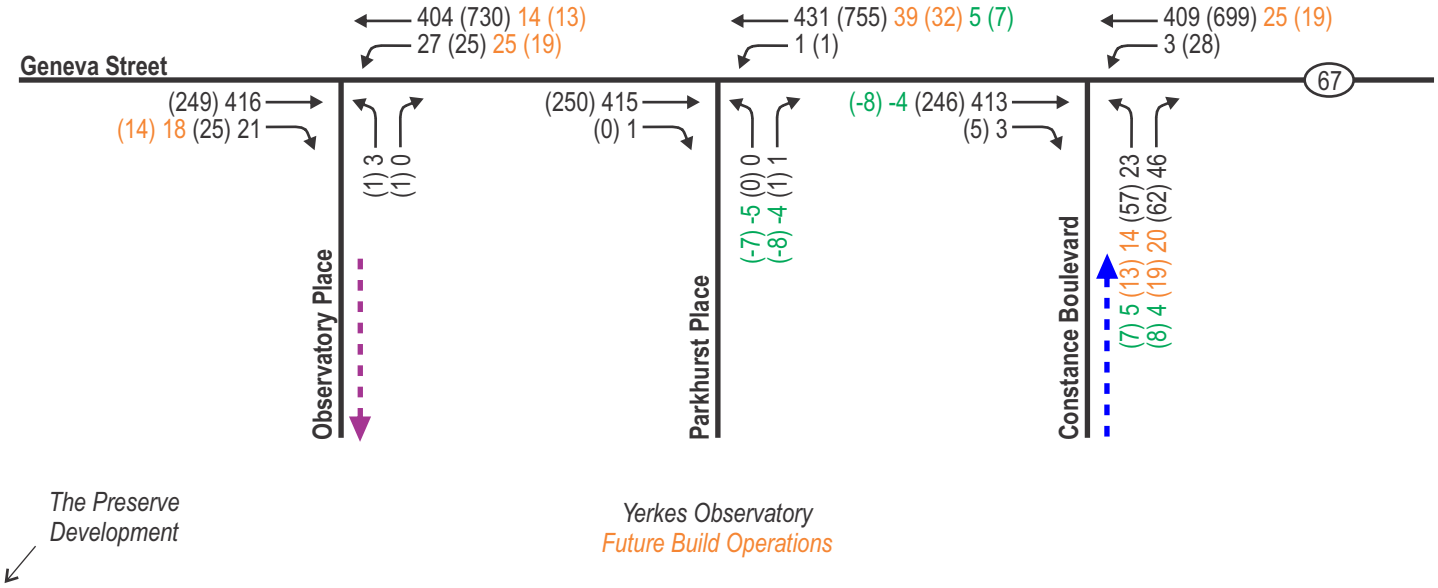
XX	Weekday PM Peak Hour Volumes*
(XX)	Saturday PM Peak Hour Volumes*
XX (XX)	Weekday (Saturday) Net New Future Build Trips
XX (XX)	Weekday (Saturday) Rerouted Existing Trips
	Yerkes Observatory Entering Traffic
	Yerkes Observatory Exiting Traffic

**Volumes include Future Background traffic plus net new Future Build trips (orange text) & rerouted existing Yerkes Observatory exiting trips from Parkhurst Place to Constance Boulevard (green text).*

WINTER



SUMMER



TADI TRAFFIC ANALYSIS & DESIGN, INC.

3561: 12-03-2025

N

NOT TO SCALE

EXHIBIT 9
SCENARIO 4 FUTURE BUILD PEAK HOUR TRAFFIC VOLUMES "THE PRESERVE" DEVELOPMENT ADDITION & FUTURE VISITOR GROWTH AT THE YERKES OBSERVATORY

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

Playground Build Traffic Peak Hour Operating Conditions

Scenario 1: Playground Build, Site Exits to Parkhurst Place (Existing Pattern)

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
STH 67 & Observatory Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.1		-	14.6			-			0.1
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	11.0			-			0.1
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.2		-	12.6			-			0.2
		Queue	-	*	*	0'		-	5'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.7		-	10.8			-			0.4
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.2		-	12.1			-			0.5
		Queue	-	*	*	0'		-	5'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	10.2			-			0.3
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Observatory Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	8.3		-	16.2			-			0.1
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.9		-	11.7			-			0.2
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.3		-	13.8			-			0.3
		Queue	-	*	*	0'		-	5'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	11.5			-			0.5
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.4		-	12.9			-			0.5
		Queue	-	*	*	0'		-	5'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.9		-	10.6			-			0.2
		Queue	-	*	*	0'		-	5'			-			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.

Queues are reported as 95th percentile values, which are equivalent to vehicles in 25' increments (1 vehicle = 0-25' queue; 2 vehicles = 26-50' queue, etc.).

Existing bike lane legally be used as a right-turn lane at study intersections.

Playground Build Traffic Peak Hour Operating Conditions

Scenario 2: Playground Build, Site Exits to Constance Boulevard

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
STH 67 & Observatory Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.1		-	14.6			-			0.1
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	11.0			-			0.1
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.2		-	10.5			-			0.0
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	A			-			A
		Delay	-	*	*	7.7		-	9.4			-			0.0
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.2		-	12.7			-			0.7
		Queue	-	*	*	0'		-	10'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	10.9			-			0.6
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Observatory Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	8.3		-	16.2			-			0.1
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.9		-	11.7			-			0.2
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.3		-	11.0			-			0.0
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	A			-			A
		Delay	-	*	*	7.8		-	9.6			-			0.0
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.4		-	14.0			-			0.7
		Queue	-	*	*	0'		-	10'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.9		-	11.6			-			0.7
		Queue	-	*	*	0'		-	5'			-			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.

Queues are reported as 95th percentile values, which are equivalent to vehicles in 25' increments (1 vehicle = 0-25' queue; 2 vehicles = 26-50' queue, etc.).

Existing bike lane legally be used as a right-turn lane at study intersections.

"The Preserve" Traffic Peak Hour Operating Conditions

Scenario 3: Future Background, Site Exits to Constance Boulevard

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
STH 67 & Observatory Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	8.2		-	15.1			-			0.1
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	14.0			-			0.1
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.2		-	13.2			-			0.2
		Queue	-	*	*	0'		-	5'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.7		-	13.3			-			0.2
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.3		-	12.3			-			0.5
		Queue	-	*	*	0'		-	5'			-			
	Saturday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	7.9		-	18.0			-			1.6
		Queue	-	*	*	5'		-	25'			-			
STH 67 & Observatory Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	8.3		-	16.8			-			0.1
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	15.0			-			0.1
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.4		-	14.3			-			0.2
		Queue	-	*	*	0'		-	5'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	14.2			-			0.2
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.5		-	13.2			-			0.4
		Queue	-	*	*	0'		-	5'			-			
	Saturday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	8.0		-	20.0			-			1.6
		Queue	-	*	*	5'		-	25'			-			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.

Queues are reported as 95th percentile values, which are equivalent to vehicles in 25' increments (1 vehicle = 0-25' queue; 2 vehicles = 26-50' queue, etc.).

Existing bike lane legally be used as a right-turn lane at study intersections.

"The Preserve" & Yerkes Observatory Future Visitor Growth Traffic Peak Hour Operating Conditions

Scenario 4: Future Growth, Site Exits to Constance Boulevard

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
STH 67 & Observatory Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	8.2		-	15.8			-			0.2
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	14.2			-			0.1
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.2		-	10.7			-			0.0
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	A			-			A
		Delay	-	*	*	7.7		-	9.5			-			0.0
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.3		-	13.7			-			0.9
		Queue	-	*	*	0'		-	10'			-			
	Saturday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	7.8		-	18.9			-			2.0
		Queue	-	*	*	5'		-	30'			-			
STH 67 & Observatory Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	8.5		-	18.4			-			0.3
		Queue	-	*	*	5'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	7.9		-	15.9			-			0.2
		Queue	-	*	*	5'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.4		-	11.1			-			0.0
		Queue	-	*	*	0'		-	0'			-			
	Saturday PM	LOS	-	*	*	A		-	A			-			A
		Delay	-	*	*	7.8		-	9.7			-			0.0
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	8.5		-	16.3			-			1.3
		Queue	-	*	*	0'		-	20'			-			
	Saturday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	7.9		-	23.4			-			2.7
		Queue	-	*	*	5'		-	50'			-			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.

Queues are reported as 95th percentile values, which are equivalent to vehicles in 25' increments (1 vehicle = 0-25' queue; 2 vehicles = 26-50' queue, etc.).

Existing bike lane legally be used as a right-turn lane at study intersections.

APPENDIX A

TRAFFIC COUNTS
SEASONAL ADJUSTMENT FACTORS

3561 Williams Bay Observatory TIA
Peak Hour Calculations

Weekday PM Peak Hour

Time	STH 67 Obervatory Pl	STH 67 Parkhurst Pl	STH 67 Constance Blvd	Sums
Date=>	11/6/2025	11/6/2025	9/5/2024	
Node #=>	100	200	300	
3:00 PM	164	164	241	
3:15 PM	187	192	180	
3:30 PM	184	180	209	
3:45 PM	139	135	177	2152
4:00 PM	151	156	157	2047
4:15 PM	124	127	152	1891
4:30 PM	143	143	132	1736
4:45 PM	125	127	142	1679
5:00 PM	117	116	142	1590
5:15 PM	98	96	130	1511
5:30 PM	103	104	101	1401
5:45 PM	98	103	98	1306

PM Peak Hour: 3:00 PM - 4:00 PM

Saturday Midday Peak Hour

Time	STH 67 Obervatory Pl	STH 67 Parkhurst Pl	STH 67 Constance Blvd	Sums
Date=>	11/8/2025	11/8/2025	9/7/2024	
Node #=>	100	200	300	
3:00 PM	101	103	140	
3:15 PM	132	141	151	
3:30 PM	127	124	157	
3:45 PM	144	142	127	1014
4:00 PM	117	119	104	1046
4:15 PM	76	79	149	928
4:30 PM	92	92	125	861
4:45 PM	81	81	117	737
5:00 PM	73	74	108	648
5:15 PM	75	76	135	644
5:30 PM	73	73	133	606
5:45 PM	92	94	103	630
6:00 PM	63	66	94	612
6:15 PM	52	53	115	566
6:30 PM	67	68	89	555
6:45 PM	54	52	70	475

SAT Peak Hour 3:15 PM - 4:15 PM

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Observatory Place**
Intersection of: ***STH 67 - Geneva Street & Observatory Place***

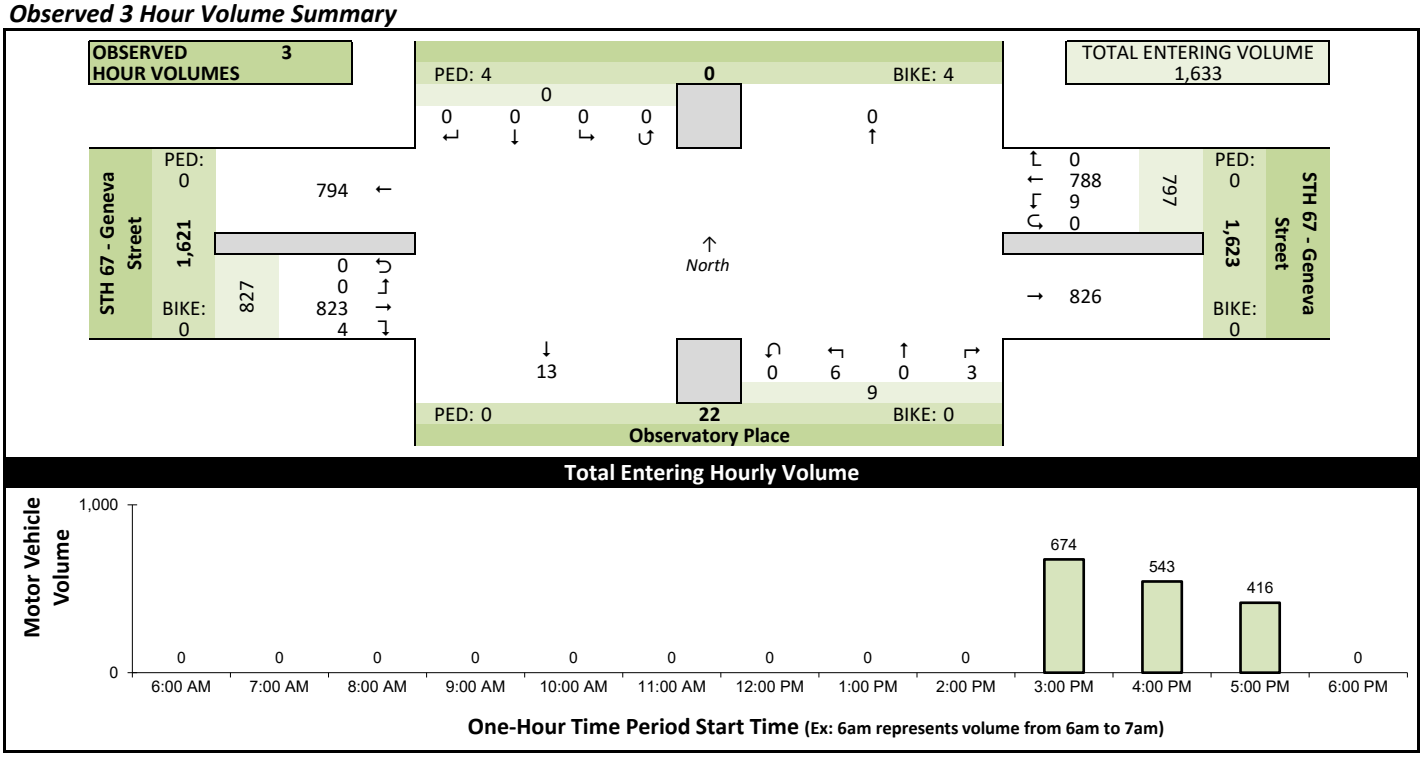
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Observatory Place		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

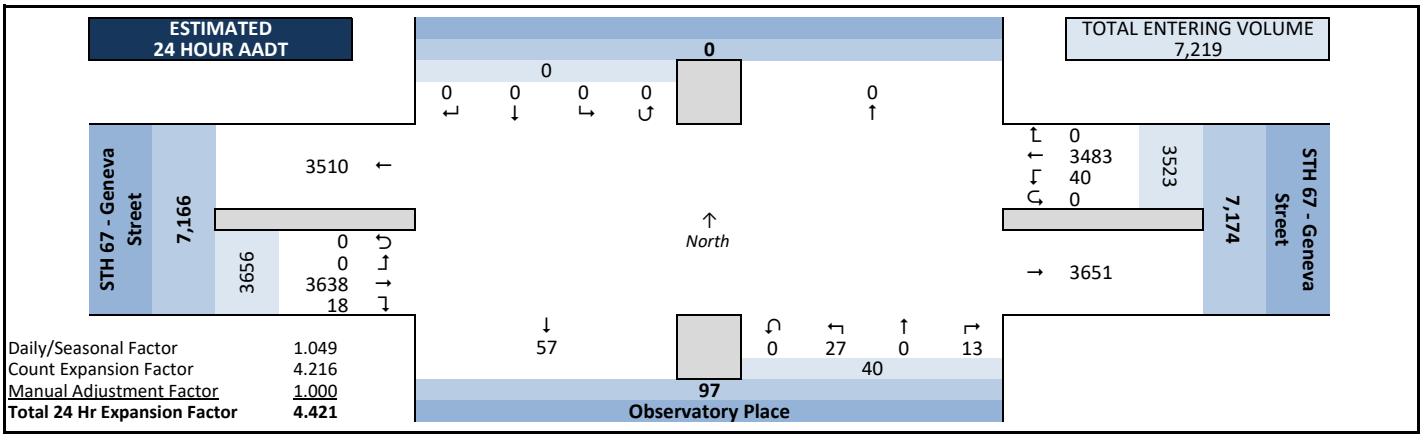
Count Information

Hrs Counted:	03:00 PM-06:00 PM				
1st Day of Count	Thursday, November 6, 2025			Weather	
AM Peak Period	Thursday, November 6, 2025			Clear and Dry	
Midday Peak Period	Thursday, November 6, 2025			Clear and Dry	
PM Peak Period	Thursday, November 6, 2025			Clear and Dry	
Calculated Peak Hours					
AM		MD		PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.049	Count Expansion Factor	4.216		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	None			
	PM Peak Period	Jane Fait			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

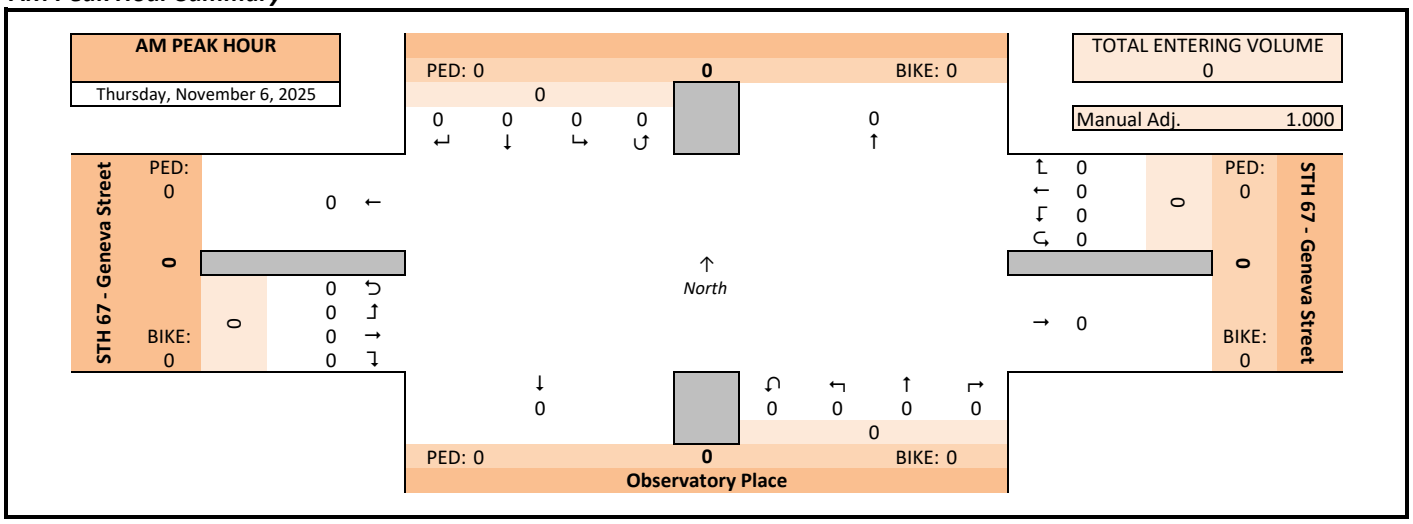
Peak Hour Volume Graphical Summary

STH 67 - Geneva Street & Observatory Place

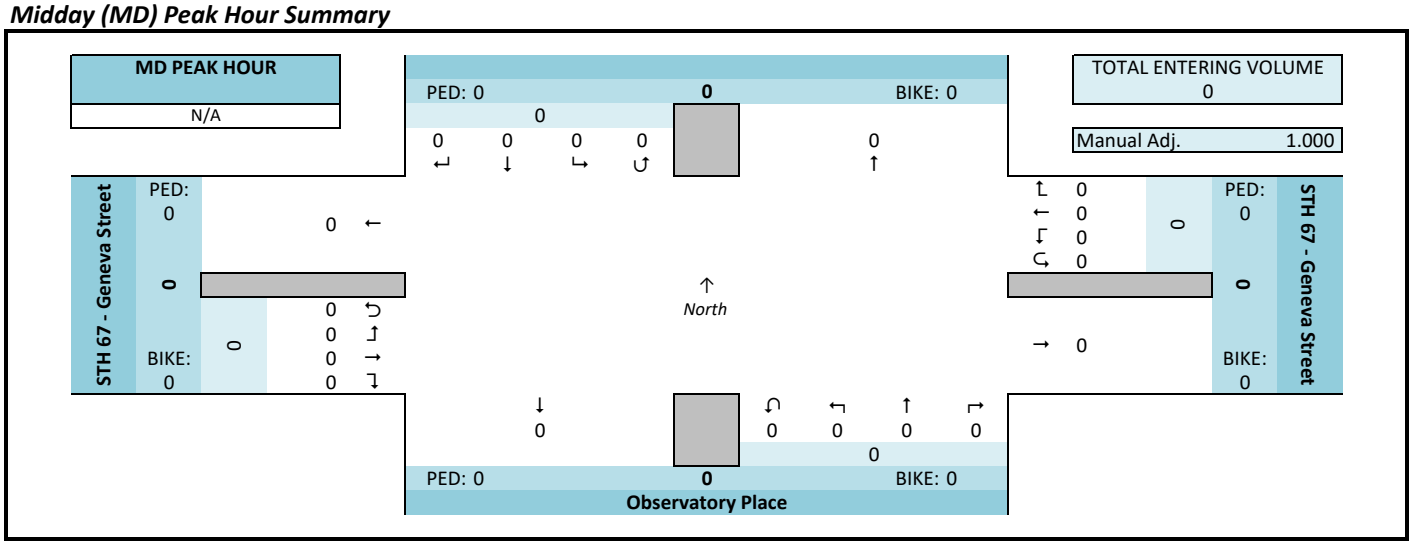
Count Basics			*Page 2 of 13*
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

All Motor Vehicles

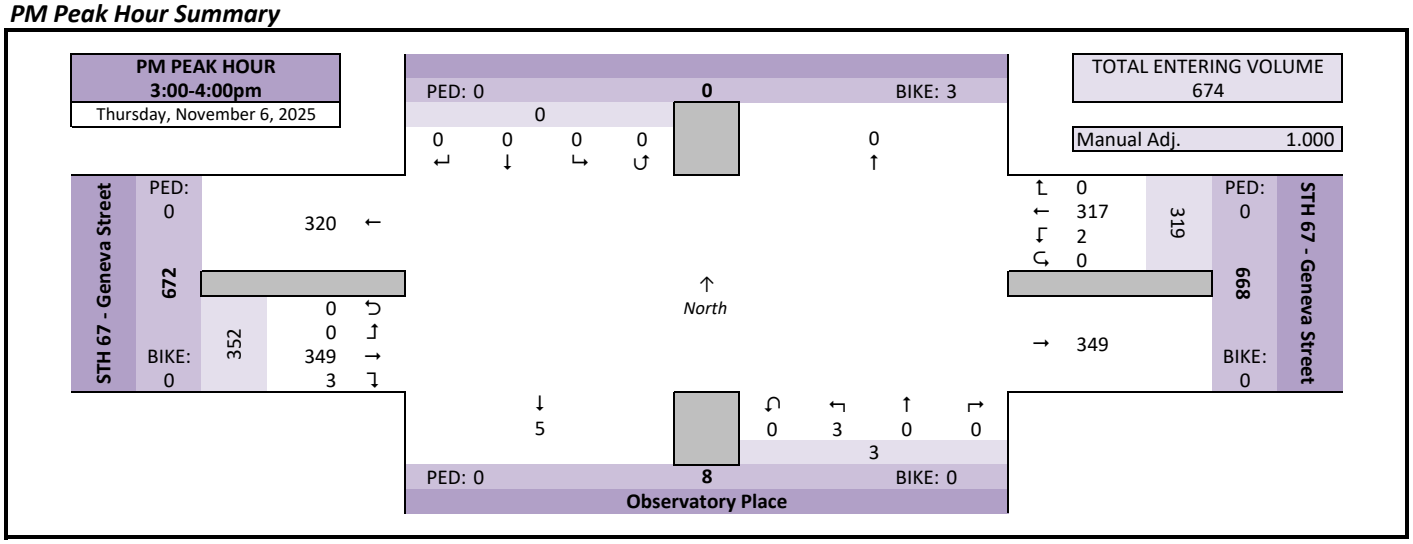
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

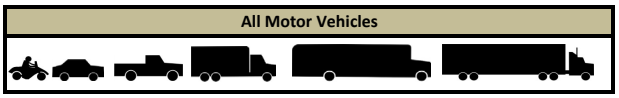


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Observatory Place



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, November 6, 2025		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, November 6, 2025		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:00 PM	0	0	0	0	0	0	77	0	0	77	0	0	1	0	1	0	86	0	0	86	164
	3:15 PM	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	0	88	0	0	88	187
	3:30 PM	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	2	108	0	0	110	184
	3:45 PM	0	0	0	0	0	0	67	2	0	69	0	0	2	0	2	1	67	0	0	68	139
	Peak Hour Volume	0	0	0	0	0	0	317	2	0	319	0	0	3	0	3	3	349	0	0	352	674
	Rounded Hourly Volume	0	0	0	0	0	0	315	0	0	315	0	0	5	0	5	5	350	0	0	355	675
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	33.3	4.3	0.0	0.0	4.5	4.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	33.3	4.6	0.0	0.0	4.8	4.7
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.25	0.00	0.81	0.00	0.00	0.37	0.00	0.37	0.37	0.81	0.00	0.00	0.80	0.90

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
					STH 67 - Geneva Street			Observatory Place			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
	3:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	3	3	0	0	0	0	0	0	0	0	0	3

Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Observatory Place

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min Totals	Hourly Sum	PHF
							STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street							
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	77	0	0	77	0	0	1	0	1	0	86	0	0	86	164	674	0.90
	3:15 PM	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	0	88	0	0	88	187	661	0.88
	3:30 PM	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	2	108	0	0	110	184	598	0.81
	3:45 PM	0	0	0	0	0	0	67	2	0	69	0	0	2	0	2	1	67	0	0	68	139	557	0.92
	4:00 PM	0	0	0	0	0	0	72	1	0	73	1	0	0	0	1	0	77	0	0	77	151	543	0.90
	4:15 PM	0	0	0	0	0	0	69	0	0	69	1	0	0	0	1	0	54	0	0	54	124	509	0.89
	4:30 PM	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	0	74	0	0	74	143	483	0.84
	4:45 PM	0	0	0	0	0	0	66	2	0	68	1	0	0	0	1	0	56	0	0	56	125	443	0.89
	5:00 PM	0	0	0	0	0	0	54	2	0	56	0	0	1	0	1	0	60	0	0	60	117	416	0.89
	5:15 PM	0	0	0	0	0	0	47	1	0	48	0	0	2	0	2	1	47	0	0	48	98		
	5:30 PM	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	0	46	0	0	46	103		
	5:45 PM	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	60	0	0	60	98		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	788	9	0	797	3	0	6	0	9	4	823	0	0	827	1633		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly Volume	PHF
							STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street						
		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	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:00 PM	0	0	0	0	0	0	317	2	0	319	0	0	3	0	3	3	349	0	0	352	674	0.90

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Observatory Place

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Observatory Place					From West (→) STH 67 - Geneva Street					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	32
	3:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	39
	3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12	35
	3:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	7	31
	4:00 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	3	0	0	3	10	30
	4:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	24
	4:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8	19
	4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6	13
	5:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	9
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	43	0	0	43	1	0	0	0	1	1	26	0	0	27	71	
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	0.0%	0.0%	5.4%	33.3%	0.0%	0.0%	0.0%	11.1%	25.0%	3.2%	0.0%	0.0%	3.3%	4.3%	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Observatory Place					From West (→) STH 67 - Geneva Street					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	1	16	0	0	17	32

Intersection Traffic Volume Report

Count Basics		Version 2025.03	Page 1 of 13
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Observatory Place**
Intersection of: ***STH 67 - Geneva Street & Observatory Place***

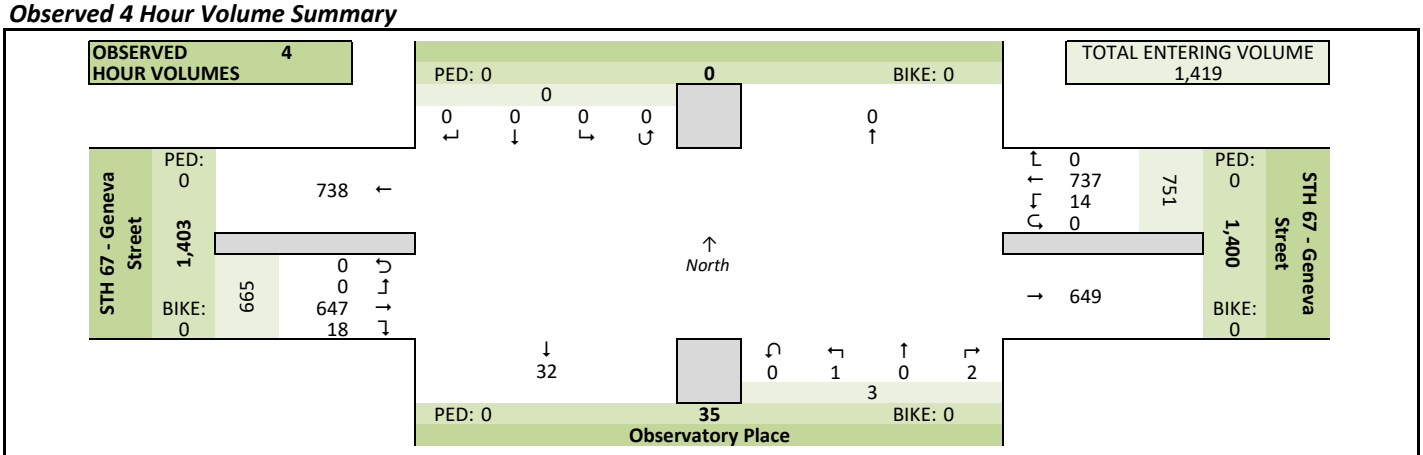
Site Information

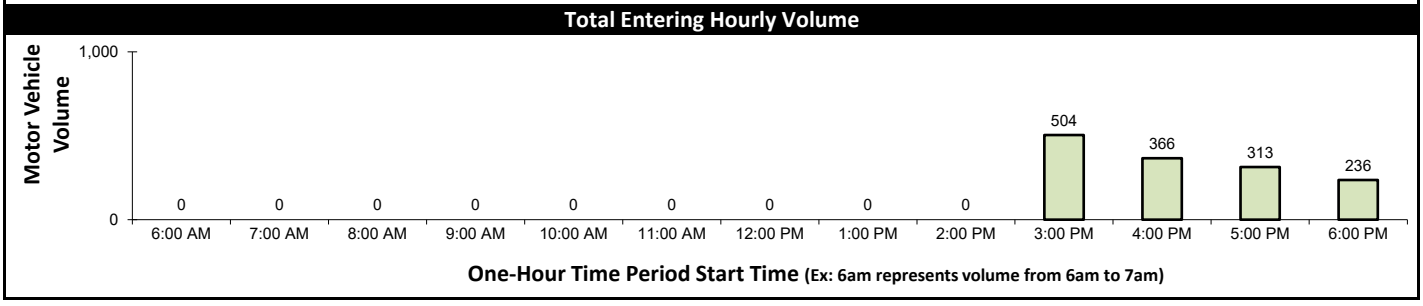
Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Observatory Place		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

Count Information

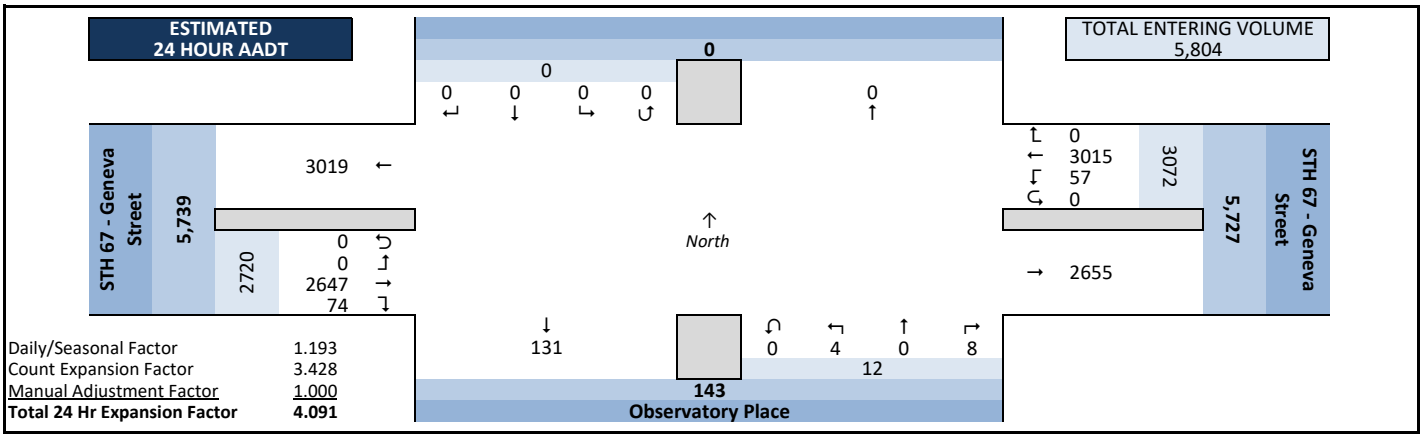
Hrs Counted:	03:00 PM-07:00 PM				
1st Day of Count	Saturday, November 8, 2025			Weather	
AM Peak Period	Saturday, November 8, 2025			Clear and Dry	
Midday Peak Period	Saturday, November 8, 2025			Clear and Dry	
PM Peak Period	Saturday, November 8, 2025			Clear and Dry	
Calculated Peak Hours					
AM		MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.193	Count Expansion Factor	3.428		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	None			
	PM Peak Period	Jane Fait			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 4 Hour Volume Summary





Estimated 24 Hour AADT



Daily/Seasonal Factor	1.193
Count Expansion Factor	3.428
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**4.091**

Intersection Traffic Volume Report

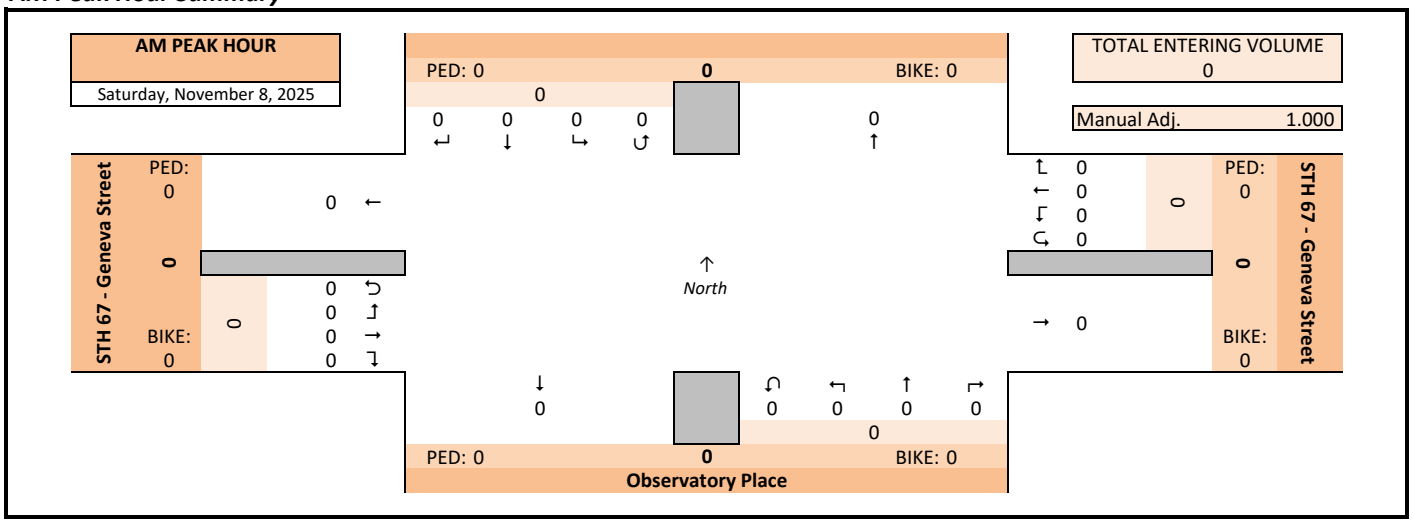
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

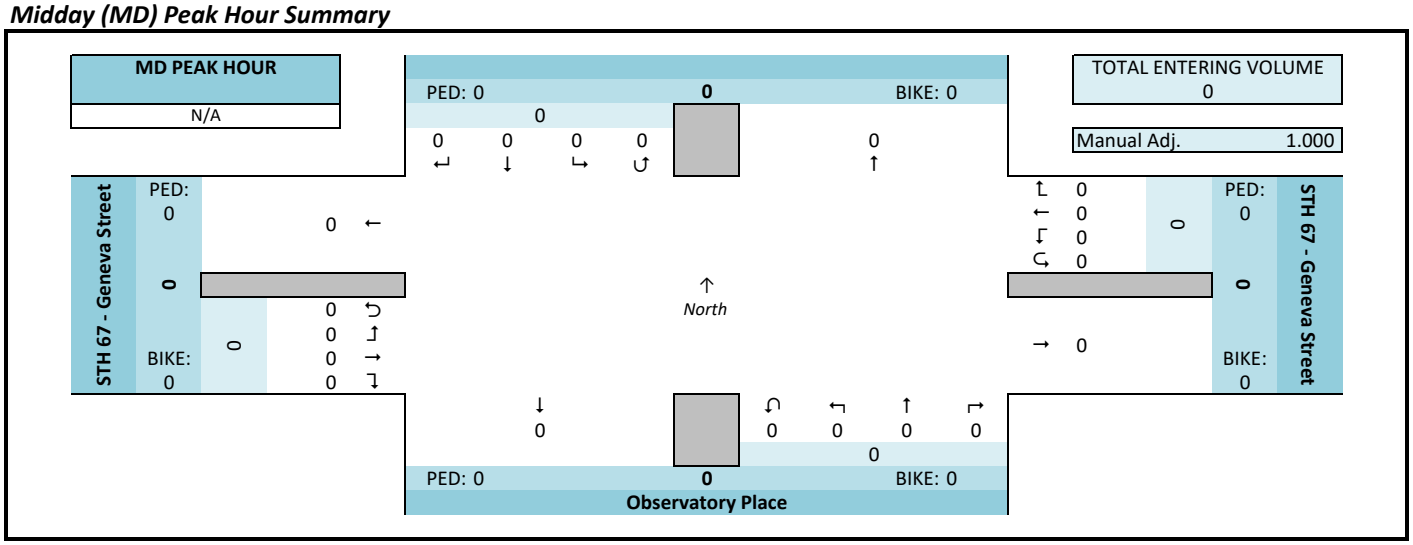
All Motor Vehicles

STH 67 - Geneva Street & Observatory Place

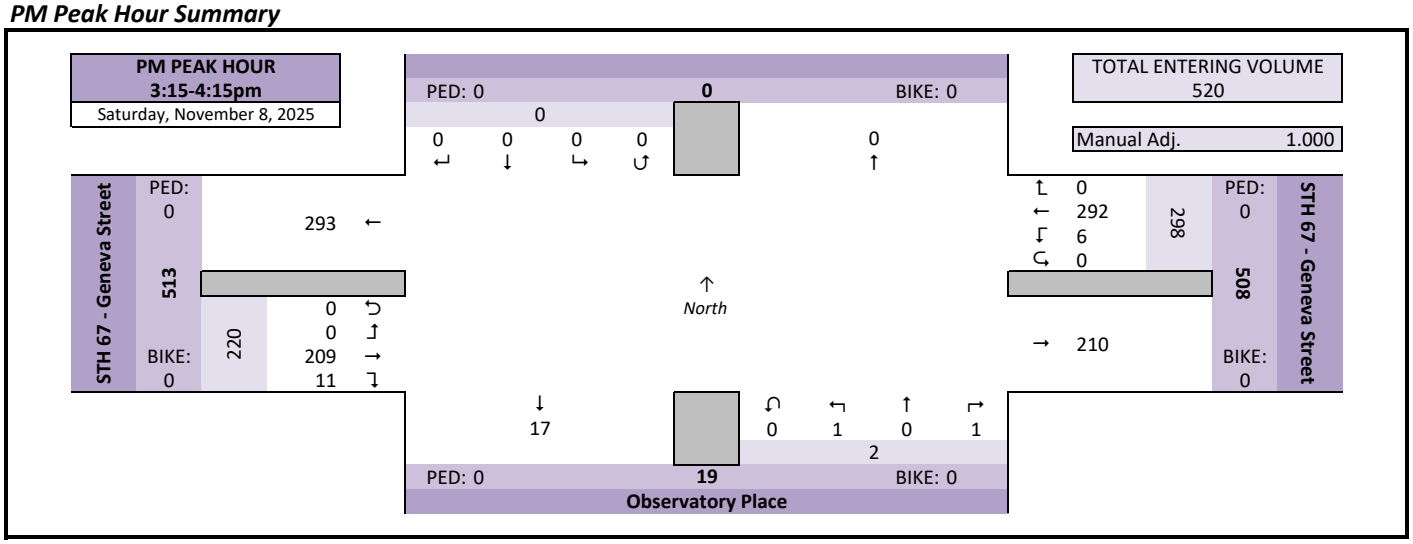
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

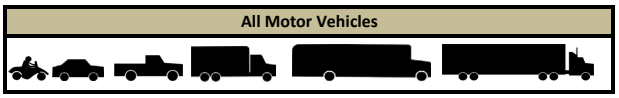


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Observatory Place



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, November 8, 2025		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, November 8, 2025		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	0	0	0	0	0	0	83	0	0	83	1	0	1	0	2	0	47	0	0	47	132
	3:30 PM	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	3	55	0	0	58	127
	3:45 PM	0	0	0	0	0	0	79	3	0	82	0	0	0	0	0	7	55	0	0	62	144
	4:00 PM	0	0	0	0	0	0	62	2	0	64	0	0	0	0	0	1	52	0	0	53	117
	Peak Hour Volume	0	0	0	0	0	0	292	6	0	298	1	0	1	0	2	11	209	0	0	220	520
	Rounded Hourly Volume	0	0	0	0	0	0	290	5	0	295	0	0	0	0	0	10	210	0	0	220	515
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	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	0.5	0.0	0.0	0.5	0.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	2.3
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.50	0.00	0.90	0.25	0.00	0.25	0.00	0.25	0.39	0.95	0.00	0.00	0.89	0.90

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
					STH 67 - Geneva Street			Observatory Place			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Observatory Place

Count Basics		*Page 5 of 13*
Start Date: Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Observatory Place					From West (→) STH 67 - Geneva Street					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	58	1	0	59	0	0	0	0	0	3	39	0	0	42	101	504	0.88
	3:15 PM	0	0	0	0	0	0	83	0	0	83	1	0	1	0	2	0	47	0	0	47	132	520	0.90
	3:30 PM	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	3	55	0	0	58	127	464	0.81
	3:45 PM	0	0	0	0	0	0	79	3	0	82	0	0	0	0	0	7	55	0	0	62	144	429	0.74
	4:00 PM	0	0	0	0	0	0	62	2	0	64	0	0	0	0	0	1	52	0	0	53	117	366	0.78
	4:15 PM	0	0	0	0	0	0	47	2	0	49	0	0	0	0	0	1	26	0	0	27	76	322	0.88
	4:30 PM	0	0	0	0	0	0	55	1	0	56	1	0	0	0	1	0	35	0	0	35	92	321	0.87
	4:45 PM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	42	0	0	42	81	302	0.93
	5:00 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	37	0	0	37	73	313	0.85
	5:15 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	39	0	0	39	75	303	0.82
	5:30 PM	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	0	45	0	0	45	73	280	0.76
	5:45 PM	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	1	49	0	0	50	92	274	0.74
	6:00 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	36	0	0	36	63	236	0.88
	6:15 PM	0	0	0	0	0	0	24	1	0	25	0	0	0	0	0	1	26	0	0	27	52		
	6:30 PM	0	0	0	0	0	0	32	2	0	34	0	0	0	0	0	0	33	0	0	33	67		
	6:45 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	1	31	0	0	32	54		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	737	14	0	751	2	0	1	0	3	18	647	0	0	665	1419		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Observatory Place					From West (→) STH 67 - Geneva Street					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	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	0	0	0	0	0	0	292	6	0	298	1	0	1	0	2	11	209	0	0	220	520	0.90

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Observatory Place

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Observatory Place					From West (→) STH 67 - Geneva Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	11
	3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	15
	4:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	11
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	9
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	9
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	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	1	0	0	1	1	
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	11	0	0	11	33	
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	1.7%	2.3%	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Observatory Place					From West (→) STH 67 - Geneva Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Parkhurst Place**
Intersection of: ***STH 67 - Geneva Street & Parkhurst Place***

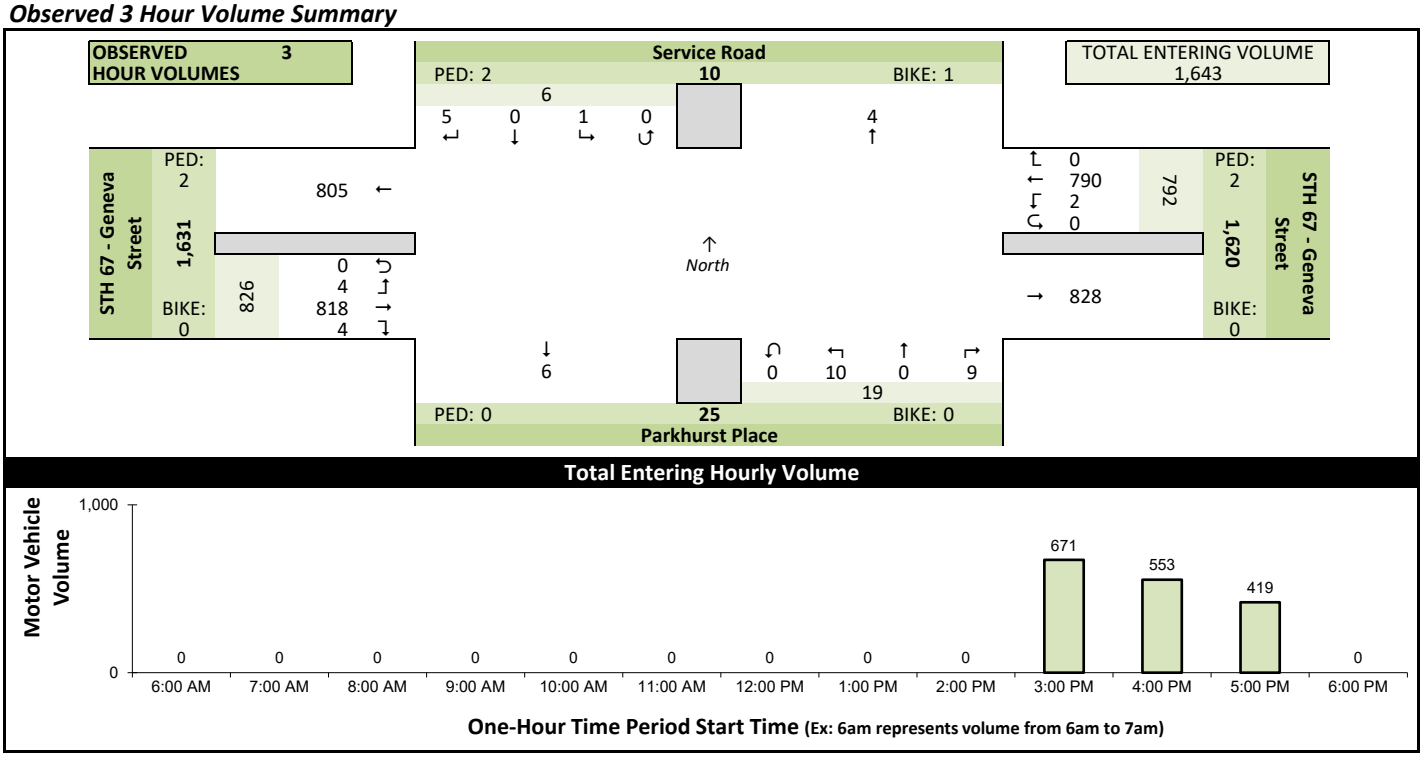
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Parkhurst Place		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

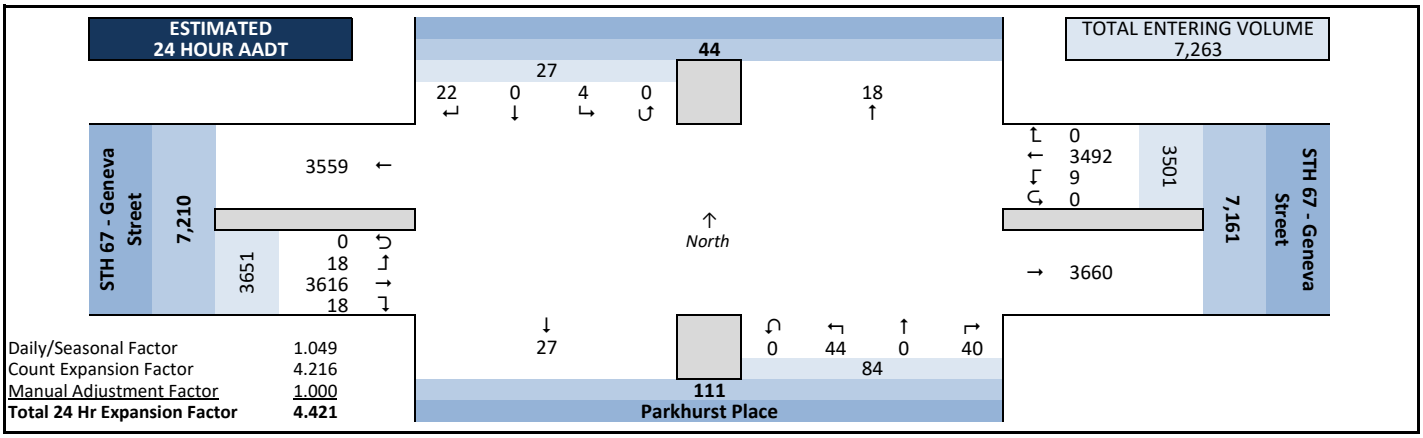
Count Information

Hrs Counted:	03:00 PM-06:00 PM				
1st Day of Count	Thursday, November 6, 2025			Weather	
AM Peak Period	Thursday, November 6, 2025			Clear and Dry	
Midday Peak Period	Thursday, November 6, 2025			Clear and Dry	
PM Peak Period	Thursday, November 6, 2025			Clear and Dry	
Calculated Peak Hours					
AM		MD		PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.049	Count Expansion Factor	4.216		
Company Name	TADI			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Lori Atwell				
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

