

CTH JJ Corridor Study

Outagamie County, Wisconsin



Prepared January 2012, by the East Central Wisconsin Regional Planning Commission



County Highway JJ Corridor Study

2012

Prepared by the

East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE: CTH JJ Corridor Study

AUTHOR: Nickolas Musson, Transportation Planner

SUBJECT: A complete streets plan developed to meet the needs of the area users.

DATE: January 2012

LOCAL PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

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Retrofitting rural highways to better meet the needs of the developing area is becoming a huge concern to counties, cities and towns as they try to meet the needs of their citizens. Outagamie County, the City of Appleton and the Town of Grand Chute are trying to do just that through the CTH JJ Corridor Study.

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**How can we
make CTH JJ
safe for all
users?**

**Would you let
your child walk
or bike to
school along
CTH JJ?**



Executive Summary

Retrofitting rural highways to better meet the needs of the developing area is becoming a huge concern to counties, cities and towns as they try to meet the needs of their citizens. Outagamie County, the City of Appleton and the Town of Grand Chute are trying to do just that through the CTH JJ Corridor Study.

The CTH JJ corridor study was initiated by the North Fox Cities Safe Trails And Recreation Supporters (North STARS), an advocacy group of over 120 members dedicated to creating safe trails and recreation for bicycle and pedestrian users. North STARS introduced a petition with 669 signatures to officials in the City of Appleton, the Town of Grand Chute, and Outagamie County to encourage them in seeking a joint solution to the problems on CTH JJ. The East Central Wisconsin Regional Planning Commission (ECWRPC) was asked, as part of their technical assistance program, to study the corridor for recommendations to improve the safety of bicycle and pedestrians along the corridor. A map of the study area can be seen in Exhibit 1a-c.

To evaluate the corridor ECWRPC used a Road Safety Audit (RSA) process and Travel Demand Model (TDM) analysis. The RSA resulted in a number of recommendations ranging from extending paved shoulders to realigning intersections. The following is summary of the RSA recommendations:

- Address geometric deficiencies at CTH A roundabout;
- Add bicycle and pedestrian accommodations throughout corridor;
- Flatten crest vertical curve west of STH 47;
- Smooth out lane transition with proper shoulder taper throughout corridor;
- Connect sidewalks;
- Review turning movements and CTH JJ and Meade Street intersection and modify to make more efficient and safer;
- Need school zone signs at Fox Valley Lutheran High School;
- Square up CTH JJ and Apple Creek intersections;
- Restrict left turn out of Appleton North High School exit on to CTH JJ;
- Add fence at Appleton North High School to prevent students from crossing CTH JJ mid-block;
- Consistent school and speed zone signage;
- Add lighting throughout the corridor
- Move Apple Creek Trail head away from guard rail to make it easier to access trail;
- Add parking lot for Apple Creek trail users;
- Trim trees to increase visibility at CTH JJ and Buchanan intersection; and
- Replace/move signs that do not meet Federal Highway Administration (FHWA) or Wisconsin Department of Transportation (WisDOT) standards.

The Northeast Travel Demand Model (TDM) estimated between 12,000 and 18,000 Average Annual Daily Traffic (AADT) in 2035 along CTH JJ in the town of Grand Chute and the City of Appleton. Typically four lanes are recommended for AADT above 12,000, and was thusly noted while compiling the study recommendations.

The first recommendation is for the involved parties to meet, construct a cost sharing municipal agreement and work together to make CTH JJ better for everyone. The following is a summary **of the study's corridor and specific location recommendations.**

The RSA brought a lot of recommendations to the table that are important to include in the study recommendations. In the first five years, it is important to make the following immediate changes to the current road to improve safety for all users:

- Extend paved shoulders a minimum of five feet through the corridor to provide buffer for bicyclists and pedestrians.
- Review signs to make sure all are compliant with current Manual on Uniform Traffic Control Devices (MUTCD) standards.
- Add street lighting at Appleton North High School, STH 55/CTH JJ and CTH N/CTH JJ intersections.
- Protect or reserve additional right of way in local comprehensive plans to **accommodate a 105' street cross section.**
- Add consistent school zone and school speed limit signage along CTH JJ.

The most important recommendation is the construction of a 10', year round, multi-modal path. The construction of the path is proposed in three phases. Phase 1 (5 to 10 years), connects Fox Valley Lutheran High School to Appleton North High School, providing students and recreationists a needed thoroughfare along the corridor. Phase 2 (10 to 15 years), extends the multi-modal path to the planned trail at North Gillette Street at the west end of the corridor and to the Apple Creek Trail at the east end of the corridor. Phase 3 (15 to 20 years) connects the multi-modal path to CTH A. The final multi-modal path would connect CTH A to the Apple Creek Trail.

It is recommended that the entire corridor be "complete streets" compatible by the end of 20 years. The concept "complete streets" refers to a street designed to enable safe, convenient, and comfortable access and travel for all users. The complete street design for the corridor is illustrated in Figures 2, 3 and 4 in the recommendations chapter. The complete streets design for CTH JJ is different throughout the corridor depending on land use interactions and travel demand. Complete streets intersection designs are illustrated in Figures 5, 6, 7 and 8 in the recommendations chapter.

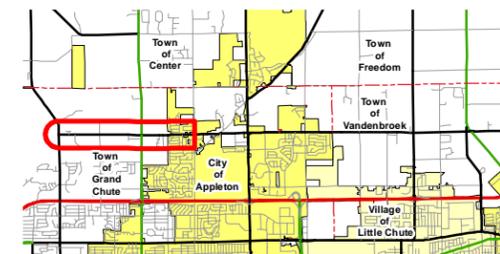
The final recommendations concentrate on Appleton North High School's exit/entrance onto CTH JJ. There is concern for the safety of the students exiting and turning left into oncoming traffic. The RSA recommended re-routing the exit/entrance to Lightning Drive (illustrated in Figure 10) where the students can access CTH JJ at a future controlled intersection. If re-routing the exit/entrance is not possible then restricting left turning exiting the school with a median and adding a roundabout to Lightning Drive and CTH JJ intersection to slow traffic down before they approach the school and to provide students with a way to travel west on CTH JJ.

Exhibit 1a

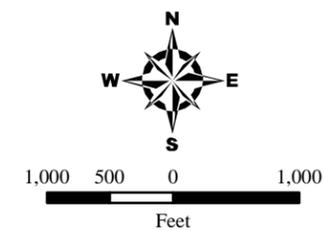


Exhibit 1a

COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
STUDY AREA
Western 1/3



Source: Digital Base Data provided by Outagamie County.



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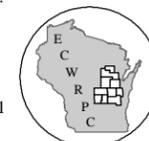
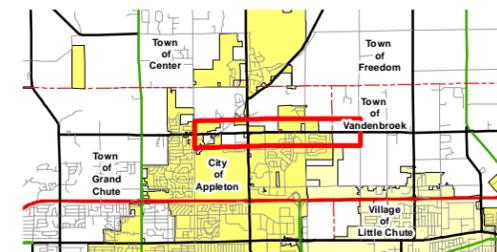


Exhibit 1b

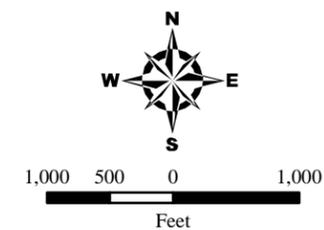


Exhibit 1b

COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
STUDY AREA
Central 1/3



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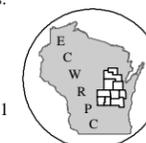
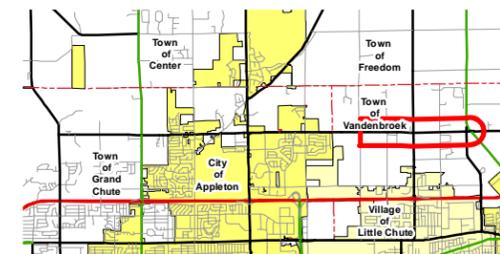


Exhibit 1c

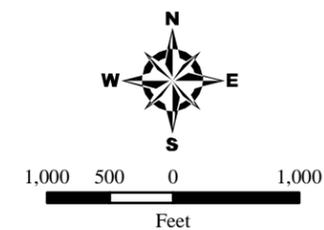


Exhibit 1c

COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
STUDY AREA
Eastern 1/3

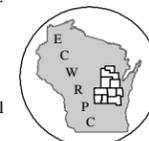


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Public Outreach

Public participation is an integral part of the planning process. ECWRPC's goal is to offer real opportunities for the engagement of all citizens in and around the CTH JJ area to participate in the plans for the future development of CTH JJ.

Goal Objectives:

- To provide a general notification of meetings, particularly forums for public input, in a manner that is understandable to all populations in the area.
- To hold meetings in locations which are accessible and reasonably welcoming to all area residents, including, but not limited to, low-income and minority members of the public.
- To provide avenues for two-way flow of information and input from populations which are not likely to attend meetings.
- To use various illustrative visualization techniques to convey the information including but not limited to charts, graphs, photos, maps and the internet.

To provide the public with adequate public participation opportunities, ECWRPC put together a number of outreach efforts.

Outreach Efforts

Outreach methods include the following:

- Presentations to professional, citizen, and student organizations.
- Articles in community newsletters. (copies of newsletters can be found in Appendix C.)
- Press releases and meetings with local media representatives.
- Informal conversations with individuals and small groups.
- Corridor Study Website to provide information to the public.

Public Comments

Public comment was taken in variety of ways through meetings and general discussions. Those comments that were formally documented are located in Appendix E. Informal comment documentation such as discussion and mapping exercises were taken in account through the Road Safety Audit and in the development of the final corridor study recommendations.

Public comment taken from the January 12, 2010 public information meeting stressed a number of concerns that are important to note. The following is a list of concerns submitted by the public.

- Sustainability needs to be considered throughout the transportation planning process.
- The project timeline is too far out and needs to be shortened.
- Speed limit throughout the CTH JJ corridor, especially between Appleton North High School and Fox Valley Lutheran High School is a concern. A number of letters of support from local advocates and local officials for reducing the speed limit are in Appendix E.
- Apple Creek and CTH JJ intersection needs to be further evaluated to make the intersection safer for vehicles turning onto Apple Creek Road that are traveling east or west. Turn lanes need to be considered at intersection.
- Preserve the berm and pond along CTH JJ at the Apple Creek and CTH JJ intersection.

All documentation is located in Appendix E.

Availability of Planning Documents

Hard copies of documents, upon completion, will be available at the East Central Wisconsin Regional Planning Commission, located at 400 Ahnaip Street, Suite 100 in Menasha. **Electronic versions of the documents will be available on the Commission's website at:** www.eastcentralrpc.org

Introduction

Purpose

The purpose of this study is to address the growing concern over pedestrian and bicycle safety along CTH JJ, from CTH A to STH 55, at the northern fringe of the Fox Cities. The CTH JJ corridor is approximately 7.5 miles long, located in southern Outagamie County and extending through the City of Appleton and the Towns of Grand Chute and Vandenberg. It is also the developing area for the City of Appleton and the Town of Grand Chute at the outer fringe of the urban area. The land use surrounding CTH JJ consists of residential, agricultural, undeveloped, commercial, and two educational institutions. CTH JJ is home to Fox Valley Lutheran High School (CTH JJ at Meade Street) and Appleton North High School (CTH JJ at CTH E/Ballard Road). Fox Valley Lutheran High School has a 2011 enrollment of 563 students and Appleton North High School has a 2011 enrollment of 1,517 students.

The bicycle and pedestrian safety concerns stem from the high school students, neighborhood children and recreationalists who desire access to this integral east-west connector to get to area parks, schools, trails and businesses without relying on an automobile. The problem is that CTH JJ is designed as a Rural Major Collector (RMAC) with the intention of moving traffic at higher speeds from one point to another. In addition to being a RMAC, the corridor is also the alternative east-west route for US Highway 41 and will be used in emergency situations. Thus, the corridor has to be ready to move large amounts of traffic at all times. The current situation consisting of a roadway designed to move large amount of traffic at higher speeds does not create a safe environment for bicyclist and pedestrians. The goal of this study is to evaluate the roadway and identify the necessary changes to make this corridor safer for all users.

Studies have been completed in the past to evaluate **the corridor's** vehicle speed limits in hopes that the results would justify lowering the speed limits to make it safer for bicycle and pedestrians. In 2010, Omni Associates, Inc. studied the speed limits from STH 47 to French Road and concluded that **the "speed limit should not be lowered just because it may be traveled by pedestrians and bicyclists, or because of the number of driveways and building frontage along the segment."** "Speeds should be consistent, safe, reasonable and enforceable." **Speed** limits should be set based on the 85th percentile speed and the design speed of the road, as stated in the *Wisconsin Transportation Bulletin 21*. Throughout most of the corridor, the 85th percentile, vehicle travels consistently above the posted speed limit, thus simply lowering the speed limits would in fact increase the possibility of higher crash rates because of the greater variance in travel speeds.¹

ECWRPC did not want to reproduce what has been done in the past, and therefore; vehicle speed was not the primary focus of this study. The focus was on how to retrofit CTH JJ to make it safer for pedestrians and bicyclists. It should be noted that vehicle speed continues to

¹ CTH JJ Speed Study (STH 47 to French Road), OMNI Associates, Inc., July 23, 2010

be a priority for the public. Documentation of public support to reduce the speed limit throughout the corridor can be found in Appendix E. The study needed to evaluate the corridor to identify deficiencies and recommendations to make it safer for all modes of travel, which in turn would make it safer for pedestrians and bicyclists. The study also needed to focus on to what extent pedestrians and bicyclists would interact with the corridor itself. To address the focus of the study; a RSA and TDM analysis were identified as the best tools to evaluate the corridor and guide the development of the recommendations.

Existing Conditions

To prepare for and adequately evaluate the corridor, a thorough examination of the existing conditions needed to take place. An inventory of the traffic signals, road condition, traffic counts, traffic signs, crash data and land use were compiled and used to evaluate the corridor. The following briefly describes and evaluates the inventoried items in further detail.

Traffic Signals

Traffic signals throughout CTH JJ corridor vary in pedestrian accommodations from one to the next depending on ownership, location and design. Traffic signal locations are illustrated in Exhibit 2a-c.

CTH JJ and STH 47/Richmond

The signal at CTH JJ and STH 47 is owned and maintained for all by the State. The signals have no pedestrian accommodations. Pedestrian accommodations will be added at no cost to the local municipality when pedestrian facilities are added. The local municipality is required to maintain facilities. The State encourages cooperation on permits for crossing locations to ensure coordination.



CTH JJ and Meade

The signal at CTH JJ and Meade is owned and maintained by the City of Appleton. The signal has no pedestrian accommodations. There are no sidewalks or crosswalks at this intersection, thus no pedestrian accommodations. Cost to add pedestrian accommodations depend on equipment and placement. Adding buttons could cost \$10,000 to \$15,000; adding poles could increase project cost to \$25,000 to \$30,000.



CTH JJ and Ballard

Outagamie County owns the signal at CTH JJ and Ballard, but contracts out to the City of Appleton for maintenance. Signal does not have complete pedestrian accommodations. It has crossing and push buttons for pedestrians on the south end of the intersection.



Land Use

There are a number of businesses and public entities located along CTH JJ corridor including two schools (Fox Valley Lutheran High School & Appleton North High School), a child care center, golf center, two gas stations, strip mall, sports expo facility, sports center, Landscaping companies, community park, banquet facility, dining and much more. Exhibit 3a-c illustrates the existing land use for the entire corridor. Exhibit 4a-c illustrates the future land use for the corridor and significant amounts of growth and development are planned. This further illustrates the importance of retrofitting CTH JJ with bicycle and pedestrian facilities, as the demand for their use will continue to grow.

Elevation

Drainage is a concern for the entire corridor with the increasing impermeable surfaces resulting for development. The elevation is higher at the west end of the corridor with the highest point between STH 47 and Meade Street at 845 feet above sea level. Elevation gradually declines toward the East end of the corridor down to about 700 feet above sea level. Contour lines and depressions have been identified in Exhibit 5a-c to help in planning possible retention ponds and bioswales if warranted.

Pavement Condition

Pavement Surface Evaluation and Rating System (PASER) is a visual survey method used to rate the condition of the roads through the condition of various types of pavement distress on a scale of 1-10. PASER uses 10 separate ratings with 1 being the worst and 10 being a newly constructed pavement. **PASER measures the distress of a pavement's surface.** This method is based upon sound engineering principles.

Routine Maintenance

Roads with PASER of 8, 9 and 10 require routine maintenance. Routine Maintenance is the day-to-day, regularly-scheduled activities to prevent wear and tear on the roadway surface. This includes street sweeping, ditch maintenance, gravel shoulder grading, and crack sealing.

This category also includes roads that are newly constructed or recently seal-coated and require little or no maintenance.

Capital Preventive Maintenance

PASER ratings 5, 6, and 7 are included in this category. Capital preventive maintenance (CPM) is at the heart of asset management. It is the planned set of cost effective treatments to an existing roadway that retards further deterioration and maintains or improves the functional condition of the system without significantly increasing the structural capacity. The purpose of CPM is to protect the pavement structure; slow the rate of deterioration; and/or correct pavement surface deficiencies. Roads in this category still show good structural support but the surface is starting to deteriorate. CPM is intended to address pavement problems before the structural integrity of the pavement has been severely impacted.

Structural Improvements

Roads with a PASER rating of 1, 2, 3, or 4 are in need of some type of structural improvement such as resurfacing or major reconstruction. Rutting is beginning to take place. Alligator cracking is evident.

PASER ratings in the State of Wisconsin are collected every other year. The PASER ratings for CTH JJ (Table 1) have been compiled for 2009 and 2011 and split out by segment (Exhibit 2a-c). The entire corridor is in relatively good shape according to the PASER rating. There are no immediately planned reconstruction projects for CTH JJ.

Table 1. 2009 & 2011 CTH JJ Corridor PASER by Segment				
Beginning At	Ending On	Municipality	PASER 2009	PASER 2011
CTH A	Buran Way	GRAND CHUTE	7	7
Buran Way	Wren Dr	GRAND CHUTE	7	7
Wren Dr	Gillette St	GRAND CHUTE	7	7
Gillette St	David St	GRAND CHUTE	7	7
David St	STH 47	GRAND CHUTE	7	7
STH 47	Kurt Ave	GRAND CHUTE	5	5
Kurt Ave	Melmar St	GRAND CHUTE	5	5
Melmar St	N Haymeadow Ave	GRAND CHUTE	8	8
N Haymeadow Ave	N Waterford Dr	GRAND CHUTE	8	8
N Waterford Dr	N Meade St	GRAND CHUTE	8	8
N Meade St	E Apple Creek Rd	APPLETON	5	5
E Apple Creek Rd	Holiday Dr	APPLETON	5	5
Apple Creek Rd	Holiday Dr	GRAND CHUTE	5	5
Holiday Dr	CTH E	GRAND CHUTE	5	5
CTH E	N Lightning Dr	APPLETON	6	5
N Lightning Dr	N Mary Martin Dr	GRAND CHUTE	6	10
N Mary Martin Dr	N Providence Ave	GRAND CHUTE	6	10

N Providence Ave	N French Rd	GRAND CHUTE	6	10
N French Rd	N Cherryvale Ave	GRAND CHUTE	5	10
N Cherryvale Ave	Holland Rd	VANDENBROEK	4	10
Holland Rd	Vandenbroek Rd	VANDENBROEK	5	10
Vandenbroek Rd	Farm View Rd	VANDENBROEK	5	10
Farm View Rd	Vanderloop Rd	VANDENBROEK	5	10
Vanderloop Rd	CTH N	VANDENBROEK	4	8
CTH N	Buchanan Rd	VANDENBROEK	10	8
Buchanan Rd	CTH CC	VANDENBROEK	10	8
CTH CC	STH 55	VANDENBROEK	10	8

Source: Wisconsin Department of Transportation, 2010, WISLR

Crash Data Analysis

Crash data for the six years from 2005-2010 was obtained from the WisDOT TOPS lab crash database and compiled and analyzed by the Outagamie Highway Department. A total of 221 crashes were identified to occur along the 7.5-mile CTH JJ corridor during this time period. This total includes deer crashes, and intersection and driveway crashes that occurred on cross streets within 500 feet of the CTH JJ intersection. Of the 221 crashes, 146 were classified as property damage only crashes. Crashes that had injuries or fatalities totaled 75; 42 with minor injuries, 26 with a non-incapacitating injury, and five with an incapacitating injury. One fatal crash occurred at Buchanan Road in 2005.

Yearly crash totals trended slightly upward over the six-year period, with 33 crashes in 2005 and 40 crashes in 2010. Approximately 55 percent of the total crashes can be classified as intersection-related crashes. Deer crashes accounted for 22 percent of total crashes. The remaining crashes are non-intersection run-off-the-road crashes. Approximately 32 percent of all crashes occurred between the hours of 3:00 pm and 7:00 pm.

The corridor crash rate (including deer crashes) was approximately 299.0 crashes per 100 million vehicle miles (MVM) traveled. The injury crash rate was approximately 98.8 per 100 MVM. The statewide average crash rate for county highways has been around 250 crashes, and 65 injury crashes, per 100 MVM during this same time. The higher crash rates for CTH JJ are likely due to the number of high-volume intersections that contribute to the crash totals.

Highway Segments

Three distinct highway segments were identified for analysis. These are from CTH A to just west of STH 47 (1.5 miles), STH 47 to east of French Road (3.5 miles), and East of French Road to STH 55 (2.5 miles). A crash summary for each segment compared to the total corridor follows in Table 2.

CTH JJ Segment	Total Crashes	Crash Rate	Total Injuries	Injury Rate	Deer Crashes	Multi-car Crashes
CTH A to west of STH 47	46	301.1	8	52.4	25	5
STH 47 to E of French Road	131	328.7	50	125.5	20	93
E of French Road to STH 55	44	251.1	16	91.3	4	29
CTH JJ – CTH A to STH 55	221	299.0	74	98.8	49	127

Almost all crashes between CTH A and STH 47 were run-off-the-road crashes or deer crashes. The large majority of crashes between STH 47 and French Road were multi-vehicle crashes. This developing area also had the highest crash rate and injury rate. This is likely because of crashes at the high traffic volume intersections of STH 47, Meade Street, Apple Creek Road, and CTH E (Ballard Rd). A mix of crash types were found east of French Road, with most multi-car crashes near Holland Road, CTH N and STH 55.

Other items to note include:

- Just under half of the crashes from CTH A to STH 47 were between the hours of midnight and 6:00 am, and 13 percent of total crashes were alcohol related.
- 40 percent of total crashes between STH 47 and French Road involved at least one driver 21 years old or under, compared to 14 percent west of STH 47 and 18 percent east of French Road.
- No crashes involving a pedestrian or bicyclist occurred during this six-year time period.

Intersection Crash Trends

The following is a general summary of crash trends that were identified at corridor intersections. Further study should be completed at locations where specific crash trends exist. Intersections not discussed below did not have any specific crash trends to note. Intersection crash rates were calculated for intersections that had sufficient traffic data available. The intersection crash rate was calculated with deer crashes removed.

Deer crashes are non-intersection related crashes but are typically coded at an intersection as a point of reference. Deer crashes were included in the totals for each intersection even though the crash may have occurred up to ½ mile away of the intersection. Deer crash data was provided to give a general idea where deer crashes occurred along the corridor.

CTH A South

Twenty-five crashes (three injuries) were identified near the intersection, including eight deer crashes. Only four crashes were multi-vehicle crashes. The intersection was reconstructed as a single-lane roundabout in 2008. Since the roundabout opened, the large majority of crashes involve a northbound vehicle hitting a curb or a rear-end crash involving another northbound vehicle. Northbound crashes are believed to be due to vehicles traveling too fast and/or not expecting to need to yield at the intersection. Five crashes indicated alcohol may have been a factor in the crash. The intersection crash rate was estimated at 0.85 crashes per million entering vehicles.

STH 47 (Richmond Street)

This intersection is signalized with left turn arrows for north/south left turns. Twenty-seven crashes (ten injury crashes) were identified near the intersection, including three deer crashes and five crashes near the driveway to the gas station/convenience store just north of the intersection. Angle crashes of all directions occurred at the intersection. The most common angle crashes were northbound colliding with westbound (four) and northbound with southbound left turns (three). The intersection crash rate is estimated at 0.70 crashes per million entering vehicles.

Meade Street

This intersection is signalized. Fourteen crashes (four injury crashes) were identified near the intersection. Five crashes appear to be at the Fox Valley Lutheran High School driveway approximately ¼ mile east of the intersection, with four of these west bound rear-end crashes. The most common Meade Street intersection crashes were westbound rear-end crashes (three) and angle crashes involving eastbound with southbound vehicles (two). 71 percent of total crashes at or near the intersection involved teenage drivers.

Apple Creek Road

Nineteen crashes (ten injury crashes) were identified near the intersection, including five deer crashes and two non-intersection crashes to the east. The most common crashes were eastbound rear-end (four), northbound colliding with westbound (four) and southbound colliding with eastbound (three). **Most angle crashes were "far-side" intersection crashes**, meaning that the crash involved the cross traffic being hit by a vehicle on the far side of the intersection. Far-side crashes are generally more severe, as indicated in the number of injury crashes. It is believed that cross traffic is having difficulties finding adequate gaps in CTH JJ traffic during peak times. Intersection skew may also play a role in crashes. 58 percent of total crashes involved drivers 20 years old or younger.

Holiday Drive

Ten crashes (two injury crashes) were identified near the intersection, including four deer crashes. Three eastbound rear-end crashes occurred near the intersection. These rear-end crashes appear to be due to drivers slowing to make turns at Holiday Drive or residential driveways to the north. 60 percent of total crashes involved teenage drivers.

CTH E (Ballard Road)

This intersection is signalized with left turn arrows in all four directions. Thirty-four crashes (12 injury crashes) were identified near the intersection, including four deer crashes. Seven crashes appear to be associated with business driveways near the intersection, and six more associated with the Appleton North High School driveway located approximately 500 feet east of CTH E. Crashes at the school driveway included two eastbound rear-end, three eastbound with northbound left turns, and one eastbound with westbound left turn. The most common CTH E intersection crashes include eight rear-end crashes (three southbound and three eastbound). Various angle crashes also occurred. 53 percent of total crashes involved teenage drivers. The

intersection crash rate (including crashes influenced by business driveways near the intersection) is estimated at 0.75 crashes per million entering vehicles.

French Road

Ten crashes (six injury crashes) were identified near the intersection. Six angle crashes occurred here, including two northbound with eastbound and two westbound with northbound. **Four crashes were "far-side" angle crashes. Angle collisions are expected to be more severe at this location due to the 55 mph speed limit along CTH JJ, which is shown in the higher percentage of injury crashes.**

CTH N

This intersection is a two-way stop for CTH JJ. Red flashers exist at the stop signs. Nineteen crashes (nine injury crashes) were identified near the intersection. Fifteen angle crashes included six far-side southbound with westbound, three far-side northbound with eastbound, three northbound with westbound, one southbound with eastbound, and two southbound with northbound left turns. Crashes are believed to be due to high speeds on CTH N, high peak hour volumes, and inadequate gaps in north/south traffic. The intersection crash rate is estimated at 1.06 crashes per million entering vehicles. This is the highest crash rate along the corridor for intersections where a crash rate could be calculated.

STH 55

This intersection is a two-way stop for CTH JJ. Two crashes (three injury crashes) were identified near the intersection. Four angle crashes included three **"far-side" angle crashes.** Sight distance for CTH JJ cross-traffic may be deceiving due to the horizontal alignment of STH 55 north and south of the intersection. Four other crashes were run-off-the-road crashes associated with the alignment of STH 55. The intersection crash rate is estimated at 0.79 crashes per million entering vehicles.

Traffic Counts

Traffic counts have been taken by WisDOT on a regular basis at four locations along CTH JJ. Annual Average Daily Traffic Counts (AADT) along the corridor in 2010 range from 2,103 to 5,975. Traffic counts taken at locations surrounding the two high schools have increased from year 2007 to 2010. Traffic count data is displayed in Table 3a – 3d and locations are illustrated in Exhibit 2a-c.

The AADT at CTH JJ EAST of STH 47 (table 3b) and CTH JJ between Lightning Drive and CTH (table 3c) have increased from 2007 to 2010 and are in the vicinity of Fox Valley Lutheran High School, Appleton North High School and residential neighborhoods.

Table 3a. CTH JJ BTWN WREN DR & RR TRACKS		
Tradas ID	441067	
Daily Average		
2004-Apr-20 to 2004-Apr-22	2007-May-21 to 2007-May-23	2010-Jul-13 to 2010-Jul-15
207	237	248
Mon. to Thurs. Average		
2004-Apr-20 to 2004-Apr-22	2007-May-21 to 2007-May-23	2010-Jul-13 to 2010-Jul-15
4975	5692	5954
Annual Average Daily Traffic (AADT)		
2004-Apr-20 to 2004-Apr-22	2007-May-21 to 2007-May-23	2010-Jul-13 to 2010-Jul-15
4925	4792	4502

Source: Wisconsin Department of Transportation

Table 3b. CTH JJ EAST OF STH 47 GRAND CHUTE TNSHP		
Tradas ID	440323	
Daily Average		
2004-Apr-20 to 2004-Apr-22	2007-May-30 to 2007-Jun-05	2010-May-20 to 2010-May-26
236	278	322
Mon. to Thurs. Average		
2004-Apr-20 to 2004-Apr-22	2007-May-30 to 2007-Jun-05	2010-May-20 to 2010-May-26
5661	6665	7719
Annual Average Daily Traffic (AADT)		
2004-Apr-20 to 2004-Apr-22	2007-May-30 to 2007-Jun-05	2010-May-20 to 2010-May-26
5601	5174	5975

Source: Wisconsin Department of Transportation

Table 3c. CTH JJ BTWN LIGHTNING DR & CTH E GRAND CHUTE TNSHP		
Tradas ID	441074	
Daily Average		
2004-Apr-20 to 2004-Apr-22	2007-Aug-27 to 2007-Aug-29	2010-May-20 to 2010-May-26
153	177	248
Mon. to Thurs. Average		
2004-Apr-20 to 2004-Apr-22	2007-Aug-27 to 2007-Aug-29	2010-May-20 to 2010-May-26
3676	4246	5953
Annual Average Daily Traffic (AADT)		
2004-Apr-20 to 2004-Apr-22	2007-Aug-27 to 2007-Aug-29	2010-May-20 to 2010-May-26
3639	3432	4659

Source: Wisconsin Department of Transportation

Table 3d. CTH JJ BTWN CTH N & BUCHANAN RD VANDEN BROEK TNSHP		
Tradas ID	440962	
Daily Average		
	2007-Jul-16 to 2007-Jul-18	2010-May-10 to 2010-May-19
	122	116
Mon. to Thurs. Average		
	2007-Jul-16 to 2007-Jul-18	2010-May-10 to 2010-May-19
	2920	2794
Annual Average Daily Traffic (AADT)		
	2007-Jul-16 to 2007-Jul-18	2010-May-10 to 2010-May-19
	2522	2103

Source: Wisconsin Department of Transportation

Travel Demand Model Analysis

A Travel Demand Model (TDM) is used to evaluate a transportation system and predict future traffic demands. The TDM used in the CTH JJ corridor study was developed for the northeast portion of Wisconsin, covering the following counties: Outagamie, Calumet, Winnebago, Fond du Lac, Brown, Manitowoc, Kewaunee, Door, Sheboygan, Waupaca and portions of Oconto and Shawano. The Northeast TDM is a trip based four-step model consisting of trip generation, trip distribution, mode choice, and forecasting. The four-step model uses socio-economic data, roadway attributes and various parameters to estimate the trip making within and across the model study area. The model estimates trips by calculating the number and types of trips traveling between transportation analysis zones across the various modes and transportation routes available. The model estimates three distinct time periods, 2007 (Base year), 2020 and 2035. Within each analysis year, the TDM estimates the movements for four distinct time periods, AM, midday, PM and evening. The TDM is used to analyze the composition of traffic, purpose of travel, peak hour usage, and origin-destination linkages. This allows for explicit analysis of future travel behavior along the **region's** major transportation corridors.

Select Link Analysis

A select link analysis is a tool within the TDM that allows the user to load only those trips that use the selected link. This information can be used to examine the entire network to determine where the trips are starting and ending within the network in relation to the selected link. This analysis gives the user a picture of who uses the selected link throughout the entire network. Select link analysis was completed on a link at the STH 47 and CTH JJ intersection. The analysis results are illustrated in Exhibit 6. The **exhibit illustrates a "travel-shed"** for the particular link, which shows the relevance and influence the link has on the entire transportation region.

Traffic Counts Future Estimates

The TDM has the capabilities to predict the future annual average daily traffic (AADT) counts for the CTH JJ corridor. The TDM accomplishes this task by calculating the expected growth rate, which takes into account historical traffic count data and socio-economic trends. The growth rate is applied to the base year traffic count data and projected to 2020 and 2035. In this particular case there are four points along CTH JJ with historical data, which the Northeast TDM can predict future counts. The four locations and estimates can be found in Exhibit 2a-c and in Table 4. It is important to understand that the estimates are predictions and constantly evolving as new data become available.

Location	Base Data (2007)	2020	2035
CTH JJ BTWN WREN DR & RR TRACKS CENTER	5000	8730	12518
CTH JJ EAST OF STH 47 GRAND CHUTE TNSHP	5700	11041	15037
CTH JJ BTWN LIGHTNING DR & CTH E GRAND CHUTE TNSHP	3700	10836	17158
CTH JJ BTWN CTH N & BUCHANAN RD VANDEN BROEK TNSHP	2300	4956	7599

*Data taken from the Northeast Travel Demand Model.

Sign Inventory

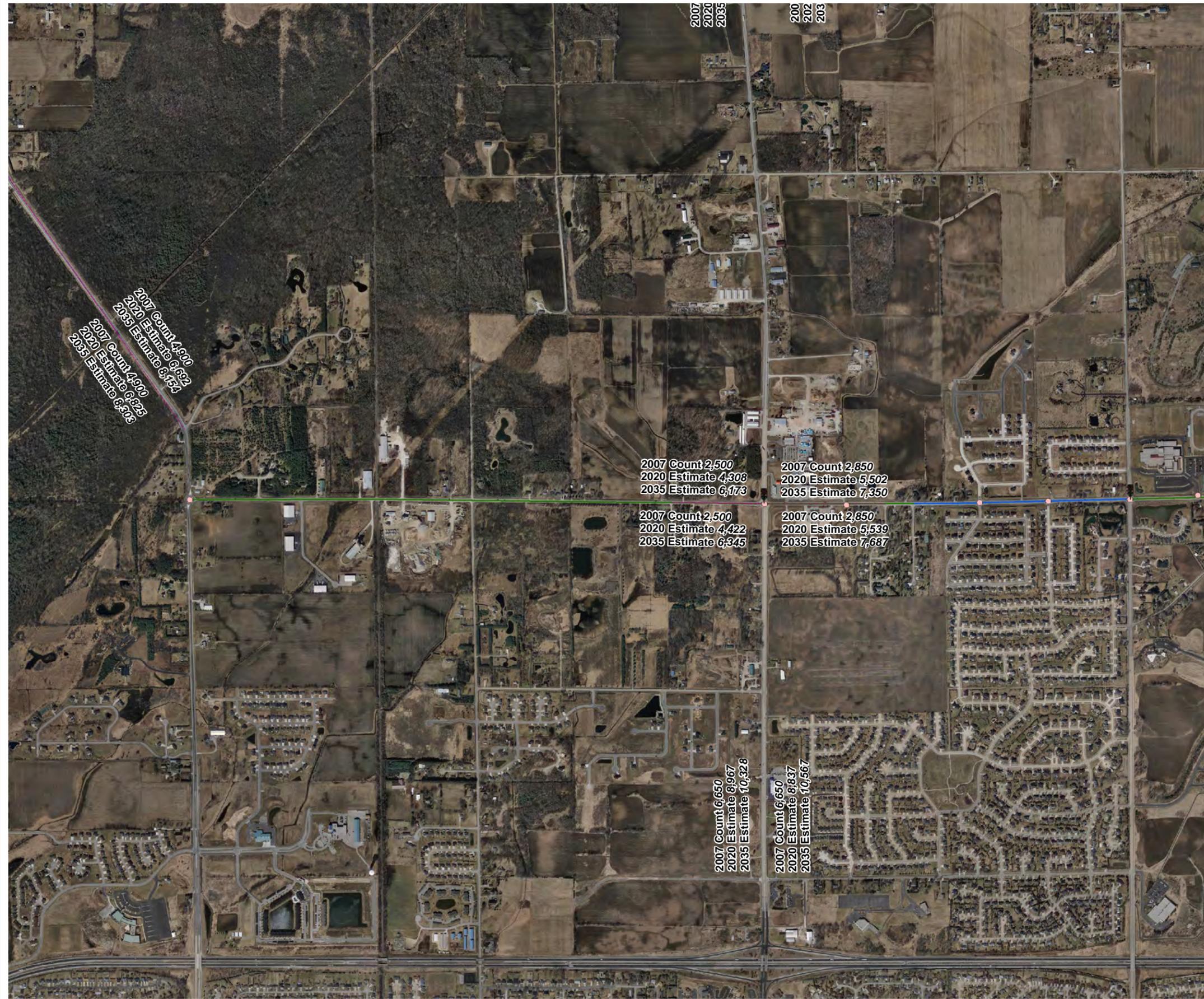
The sign inventory was collected in the field utilizing ArcGIS and GPS technology to record the sign attributes and pin point the sign post location. Post location is important for map identification and to implement a replacement strategy in the most efficient way possible. Attributes collected include number of signs and post type. A geo-database was developed to house all post locations and sign attributes. Maps of each post location was developed displaying post location, pictures of signs on the post, major sign attributes including number of signs, sign description, sign code, sheeting type and install date. The inventory allows the County to easily and quickly locate a post and assess the sign condition and plan for a replacement strategy. Refer to Appendix B for inventory and location information.