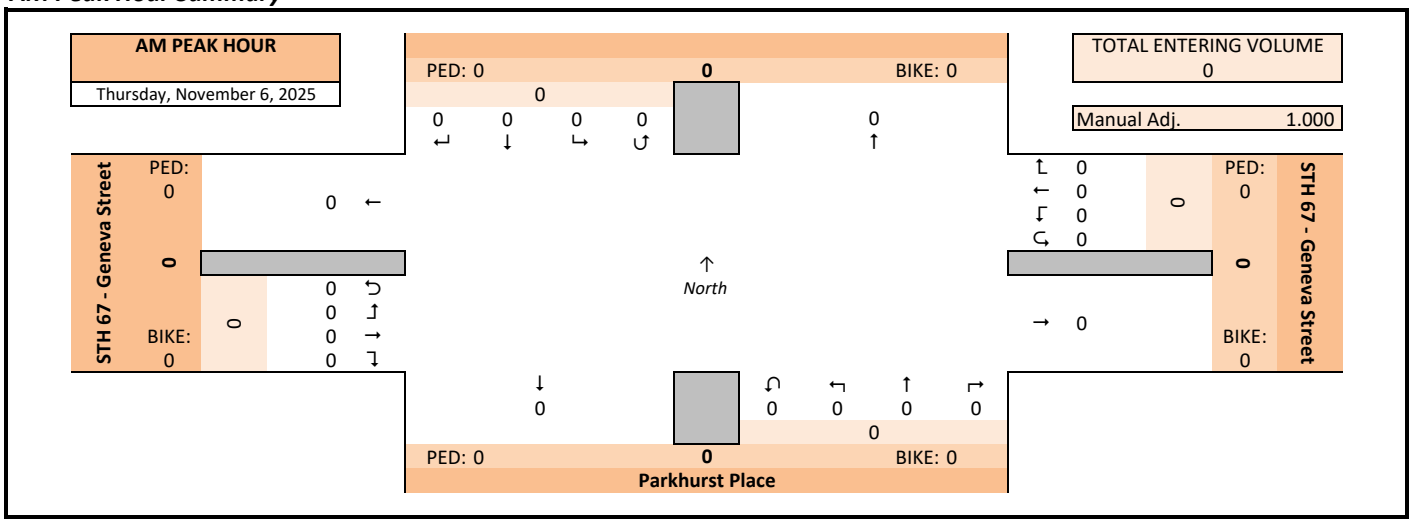
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

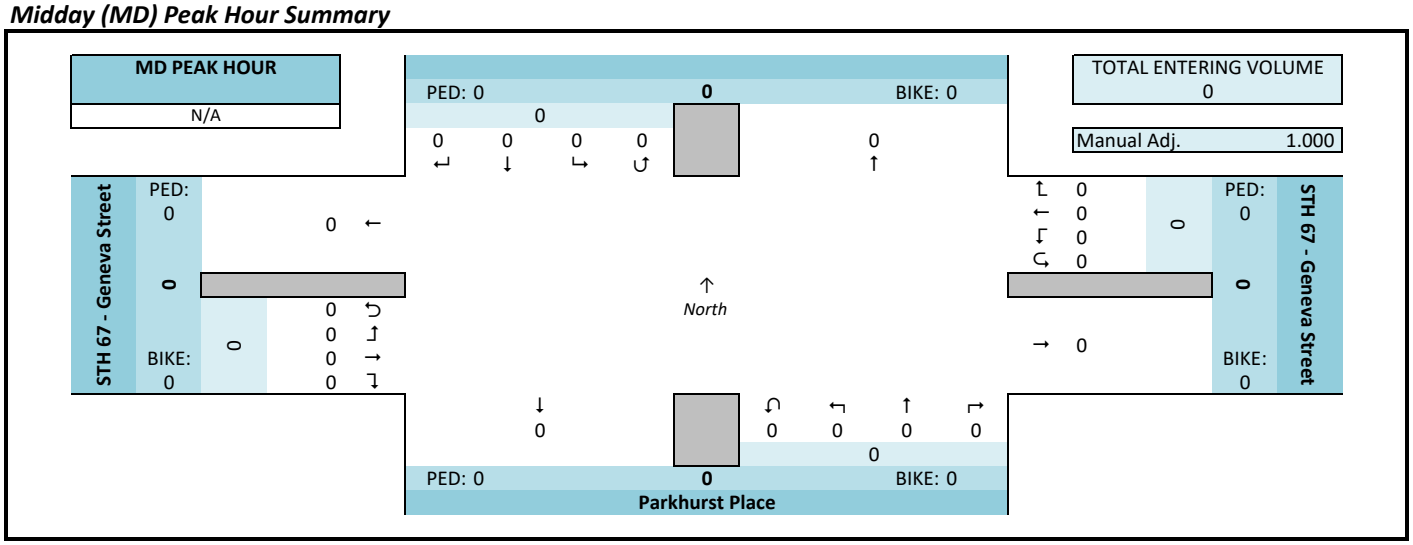
All Motor Vehicles

STH 67 - Geneva Street & Parkhurst Place

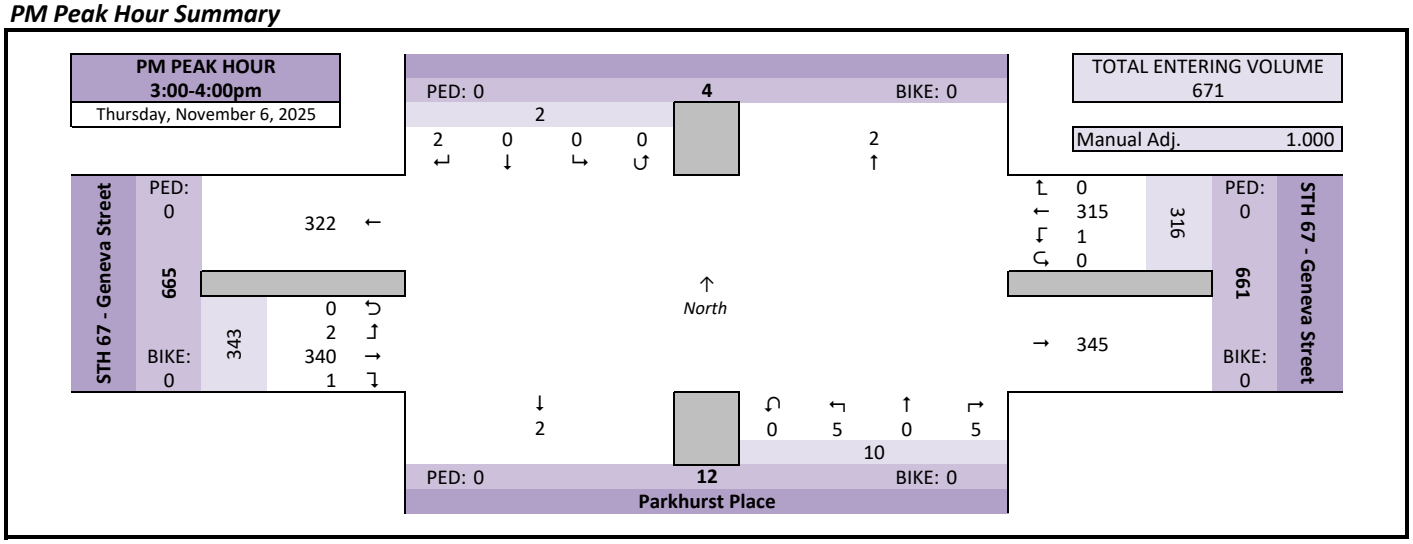
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

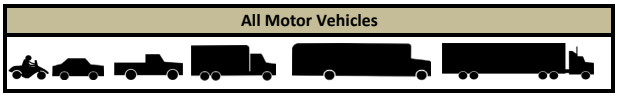


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Parkhurst Place



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, November 6, 2025		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, November 6, 2025		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:00 PM	0	0	0	0	0	0	74	0	0	74	1	0	3	0	4	1	85	0	0	86	164
	3:15 PM	1	0	0	0	1	0	101	0	0	101	2	0	0	0	2	0	88	0	0	88	192
	3:30 PM	1	0	0	0	1	0	73	0	0	73	0	0	0	0	0	0	104	2	0	106	180
	3:45 PM	0	0	0	0	0	0	67	1	0	68	2	0	2	0	4	0	63	0	0	63	135
	Peak Hour Volume	2	0	0	0	2	0	315	1	0	316	5	0	5	0	10	1	340	2	0	343	671
	Rounded Hourly Volume	0	0	0	0	0	0	315	0	0	315	5	0	5	0	10	0	340	0	0	340	665
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.4	4.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	4.6
	Peak Hour Factor (PHF)	0.50	0.00	0.00	0.00	0.50	0.00	0.78	0.25	0.00	0.78	0.62	0.00	0.42	0.00	0.62	0.25	0.82	0.25	0.00	0.81	0.87

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
					STH 67 - Geneva Street			Parkhurst Place			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Parkhurst Place					From West (→) STH 67 - Geneva Street					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	74	0	0	74	1	0	3	0	4	1	85	0	0	86	164	671	0.87
	3:15 PM	1	0	0	0	1	0	101	0	0	101	2	0	0	0	2	0	88	0	0	88	192	663	0.86
	3:30 PM	1	0	0	0	1	0	73	0	0	73	0	0	0	0	0	0	104	2	0	106	180	598	0.83
	3:45 PM	0	0	0	0	0	0	67	1	0	68	2	0	2	0	4	0	63	0	0	63	135	561	0.90
	4:00 PM	1	0	0	0	1	0	74	0	0	74	1	0	0	0	1	0	79	1	0	80	156	553	0.89
	4:15 PM	0	0	0	0	0	0	68	0	0	68	1	0	2	0	3	0	56	0	0	56	127	513	0.90
	4:30 PM	0	0	1	0	1	0	67	1	0	68	0	0	1	0	1	1	72	0	0	73	143	482	0.84
	4:45 PM	1	0	0	0	1	0	67	0	0	67	0	0	0	0	0	0	59	0	0	59	127	443	0.87
	5:00 PM	0	0	0	0	0	0	54	0	0	54	1	0	1	0	2	1	58	1	0	60	116	419	0.90
	5:15 PM	0	0	0	0	0	0	48	0	0	48	0	0	1	0	1	1	46	0	0	47	96		
	5:30 PM	1	0	0	0	1	0	56	0	0	56	1	0	0	0	1	0	46	0	0	46	104		
	5:45 PM	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	0	62	0	0	62	103		
	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		5	0	1	0	6	0	790	2	0	792	9	0	10	0	19	4	818	4	0	826	1643		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Parkhurst Place					From West (→) STH 67 - Geneva Street					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	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:00 PM	2	0	0	0	2	0	315	1	0	316	5	0	5	0	10	1	340	2	0	343	671	0.87

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

15-Minute Heavy Vehicle Data

	15-Minute	From North					From East					From South					From West						
	Time Period						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	31
	3:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	38
	3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12	35
	3:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	30
	4:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	31
	4:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	24
	4:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	18
	4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	13
	5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	10
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	0	28	0	0	28	72	
otal Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	3.4%	4.4%	

Peak Hour Heavy Vehicle Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	16	0	0	16	31

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Parkhurst Place**
Intersection of: ***STH 67 - Geneva Street & Parkhurst Place***

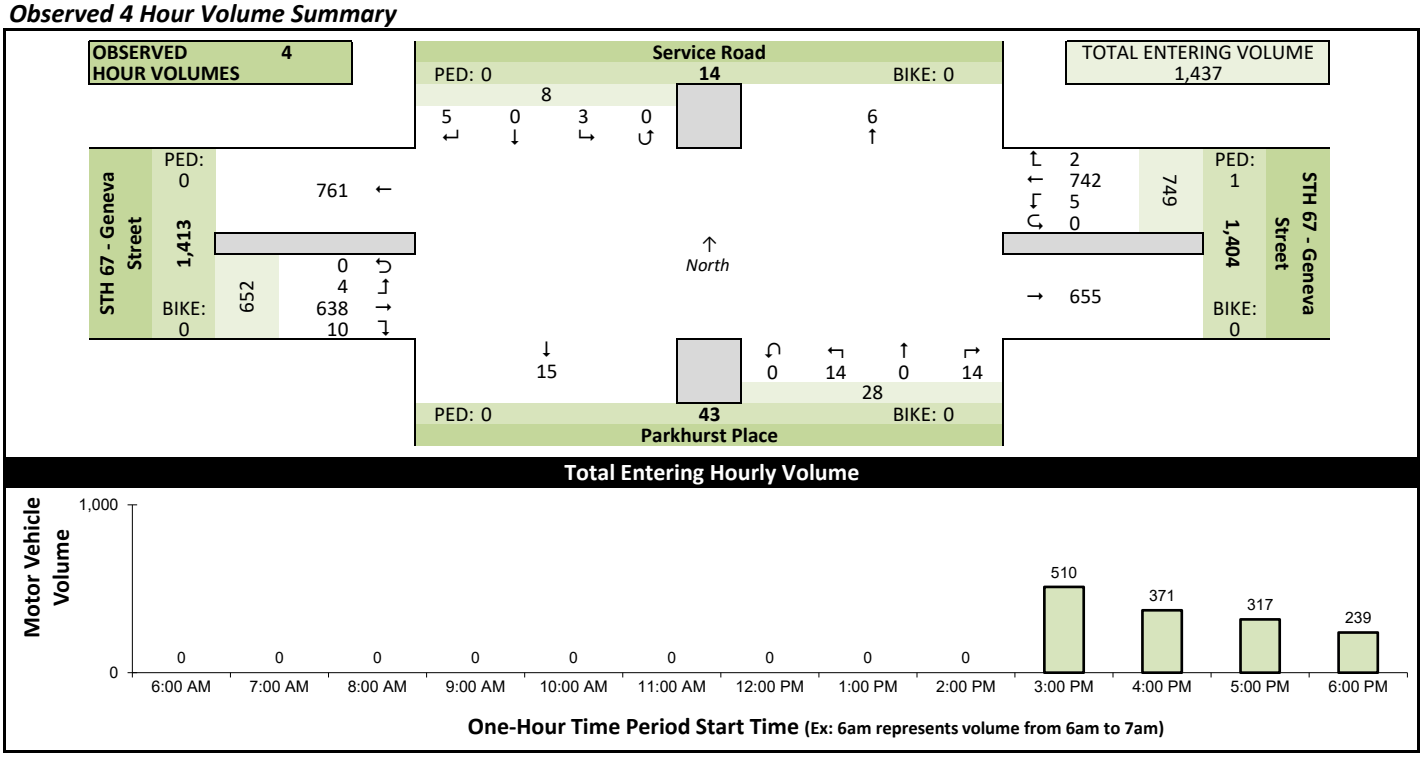
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Parkhurst Place		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

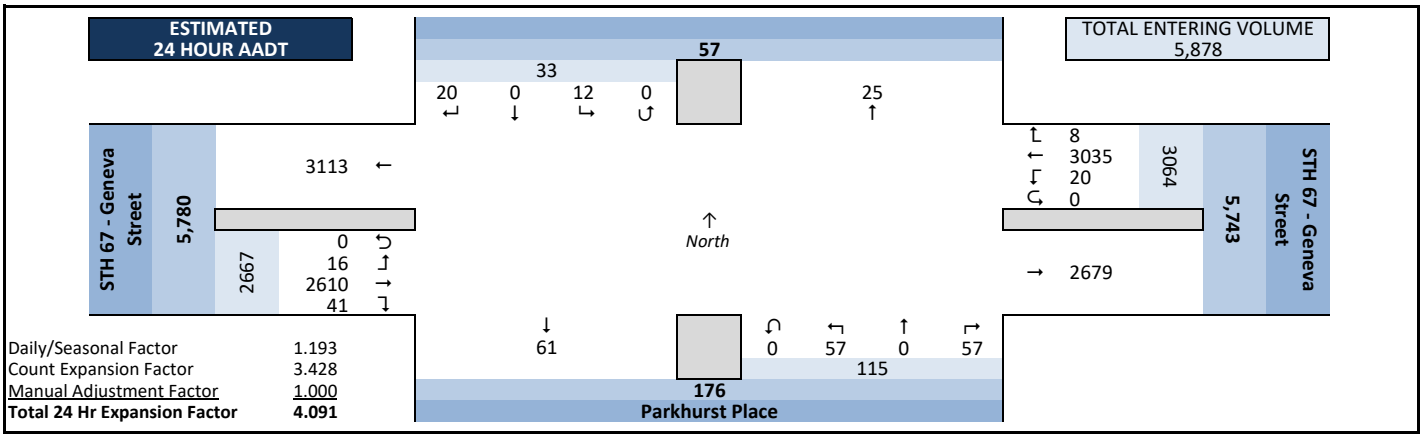
Count Information

Hrs Counted:	03:00 PM-07:00 PM				
1st Day of Count	Saturday, November 8, 2025			Weather	
AM Peak Period	Saturday, November 8, 2025			Clear and Dry	
Midday Peak Period	Saturday, November 8, 2025			Clear and Dry	
PM Peak Period	Saturday, November 8, 2025			Clear and Dry	
Calculated Peak Hours					
AM		MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.193	Count Expansion Factor	3.428		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	None			
	PM Peak Period	Lori Atwell			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

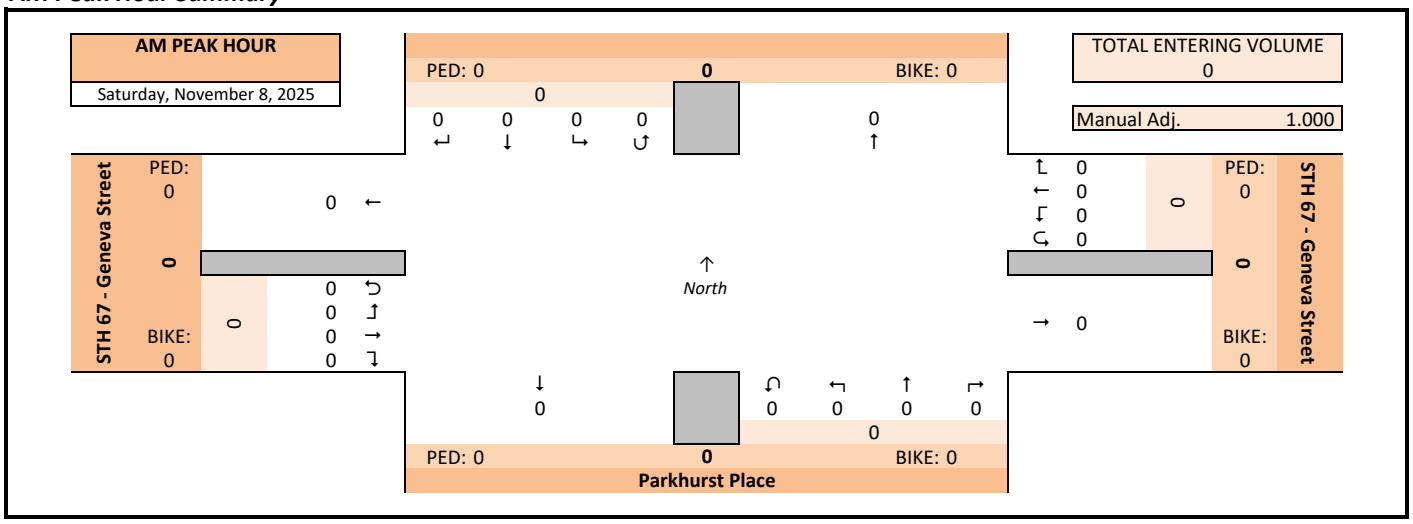
Peak Hour Volume Graphical Summary

STH 67 - Geneva Street & Parkhurst Place

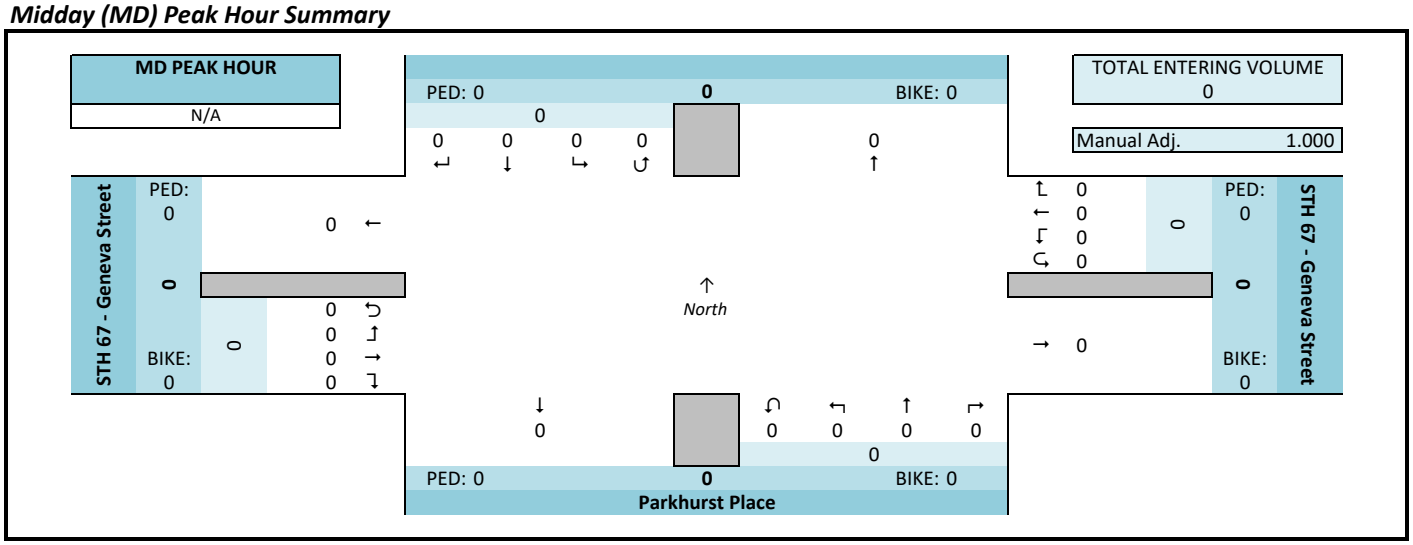
Count Basics			*Page 2 of 13*
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

All Motor Vehicles

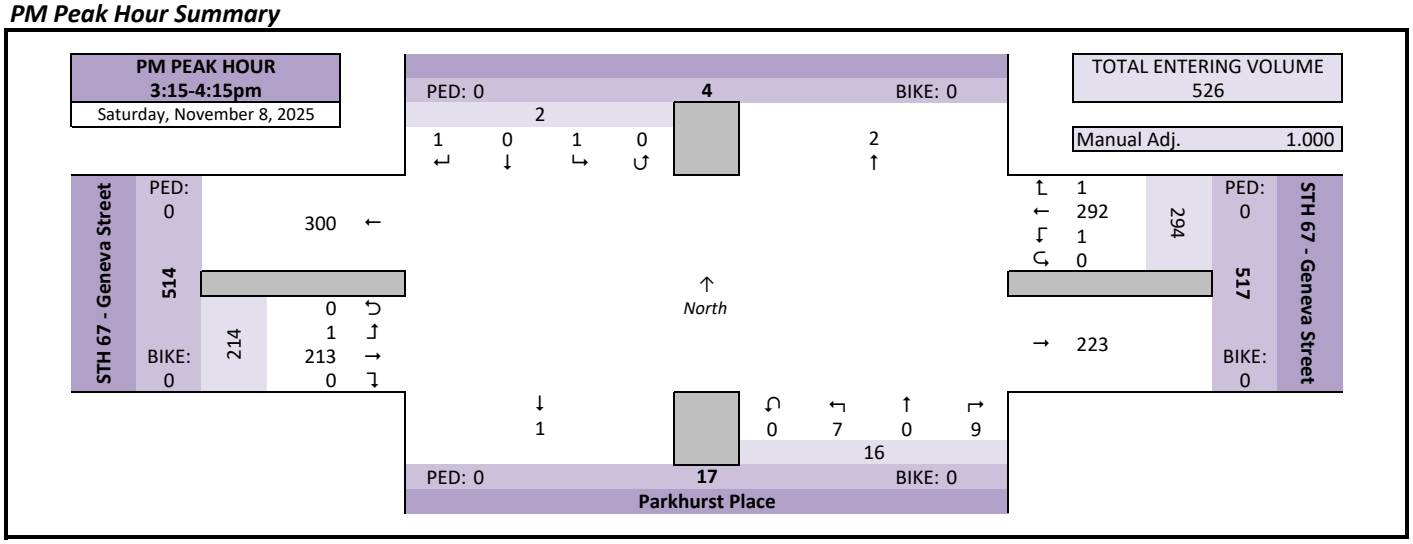
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

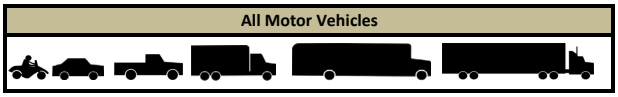


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Parkhurst Place



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, November 8, 2025		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, November 8, 2025		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	1	0	0	0	1	0	86	1	0	87	3	0	1	0	4	0	49	0	0	49	141
	3:30 PM	0	0	0	0	0	0	65	0	0	65	1	0	2	0	3	0	55	1	0	56	124
	3:45 PM	0	0	0	0	0	0	79	0	0	79	2	0	4	0	6	0	57	0	0	57	142
	4:00 PM	0	0	1	0	1	1	62	0	0	63	3	0	0	0	3	0	52	0	0	52	119
	Peak Hour Volume	1	0	1	0	2	1	292	1	0	294	9	0	7	0	16	0	213	1	0	214	526
	Rounded Hourly Volume	0	0	0	0	0	0	290	0	0	290	10	0	5	0	15	0	215	0	0	215	520
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	1.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	1.9
	Peak Hour Factor (PHF)	0.25	0.00	0.25	0.00	0.50	0.25	0.85	0.25	0.00	0.84	0.75	0.00	0.44	0.00	0.67	0.00	0.93	0.25	0.00	0.94	0.93

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
					STH 67 - Geneva Street			Parkhurst Place			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

Count Basics		*Page 5 of 13*
Start Date: Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)							
							STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	2	0	0	0	2	0	54	0	0	54	3	0	3	0	6	2	38	1	0	41	103	510	0.90
	3:15 PM	1	0	0	0	1	0	86	1	0	87	3	0	1	0	4	0	49	0	0	49	141	526	0.93
	3:30 PM	0	0	0	0	0	0	65	0	0	65	1	0	2	0	3	0	55	1	0	56	124	464	0.82
	3:45 PM	0	0	0	0	0	0	79	0	0	79	2	0	4	0	6	0	57	0	0	57	142	432	0.76
	4:00 PM	0	0	1	0	1	1	62	0	0	63	3	0	0	0	3	0	52	0	0	52	119	371	0.78
	4:15 PM	0	0	0	0	0	0	48	2	0	50	2	0	1	0	3	0	26	0	0	26	79	326	0.89
	4:30 PM	0	0	0	0	0	0	55	0	0	55	0	0	2	0	2	0	35	0	0	35	92	323	0.88
	4:45 PM	0	0	0	0	0	0	38	0	0	38	0	0	1	0	1	0	42	0	0	42	81	304	0.94
	5:00 PM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	1	36	0	0	37	74	317	0.84
	5:15 PM	0	0	0	0	0	0	36	1	0	37	0	0	0	0	0	1	38	0	0	39	76	309	0.82
	5:30 PM	1	0	0	0	1	0	27	0	0	27	0	0	0	0	0	1	44	0	0	45	73	286	0.76
	5:45 PM	1	0	2	0	3	1	41	1	0	43	0	0	0	0	0	3	44	1	0	48	94	281	0.75
	6:00 PM	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	36	0	0	36	66	239	0.88
	6:15 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	1	24	1	0	26	53		
	6:30 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	1	31	0	0	32	68		
	6:45 PM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	31	0	0	31	52		
	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		5	0	3	0	8	2	742	5	0	749	14	0	14	0	28	10	638	4	0	652	1437		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly	
							STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	1	0	1	0	2	1	292	1	0	294	9	0	7	0	16	0	213	1	0	214	526	0.93

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Parkhurst Place					From West (→) STH 67 - Geneva Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	11
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	3:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	14
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	7
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	1	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	10	0	0	10	27	
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	1.5%	1.9%	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Parkhurst Place					From West (→) STH 67 - Geneva Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10

Intersection Traffic Volume Report

Count Basics	Version 2024.04		Page 1 of 13
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Constance Blvd**
Intersection of: ***STH 67 - Geneva Street & Constance Blvd*** **IX_ID:**

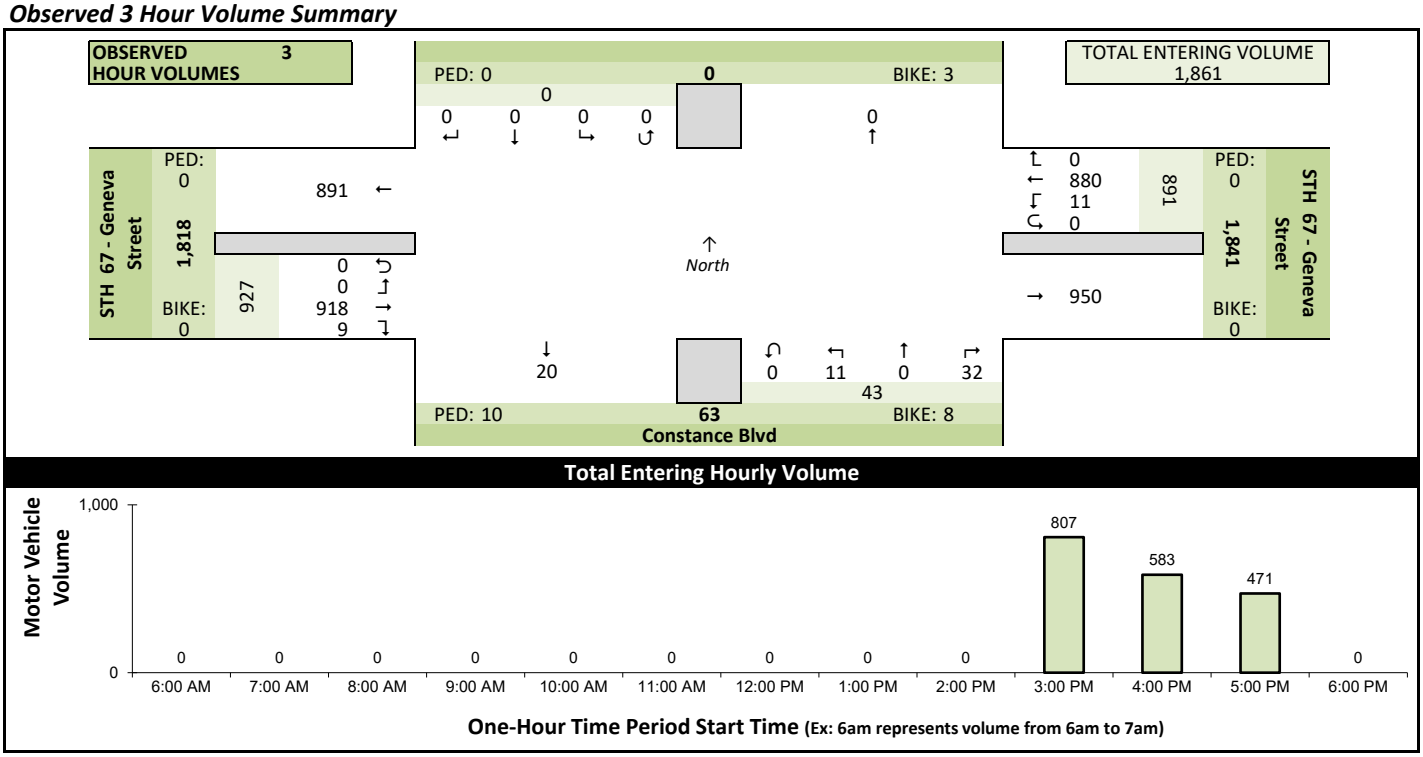
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Constance Blvd		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

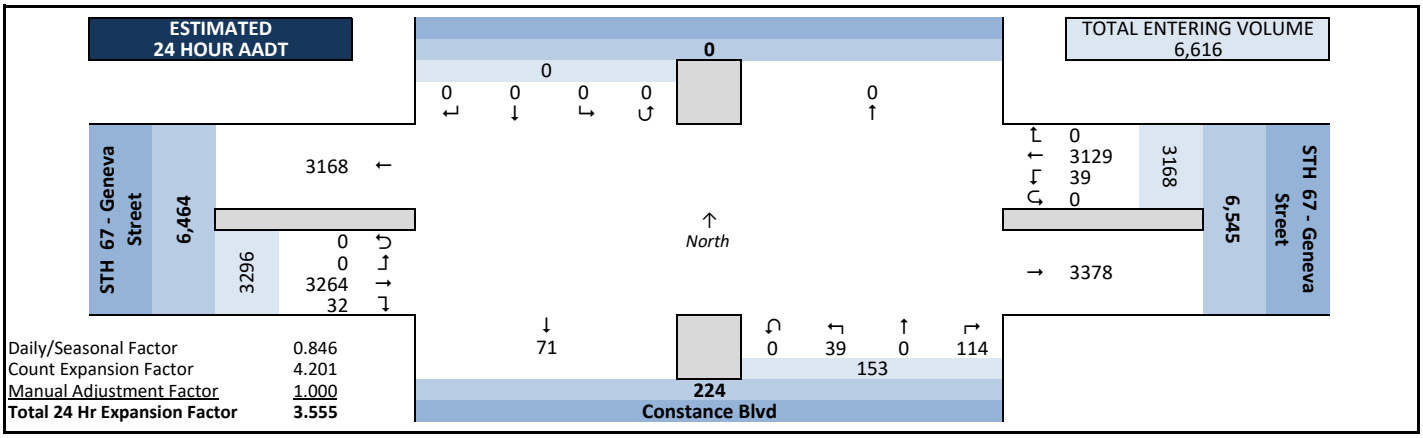
Count Information

Hrs Counted:	03:00 PM-06:00 PM				
1st Day of Count	Thursday, September 5, 2024			Weather	
AM Peak Period	Thursday, September 5, 2024			Clear & Dry	
Midday Peak Period	Thursday, September 5, 2024			Clear & Dry	
PM Peak Period	Thursday, September 5, 2024			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.201		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	None			
	PM Peak Period	Wendy Picard			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

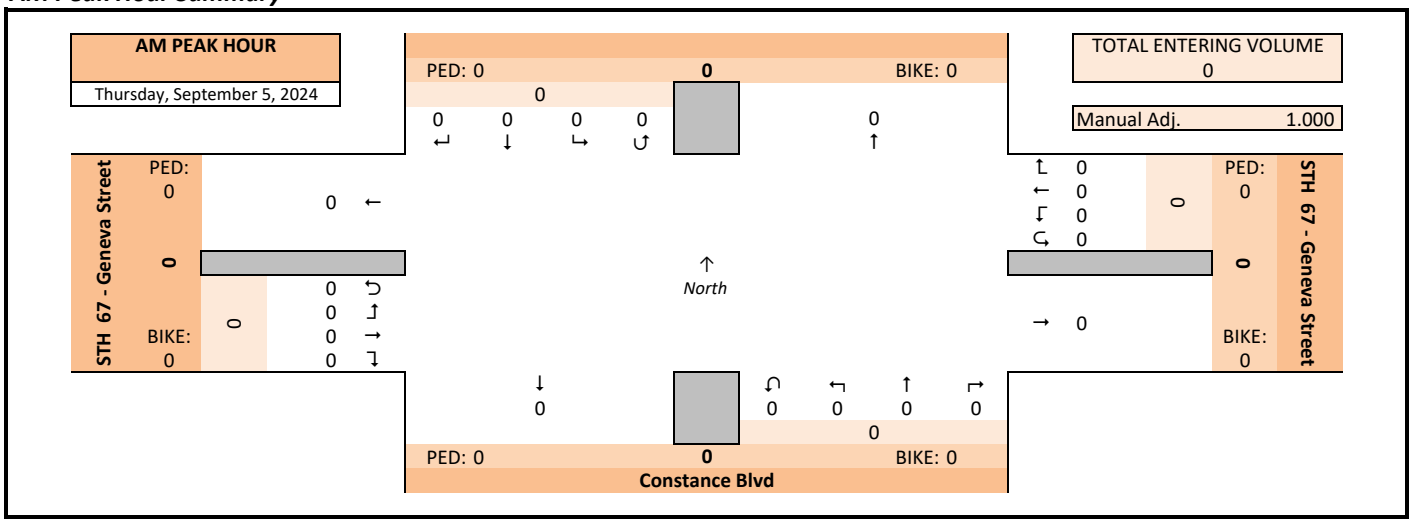
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

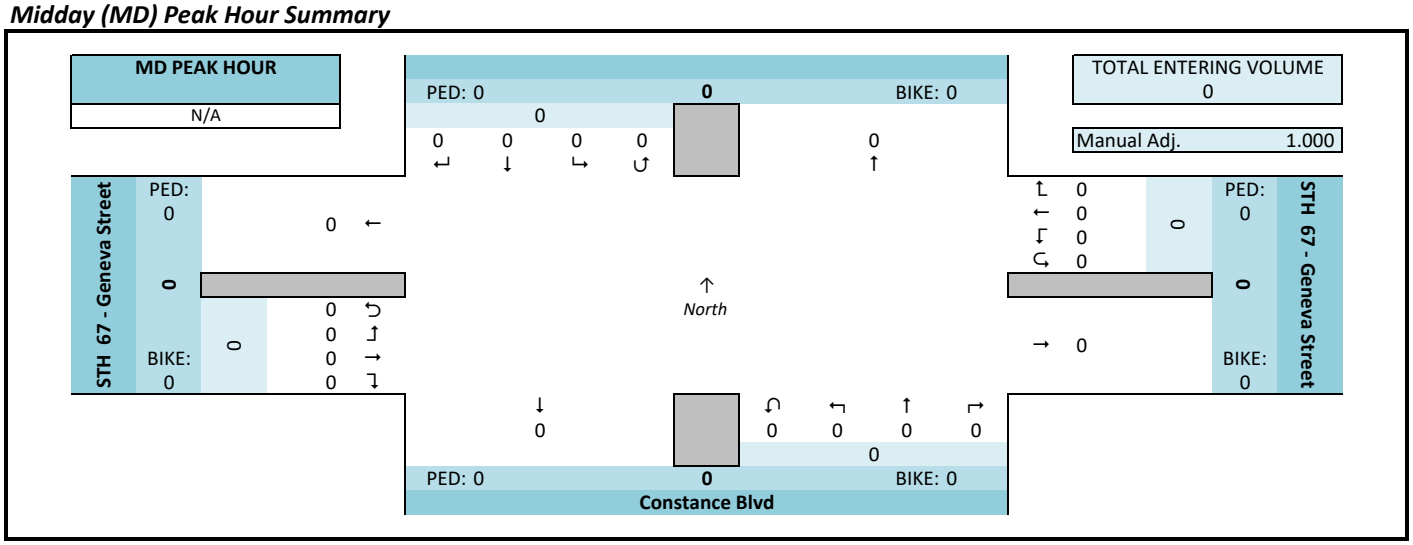
All Motor Vehicles

STH 67 - Geneva Street & Constance Blvd

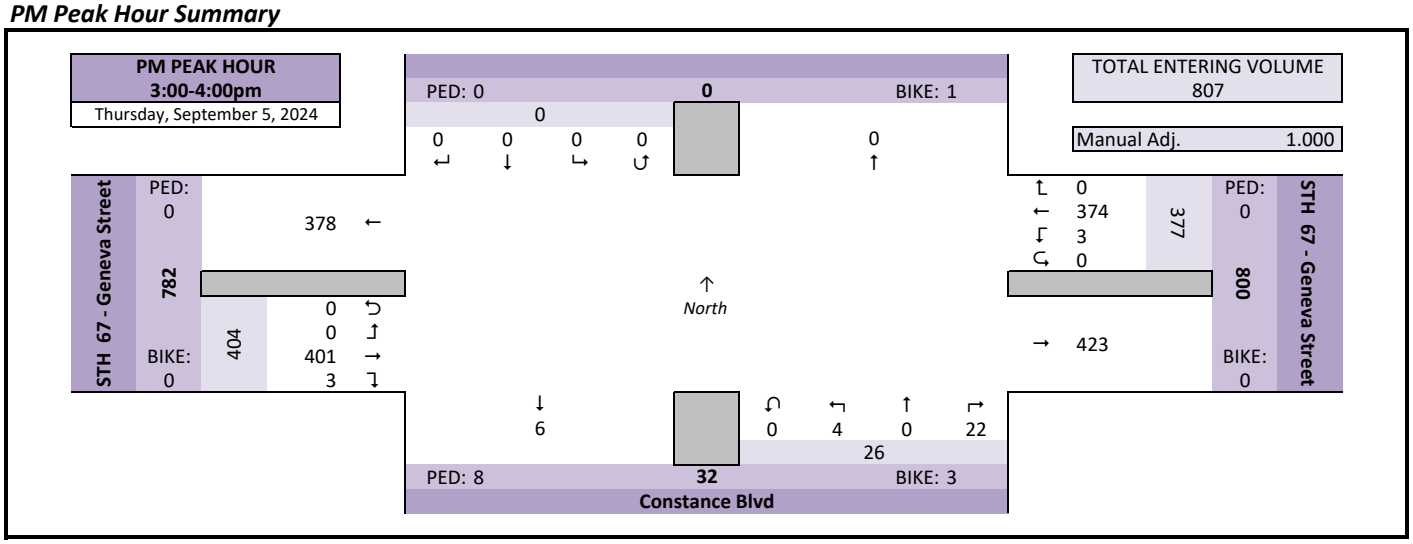
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Constance Blvd

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 5, 2024		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 5, 2024		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:00 PM	0	0	0	0	0	0	116	1	0	117	6	0	3	0	9	1	114	0	0	115	241
	3:15 PM	0	0	0	0	0	0	84	0	0	84	9	0	0	0	9	1	86	0	0	87	180
	3:30 PM	0	0	0	0	0	0	88	1	0	89	2	0	1	0	3	1	116	0	0	117	209
	3:45 PM	0	0	0	0	0	0	86	1	0	87	5	0	0	0	5	0	85	0	0	85	177
	Peak Hour Volume	0	0	0	0	0	0	374	3	0	377	22	0	4	0	26	3	401	0	0	404	807
	Rounded Hourly Volume	0	0	0	0	0	0	375	5	0	380	20	0	5	0	25	5	400	0	0	405	810
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.6	18.2	0.0	0.0	0.0	15.4	0.0	2.7	0.0	0.0	2.7	5.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.4	18.2	0.0	0.0	0.0	15.4	0.0	2.7	0.0	0.0	2.7	5.3
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.75	0.00	0.81	0.61	0.00	0.33	0.00	0.72	0.75	0.86	0.00	0.00	0.86	0.84

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
					STH 67 - Geneva Street			Constance Blvd			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	1	1	0	0	0	6	0	6	0	0	0	7
	3:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
	3:30 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
	3:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
	Total	0	1	1	0	0	0	8	3	11	0	0	0	12

Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Constance Blvd

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	116	1	0	117	6	0	3	0	9	1	114	0	0	115	241	807	0.84
	3:15 PM	0	0	0	0	0	0	84	0	0	84	9	0	0	0	9	1	86	0	0	87	180	723	0.86
	3:30 PM	0	0	0	0	0	0	88	1	0	89	2	0	1	0	3	1	116	0	0	117	209	695	0.83
	3:45 PM	0	0	0	0	0	0	86	1	0	87	5	0	0	0	5	0	85	0	0	85	177	618	0.87
	4:00 PM	0	0	0	0	0	0	74	2	0	76	3	0	3	0	6	1	74	0	0	75	157	583	0.93
	4:15 PM	0	0	0	0	0	0	85	2	0	87	1	0	0	0	1	2	62	0	0	64	152	568	0.93
	4:30 PM	0	0	0	0	0	0	63	0	0	63	2	0	0	0	2	0	67	0	0	67	132	546	0.96
	4:45 PM	0	0	0	0	0	0	57	2	0	59	1	0	3	0	4	0	79	0	0	79	142	515	0.91
	5:00 PM	0	0	0	0	0	0	67	1	0	68	0	0	0	0	0	2	72	0	0	74	142	471	0.83
	5:15 PM	0	0	0	0	0	0	60	1	0	61	2	0	1	0	3	1	65	0	0	66	130		
	5:30 PM	0	0	0	0	0	0	53	0	0	53	1	0	0	0	1	0	47	0	0	47	101		
	5:45 PM	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	51	0	0	51	98		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	880	11	0	891	32	0	11	0	43	9	918	0	0	927	1861		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					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	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:00 PM	0	0	0	0	0	0	374	3	0	377	22	0	4	0	26	3	401	0	0	404	807	0.84

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Constance Blvd

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	43
	3:15 PM	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	1	0	0	1	12	41
	3:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	14	36
	3:45 PM	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	0	1	0	0	1	8	32
	4:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	7	33
	4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	33
	4:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	29
	4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	21
	5:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	13
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	52	0	0	52	5	0	0	0	5	0	32	0	0	32	89	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	28	0	0	28	4	0	0	0	4	0	11	0	0	11	43

Intersection Traffic Volume Report

Count Basics	Version 2024.04		Page 1 of 13
Start Date:	Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Constance Blvd**
Intersection of: ***STH 67 - Geneva Street & Constance Blvd*** **IX_ID:**

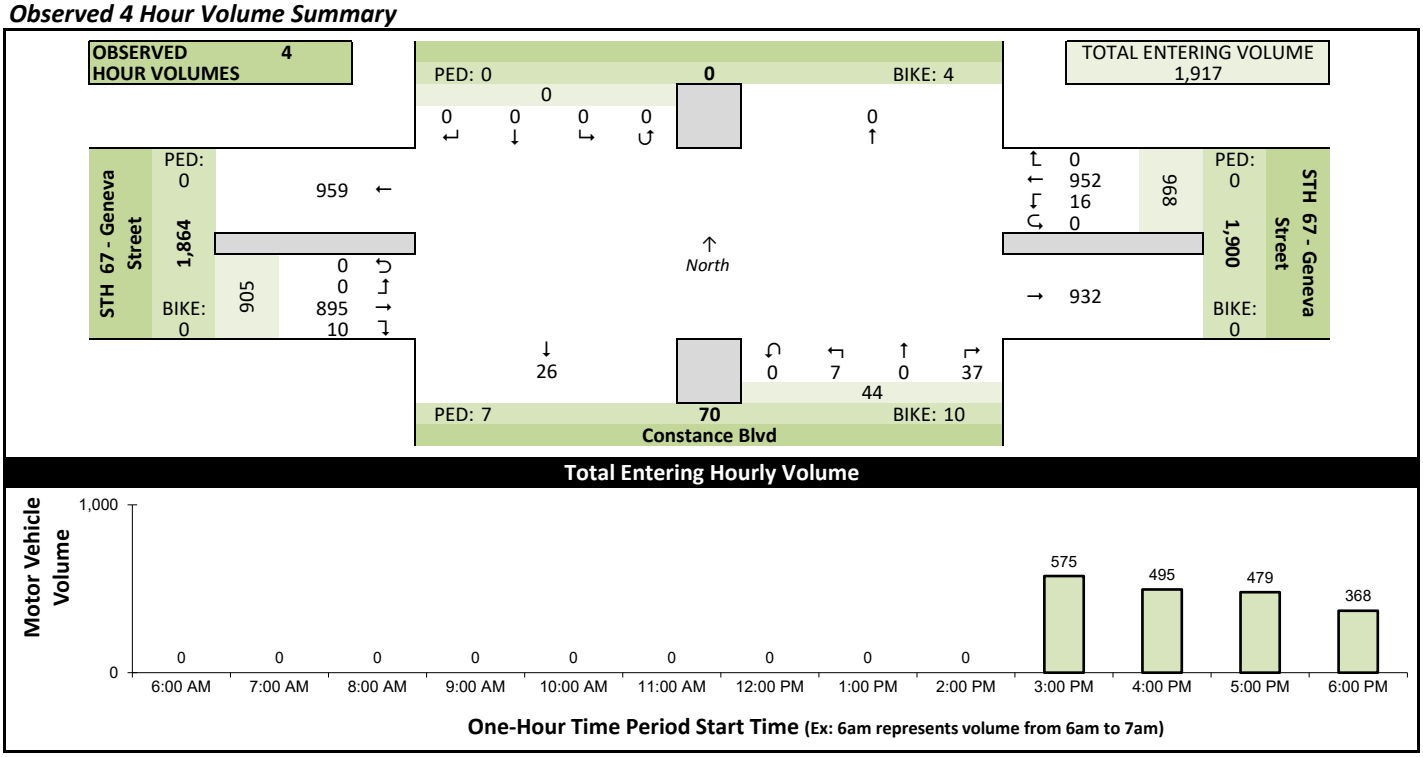
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Constance Blvd		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

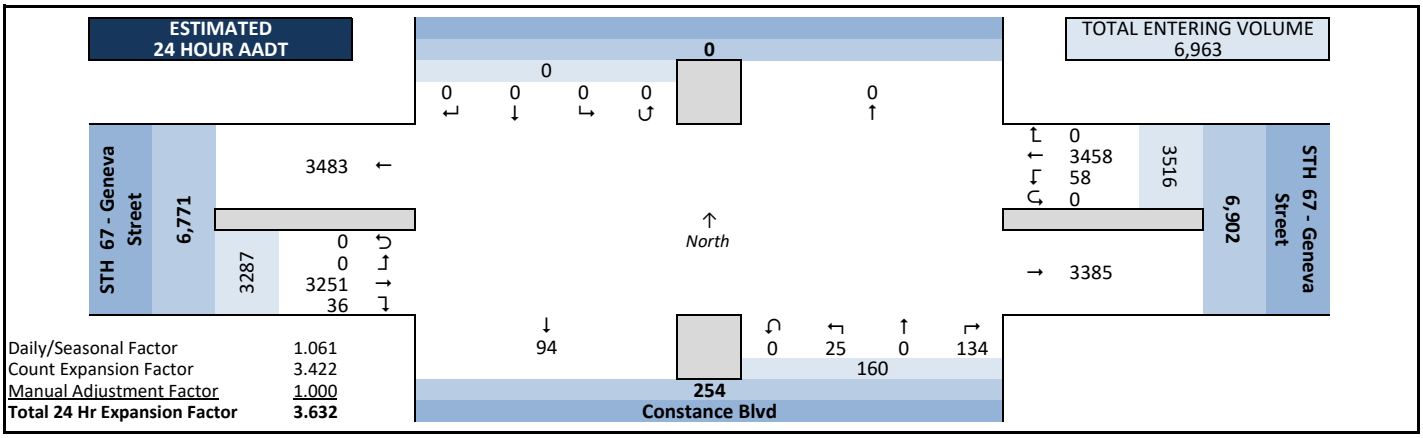
Count Information

Hrs Counted:	03:00 PM-07:00 PM				
1st Day of Count	Saturday, September 7, 2024			Weather	
AM Peak Period	Saturday, September 7, 2024			Clear & Dry	
Midday Peak Period	Saturday, September 7, 2024			Clear & Dry	
PM Peak Period	Saturday, September 7, 2024			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.061	Count Expansion Factor	3.422		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	None			
	PM Peak Period	Jane Fait			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	1.061
Count Expansion Factor	3.422
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**3.632**

Intersection Traffic Volume Report

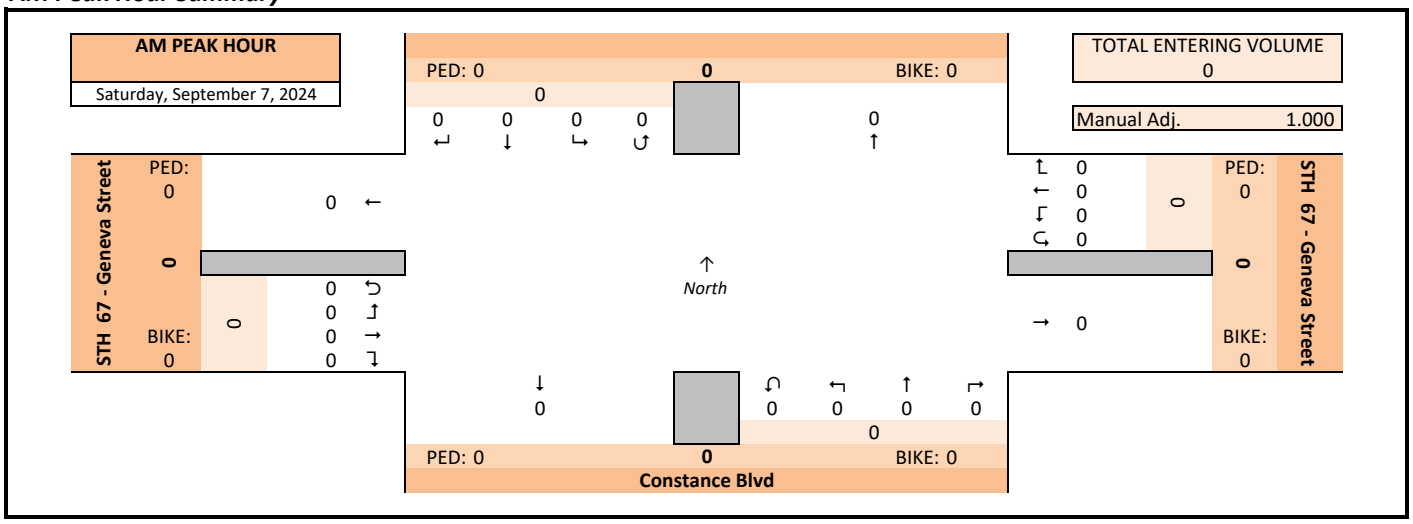
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

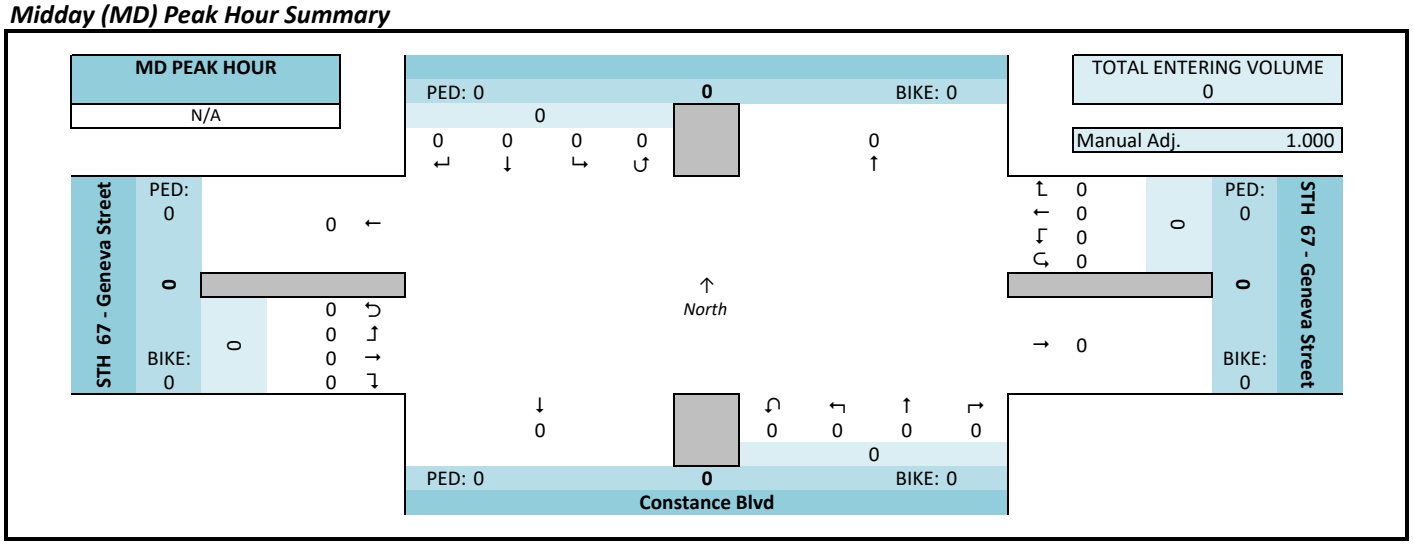
STH 67 - Geneva Street & Constance Blvd

All Motor Vehicles

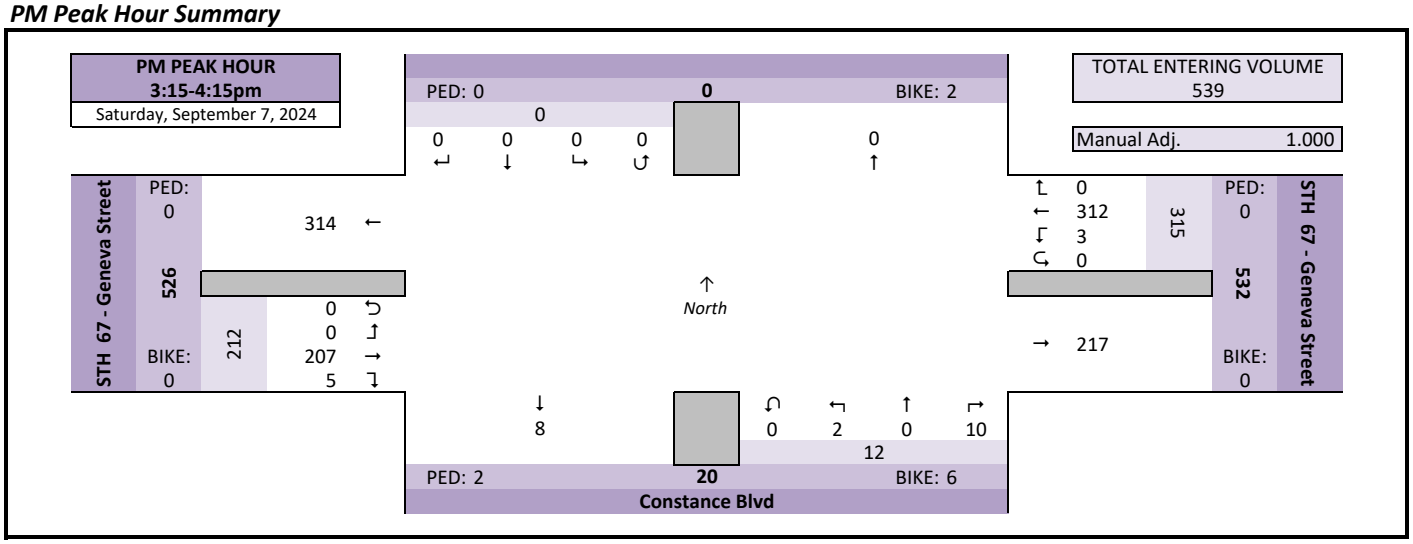
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

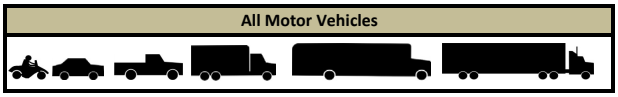


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Constance Blvd



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, September 7, 2024		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, September 7, 2024		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	0	0	0	0	0	0	81	0	0	81	2	0	0	0	2	0	68	0	0	68	151
	3:30 PM	0	0	0	0	0	0	95	2	0	97	3	0	0	0	3	1	56	0	0	57	157
	3:45 PM	0	0	0	0	0	0	74	0	0	74	2	0	0	0	2	3	48	0	0	51	127
	4:00 PM	0	0	0	0	0	0	62	1	0	63	3	0	2	0	5	1	35	0	0	36	104
	Peak Hour Volume	0	0	0	0	0	0	312	3	0	315	10	0	2	0	12	5	207	0	0	212	539
	Rounded Hourly Volume	0	0	0	0	0	0	310	5	0	315	10	0	0	0	10	5	205	0	0	210	535
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.37	0.00	0.81	0.83	0.00	0.25	0.00	0.60	0.42	0.76	0.00	0.00	0.78	0.86

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
					STH 67 - Geneva Street			Constance Blvd			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	2	2	4	0	0	0	4
	3:30 PM	0	2	2	0	0	0	0	2	2	0	0	0	4
	3:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	2	2	0	0	0	2	6	8	0	0	0	10

Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Constance Blvd

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	54	1	0	55	13	0	2	0	15	0	70	0	0	70	140	575	0.92
	3:15 PM	0	0	0	0	0	0	81	0	0	81	2	0	0	0	2	0	68	0	0	68	151	539	0.86
	3:30 PM	0	0	0	0	0	0	95	2	0	97	3	0	0	0	3	1	56	0	0	57	157	537	0.86
	3:45 PM	0	0	0	0	0	0	74	0	0	74	2	0	0	0	2	3	48	0	0	51	127	505	0.85
	4:00 PM	0	0	0	0	0	0	62	1	0	63	3	0	2	0	5	1	35	0	0	36	104	495	0.83
	4:15 PM	0	0	0	0	0	0	78	1	0	79	1	0	0	0	1	0	69	0	0	69	149	499	0.84
	4:30 PM	0	0	0	0	0	0	59	0	0	59	1	0	0	0	1	0	65	0	0	65	125	485	0.90
	4:45 PM	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	0	58	0	0	58	117	493	0.91
	5:00 PM	0	0	0	0	0	0	52	0	0	52	1	0	0	0	1	0	55	0	0	55	108	479	0.89
	5:15 PM	0	0	0	0	0	0	61	2	0	63	4	0	0	0	4	0	68	0	0	68	135	465	0.86
	5:30 PM	0	0	0	0	0	0	48	1	0	49	1	0	0	0	1	0	83	0	0	83	133	445	0.84
	5:45 PM	0	0	0	0	0	0	43	3	0	46	3	0	1	0	4	2	51	0	0	53	103	401	0.87
	6:00 PM	0	0	0	0	0	0	43	2	0	45	1	0	0	0	1	1	47	0	0	48	94	368	0.80
	6:15 PM	0	0	0	0	0	0	58	3	0	61	1	0	2	0	3	0	51	0	0	51	115		
	6:30 PM	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	2	37	0	0	39	89		
	6:45 PM	0	0	0	0	0	0	35	0	0	35	1	0	0	0	1	0	34	0	0	34	70		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	952	16	0	968	37	0	7	0	44	10	895	0	0	905	1917		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					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	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	0	0	0	0	0	0	312	3	0	315	10	0	2	0	12	5	207	0	0	212	539	0.86

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Constance Blvd

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	12
	3:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	12
	3:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	10
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	7
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	28	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	12

Wisconsin Department of Transportation

Seasonal and Daily Factors

	Seasonal Factor Group	Type	January	February	March	April	May	June	July	August	Septembe	October	Novembe	Decembe
2024	(6) Tourist/Recreational Other	Seasonal	1.343	1.247	1.272	1.147	0.916	0.851	0.762	0.795	0.884	0.932	1.120	1.249
2024	(6) Tourist/Recreational Other	Sunday	1.234	1.164	1.208	1.168	1.070	1.027	0.981	0.995	1.060	1.081	1.197	1.154
2024	(6) Tourist/Recreational Other	Monday	1.045	1.029	1.045	1.041	1.025	1.077	1.092	1.091	1.024	1.080	1.035	0.942
2024	(6) Tourist/Recreational Other	Tuesday	1.010	1.027	1.007	1.035	1.105	1.109	1.136	1.138	1.079	1.106	1.013	0.985
2024	(6) Tourist/Recreational Other	Wednesday	0.984	1.040	0.990	1.019	1.077	1.051	1.001	1.081	1.077	1.078	0.948	1.109
2024	(6) Tourist/Recreational Other	Thursday	0.926	0.962	0.927	0.956	0.984	0.964	1.028	0.982	0.987	1.000	1.024	1.032
2024	(6) Tourist/Recreational Other	Friday	0.839	0.837	0.861	0.840	0.816	0.838	0.874	0.825	0.834	0.799	0.827	0.852
2024	(6) Tourist/Recreational Other	Saturday	1.117	1.049	1.077	1.048	1.031	1.032	0.990	1.013	1.038	0.999	1.082	1.022

APPENDIX B

LOS DEFINITIONS & SYNCHRO INTERSECTION CAPACITY ANALYSIS

Scenario 1 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 avearge travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.		
B	> 10 - 20	> 10 - 15	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	> 20 - 35	> 15 - 25	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	> 35 - 55	> 25 - 35	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse timing.		
E	> 55 - 80	> 35 - 50	
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	349	4	3	318	3	0
Future Vol, veh/h	349	4	3	318	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	388	4	3	353	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	392	0	748	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	360	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1150	-	382	663
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1150	-	380	663
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	14.55
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	-	-	17	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Ctrl Dly (s/v)	14.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	348	1	1	316	5	6
Future Vol, veh/h	348	1	1	316	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	400	1	1	363	6	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	401	0	766	400
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	366	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1141	-	373	652
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1141	-	372	652
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	12.61
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	486	-	-	6	-
HCM Lane V/C Ratio	0.026	-	-	0.001	-
HCM Ctrl Dly (s/v)	12.6	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	351	3	3	313	4	22
Future Vol, veh/h	351	3	3	313	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	418	4	4	373	5	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	421	0	798	418
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	-	-	4.17	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.263	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1111	-	338	608
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1111	-	337	608
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	12.06
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	541	-	-	17	-
HCM Lane V/C Ratio	0.057	-	-	0.003	-
HCM Ctrl Dly (s/v)	12.1	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	212	12	7	294	1	1
Future Vol, veh/h	212	12	7	294	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	236	13	8	327	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	578	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	342	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1317	-	480	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1317	-	476	806
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.18	11.04
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	42	-
HCM Lane V/C Ratio	0.004	-	-	0.006	-
HCM Ctrl Dly (s/v)	11	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	0	1	293	8	10
Future Vol, veh/h	213	0	1	293	8	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	229	0	1	315	9	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	546	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1339	-	500	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1339	-	500	813
Mov Cap-2 Maneuver	-	-	-	-	500	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	10.84
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	636	-	-	6	-
HCM Lane V/C Ratio	0.03	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.8	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	5	3	292	2	10
Future Vol, veh/h	218	5	3	292	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	253	6	3	340	2	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	259	0	600	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1294	-	466	788
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1294	-	464	788
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	706	-	-	18	-
HCM Lane V/C Ratio	0.02	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	401	5	5	367	3	0
Future Vol, veh/h	401	5	5	367	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	446	6	6	408	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	451	0	864	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	419	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1094	-	326	615
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1094	-	324	615
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	16.24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	324	-	-	24	-
HCM Lane V/C Ratio	0.01	-	-	0.005	-
HCM Ctrl Dly (s/v)	16.2	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	1	1	365	7	8
Future Vol, veh/h	400	1	1	365	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	460	1	1	420	8	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	461	0	882	460
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1085	-	318	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1085	-	318	604
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	663	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	13.83
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	5	-
HCM Lane V/C Ratio	0.041	-	-	0.001	-
HCM Ctrl Dly (s/v)	13.8	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	405	3	3	362	4	22
Future Vol, veh/h	405	3	3	362	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	482	4	4	431	5	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	486	0	920	482
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	438	-
Critical Hdwy	-	-	4.17	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.263	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1052	-	285	559
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	624	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1052	-	284	559
Mov Cap-2 Maneuver	-	-	-	-	284	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	12.91
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	486	-	-	15	-
HCM Lane V/C Ratio	0.064	-	-	0.003	-
HCM Ctrl Dly (s/v)	12.9	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	15	12	341	1	1
Future Vol, veh/h	244	15	12	341	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	271	17	13	379	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	677	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1274	-	420	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1274	-	414	770
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	61	-
HCM Lane V/C Ratio	0.004	-	-	0.01	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	245	0	1	342	11	14
Future Vol, veh/h	245	0	1	342	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	263	0	1	368	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	633	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1301	-	445	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	445	778
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	11.45
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	5	-
HCM Lane V/C Ratio	0.046	-	-	0.001	-
HCM Ctrl Dly (s/v)	11.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	5	3	341	2	10
Future Vol, veh/h	254	5	3	341	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	295	6	3	397	2	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	699	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1249	-	408	746
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	406	746
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	674	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	10.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	16	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

APPENDIX C

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Scenario 2 Traffic Volumes

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	349	4	3	318	3	0
Future Vol, veh/h	349	4	3	318	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	388	4	3	353	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	392	0	748	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	360	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1150	-	382	663
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1150	-	380	663
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	14.55
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	-	-	17	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Ctrl Dly (s/v)	14.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	348	1	1	321	0	1
Future Vol, veh/h	348	1	1	321	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	400	1	1	369	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	401	0	771	400
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1141	-	370	652
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1141	-	369	652
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	10.53
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	652	-	-	6	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.5	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	346	3	3	313	9	27
Future Vol, veh/h	346	3	3	313	9	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	412	4	4	373	11	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	415	0	792	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	380	-
Critical Hdwy	-	-	4.17	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.263	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1117	-	341	613
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1117	-	339	613
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	510	-	-	17	-
HCM Lane V/C Ratio	0.084	-	-	0.003	-
HCM Ctrl Dly (s/v)	12.7	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	212	12	7	294	1	1
Future Vol, veh/h	212	12	7	294	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	236	13	8	327	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	578	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	342	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1317	-	480	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1317	-	476	806
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.18	11.04
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	42	-
HCM Lane V/C Ratio	0.004	-	-	0.006	-
HCM Ctrl Dly (s/v)	11	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	0	1	301	0	1
Future Vol, veh/h	213	0	1	301	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	229	0	1	324	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	555	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	326	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1339	-	495	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1339	-	494	813
Mov Cap-2 Maneuver	-	-	-	-	494	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	9.44
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	6	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	209	5	3	292	10	19
Future Vol, veh/h	209	5	3	292	10	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	243	6	3	340	12	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	249	0	590	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1305	-	472	798
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1305	-	471	798
Mov Cap-2 Maneuver	-	-	-	-	471	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	644	-	-	18	-
HCM Lane V/C Ratio	0.052	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	401	5	5	367	3	0
Future Vol, veh/h	401	5	5	367	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	446	6	6	408	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	451	0	864	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	419	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1094	-	326	615
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1094	-	324	615
Mov Cap-2 Maneuver	-	-	-	-	324	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	16.24
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	324	-	-	24	-
HCM Lane V/C Ratio	0.01	-	-	0.005	-
HCM Ctrl Dly (s/v)	16.2	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	1	1	372	0	1
Future Vol, veh/h	400	1	1	372	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	460	1	1	428	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	461	0	890	460
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1085	-	315	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1085	-	314	604
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	10.98
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	604	-	-	5	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Ctrl Dly (s/v)	11	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	398	3	3	362	11	29
Future Vol, veh/h	398	3	3	362	11	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	474	4	4	431	13	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	477	0	912	474
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	438	-
Critical Hdwy	-	-	4.17	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.263	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1059	-	288	565
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	624	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1059	-	287	565
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	14.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	446	-	-	15	-
HCM Lane V/C Ratio	0.107	-	-	0.003	-
HCM Ctrl Dly (s/v)	14	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	15	12	341	1	1
Future Vol, veh/h	244	15	12	341	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	271	17	13	379	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	677	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1274	-	420	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1274	-	414	770
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	61	-
HCM Lane V/C Ratio	0.004	-	-	0.01	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	245	0	1	353	0	1
Future Vol, veh/h	245	0	1	353	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	263	0	1	380	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	645	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1301	-	438	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	438	778
Mov Cap-2 Maneuver	-	-	-	-	438	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	692	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	9.64
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	778	-	-	5	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.6	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	241	5	3	341	13	23
Future Vol, veh/h	241	5	3	341	13	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	280	6	3	397	15	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	286	0	684	280
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1265	-	416	761
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1265	-	415	761
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	674	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	11.63
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	16	-
HCM Lane V/C Ratio	0.072	-	-	0.003	-
HCM Ctrl Dly (s/v)	11.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

APPENDIX D

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Scenario 3 Traffic Volumes

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	364	3	2	343	3	0
Future Vol, veh/h	364	3	2	343	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	404	3	2	381	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	408	0	790	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1135	-	360	648
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1135	-	359	648
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	15.11
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	-	-	10	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Ctrl Dly (s/v)	15.1	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	363	1	1	340	5	5
Future Vol, veh/h	363	1	1	340	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	417	1	1	391	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	418	0	810	417
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	393	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1125	-	351	638
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1125	-	350	638
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	13.17
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	452	-	-	5	-
HCM Lane V/C Ratio	0.025	-	-	0.001	-
HCM Ctrl Dly (s/v)	13.2	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	3	3	337	4	22
Future Vol, veh/h	365	3	3	337	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	435	4	4	401	5	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	438	0	843	435
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	408	-
Critical Hdwy	-	-	4.17	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.263	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1096	-	317	595
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1096	-	316	595
Mov Cap-2 Maneuver	-	-	-	-	316	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	524	-	-	16	-
HCM Lane V/C Ratio	0.059	-	-	0.003	-
HCM Ctrl Dly (s/v)	12.3	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	217	11	6	673	1	1
Future Vol, veh/h	217	11	6	673	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	241	12	7	748	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	253	0	1002	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	761	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1312	-	270	800
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1312	-	267	800
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	459	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	14.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	401	-	-	16	-
HCM Lane V/C Ratio	0.006	-	-	0.005	-
HCM Ctrl Dly (s/v)	14	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	0	1	672	7	9
Future Vol, veh/h	218	0	1	672	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	234	0	1	723	8	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	959	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	725	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1333	-	286	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	481	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1333	-	286	807
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	481	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	13.34
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	449	-	-	3	-
HCM Lane V/C Ratio	0.038	-	-	0.001	-
HCM Ctrl Dly (s/v)	13.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	222	5	28	636	37	35
Future Vol, veh/h	222	5	28	636	37	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	258	6	33	740	43	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	264	0	1063	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	805	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1289	-	248	783
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	442	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1289	-	238	783
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	423	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.33	18.04
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	359	-	-	76	-
HCM Lane V/C Ratio	0.233	-	-	0.025	-
HCM Ctrl Dly (s/v)	18	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	416	3	2	390	3	0
Future Vol, veh/h	416	3	2	390	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	462	3	2	433	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	466	0	900	462
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	438	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1080	-	310	602
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1080	-	309	602
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.04	16.76
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	309	-	-	9	-
HCM Lane V/C Ratio	0.011	-	-	0.002	-
HCM Ctrl Dly (s/v)	16.8	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	415	1	1	387	5	5
Future Vol, veh/h	415	1	1	387	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	477	1	1	445	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	478	0	924	477
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	447	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1069	-	300	590
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1069	-	300	590
Mov Cap-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	14.32
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	398	-	-	5	-
HCM Lane V/C Ratio	0.029	-	-	0.001	-
HCM Ctrl Dly (s/v)	14.3	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	417	3	3	384	4	22
Future Vol, veh/h	417	3	3	384	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	496	4	4	457	5	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	500	0	961	496
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	464	-
Critical Hdwy	-	-	4.17	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.263	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1039	-	269	548
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1039	-	268	548
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	604	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	13.16
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	472	-	-	14	-
HCM Lane V/C Ratio	0.066	-	-	0.003	-
HCM Ctrl Dly (s/v)	13.2	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	249	11	6	717	1	1
Future Vol, veh/h	249	11	6	717	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	277	12	7	797	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	289	0	1087	277
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	810	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1273	-	240	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1273	-	238	765
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	435	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	14.98
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	363	-	-	15	-
HCM Lane V/C Ratio	0.006	-	-	0.005	-
HCM Ctrl Dly (s/v)	15	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	0	1	716	7	9
Future Vol, veh/h	250	0	1	716	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	269	0	1	770	8	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	269	0	1041	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	772	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1295	-	256	772
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	458	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1295	-	256	772
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	14.17
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	410	-	-	3	-
HCM Lane V/C Ratio	0.042	-	-	0.001	-
HCM Ctrl Dly (s/v)	14.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	5	28	680	37	35
Future Vol, veh/h	254	5	28	680	37	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	295	6	33	791	43	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	1151	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	856	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1249	-	220	746
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	418	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	210	746
Mov Cap-2 Maneuver	-	-	-	-	210	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	399	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	20.05
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	322	-	-	71	-
HCM Lane V/C Ratio	0.26	-	-	0.026	-
HCM Ctrl Dly (s/v)	20	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

APPENDIX E

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Scenario 4 Traffic Volumes

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	364	12	15	348	3	0
Future Vol, veh/h	364	12	15	348	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	404	13	17	387	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	418	0	824	404
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1125	-	344	648
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1125	-	337	648
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.34	15.78
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	337	-	-	74	-
HCM Lane V/C Ratio	0.01	-	-	0.015	-
HCM Ctrl Dly (s/v)	15.8	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	363	1	1	363	0	1
Future Vol, veh/h	363	1	1	363	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	417	1	1	417	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	418	0	837	417
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1125	-	338	638
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1125	-	338	638
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	10.66
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	638	-	-	5	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.7	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	361	3	3	350	14	33
Future Vol, veh/h	361	3	3	350	14	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	430	4	4	417	17	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	433	0	854	430
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	424	-
Critical Hdwy	-	-	4.17	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.263	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1100	-	313	599
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1100	-	311	599
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	-	-	15	-
HCM Lane V/C Ratio	0.119	-	-	0.003	-
HCM Ctrl Dly (s/v)	13.7	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	217	14	10	676	1	1
Future Vol, veh/h	217	14	10	676	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	241	16	11	751	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	1014	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	773	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1308	-	265	800
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1308	-	261	800
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	450	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	14.18
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	394	-	-	26	-
HCM Lane V/C Ratio	0.006	-	-	0.008	-
HCM Ctrl Dly (s/v)	14.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	0	1	686	0	1
Future Vol, veh/h	218	0	1	686	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	234	0	1	738	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	974	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	740	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1333	-	280	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	474	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1333	-	280	807
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	473	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	9.47
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	807	-	-	3	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	214	5	28	640	47	47
Future Vol, veh/h	214	5	28	640	47	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	249	6	33	744	55	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	255	0	1058	249
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	809	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1299	-	250	792
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1299	-	239	792
Mov Cap-2 Maneuver	-	-	-	-	239	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	421	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.33	18.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	367	-	-	75	-
HCM Lane V/C Ratio	0.297	-	-	0.025	-
HCM Ctrl Dly (s/v)	18.9	-	-	7.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	416	21	27	404	3	0
Future Vol, veh/h	416	21	27	404	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	462	23	30	449	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	486	0	971	462
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1062	-	282	602
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1062	-	271	602
Mov Cap-2 Maneuver	-	-	-	-	271	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.53	18.45
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	271	-	-	113	-
HCM Lane V/C Ratio	0.012	-	-	0.028	-
HCM Ctrl Dly (s/v)	18.4	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	415	1	1	431	0	1
Future Vol, veh/h	415	1	1	431	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	477	1	1	495	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	478	0	975	477
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	498	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1069	-	280	590
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1069	-	280	590
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	612	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	11.11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	-	-	4	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Ctrl Dly (s/v)	11.1	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	413	3	3	409	23	46
Future Vol, veh/h	413	3	3	409	23	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	492	4	4	487	27	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	495	0	986	492
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	494	-
Critical Hdwy	-	-	4.17	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.263	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1043	-	260	552
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1043	-	259	552
Mov Cap-2 Maneuver	-	-	-	-	259	-
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	585	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.06	16.29
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	401	-	-	13	-
HCM Lane V/C Ratio	0.205	-	-	0.003	-
HCM Ctrl Dly (s/v)	16.3	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	249	25	25	730	1	1
Future Vol, veh/h	249	25	25	730	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	277	28	28	811	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	304	0	1143	277
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	867	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1256	-	222	765
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	413	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1256	-	213	765
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	397	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.26	15.87
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	60	-
HCM Lane V/C Ratio	0.007	-	-	0.022	-
HCM Ctrl Dly (s/v)	15.9	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	0	1	755	0	1
Future Vol, veh/h	250	0	1	755	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	269	0	1	812	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	269	0	1083	269
Stage 1	-	-	-	-	269	-
Stage 2	-	-	-	-	814	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1295	-	242	772
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1295	-	241	772
Mov Cap-2 Maneuver	-	-	-	-	241	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.01	9.67
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	772	-	-	2	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	246	5	28	699	57	62
Future Vol, veh/h	246	5	28	699	57	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	286	6	33	813	66	72

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	292	0	1164	286
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	878	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1258	-	216	755
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	408	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1258	-	206	755
Mov Cap-2 Maneuver	-	-	-	-	206	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	389	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.31	23.43
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	331	-	-	69	-
HCM Lane V/C Ratio	0.418	-	-	0.026	-
HCM Ctrl Dly (s/v)	23.4	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0.1	-

December 10, 2025

Mr. Douglas R. Snyder, PE
Village Engineer
Village of Williams Bay
250 Williams Street
Williams Bay, WI 53191

Subject: Village of Williams Bay – Yerkes Observatory Future Growth TIA

Dear Mr. Snyder:

Yerkes Observatory is planning to develop their property that they anticipate will increase traffic to and from their property. Current observatory traffic pattern is one way entering from Observatory Place, the main entrance to the property from West Geneva Street (Hwy 67), and exiting Parkhurst Place, a dead-end residential street. The owner proposes changing the exit location to a new access off Constance Boulevard. The owner submitted a traffic impact assessment (TIA) to justify the new access point.

We have reviewed the TIA prepared by Traffic Analysis & Design, Inc. (TADI) on behalf of the owner, dated December 3, 2025. We offer the following comments/concerns with proposed change in traffic.

Traffic Analysis

We do not take exception to the projected traffic based on the information provided and assumptions made and take no exception to the analysis and expected impacts from the traffic; however, we note that a significant increase in traffic to and from the site is expected with the full-development condition, especially during the summer, and traffic will be more constant throughout the day instead of more regimented for tours and special events as it is today due to the other non-tour activities planned for the site. This increase in consistent traffic will have a negative impact on residential properties on Parkhurst Place, with increased traffic noise, idling, and longer backups at the W. Geneva Street stop sign potentially blocking driveways and increasing the potential for speeding on what is normally a quite dead-end street.

The owner is proposing a new exit point at Constance Boulevard to mitigate the impact to Parkhurst Place. The new exit location is called Scenario 2 and Scenario 4 in the TIA. Scenario 2 is simply adding traffic related to the proposed playground addition to Constance Blvd. Scenario 4 adds traffic for the full development of the observatory site and traffic from the proposed resort development known as the "The Preserve," which would also impact Constance Blvd. Scenario 4 is of most concern because it determines impacts from total development traffic to Constance Blvd.

Our main concern with traffic impacts to Constance Blvd. is Level of Service (LOS), or measure of delay, at the intersection of Constance Blvd. and W. Geneva Street (Hwy 67) under Scenario 4. All scenarios result in a LOS of C or better; however, the summer Saturday peak hour of Scenario 4 has 23.4 seconds of delay, the high end for LOS C, for the northbound approach of Constance Blvd. If a large event at the proposed

amphitheater at "The Preserve" ends around the same time as the Saturday peak hour from the observatory, delay would surely exceed 25 seconds, leading to LOS D or E for northbound Constance Blvd. This would likely lead to lengthy backups that block driveways and increase traffic nuisance to residents along Constance Blvd. just south of 67, albeit infrequent and for a short time.

Access to Constance Boulevard

The owner is proposing a new access to Constance Boulevard to redirect exiting traffic from the observatory site. We have the following concerns with this proposal.

1. **The traffic burden is being shifted from residents on Parkhurst to residents on Constance.** According to the TIA, the owner is proposing a significant increase of traffic over current levels, especially at full build out of proposed development during the summer months. Parkhurst Place is normally a very low traffic dead-end street, which is currently used as an exit point for observatory traffic for tours and special events, but otherwise is normally gated. Not only is traffic proposed to increase, it will likely be constant throughout the day, subjecting residents on Parkhurst to longer durations of heavier traffic. The owner's proposal to shift the exit traffic to Constance Blvd. may solve the problem on Parkhurst, but this will shift the traffic burden to residents along Constance Blvd. Operational traffic impacts may be minimal, but indirect traffic impacts from the increase in volume and frequency may have a detrimental effect on the residents along Constance, already subjected to more traffic than those on Parkhurst because Constance is a through street. We do not believe this shift is appropriate mitigation for the increased traffic.

2. **The proposed driveway access location on Constance Boulevard has poor sight distance.** The owner proposes the access on the inside of a horizontal curve along a heavily wooded corridor along Constance Boulevard. This combination reduces available site distance for the intersection, creating a safety concern. Figure 1 and Figure 2 on the next page show Google Street View of Constance Blvd at the proposed access location. Sight distance is minimal even from middle of the southbound lane in these images. Sight distance from a stop location several feet west will be much less. According to Table 5.2 in the Wisconsin Department of Transportation (WisDOT) Facilities Development Manual (FDM) the minimum intersection sight distance (ISD) for a left turn from the side road for the posted 25 mph is 280 feet. The preferred ISD and minimum ISD for large vehicles, such as buses, is 350-370 feet. Exhibit 1 attached shows these sight triangles. As the exhibit shows, the road curvature causes the sightlines to stretch beyond 180 degrees, and the sight triangles are obstructed by substantial vegetation. Actual sight distance is about half what is needed.

Figure 1: View of Constance Boulevard to the north at proposed entrance location.

Figure 2: View of Constance Boulevard to the south at proposed entrance location.

3. **The observatory site traffic should ingress and egress from the site's existing access.** Yerkes Observatory should take this opportunity to maintain this additional traffic on their own property and not continue to burden Village streets with observatory traffic. The observatory already has an existing two-way access directly to Highway 67, an arterial highway, and this should be utilized first before considering additional exit points. The existing access is about 18-feet wide, which is minimum for two-way passenger vehicle access. To provide enough room for buses and other large vehicles, we recommend at least 20-feet of pavement on the main access, this will require only two feet of widening on one side (we recommend the east side), minimizing the impact to this historic entrance corridor. To maintain the historic ellipse, we recommend a separate one-way exit line, separated by lawn and trees and connecting to the existing main access further north away from the beginning of the elliptical drive. Exhibit 2 attached shows two alternatives. The ultimate alignment should minimize tree loss. By constructing this single-lane drive and utilizing the existing two-way entrance, this will arguably have less environmental impacts than the proposed two-way driveway connecting to Constance Blvd., provide safer egress, maintains traffic within the observatory site, and maintains the historic ellipse and entrance corridor.

Recommendations

The TIA shows that traffic operations will have minimal impacts to the intersections with W. Geneva Street; however, the increased traffic as a result of proposed development of the Yerkes Observatory site will create indirect traffic impacts to either Parkhurst Place or Constance Boulevard and we recommend eliminating both locations as egress for the site. Furthermore, the proposed access to Constance Boulevard has inadequate sight distance and is an unsafe location for a new access. Therefore, we do not recommend an egress access to Constance Boulevard.

We recommend Yerkes Observatory maintain their increased traffic from their proposed new development within their site and utilize their existing main entrance for both ingress and egress. This eliminates indirect traffic impacts to residential streets, provides safer egress, and less environmental impacts than a connection to Constance Boulevard.

Contact us if you have any questions.

Sincerely,

BAXTER & WOODMAN, INC.
CONSULTING ENGINEERS

David S. Hemmerich, PE
Associate Vice President
P:\WLMSV\2501167-Yerkes Site Plan\00-General Municipal\Work\Transportation\TIALetterReport.docx

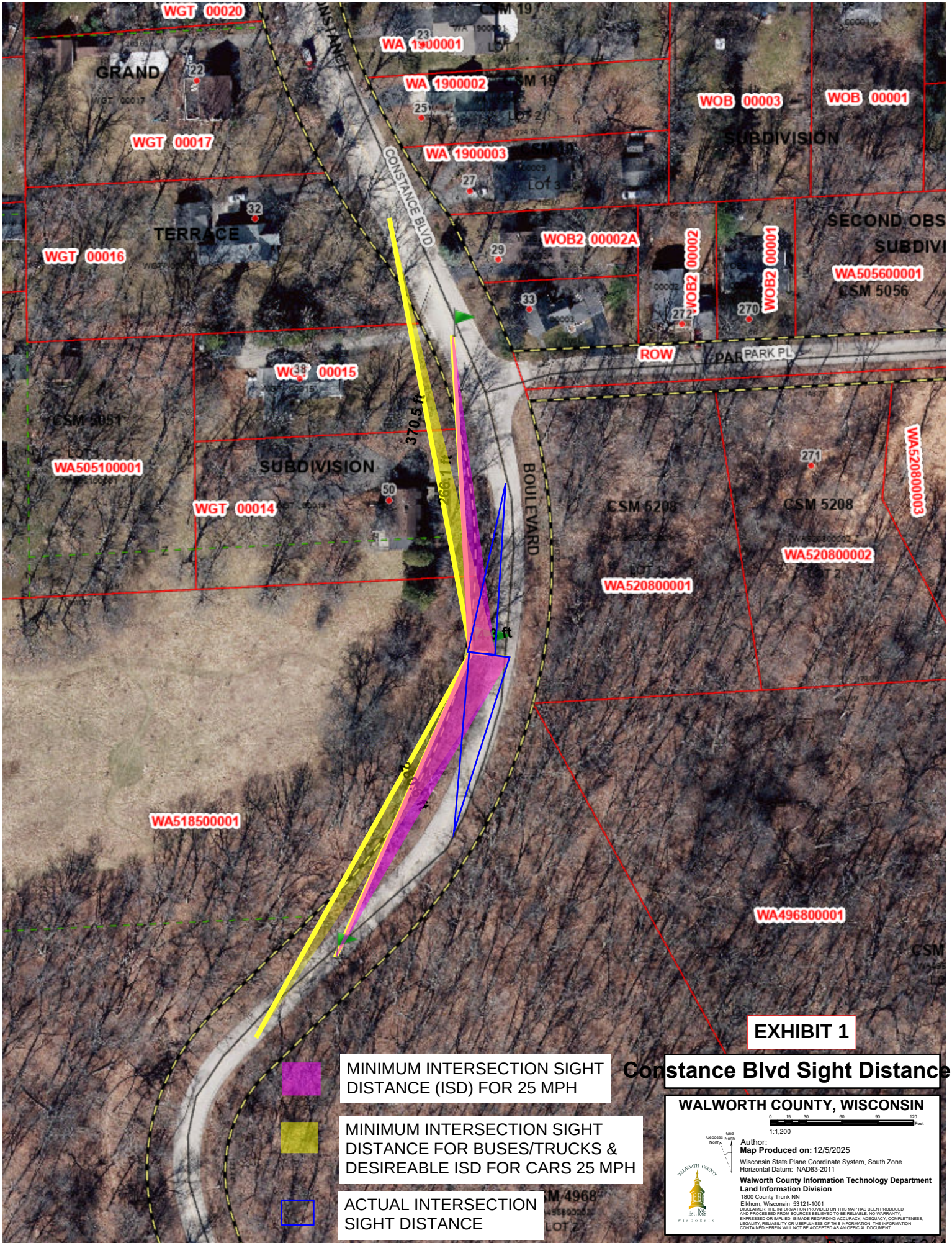


EXHIBIT 1

Constance Blvd Sight Distance

WALWORTH COUNTY, WISCONSIN

1:1,200

Author:
Map Produced on: 12/5/2025

Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011

Walworth County Information Technology Department
Land Information Division
1800 County Trunk NN
Elkhorn, Wisconsin 53121-1001

DISCLAIMER: THE INFORMATION PROVIDED ON THIS MAP HAS BEEN PRODUCED AND PROCESSED FROM SOURCES BELIEVED TO BE RELIABLE. NO WARRANTY, EXPRESSED OR IMPLIED, IS MADE REGARDING ACCURACY, ADEQUACY, COMPLETENESS, LEGALITY, RELIABILITY OR USEFULNESS OF THIS INFORMATION. THE INFORMATION CONTAINED HEREIN WILL NOT BE ACCEPTED AS AN OFFICIAL DOCUMENT.

WIDEN EAST SIDE PAVEMENT BY 2 FEET TO MAINTAIN 20-FOOT WIDTH OF PAVEMENT FOR TWO-WAY ACCESS

POTENTIAL GATE & GATEHOUSE

POTENTIAL PEDESTRIAN ACCESS PATH

ALTERNATIVE 2
ONE LANE EXIT LANE

MAINTAIN GATE AND ELEVATED GRASS SURFACE FOR EMERGENCY ACCESS

REMOVE PAVED ACCESS TO PARKHURST PL.

POTENTIAL GATE AND GATEHOUSE

ALTERNATIVE 1
ONE LANE EXIT LANE

FUTURE PARKING LOT ACCESS (PER OTHER SITE CONCEPTS)

EXHIBIT 2

Exit Lane Alternatives

WALWORTH COUNTY, WISCONSIN

0 15 30 60 90 120 150 Feet

1:1,200

Geodetic North / Grid North

Author:

Map Produced on: 12/5/2025

Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011

Walworth County Information Technology Department
Land Information Division
1800 County Trunk NN
Elkhorn, Wisconsin 53121-1001

DISCLAIMER: THE INFORMATION PROVIDED ON THIS MAP HAS BEEN PRODUCED AND PROCESSED FROM SOURCES BELIEVED TO BE RELIABLE. NO WARRANTY, EXPRESSED OR IMPLIED, IS MADE REGARDING ACCURACY, ADEQUACY, COMPLETENESS, LEGALITY, RELIABILITY OR USEFULNESS OF THIS INFORMATION. THE INFORMATION CONTAINED HEREIN WILL NOT BE ACCEPTED AS AN OFFICIAL DOCUMENT.

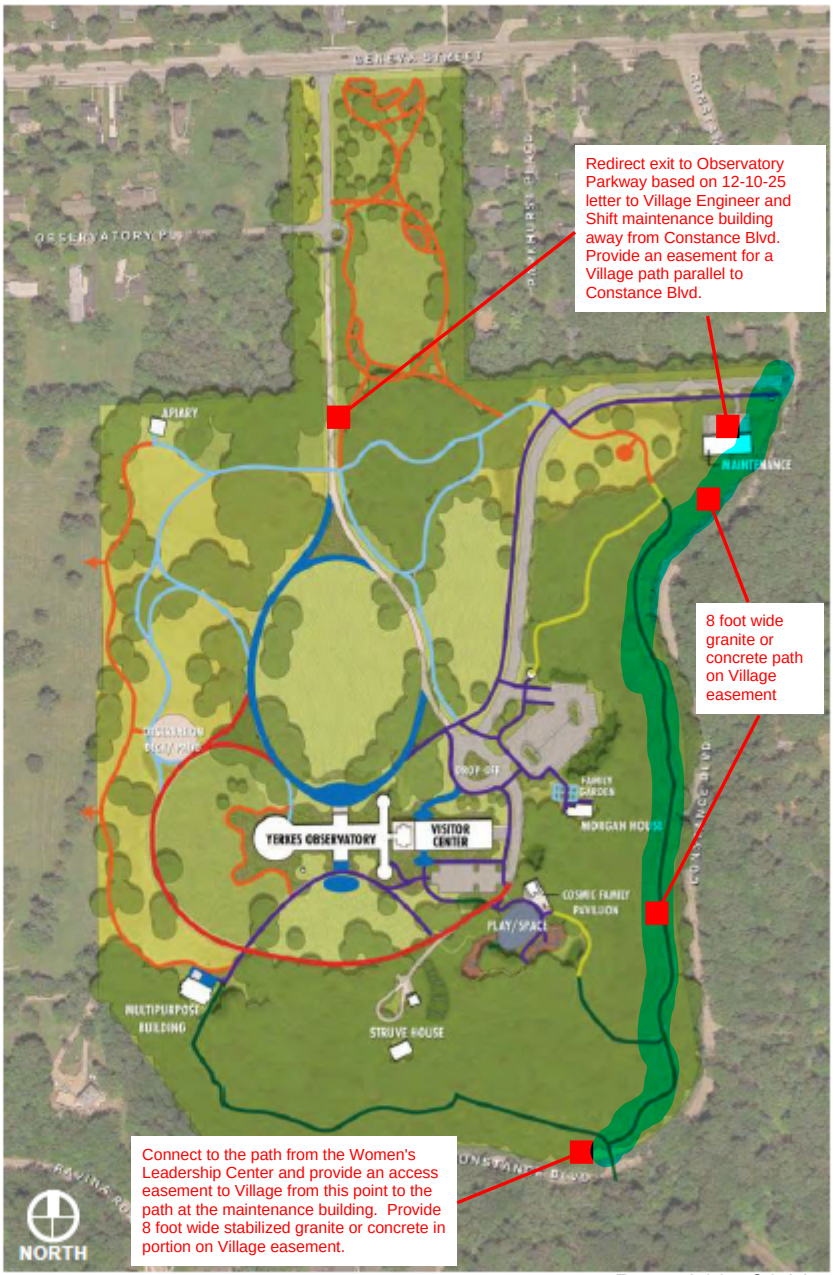
PEDESTRIAN CIRCULATION AND PATH TYPOLOGIES

This diagram illustrates the proposed path widths and materials for pedestrian circulation, tailored to anticipated traffic volume, seasonal use, and accessibility requirements. Seasonal paths are designated as stabilized granite in areas where accessibility is a priority, and as mown paths where the intention is to maintain a trail-like experience with limited accessibility needs. Mown paths also offer flexibility for future adjustments. Path widths are carefully considered—not only to accommodate the number of users but also to determine which routes can support service vehicle access.

Recommended Circulation Changes

12-10-25

BAXTER & WOODMAN Consulting Engineers



MAP KEY

- Specialty Pedestrian Space - Width and Material Varies
- 8' Standard Concrete
- 6' Standard Concrete
- 6' Stabilized Granite Path
- 6' Mow Path
- 4' Woodland Trail
- Boardwalk/Stairs - Width Varies

YERKES OBSERVATORY

Memo

Re: Inaccuracies in the Baxter & Woodman 12/10/25 advisory opinion regarding YFF's traffic study (TIA)

The YFF Board of Directors wishes to correct inaccuracies and assumptions contained in the memo dated 12/10/25 from David Hemmerich, PE of Baxter & Woodman, consulting engineers. As we understand it, this consulting opinion on the traffic study (TIA) submitted by Yerkes was solicited by the Village Engineer.

Specifically:

1) On page 1, after noting they "do not take exception" to the projections, assumptions or analysis in the 110-page TIA commissioned by Yerkes, the consultant notes that Level of Service (LOS) times are their "main concern." The consultant then elects to focus on a single peak hour, of a single day (Saturdays), during only the peak summer period of visitation in the TIA, and opines that the acceptable level of LOS time described by the TIA "would surely" become unacceptable "if a large event at the proposed amphitheater at The Preserve ends around the same time as the Saturday peak hour from the observatory".

   YFF respectfully points out that:

   a. Patrons parking on-site for events at The Preserve amphitheater will not ever utilize Constance Blvd to exit the site. As described by the developer to YFF, the very limited number of on-site amphitheater attendees allowed to park at The Preserve will enter and exit via N Lakeshore Drive, to the west of Yerkes.
   b. As described to YFF by the developer the vast majority of attendees for <u>all</u> amphitheater events will park at the Williams Bay school and be shuttled to the site, again using N Lakeshore Drive, to the west of Yerkes.
   c. Furthermore, the existence of a future amphitheater, and its size or impact on future traffic is purely hypothetical. It has not yet been built and may or may not ever be built by the developer.

2) On page 2, point 1, the consultant notes that their opinion on the proposed exit to Constance Blvd described in Yerkes' Site and Facility Master Plan is being based on future growth in potential visitation to Yerkes that YFF has estimated ten years in the future.

   YFF respectfully points out that:

   a. While Yerkes does hope to increase visitation to the future level estimated in the TIA in order to sustain the observatory and ensure it is financially stable and viable as a community amenity in the decades to come, this is not guaranteed. Again, it is a hypothetical.
   b. The opinion then notes that this future traffic exiting to Constance Blvd "…may have a detrimental effect on the residents along Constance, already subjected to more traffic than those on Parkhurst…" without citing any evidence this would be the case, and without acknowledging that Constance is a divided lane street that is intended to accommodate higher volumes of traffic, by definition.
   c. The opinion then cites a "belief" that this shift is not appropriate, without citing any analysis or basis for this belief.

3) On page 2, point 2, the consultant cites poor sight distance and the heavily wooded nature of the curve where the future exit is depicted in the Yerkes Site and Facility Master Plan, stating that this "…combination reduces available site [sic] distance for the intersection, creating a safety concern."

   YFF respectfully points out that:

   a. This opinion is based not on an actual site visit or data collected onsite, but on the consultant's interpretation of a Google streetview image and Google map view of existing conditions.
   b. Using Google views of existing conditions to express a professional opinion that an as-yet undesigned, unbuilt future intersection will not meet minimum sight distances is, in our view, highly misleading. YFF would of course work with traffic engineers and landscape professionals to maximize the sight distances at any future intersection to exceed recommended minimums. The work needed to do so may be as simple as the removal of vegetation on our own property, or as complex as regrading or expanding the future exit drive… but it certainly can be achieved. To imply otherwise via the selective use of limited data is disingenuous, at best.

4) On page 3, point 3, the consultant describes their opinion as to how Yerkes should direct exit traffic.
   YFF respectfully points out that:
   a. The consultant is apparently unaware that the public roadway portion of Observatory place is wider than the Olmsted-designed portion on YFF property, which in a very basic sense renders their proposed “solution” unworkable.
   b. The consultant has no knowledge of, nor references, the seven months of professional analysis and design undertaken by YFF to develop the current proposal to exit to Constance, which (as noted in the publicly available document) did in fact consider and discarded numerous versions of the very scheme the consultant posits as the “solution.”
   c. The provided sketches produced by the consultant show no understanding of the historic nature of the Great Ellipse, nor the Olmsted landscape. Both YFF and the Olmsted Network, the national experts in and preservation organization for Olmsted landscapes disagree with the consultant’s assumptions that the “solution” proposed would not degrade or destroy a nationally important historic design by America’s pre-eminent landscape design firm.

In summary, Yerkes takes issue with the 12/10/25 advisory opinion in almost every respect. In our collective view it is ill-informed and full of erroneous assumptions, as well as errors of both fact and logic.

As an organization we fail to see the relevance of this opinion (written, as it is, about future hypotheticals) to YFF’s current application to construct the Play/Space playground, which will provide a significant public amenity that will benefit the Village and its residents for decades to come at no cost to taxpayers or the Village. As outlined in our application, we believe Play/Space meets all existing Village codes in respect to zoning, use, access and parking as well as aligns with the Village Comprehensive Plan.

Respectfully,

Dennis Kois
Executive Director
Yerkes Future Foundation

TIA TECHNICAL MEMORANDUM

DATE: December 27, 2025

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

SUBJECT: **Yerkes Observatory Playground Addition Traffic Impact Analysis**
Williams Bay, WI

INTRODUCTION

Yerkes Observatory is planning to build a playground on site that will impact traffic volumes and operations at intersections to Geneva Street (STH 67) in Williams Bay, Wisconsin. This memo was prepared as a traffic impact analysis (TIA) report to evaluate existing (no build) and build (existing plus playground) traffic operations for the weekday and weekend peak hours during different travel seasons. The location of the site with respect to the surrounding roadway system and study intersections are on Exhibit 1.