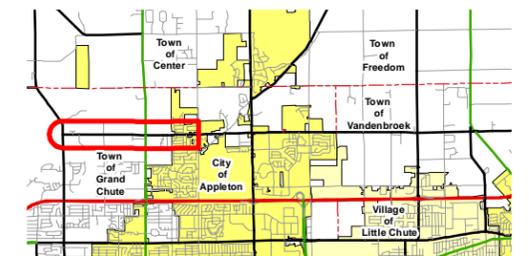
Exhibit 2a

Exhibit 2a

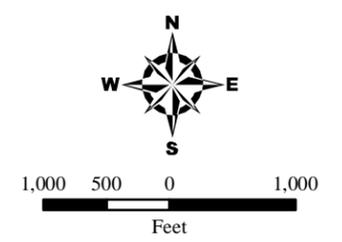
COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
TRAFFIC CONDITIONS
Western 1/3



- Traffic Lights
 - Route Safety Audit
 - Traffic Count Location
- PASER Ratings**
- Poor
 - Fair
 - Good



Source: Digital Base Data provided by Outagamie County.
Land Use data provided by ECWRPC



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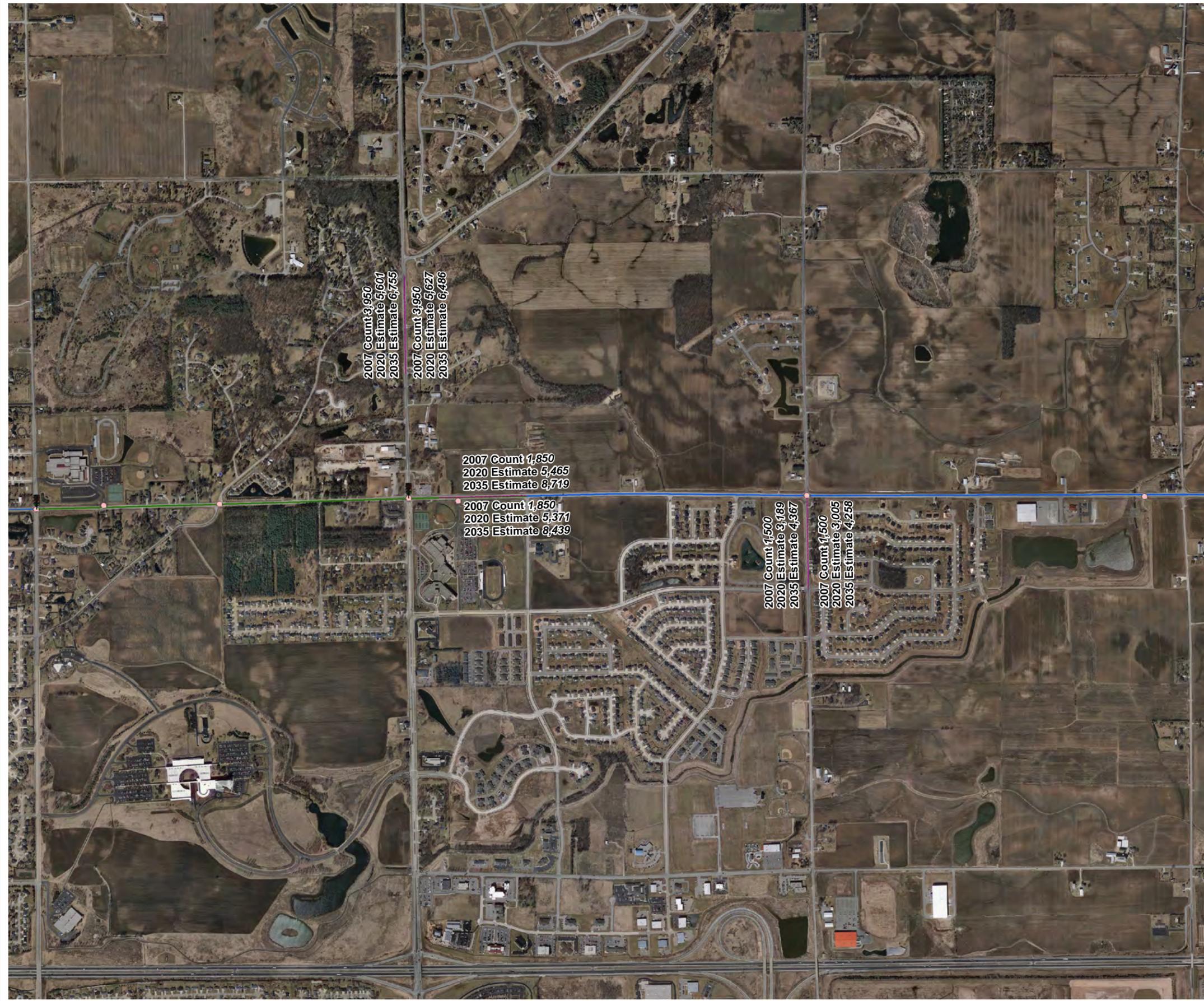
Prepared By
EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION-DECEMBER 2011



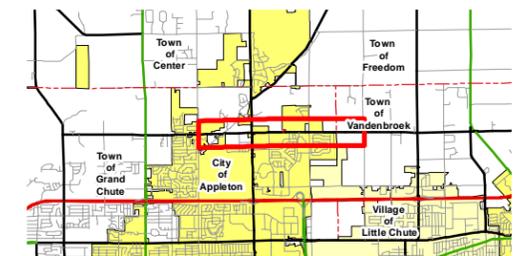
Exhibit 2b

Exhibit 2b

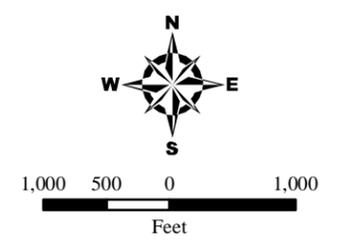
COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
TRAFFIC CONDITIONS
Central 1/3



- Traffic Lights
 - Route Safety Audit
 - Traffic Count Location
- PASER Ratings**
- Poor
 - Fair
 - Good



Source: Digital Base Data provided by Outagamie County.
Land Use data provided by ECWRPC



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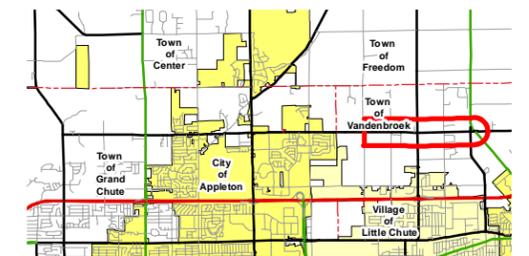
Exhibit 2c

Exhibit 2c

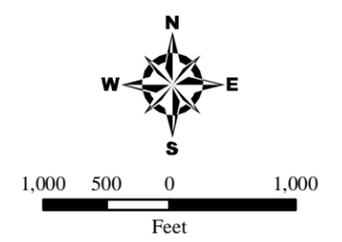
COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
TRAFFIC CONDITIONS
Eastern 1/3



- Traffic Lights
 - Route Safety Audit
 - Traffic Count Location
- PASER Ratings**
- Poor
 - Fair
 - Good



Source: Digital Base Data provided by Outagamie County.
Land Use data provided by ECWRPC



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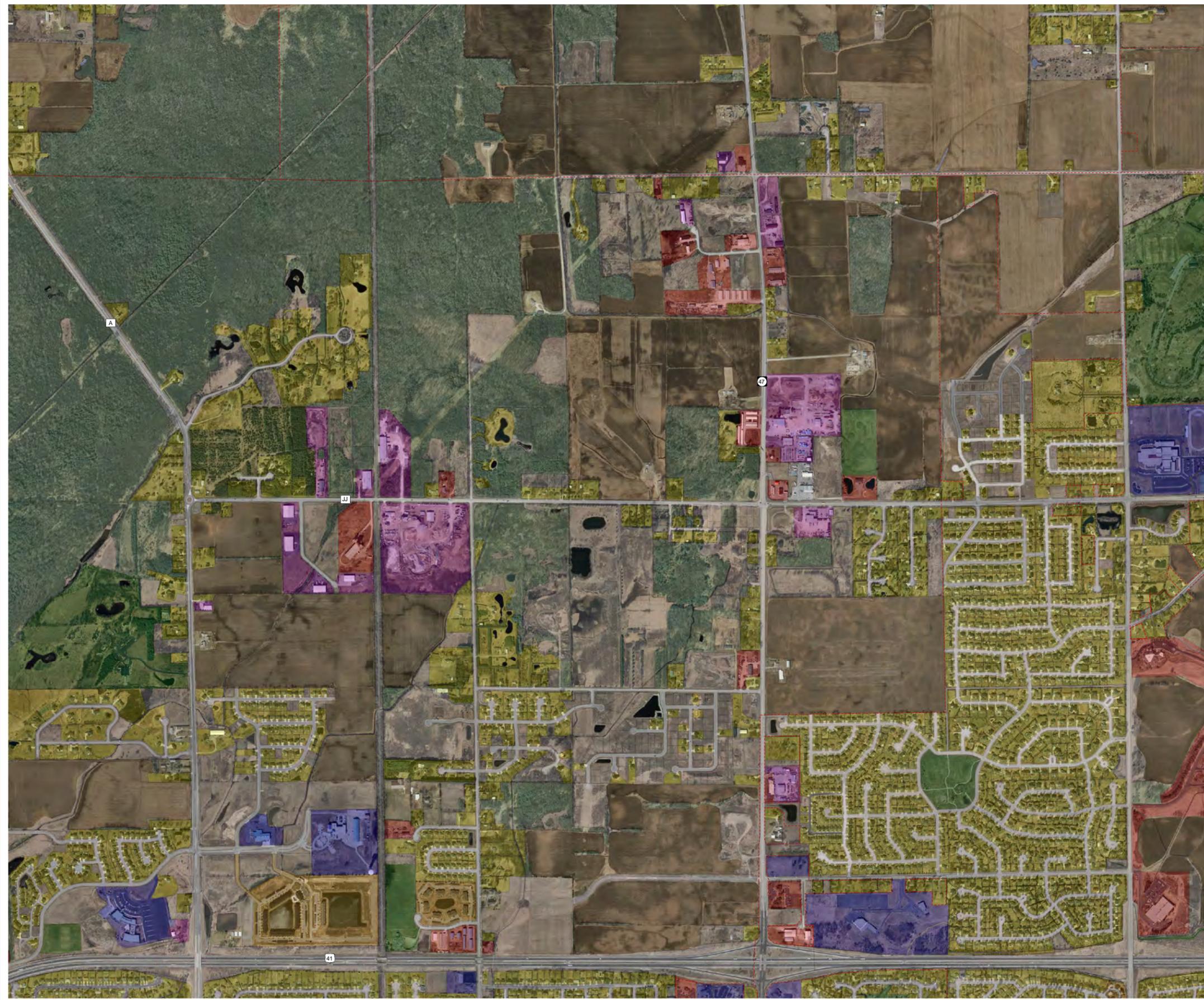
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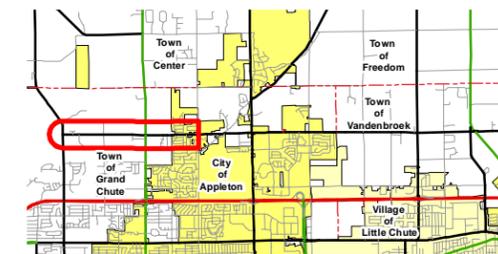
Exhibit 3a

Exhibit 3a

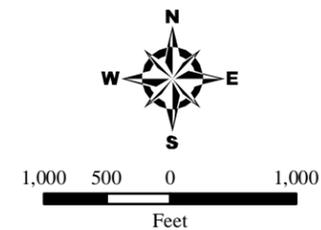
COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
EXISTING LANDUSE
Western 1/3



- | | |
|---------------------------|--------------------------|
| MCD | Transportation |
| Single Family Residential | Utilities/Communications |
| Farmsteads | Non-Irrigated Cropland |
| Multi-Family | Irrigated Cropland |
| Mobile Home Parks | Other Ag Land / Pasture |
| Commercial | Recreational Facilities |
| Industrial | Planted Woodlands |
| Quarries | General Woodlands |
| Institutional Facilities | Open Other Land |



Source: Digital Base Data provided by Outagamie County.
Land Use data provided by ECWRPC



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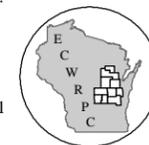
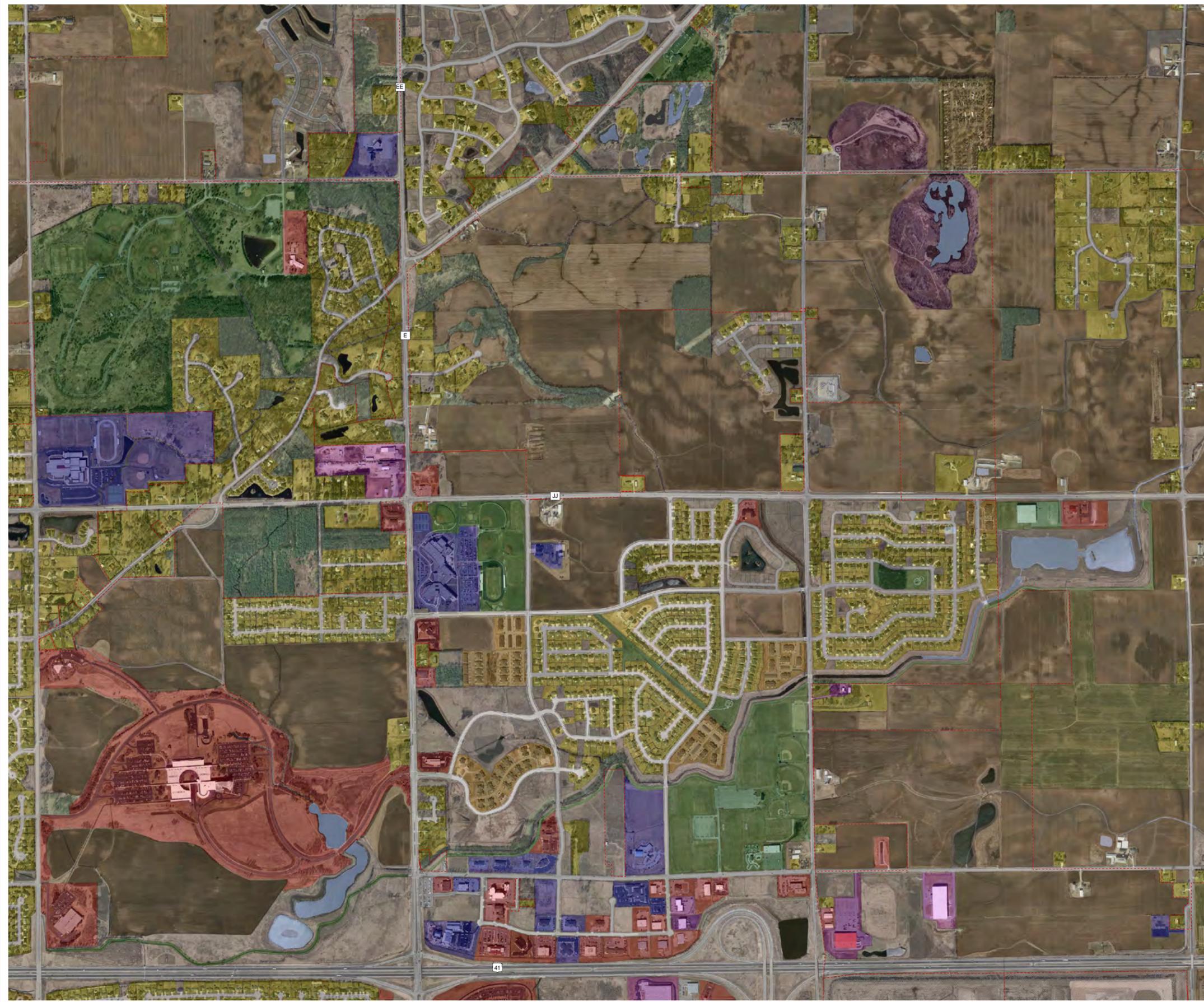


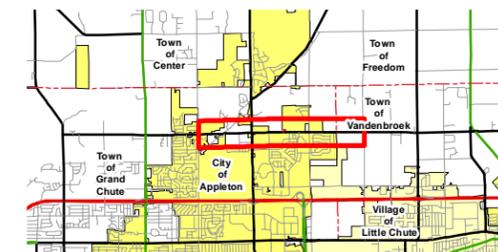
Exhibit 3b

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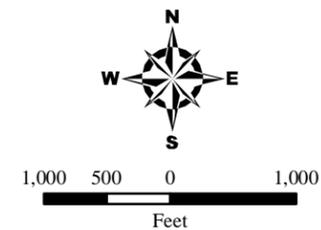
COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
EXISTING LANDUSE
Central 1/3



MCD	Transportation
Single Family Residential	Utilities/Communications
Farmsteads	Non-Irrigated Cropland
Multi-Family	Irrigated Cropland
Mobile Home Parks	Other Ag Land / Pasture
Commercial	Recreational Facilities
Industrial	Planted Woodlands
Quarries	General Woodlands
Institutional Facilities	Open Other Land



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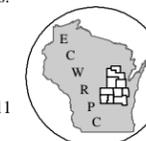


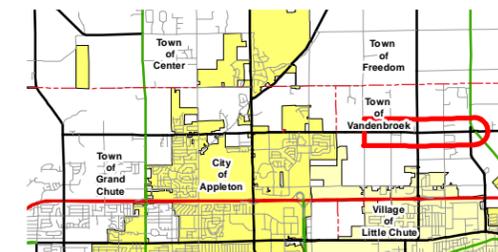
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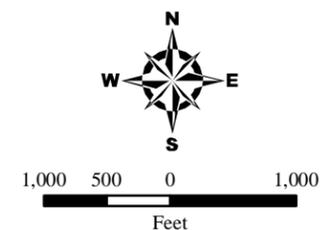
COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
EXISTING LANDUSE
Eastern 1/3



- | | |
|---------------------------|--------------------------|
| MCD | Transportation |
| Single Family Residential | Utilities/Communications |
| Farmsteads | Non-Irrigated Cropland |
| Multi-Family | Irrigated Cropland |
| Mobile Home Parks | Other Ag Land / Pasture |
| Commercial | Recreational Facilities |
| Industrial | Planted Woodlands |
| Quarries | General Woodlands |
| Institutional Facilities | Open Other Land |



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Land Use data provided by ECWRPC



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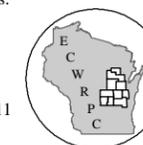
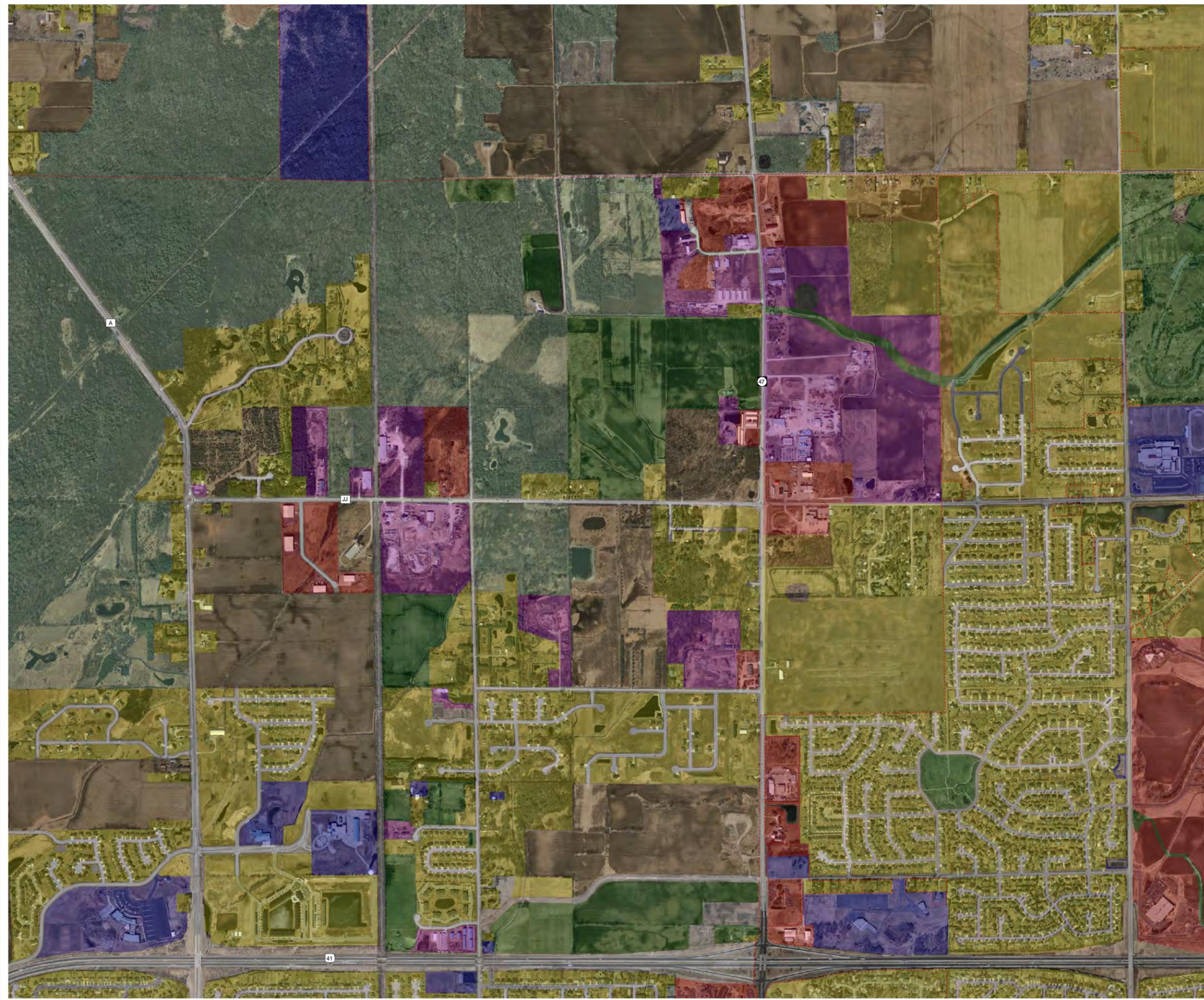


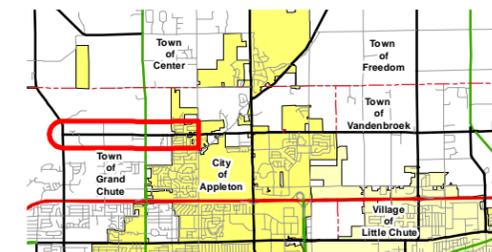
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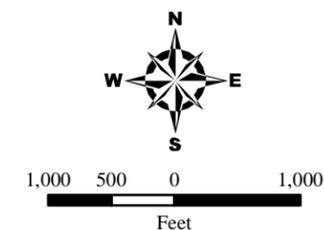
COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
FUTURE LANDUSE
Western 1/3



- | | |
|---------------------------|--------------------------|
| MCD | Transportation |
| Single Family Residential | Utilities/Communications |
| Farmsteads | Non-Irrigated Cropland |
| Multi-Family | Irrigated Cropland |
| Mobile Home Parks | Other Ag Land / Pasture |
| Commercial | Recreational Facilities |
| Industrial | Planted Woodlands |
| Quarries | General Woodlands |
| Institutional Facilities | Open Other Land |



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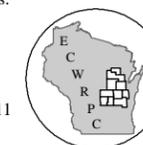
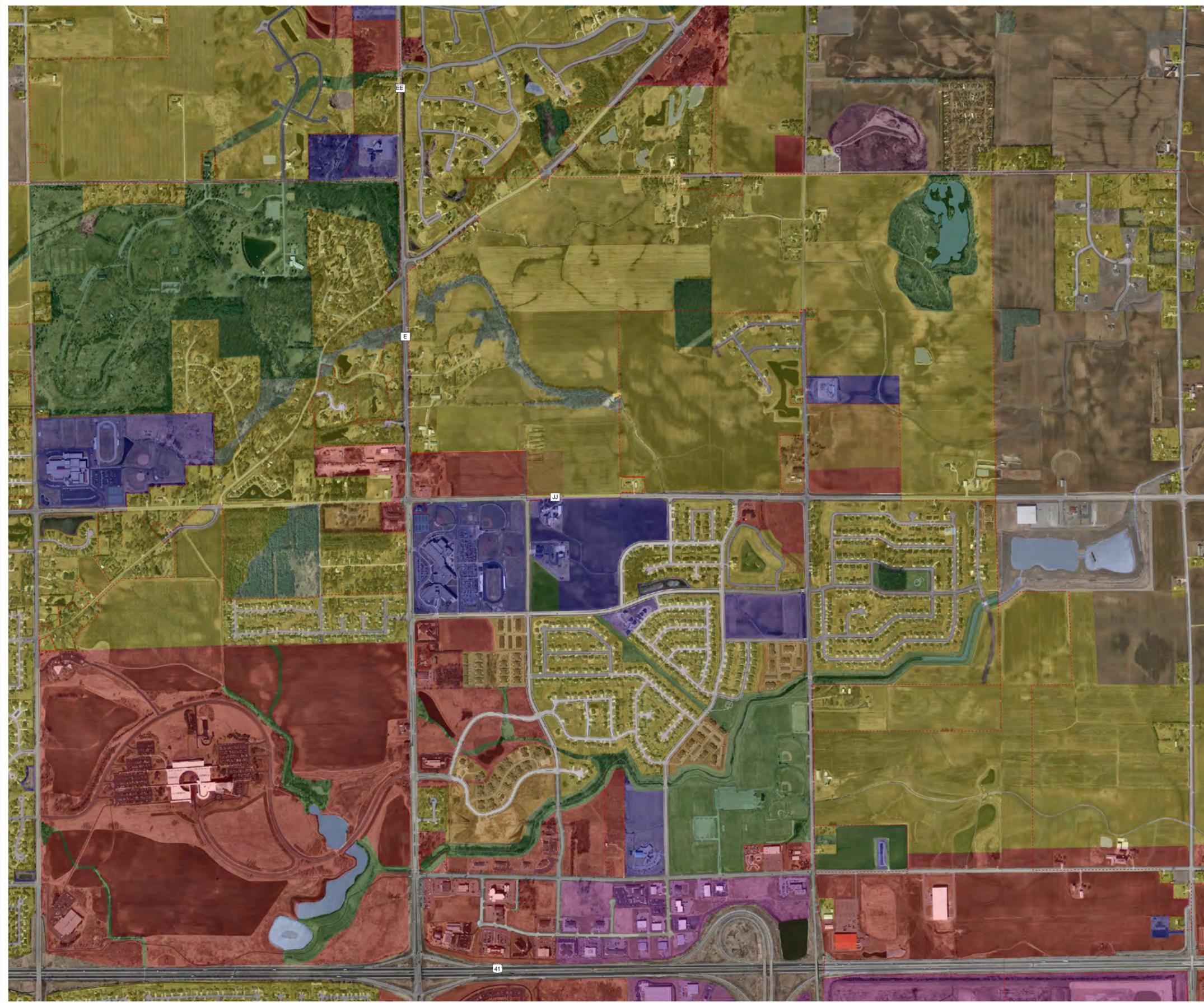


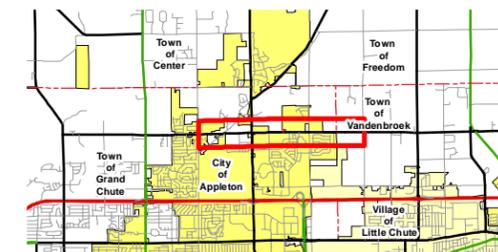
Exhibit 4b

Exhibit 4b

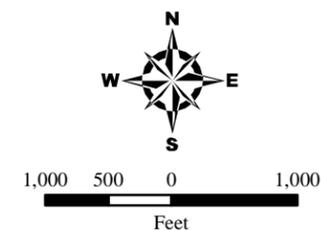
COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
FUTURE LANDUSE
Central 1/3



- | | |
|---------------------------|--------------------------|
| MCD | Transportation |
| Single Family Residential | Utilities/Communications |
| Farmsteads | Non-Irrigated Cropland |
| Multi-Family | Irrigated Cropland |
| Mobile Home Parks | Other Ag Land / Pasture |
| Commercial | Recreational Facilities |
| Industrial | Planted Woodlands |
| Quarries | General Woodlands |
| Institutional Facilities | Open Other Land |



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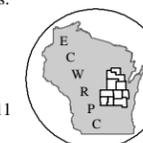
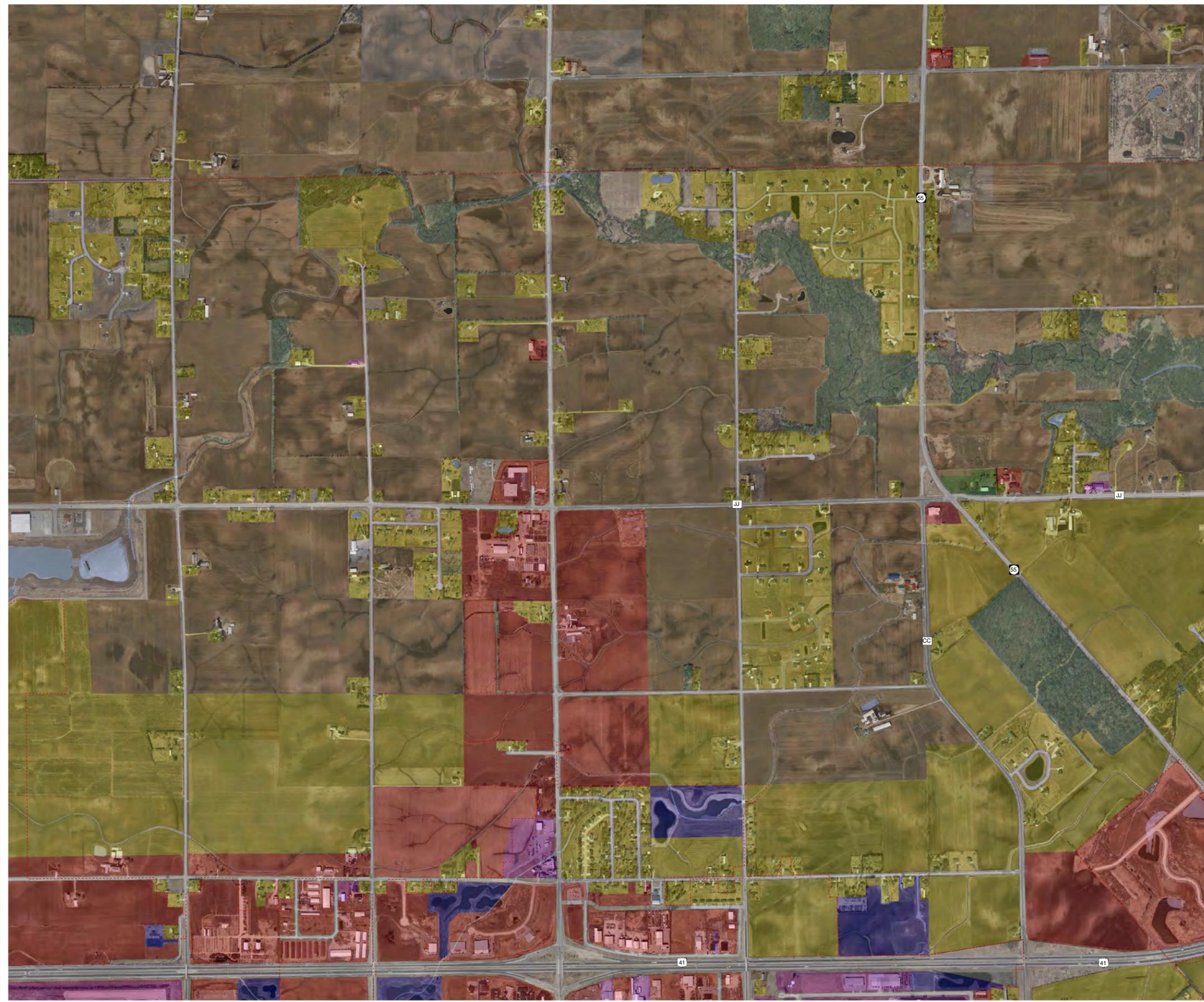


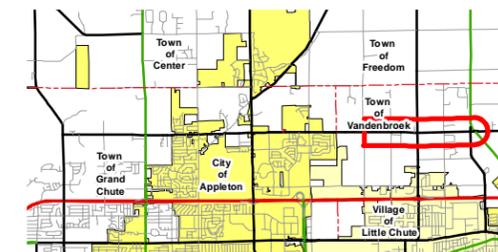
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Exhibit 4c

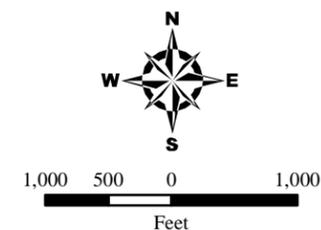
COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
FUTURE LANDUSE
Eastern 1/3



- | | |
|---------------------------|--------------------------|
| MCD | Transportation |
| Single Family Residential | Utilities/Communications |
| Farmsteads | Non-Irrigated Cropland |
| Multi-Family | Irrigated Cropland |
| Mobile Home Parks | Other Ag Land / Pasture |
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| Industrial | Planted Woodlands |
| Quarries | General Woodlands |
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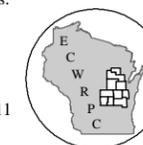
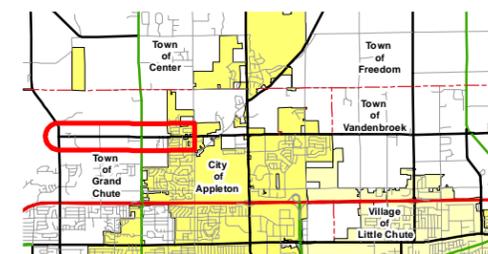