SITE CIRCULATION & DEVELOPMENT PLAN

Exhibit 2 shows the existing Yerkes Observatory site and generalized location of the proposed playground and family pavilion. Exhibit 2 also shows the traffic circulation routes for vehicles entering and exiting at Geneva Street. All site traffic enters from Observatory Place and exits to Parkhurst Place.

The existing facility has 22,000 annual visitors, with 10,000 annual visitors in the "summer" (May through September) and 12,000 annual visitors in the "winter" (October through April). During the summer, 95% of visitors arrive by car and 5% walk or park off-site. During the winter, 20% of visitors arrive by car and 80% park off-site. Winter visitors typically come for a single event and are bussed in from off-site areas.

EXISTING TRAFFIC VOLUMES

Data Collection & Study Area

Turning movement traffic counts were collected at study intersections in September 2025 and November 2025. Traffic counts were collected from 3:00-6:00 on the weekday and from 3:00-7:00 p.m. on a Saturday and are included in Appendix A. Saturday traffic volumes, which are typically higher than Sunday traffic volumes were chosen to represent the "weekend" traffic volumes in this study.

The study intersections are:

- Geneva Street & Observatory Place
- Geneva Street & Parkhurst Place
- Geneva Street & Constance Boulevard

Observatory Place, Parkhurst Place, and Constance Boulevard are two-lane local roadways with stop sign control at the intersections with Geneva Street. Observatory Place and Parkhurst Place are no outlet roadways that provide access to the Yerkes Observatory and about 10 single-family residences each. Constance Boulevard extends from Geneva Street and around the Yerkes Observatory property to the former George Williams College of Aurora campus, which also has other connections to North Lake Shore Drive west of the site.

Geneva Street (STH 67) is a principal arterial with a 30-mph posted speed limit and a two-lane undivided cross-section. The roadway has 10-foot-wide bike lanes in both directions, which are dashed out at the study intersections. Although not full right-turn lanes, the pavement markings allow for legal right-turn movements to occur from these lanes. Sidewalks exist intermittently on both sides of the roadway through the study intersections. The Wisconsin Department of Transportation (WisDOT) reports a 2022 annual average daily traffic (AADT) volume of 5,000 vehicles per day (vpd) west of Lake Shore Drive to the west and 6,800 vpd east of Dartmouth Road to the east.

Exhibit 3 shows the geometrics, traffic control, and intersection spacing along Geneva Street.

Existing Traffic Volumes

The traffic count data was compiled for the peak traffic hours through all study intersections, which was determined to occur from 3:00-4:00 p.m. on weekdays and from 3:15-4:15 p.m. on Saturdays (representing weekend traffic). Traffic volumes at the Geneva Street intersections with Observatory Place and Parkhurst Place were counted in November 2025, which represents the "winter" season volumes evaluated in this study. These intersections were used to balance traffic through the Geneva Street/Constance Boulevard Place intersection which was counted in September 2025 for The Preserve TIA to generate "winter" traffic volumes in the study area.

"Summer" traffic volumes were generated by applying WisDOT 2024 Seasonal Adjustment Factors (Appendix A) for Seasonal Factor Group 6 (Tourist/Recreational Other), which is how WisDOT classifies Geneva Street through Williams Bay. The seasonal adjustment factors between November and July were applied to through volumes on Geneva Street to develop peak summer season volumes. Both the unadjusted "winter" and adjusted "summer" existing peak hour traffic volumes evaluated at the study intersections are on Exhibit 4.

Existing Yerkes Observatory Traffic

Both Yerkes Observatory traffic and traffic from the single-family homes along Observatory Place and Parkhurst Place are included in the intersection traffic counts with Geneva Street. Due to the one-way traffic patterns for the Yerkes Observatory, outbound traffic turning from Observatory Place and inbound traffic turning onto Parkhurst Place were identified as single-family home traffic. Using weekday and Saturday peak hour in/out percentage data from the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition for land use #210 (single-family detached housing), opposing traffic for the single-family homes were calculated. Separating the single-family home traffic, it was determined that the Yerkes

Observatory generated about 20 trips (7 in/13 out) during the weekday PM peak hour and 36 trips (18 in/18 out) during the Saturday PM peak hour.

Yerkes Observatory provided daily traffic volumes for the same days traffic counts were collected at the Geneva Street intersections with Observatory Place and Parkhurst Place. Using this data, it was determined that 8% of the weekday daily Yerkes Observatory trips occurred in the weekday PM peak hour, and 15% of the Saturday (weekend) daily Yerkes Observatory trips occurred in the Saturday (weekend) PM peak hours. These rates were used to determine future peak hour trips from future daily attendance estimates. The existing Yerkes Observatory trip generation and traffic assumptions are shown in Table 1.

Table 1. Existing Yerkes Observatory Trip Generation

Land Use	Weekday Daily	Weekday PM Peak In	Weekday PM Peak Out	Weekday PM Peak Total	Weekend Daily	Weekend PM Peak In	Weekend PM Peak Out	Weekend PM Peak Total
Single-Family Detached Housing (ITE #210)		(63%)	(37%)			(54%)	(46%)	
Observatory Place Residential-Only Traffic		5	3	8		2	2	4
Parkhurst Place Residential-Only Traffic		2	1	3		1	1	2
Total Traffic at Observatory Place & Parkhurst Place		7	13	20		18	18	36
Residential Only Traffic at Observatory Place & Parkhurst Place		-7	-4	-11		-3	-3	-6
Existing Yerkes Observatory Traffic	**108**	**0**	**9**	**9 8%**	**202**	**15**	**15**	**30 15%**

Notes/Assumptions:

-In/Out peak counts were collected on Thursday 11/6/2025 and Saturday 11/8/2025 at Observatory Place & Parkhurst

-Daily traffic volume data calculated from car counts at the Yerkes Observatory exit drive on those same dates.

-Outbound traffic at Observatory Place is residential only traffic (Yerkes Observatory is one way inbound only).

-Inbound residential traffic was estimated by applying ITE #210 in/out distributions to the outbound residential traffic.

-Opposite process applied to inbound traffic at Parkhurst Place.

-Yerkes Observatory inbound traffic was determined by subtracting estimated inbound residential traffic from traffic counts.

-Each vehicle generates one inbound trip and one outbound trip per day, but those trips may not occur in the same hour.

PLAYGROUND TRAFFIC VOLUMES

The Yerkes Observatory Director provided winter and summer weekday and weekend daily visitor estimates. During the winter, the playground is expected to be visited by an average of 30 children on weekdays and 60 children on weekends (100% will arrive by car). During the summer, the playground is expected to be visited by 140 children on weekdays and 220 children on weekends (80% will arrive by car). For the purposes of this study, playground visitors are estimated in addition to the existing traffic traveling to/from the Yerkes Observatory. Using the same peak-to-daily ratios as existing traffic at the Yerkes Observatory, the playground is estimated to generate three (3) additional weekday PM and four (4) additional weekend PM trips during the winter, and 10 additional weekday PM and 19 additional weekend PM trips during the summer.

Traffic Distribution

Existing traffic entering and exiting at the Geneva Street intersections with Observatory Place and Parkhurst Place follow this distribution pattern:

- 42% to/from the west on Geneva Street
- 58% to/from the east on Geneva Street

Table 2. Yerkes Observatory Playground Traffic

Season	Scenario	Weekday Daily	Weekday PM Peak In	Weekday PM Peak Out	Weekday PM Peak Total	Weekend Daily	Weekend PM Peak In	Weekend PM Peak Out	Weekend PM Peak Total
			Peak% of Daily		8%		Peak% of Daily		15%
Winter	Playground - 15 Children/Weekday; 30 Children/Weekend Day	30	2 (50%)	1 (50%)	3	60	2 (50%)	2 (50%)	4
	100% Playground Auto Arrivals		2	1	3		2	2	4
Summer	Playground - 70 Children/Weekday; 110 Children/Weekend Day	140	6 (50%)	6 (50%)	12	220	11 (50%)	10 (50%)	21
	90% Playground Auto Arrivals		5	5	10		10	9	19

Notes/Assumptions:

-Winter & Summer daily playground children & future build traffic estimated by Yerkes Observatory Director.

-Per the Director, 100% of the playground visitors arrive by car in the Winter; 90% arrive by car in the Summer.

-Per the Director, 80% of future build visitors will arrive by car in the Winter; 95% will arrive by car in the Summer.

-Each vehicle generates one inbound trip and one outbound trip per day: Assume both occur in the same hour.

-Playground peak hour traffic estimated by applying the existing Yerkes Observatory peak-to-daily (Peak% of Daily) trip factors.

-A 1.0 vehicle occupancy was applied to playground trips as trips based on children, with assumption that they are driven by an adult (NHTS data showed 1.66 occupancy for school/daycare, which is less than 1 child/vehicle).

All future playground trips were assigned to the study intersections using this trip distribution pattern. The playground trips were added to the existing traffic volumes to generate the Build traffic volumes evaluated in this study. The playground traffic assignment and Build traffic volumes are on Exhibit 5.

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 intersections are in Appendix B.

Exhibits 6 & 7 include tables that show the study intersection lane geometrics, 95th percentile queues (in feet), delays (in seconds per vehicle), and corresponding LOS. The tables are separated by peak hour and season (winter and summer). Exhibit 6 shows the traffic operations with the existing traffic volumes (output in Appendix B) and Exhibit 7 shows the traffic operations for the build traffic volumes (output in Appendix C). For both volume scenarios, all movements at the study intersections operate at LOS C or better during the winter and summer peak hours.

CONCLUSIONS

The analysis shows that the additional traffic from the proposed playground results in very minor increases to delays and queues at the study intersections. All turning movements at the intersections are expected to continue to operate at LOS C or better during the winter and summer peak hours. Therefore, no intersection modifications are recommended.

Williams Bay, Wisconsin

LEGEND

- Study Area Intersection
- Yerkes Observatory Site

TADI TRAFFIC ANALYSIS & DESIGN, INC.

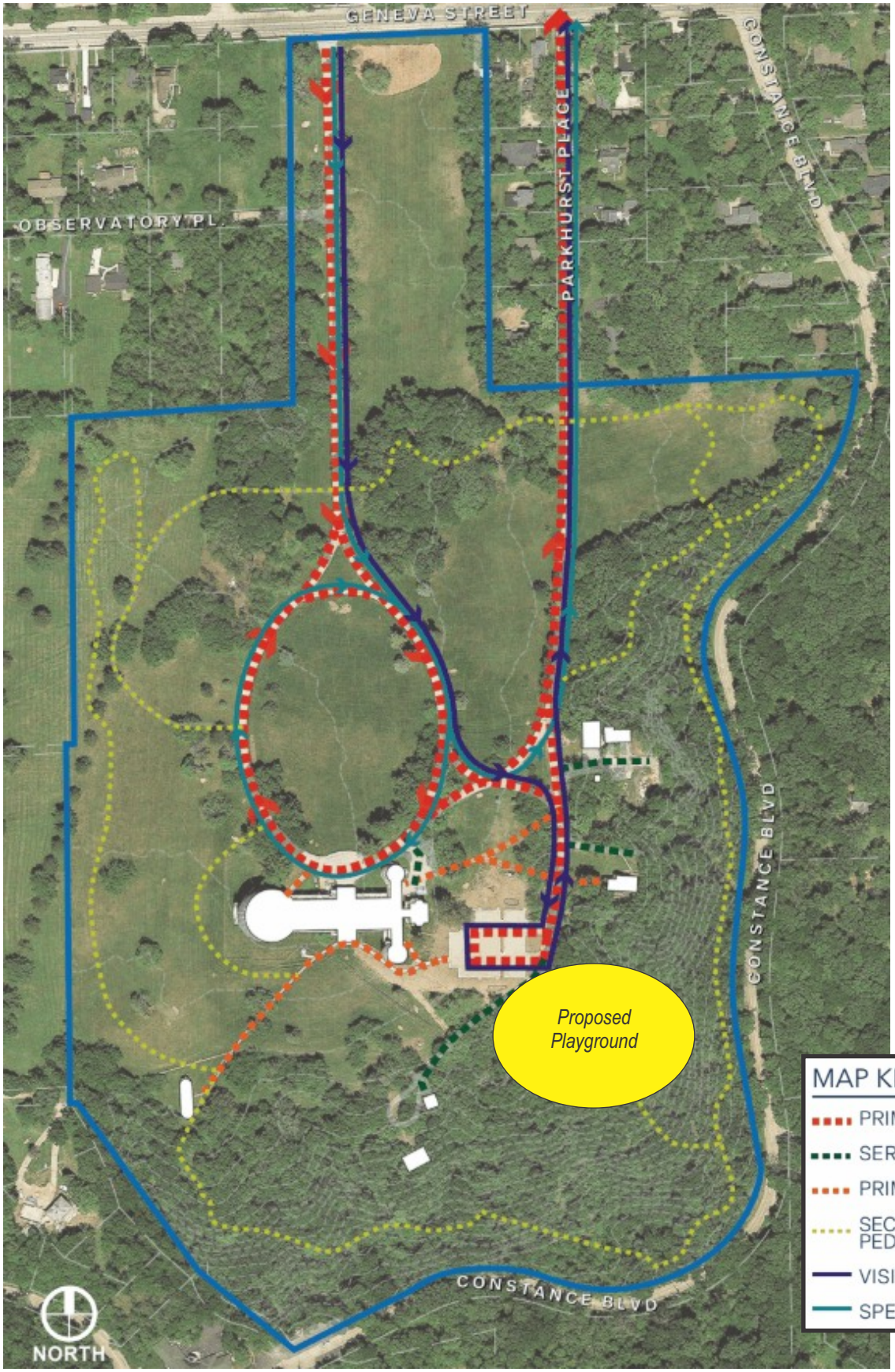
3561: 12-27-2025

N

NOT TO SCALE

EXHIBIT 1
PROJECT LOCATION MAP

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN



TADI TRAFFIC ANALYSIS & DESIGN, INC.

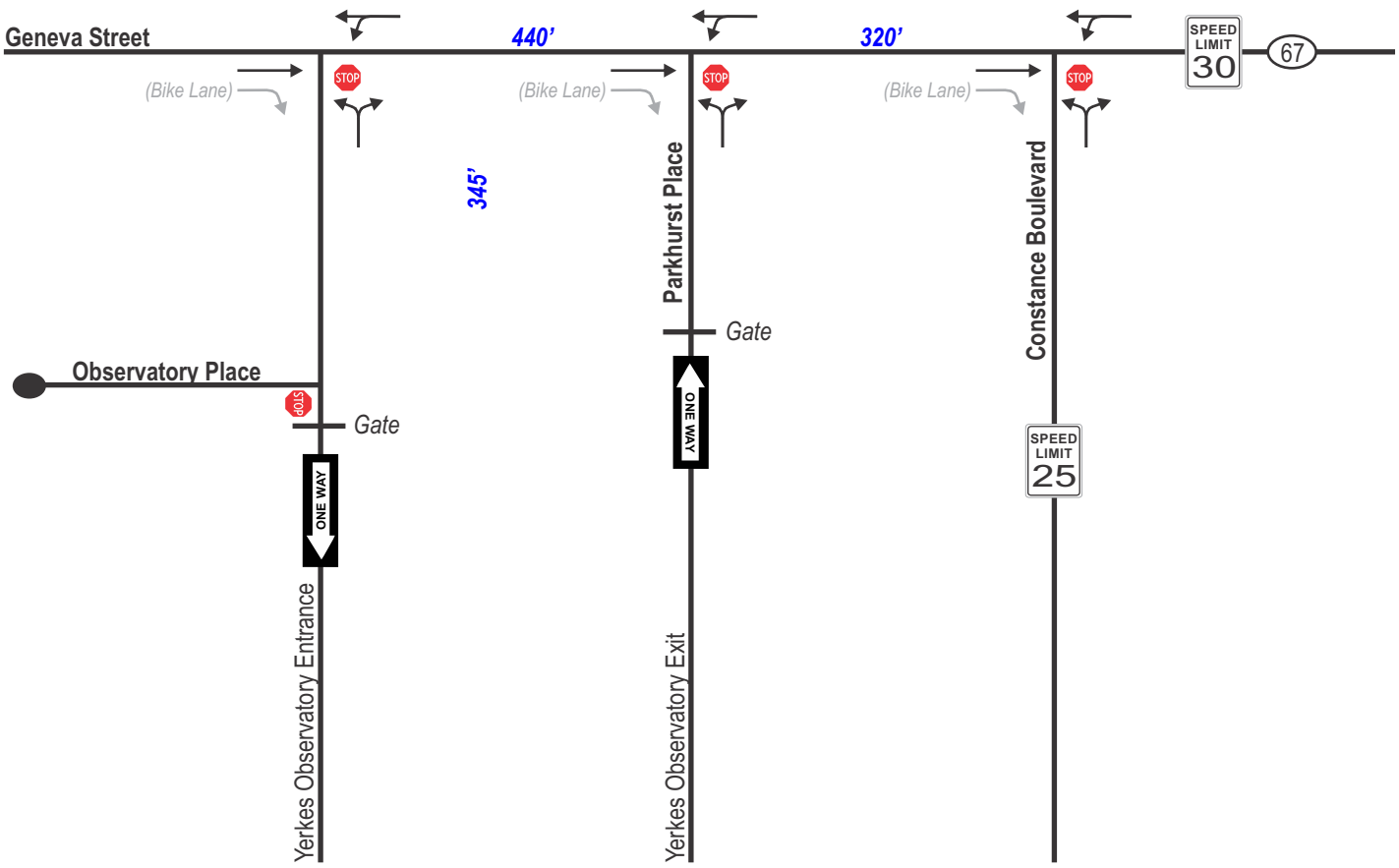
3561: 12-27-2025

N

NOT TO SCALE

EXHIBIT 2
PROPOSED PLAYGROUND LOCATION

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN



Yerkes Observatory

TRAFFIC ANALYSIS & DESIGN, INC.

3561: 12-27-2025

N

NOT TO SCALE

EXHIBIT 3
EXISTING TRANSPORTATION SYSTEM

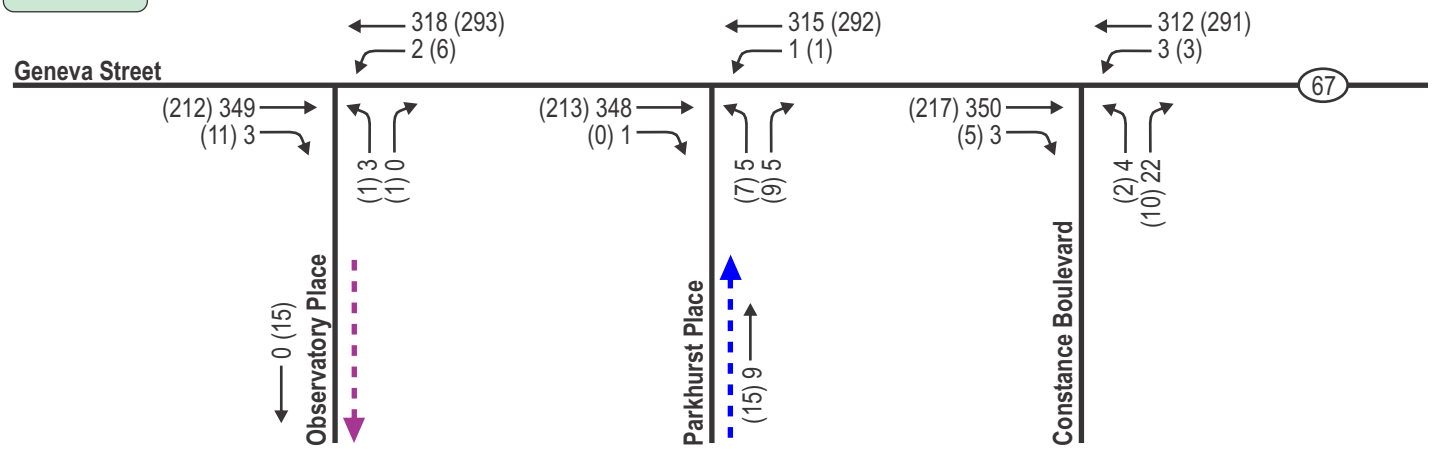
YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

LEGEND

XX Weekday PM Peak Hour Volumes
(XX) Weekend PM Peak Hour Volumes
Yerkes Observatory Entering Traffic
Yerkes Observatory Exiting Traffic

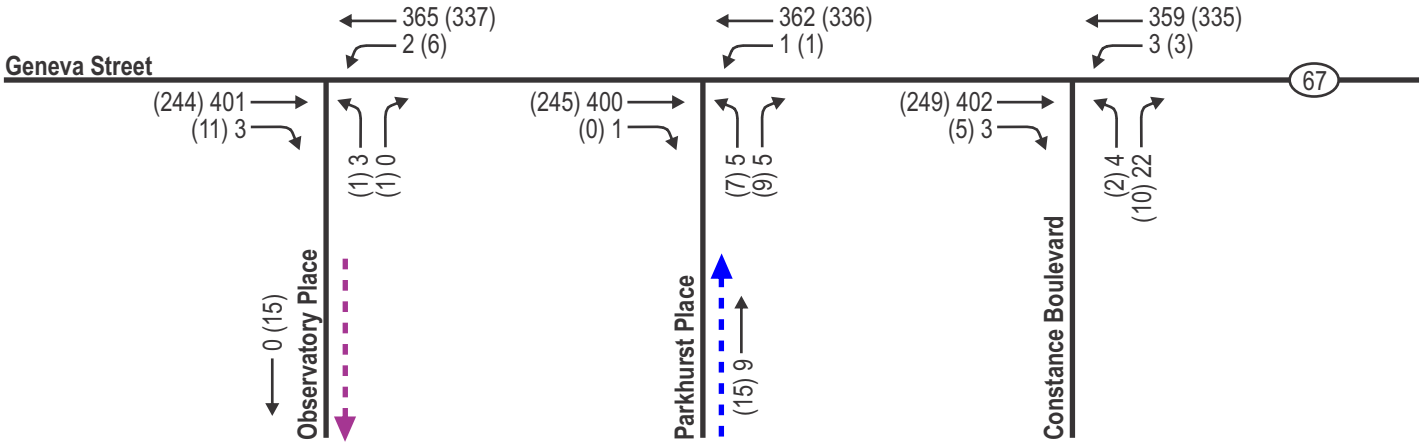
**Weekend counts were collected on a Saturday.*

WINTER



Yerkes Observatory
Existing Operations

SUMMER



Yerkes Observatory
Existing Operations

TADI TRAFFIC ANALYSIS & DESIGN, INC.

3561: 12-27-2025

N

NOT TO SCALE

EXHIBIT 4
EXISTING (NO BUILD) PEAK HOUR TRAFFIC VOLUMES

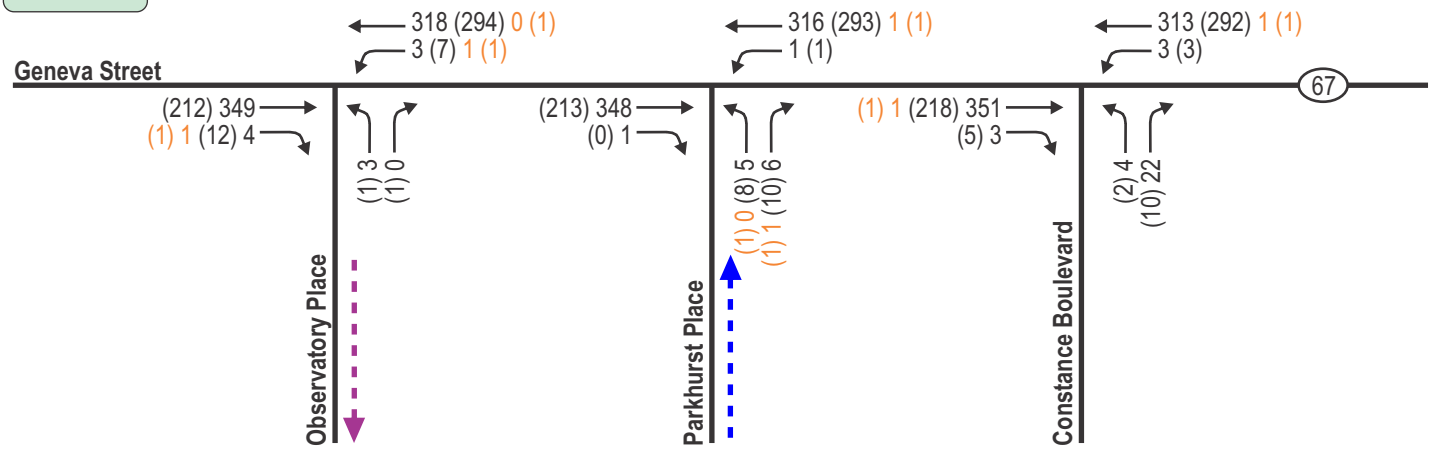
YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

LEGEND

XX	Weekday PM Peak Hour Volumes*
(XX)	Weekend PM Peak Hour Volumes*
XX (XX)	Weekday (Weekend) New Playground Trips
	Yerkes Observatory Entering Traffic
	Yerkes Observatory Exiting Traffic

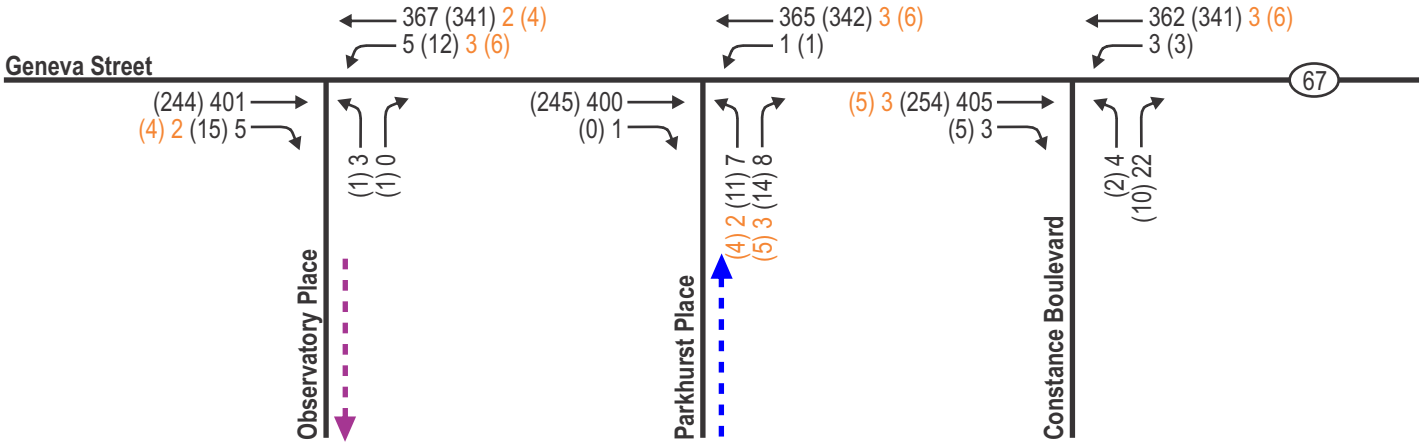
**Volumes include Existing traffic plus additional Playground site trips (orange text).*

WINTER



Yerkes Observatory
Existing Operations + Playground

SUMMER



Yerkes Observatory
Existing Operations + Playground

TADI TRAFFIC ANALYSIS & DESIGN, INC.

3561: 12-27-2025

N

NOT TO SCALE

EXHIBIT 5
BUILD PEAK HOUR TRAFFIC VOLUMES
EXISTING + PLAYGROUND TRAFFIC

YERKES OBSERVATORY TRAFFIC STUDY - WILLIAMS BAY, WISCONSIN

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			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
STH 67 & Observatory Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.1		-	14.5			-			0.1
		Queue	-	*	*	0'		-	0'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.7		-	11.0			-			0.1
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.2		-	12.8			-			0.2
		Queue	-	*	*	0'		-	5'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.7		-	10.8			-			0.3
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.2		-	12.0			-			0.5
		Queue	-	*	*	0'		-	5'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	10.2			-			0.3
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Observatory Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	8.3		-	16.1			-			0.1
		Queue	-	*	*	0'		-	0'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	11.6			-			0.1
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.3		-	13.9			-			0.2
		Queue	-	*	*	0'		-	5'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	11.3			-			0.3
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.4		-	12.9			-			0.5
		Queue	-	*	*	0'		-	5'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.9		-	10.6			-			0.2
		Queue	-	*	*	0'		-	5'			-			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.

Queues are reported as 95th percentile values, which are equivalent to vehicles in 25' increments (1 vehicle = 0-25' queue; 2 vehicles = 26-50' queue, etc.).

Existing bike lane legally be used as a right-turn lane at study intersections.

Playground 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			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
STH 67 & Observatory Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.1		-	14.6			-			0.1
		Queue	-	*	*	0'		-	0'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	11.0			-			0.1
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.2		-	12.6			-			0.2
		Queue	-	*	*	0'		-	5'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.7		-	10.8			-			0.4
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **WINTER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.2		-	12.1			-			0.5
		Queue	-	*	*	0'		-	5'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	10.2			-			0.3
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Observatory Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	C			-			A
		Delay	-	*	*	8.3		-	16.2			-			0.1
		Queue	-	*	*	0'		-	0'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.9		-	11.7			-			0.2
		Queue	-	*	*	0'		-	0'			-			
STH 67 & Parkhurst Place *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.3		-	13.8			-			0.3
		Queue	-	*	*	0'		-	5'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.8		-	11.5			-			0.5
		Queue	-	*	*	0'		-	5'			-			
STH 67 & Constance Boulevard *Stop Sign Control (NB)* **SUMMER**		*Lanes->*	-	*1*	*1*	*<1*		-	*<1>*			-			
	Weekday PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	8.4		-	12.9			-			0.5
		Queue	-	*	*	0'		-	5'			-			
	Weekend PM	LOS	-	*	*	A		-	B			-			A
		Delay	-	*	*	7.9		-	10.6			-			0.2
		Queue	-	*	*	0'		-	5'			-			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement; (< or >) indicates a shared lane movement.

Queues are reported as 95th percentile values, which are equivalent to vehicles in 25' increments (1 vehicle = 0-25' queue; 2 vehicles = 26-50' queue, etc.).

Existing bike lane legally be used as a right-turn lane at study intersections.

APPENDIX A

TRAFFIC COUNTS
SEASONAL ADJUSTMENT FACTORS

3561 Williams Bay Observatory TIA
Peak Hour Calculations

Weekday PM Peak Hour

Time	STH 67 Obervatory Pl	STH 67 Parkhurst Pl	STH 67 Constance Blvd	Sums
Date=>	11/6/2025	11/6/2025	9/5/2024	
Node #=>	100	200	300	
3:00 PM	164	164	241	
3:15 PM	187	192	180	
3:30 PM	184	180	209	
3:45 PM	139	135	177	2152
4:00 PM	151	156	157	2047
4:15 PM	124	127	152	1891
4:30 PM	143	143	132	1736
4:45 PM	125	127	142	1679
5:00 PM	117	116	142	1590
5:15 PM	98	96	130	1511
5:30 PM	103	104	101	1401
5:45 PM	98	103	98	1306

PM Peak Hour: 3:00 PM - 4:00 PM

Saturday Midday Peak Hour

Time	STH 67 Obervatory Pl	STH 67 Parkhurst Pl	STH 67 Constance Blvd	Sums
Date=>	11/8/2025	11/8/2025	9/7/2024	
Node #=>	100	200	300	
3:00 PM	101	103	140	
3:15 PM	132	141	151	
3:30 PM	127	124	157	
3:45 PM	144	142	127	1014
4:00 PM	117	119	104	1046
4:15 PM	76	79	149	928
4:30 PM	92	92	125	861
4:45 PM	81	81	117	737
5:00 PM	73	74	108	648
5:15 PM	75	76	135	644
5:30 PM	73	73	133	606
5:45 PM	92	94	103	630
6:00 PM	63	66	94	612
6:15 PM	52	53	115	566
6:30 PM	67	68	89	555
6:45 PM	54	52	70	475

SAT Peak Hour 3:15 PM - 4:15 PM

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Observatory Place**
Intersection of: ***STH 67 - Geneva Street & Observatory Place***

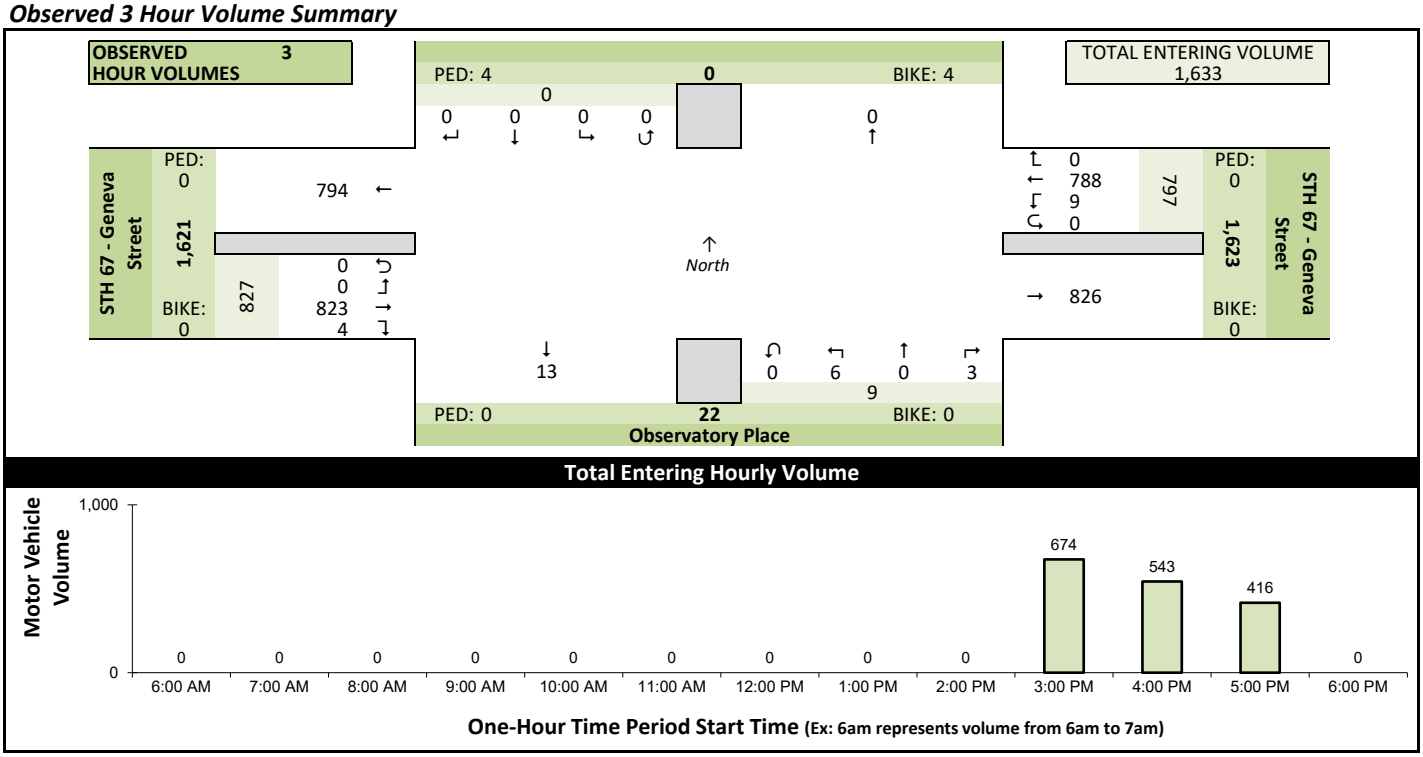
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Observatory Place		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

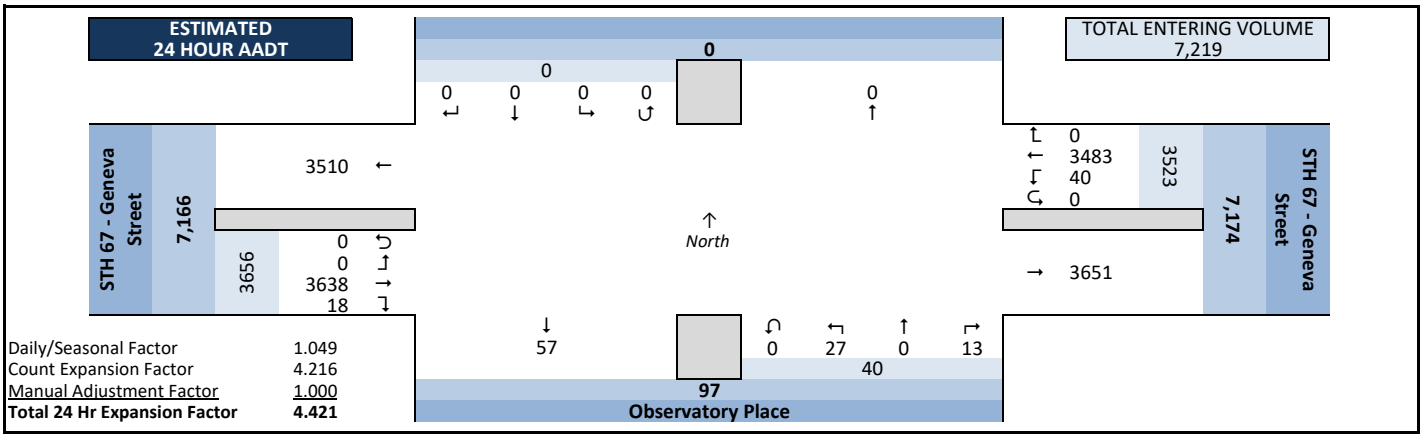
Count Information

Hrs Counted:	03:00 PM-06:00 PM				
1st Day of Count	Thursday, November 6, 2025			Weather	
AM Peak Period	Thursday, November 6, 2025			Clear and Dry	
Midday Peak Period	Thursday, November 6, 2025			Clear and Dry	
PM Peak Period	Thursday, November 6, 2025			Clear and Dry	
Calculated Peak Hours					
AM		MD		PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.049	Count Expansion Factor	4.216		
Company Name	TADI			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Jane Fait				
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

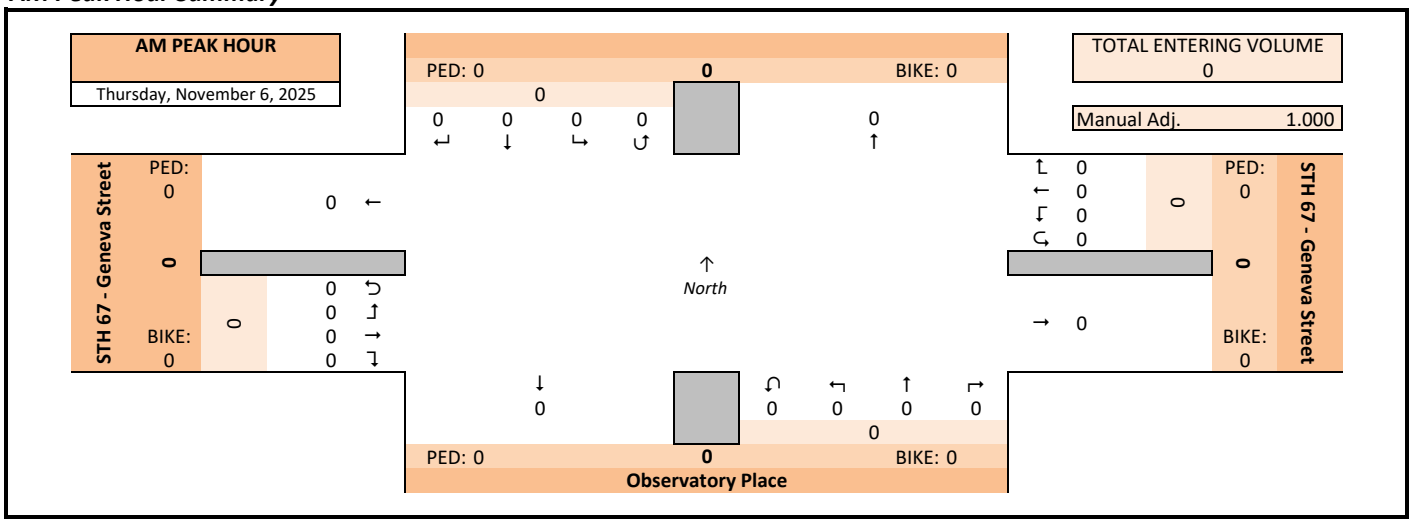
Peak Hour Volume Graphical Summary

STH 67 - Geneva Street & Observatory Place

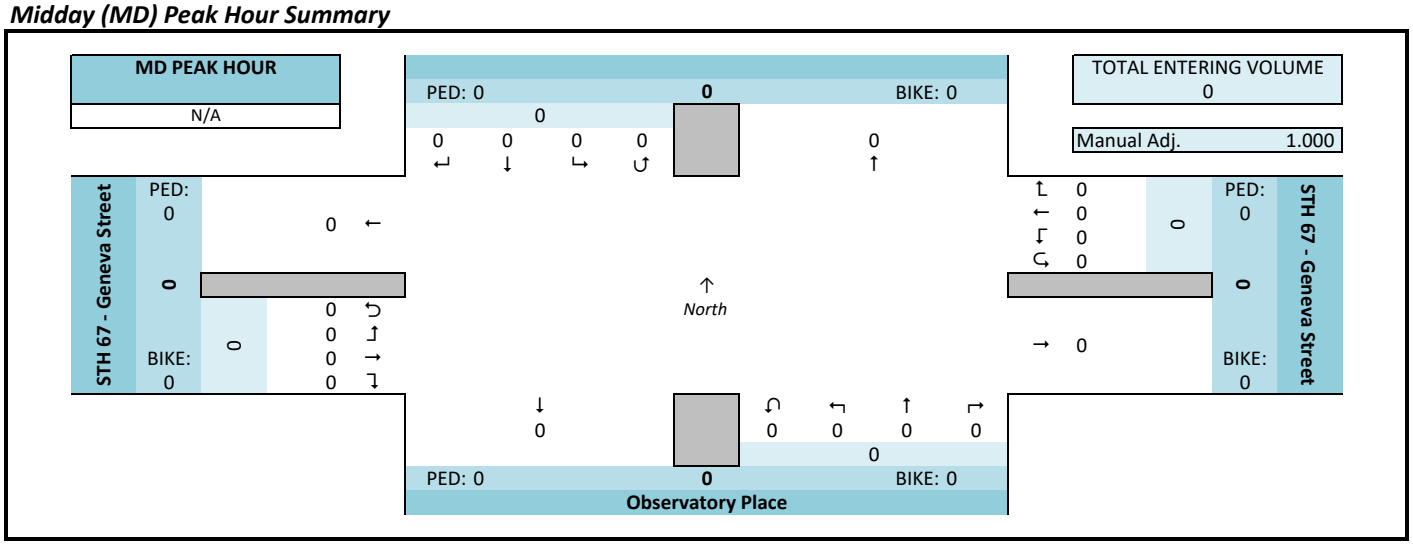
Count Basics			*Page 2 of 13*
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

All Motor Vehicles

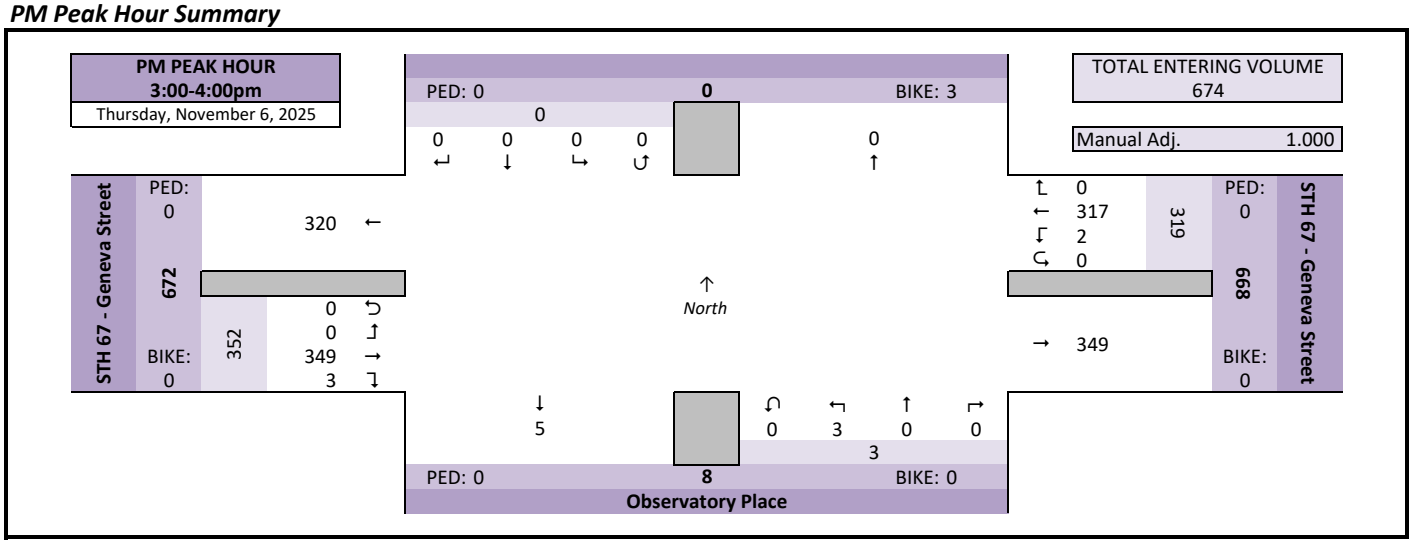
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

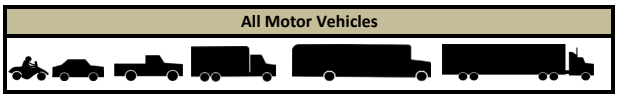


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Observatory Place



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, November 6, 2025		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, November 6, 2025		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:00 PM	0	0	0	0	0	0	77	0	0	77	0	0	1	0	1	0	86	0	0	86	164
	3:15 PM	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	0	88	0	0	88	187
	3:30 PM	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	2	108	0	0	110	184
	3:45 PM	0	0	0	0	0	0	67	2	0	69	0	0	2	0	2	1	67	0	0	68	139
	Peak Hour Volume	0	0	0	0	0	0	317	2	0	319	0	0	3	0	3	3	349	0	0	352	674
	Rounded Hourly Volume	0	0	0	0	0	0	315	0	0	315	0	0	5	0	5	5	350	0	0	355	675
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	33.3	4.3	0.0	0.0	4.5	4.6
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	33.3	4.6	0.0	0.0	4.8	4.7
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.25	0.00	0.81	0.00	0.00	0.37	0.00	0.37	0.37	0.81	0.00	0.00	0.80	0.90

Peak Hour Pedestrian and Bicyclist Volumes

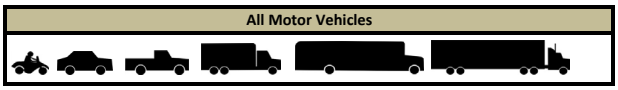
Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
					STH 67 - Geneva Street			Observatory Place			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
	3:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	2
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	3	3	0	0	0	0	0	0	0	0	0	3

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Observatory Place

Count Basics		*Page 5 of 13*
Start Date: Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)							
							STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	77	0	0	77	0	0	1	0	1	0	86	0	0	86	164	674	0.90
	3:15 PM	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	0	88	0	0	88	187	661	0.88
	3:30 PM	0	0	0	0	0	0	74	0	0	74	0	0	0	0	0	2	108	0	0	110	184	598	0.81
	3:45 PM	0	0	0	0	0	0	67	2	0	69	0	0	2	0	2	1	67	0	0	68	139	557	0.92
	4:00 PM	0	0	0	0	0	0	72	1	0	73	1	0	0	0	1	0	77	0	0	77	151	543	0.90
	4:15 PM	0	0	0	0	0	0	69	0	0	69	1	0	0	0	1	0	54	0	0	54	124	509	0.89
	4:30 PM	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	0	74	0	0	74	143	483	0.84
	4:45 PM	0	0	0	0	0	0	66	2	0	68	1	0	0	0	1	0	56	0	0	56	125	443	0.89
	5:00 PM	0	0	0	0	0	0	54	2	0	56	0	0	1	0	1	0	60	0	0	60	117	416	0.89
	5:15 PM	0	0	0	0	0	0	47	1	0	48	0	0	2	0	2	1	47	0	0	48	98		
	5:30 PM	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	0	46	0	0	46	103		
	5:45 PM	0	0	0	0	0	0	38	0	0	38	0	0	0	0	0	0	60	0	0	60	98		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	788	9	0	797	3	0	6	0	9	4	823	0	0	827	1633		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly	
							STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:00 PM	0	0	0	0	0	0	317	2	0	319	0	0	3	0	3	3	349	0	0	352	674	0.90

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Observatory Place

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Observatory Place					From West (→) STH 67 - Geneva Street					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	32
	3:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	39
	3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12	35
	3:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	7	31
	4:00 PM	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	0	3	0	0	3	10	30
	4:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	24
	4:30 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	8	19
	4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6	13
	5:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	9
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	43	0	0	43	1	0	0	0	1	1	26	0	0	27	71	
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	0.0%	0.0%	5.4%	33.3%	0.0%	0.0%	0.0%	11.1%	25.0%	3.2%	0.0%	0.0%	3.3%	4.3%	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Observatory Place					From West (→) STH 67 - Geneva Street					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	1	16	0	0	17	32

Intersection Traffic Volume Report

Count Basics		Version 2025.03	Page 1 of 13
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Observatory Place**
Intersection of: ***STH 67 - Geneva Street & Observatory Place***