Exhibit 5a

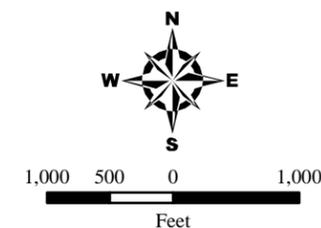
Exhibit 5a

COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
ELEVATION
Western 1/3

-  Index Contour
-  Intermediate Contour
-  Depressions

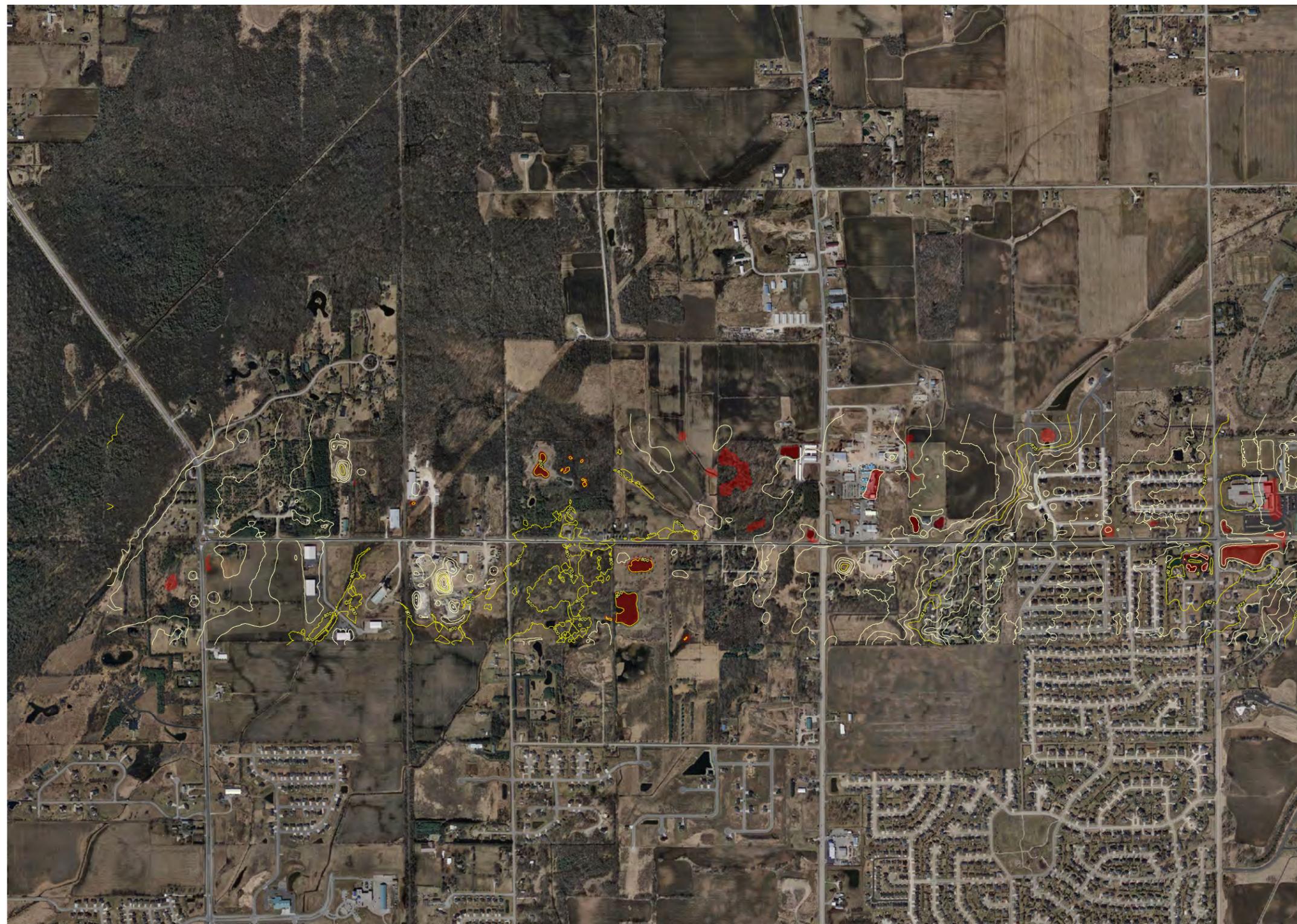
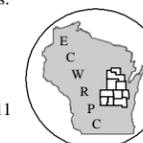


Source: Digital Base Data provided by Outagamie County.



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Elevation in Feet

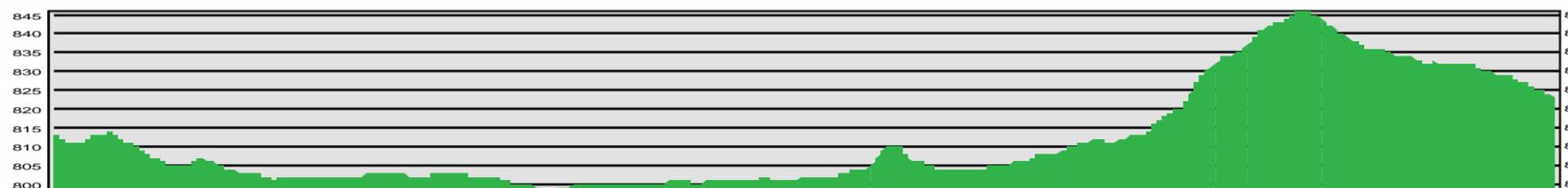
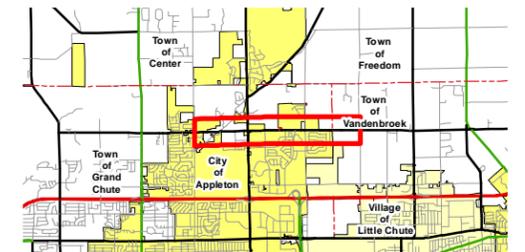


Exhibit 5b

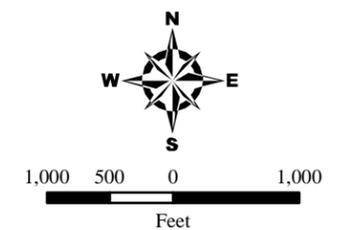
Exhibit 5b

COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
ELEVATION
Central 1/3

-  Index Contour
-  Intermediate Contour
-  Depressions

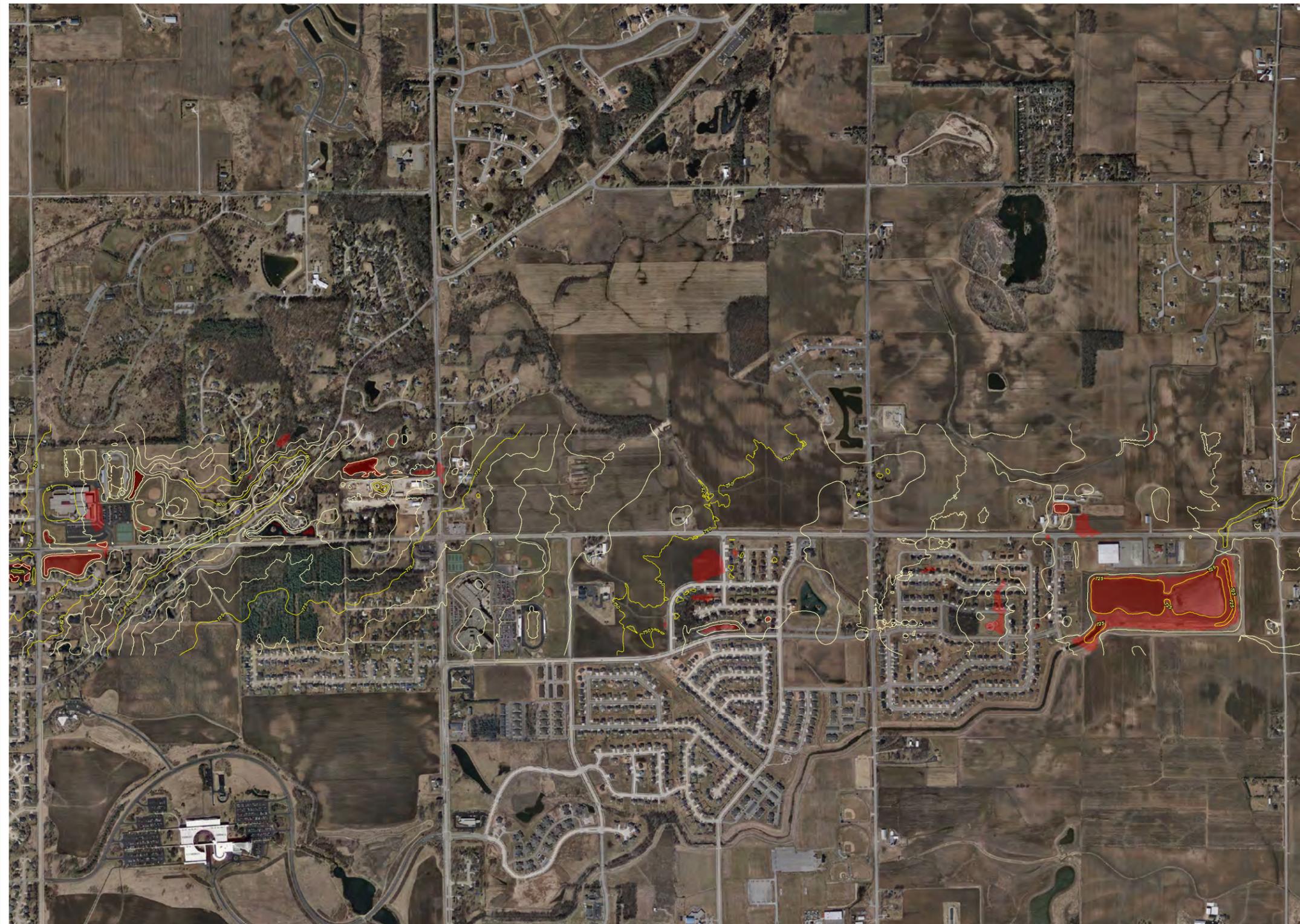


Source: Digital Base Data provided by Outagamie County.



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REGIONAL PLANNING COMMISSION-DECEMBER 2011



Elevation in Feet

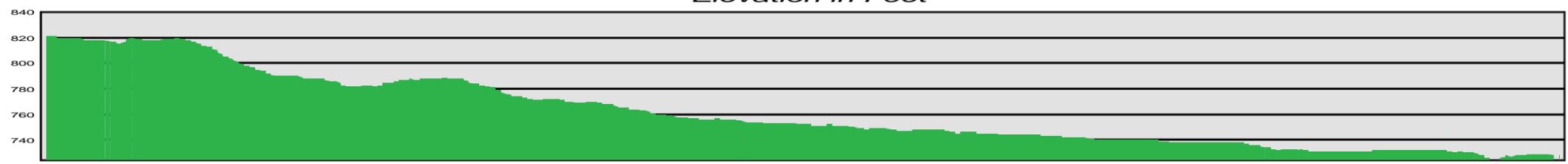
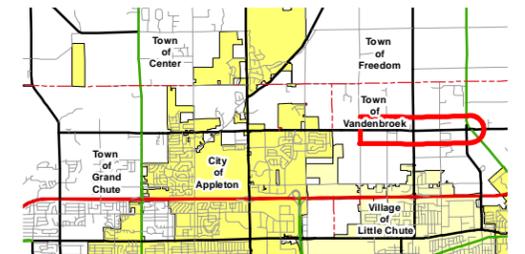


Exhibit 5c

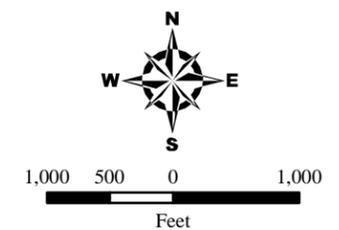
Exhibit 5c

COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
ELEVATION
Eastern 1/3

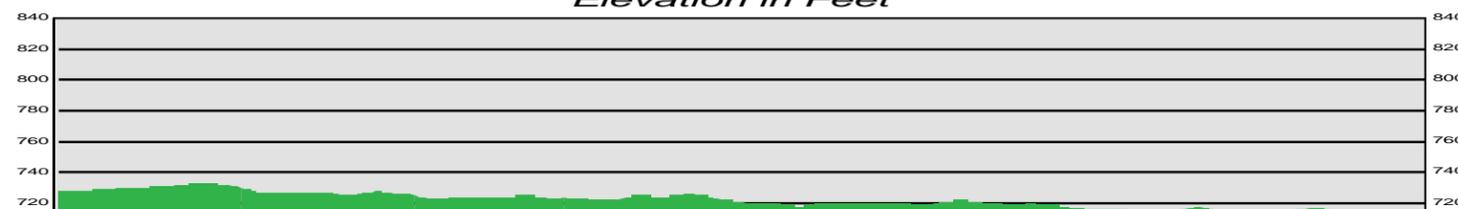
-  Index Contour
-  Intermediate Contour
-  Depressions



Source: Digital Base Data provided by Outagamie County.



Elevation in Feet



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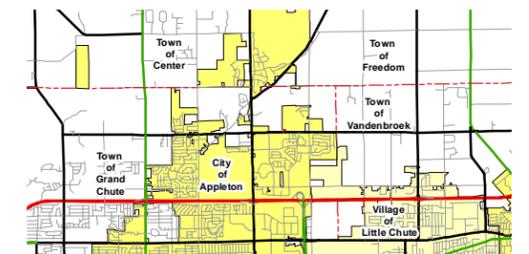
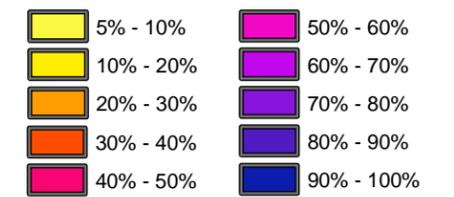
Exhibit 6

Exhibit 6

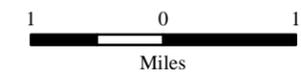
COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
SELECT LINK ANALYSIS

 Selected Road Segment

Where Average Daily Traffic Comes From



Source: Digital Base Data provided by Outagamie County.



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Road Safety Audit

A Road Safety Audit (RSA) is a formal safety performance examination of an existing or future road or intersection by an independent audit team. Road safety audits can be used in any phase of project development, from planning and preliminary engineering, to design and construction. RSAs can also be used on any sized project from minor intersection and roadway retrofits to mega-highway projects. In this case the RSA is going to be used to evaluate the existing road to identify safety improvements for specific locations as well as the entire corridor as a whole. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. The aim of a RSA is to answer the following questions:

- What elements of the road corridor may present a safety concern: to what extent, to which road users, and under what circumstances?
- What opportunities exist to eliminate or mitigate identified safety concerns?

The RSA was completed September 26 and 27 of 2011 by an 8 member team consisting of engineers, law enforcement, planners, and trail advocates. The RSA team evaluated the corridor a section at a time; observing the interactions of the vehicles, bicyclists and pedestrians within the corridor to identify safety issues. The team filled out RSA worksheets when a safety issue was identified. A RSA worksheet can be found in Appendix D. All of the information was collected and inputted into the **Federal Highway Administration's (FHWA) RSA software, which** compiles and creates reports. The RSA report was modified to include pictures and a complete description of all the safety issues. For each safety issue the RSA team recommended short and long term suggestions for rectification when relevant. Locations of each safety issue can be found in Exhibits 2a-c. The following RSA report identifies the location, the issue and recommendations moving from the west side of the corridor to the east.

RSA Team and Participants

-
- | | |
|--|---|
| <ul style="list-style-type: none"> • Andrew Rowell – Highway Engineer, Outagamie County • Bill Tedlie – Law Enforcement, Outagamie Sheriff's Department • Melissa Kraemer-Badtke – Safe Routes To School Coordinator • Mike Patza – Safe Routes To School Planner | <ul style="list-style-type: none"> • Rod Hamilton – Traffic Engineer, WisDOT • Tom Walsh – Fox Cities Greenways • Nickolas Musson – Transportation Planner • Eugene Calvert – Principal Project Manager of Traffic Operations |
|--|---|

Location: CTH A/CTH JJ Intersection

Description of Safety Issue:

Vehicles traveling north and southbound on CTH A have been observed to not yield to traffic within the roundabout. North and southbound approach speeds appear high (>25 mph). Compare the as-built horizontal geometry to the design plans to see if there are any discrepancies. Review deflection of traffic approaching the roundabout and compare to design standards.



Suggestion:

- Address any geometric deficiencies from roundabout geometry review. Include modifications next time intersection is reconstructed.
- Monitor reportable crash data at intersection.

Description of Safety Issue:

No bike and pedestrian accommodations.

Suggestion:

- Add bicycle and pedestrian accommodations to intersection.



Location: STH 47/CTH JJ Intersection

Description of Safety Issue:

The geometry of the crest vertical curve on CTH JJ on the west side of STH 47 should be reviewed. This a long term goal and could be incorporated into the next reconstruction project.

Suggestion:

- Flatten crest vertical curve depending review.



Location: .22 Miles East of STH 47 on CTH JJ

Description of Safety Issue:

CTH JJ transitions from 3 lanes into 2 lanes heading east across from Bob Burn's Golf.

Suggestion:

- Smooth out transition with proper shoulder taper.



Location: Haymeadow/ CTH JJ Intersection

Description of Safety Issue:

Sidewalks are not connected to Haymeadow and CTH JJ intersection.

Suggestion:

- Connect sidewalks to Haymeadow and CTH JJ intersection when intersection is reconstructed and is bicycle and pedestrian friendly.



Location: Waterford/ CTH JJ Intersection

Description of Safety Issue:

Sidewalks are not connected to Waterford and CTH JJ intersection.

Suggestion:

- Connect sidewalks to Waterford and CTH JJ intersection when intersection is reconstructed and is bicycle and pedestrian friendly.



Location: Meade/CTH JJ Intersection

Description of Safety Issue:

Vehicles traveling east and west on CTH JJ are stopping to turn left in thru lane causing traffic congestion. There is no designated left or right turn lanes at intersection.

Suggestion:

- Review turning movements, and modify lane configuration to make intersection more efficient and safer.



Description of Safety Issue:

Sidewalks do not connect to CTH JJ and through intersection.

Suggestion:

- Extend sidewalks, curb and gutter through intersection and past Fox Valley Lutheran High School.



Description of Safety Issue:

Need school zone signs and school speed limit signs along CTH JJ by Fox Valley Lutheran High School.

Suggestion:

- Add school zone signs and school speed limit signs along CTH JJ by Fox Valley Lutheran High School.



Location: Fox Valley Lutheran High School

Description of Safety Issue:

Vehicles entering Fox Valley Lutheran parking lot from CTH JJ at school dismissal are not aware entrance is closed. Some vehicles are entering through the exit. Vehicles turning left out of entrance at Fox Valley Lutheran High School are experiencing long waits because of traffic volumes.

Suggestion:

- More signage for vehicles approaching gate from CTH JJ.
- Increase visibility of gate.
- Add regulatory signs prohibiting traffic from entering the parking lot exit lanes.
- Modify pavement markings on exit lanes to prohibit two exiting lanes turning left or two exiting lanes turning right.
- Mark left exit lane with a left arrow, mark right exit lane with a right arrow. Currently **both exit lanes are marked with "ahead" arrows.**
- Consider removing gate to avoid conflicts and encourage drivers to enter school on Meade Street.
- Prepare a Bicycle and Pedestrian Plan for school grounds.



Location: Apple Creek/CTH JJ Intersection

Description of Safety Issue:

Left turns on CTH JJ traveling eastbound are cutting turns short and traveling too fast. Peak hour counts are when Thrivent Financial employees leave work in the late afternoon.

Suggestion:

- Square up and narrow the Apple Creek and CTH JJ intersection to prevent higher speed left turns and cutting turns too short from vehicles traveling eastbound on CTH JJ.
- Review traffic turning counts to determine if traffic volumes meet warrants to add turn lanes at intersection.



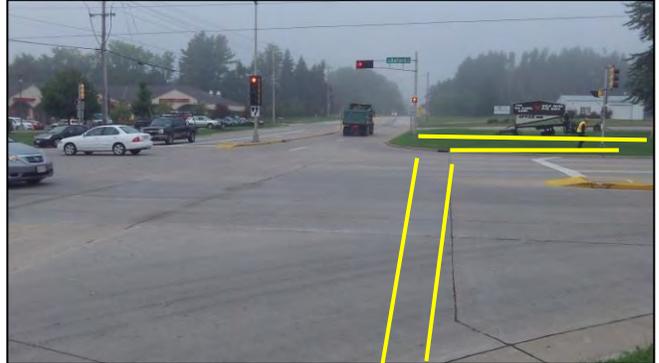
Location: Ballard/CTH JJ Intersection

Description of Safety Issue:

Intersection is not equipped for pedestrians. Appleton North High School students use intersection on a regular basis.

Suggestion:

- Add ADA compliant curb and ramps. Replace pedestrian signals with count down signal and add refuge for pedestrians and bicyclist crossing intersection. Keep regulatory and school zone speed limits consistent through intersection.



Description of Safety Issue:

Sidewalks south of CTH JJ on Ballard are disconnected from the intersection. Appleton North High School students use intersection on a regular basis.

Suggestion:

- Add sidewalks north of CTH JJ on Ballard and crosswalks to the intersection.
- Add ADA compliant curb cuts and ramps.
- Replace pedestrian signals with count down signal and add refuge for pedestrians and bicyclist crossing intersection.
- Keep school zone speed limits consistent through CTH JJ and Ballard Road corridor in the vicinity of Appleton North High School.



Description of Safety Issue:

Corrugated medians are frequently crossed by vehicles. Skid marks can be seen on medians north and south of Ballard on CTH JJ.

Suggestion:

- Replace or repaint medians. Add non-corrugated refuge area for vehicles turning into adjacent properties.



Location: Appleton North High School

Description of Safety Issue:

Student traffic leaving school at dismissal turned left onto JJ with mild congestion. There is concern that added development would cause more congestion.

Suggestion:

Short term:

- Restrict left turn, right turn only.

Long term:

- Re-route exit to Lightning Drive. This would allow students to exit and enter CTH JJ at a possible controlled intersection.



Description of Safety Issue:

Students crossing CTH JJ to get to Subway and gas station located in the northeast quadrant.

Suggestion:

Short term:

- Add fence to prevent students from crossing CTH JJ mid-block and direct them to intersection crossing.
- Educate students on the dangers in crossing a county highway mid-block.

Long term:

- Prepare a Bicycle and Pedestrian Plan for school grounds.



Description of Safety Issue:

Drivers traveling along CTH JJ are not always aware they are in a school zone because southeast corner house obstructs school.

Suggestion:

Short term:

- Add signage in all directions for the school to let drivers know they are approaching and/or in a school zone

Long term:

- Purchase house on southeast corner to make school visible to drivers.



Description of Safety Issue:

School zone and school speed limit signage is not consistent along CTH JJ through Appleton North High School zone.

Suggestion:

- Add consistent school zone and school speed limit signage along CTH JJ in front of Appleton North High School.

**Description of Safety Issue:**

Not enough lighting at exit/entrance for Appleton North High School on CTH JJ.

Suggestion:

- Add more lighting to exit/entrance.

**Location: French/CTH JJ Intersection****Description of Safety Issue:**

Sidewalks do not connect to the French and CTH JJ intersection.

Suggestion:

- Connect sidewalks to the French and CTH JJ intersection and when intersection is reconstructed and is bicycle and pedestrian friendly.



Location: Apple Creek Trail Head

Description of Safety Issue:

The guard rail sits right next to the trail head on CTH JJ, preventing easy access for bicycles and pedestrians to turn into the trail.

Suggestion:

- Move trail head to provide for easy bicycle and pedestrian access.



Description of Safety Issue:

Delineations on guard rail are missing.

Suggestion:

- Add delineators to guard rail to provide driver with proper retroreflectivity.



Description of Safety Issue:

There is no parking for users at Apple Creek's Trail head.

Suggestion:

- Add parking lot at trail head for about 10-15 vehicles. Existing footprint for possible parking lot appears to be rough graded. Minor grading and topsoil removal would be required.



Description of Safety Issue:

There is no lighting at trail head along CTH JJ.

Suggestion:

- Add lighting to provide a safer environment for bicyclist, pedestrians and motorist using CTH JJ and Apple Creek Trail.

**Location: CTH N/CTH JJ Intersection****Description of Safety Issue:**

No right turn lane on CTH N northbound.

Suggestion:

- Review traffic turning movement counts with warrants for addition of a right turn lane on northbound CTH N.

**Description of Safety Issue:**

There is no lighting at intersection. Very hard to see intersection features at night.

Suggestion:

- Add street intersection lighting.



Location: Buchanan/CTH JJ Intersection

Description of Safety Issue:

Tight intersection. Stop sign on Buchanan north bound is first visible about 250 feet from intersection. No turn lanes.

Suggestion:

- Trim trees to increase visibility of stop sign and existence of intersection for approaching vehicles.
- In future add turn lanes and grading around intersection when warranted.



Location: STH 55/ CTH JJ Intersection

Description of Safety Issue:

There is no lighting at intersection. Very hard to see intersection features at night.

Suggestion:

- Add street intersection lighting.



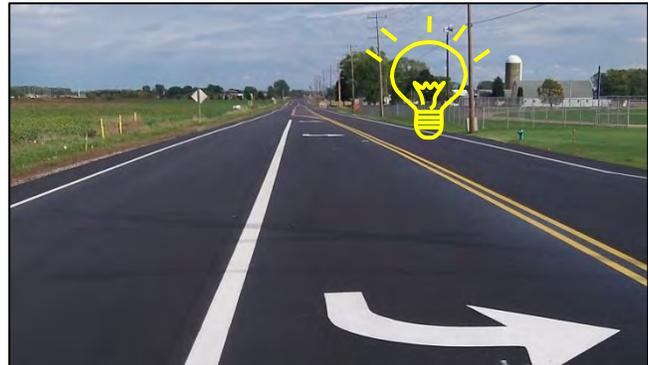
Location: French to STH 55 Corridor

Description of Safety Issue:

There is little or no lighting at intersections along CTH JJ from French to STH 55.

Suggestion:

- Add street lighting at intersections along CTH JJ from French to STH 55 especially at the CTH N and STH 55 intersections.



Location: CTH A to STH 55 Corridor

Description of Safety Issue:

There are no bicycle or pedestrian facilities connecting one end of the corridor to the other.

Suggestion:

Short term:

- Extend shoulders a minimum of five feet through the corridor to provide buffer for bicyclists and pedestrians.

Long term:

- Install a multimodal off street path through corridor to provide bicyclists and pedestrians a safe facility to travel throughout the corridor.



Description of Safety Issue:

Inconsistent shoulders throughout the corridor.

Suggestion:

- Construct consistent widen shoulders throughout corridor.



Description of Safety Issue:

All traffic signs need to meet Federal Highway MUTCD standards for retroreflectivity and advance placement distance criteria. Specifically, the railroad crossing warning signs need to be replaced based on retroreflectivity. Railroad sign locations are too far away from rail crossings based on FHWA MUTCD guidelines.

Suggestion:

- Replace/move signs that do not meet Federal Highway and/or WisDOT MUTCD standards. Review location of advanced railroad warning sign placement.



Recommendations

CTH JJ will no longer be able to meet all of the transportation needs of the area users as urban growth from the City of Appleton and the Town of Grand Chute continues to grow. Two high schools, residential neighborhoods and a number of commercial businesses now call CTH JJ home and are adding urban pressure on the rural network to accommodate added vehicles, bicyclists and pedestrians.

Recommendations were developed to address bicycle and pedestrian concerns for the entire corridor and for specific locations. Many of these recommendations cross municipal boundaries and do not fall on any one entity. Outagamie County owns and maintains all County roads, including CTH JJ, and designs and constructs them according to the Wisconsin Facilities Development Manual (FDM). The County is willing to work with local municipalities to add roadway features beyond the requirements of the FDM standards to meet the needs of the users.

For any one of the recommendations to be implemented or even successful, a municipal cost sharing agreement needs to be put into place prior to design, purchase of Right of Way (ROW), and construction. This needs to be a cooperative effort from the very beginning to achieve the goals for the future. **The very first recommendation is for the involved parties to meet, develop a cost sharing municipal agreement, and work together to make CTH JJ better place for everyone.**

The following provides broad and location-specific recommendations for the entire corridor to meet the needs of the area users.

Corridor Recommendations

The CTH JJ corridor has been divided up into three sections based on its unique characteristics. Each section has a different make up and is zoned differently, therefore must be planned accordingly.

The following sections are in the order of most developed.

- Section 1. (STH 47 to Holland Road), is more urbanized with commercial, residential and the two high schools. This section is located in the center of the corridor and is the main focus of the study.
- Section 2. (CTH A to STH 47), is fairly rural with some industrial facilities and some residential neighborhoods and is located at the west end of the corridor.
- Section 3. (Holland Road to STH 55), is rural with minimal residential neighborhoods and is located at the east end of the corridor.

Section 1. STH 47 to Holland Road

1 to 5 Years

In the first 5 years, it is important to begin to prepare the corridor for urbanization as well as make the current situation safer for all users. The RSA identified a number of short term recommendations that could improve the corridor safety deficiencies. The following recommendations combine the preparation needed for urbanization and retrofitting the current road to make it safer for all users.

- Extend paved shoulders a minimum of five feet through the corridor segment to provide a buffer for bicyclists and pedestrians.
- Review signs to make sure all are compliant with current MUTCD standards.
- Add street lighting at Appleton North High School exit/entrance onto CTH JJ.
- Protect or reserve additional right-of-way in local comprehensive plans and official maps to accommodate a **105' street cross section**.
- Add consistent school zone and school speed limit signage along CTH JJ.
- Begin design of a multi-modal path to connect Appleton North to Fox Valley High Schools in conjunction with future complete street design.



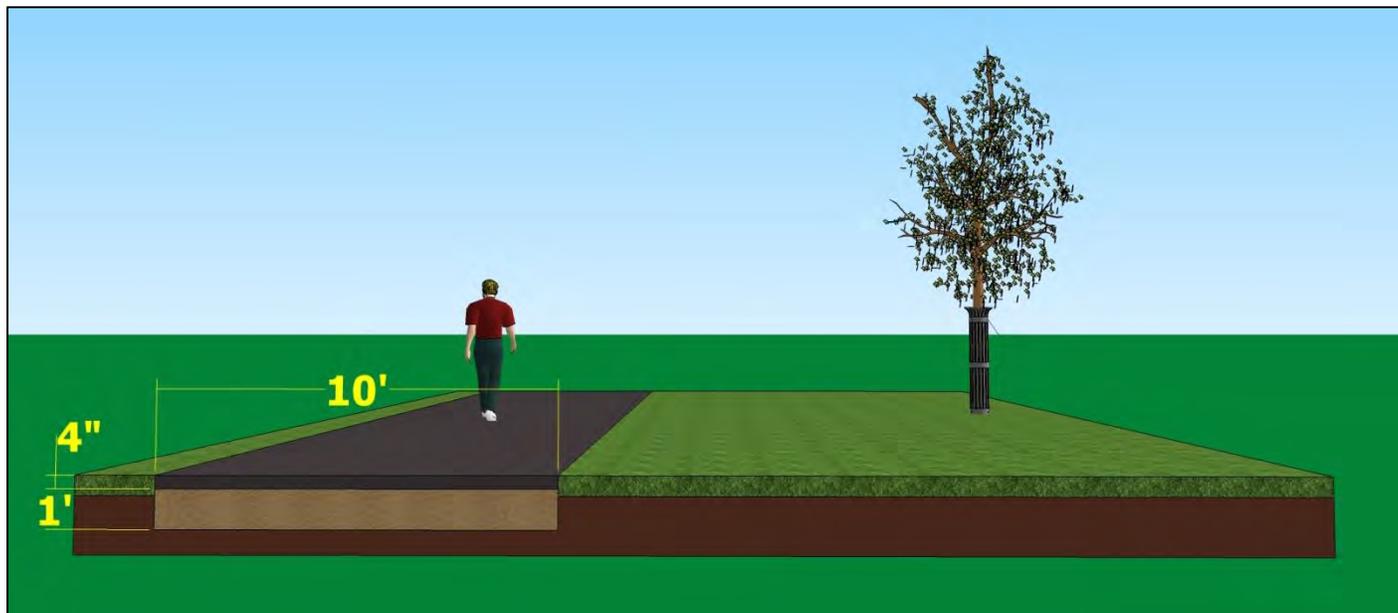
5 to 10 Years

Connect Appleton North High School to Fox Valley Lutheran High School with a multi-modal path (Phase 1). Although, the two high schools are independent, they rely on each other for emergency situations and support. Plus, area students and recreationists have no access to the school properties other than by automobile. To provide for safe and efficient access to the two high schools, a ten foot wide multi-modal path is recommended. The path is part of the overall future complete street design and will be located on the north side of CTH JJ (Figure 2). Exhibit 7a –c illustrates the location of the multi-modal path.

*Multi-modal path is constructed in accordance with future complete street design.

- Connect the Fox Valley Lutheran High School to Appleton North High School with a 10 foot multi-modal path. The multi-modal path will be constructed and maintained for use year round. Figure 1. depicts the ten foot wide multi-modal path with 4 inches of asphalt and 12 inches of aggregate.

Figure 1. Multi-modal Path



10 to 15 Years

To further connect the corridor it is recommended that the multi-modal path be extended to connect to the Apple Creek Trail at the east end of the corridor **and the Town of Grand Chute's** planned trail to North Gillette Street on the west end of the corridor (Phase 2). The Apple Creek Trail connection will be located on the south side of CTH JJ to take advantage of existing abandoned culvert over the Apple Creek and the location of the Apple Creek Trail head. The North Gillette Street trail connection will be located on the north side of CTH JJ. Exhibit 7a – c illustrates the trail extension.

*Multi-modal path is part of the overall future complete street design.

- Connect the Fox Valley Lutheran High School/Appleton North High School multi-modal path at the east end to the Apple Creek Trail head.
- Connect the Fox Valley Lutheran High School/Appleton North High School multi-modal path to North Gillette Street on the west end of the corridor.