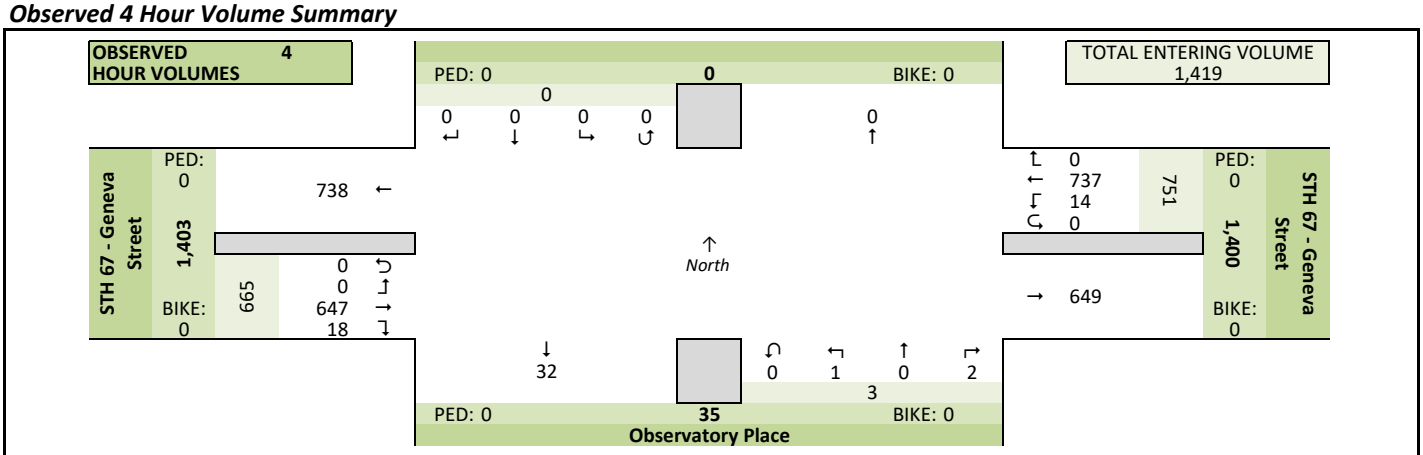
Site Information

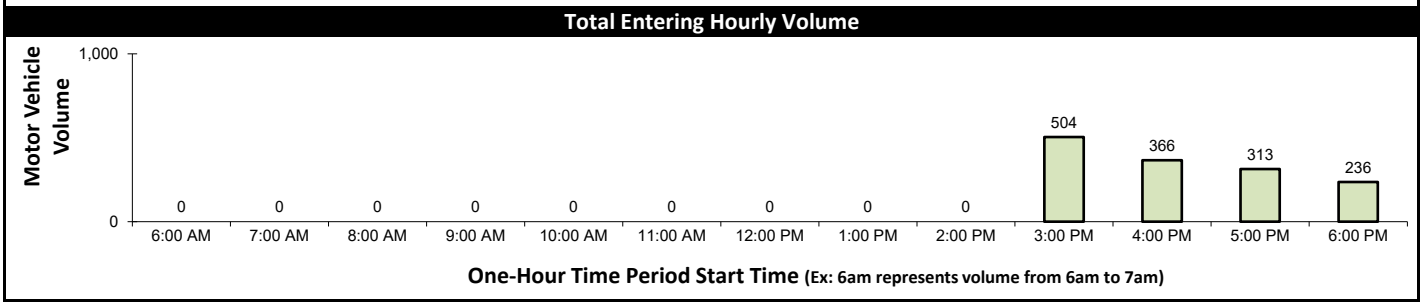
Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Observatory Place		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

Count Information

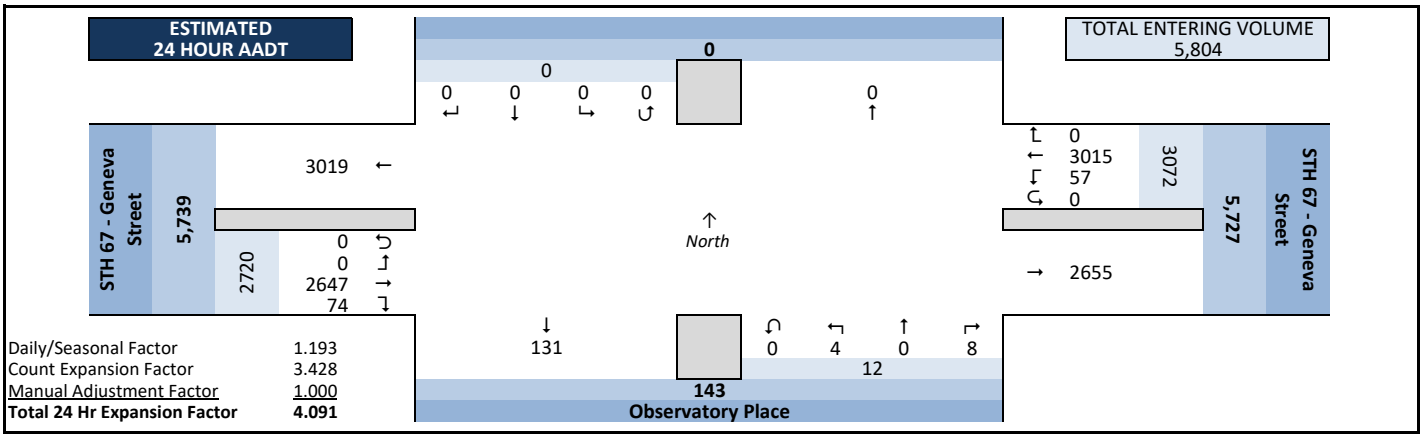
Hrs Counted:	03:00 PM-07:00 PM				
1st Day of Count	Saturday, November 8, 2025			Weather	
AM Peak Period	Saturday, November 8, 2025			Clear and Dry	
Midday Peak Period	Saturday, November 8, 2025			Clear and Dry	
PM Peak Period	Saturday, November 8, 2025			Clear and Dry	
Calculated Peak Hours					
AM		MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.193	Count Expansion Factor	3.428		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	None			
	PM Peak Period	Jane Fait			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 4 Hour Volume Summary





Estimated 24 Hour AADT



Daily/Seasonal Factor	1.193
Count Expansion Factor	3.428
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**4.091**

Intersection Traffic Volume Report

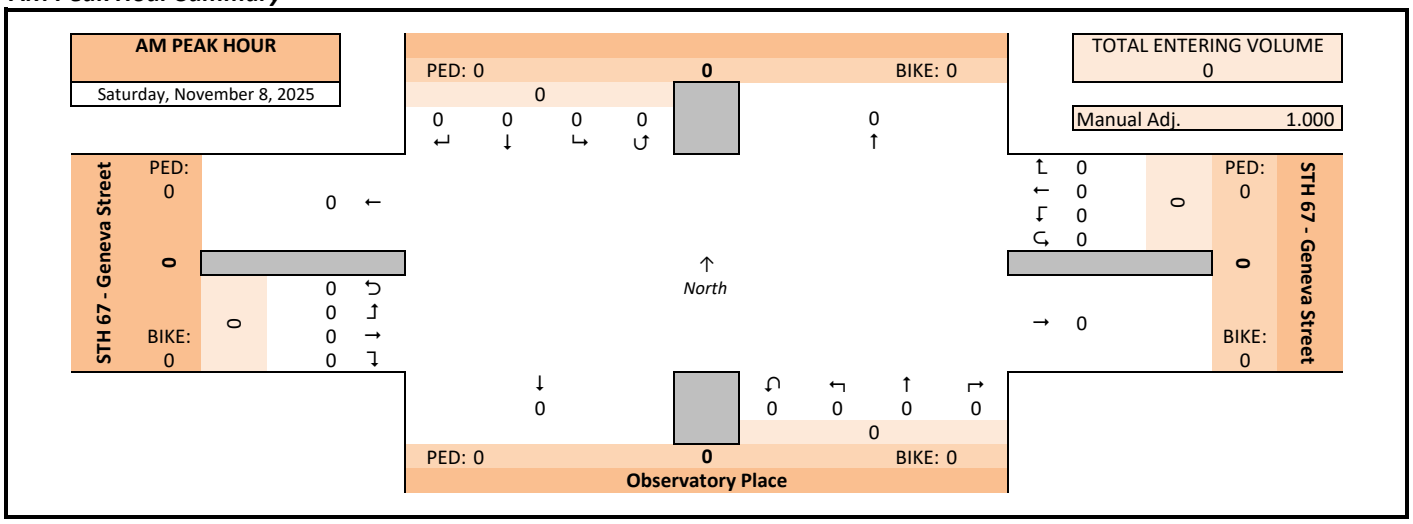
Peak Hour Volume Graphical Summary

STH 67 - Geneva Street & Observatory Place

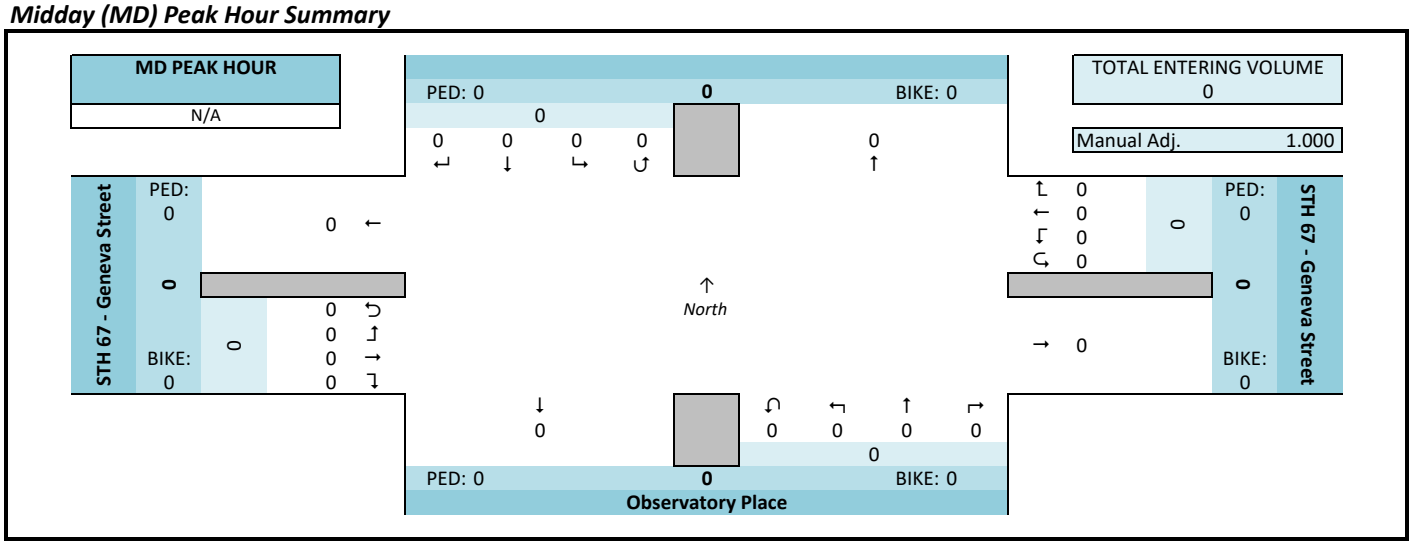
Count Basics			*Page 2 of 13*
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

All Motor Vehicles

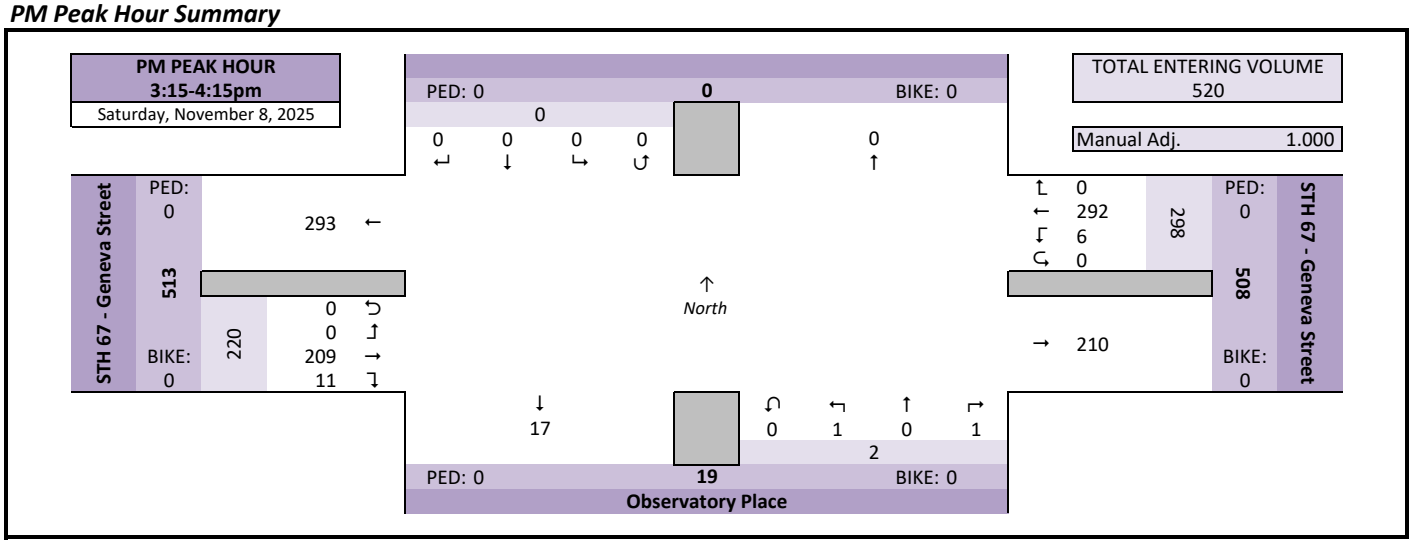
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

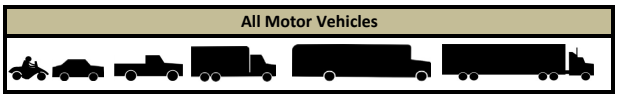


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Observatory Place



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, November 8, 2025		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, November 8, 2025		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	0	0	0	0	0	0	83	0	0	83	1	0	1	0	2	0	47	0	0	47	132
	3:30 PM	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	3	55	0	0	58	127
	3:45 PM	0	0	0	0	0	0	79	3	0	82	0	0	0	0	0	7	55	0	0	62	144
	4:00 PM	0	0	0	0	0	0	62	2	0	64	0	0	0	0	0	1	52	0	0	53	117
	Peak Hour Volume	0	0	0	0	0	0	292	6	0	298	1	0	1	0	2	11	209	0	0	220	520
	Rounded Hourly Volume	0	0	0	0	0	0	290	5	0	295	0	0	0	0	0	10	210	0	0	220	515
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.8	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	0.5	0.0	0.0	0.5	0.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.3	2.3
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.88	0.50	0.00	0.90	0.25	0.00	0.25	0.00	0.25	0.39	0.95	0.00	0.00	0.89	0.90

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
					STH 67 - Geneva Street			Observatory Place			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Observatory Place

Count Basics		*Page 5 of 13*
Start Date: Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly	
							STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street					Totals	Sum	PHF
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	58	1	0	59	0	0	0	0	0	3	39	0	0	42	101	504	0.88
	3:15 PM	0	0	0	0	0	0	83	0	0	83	1	0	1	0	2	0	47	0	0	47	132	520	0.90
	3:30 PM	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	3	55	0	0	58	127	464	0.81
	3:45 PM	0	0	0	0	0	0	79	3	0	82	0	0	0	0	0	7	55	0	0	62	144	429	0.74
	4:00 PM	0	0	0	0	0	0	62	2	0	64	0	0	0	0	0	1	52	0	0	53	117	366	0.78
	4:15 PM	0	0	0	0	0	0	47	2	0	49	0	0	0	0	0	1	26	0	0	27	76	322	0.88
	4:30 PM	0	0	0	0	0	0	55	1	0	56	1	0	0	0	1	0	35	0	0	35	92	321	0.87
	4:45 PM	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	42	0	0	42	81	302	0.93
	5:00 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	37	0	0	37	73	313	0.85
	5:15 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	39	0	0	39	75	303	0.82
	5:30 PM	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	0	45	0	0	45	73	280	0.76
	5:45 PM	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	1	49	0	0	50	92	274	0.74
	6:00 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	36	0	0	36	63	236	0.88
	6:15 PM	0	0	0	0	0	0	24	1	0	25	0	0	0	0	0	1	26	0	0	27	52		
	6:30 PM	0	0	0	0	0	0	32	2	0	34	0	0	0	0	0	0	33	0	0	33	67		
	6:45 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	1	31	0	0	32	54		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	737	14	0	751	2	0	1	0	3	18	647	0	0	665	1419		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly	
							STH 67 - Geneva Street					Observatory Place					STH 67 - Geneva Street						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	0	0	0	0	0	0	292	6	0	298	1	0	1	0	2	11	209	0	0	220	520	0.90

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Observatory Place

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Observatory Place					From West (→) STH 67 - Geneva Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	11
	3:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	3:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5	15
	4:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5	11
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	9
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	9
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	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	1	0	0	1	1	
	6:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	11	0	0	11	33	
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	1.7%	2.3%	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Observatory Place					From West (→) STH 67 - Geneva Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Parkhurst Place**
Intersection of: ***STH 67 - Geneva Street & Parkhurst Place***

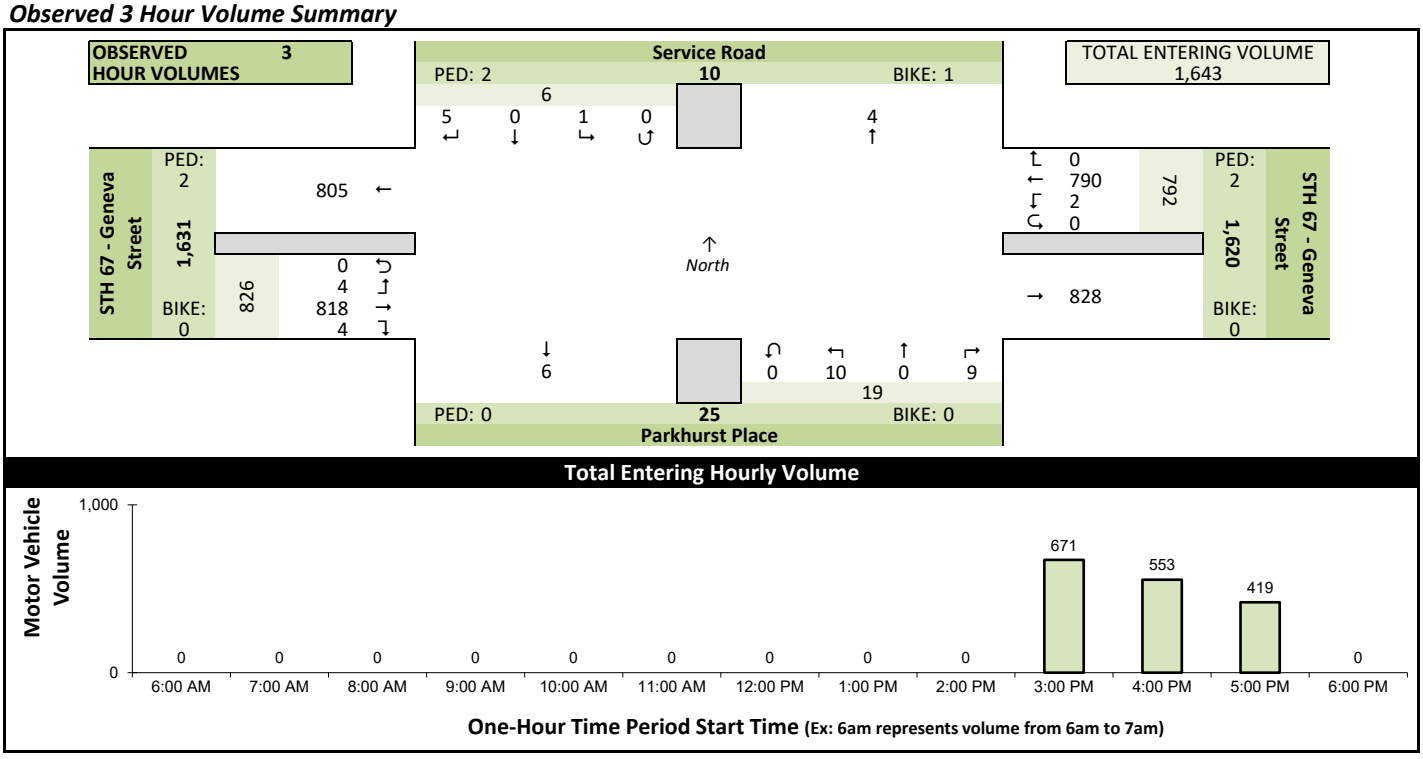
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Parkhurst Place		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

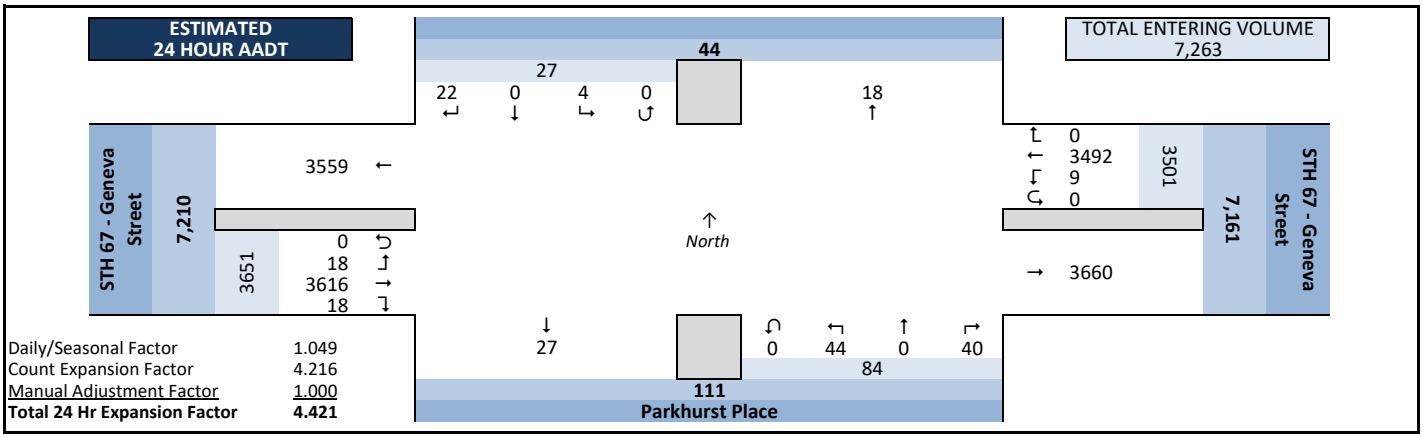
Count Information

Hrs Counted:	03:00 PM-06:00 PM				
1st Day of Count	Thursday, November 6, 2025			Weather	
AM Peak Period	Thursday, November 6, 2025			Clear and Dry	
Midday Peak Period	Thursday, November 6, 2025			Clear and Dry	
PM Peak Period	Thursday, November 6, 2025			Clear and Dry	
Calculated Peak Hours					
AM		MD		PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.049	Count Expansion Factor	4.216		
Company Name	TADI			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Lori Atwell				
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

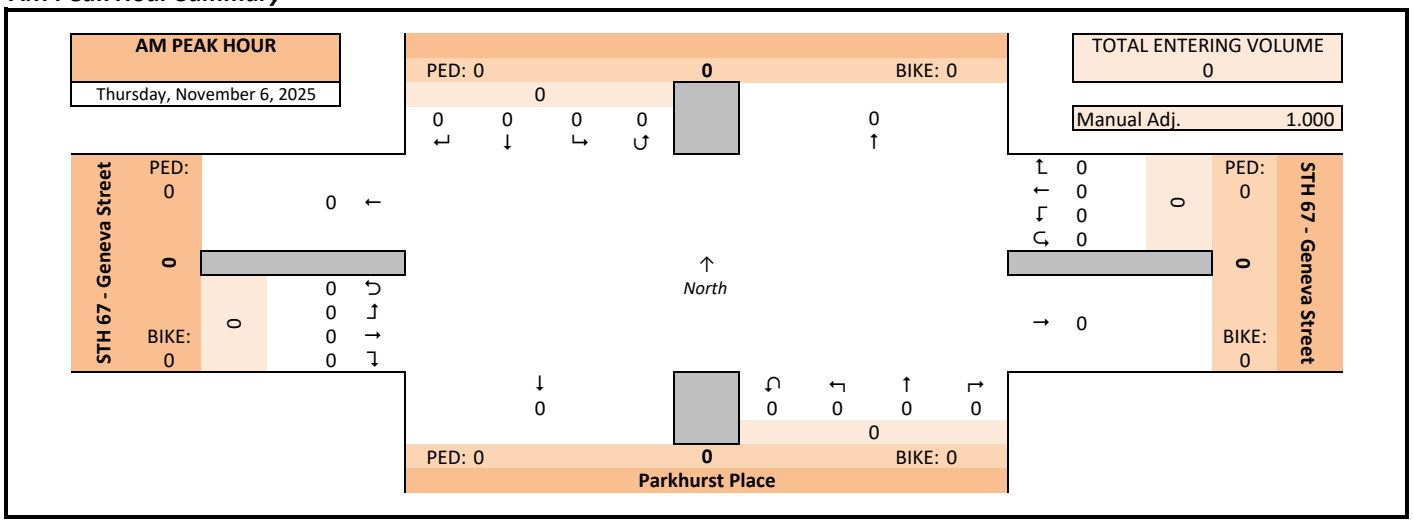
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

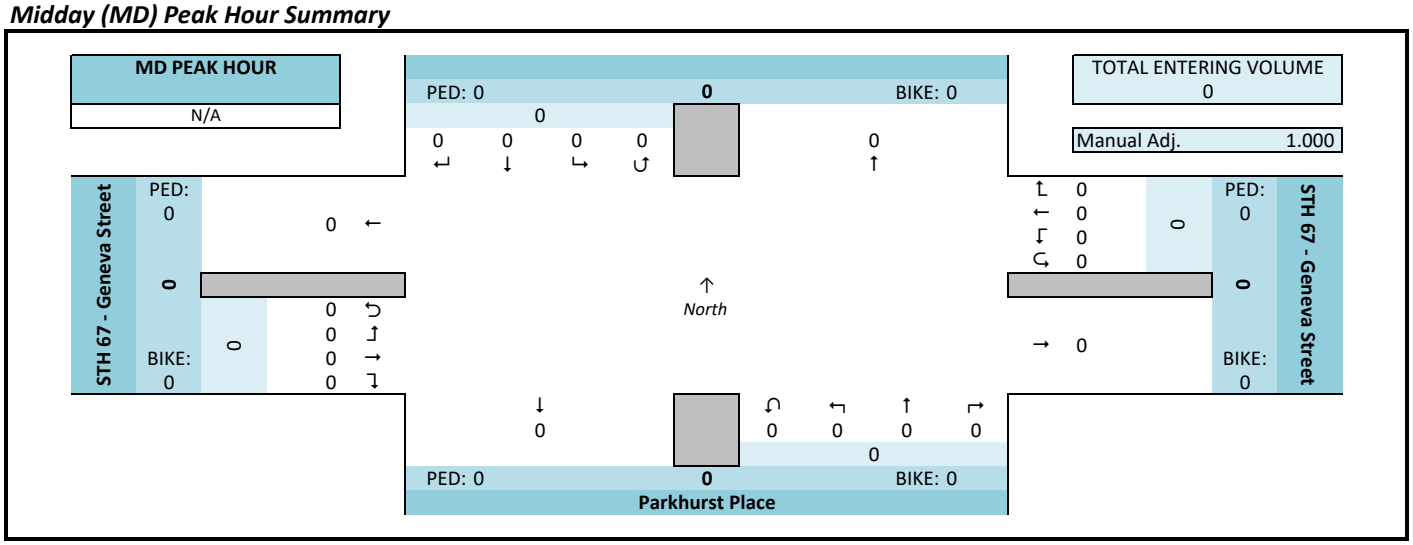
All Motor Vehicles

STH 67 - Geneva Street & Parkhurst Place

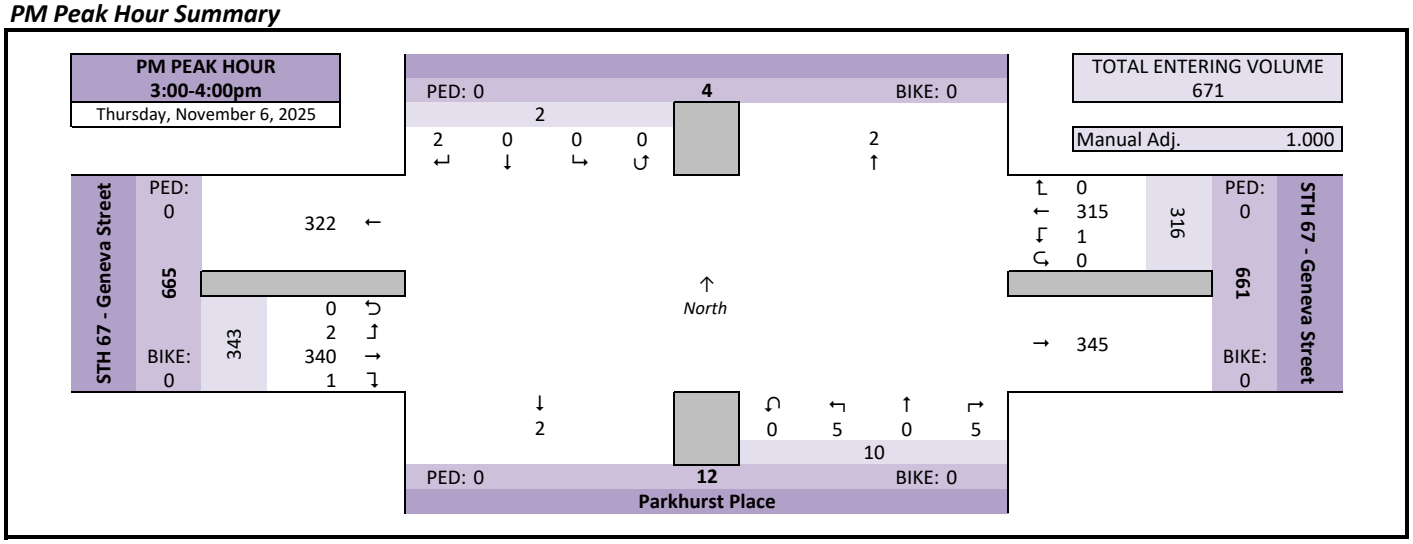
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

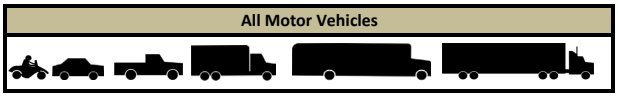


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Parkhurst Place



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, November 6, 2025		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, November 6, 2025		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:00 PM	0	0	0	0	0	0	74	0	0	74	1	0	3	0	4	1	85	0	0	86	164
	3:15 PM	1	0	0	0	1	0	101	0	0	101	2	0	0	0	2	0	88	0	0	88	192
	3:30 PM	1	0	0	0	1	0	73	0	0	73	0	0	0	0	0	0	104	2	0	106	180
	3:45 PM	0	0	0	0	0	0	67	1	0	68	2	0	2	0	4	0	63	0	0	63	135
	Peak Hour Volume	2	0	0	0	2	0	315	1	0	316	5	0	5	0	10	1	340	2	0	343	671
	Rounded Hourly Volume	0	0	0	0	0	0	315	0	0	315	5	0	5	0	10	0	340	0	0	340	665
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	4.4	4.5
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	4.6
	Peak Hour Factor (PHF)	0.50	0.00	0.00	0.00	0.50	0.00	0.78	0.25	0.00	0.78	0.62	0.00	0.42	0.00	0.62	0.25	0.82	0.25	0.00	0.81	0.87

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
					STH 67 - Geneva Street			Parkhurst Place			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Parkhurst Place					From West (→) STH 67 - Geneva Street					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	74	0	0	74	1	0	3	0	4	1	85	0	0	86	164	671	0.87
	3:15 PM	1	0	0	0	1	0	101	0	0	101	2	0	0	0	2	0	88	0	0	88	192	663	0.86
	3:30 PM	1	0	0	0	1	0	73	0	0	73	0	0	0	0	0	0	104	2	0	106	180	598	0.83
	3:45 PM	0	0	0	0	0	0	67	1	0	68	2	0	2	0	4	0	63	0	0	63	135	561	0.90
	4:00 PM	1	0	0	0	1	0	74	0	0	74	1	0	0	0	1	0	79	1	0	80	156	553	0.89
	4:15 PM	0	0	0	0	0	0	68	0	0	68	1	0	2	0	3	0	56	0	0	56	127	513	0.90
	4:30 PM	0	0	1	0	1	0	67	1	0	68	0	0	1	0	1	1	72	0	0	73	143	482	0.84
	4:45 PM	1	0	0	0	1	0	67	0	0	67	0	0	0	0	0	0	59	0	0	59	127	443	0.87
	5:00 PM	0	0	0	0	0	0	54	0	0	54	1	0	1	0	2	1	58	1	0	60	116	419	0.90
	5:15 PM	0	0	0	0	0	0	48	0	0	48	0	0	1	0	1	1	46	0	0	47	96		
	5:30 PM	1	0	0	0	1	0	56	0	0	56	1	0	0	0	1	0	46	0	0	46	104		
	5:45 PM	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	0	62	0	0	62	103		
	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		5	0	1	0	6	0	790	2	0	792	9	0	10	0	19	4	818	4	0	826	1643		

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Parkhurst Place					From West (→) STH 67 - Geneva Street					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	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:00 PM	2	0	0	0	2	0	315	1	0	316	5	0	5	0	10	1	340	2	0	343	671	0.87

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Thursday, November 6, 2025	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

15-Minute Heavy Vehicle Data

	15-Minute	From North					From East					From South					From West						
	Time Period						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	31
	3:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	38
	3:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12	35
	3:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	6	30
	4:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10	31
	4:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	24
	4:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7	18
	4:45 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	13
	5:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	10
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	0	28	0	0	28	72	
otal Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	3.4%	4.4%	

Peak Hour Heavy Vehicle Volume Summary

	Hourly	From North					From East					From South					From West					Total
	Time Period						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	16	0	0	16	31

Intersection Traffic Volume Report

Count Basics	Version 2025.03		Page 1 of 13
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Parkhurst Place**
Intersection of: ***STH 67 - Geneva Street & Parkhurst Place***

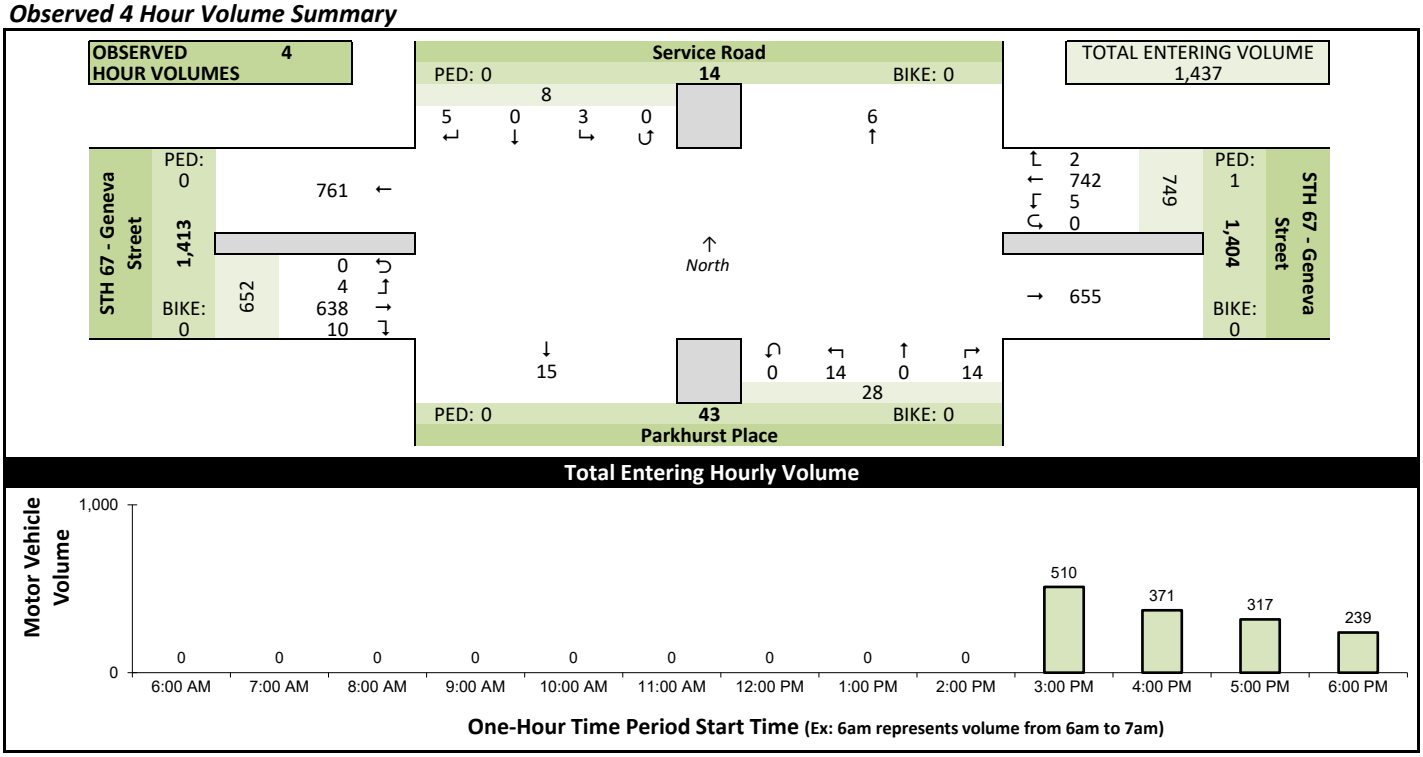
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Parkhurst Place		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

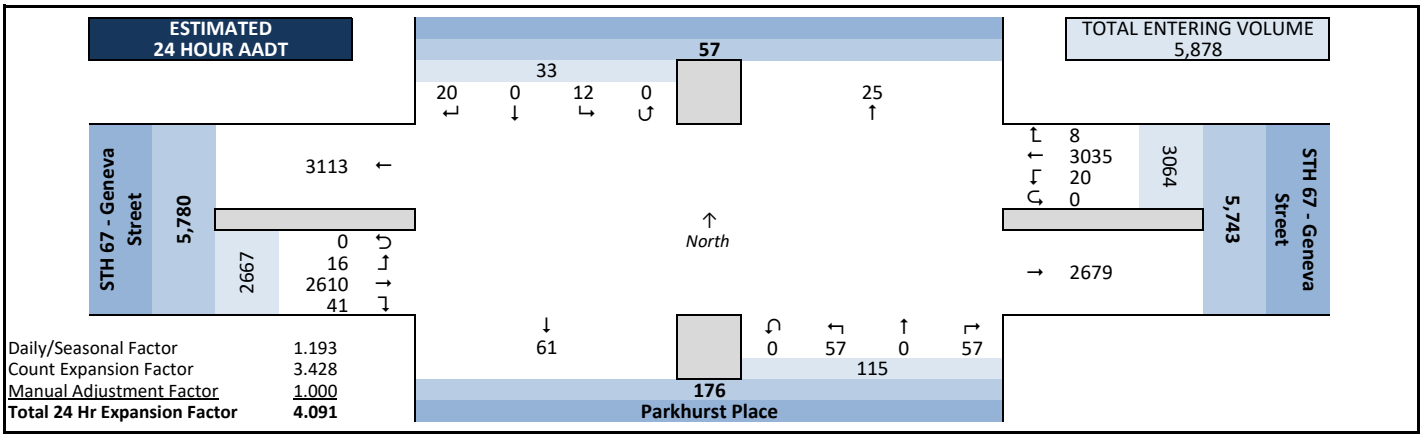
Count Information

Hrs Counted:	03:00 PM-07:00 PM				
1st Day of Count	Saturday, November 8, 2025			Weather	
AM Peak Period	Saturday, November 8, 2025			Clear and Dry	
Midday Peak Period	Saturday, November 8, 2025			Clear and Dry	
PM Peak Period	Saturday, November 8, 2025			Clear and Dry	
Calculated Peak Hours					
AM		MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(1) Non-Interstate Low Truck %				
Count Expansion Group	(1) Non-Interstate Low Truck %				
Daily/Seasonal Adjustment Factor	1.193	Count Expansion Factor	3.428		
Company Name	TADI			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	None			
	PM Peak Period	Lori Atwell			
Comments	Wis DOT Daily & Seasonal Factors are final for 2012 through 2024, and 2025 uses 2024 final factors.				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

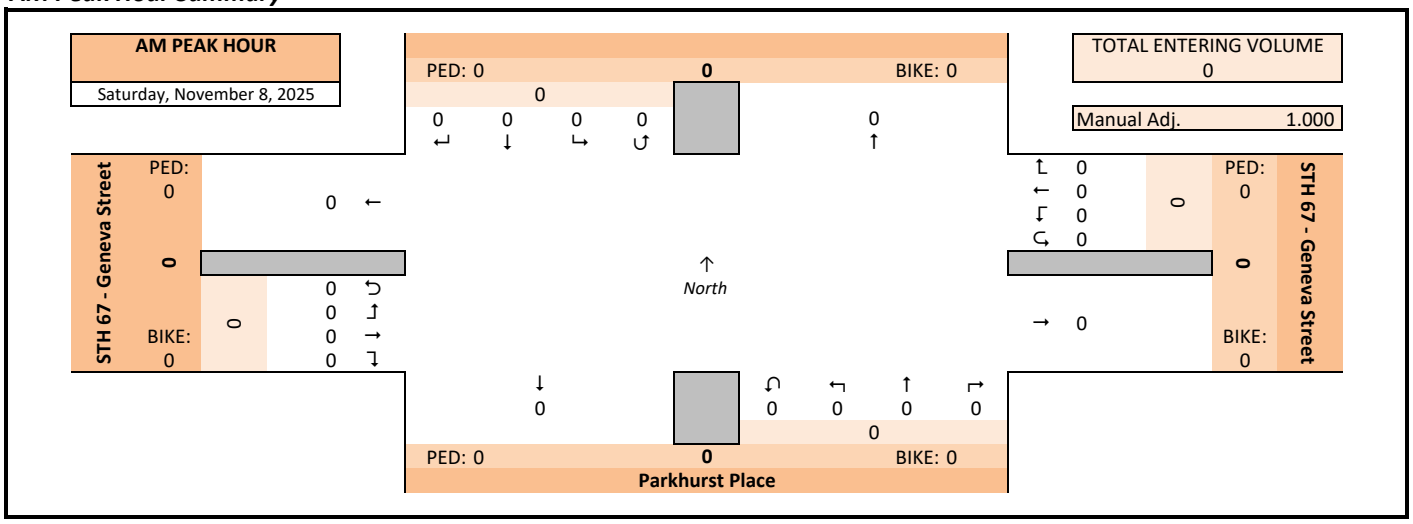
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

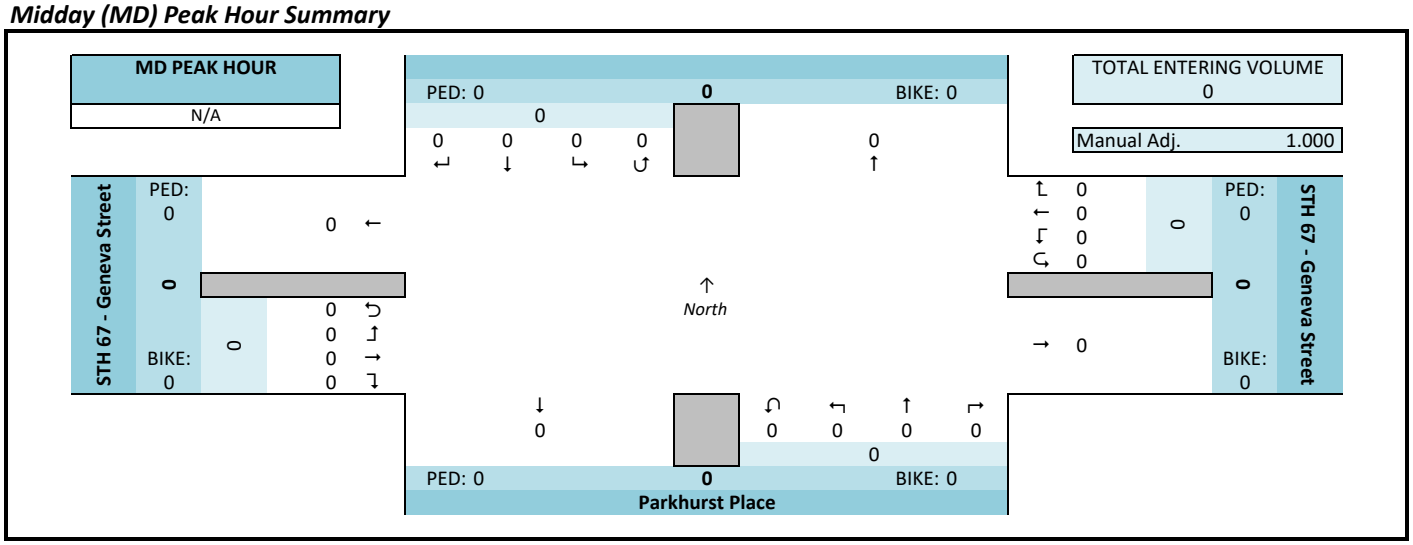
All Motor Vehicles

STH 67 - Geneva Street & Parkhurst Place

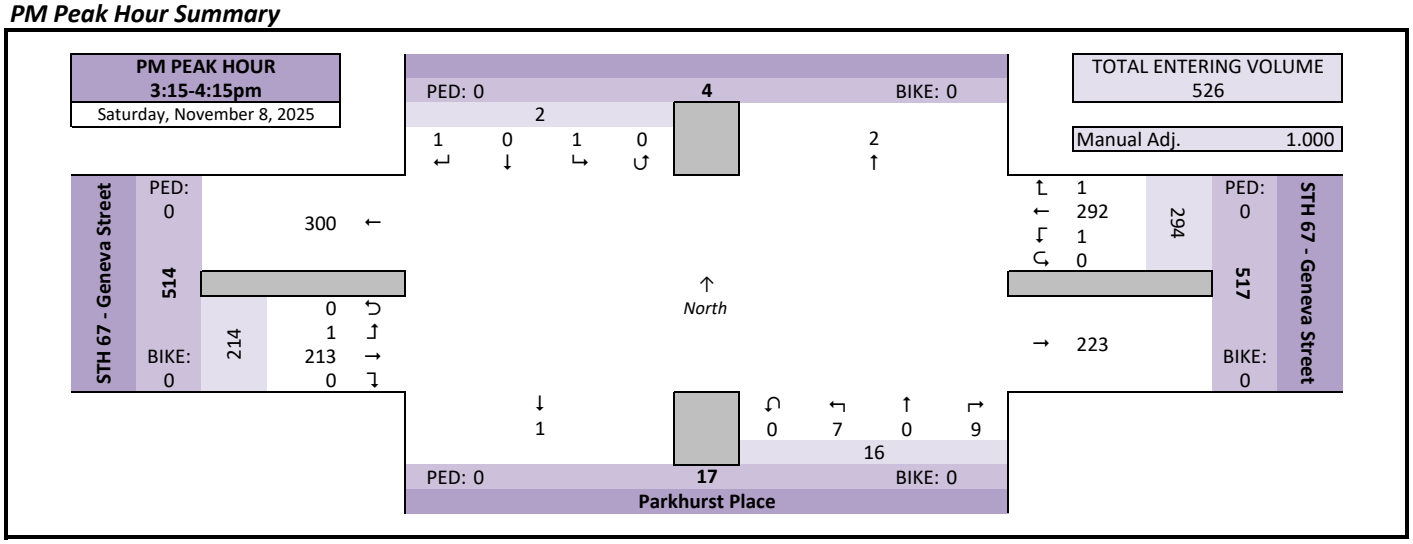
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

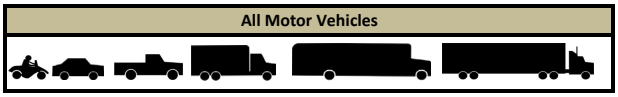


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Parkhurst Place



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, November 8, 2025		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, November 8, 2025		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Parkhurst Place					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	1	0	0	0	1	0	86	1	0	87	3	0	1	0	4	0	49	0	0	49	141
	3:30 PM	0	0	0	0	0	0	65	0	0	65	1	0	2	0	3	0	55	1	0	56	124
	3:45 PM	0	0	0	0	0	0	79	0	0	79	2	0	4	0	6	0	57	0	0	57	142
	4:00 PM	0	0	1	0	1	1	62	0	0	63	3	0	0	0	3	0	52	0	0	52	119
	Peak Hour Volume	1	0	1	0	2	1	292	1	0	294	9	0	7	0	16	0	213	1	0	214	526
	Rounded Hourly Volume	0	0	0	0	0	0	290	0	0	290	10	0	5	0	15	0	215	0	0	215	520
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.4	1.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.2
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	1.9
	Peak Hour Factor (PHF)	0.25	0.00	0.25	0.00	0.50	0.25	0.85	0.25	0.00	0.84	0.75	0.00	0.44	0.00	0.67	0.00	0.93	0.25	0.00	0.94	0.93

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
					STH 67 - Geneva Street			Parkhurst Place			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

Count Basics		*Page 5 of 13*
Start Date: Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Parkhurst Place					From West (→) STH 67 - Geneva Street					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	2	0	0	0	2	0	54	0	0	54	3	0	3	0	6	2	38	1	0	41	103	510	0.90
	3:15 PM	1	0	0	0	1	0	86	1	0	87	3	0	1	0	4	0	49	0	0	49	141	526	0.93
	3:30 PM	0	0	0	0	0	0	65	0	0	65	1	0	2	0	3	0	55	1	0	56	124	464	0.82
	3:45 PM	0	0	0	0	0	0	79	0	0	79	2	0	4	0	6	0	57	0	0	57	142	432	0.76
	4:00 PM	0	0	1	0	1	1	62	0	0	63	3	0	0	0	3	0	52	0	0	52	119	371	0.78
	4:15 PM	0	0	0	0	0	0	48	2	0	50	2	0	1	0	3	0	26	0	0	26	79	326	0.89
	4:30 PM	0	0	0	0	0	0	55	0	0	55	0	0	2	0	2	0	35	0	0	35	92	323	0.88
	4:45 PM	0	0	0	0	0	0	38	0	0	38	0	0	1	0	1	0	42	0	0	42	81	304	0.94
	5:00 PM	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	1	36	0	0	37	74	317	0.84
	5:15 PM	0	0	0	0	0	0	36	1	0	37	0	0	0	0	0	1	38	0	0	39	76	309	0.82
	5:30 PM	1	0	0	0	1	0	27	0	0	27	0	0	0	0	0	1	44	0	0	45	73	286	0.76
	5:45 PM	1	0	2	0	3	1	41	1	0	43	0	0	0	0	0	3	44	1	0	48	94	281	0.75
	6:00 PM	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	36	0	0	36	66	239	0.88
	6:15 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	1	24	1	0	26	53		
	6:30 PM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	1	31	0	0	32	68		
	6:45 PM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	31	0	0	31	52		
	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		5	0	3	0	8	2	742	5	0	749	14	0	14	0	28	10	638	4	0	652	1437		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Parkhurst Place					From West (→) STH 67 - Geneva Street					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	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	1	0	1	0	2	1	292	1	0	294	9	0	7	0	16	0	213	1	0	214	526	0.93

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Saturday, November 8, 2025	Weekend	Schools Not in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Parkhurst Place

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Parkhurst Place					From West (→) STH 67 - Geneva Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3	11
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	3:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7	14
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	4:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4	7
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	5:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	7
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6
	5:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	5
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	1	1	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	10	0	0	10	27	
Total Truck %age:		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	1.5%	1.9%	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Parkhurst Place					From West (→) STH 67 - Geneva Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10

Intersection Traffic Volume Report

Count Basics	Version 2024.04		Page 1 of 13
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Constance Blvd**
Intersection of: ***STH 67 - Geneva Street & Constance Blvd*** **IX_ID:**