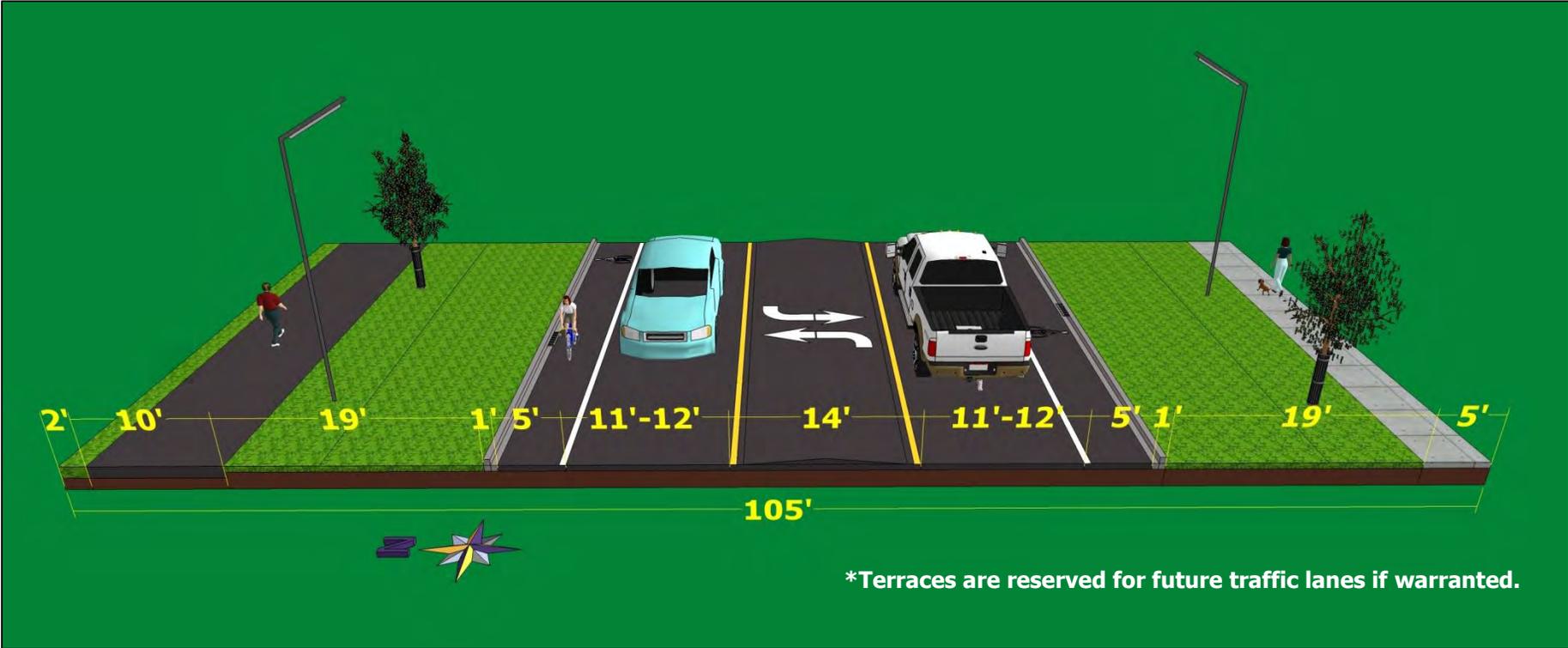
15 to 20 Years

CTH JJ's urban section will need to adapt over time to provide adequate pedestrian and bicycle accommodations for the number of constituents that live and work in the area. The City of Appleton, the Town of Grand Chute and Outagamie County will need to work together to achieve a complete street that will meet the needs of all users. The recommended long term complete street design will consist of the following:

- (2) 11-12' travel lanes
- 14' center turn lane
- 5' paved shoulder (bike lane)
- Curb and gutter
- (2) 19' terraces
- Trees and lighting
- 10' multi-use path
- 5' sidewalk
- Closed or open drainage system with bioswales

*A 19' terrace is required to have adequate room for an additional 2 travel lanes if traffic warrants it in the future. The Northeast TDM is predicting an excess of 12,000 AADT over the entire corridor except for areas in the Town of Vandebroek. Figure 2 represents a 3-dimensional model of the future complete street for section 1 (STH 47 to Holland).

Figure 2. STH 47 to Holland - Future Cross Street Section



Section 2. CTH A to STH 47

1 to 5 Years

The RSA identified a number of short term recommendations that will improve the corridor safety deficiencies. The following recommendations combine the preparation needed for urbanization and retrofitting the current road to make it safer for all users.

- Extend paved shoulders a minimum of five feet through the corridor to provide buffer for bicyclists and pedestrians.
- Review signs to make sure all are compliant with current MUTCD standards.
- Protect or reserve additional right of way in local comprehensive plans to accommodate a 105' **street cross section**.



10 to 15 Years

To further connect the corridor it is recommended that the multi-modal path identified in Section 1 be extended to connect to the Town of Grand Chute's planned trail at North Gillette on the west end of the corridor (Phase 2). The path will be located on the north side of CTH JJ. Exhibit 7a – c illustrates the trail extension.

*Multi-modal path is part of the overall future complete street design.

- Connect the multi-modal path to **the Town of Grand Chute's planned trail at North Gillette**.

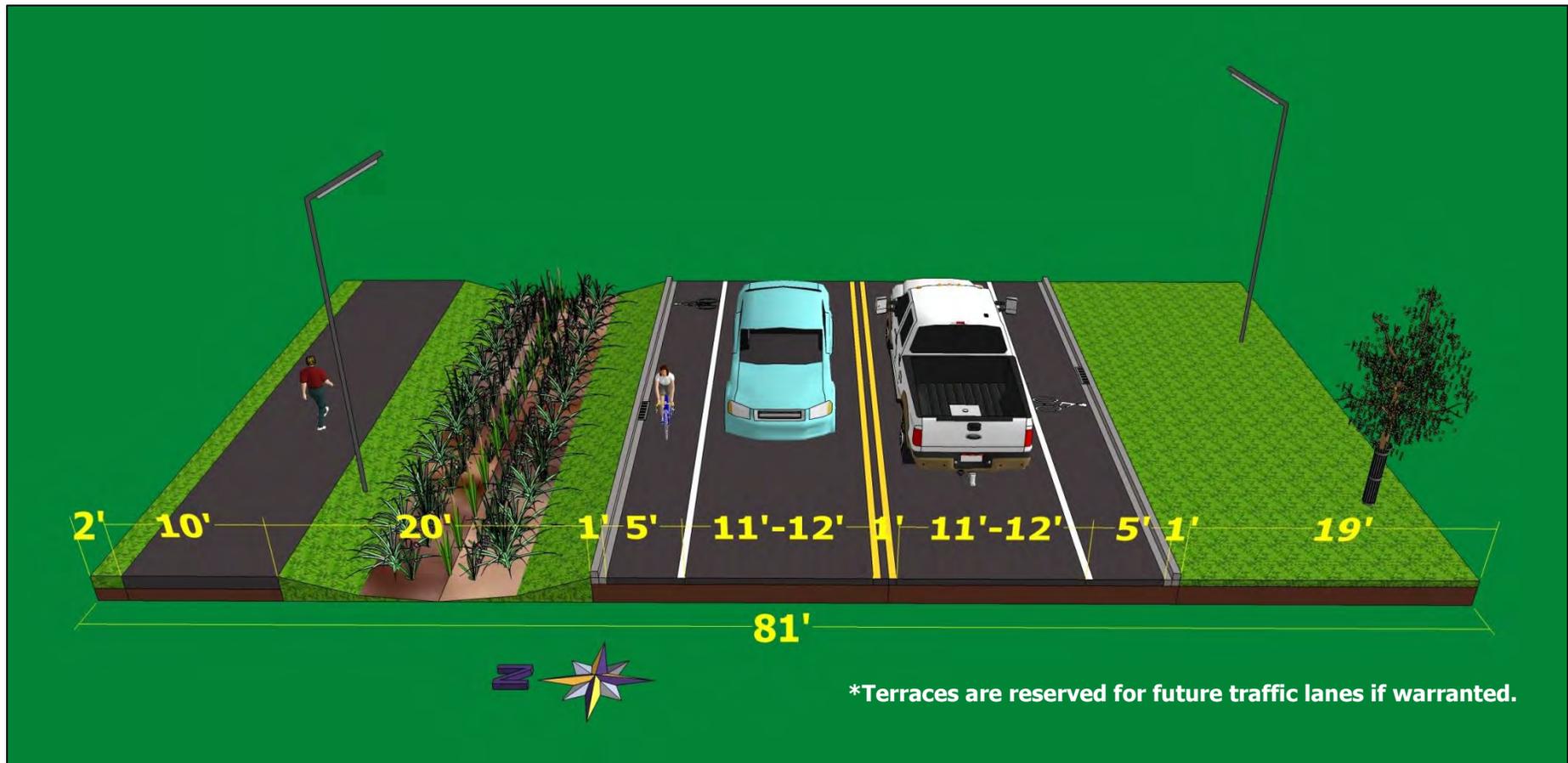
15 to 20 Years

The recommended long term street design will consist of the following: The multi-modal path will be further connected to the CTH A and CTH JJ intersection (Phase 3).

- (2) 11-12' travel lanes
- 5' paved shoulder (bike lane)
- Curb and gutter
- (2) 19' terraces
- Trees and lighting
- 10' multi-use path
- Open drainage system
- Bioswales

*A 19' terrace and a 20' bioswale is required to have adequate room for an additional 2 travel lanes if traffic warrants it. The Northeast TDM is predicting an excess of 12,000 AADT over the entire corridor except for areas in the Town of Vandebroek. Figure 3 represents a 3-dimensional model of the future complete street CTH A to STH 47.

Figure 3. CTH A to STH 47 - Future Street Cross Section



*Bioswales – are landscaped elements designed to remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides (less than six percent) and filled with native vegetation and compost.

Section 3. Holland Road to STH 55

1 to 5 Years

The RSA identified a number of short term recommendations that will improve the corridor safety deficiencies. The following recommendations combine the preparation needed for urbanization and retrofitting the current road to make it safer for all users.

- Extend paved shoulders a minimum of five feet from Holland Road to CTH N to provide buffer for bicyclists and pedestrians.
- Review signs to make sure all are compliant with current MUTCD standards.
- Protect or reserve additional right of way in local comprehensive plans to accommodate a 105' **street cross section**.
- Add street lighting from STH 55 to French Road – specifically at STH 55/CTH JJ and CTH N/CTH JJ intersections.



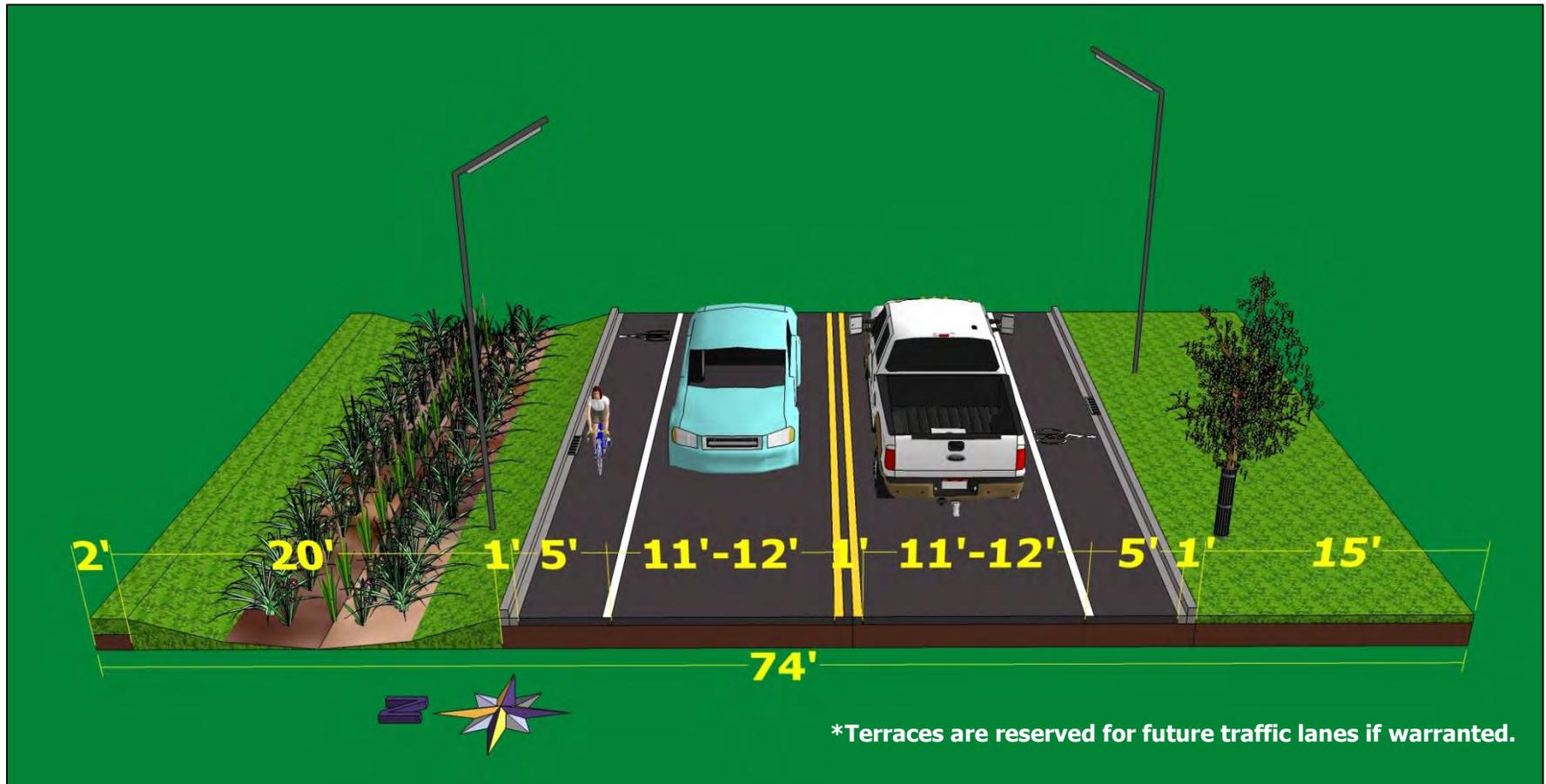
15 to 20 Years

The long term street design will consist of the following:

- (2) 11-12' travel lanes
- 5' paved shoulder
- Curb and gutter
- Trees and lighting
- Open drainage system
- Bioswales

The Northeast TDM is predicting less than 8,000 AADT in Section 3 (Holland to STH 55), therefore the current 2 travel lanes would be adequate for traffic demand. Figure 4 represents a 3 dimensional model of the future complete street for Section 3 (Holland Road to STH 55).

Figure 4. Holland to STH 55 - Future Street Cross Section



*Bioswales – are landscaped elements designed to remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides (less than six percent) and filled with vegetation and compost.

Location Specific Recommendations

CTH A and CTH JJ Intersection

15 to 20 Years

Incorporate complete street future design into intersection.

- Add bicycle and pedestrian accommodations to intersection and connect multi-modal path.

Figure 5. Future CTH A & JJ Intersection



*As development occurs along CTH A north towards CTH JJ, there will be a need for multi-modal accommodations from the south that would likely connect to CTH JJ at this intersection.

STH 47 and CTH JJ Intersection

10 to 15 Years

The multi-modal path will be connected to the Town of Grand Chute's planned trail to North Gillette on the west end of the corridor and thus be incorporated into the STH 47 and CTH JJ intersection.

*Multi-modal path is part of the overall future complete street design.

- Incorporate multi-modal path into STH 47 and CTH JJ intersection.

15 to 20 Years

Incorporate complete street future design into intersection.

- Add bicycle and pedestrian accommodations to intersection.

Figure 6. Future STH 47 & CTH JJ Intersection



Meade and CTH JJ Intersection

1 to 5 Years

RSA recommendations

- Modify lane configurations to make the intersection safer and more efficient and construct a north/south pedestrian crossing.

5 to 10 Years

Connect the Appleton North High School/Fox Valley Lutheran High School multi-modal path to Meade and CTH JJ intersection.

- Incorporate multi-modal path into intersection.

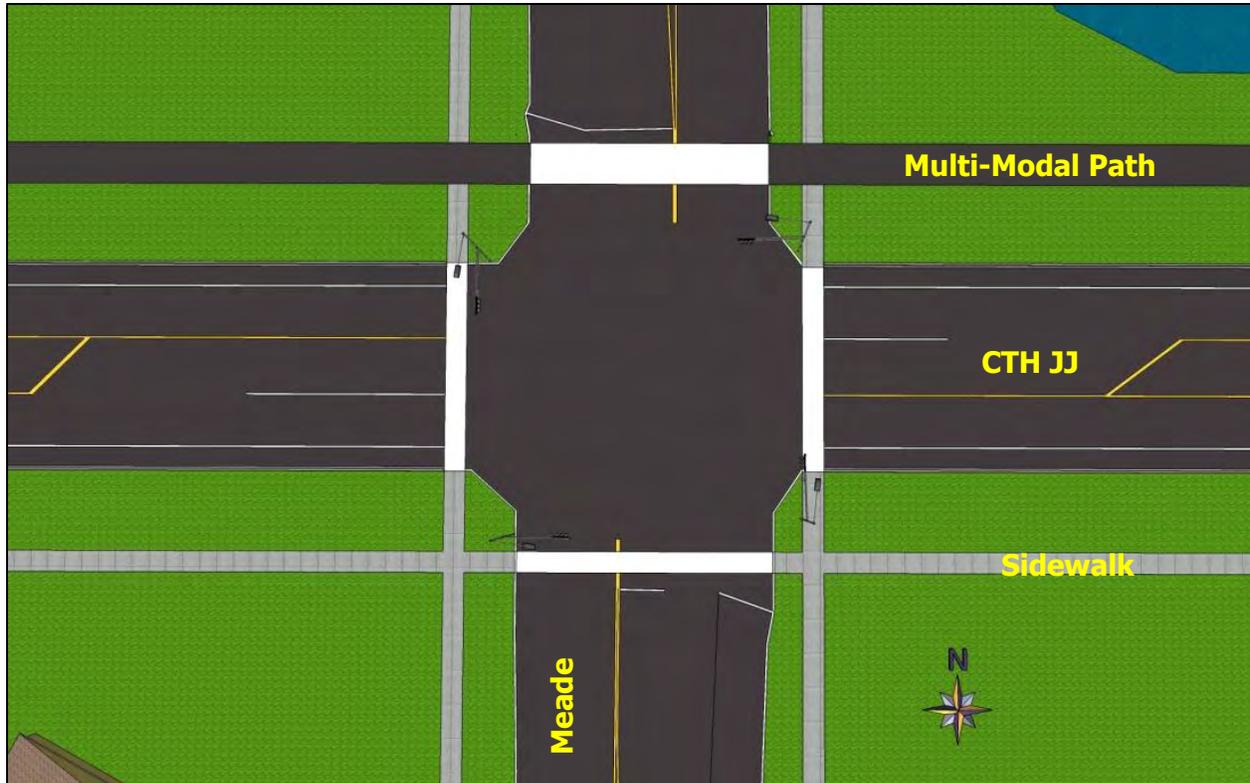
*Multi-modal path is part of the overall future complete street design.

15 to 20 Years

Incorporate complete street future design into intersection.

- Add bicycle and pedestrian accommodations to intersection.

Figure 7. Meade & CTH JJ Future Intersection



Ballard and CTH JJ Intersection

1 to 5 Years

Construct a north/south pedestrian crossing in conjunction with fence on school grounds.

- Add pedestrian north/south pedestrian crossing

5 to 10 Years

Connect the Appleton North High School/Fox Valley Lutheran High School multi-modal path to Ballard and CTH JJ intersection.

*Multi-modal path is part of the overall future complete street design.