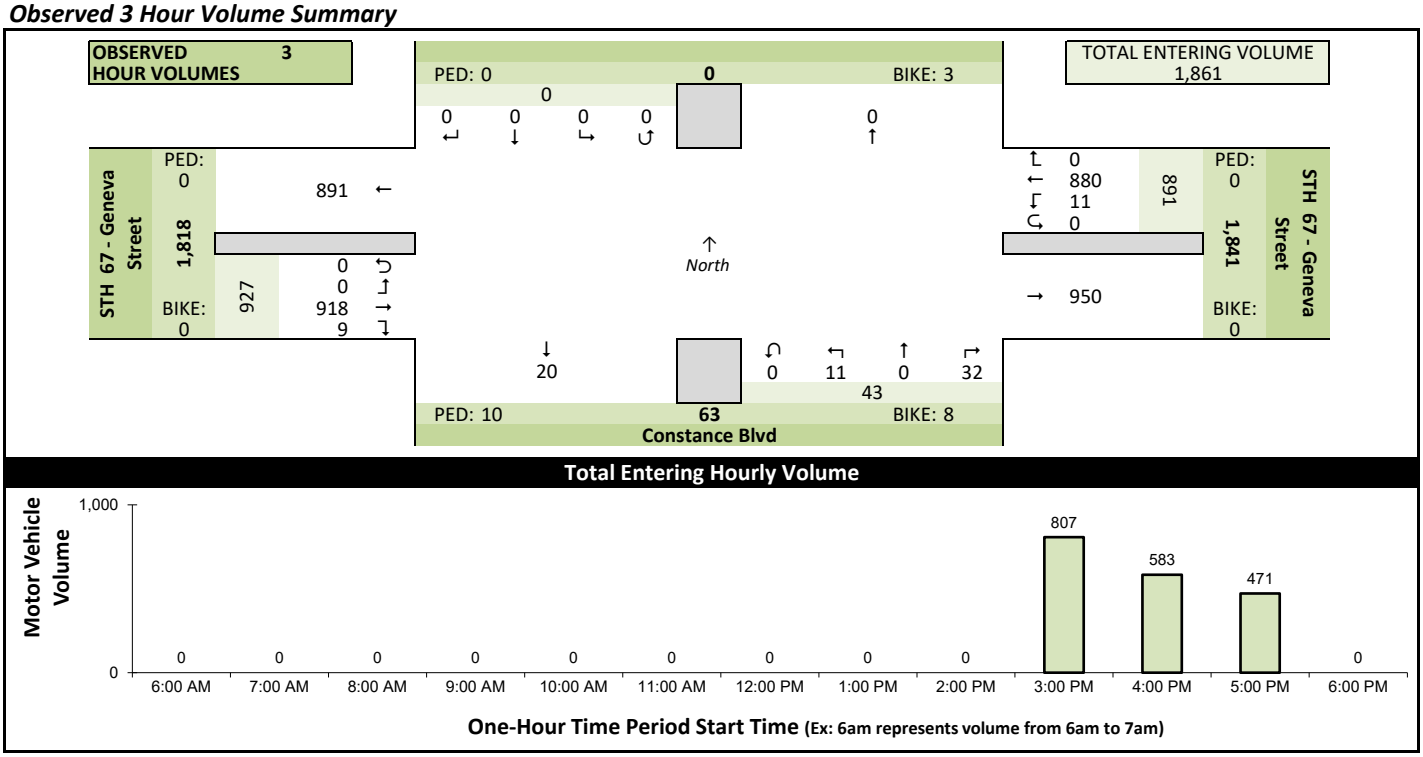
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Constance Blvd		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

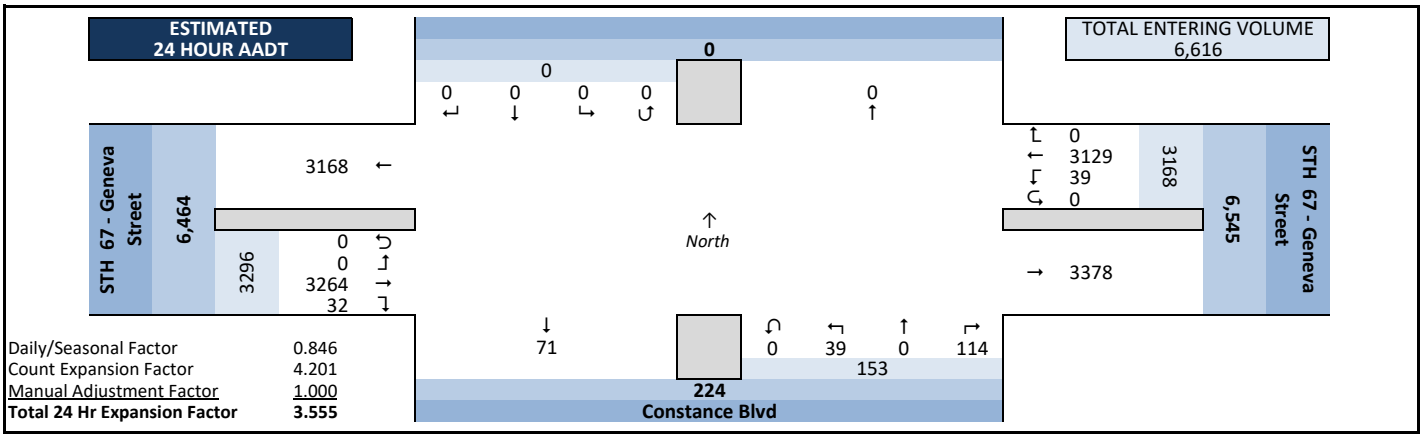
Count Information

Hrs Counted:	03:00 PM-06:00 PM				
1st Day of Count	Thursday, September 5, 2024			Weather	
AM Peak Period	Thursday, September 5, 2024			Clear & Dry	
Midday Peak Period	Thursday, September 5, 2024			Clear & Dry	
PM Peak Period	Thursday, September 5, 2024			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:00-4:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.846	Count Expansion Factor	4.201		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers — AM Peak Period	None				
Observers — Midday Peak Period	None				
Observers — PM Peak Period	Wendy Picard				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

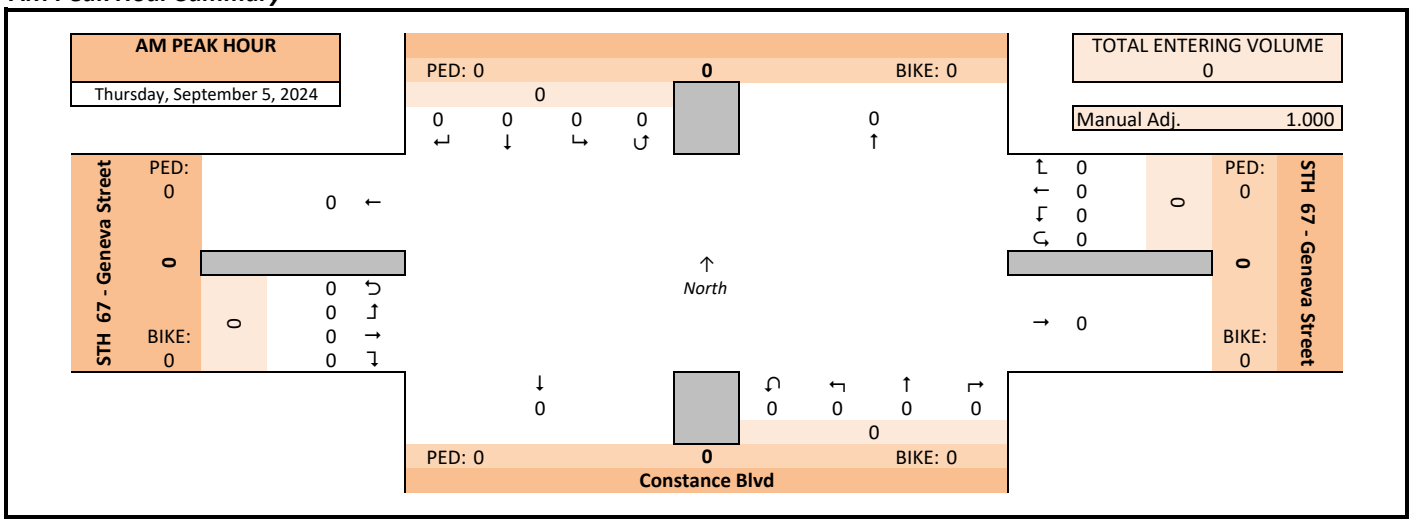
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

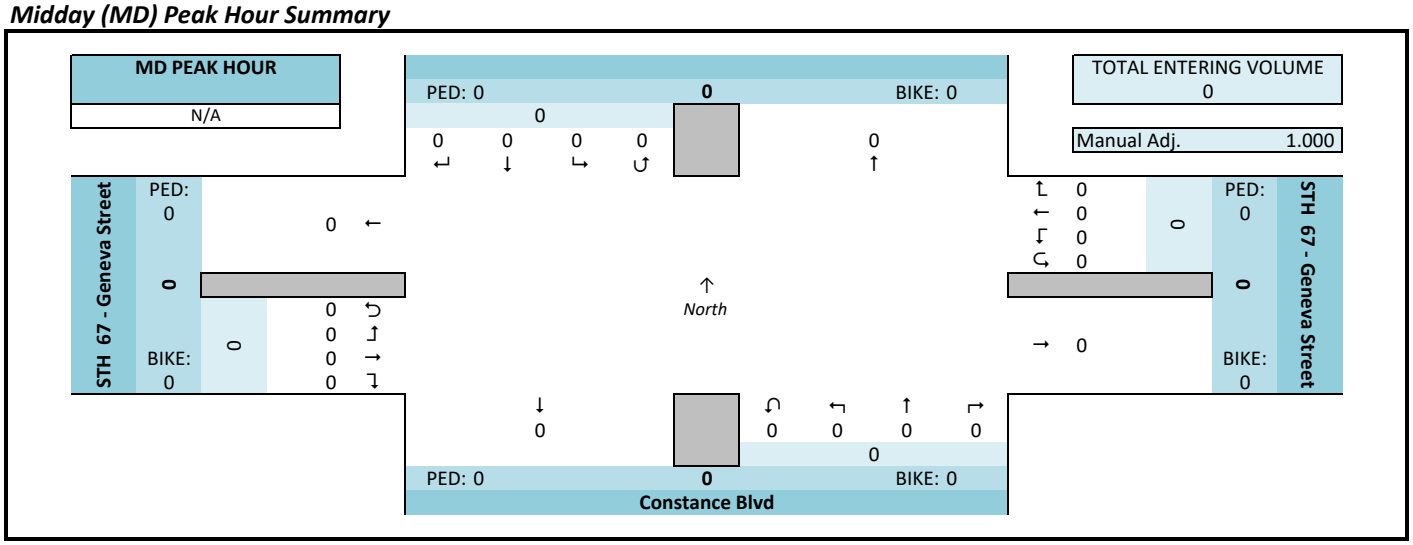
STH 67 - Geneva Street & Constance Blvd

All Motor Vehicles

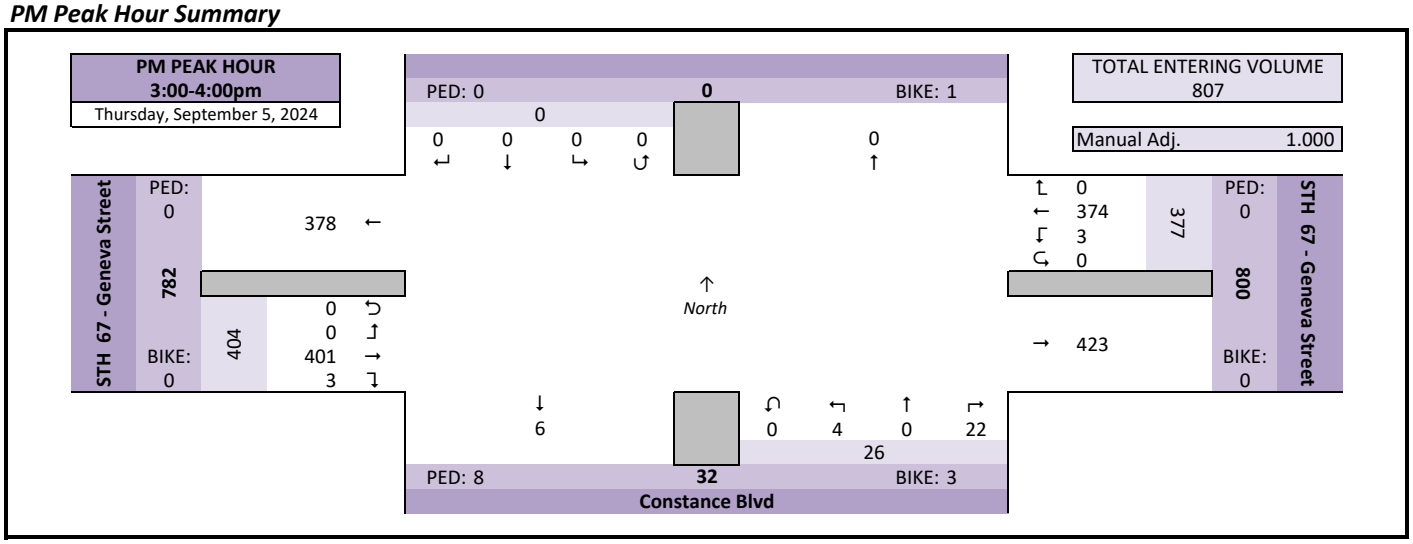
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Constance Blvd

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, September 5, 2024		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, September 5, 2024		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:00 PM	0	0	0	0	0	0	116	1	0	117	6	0	3	0	9	1	114	0	0	115	241
	3:15 PM	0	0	0	0	0	0	84	0	0	84	9	0	0	0	9	1	86	0	0	87	180
	3:30 PM	0	0	0	0	0	0	88	1	0	89	2	0	1	0	3	1	116	0	0	117	209
	3:45 PM	0	0	0	0	0	0	86	1	0	87	5	0	0	0	5	0	85	0	0	85	177
	Peak Hour Volume	0	0	0	0	0	0	374	3	0	377	22	0	4	0	26	3	401	0	0	404	807
	Rounded Hourly Volume	0	0	0	0	0	0	375	5	0	380	20	0	5	0	25	5	400	0	0	405	810
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.6	18.2	0.0	0.0	0.0	15.4	0.0	2.7	0.0	0.0	2.7	5.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	7.4	18.2	0.0	0.0	0.0	15.4	0.0	2.7	0.0	0.0	2.7	5.3
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.75	0.00	0.81	0.61	0.00	0.33	0.00	0.72	0.75	0.86	0.00	0.00	0.86	0.84

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
					STH 67 - Geneva Street			Constance Blvd			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	1	1	0	0	0	6	0	6	0	0	0	7
	3:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
	3:30 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
	3:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
	Total	0	1	1	0	0	0	8	3	11	0	0	0	12

Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Constance Blvd

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	116	1	0	117	6	0	3	0	9	1	114	0	0	115	241	807	0.84
	3:15 PM	0	0	0	0	0	0	84	0	0	84	9	0	0	0	9	1	86	0	0	87	180	723	0.86
	3:30 PM	0	0	0	0	0	0	88	1	0	89	2	0	1	0	3	1	116	0	0	117	209	695	0.83
	3:45 PM	0	0	0	0	0	0	86	1	0	87	5	0	0	0	5	0	85	0	0	85	177	618	0.87
	4:00 PM	0	0	0	0	0	0	74	2	0	76	3	0	3	0	6	1	74	0	0	75	157	583	0.93
	4:15 PM	0	0	0	0	0	0	85	2	0	87	1	0	0	0	1	2	62	0	0	64	152	568	0.93
	4:30 PM	0	0	0	0	0	0	63	0	0	63	2	0	0	0	2	0	67	0	0	67	132	546	0.96
	4:45 PM	0	0	0	0	0	0	57	2	0	59	1	0	3	0	4	0	79	0	0	79	142	515	0.91
	5:00 PM	0	0	0	0	0	0	67	1	0	68	0	0	0	0	0	2	72	0	0	74	142	471	0.83
	5:15 PM	0	0	0	0	0	0	60	1	0	61	2	0	1	0	3	1	65	0	0	66	130		
	5:30 PM	0	0	0	0	0	0	53	0	0	53	1	0	0	0	1	0	47	0	0	47	101		
	5:45 PM	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	0	51	0	0	51	98		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	880	11	0	891	32	0	11	0	43	9	918	0	0	927	1861		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					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	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:00 PM	0	0	0	0	0	0	374	3	0	377	22	0	4	0	26	3	401	0	0	404	807	0.84

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Thursday, September 5, 2024	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Constance Blvd

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9	43
	3:15 PM	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	1	0	0	1	12	41
	3:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	14	36
	3:45 PM	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	0	1	0	0	1	8	32
	4:00 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	2	0	0	2	7	33
	4:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7	33
	4:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10	29
	4:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9	21
	5:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	7	13
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	52	0	0	52	5	0	0	0	5	0	32	0	0	32	89	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	28	0	0	28	4	0	0	0	4	0	11	0	0	11	43

Intersection Traffic Volume Report

Count Basics	Version 2024.04		Page 1 of 13
Start Date:	Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Major St: **STH 67 - Geneva Street**
Minor St: **Constance Blvd**
Intersection of: ***STH 67 - Geneva Street & Constance Blvd*** **IX_ID:**

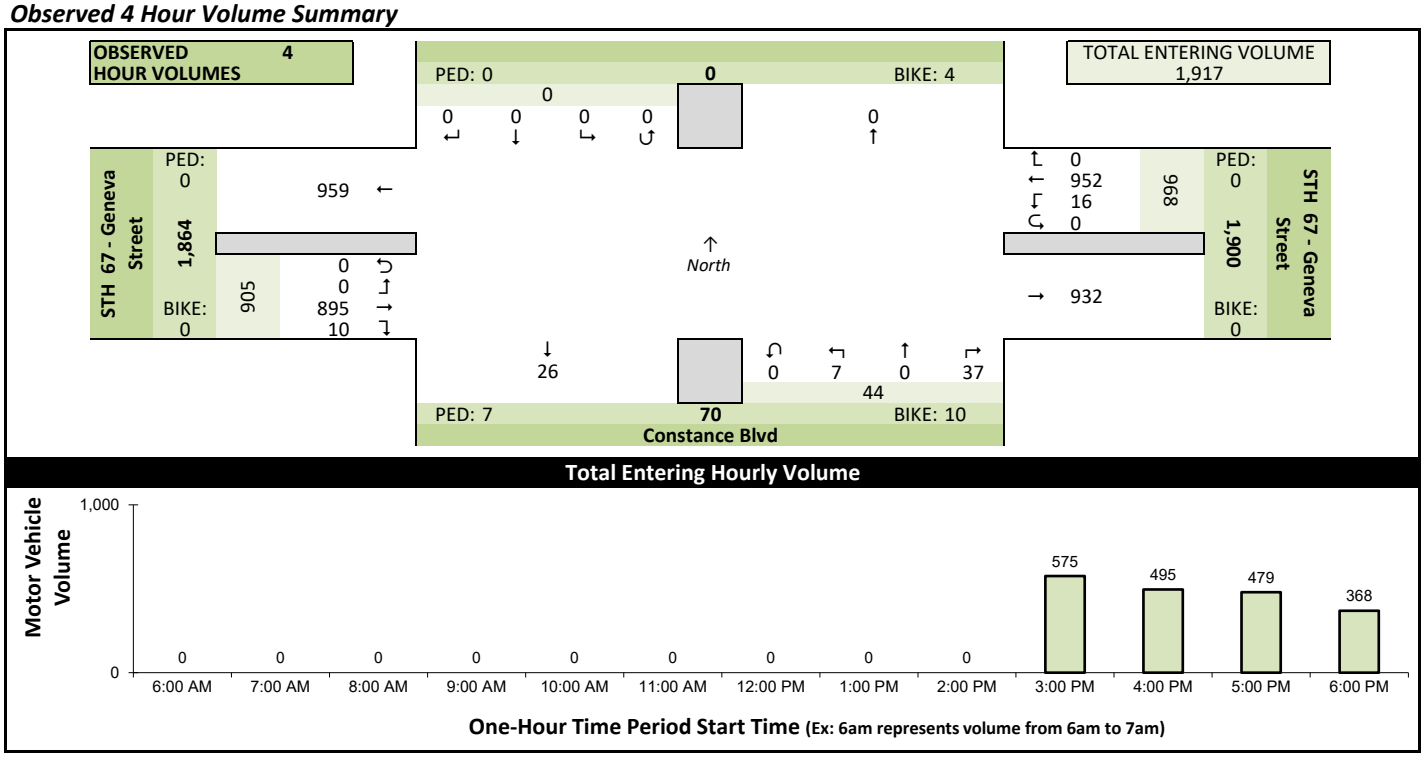
Site Information

Municipality	Village of Williams Bay		
County	64 - Walworth	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg			
East Leg	STH 67 - Geneva Street		
South Leg	Constance Blvd		
West Leg	STH 67 - Geneva Street		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

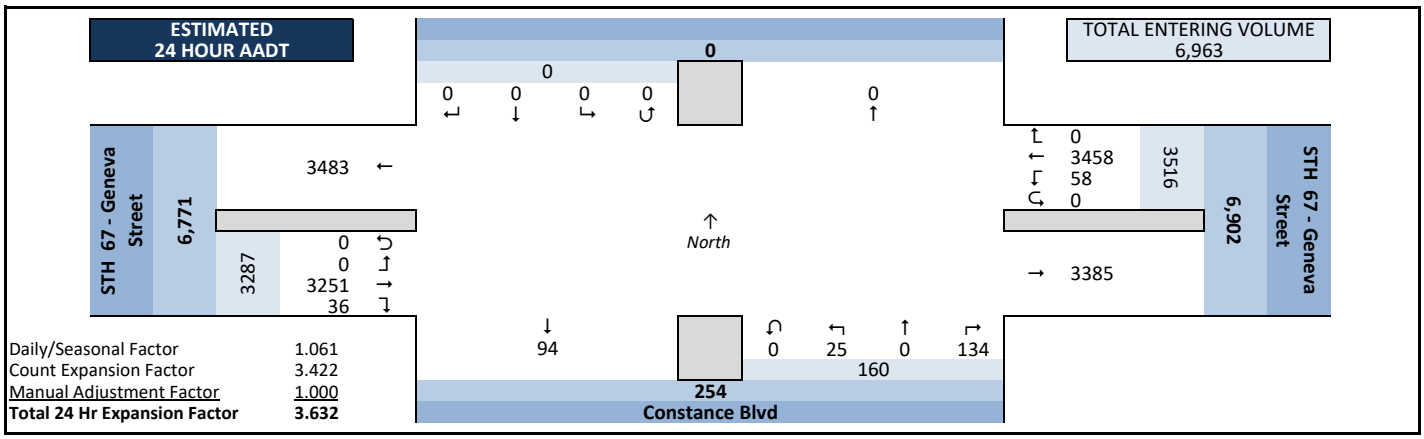
Count Information

Hrs Counted:	03:00 PM-07:00 PM				
1st Day of Count	Saturday, September 7, 2024			Weather	
AM Peak Period	Saturday, September 7, 2024			Clear & Dry	
Midday Peak Period	Saturday, September 7, 2024			Clear & Dry	
PM Peak Period	Saturday, September 7, 2024			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	3:00-4:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	3:15-4:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.061	Count Expansion Factor	3.422		
Company Name	TADI, Inc.			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Jane Fait				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

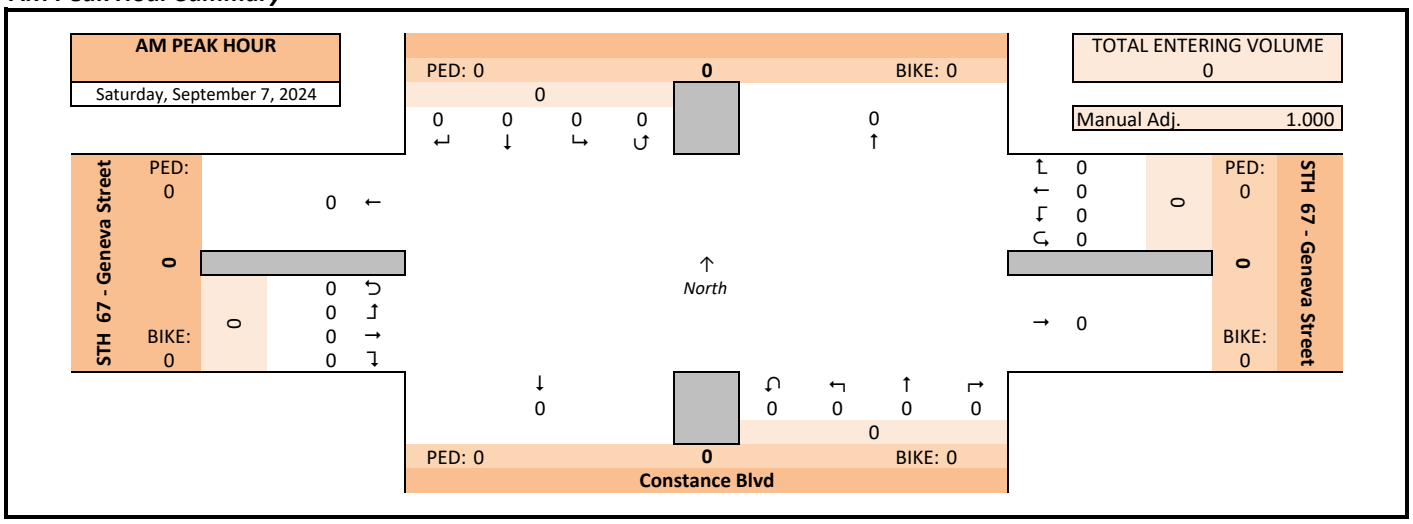
Peak Hour Volume Graphical Summary

Count Basics			*Page 2 of 13*
Start Date:	Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

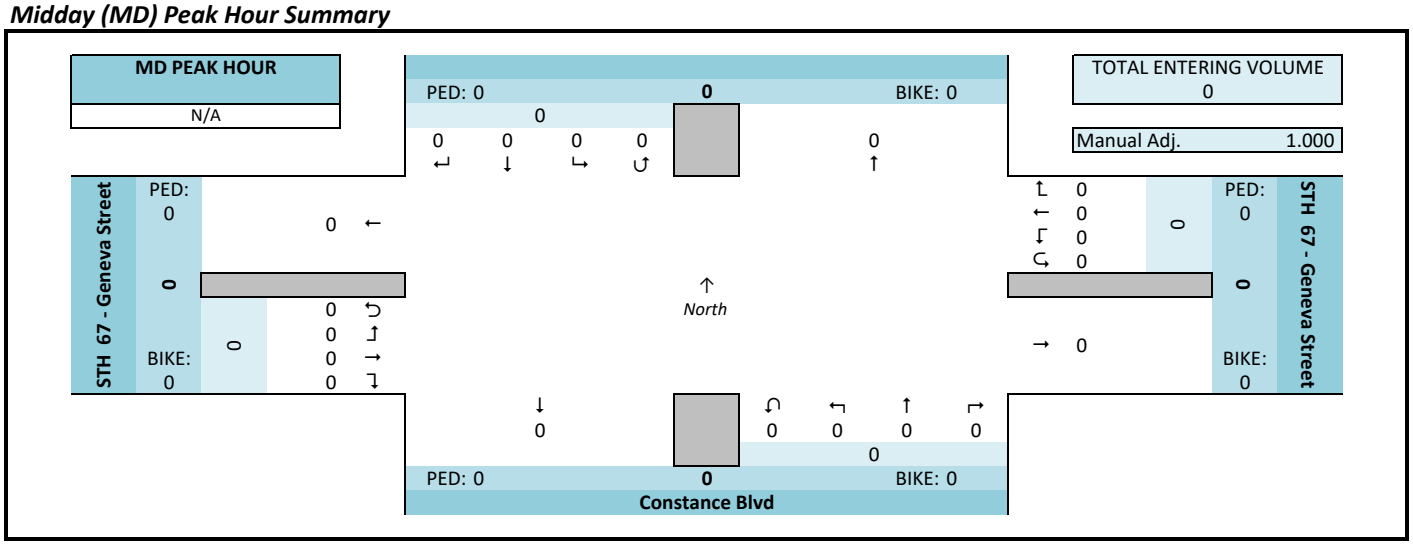
STH 67 - Geneva Street & Constance Blvd

All Motor Vehicles

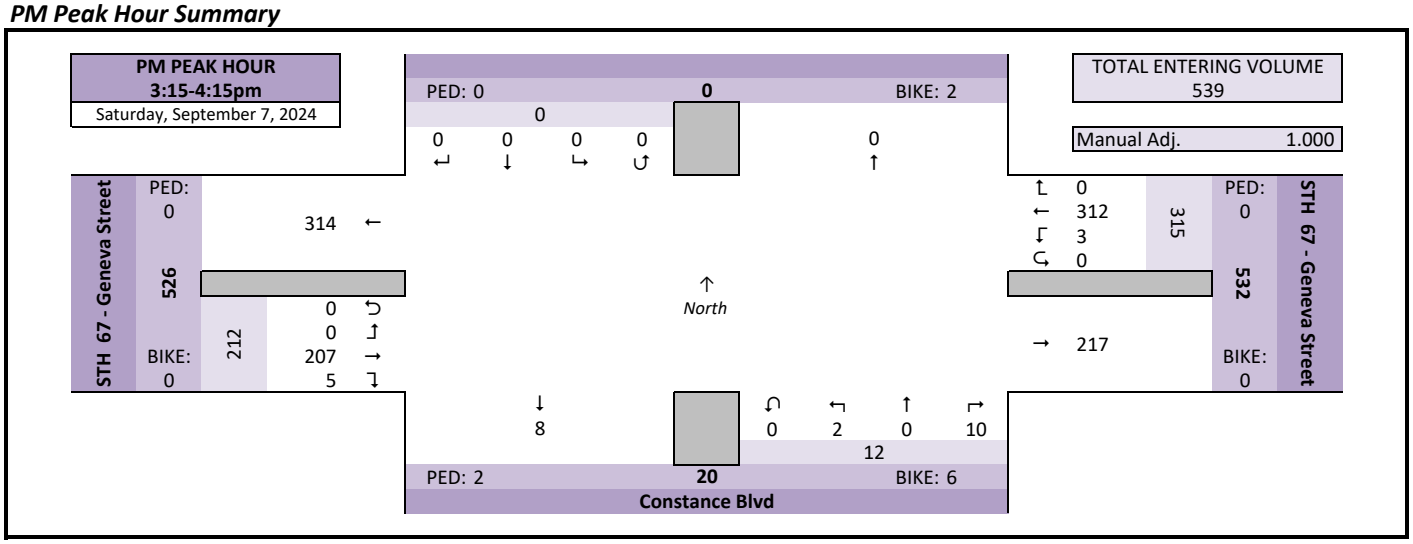
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Peak Hour Volume Summary

STH 67 - Geneva Street & Constance Blvd

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, September 7, 2024		From North					From East					From South					From West					
	AM Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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

N/A		From North					From East					From South					From West					
	MD Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Saturday, September 7, 2024		From North					From East					From South					From West					
	PM Peak Hour						STH 67 - Geneva Street					Constance Blvd					STH 67 - Geneva Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	3:15 PM	0	0	0	0	0	0	81	0	0	81	2	0	0	0	2	0	68	0	0	68	151
	3:30 PM	0	0	0	0	0	0	95	2	0	97	3	0	0	0	3	1	56	0	0	57	157
	3:45 PM	0	0	0	0	0	0	74	0	0	74	2	0	0	0	2	3	48	0	0	51	127
	4:00 PM	0	0	0	0	0	0	62	1	0	63	3	0	2	0	5	1	35	0	0	36	104
	Peak Hour Volume	0	0	0	0	0	0	312	3	0	315	10	0	2	0	12	5	207	0	0	212	539
	Rounded Hourly Volume	0	0	0	0	0	0	310	5	0	315	10	0	0	0	10	5	205	0	0	210	535
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.37	0.00	0.81	0.83	0.00	0.25	0.00	0.60	0.42	0.76	0.00	0.00	0.78	0.86

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
					STH 67 - Geneva Street			Constance Blvd			STH 67 - Geneva Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	2	2	4	0	0	0	4
	3:30 PM	0	2	2	0	0	0	0	2	2	0	0	0	4
	3:45 PM	0	0	0	0	0	0	0	2	2	0	0	0	2
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	2	2	0	0	0	2	6	8	0	0	0	10

Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

STH 67 - Geneva Street & Constance Blvd

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	54	1	0	55	13	0	2	0	15	0	70	0	0	70	140	575	0.92
	3:15 PM	0	0	0	0	0	0	81	0	0	81	2	0	0	0	2	0	68	0	0	68	151	539	0.86
	3:30 PM	0	0	0	0	0	0	95	2	0	97	3	0	0	0	3	1	56	0	0	57	157	537	0.86
	3:45 PM	0	0	0	0	0	0	74	0	0	74	2	0	0	0	2	3	48	0	0	51	127	505	0.85
	4:00 PM	0	0	0	0	0	0	62	1	0	63	3	0	2	0	5	1	35	0	0	36	104	495	0.83
	4:15 PM	0	0	0	0	0	0	78	1	0	79	1	0	0	0	1	0	69	0	0	69	149	499	0.84
	4:30 PM	0	0	0	0	0	0	59	0	0	59	1	0	0	0	1	0	65	0	0	65	125	485	0.90
	4:45 PM	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	0	58	0	0	58	117	493	0.91
	5:00 PM	0	0	0	0	0	0	52	0	0	52	1	0	0	0	1	0	55	0	0	55	108	479	0.89
	5:15 PM	0	0	0	0	0	0	61	2	0	63	4	0	0	0	4	0	68	0	0	68	135	465	0.86
	5:30 PM	0	0	0	0	0	0	48	1	0	49	1	0	0	0	1	0	83	0	0	83	133	445	0.84
	5:45 PM	0	0	0	0	0	0	43	3	0	46	3	0	1	0	4	2	51	0	0	53	103	401	0.87
	6:00 PM	0	0	0	0	0	0	43	2	0	45	1	0	0	0	1	1	47	0	0	48	94	368	0.80
	6:15 PM	0	0	0	0	0	0	58	3	0	61	1	0	2	0	3	0	51	0	0	51	115		
	6:30 PM	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	2	37	0	0	39	89		
	6:45 PM	0	0	0	0	0	0	35	0	0	35	1	0	0	0	1	0	34	0	0	34	70		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		0	0	0	0	0	0	952	16	0	968	37	0	7	0	44	10	895	0	0	905	1917		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					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	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	3:15 PM	0	0	0	0	0	0	312	3	0	315	10	0	2	0	12	5	207	0	0	212	539	0.86

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Saturday, September 7, 2024	Weekend	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

STH 67 - Geneva Street & Constance Blvd

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	12
	3:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	12
	3:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4	10
	3:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	7
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	4:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	7
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	5
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
	6:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	28	

Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓)					From East (←) STH 67 - Geneva Street					From South (↑) Constance Blvd					From West (→) STH 67 - Geneva Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:15 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	12

Wisconsin Department of Transportation

Seasonal and Daily Factors

	Seasonal Factor Group	Type	January	February	March	April	May	June	July	August	Septembe	October	Novembe	Decembe
2024	(6) Tourist/Recreational Other	Seasonal	1.343	1.247	1.272	1.147	0.916	0.851	0.762	0.795	0.884	0.932	1.120	1.249
2024	(6) Tourist/Recreational Other	Sunday	1.234	1.164	1.208	1.168	1.070	1.027	0.981	0.995	1.060	1.081	1.197	1.154
2024	(6) Tourist/Recreational Other	Monday	1.045	1.029	1.045	1.041	1.025	1.077	1.092	1.091	1.024	1.080	1.035	0.942
2024	(6) Tourist/Recreational Other	Tuesday	1.010	1.027	1.007	1.035	1.105	1.109	1.136	1.138	1.079	1.106	1.013	0.985
2024	(6) Tourist/Recreational Other	Wednesday	0.984	1.040	0.990	1.019	1.077	1.051	1.001	1.081	1.077	1.078	0.948	1.109
2024	(6) Tourist/Recreational Other	Thursday	0.926	0.962	0.927	0.956	0.984	0.964	1.028	0.982	0.987	1.000	1.024	1.032
2024	(6) Tourist/Recreational Other	Friday	0.839	0.837	0.861	0.840	0.816	0.838	0.874	0.825	0.834	0.799	0.827	0.852
2024	(6) Tourist/Recreational Other	Saturday	1.117	1.049	1.077	1.048	1.031	1.032	0.990	1.013	1.038	0.999	1.082	1.022

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

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	401	3	2	365	3	0
Future Vol, veh/h	401	3	2	365	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	446	3	2	406	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	449	0	856	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1096	-	330	615
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1096	-	329	615
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	16.06
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	329	-	-	10	-
HCM Lane V/C Ratio	0.01	-	-	0.002	-
HCM Ctrl Dly (s/v)	16.1	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	1	1	362	5	5
Future Vol, veh/h	400	1	1	362	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	460	1	1	416	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	461	0	878	460
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1085	-	320	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1085	-	319	604
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	13.86
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	418	-	-	5	-
HCM Lane V/C Ratio	0.028	-	-	0.001	-
HCM Ctrl Dly (s/v)	13.9	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	402	3	3	359	4	22
Future Vol, veh/h	402	3	3	359	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	479	4	4	427	5	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	482	0	913	479
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	435	-
Critical Hdwy	-	-	4.17	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.263	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1055	-	288	561
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1055	-	287	561
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	12.86
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	489	-	-	15	-
HCM Lane V/C Ratio	0.063	-	-	0.003	-
HCM Ctrl Dly (s/v)	12.9	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	349	3	2	318	3	0
Future Vol, veh/h	349	3	2	318	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	388	3	2	353	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	391	0	746	388
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1151	-	383	663
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1151	-	382	663
Mov Cap-2 Maneuver	-	-	-	-	382	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.05	14.51
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	382	-	-	11	-
HCM Lane V/C Ratio	0.009	-	-	0.002	-
HCM Ctrl Dly (s/v)	14.5	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	348	1	1	315	5	5
Future Vol, veh/h	348	1	1	315	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	5	5	5	5	1	1
Mvmt Flow	400	1	1	362	6	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	401	0	764	400
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	364	-
Critical Hdwy	-	-	4.15	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.245	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1141	-	373	652
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1141	-	373	652
Mov Cap-2 Maneuver	-	-	-	-	373	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	12.78
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	474	-	-	6	-
HCM Lane V/C Ratio	0.024	-	-	0.001	-
HCM Ctrl Dly (s/v)	12.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	350	3	3	312	4	22
Future Vol, veh/h	350	3	3	312	4	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	7	7	15	15
Mvmt Flow	417	4	4	371	5	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	420	0	795	417
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	379	-
Critical Hdwy	-	-	4.17	-	6.55	6.35
Critical Hdwy Stg 1	-	-	-	-	5.55	-
Critical Hdwy Stg 2	-	-	-	-	5.55	-
Follow-up Hdwy	-	-	2.263	-	3.635	3.435
Pot Cap-1 Maneuver	-	-	1113	-	339	609
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1113	-	338	609
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	12.04
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	542	-	-	17	-
HCM Lane V/C Ratio	0.057	-	-	0.003	-
HCM Ctrl Dly (s/v)	12	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	11	6	337	1	1
Future Vol, veh/h	244	11	6	337	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	271	12	7	374	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	283	0	659	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1279	-	430	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1279	-	427	770
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	11.58
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	550	-	-	31	-
HCM Lane V/C Ratio	0.004	-	-	0.005	-
HCM Ctrl Dly (s/v)	11.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	245	0	1	336	7	9
Future Vol, veh/h	245	0	1	336	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	263	0	1	361	8	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	627	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	363	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1301	-	449	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	449	778
Mov Cap-2 Maneuver	-	-	-	-	449	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	589	-	-	5	-
HCM Lane V/C Ratio	0.029	-	-	0.001	-
HCM Ctrl Dly (s/v)	11.3	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	249	5	3	335	2	10
Future Vol, veh/h	249	5	3	335	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	290	6	3	390	2	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	295	0	686	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	397	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1255	-	415	752
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	682	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1255	-	413	752
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	10.56
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	662	-	-	16	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	212	11	6	293	1	1
Future Vol, veh/h	212	11	6	293	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	236	12	7	326	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	248	0	574	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	339	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1318	-	482	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1318	-	479	806
Mov Cap-2 Maneuver	-	-	-	-	479	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	719	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.16	11.02
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	601	-	-	36	-
HCM Lane V/C Ratio	0.004	-	-	0.005	-
HCM Ctrl Dly (s/v)	11	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	0	1	292	7	9
Future Vol, veh/h	213	0	1	292	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	229	0	1	314	8	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	545	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1339	-	501	813
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1339	-	501	813
Mov Cap-2 Maneuver	-	-	-	-	501	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	741	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	10.79
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	638	-	-	6	-
HCM Lane V/C Ratio	0.027	-	-	0.001	-
HCM Ctrl Dly (s/v)	10.8	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	217	5	3	291	2	10
Future Vol, veh/h	217	5	3	291	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	252	6	3	338	2	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	258	0	598	252
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	345	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1295	-	467	789
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	719	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1295	-	465	789
Mov Cap-2 Maneuver	-	-	-	-	465	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	717	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.08	10.19
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	707	-	-	18	-
HCM Lane V/C Ratio	0.02	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

APPENDIX C

SYNCHRO INTERSECTION CAPACITY ANALYSIS

Build Traffic Volumes

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	15	12	341	1	1
Future Vol, veh/h	244	15	12	341	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	271	17	13	379	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	677	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1274	-	420	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1274	-	414	770
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	61	-
HCM Lane V/C Ratio	0.004	-	-	0.01	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	245	0	1	342	11	14
Future Vol, veh/h	245	0	1	342	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	263	0	1	368	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	633	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1301	-	445	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	445	778
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	11.45
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	5	-
HCM Lane V/C Ratio	0.046	-	-	0.001	-
HCM Ctrl Dly (s/v)	11.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	5	3	341	2	10
Future Vol, veh/h	254	5	3	341	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	295	6	3	397	2	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	699	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1249	-	408	746
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	406	746
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	674	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	10.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	16	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	15	12	341	1	1
Future Vol, veh/h	244	15	12	341	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	271	17	13	379	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	677	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1274	-	420	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1274	-	414	770
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	61	-
HCM Lane V/C Ratio	0.004	-	-	0.01	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	245	0	1	342	11	14
Future Vol, veh/h	245	0	1	342	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	263	0	1	368	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	633	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1301	-	445	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	445	778
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	11.45
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	5	-
HCM Lane V/C Ratio	0.046	-	-	0.001	-
HCM Ctrl Dly (s/v)	11.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	5	3	341	2	10
Future Vol, veh/h	254	5	3	341	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	295	6	3	397	2	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	699	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1249	-	408	746
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	406	746
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	674	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	10.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	16	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	15	12	341	1	1
Future Vol, veh/h	244	15	12	341	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	271	17	13	379	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	677	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1274	-	420	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1274	-	414	770
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	61	-
HCM Lane V/C Ratio	0.004	-	-	0.01	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	245	0	1	342	11	14
Future Vol, veh/h	245	0	1	342	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	263	0	1	368	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	633	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1301	-	445	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	445	778
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	11.45
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	5	-
HCM Lane V/C Ratio	0.046	-	-	0.001	-
HCM Ctrl Dly (s/v)	11.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	5	3	341	2	10
Future Vol, veh/h	254	5	3	341	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	295	6	3	397	2	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	699	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1249	-	408	746
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	406	746
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	674	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	10.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	16	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	244	15	12	341	1	1
Future Vol, veh/h	244	15	12	341	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	271	17	13	379	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	677	271
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1274	-	420	770
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1274	-	414	770
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	11.71
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	539	-	-	61	-
HCM Lane V/C Ratio	0.004	-	-	0.01	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	245	0	1	342	11	14
Future Vol, veh/h	245	0	1	342	11	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	263	0	1	368	12	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	633	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1301	-	445	778
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	445	778
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	11.45
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	585	-	-	5	-
HCM Lane V/C Ratio	0.046	-	-	0.001	-
HCM Ctrl Dly (s/v)	11.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	5	3	341	2	10
Future Vol, veh/h	254	5	3	341	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	80	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	295	6	3	397	2	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	699	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.14	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.236	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1249	-	408	746
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	677	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	406	746
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	674	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.07	10.62
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	16	-
HCM Lane V/C Ratio	0.021	-	-	0.003	-
HCM Ctrl Dly (s/v)	10.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Engineer Review Comments – Second TIA

Yerkes Observatory
January 17, 2026

As requested, we reviewed a second traffic impact analysis (New TIA) study for Yerkes Observatory dated December 27, 2025. In general, we see no issues if the Village approval requires Yerkes to follow this TIA, which means they only enter and depart on Geneva Street. As a reminder, we need an access easement (width varies to save existing trees) adjacent to Constance Boulevard for a future pedestrian path.

We have the following specific comments on the New TIA:

- This traffic impact analysis no longer proposes an entrance to Constance Boulevard nor references any future development of the site beyond the proposed playground.
- Although not acknowledged in the report, Yerkes plans to continue to expand development on the site that was presented in the TIA (Original TIA) from December 3, 2025; these plans should be removed from the New TIA if these plans are expected to occur more than 10 years after the initial playground construction. The Village should confirm with the owner no future development is expected to occur within 10 years of playground construction if this new TIA is be considered valid.
- The New TIA appears to use the same traffic data and projections for playground as the Original TIA. We do not take exception to the traffic data or analysis completed; however, we do have the following comments/concerns for the Village to consider.

    - On a peak hour basis, the playground will add minimal traffic impacts to the existing intersections at W. Geneva Street (STH 67); however, when your look at the daily impact, i.e. average daily traffic throughout the day, daily traffic volume (entering & exiting) is expected to more than double during the summer with the addition of the playground. As noted in my previous review, this suggests increased traffic throughout the day instead of the regimented peak periods that is currently experienced from tour times and special events. This means more traffic will be observed at Parkhurst during times of the day not previously experienced. It should be noted; however, the impact should still be low, because the increase in Saturday traffic translates to, on average, 1 additional car every 4 minutes.
    - The discharge to Parkhurst Place is currently gated and only open for tour traffic and special events. Is the gate intended to be opened all day during operating hours of the playground or will there be times traffic will have to exit using Observatory Place? If the latter, we recommend keeping the daily playground traffic using Observatory Place for both ingress and egress and only opening the gate to Parkhurst for special events and peak tour times. This would then result in little change for the residents in Parkhurst Place.

To summarize, if no additional development is expected within 10 years of the playground construction, then the new TIA is valid; we agree that peak hour impacts from the playground will be minimal, but more traffic will be observed on Parkhurst Place throughout the day; the impacts to Parkhurst Place assume the egress gate is open during the hours of operation of the playground, but we again recommend limiting further impacts to Parkhurst Place by directing daily playground traffic to enter and exit using Observatory Place.

BAXTER & WOODMAN

OFFICIAL PUBLICATION

FOR THE

VILLAGE OF WILLIAMS BAY
Walworth County, Wisconsin

NOTICE OF PUBLIC HEARING

FOR A

PROPOSED ZONING TEXT AMENDMENT

BEFORE THE

PLAN COMMISSION

February 3, 2026, at 6:30 PM

Village Hall Board Room
250 Williams Street

PLEASE TAKE NOTICE that a public hearing will be held before the Plan Commission of the Village of Williams Bay on Tuesday, February 3, 2026, at 6:30 p.m. at the Village Hall Council Room located at 250 Williams Street, Williams Bay, Wisconsin. The purpose of the public hearing is to take public comment concerning the proposed ordinance amending Section 390-0310M of the Zoning Ordinance of the Village of Williams Bay, concerning Tourist Rooming Houses.

All interested in the above matter are invited to attend. Copies of the full proposed ordinance are on file at the Village Hall and are available for public inspection during regular office hours on Monday, Tuesday, Wednesday, Friday from 8:30 am – 5:00 pm and Thursday 8:30 am – 12:00 pm.

Dated this 8th day of January 2026

Tina Kolls
Village Clerk
Published January 15, 2026, and January 22, 2026

Village of Williams Bay, WI

Chapter 390. Zoning

Article 3. Land Use Regulations

§ 390-0310M. Tourist Rooming House

NOTE: ~~Deleted text appears in red with strikethrough.~~ Inserted text appears in blue and underlined.

M. Tourist rooming house. A dwelling unit available for stays for one to six consecutive days by paying guests, which may or may not be owner-occupied for parts of the year. These uses are often referred to as vacation rentals and include timeshare units. Where such units are rented for more than six but less than 30 ~~29~~ consecutive days, such use shall not be considered tourist rooming houses but instead shall be considered short-term rentals, separately described and regulated in Chapter 205, Article III, Short-Term Rental of Residential Dwellings, of the Village Code. Where such units are leased for periods longer than 29 ~~28~~ consecutive days, such use shall also not be considered tourist rooming houses, but shall instead be considered "single-family" dwellings, separately described and regulated under this chapter. Also not included within this land use category are "bed-and-breakfast establishments," "commercial indoor lodging," or "boarding houses."

(1) Standards. Tourist rooming houses shall adhere to the following standards:

[Amended 8-20-2018 by Ord. No. 2018-6]

~~(1)~~ (a) Advertising requirements.

No person shall advertise, market, or list a property as a tourist rooming house prior to obtaining a license. All advertisements and listings must display the Village tourist rooming house license number and include the name and contact information of the property owner or designated agent. The license holder shall provide the Village with a list of all websites, platforms, and publications where the property is advertised.

~~(1)~~ ~~(2)~~ (b) Occupancy shall be limited to two persons per bedroom, plus an additional two persons. At no time may the number of guests exceed eight regardless of the number bedrooms in the dwelling unit.

~~(2)~~ ~~(3)~~ (c) The maximum stay for any party other than the owner of the premises shall be six consecutive days.

~~(4)~~ (d) Events and parties.

No outdoor events, parties, gatherings, or celebrations (including but not limited to weddings, graduations, reunions, bachelor parties, etc.) beyond the normal occupancy of the property shall be permitted at any tourist rooming house.

~~(5)~~ (e) Designated operator.

The property owner or designated agent must reside within 30 miles of the property and be available to respond to the Police Department or Village Hall within one hour and resolve issues within two hours in the event of an emergency or complaint. If a designated agent is used, the names, addresses, and 24-hour phone numbers of both the agent and the property owner must be provided to the Village Clerk, along with a copy of the management contract. Any changes must be updated within 15 days of the change.

~~(3)~~ ~~(6)~~ (f) The number of guest vehicles allowed on site is limited to ~~the number of bedrooms in the unit~~no more than one vehicle per bedroom. No parking is permitted on

lawns. A minimum of one space per each bedroom of off-street parking is required. On-street parking is prohibited. No recreational vehicle, camper, ~~or~~ tent, or other temporary lodging arrangement may be used for living or sleeping purposes.

~~(7)~~ (g) Solid waste disposal.
Solid waste disposal practices must meet the standards set forth in Chapter 308 Solid Waste and Recycling, of the Code of the Village of Williams Bay with specific attention to §308-22 A and B regarding collection carts and C which states that "No solid waste and recyclables shall be placed as herein required at the specified collection point sooner than 24 hours prior to the regularly scheduled collection time or be allowed to remain at the curb longer than 12 hours thereafter.

~~(8)~~ (h) Guest registry.
Each license holder shall keep a registry of all guests including their names, addresses, phone numbers, and dates of stay. The registry shall be submitted quarterly to the Clerk with written certification by the property owner of guest registration and compliance (even if no room tax form is submitted for that quarter). The registry shall also be made available upon request by the Code Enforcement Officer or Clerk. The license holder shall maintain the above stated information for a period of not less than two years (current year and prior year).

~~(9)~~ (i) Property rules.
Property rules must be posted at the property near the front door. The property owner must also share property rules with all property owners within 500 feet of the tourist rooming house property.

Property rules must include the following minimum information:

~~A.~~ [1] Maximum occupancy of the property.
~~B.~~ [2] Contact information for the designated operator.
~~C.~~ [3] Where to park.
~~D.~~ [4] Quiet hours of 10:00 p.m. to 7:00 a.m.
~~E.~~ [5] Pet policy: no more than three pets are allowed at the property.
~~F.~~ [6] No outdoor events as described in §390-0310M(4).
~~G.~~ [7] Outdoor burning regulations.
~~H.~~ [8] Non-emergency contact information for law enforcement and fire.
~~I.~~ [9] What to do with the garbage after the rental period is ended.
~~J.~~ [10]Copy of the State of Wisconsin tourist rooming house license.
~~K~~. [11] Copy of the Village short-term rental license.
~~L~~. [12]Copy of the boating regulations if the property is located adjacent to a lake shore.

~~(4)~~ ~~(10)~~ (j) The appearance or use of the dwelling shall not be altered in a manner that would cause the premises to differ from its residential character either by the use of colors, materials, construction, lighting, signs, or the emission of sounds, odors, dust or vibrations that carry beyond the premises.

~~(5)~~ ~~(11)~~ (k) The availability of the tourist rooming house to the public shall not be advertised on site.

~~(6)~~ ~~(12)~~ (l) The tourist rooming house must be licensed by the State of Wisconsin. Proof of valid State of Wisconsin tourist rooming house license must be posted near the front door.

~~(13) Wisconsin Department of Revenue Seller's Permit.~~

2. License required.

(a) Any person who maintains, manages or operates a tourist rooming house shall obtain a permit under this §390-0310M. and pay the required fee. The license shall be valid for one year from the date of approval.

(b) A copy of the Wisconsin Department of Revenue Seller's Permit must be provided with the license application and maintained current.

~~(14)~~ (c) Insurance. All tourist rooming house properties must maintain valid property and liability insurance. Proof of insurance must be provided with the initial license application and upon renewal.

~~(15)~~ (d) Inspections and emergency access. A mandatory building and fire inspection report showing compliance with all applicable codes must be submitted prior to license approval. Annual inspections are required for license renewal. A KNOX box must be installed for emergency entry by fire and police personnel.

~~(16)~~ (e) License renewal. License renewal application and fees are due 45 days before the license expires. Each license shall be valid for one year from the date of approval. A late fee of $250 shall be assessed for any renewal application submitted after the 45-day deadline.

~~(17)~~ 3. Penalties for violations.

(a) Operating without a license. Any person operating a tourist rooming house without a valid license shall be subject to a $1,000 forfeiture ~~per day citation~~, plus all past due room taxes for prior rentals if not yet paid. Each day of operation without a license constitutes a separate offense. Compliance with this Subsection 390-0310M. ~~Citations will be issued to and~~ will be the responsibility of the property owner.

~~B.~~ (b) Major violations of are subject to forfeitures ~~citations~~ and license revocation. Major violations include~~, but are not limited to~~:

[1] Rental marketing that does not include the license number or falsely advertises the property;
[2] No designated operator within 30 miles of the property;
[3] Failure to display the license number as required;
[4] Failure to pay room tax and submit timely reporting;
[5] Failure to pay annual license fees;
[6] Failure to report rentals from all forms of advertising in conjunction with room tax payment;
[7] Having another rental arrive during another guests rental period;
[8] Illegal activity on the property.

(c) Penalties for major violations are based on the number of violations in a rolling 12-month period as follows:

[1] First offense: $250 forfeiture ~~citation~~ per day of violation plus court costs until rectified;

[2] Second offense: $500 forfeiture ~~citation~~ per day of violation plus court costs until rectified; 3-month suspension of license;

[3] Third offense: $1,000 forfeiture ~~citation~~ per day of violation plus court costs until rectified; Permanent revocation of license and no future ability to obtain a license for the property.

(d) A reinspection fee shall be required after any major violation before the license can be reinstated.

~~C.~~ (e) Minor violations may be caused by renters or guests of a rental.

Minor violations include, but are not limited to: noise complaints, disruptive behavior by occupants, refuse container placement or removal violations, or law enforcement intervention. The first two minor violations within a 12-month period shall be upgraded to constitute one major violation. Each additional minor violation within the same 12-month period shall constitute an additional major violation.

~~(d) Unpaid fines. Any unpaid fines assessed under this section may be added to the property tax bill.~~

~~(2)~~ ~~Minimum required off-street parking: one~~no more than one ~~space per each bedroom.~~

~~(18)~~ 4. The total number of tourist rooming houses permitted in the Village shall not exceed 15.

[Amended 6-20-2022 by Ord. No. 2022-03]

ORDINANCE #2026-_____

AN ORDINANCE AMENDING SECTION 390-0310M. OF THE CODE OF ORDINANCES OF THE VILLAGE OF WILLIAMS BAY CONCERNING TOURIST ROOMING HOUSES

WHEREAS, the Building, Zoning and Ordinance Committee (BZO), having determined that it is necessary to amend Section 390-0310M. of the Code of Ordinances, which regulates tourist rooming houses, in order to provide greater clarity and certainty as to advertising requirements and other requirements for the proper and safe operation of tourist rooming houses, including regulations governing the proper use of tourist rooming houses by their occupants, and to provide for more effective enforcement of those regulations; and

WHEREAS, the Plan Commission of the Village of Williams Bay having held the duly noticed public hearing to address the proposed amendment to Section 390-0310M. of the Code of Ordinances; and

WHEREAS, following said public hearing, the Plan Commission having voted to recommend to the Village Board of the village of Williams Bay (Village Board) the ordinance amending Section 390-0310M. of the Code of Ordinances; and

WHEREAS, the (BZO) having recommended to the Village Board the adoption of an ordinance amending Section 390-0310M. of the Code of Ordinances, which regulates tourist rooming houses, order to accomplish the above stated purposes; and

WHEREAS, the Village Board having determined that it is appropriate to accept the recommendations of the BZO and the Plan Commission, and enact an ordinance amending Section 390-0310M. of the Code of Ordinances for the reasons advanced by the BZO, in order to promote and enhance the quality of life, public health and safety and general welfare of persons in the Village.

NOW, THEREFORE, the Village Board of the Village of Williams Bay hereby ordain as follows:

Section I. Section 390-0310M. of the Code of Ordinances of the Village of Williams Bay is hereby amended to read as follows:

§390-0310M. Tourist rooming house.

M. Tourist rooming house. A dwelling unit available for stays for one to six consecutive days by paying guests, which may or may not be owner-occupied for parts of the year. These uses are often referred to as vacation rentals and include timeshare units. Where such units are rented for more than six but less than 30 consecutive days, such use shall not be considered tourist rooming houses but instead shall be considered short-term rentals, separately described and regulated in Chapter 205, Article III, Short-Term Rental of Residential Dwellings, of the Village Code. Where such units are leased for periods longer than 29 consecutive days, such use shall also not be considered tourist rooming houses, but shall instead be considered "single-family" dwellings, separately described and regulated under this chapter. Also not included within this land use category are "bed-and-breakfast establishments," "commercial indoor lodging," or "boarding houses."

(1) Standards. Tourist rooming houses shall adhere to the following standards:

[Amended 8-20-2018 by Ord. No. 2018-6]

(a) Advertising requirements. No person shall advertise, market, or list a property as a tourist rooming house prior to obtaining a license. All advertisements and listings must display the Village tourist rooming house license number and include the name and contact information of the property owner or designated agent. The license holder shall provide the Village with a list of all websites, platforms, and publications where the property is advertised.

(b) Occupancy shall be limited to two persons per bedroom, plus an additional two persons. At no time may the number of guests exceed eight regardless of the number bedrooms in the dwelling unit.

(c) The maximum stay for any party other than the owner of the premises shall be six consecutive days.

(d) Events and parties. No outdoor events, parties, gatherings, or celebrations (including but not limited to weddings, graduations, reunions, bachelor parties, etc.) beyond the normal occupancy of the property shall be permitted at any tourist rooming house.

(e) Designated operator. The property owner or designated agent must reside within 30 miles of the property and be available to respond to the Police Department or Village Hall within one hour and resolve issues within two hours in the event of an emergency or complaint. If a designated agent is used, the names, addresses, and 24-hour phone numbers of both the agent and the property owner must be provided to the Village Clerk, along with a copy of the management contract. Any changes must be updated within 15 days of the change.

(f) The number of guest vehicles allowed on site is limited no more than one vehicle per bedroom. No parking is permitted on lawns. A minimum of one space per each bedroom of off-street parking is required. On-street parking is prohibited. No recreational vehicle, camper, tent, or other temporary lodging arrangement may be used for living or sleeping purposes.

(g) Solid waste disposal. Solid waste disposal practices must meet the standards set forth in Chapter 308 Solid Waste and Recycling, of the Code of the Village of Williams Bay with specific attention to §308-22 A. and B. regarding collection carts and C. which states that "No solid waste and recyclables shall be placed as herein required at the specified collection point sooner than 24 hours prior to the regularly scheduled collection time or be allowed to remain at the curb longer than 12 hours thereafter."

(h) Guest registry. Each license holder shall keep a registry of all guests including their names, addresses, phone numbers, and dates of stay. The registry shall be submitted quarterly to the Clerk with written certification by the property owner of guest registration and compliance (even if no room tax form is submitted for that quarter). The registry shall also be made available upon request by the Code Enforcement Officer or Clerk. The license holder shall maintain the above stated information for a period of not less than two years (current year and prior year).

(i) Property rules. Property rules must be posted at the property near the front door. The property owner must also share property rules with all property owners within 500 feet of the tourist rooming house property.

Property rules must include the following minimum information:

[1] Maximum occupancy of the property.
[2] Contact information for the designated operator.
[3] Where to park.
[4] Quiet hours of 10:00 p.m. to 7:00 a.m.
[5] Pet policy: no more than three pets are allowed at the property.
[6] No outdoor events as described in §390-0310M(4).
[7] Outdoor burning regulations.
[8] Non-emergency contact information for law enforcement and fire.
[9] What to do with the garbage after the rental period is ended.
[10] Copy of the State of Wisconsin tourist rooming house license.
[11] Copy of the Village short-term rental license.
[12] Copy of the boating regulations if the property is located adjacent to a lake shore.

(j) The appearance or use of the dwelling shall not be altered in a manner that would cause the premises to differ from its residential character either by the use of colors, materials, construction, lighting, signs, or the emission of sounds, odors, dust or vibrations that carry beyond the premises.

(k) The availability of the tourist rooming house to the public shall not be advertised on site.

(l) The tourist rooming house must be licensed by the State of Wisconsin. Proof of valid State of Wisconsin tourist rooming house license must be posted near the front door.

(2) License required.

(a) Any person who maintains, manages or operates a tourist rooming house shall obtain a permit under this §390-0310M. and pay the required fee. The license shall be valid for one year from the date of approval.

(b) A copy of the Wisconsin Department of Revenue Seller's Permit must be provided with the license application and maintained current.

(c) Insurance. All tourist rooming house properties must maintain valid property and liability insurance. Proof of insurance must be provided with the initial license application and upon renewal.

(d) Inspections and emergency access. A mandatory building and fire inspection report showing compliance with all applicable codes must be submitted prior to license approval. Annual inspections are required for license renewal. A KNOX box must be installed for emergency entry by fire and police personnel.

(e) License renewal. License renewal application and fees are due 45 days before the license expires. Each license shall be valid for one year from the date of approval. A late fee of $250 shall be assessed for any renewal application submitted after the 45-day deadline.

(3) Penalties for violations.

(a) Operating without a license. Any person operating a tourist rooming house without a valid license shall be subject to a $1,000 forfeiture, plus all past due room taxes for prior rentals if not yet paid. Each day of operation without a license constitutes a separate offense. Compliance with this Subsection 390-0310M. will be the responsibility of the property owner.

(b) Major violations of are subject to forfeitures and license revocation.

Major violations include:

[1] Rental marketing that does not include the license number or falsely advertises the property;
[2] No designated operator within 30 miles of the property;
[3] Failure to display the license number as required;
[4] Failure to pay room tax and submit timely reporting;
[5] Failure to pay annual license fees;
[6] Failure to report rentals from all forms of advertising in conjunction with room tax payment;
[7] Having another rental arrive during another guest's rental period;
[8] Illegal activity on the property.

(c) Penalties for major violations are based on the number of violations in a rolling 12-month period as follows:

[1] First offense: $250 forfeiture per day of violation plus court costs until rectified;
[2] Second offense: $500 forfeiture per day of violation plus court costs until rectified; 3-month suspension of license;
[3] Third offense: $1,000 forfeiture per day of violation plus court costs until rectified; Permanent revocation of license and no future ability to obtain a license for the property.

(d) A reinspection fee shall be required after any major violation before the license can be reinstated.

(e) Minor violations may be caused by renters or guests of a rental. Minor violations include, but are not limited to: noise complaints, disruptive behavior by occupants, refuse container placement or removal violations, or law enforcement intervention. The first two minor violations within a 12-month period shall be upgraded to constitute one major violation. Each additional minor violation within the same 12-month period shall constitute an additional major violation.

(4) The total number of tourist rooming houses permitted in the Village shall not exceed 15.

[Amended 6-20-2022 by Ord. No. 2022-03]

Section II. This ordinance shall take effect upon passage and publication as provided by law.

Approved by the Village Board the Village of Williams Bay this _____ day of _____, 2026.

VILLAGE OF WILLIAMS BAY

By:_____
Adam Jaramillo, President

Attest: _____
Tina Kolls, Clerk

First Reading: _____

Second Reading: _____

Date Adopted: _____

Date Published: _____

OFFICIAL PUBLICATION

FOR THE

VILLAGE OF WILLIAMS BAY
Walworth County, Wisconsin

NOTICE OF PUBLIC HEARING

FOR A

PROPOSED ZONING TEXT AMENDMENT

BEFORE THE

PLAN COMMISSION

February 3, 2026, at 6:30 PM

Village Hall Board Room
250 Williams Street

PLEASE TAKE NOTICE that a public hearing will be held before the Plan Commission of the Village of Williams Bay on Tuesday, February 3, 2026, at 6:30 p.m. at the Village Hall Council Room located at 250 Williams Street, Williams Bay, Wisconsin. The purpose of the public hearing is to take public comment concerning the proposed ordinance amending Section 390-0316G of the Zoning Ordinance of the Village of Williams Bay, concerning Temporary Relocatable Buildings.

All interested in the above matter are invited to attend. Copies of the full proposed ordinance are on file at the Village Hall and are available for public inspection during regular office hours on Monday, Tuesday, Wednesday, Friday from 8:30 am – 5:00 pm and Thursday 8:30 am – 12:00 pm.

Dated this 8th day of January 2026

Tina Kolls
Village Clerk
Published January 15, 2026, and January 22, 2026

ORDINANCE #2026-_____

AN ORDINANCE AMENDING SECTION 390-0316G. (2) OF THE CODE OF ORDINANCES OF THE VILLAGE OF WILLIAMS BAY CONCERNING TEMPORARY RELOCATABLE BUILDING

WHEREAS, the Building, Zoning and Ordinance Committee (BZO) having recommended to the Village Board of the Village of Williams Bay (Village Board) the adoption of an ordinance amending Section 390-0316G. (2), addressing temporary relocatable public service buildings located within the applicable setbacks on public land, serving for more than 6 months; and

WHEREAS, the Plan Commission of the Village of Williams Bay having held a duly noticed public hearing to address the proposed amendment to Section 390-0316G. (2); and

WHEREAS, following said public hearing, the Plan Commission having voted to recommend to the Village Board the amendment of Section 390-0316G. (2) of the Code of Ordinances; and

WHEREAS, the Village Board having determined that it is appropriate to accept the recommendation of the BZO and the Plan Commission and enact an ordinance amending Section 390-0316G. (2) addressing a temporary relocatable owned or leased public service building on public land located within applicable setbacks for more than 6 months, in order to provide the Village with the flexibility to meet the safety and other public service needs of persons in the Village.

NOW, THEREFORE, the Village Board of the Village of Williams Bay hereby ordain as follows:

Section I. Section 390-0316G. (2) of the Code of Ordinances of the Village of Williams Bay is hereby amended to read as follows:

(2) Owned or leased public service buildings on public land which are located within the applicable setbacks, and buildings serving for more than 6 months shall require a conditional use permit and are subject to the general standards and procedures presented in Section 390-1208.

Section II. This ordinance shall take effect upon passage and publication as provided by law.

Approved by the Village Board the Village of Williams Bay this _____ day of _____, 2026.

VILLAGE OF WILLIAMS BAY

By:_____
Adam Jaramillo, President

Attest: _____
Tina Kolls, Clerk

First Reading: _____

Second Reading: _____

Date Adopted: _____

Date Published: _____

ORDINANCE #2026-_____

AN ORDINANCE AMENDING SECTION 390-0316G. (2) OF THE CODE OF ORDINANCES OF THE VILLAGE OF WILLIAMS BAY CONCERNING TEMPORARY RELOCATABLE BUILDING

WHEREAS, the Building, Zoning and Ordinance Committee (BZO) having recommended to the Village Board of the Village of Williams Bay (Village Board) the adoption of an ordinance amending Section 390-0316G. (2), addressing temporary relocatable public service buildings located within the applicable setbacks on public land, serving for more than 6 months; and

WHEREAS, the Plan Commission of the Village of Williams Bay having held a duly noticed public hearing to address the proposed amendment to Section 390-0316G. (2); and

WHEREAS, following said public hearing, the Plan Commission having voted to recommend to the Village Board the amendment of Section 390-0316G. (2) of the Code of Ordinances; and

WHEREAS, the Village Board having determined that it is appropriate to accept the recommendation of the BZO and the Plan Commission and enact an ordinance amending Section 390-0316G. (2) addressing a temporary relocatable owned or leased public service building on public land located within applicable setbacks for more than 6 months, in order to provide the Village with the flexibility to meet the safety and other public service needs of persons in the Village.

NOW, THEREFORE, the Village Board of the Village of Williams Bay hereby ordain as follows:

Section I. Section 390-0316G. (2) of the Code of Ordinances of the Village of Williams Bay is hereby amended to read as follows:

(2) Owned or leased public service buildings on public land which are located within the applicable setbacks, and buildings serving for more than 6 months shall require a conditional use permit and are subject to the general standards and procedures presented in Section 390-1208.

Section II. This ordinance shall take effect upon passage and publication as provided by law.

Approved by the Village Board the Village of Williams Bay this _____ day of _____, 2026.

VILLAGE OF WILLIAMS BAY

By:_____
Adam Jaramillo, President

Attest: _____
Tina Kolls, Clerk

First Reading: _____

Second Reading: _____

Date Adopted: _____

Date Published: _____

VILLAGE OF WILLIAMS BAY

Office of Zoning Administrator

Evaluation Report
Plan Commission Meeting
February 3, 2026

Prepared: January 22, 2026
APPLICANT: Village of Williams Bay (Owner)
TAX KEYS: WOP 00085 and WOP 00089
STREET ADDRESS: 7 E Geneva Street, Williams Bay, WI 53191

The applicant requests a conditional use permit per Section 390-0224(F)(5) and 390-0316(G) to keep a temporary relocatable building on site to providing housing to overnight EMS staff for longer than a 6 month period, within the required setbacks. The Village is seeking approval to place the structure for a period up to three (3) years. In addition to this Conditional Use Permit submittal the Village is also seeking approval of a zoning text amendment that would allow a temporary relocatable building to be placed within the required setbacks in the zoning district in which the property is located in with a conditional use permit.

The Village of Williams Bay contracts with the Village of Fontana for Emergency Medical Services. Although EMS coverage is provided 24 hours per day, the absence of overnight quarters in Williams Bay requires the evening EMS crew to return to Fontana for housing, resulting in increased emergency response times during overnight hours.

The Village has identified a temporary, short-term solution (up to three years) to address this issue by leasing a relocatable building to provide overnight EMS quarters adjacent to the existing Fire Department and ambulance garage. The proposed location in Edgewater Park was selected after review of alternative sites, which were found to be operationally infeasible due to conflicts with events, utilities, or distance from the ambulance garage.

Edgewater Park is zoned P&R Recreation District and is located along E. Geneva Street. The site is adjacent to:

- The Williams Bay Fire Station (zoned P&I),
- Village Center–zoned properties to the south and west, and
- Existing public park and pavilion facilities.

The surrounding area includes a mix of public, institutional, recreational, and village center uses. Several nearby structures, including the fire station and adjacent VC-zoned properties, already exist within reduced front-yard setbacks relative to E. Geneva Street.

Conditional Use Review Procedure:

1. Review by the Zoning Administrator.

(a) The Zoning Administrator shall determine whether the application is complete and fulfills the requirements of this chapter. If the application is determined to be incomplete, the Zoning Administrator shall notify the applicant.
The application is complete.

(b) The Zoning Administrator shall review the application and evaluate whether the proposed amendment meets the following criteria:

i. Is in harmony with the recommendations of the Comprehensive Plan. If the Zoning Administrator determines that the proposal may be in conflict with the provisions of the Comprehensive Plan, the Zoning Administrator shall note this determination in the report.

The proposed Conditional Use Permit is in harmony with the recommendations and goals of the Village of Williams Bay Comprehensive Plan. The Comprehensive Plan emphasizes the importance of protecting public health and safety, maintaining efficient emergency services, and supporting public and institutional uses that serve the needs of residents and visitors. The proposed temporary EMS overnight quarters directly advance these objectives by improving emergency response times and ensuring continuous, high-level emergency medical coverage within the Village.

The Comprehensive Plan also encourages thoughtful use of public land and facilities, particularly when such use supports essential municipal services and does not preclude long-term planning goals. The proposed facility is clearly identified as a temporary, interim solution, with a defined duration and a stated intent to pursue a permanent EMS housing solution consistent with future land use recommendations. As such, the proposal does not interfere with or undermine the long-term vision for Edgewater Park or surrounding areas.

Additionally, the Plan supports institutional and governmental uses that are compatible with surrounding development and that enhance the overall welfare of the community. The proposed use is compatible with existing public, institutional, and recreational uses in the area and is modest in scale, limited in intensity, and designed to minimize visual and functional impacts.

ii. Will not result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of this chapter, the Comprehensive Plan, or any other plan, program, map, or ordinance adopted or under

consideration pursuant to official notice by the Village or other governmental agency having jurisdiction to guide development.

The proposed Conditional Use Permit will not result in a substantial or undue adverse impact on nearby properties, the character of the surrounding neighborhood, environmental conditions, traffic patterns, parking availability, public improvements, public property, or public rights-of-way, either as they currently exist or as they may be developed in the future in accordance with adopted plans and ordinances.

Environmental impacts are minimal, as the project involves limited site disturbance, no encroachment into environmentally sensitive areas, and no significant increase in impervious surface. Proposed landscaping and buffering will mitigate visual impacts from E. Geneva Street and adjacent properties.

The use is not expected to generate additional traffic or parking demand beyond existing conditions. EMS personnel will arrive prior to overnight shifts, and no public access is associated with the facility. Existing roadways, access points, and on-site circulation are sufficient, and the project will not require improvements to public infrastructure or rights-of-way.

Importantly, the proposal enhances public health and safety by reducing emergency medical response times during overnight hours. This benefit directly supports the general welfare of the community and outweighs any limited and temporary impacts associated with the use.

iii. Maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

The proposed project is consistent and in line with the P&R zoning designation and all its requirements.

iv. The conditional use is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities, or services provided by public agencies serving the subject property.

The proposed conditional use is located in an area, and on a parcel that is already developed and adequately served by public facilities and utilities. The proposed development will not negatively impact any services or public facilities.

v. The potential public benefits outweigh any and all potential adverse impacts of the proposed conditional use, after taking into consideration the applicant's proposal and any requirements recommended by the applicant to ameliorate such impacts.

The proposed Conditional Use Permit provides significant public benefits that outweigh any and all potential adverse impacts associated with the temporary EMS overnight quarters. The primary benefit of the proposal is the measurable improvement in emergency medical response times during overnight hours, which directly enhances public health, safety, and welfare for Village residents

and visitors. Reduced response times have a direct and positive impact on life-safety outcomes and are a core municipal service objective.

The applicant has also clearly identified this proposal as an interim solution, with a defined time frame and a stated commitment to pursue a permanent EMS housing facility consistent with the Village's long-term planning goals. Conditions of approval, including limitations on duration and requirements for removal upon completion of a permanent facility, further ensure that any impacts remain temporary and manageable.

2. The Zoning Administrator shall prepare a written report addressing items above, to be forwarded to the Plan Commission for the Commission's review and use in making its recommendation to the Village Board. If the Zoning Administrator determines that the proposal may be in conflict with the provisions of the Comprehensive Plan, the Zoning Administrator shall note this determination in the report.
Please refer to this report as such document.

Use Considerations:
Temporary relocatable buildings are permitted in the P&R District for periods exceeding six months only with approval of a Conditional Use Permit, pursuant to §390-0316G.(2).
The request complies with this requirement.

Setback Considerations:
The existing pavilion is located approximately 57–58 feet from E. Geneva Street, less than the standard 100-foot setback. Due to building separation requirements and site constraints, the proposed EMS building would be located approximately 32 feet from the north property line along E. Geneva Street.
Approval of the requested zoning text amendment is necessary to allow this configuration via CUP

Based on the application materials and supporting documentation:
- The proposed conditional use meets the standards for approval under the P&R District;
- The project will not create undue adverse impacts on neighboring properties or public facilities;
- The public benefit of improved emergency response times substantially outweighs any temporary or limited impacts;
- The request is consistent with the intent of the Zoning Code, Comprehensive Plan, and public safety objectives.

Therefore, staff recommends approval of the Conditional Use Permit for the temporary EMS overnight quarters, **subject to the following conditions**:

1. The use shall be limited to a maximum duration of three (3) years**,** unless extended by further Village approval.
2. The building shall be removed upon completion of a permanent EMS quarters facility.
3. Landscaping and buffering shall be installed and maintained as depicted in the application materials.
4. Lighting shall be minimal, downward shielded, and limited to safety and security purposes only.
5. Approval of the CUP shall be contingent upon adoption of the requested zoning text amendment.

Respectfully submitted,

Allison Schwark
Zoning Administrator

OFFICIAL PUBLICATION

FOR THE

VILLAGE OF WILLIAMS BAY
Walworth County, Wisconsin

NOTICE OF PUBLIC HEARING

FOR A

CONDITIONAL USE PERMIT

BEFORE THE

PLAN COMMISSION

February 3, 2026, at 6:30 PM

Village Hall Council Room
250 Williams Street

APPLICANT(S): Village of Williams Bay

TAX KEY NUMBER: WOP 00085 and WOP 00089

STREET ADDRESS: 7 E Geneva Street, Williams Bay, WI 53191

Applicant requests a conditional use permit per Section 390-0224(F)(5) and 390-0316(G) to keep a temporary relocatable building on site to providing housing to overnight EMS staff for longer than a 6 month period, within the required setbacks.

All interested in the above matter are invited to attend. Copies of the application are on file at the Village Hall and are available for public inspection during regular office hours on Monday, Tuesday, Wednesday, Friday from 8:30 am – 5:00 pm and Thursday 8:30 am – 12:00 pm.

Dated this 8th day of January 2026

Tina Kolls
Village Clerk
Published January 15, 2026 and January 22, 2026

APPLICATION FOR A ZONING ORDINANCE TEXT AMENDMENT

(Requirements per Zoning Ordinance Section 18.1204)

Applicant name: Village of Williams Bay Board of Trustees

Applicant address: 250 Williams Street, Williams Bay, WI 53191

Applicant phone number: 262-245-2700

Current provisions of the Zoning Ordinance proposed to be amended (or attach as a separate sheet):

390-0224 P&R Parks and Recreation District Paragraph C "Principal land uses allowed by conditional use permit (8) Public services and utilities (per 390-0308D)

Please see attached separate sheet for details

Replacement text for provisions proposed to be amended (or attach as a separate sheet):

Please see attached separate sheet

Written justification for the proposed text amendment (or attach as a separate sheet):

Please see attached separate sheet

Dated this 5th day of January, 2026

Respectfully submitted,

Adam Jaramillo, Village President
On behalf of the Village Board of Williams Bay
(Signature of Applicant)

Application for a Conditional Use Permit

(Requirements per Zoning Ordinance Section 18.1207)

Applicant name: Village of Williams Bay Board of Trustees

Applicant address: 250 Williams Street, Williams Bay, WI 53191

Applicant phone number: 262-245-2700

Current provisions of the Zoning Ordinance for a Conditional Use Permit (or attach as a separate sheet):

390-0224 P&R Parks and Recreation District Paragraph C "Principal land uses allowed by conditional use permit (8) Public services and utilities (per 390-0308D)

Please see attached separate sheet for details

Replacement text for provisions proposed to be amended (or attach as a separate sheet):

Please see attached separate sheet

Written justification for the proposed text amendment (or attach as a separate sheet):

Please see attached separate sheet

Dated this 5th day of January, 2026

Respectfully submitted,

Adam Jaramillo, Village President
On behalf of the Village Board of Williams Bay
(Signature of Applicant)

Requirements

- ☐ Map of the subject property showing its general location in relation to the Village as a whole.
- ☐ Map of the subject property at a scale of not less than 1" equals 800 feet showing:
  - Current zoning of the subject property and lands within 200 feet of the subject property and the jurisdiction(s) that maintains that control.
  - All lot dimensions of the subject property.
  - Graphic scale and a north arrow.
- ☐ Names and addresses of the owners of all lands within 200 feet of the subject property as the same appear on the current tax records of the Village of Williams Bay.
- ☐ Site Plan of the subject property if proposed for development (see Site Plan application requirements).

January 5, 2026

Village of Williams Bay Board of Trustees
Application for a Zoning Code Text Amendment & Conditional Use Permit
For Temporary Emergency Medical Services (EMS) Overnight Quarters.

Background.

The Village of Williams Bay contracts Emergency Medical Services (EMS) with the Village of Fontana. The Village residents supported a referendum in 2022 providing the additional funding to provide the higher level of service provided by Fontana. The Fontana EMS operates out of the Williams Bay Fire Department Building located at 5 E Geneva Street with the ambulance parked in the Fire Department garage. The Agreement between Fontana and Williams Bay provides for Fontana to provide EMS coverage 24-7. Fontana provides 24-7 coverage to Williams Bay, however, due to the lack of overnight quarters available in Williams Bay, the third (evening) shift EMS crew migrate back to Fontana every evening for quarters. During the times that that EMS crew is stationed in Fontana, the emergency response times increase. In an effort to reduce these evening response times, the Williams Bay Rescue Squad has made considerable effort to locate all possible existing buildings as possible quarters. The most critical criteria is being located in close proximity (short walk) to the ambulance that must be stored inside a climate-controlled garage due to medication storage temperature requirements.

Solutions to Provide EMS Overnight Quarters.

Long-term (3 plus years) solution. The Village of Williams Bay long-term plans to either remodel the existing Fire Station building to provide EMS overnight quarters or build a new Fire EMS building in the VC Zoning District downtown area. Due to complications of ownership of the existing Fire Station and the likely necessity for a second referendum to further increase property taxes for the sole purpose of funding the remodeling/construction of permanent EMS overnight quarters preferably in the VC Zoning District downtown area.

Short-term (up to 3 years) solution. The Village of Williams Bay short-term solution (operational by April 2026) is to lease a temporary relocatable building to be installed in Edgewater Park, immediately North of the existing pavilion. The Village reviewed other possible locations behind or next to the pavilion, however, these locations created other problems for the operations of special events and had other challenges for connection to the necessary water/sewer/electrical services.

Current provisions of the Zoning Ordinance Proposed to be Amended.

Current Williams Bay Zoning Code.

Edgewater Park is zoning P&R Recreation District (PR). The PR Zoning District allows for temporary relocatable buildings for a time period up to six (6) months and anything longer than six (6) months requires as a Conditional Use Permit (CUP) as follows:

G. Temporary relocatable building. Any manufactured building that serves as a temporary building for less than six months. Temporary relocatable buildings shall adhere to the following standards:
(1) The building shall comply with § **390-1208,** standards and procedures applicable to all temporary uses.
(2) Buildings serving for more than six months shall require a conditional use permit and are subject to the general standards and procedures presented in § **390-1208.**
(3) The building must be placed on asphalt, concrete, gravel, or other hard-paved surface.

Requested Zoning Code Text Amendment.
The VC Zoning District requires a minimum front yard setback of 100' from E. Geneva Street. The existing Pavillion is located approximately fifty-eight feet (58') from E. Geneva Street. As noted previously, the Village determined that placing the temporary overnight quarters building to the rear or side of the Pavillion was not feasible. Village Code Article 12 Procedures 390-1204 'Zoning Ordinance Text Amendment' authorizes the Village Board to initiate a request for Zoning Code Text Amendment as follows (*emphasis added*):

B. Initiation of request. A proposal to amend the text of this chapter may be initiated by an application by any member of the general public, a recommendation by the Plan Commission, or by *action of the Village Board*.

The Williams Bay Village Board is submitting application for:
(1) a Conditional Use Permit for a temporary relocatable building (per section 390-0316G.(2)) and
(2) the following text amendment (**bold underline**) to §390-0316G.(2) of the Zoning Code to allow the temporary relocatable building (ESM Overnight Quarters) to be located within the minimum required setbacks as a CUP:

G. Temporary relocatable building. Any manufactured building that serves as a temporary building for less than six months. Temporary relocatable buildings shall adhere to the following standards:
(1) The building shall comply with § **390-1208,** standards and procedures applicable to all temporary uses.
(2) *Owned or leased public service buildings on public land located within the applicable setbacks, and B*~~b~~uildings serving for more than 6 months shall require a conditional use permit and are subject to the general standards and procedures presented in section § 390-1208.
(3) The building must be placed on asphalt, concrete, gravel, or other hard-paved surface.

Description of Proposed Conditional Use Permit.
The Village is The Village of Williams Bay short-term solution (operational by April 2026) is to lease a temporary relocatable building to be installed in Edgewater Park, immediately North of the existing pavilion as depicted on the enclosed Aerial Map showing the proposed location.

Justification of Conditional Use Permit (CUP) Application:

A. Temporary Relocatable Building. The Village of Williams Bay has the immediate need for a Conditional Use Permit (CUP) for the installation of a temporary EMS Housing Quarters Building located immediately adjacent to the Williams Bay Fire Station (zoned P&I) to provide the shortest EMS response times to Residents. The CUP is required at the temporary housing quarters building is proposed to be located in Edgewater Park which is zoned P&R Recreation District (P&R). P&R allows for "Temporary relocatable building" as a CUP. The CUP Application is necessary to provide efficient life-saving response times while the Village explores the long-term EMS quarters housing solution.

B. Building Within Required Setbacks.
(subject to approval of the requested Code Amendment)
The Village of Williams Bay investigated and was unable to locate the proposed temporary building to the South of the Pavillion. The existing Pavillion is situated approximately fifty-seven feet (57') from the front yard property line (E. Geneva St). The Building Code requires a minimum separation of ten feet (10') between buildings. The proposed temporary building is fifteen feet (15') wide. With the required separation from the Pavillion, the north side of the temporary building will be located approximately thirty-two (32') from the North property line along E. Geneva Street.

Adjacent Properties - Front Yard Setbacks.
Edgewater Park, zoned P&R) is adjacent to the Fire Station that is in the P&I Public and Institutional Zoning District that requires a minimum thirty foot (30') front yard setback. The existing fire station (WOP 00086) is situated approximately twenty-seven feet (27') from the front yard property line. The property adjacent to the Fire Station (WOP 00087) is zoned Village Center (VC) that requires a minimum zero foot (0') front yard setback and maximum five foot (5') front yard setback and is situated approximately fifteen feet (15') from the front yard property line.

FONTANA FIRE DEPARTMENT
190 FONTANA BVD / PO BOX 200
FONTANA, WISCONSIN 53125
Phone 262-275-2131 Email: Firehouse@vi.fontana.wi.gov

TO: David Lothspeich - Williams Bay Administrator

FROM: Richard Manthy – Fontana Fire Chief

DATE: January 5th , 2025

RE: Fontana vs. Williams Bay Fire Station Response Times

Response time standards are measured in various ways; however, the National Fire Protection Association 1710 is the most widely accepted. The 2024 Public Administration Associates study for Williams Bay and Fontana included the following information.

personnel to be assembled in eight minutes. There are additional requirements for both standards, however we will limit our analysis to these two items. In addition to the NFPA standards, which primarily address fire, NFPA 1710 also includes a component for emergency medical services. This requirement calls for basic life support (EMS first responder or EMT) to arrive on scene in under 6 minutes, 90% of the time, and an advanced life support unit (paramedic) to arrive within 8 minutes, 90% of the time. This emergency medical service standard is aimed at life-threatening emergencies, however. From a system design perspective, service should be built around the ability to provide this level of response when needed. Table 12 lists the response time and staffing goals outlined in NFPA 1720.

PUBLIC ADMINISTRATION ASSOCIATES
Fontana/Williams Bay| Public Safety Staffing and Fleet Projections - 19

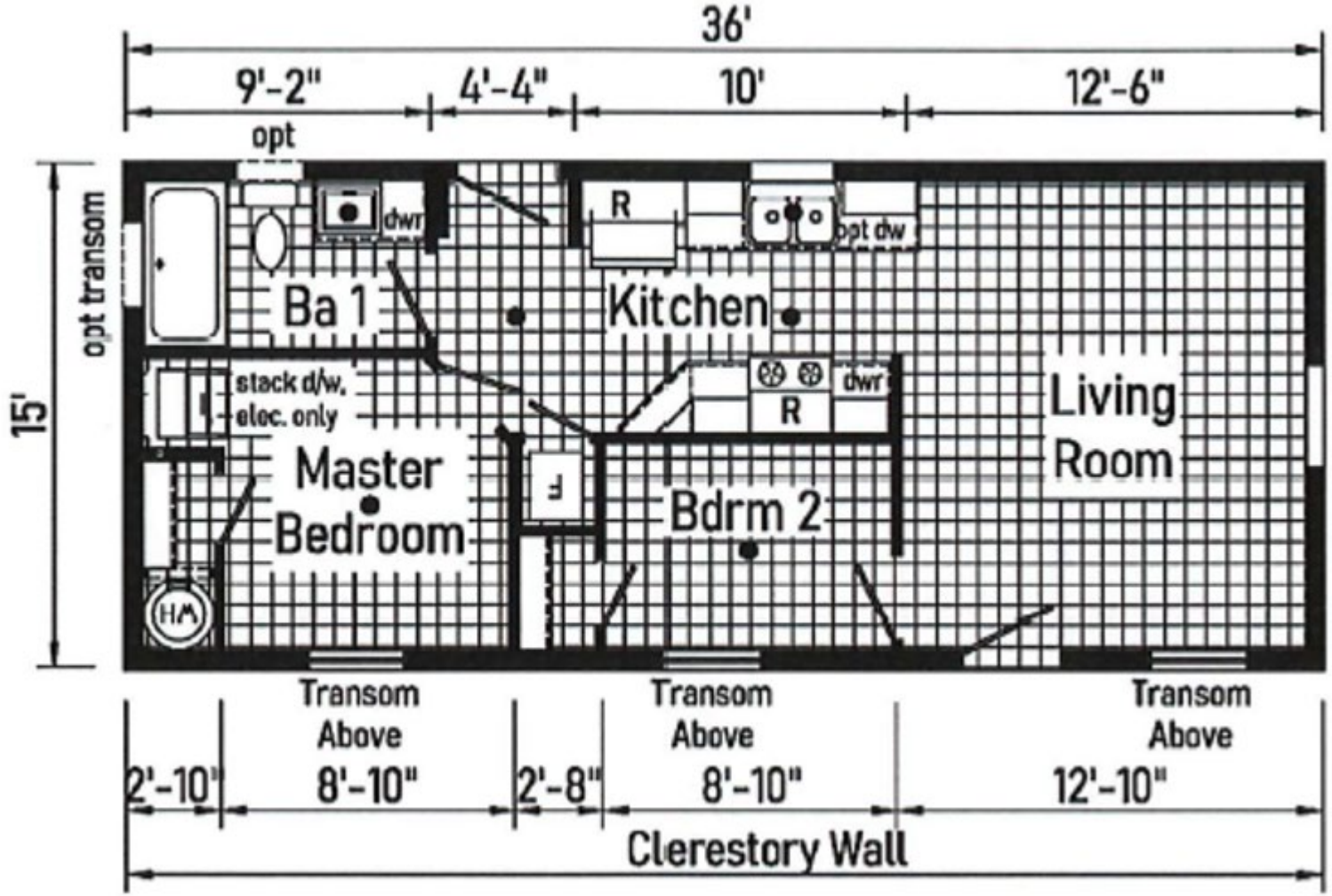
Several locations throughout Williams Bay were queried with potential travel times responding from the current Fontana Fire Station and the Williams Bay Fire Station. The following are based on google maps' drive time and do not account for use of emergency lights and sirens, 911call processing time, or pushout time (time of dispatch to the time a unit is enroute).

LOCATION	Time from Fontana Fire Station	Time from Williams Bay Fire Station	Travel Time Difference
Williams Bay High School	5 Minutes	3 Minutes	2 Minutes
146 Clover Street	8 Minutes	2 Minutes	6 Minutes
Williams Bay Beach	8 Minutes	1 Minute	7 Minutes
George Williams / Preserve	5 Minutes	4 Minutes	1 Minute
14 Cedar Point Drive	9 Minutes	2 Minutes	7 Minutes
Lakewood Tr. & Theatre Rd	6 Minutes	3 Minutes	3 Minutes

Not to scale: illustrative purposes showing proposed location of temporary EMS housing quarters

Buffer Landscaping

Figure 1


36'
9'-2"
4'-4"
10'
12'-6"
opt
opt transom
15'
dwr
R
opt dw
Ba 1
Kitchen
stack d/w,
elec. only
R
dwr
Living
Room
Master
Bedroom
Bdrm 2
HM
Transom
Above
Transom
Above
Transom
Above
2'-10"
8'-10"
2'-8"
8'-10"
12'-10"
Clerestory Wall
1W1901-V 1636 Approx. 540 Sq. Ft.
Std. can light
R = Std. 30/36 staggered overhead

Gallery

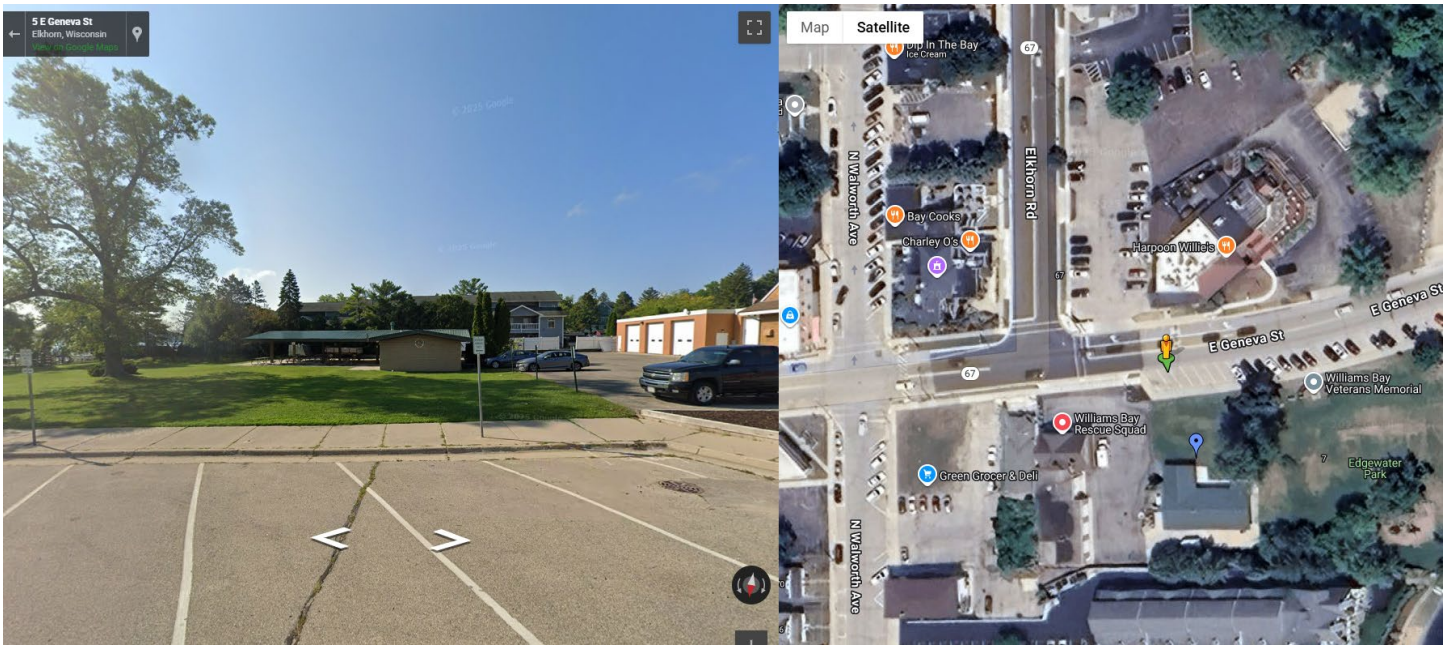
Home Features & Virtual Tour

Exterior Features

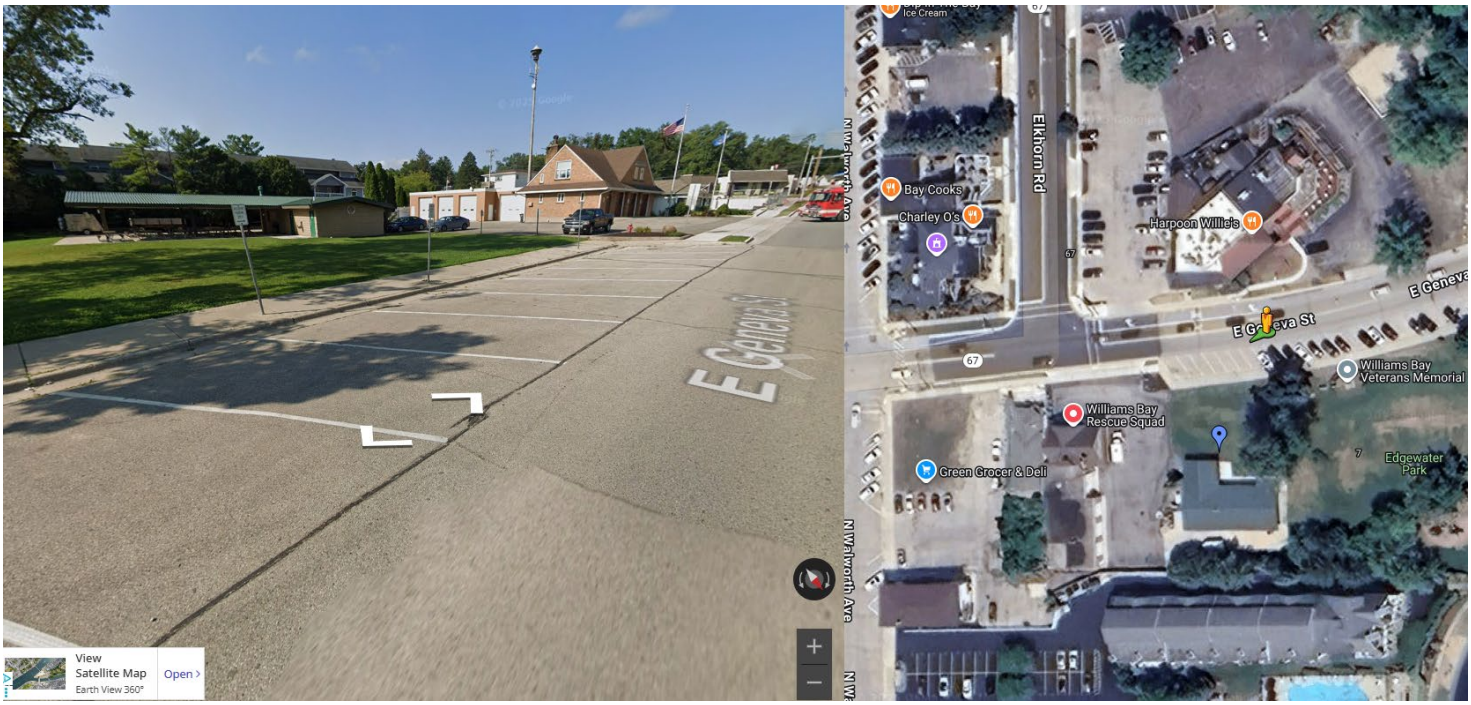
Black Gatsby Light at Front and Rear Door
Vinyl Dutch Lap Siding
Vinyl Insulated Windows with Low-E Glass
Lineals Front Door Side
GFI-Protected Exterior Receptacle at Each Door
O.S.B. Wall & Roof Sheathing Fixed Roof
12" Overhangs and Eaves (Ranch)
4" Overhangs and 12" Eaves (Single)
3-Tab Shingles
Ridge Vent Roof Ventilation System
Ice Shield
3/0x6/8 Fiberglass 6-Panel Front and Rear Door w/ Deadbolt Keyed Alike Locksets

E. Geneva Street Views – Proposed Temporary EMS Building Location

E Geneva Street Facing South Toward Pavillion

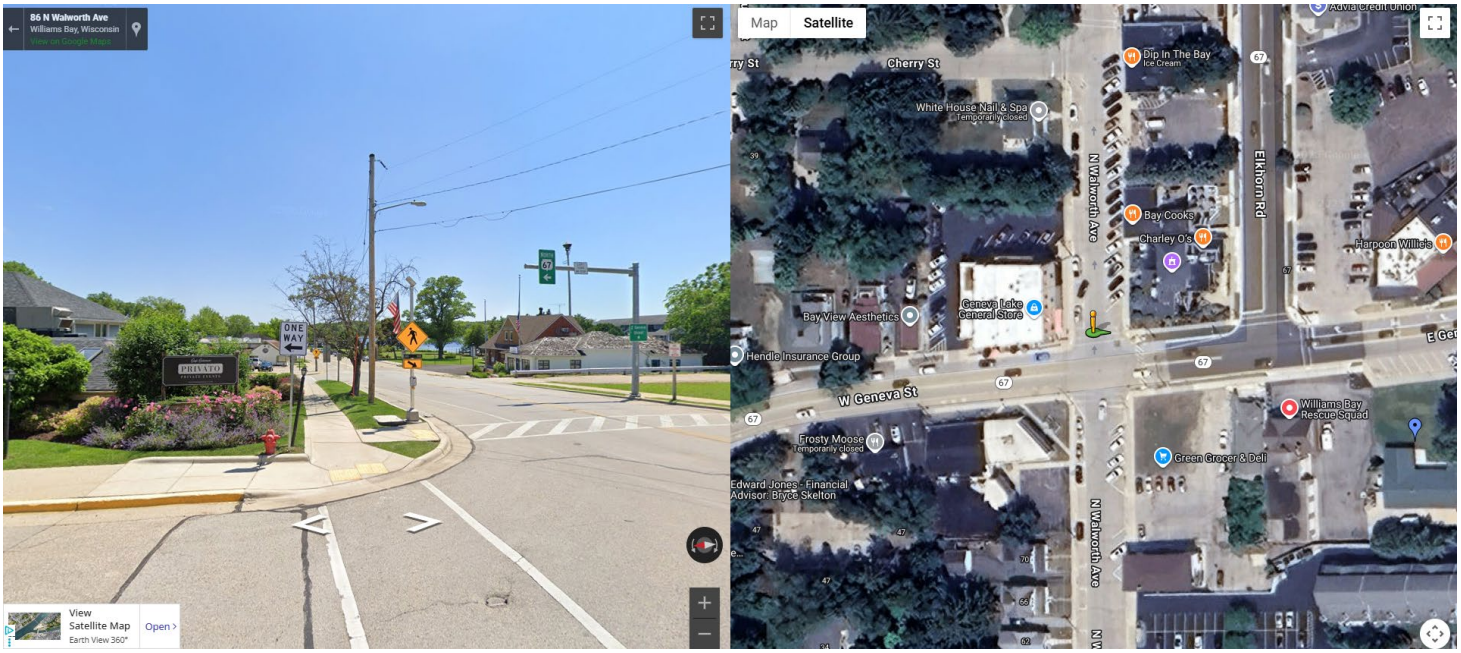


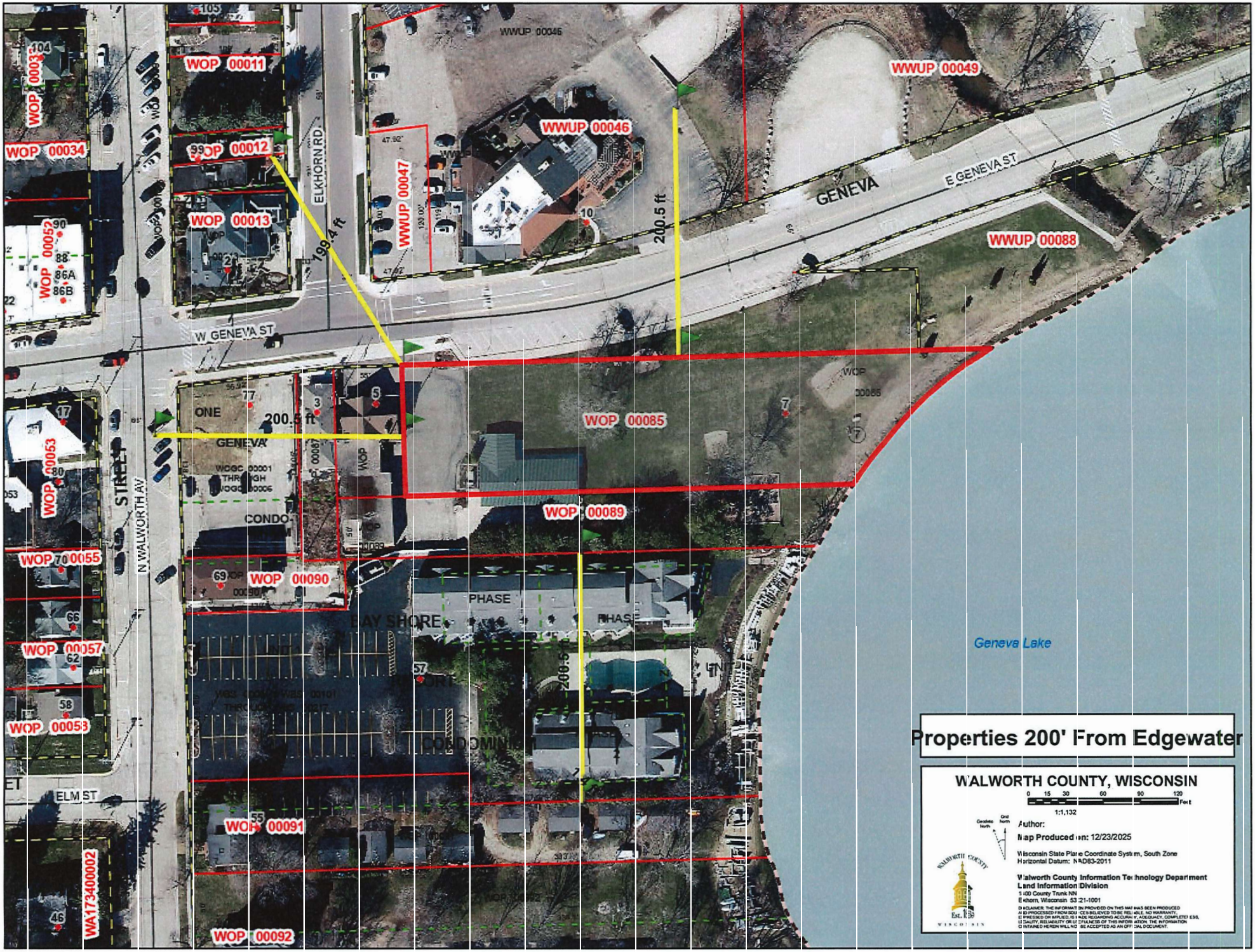
E. Geneva Street Facing Southwest Toward Pavillion



East Geneva Street Facing Southeast Toward Pavillion

East Geneva Street at N. Walworth Facing Southeast




WOP 00011
WWUP 00046
WWUP 00049
WOP 00034
WOP 00012
WWUP 00047
WOP 00013
ELKHORN RD
199.4 ft
200.5 ft
GENEVA
E GENEVA ST
WWUP 00088
W GENEVA ST
WOP 00085
ONE
GENEVA
CONDO
WOP 00089
WOP 00055
WOP 00090
PHASE
BAY SHORE
WOP 00057
WOP 00053
CONDOMINIUM
ELM ST
WOP 00091
WA173400002
WOP 00092
N WALWORTH AV
STREET
Geneva Lake
Properties 200' From Edgewater
WALWORTH COUNTY, WISCONSIN
0 15 30 60 90 120
Feet
1:1,132
Author:
Map Produced on: 12/23/2025
Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011
Walworth County Information Technology Department
Land Information Division
1100 County Trunk NN
Elkhorn, Wisconsin 53121-1001

Proposed Temporary EMS Housing Quarters - Properties

Village of Williams Bay
Edgewater Park

WOP 00085
7 E. Geneva Street
Legal Description Acres 0.9944 E FRAC PART OF LOT 1 BLK 7 ORIGINAL PLAT VILLAGE OF WILLIAMS BAY

WOP 00089
Legal Description Acres 0.4560 E FRAC PART OF LOT 2 BLK 7 ORIGINAL PLAT VILLAGE OF WILLIAMS BAY

WWUP 00088
Legal Description PT. GOVT LOTS 3 & 4 SEC 6 T1N R17E WHICH LIES S OF S LN STRIP OF LAND 66' WIDE FOR HWY AS IN VOL 212 DEEDS PG 347, W OF N S C/L SEC 6 & N OF LN RUN ING DUE E FROM PT OF INTER OF C/L GENEVA ST WITH W LN SEC 6 TO SHR GENEVA LAKE. ALSO BEG AT PT NW 1/4 SEC LN SEC 6, S0D 09'W 1782', N8D54'E 850.72', S 0D49'W 98' TO PT WHERE SD E LN INTER LN CEDAR PT PARK 2ND ADD S71D09'W 690' TO SHR GENEVA LAKE, N63D25'W 201.9', N0D09'E 66.8' TO POB. 4.15 A. M/L VILLAGE OF WILLIAMS BAY

Properties Located within 200' feet of Edgewater Park

Property ID	Common Name	Owner	Address
WWUP 00046	Café Calamari		
WWUP 00047	Café Calamari (west parking lot)		
WOP 00010	Bees Investments LLC		
WOP 00013	Baywater LLC		
WOP 00086	Williams Bay Fire Department		
WOP 00087	South Shore Custom Homes	Stephan Panzarella	
WOGC 00001	Dancing Dudes LLC		
	Sweat Collective LLC (Green Grocer)		
WWUP 00046	Bay Group Partners		
WWUP 00047	Bay Group Partners		
WBS 00001	Bay Shore Village		
	Kirsch's Pier Slips, Inc		

PREPARED FOR
WILLIAMS BAY FIRE DEPT.
C/O DAVE BURROWS

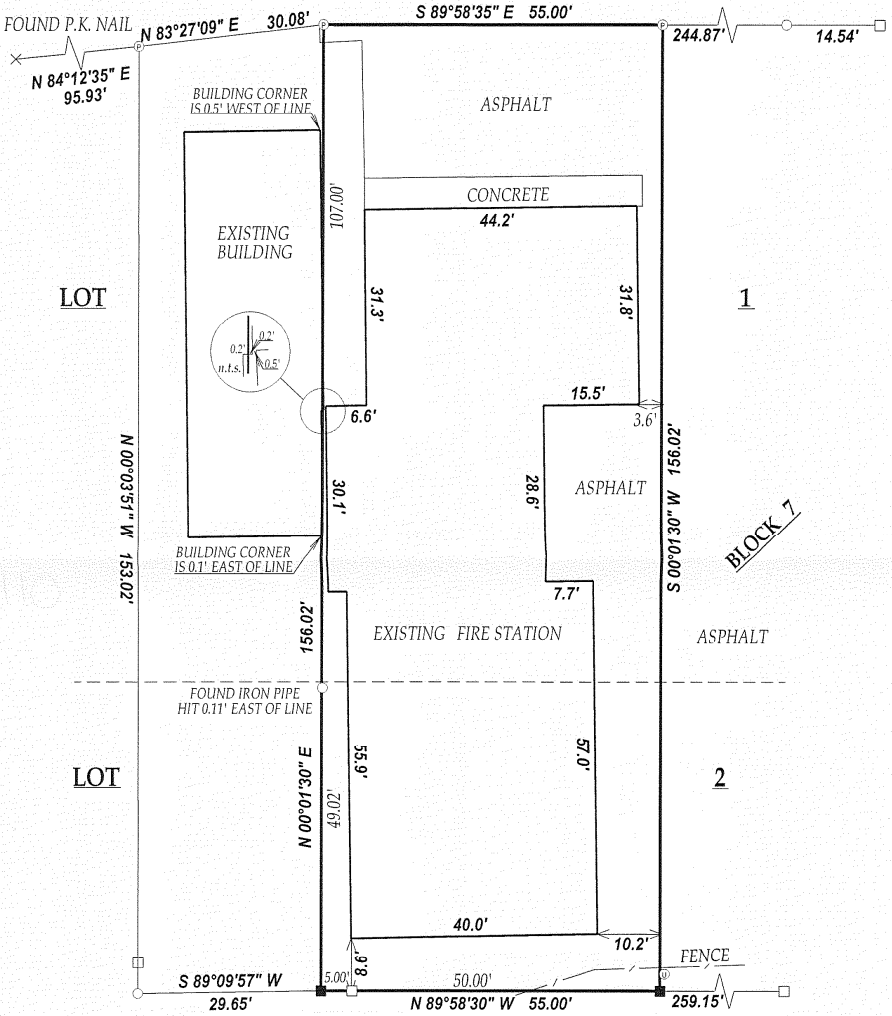
PLAT OF SURVEY

-OF-

A PARCEL OF LAND BEING PART OF LOTS 1 AND 2 OF BLOCK 7 OF THE ORIGINAL PLAT OF WILLIAMS BAY, LOCATED IN THE VILLAGE OF WILLIAMS BAY, WALWORTH COUNTY, WISCONSIN. DESCRIBED AS FOLLOWS BEGINNING AT A POINT OF INTERSECTION WITH THE NORTH LINE OF LOT 1 AND THE WEST LINE OF SECTION 6, TOWN 1 NORTH, RANGE 17 EAST, THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT 1, 55 FEET; THENCE SOUTH 156 FEET TO THE SOUTH LINE OF SAID LOT 2 TO A POINT THAT IS 55 FEET EAST OF THE WEST LINE OF SAID SECTION 6; THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 2, 55.00 FEET TO THE WEST LINE OF SAID SECTION 6; THENCE NORTH ALONG SAID WEST LINE 156.00 FEET TO THE PLACE OF BEGINNING.

KROTT SURVEYING INC.
N3705 WILLOW BEND LANE
LAKE GENEVA WI. 53147
PHONE # (262)248-3697
FAX # (262)249-0639

GENEVA STREET



RECEIVED
APR 18 2008

LEGEND

- ○ FOUND IRON PIPE
- □ FOUND IRON BAR
- ■ SET IRON BAR
- × FOUND CUT CROSS
- Ⓟ SET P.K. NAIL
- Ⓤ UTILITY PEDISTALS
- (XX) RECORDED AS

JOB # 08-008 TAX ID # WOP00086
DATED THIS THE 29th DAY OF JANUARY 2008.

N W E S

SCALE 1" = 20'

0 20 40 60 80 100

COMPARE LEGAL DESCRIPTION ABOVE AND DRAWING WITH DEED. FOR BUILDING RESTRICTIONS AND EASEMENTS NOT SHOWN,REFER TO DEED, ABSTRACT SOURCES AND LOCAL MUNICIPAL CODES. NOTIFY THE SURVEYOR IMMEDIATELY OF ANY DISCREPANCY.

"I hereby certify that I have surveyed the above described property and that the above map is a true representation thereof and shows the size and location of all visible structures, apparent easements and encroachments if any."
This survey is made for the present owners of the property, and those who purchase, mortgage, or guarentee the title thereto, within one year from the date hereof.

WISCONSIN
JOHN P.
KROTT
S-2258
LAKE GENEVA
WIS.
LAND SURVEYOR

JOHN KROTT S - 2258
Wisconsin Registered Land Surveyor
(original if signed in red)

WOP-80

01-2205

FONTANA FIRE DEPARTMENT
190 FONTANA BVD / PO BOX 200
FONTANA, WISCONSIN 53125
Phone 262-275-2131 Email: Firehouse@vi.fontana.wi.gov

TO: David Lothspeich - Williams Bay Administrator

FROM: Richard Manthy – Fontana Fire Chief

DATE: January 5th , 2025

RE: Fontana vs. Williams Bay Fire Station Response Times

Response time standards are measured in various ways; however, the National Fire Protection Association 1710 is the most widely accepted. The 2024 Public Administration Associates study for Williams Bay and Fontana included the following information.

personnel to be assembled in eight minutes. There are additional requirements for both standards, however we will limit our analysis to these two items. In addition to the NFPA standards, which primarily address fire, NFPA 1710 also includes a component for emergency medical services. This requirement calls for basic life support (EMS first responder or EMT) to arrive on scene in under 6 minutes, 90% of the time, and an advanced life support unit (paramedic) to arrive within 8 minutes, 90% of the time. This emergency medical service standard is aimed at life-threatening emergencies, however. From a system design perspective, service should be built around the ability to provide this level of response when needed. Table 12 lists the response time and staffing goals outlined in NFPA 1720.

PUBLIC ADMINISTRATION ASSOCIATES
Fontana/Williams Bay| Public Safety Staffing and Fleet Projections - 19

Several locations throughout Williams Bay were queried with potential travel times responding from the current Fontana Fire Station and the Williams Bay Fire Station. The following are based on google maps' drive time and do not account for use of emergency lights and sirens, 911call processing time, or pushout time (time of dispatch to the time a unit is enroute).

LOCATION	Time from Fontana Fire Station	Time from Williams Bay Fire Station	Travel Time Difference
Williams Bay High School	5 Minutes	3 Minutes	2 Minutes
146 Clover Street	8 Minutes	2 Minutes	6 Minutes
Williams Bay Beach	8 Minutes	1 Minute	7 Minutes
George Williams / Preserve	5 Minutes	4 Minutes	1 Minute
14 Cedar Point Drive	9 Minutes	2 Minutes	7 Minutes
Lakewood Tr. & Theatre Rd	6 Minutes	3 Minutes	3 Minutes

Gallery

Home Features & Virtual Tour

Exterior Features

Black Gatsby Light at Front and Rear Door
Vinyl Dutch Lap Siding
Vinyl Insulated Windows with Low-E Glass
Lineals Front Door Side
GFI-Protected Exterior Receptacle at Each Door
O.S.B. Wall & Roof Sheathing Fixed Roof
12" Overhangs and Eaves (Ranch)
4" Overhangs and 12" Eaves (Single)
3-Tab Shingles
Ridge Vent Roof Ventilation System
Ice Shield
3/0x6/8 Fiberglass 6-Panel Front and Rear Door w/ Deadbolt Keyed Alike Locksets

APPLICATION FOR A ZONING ORDINANCE TEXT AMENDMENT

(Requirements per Zoning Ordinance Section 18.1204)

Applicant name: Village of Williams Bay Board of Trustees

Applicant address: 250 Williams Street, Williams Bay, WI 53191

Applicant phone number: 262-245-2700

Current provisions of the Zoning Ordinance proposed to be amended (or attach as a separate sheet):

390-0224 P&R Parks and Recreation District Paragraph C "Principal land uses allowed by conditional use permit (8) Public services and utilities (per 390-0308D)

Please see attached separate sheet for details

Replacement text for provisions proposed to be amended (or attach as a separate sheet):

Please see attached separate sheet

Written justification for the proposed text amendment (or attach as a separate sheet):

Please see attached separate sheet

Dated this 5th day of January, 2026

Respectfully submitted,

Adam Jaramillo, Village President
On behalf of the Village Board of Williams Bay
(Signature of Applicant)

Application for a Conditional Use Permit

(Requirements per Zoning Ordinance Section 18.1207)

Applicant name: Village of Williams Bay Board of Trustees

Applicant address: 250 Williams Street, Williams Bay, WI 53191

Applicant phone number: 262-245-2700

Current provisions of the Zoning Ordinance for a Conditional Use Permit (or attach as a separate sheet):

390-0224 P&R Parks and Recreation District Paragraph C "Principal land uses allowed by conditional use permit (8) Public services and utilities (per 390-0308D)

Please see attached separate sheet for details

Replacement text for provisions proposed to be amended (or attach as a separate sheet):

Please see attached separate sheet

Written justification for the proposed text amendment (or attach as a separate sheet):

Please see attached separate sheet

Dated this 5th day of January, 2026

Respectfully submitted,

Adam Jaramillo, Village President
On behalf of the Village Board of Williams Bay
(Signature of Applicant)

Requirements

- ☐ Map of the subject property showing its general location in relation to the Village as a whole.
- ☐ Map of the subject property at a scale of not less than 1" equals 800 feet showing:
  - Current zoning of the subject property and lands within 200 feet of the subject property and the jurisdiction(s) that maintains that control.
  - All lot dimensions of the subject property.
  - Graphic scale and a north arrow.
- ☐ Names and addresses of the owners of all lands within 200 feet of the subject property as the same appear on the current tax records of the Village of Williams Bay.
- ☐ Site Plan of the subject property if proposed for development (see Site Plan application requirements).

January 5, 2026

Village of Williams Bay Board of Trustees
Application for a Zoning Code Text Amendment & Conditional Use Permit
For Temporary Emergency Medical Services (EMS) Overnight Quarters.

Background.

The Village of Williams Bay contracts Emergency Medical Services (EMS) with the Village of Fontana. The Village residents supported a referendum in 2022 providing the additional funding to provide the higher level of service provided by Fontana. The Fontana EMS operates out of the Williams Bay Fire Department Building located at 5 E Geneva Street with the ambulance parked in the Fire Department garage. The Agreement between Fontana and Williams Bay provides for Fontana to provide EMS coverage 24-7. Fontana provides 24-7 coverage to Williams Bay, however, due to the lack of overnight quarters available in Williams Bay, the third (evening) shift EMS crew migrate back to Fontana every evening for quarters. During the times that that EMS crew is stationed in Fontana, the emergency response times increase. In an effort to reduce these evening response times, the Williams Bay Rescue Squad has made considerable effort to locate all possible existing buildings as possible quarters. The most critical criteria is being located in close proximity (short walk) to the ambulance that must be stored inside a climate-controlled garage due to medication storage temperature requirements.

Solutions to Provide EMS Overnight Quarters.

Long-term (3 plus years) solution. The Village of Williams Bay long-term plans to either remodel the existing Fire Station building to provide EMS overnight quarters or build a new Fire EMS building in the VC Zoning District downtown area. Due to complications of ownership of the existing Fire Station and the likely necessity for a second referendum to further increase property taxes for the sole purpose of funding the remodeling/construction of permanent EMS overnight quarters preferably in the VC Zoning District downtown area.

Short-term (up to 3 years) solution. The Village of Williams Bay short-term solution (operational by April 2026) is to lease a temporary relocatable building to be installed in Edgewater Park, immediately North of the existing pavilion. The Village reviewed other possible locations behind or next to the pavilion, however, these locations created other problems for the operations of special events and had other challenges for connection to the necessary water/sewer/electrical services.

Current provisions of the Zoning Ordinance Proposed to be Amended.

Current Williams Bay Zoning Code.

Edgewater Park is zoning P&R Recreation District (PR). The PR Zoning District allows for temporary relocatable buildings for a time period up to six (6) months and anything longer than six (6) months requires as a Conditional Use Permit (CUP) as follows:

G. Temporary relocatable building. Any manufactured building that serves as a temporary building for less than six months. Temporary relocatable buildings shall adhere to the following standards:
(1) The building shall comply with § **390-1208,** standards and procedures applicable to all temporary uses.
(2) Buildings serving for more than six months shall require a conditional use permit and are subject to the general standards and procedures presented in § **390-1208.**
(3) The building must be placed on asphalt, concrete, gravel, or other hard-paved surface.

Requested Zoning Code Text Amendment.
The VC Zoning District requires a minimum front yard setback of 100' from E. Geneva Street. The existing Pavillion is located approximately fifty-eight feet (58') from E. Geneva Street. As noted previously, the Village determined that placing the temporary overnight quarters building to the rear or side of the Pavillion was not feasible. Village Code Article 12 Procedures 390-1204 'Zoning Ordinance Text Amendment' authorizes the Village Board to initiate a request for Zoning Code Text Amendment as follows (*emphasis added*):

B. Initiation of request. A proposal to amend the text of this chapter may be initiated by an application by any member of the general public, a recommendation by the Plan Commission, or by *action of the Village Board*.

The Williams Bay Village Board is submitting application for:
(1) a Conditional Use Permit for a temporary relocatable building (per section 390-0316G.(2)) and
(2) the following text amendment (**bold underline**) to §390-0316G.(2) of the Zoning Code to allow the temporary relocatable building (ESM Overnight Quarters) to be located within the minimum required setbacks as a CUP:

G. Temporary relocatable building. Any manufactured building that serves as a temporary building for less than six months. Temporary relocatable buildings shall adhere to the following standards:
(1) The building shall comply with § **390-1208,** standards and procedures applicable to all temporary uses.
(2) *Owned or leased public service buildings on public land located within the applicable setbacks, and B*~~b~~uildings serving for more than 6 months shall require a conditional use permit and are subject to the general standards and procedures presented in section § 390-1208.
(3) The building must be placed on asphalt, concrete, gravel, or other hard-paved surface.

Description of Proposed Conditional Use Permit.
The Village is The Village of Williams Bay short-term solution (operational by April 2026) is to lease a temporary relocatable building to be installed in Edgewater Park, immediately North of the existing pavilion as depicted on the enclosed Aerial Map showing the proposed location.

Justification of Conditional Use Permit (CUP) Application:

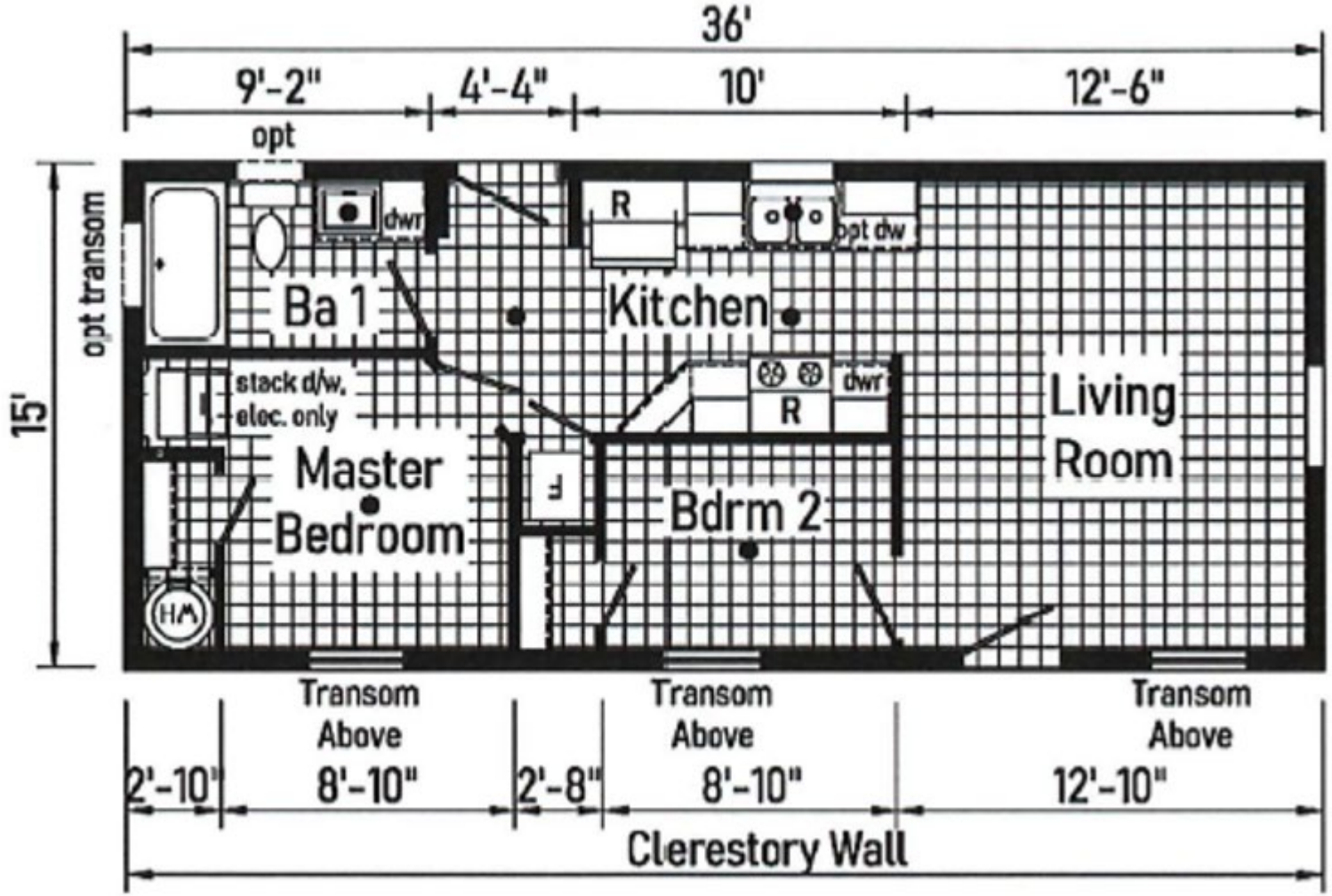
A. Temporary Relocatable Building. The Village of Williams Bay has the immediate need for a Conditional Use Permit (CUP) for the installation of a temporary EMS Housing Quarters Building located immediately adjacent to the Williams Bay Fire Station (zoned P&I) to provide the shortest EMS response times to Residents. The CUP is required at the temporary housing quarters building is proposed to be located in Edgewater Park which is zoned P&R Recreation District (P&R). P&R allows for "Temporary relocatable building" as a CUP. The CUP Application is necessary to provide efficient life-saving response times while the Village explores the long-term EMS quarters housing solution.

B. Building Within Required Setbacks.
(subject to approval of the requested Code Amendment)
The Village of Williams Bay investigated and was unable to locate the proposed temporary building to the South of the Pavillion. The existing Pavillion is situated approximately fifty-seven feet (57') from the front yard property line (E. Geneva St). The Building Code requires a minimum separation of ten feet (10') between buildings. The proposed temporary building is fifteen feet (15') wide. With the required separation from the Pavillion, the north side of the temporary building will be located approximately thirty-two (32') from the North property line along E. Geneva Street.

Adjacent Properties - Front Yard Setbacks.
Edgewater Park, zoned P&R) is adjacent to the Fire Station that is in the P&I Public and Institutional Zoning District that requires a minimum thirty foot (30') front yard setback. The existing fire station (WOP 00086) is situated approximately twenty-seven feet (27') from the front yard property line. The property adjacent to the Fire Station (WOP 00087) is zoned Village Center (VC) that requires a minimum zero foot (0') front yard setback and maximum five foot (5') front yard setback and is situated approximately fifteen feet (15') from the front yard property line.

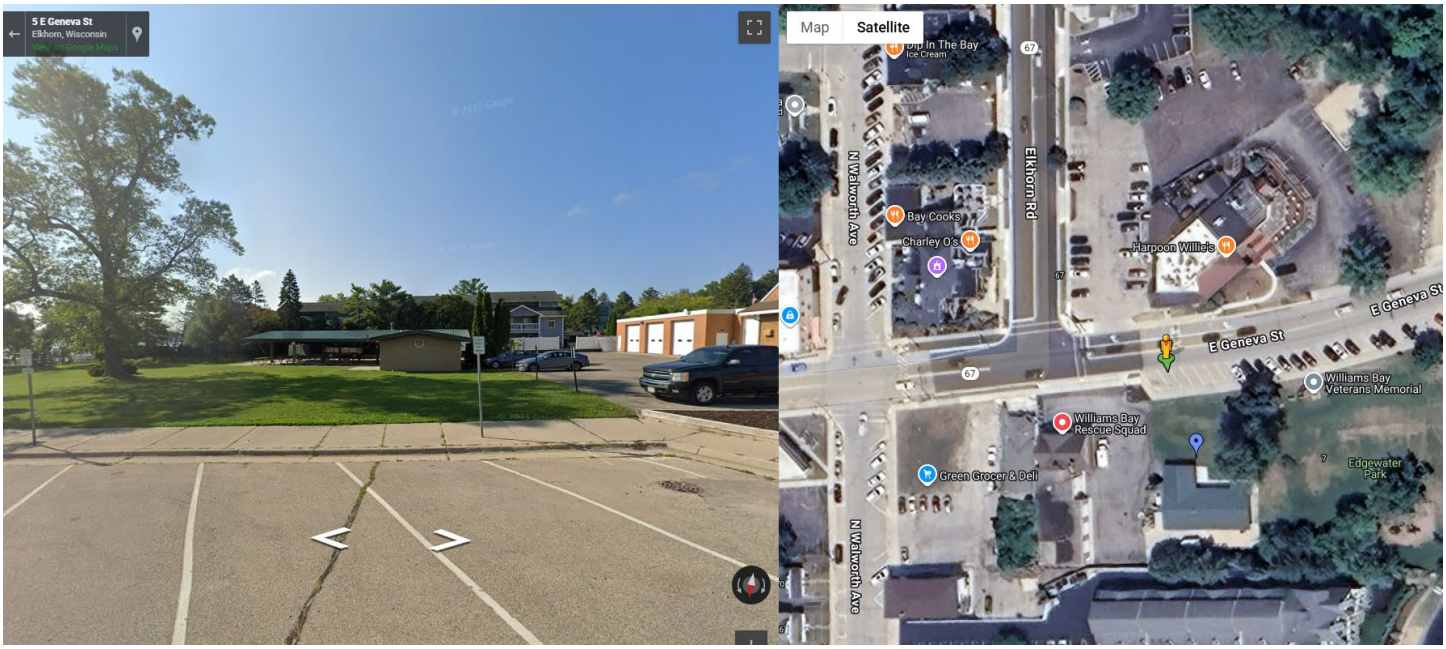
Not to scale: illustrative purposes showing proposed location of temporary EMS housing quarters

Figure 1

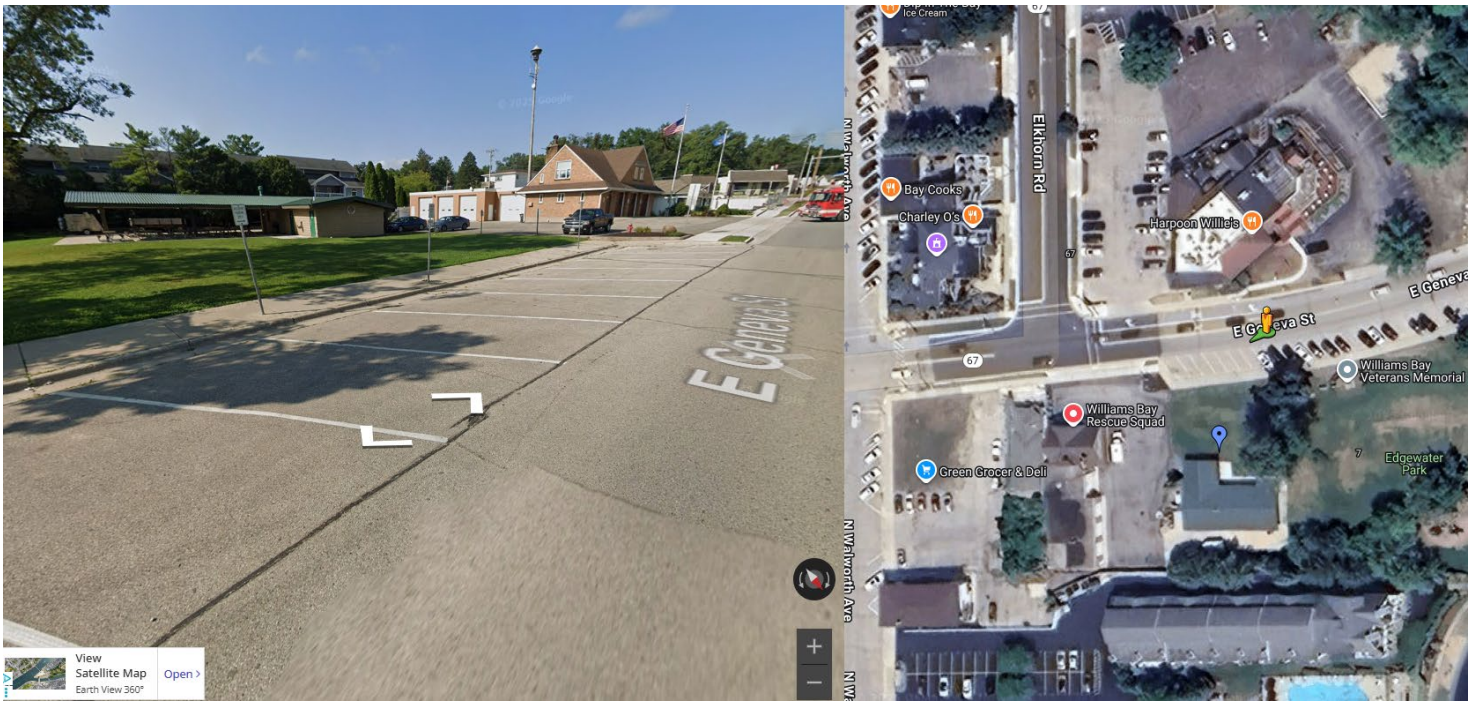

36'
9'-2"
4'-4"
10'
12'-6"
opt
opt transom
15'
dwr
R
opt dw
Ba 1
Kitchen
stack d/w,
elec. only
R
dwr
Living
Room
Master
Bedroom
Bdrm 2
HM
Transom
Above
Transom
Above
Transom
Above
2'-10"
8'-10"
2'-8"
8'-10"
12'-10"
Clerestory Wall
1W1901-V 1636 Approx. 540 Sq. Ft.
Std. can light
R = Std. 30/36 staggered overhead

E. Geneva Street Views – Proposed Temporary EMS Building Location

E Geneva Street Facing South Toward Pavillion

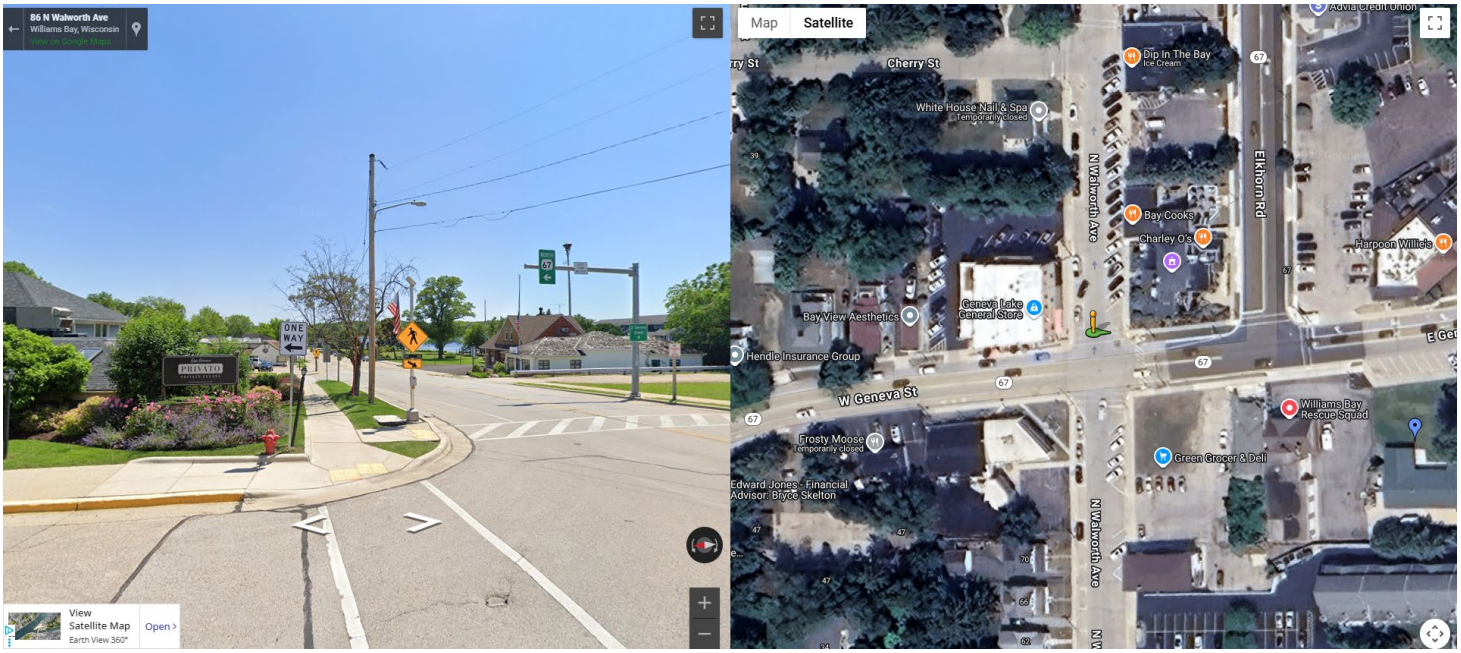


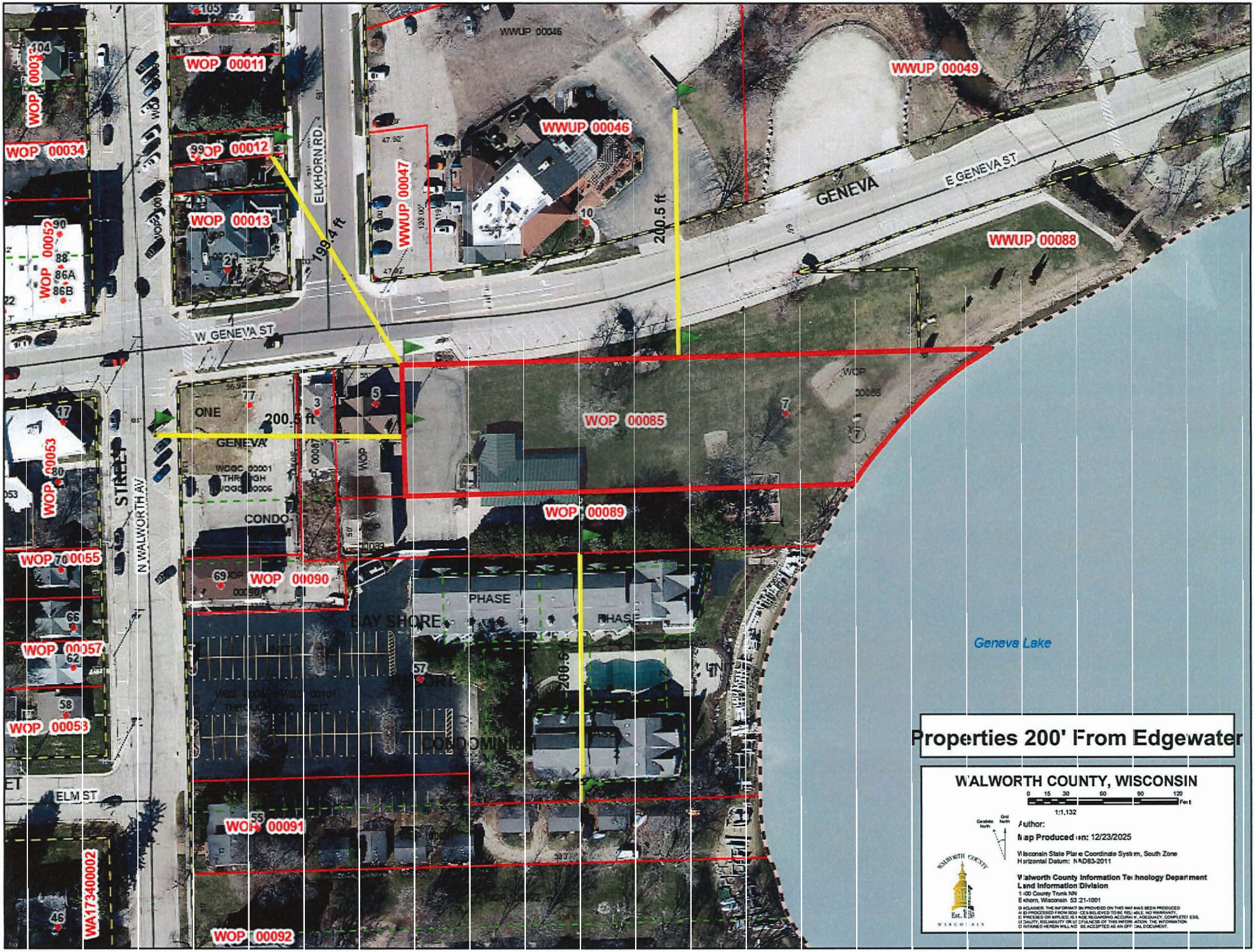
E. Geneva Street Facing Southwest Toward Pavillion



East Geneva Street Facing Southeast Toward Pavillion

East Geneva Street at N. Walworth Facing Southeast




WWUP 00045
WOP 00011
WWUP 00049
WOP 00034
WWUP 00046
WOP 00012
WWUP 00047
WOP 00013
199.4 ft
200.5 ft
ELKHORN RD
GENEVA
E GENEVA ST
WWUP 00088
W GENEVA ST
WOP 00085
ONE
GENEVA
CONDO
WOP 00089
WOP 00055
WOP 00090
PHASE
BAY SHORE
Geneva Lake
WOP 00057
WOP 00053
ELM ST
WOP 00091
WA173400002
WOP 00092
Properties 200' From Edgewater
WALWORTH COUNTY, WISCONSIN
0 15 30 60 90 120
Feet
1:1,132
Author:
Map Produced on: 12/23/2025
Wisconsin State Plane Coordinate System, South Zone
Horizontal Datum: NAD83-2011
Walworth County Information Technology Department
Land Information Division
1100 County Trunk NN
Elkhorn, Wisconsin 53121-1001

Proposed Temporary EMS Housing Quarters - Properties

Village of Williams Bay
Edgewater Park

WOP 00085
7 E. Geneva Street
Legal Description Acres 0.9944 E FRAC PART OF LOT 1 BLK 7 ORIGINAL PLAT VILLAGE OF WILLIAMS BAY

WOP 00089
Legal Description Acres 0.4560 E FRAC PART OF LOT 2 BLK 7 ORIGINAL PLAT VILLAGE OF WILLIAMS BAY

WWUP 00088
Legal Description PT. GOVT LOTS 3 & 4 SEC 6 T1N R17E WHICH LIES S OF S LN STRIP OF LAND 66' WIDE FOR HWY AS IN VOL 212 DEEDS PG 347, W OF N S C/L SEC 6 & N OF LN RUN ING DUE E FROM PT OF INTER OF C/L GENEVA ST WITH W LN SEC 6 TO SHR GENEVA LAKE. ALSO BEG AT PT NW 1/4 SEC LN SEC 6, S0D 09'W 1782', N8D54'E 850.72', S 0D49'W 98' TO PT WHERE SD E LN INTER LN CEDAR PT PARK 2ND ADD S71D09'W 690' TO SHR GENEVA LAKE, N63D25'W 201.9', N0D09'E 66.8' TO POB. 4.15 A. M/L VILLAGE OF WILLIAMS BAY

Properties Located within 200' feet of Edgewater Park

Property ID	Common Name	Owner	Address
WWUP 00046	Café Calamari		
WWUP 00047	Café Calamari (west parking lot)		
WOP 00010	Bees Investments LLC		
WOP 00013	Baywater LLC		
WOP 00086	Williams Bay Fire Department		
WOP 00087	South Shore Custom Homes	Stephan Panzarella	
WOGC 00001	Dancing Dudes LLC		
	Sweat Collective LLC (Green Grocer)		
WWUP 00046	Bay Group Partners		
WWUP 00047	Bay Group Partners		
WBS 00001	Bay Shore Village		
	Kirsch's Pier Slips, Inc		

PREPARED FOR
WILLIAMS BAY FIRE DEPT.
C/O DAVE BURROWS

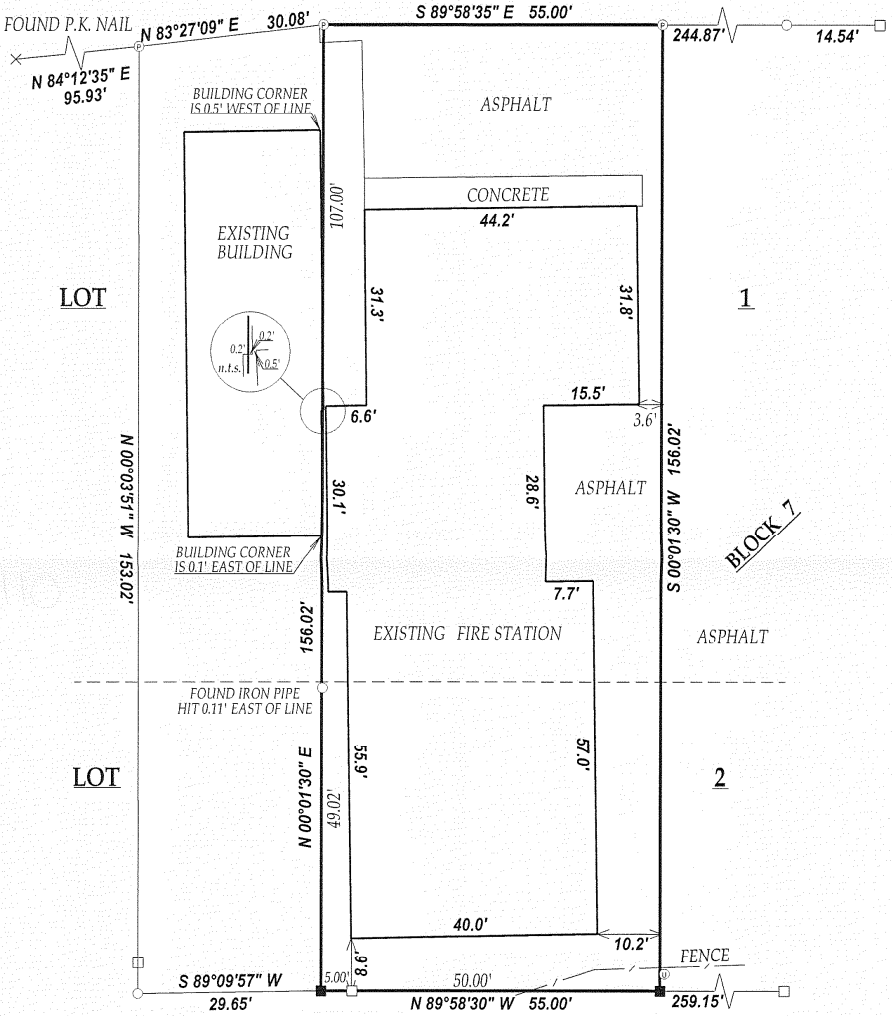
PLAT OF SURVEY

-OF-

A PARCEL OF LAND BEING PART OF LOTS 1 AND 2 OF BLOCK 7 OF THE ORIGINAL PLAT OF WILLIAMS BAY, LOCATED IN THE VILLAGE OF WILLIAMS BAY, WALWORTH COUNTY, WISCONSIN. DESCRIBED AS FOLLOWS BEGINNING AT A POINT OF INTERSECTION WITH THE NORTH LINE OF LOT 1 AND THE WEST LINE OF SECTION 6, TOWN 1 NORTH, RANGE 17 EAST, THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT 1, 55 FEET; THENCE SOUTH 156 FEET TO THE SOUTH LINE OF SAID LOT 2 TO A POINT THAT IS 55 FEET EAST OF THE WEST LINE OF SAID SECTION 6; THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 2, 55.00 FEET TO THE WEST LINE OF SAID SECTION 6; THENCE NORTH ALONG SAID WEST LINE 156.00 FEET TO THE PLACE OF BEGINNING.

KROTT SURVEYING INC.
N3705 WILLOW BEND LANE
LAKE GENEVA WI. 53147
PHONE # (262)248-3697
FAX # (262)249-0639

GENEVA STREET



RECEIVED
APR 18 2008

LEGEND

- ○ FOUND IRON PIPE
- □ FOUND IRON BAR
- ■ SET IRON BAR
- × FOUND CUT CROSS
- Ⓟ SET P.K. NAIL
- Ⓤ UTILITY PEDISTALS
- (XX) RECORDED AS

JOB # 08-008 TAX ID # WOP00086
DATED THIS THE 29th DAY OF JANUARY 2008.

N W E S

SCALE 1" = 20'

0 20 40 60 80 100

COMPARE LEGAL DESCRIPTION ABOVE AND DRAWING WITH DEED. FOR BUILDING RESTRICTIONS AND EASEMENTS NOT SHOWN,REFER TO DEED, ABSTRACT SOURCES AND LOCAL MUNICIPAL CODES. NOTIFY THE SURVEYOR IMMEDIATELY OF ANY DISCREPANCY.

"I hereby certify that I have surveyed the above described property and that the above map is a true representation thereof and shows the size and location of all visible structures, apparent easements and encroachments if any."
This survey is made for the present owners of the property, and those who purchase, mortgage, or guarentee the title thereto, within one year from the date hereof.

WISCONSIN
JOHN P.
KROTT
S-2258
LAKE GENEVA
WIS.
LAND SURVEYOR

JOHN KROTT S - 2258
Wisconsin Registered Land Surveyor
(original if signed in red)

WOP-80

01-2205