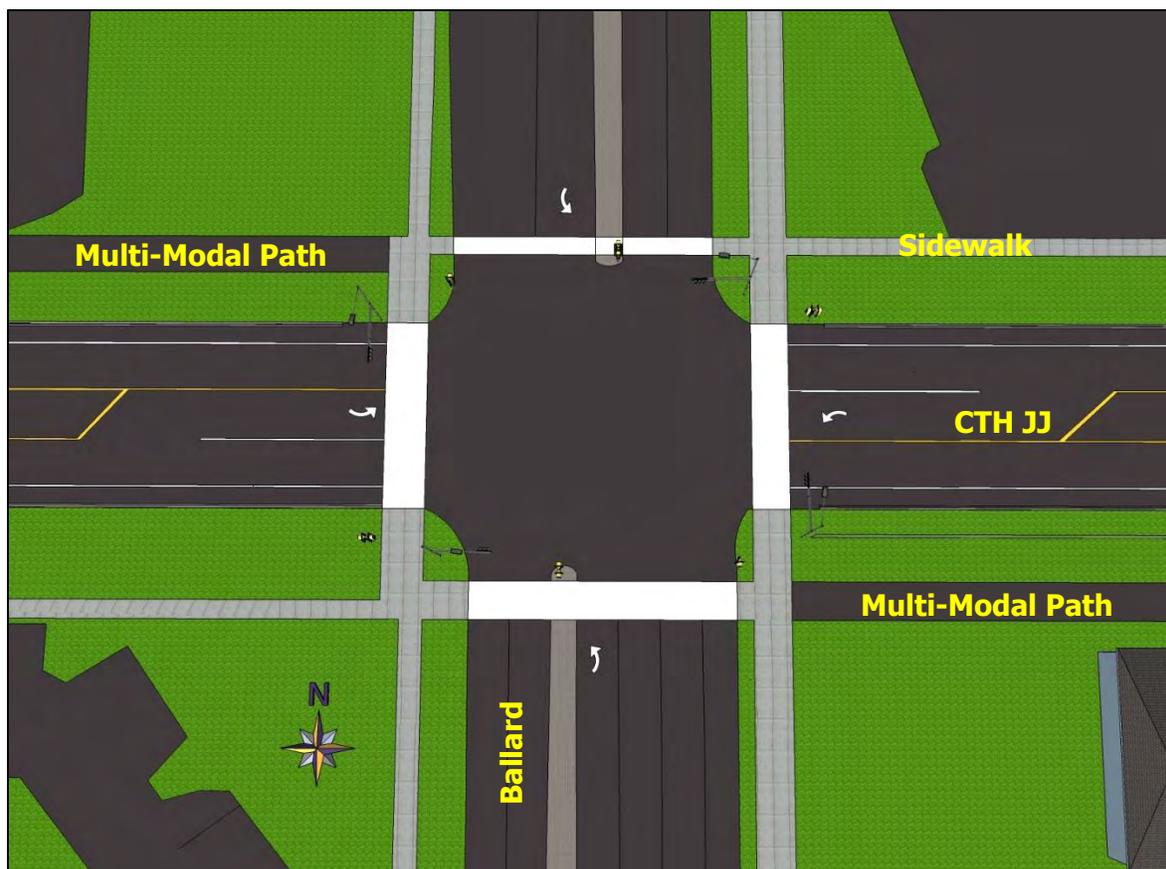
- Incorporate multi-modal path into Ballard and CTH JJ intersection.

15 to 20 Years

Incorporate complete street future design.

- Add bicycle and pedestrian accommodations to intersection.

Figure 8. Ballard & CTH JJ Future Intersection



Appleton North High School

1 to 5 Years

RSA recommendations

- Add fence to prevent students from crossing CTH JJ mid-block and direct them to intersection crossing. (Figure 9)

5 to 10 Years

There are two options Appleton North High School can take to minimize traffic concerns at the school exit/entrance on CTH JJ. The first option is re-route the exit/entrance to Lightning Drive as depicted in Figure 10. If traffic is re-routed to Lightning and areas north of CTH JJ and east of CTH E develop, the need for a controlled intersection at Lightning Drive (traffic signal or roundabout) should be studied. The second option is to restrict left turns at the exit/entrance on CTH JJ with signage and a median. In addition to the restrictions, a roundabout should be considered at the Lightning Drive and CTH JJ intersection. The roundabout will slow traffic as motorists approach the school grounds. Also, it will allow students who turn right out of the existing driveway onto CTH JJ and who want to go westbound to make a U-turn at Lightning Drive. The roundabout is depicted in Figure 11.

- Re-route exit to Lightning Drive (Figure 10). This would allow students to exit and enter CTH JJ at a controlled intersection.

OR

- Restrict left turn, right turn only at the Appleton North High School exit/entrance.

AND

- Add roundabout at Lightning and CTH JJ intersection with bicycle and pedestrian accommodations to intersection and connect multi-modal path (Figure 11).

Figure 9. Appleton North High School Exit/Entrance

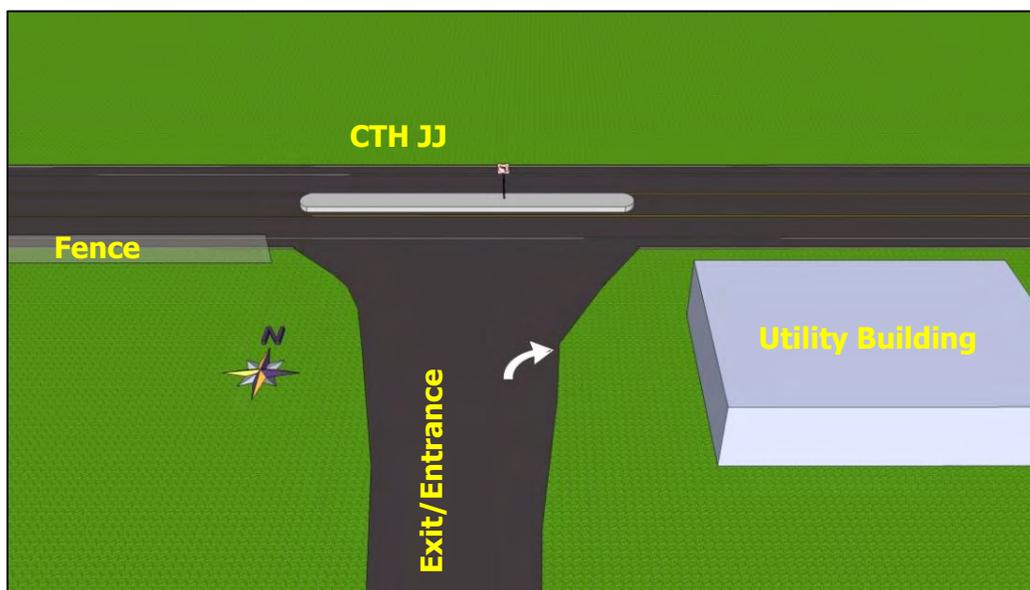


Figure 10. Future Exit for Appleton North High School

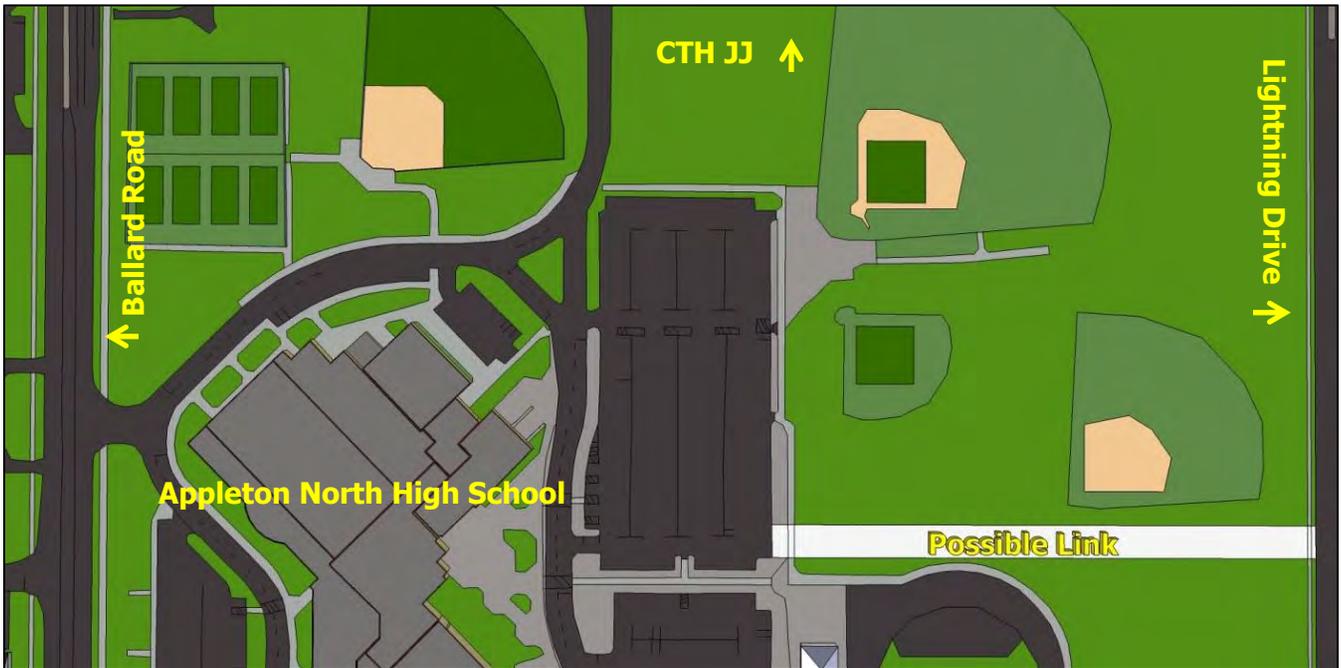


Figure 11. Future Lightning & CTH JJ Intersection



Apple Creek Trail Head**1 to 5 Years**

 RSA recommendations

- Add parking lot for trail users. Two potential trail parking lots are located in Figure 11.

10 to 15 Years

 Connect the Appleton North High School/Fox Valley Lutheran High School multi-modal path to Apple Creek Trail.

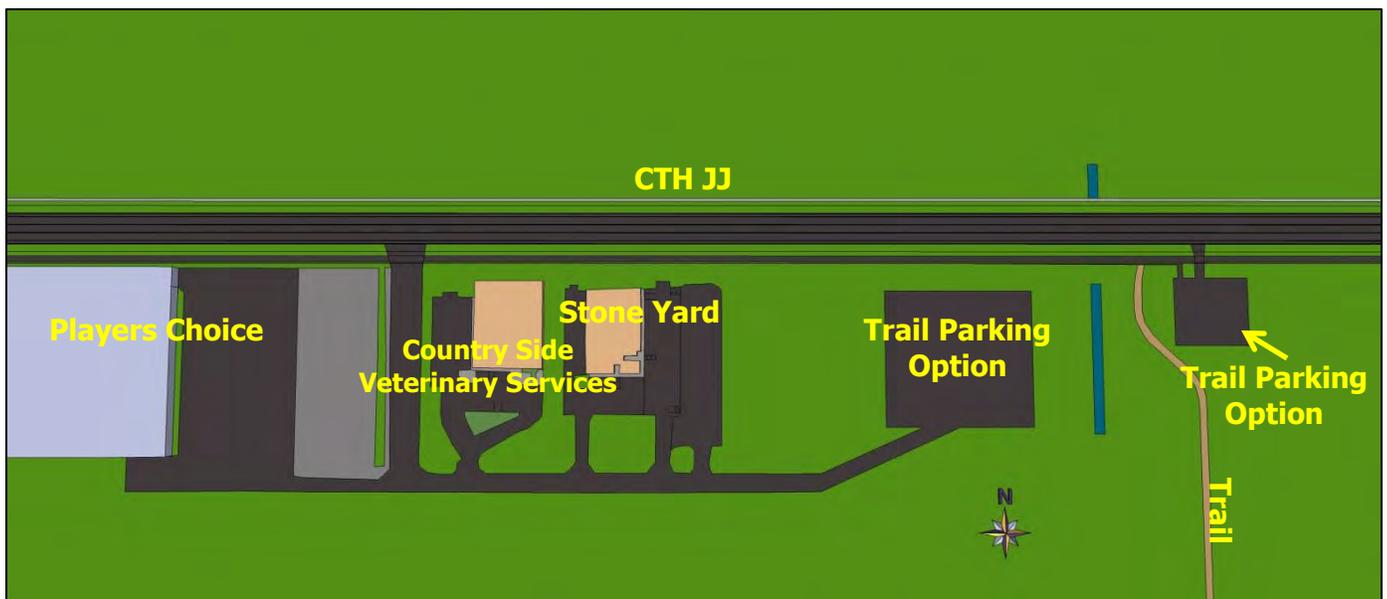
*Multi-modal path is part of the overall future complete street design.

-
- Connect multi-modal path to Apple Creek Trail.

15 to 20 Years

 Incorporate future complete streets design.

-
- Add bicycle and pedestrian accommodations to CTH JJ.

Figure 12. Apple Creek Trail Head Site Map

Implementation Schedule

Note: “Responsible *party*” does not imply that the parties involved are responsible to pay for recommendations, but does identify those parties that need to work together to achieve the recommendation. Funding for recommendations can come from a variety of sources, public or private.

Table 5a. CTH JJ Corridor Project Implementation Schedule (1 to 5 Years)		
Project	Description	Responsible Party
Municipal Agreement	Construct a cost sharing municipal agreement	City of Appleton, Town of Grand Chute, Vandebroek and Outagamie County
Paved Shoulders (5')	Widen shoulders 5' throughout the corridor to accommodate bicyclist and pedestrians. *	City of Appleton, Town of Vandebroek, Town of Grand Chute and Outagamie County
Update Traffic Signs	Replace/move signs that do not meet Federal Highway and/or WisDOT MUTCD standards	Outagamie County
Consistent Shoulders	Construct consistent widen shoulders throughout corridor	Outagamie County
Street Lighting	Add street lighting at Appleton North High School and from STH 55 to French Road (specifically at STH 55/CTH JJ and CTH N/CTH JJ intersections).	Appleton North High School, City of Appleton, Town of Vandebroek
Consistent Signage	Add consistent school zone and school speed limit signage along CTH JJ.	Outagamie County
Future Complete Streets Design/Multi-modal Path	Begin design of future complete streets for CTH JJ corridor.	City of Appleton, Town of Vandebroek, Town of Grand Chute and Outagamie County
Meade & CTH JJ Intersection	Modify lane configurations to make the intersection safer and more efficient and construct a north/south pedestrian crossing.	Outagamie County, City of Appleton
Ballard & CTH JJ Intersection	Construct a north/south pedestrian crossing in conjunction with fence on school grounds.	Outagamie County, City of Appleton
Appleton North High School	Add fence to prevent students from crossing CTH JJ mid-block and direct them to intersection crossing. (Figure 9)	Outagamie County, City of Appleton, Appleton North High School
Apple Creek Trail	Add parking lot for trail users. (Figure 11)	City of Appleton

Table 5b. CTH JJ Corridor Project Implementation Schedule (5 to 10 Years)		
Project	Description	Responsible Party
Multi-Modal Path (Phase 1)	Connect the Fox Valley Lutheran High School to Appleton North High School with a 10 foot multi-modal path. (Figure 1, Exhibit 3a – 3b illustrates the Multi-Modal path.) *Multi-modal path is constructed in accordance with future complete street design.	Outagamie County, City of Appleton, Town of Grand Chute
Meade & CTH JJ Intersection	Connect the Appleton North High School/Fox Valley Lutheran High School multi-modal path to Meade and CTH JJ intersection.	Outagamie County, City of Appleton
Ballard & CTH JJ Intersection	Connect the Appleton North High School/Fox Valley Lutheran High School multi-modal path to Ballard and CTH JJ intersection.	Outagamie County, City of Appleton, Town of Grand Chute
Appleton North High School	Re-route exit to Lightning Drive (Figure 10). This would allow students to exit and enter CTH JJ at a controlled intersection. OR Restrict left turn, right turn only at the Appleton North High School exit/entrance. AND Add roundabout at Lightning and CTH JJ intersection with bicycle and pedestrian accommodations to intersection and connect multi-modal path (Figure 11).	Outagamie County, City of Appleton, Appleton North High School

Table 5c. CTH JJ Corridor Project Implementation Schedule (10 to 15 Years)		
Project	Description	Responsible Party
Multi-Modal Path (Phase 2)	Connect the Fox Valley Lutheran High School/Appleton North High School multi-modal path at the east end to the Apple Creek Trail head. (Exhibit 3a – 3b illustrates the Multi-Modal Path) *Multi-modal path is constructed in accordance with future complete street design.	Outagamie County, City of Appleton
Multi-Modal Path (Phase 2)	Connect the Fox Valley Lutheran High School/Appleton North High School multi-modal path to North Gillette on the west end of the corridor. (Exhibit 3a – 3b illustrates the Multi-Modal Path) *Multi-modal path is constructed in accordance with future complete street design.	Outagamie County, Town of Grand Chute
STH 47 & CTH JJ Intersection	The multi-modal path will be connected to the Town of Grand Chute's planned trail to North Gillette on the west end of the corridor and thus be incorporated into the STH 47 and CTH JJ intersection. (Figure 6) *Multi-modal path is part of the overall future complete street design.	Outagamie County, WisDOT, Town of Grand Chute

Table 5d. CTH JJ Corridor Project Implementation Schedule (15 to 20 Years)

Project	Description	Responsible Party
Multi-Modal Path (Phase 3)	Connect the multi-modal path to the CTH JJ and CTH A intersection. (Exhibit 3a – 3b illustrates the Multi-Modal Path) *Multi-modal path is constructed in accordance with future complete street design.	Outagamie County, Town of Grand Chute
Complete Street (CTH A to STH 55)	Future complete street (Figure 2, 3 & 4)	Outagamie County, City of Appleton, Town of Grand Chute and Vandenbroek
CTH A & CTH JJ Intersection	Add bicycle and pedestrian accommodations to intersection	Outagamie County, Town of Grand Chute
STH 47 & CTH JJ Intersection	Add bicycle and pedestrian accommodations to intersection	Outagamie County, Town of Grand Chute, WisDOT
Meade & CTH JJ Intersection	Add bicycle and pedestrian accommodations to intersection	Outagamie County, City of Appleton
Ballard & CTH JJ Intersection	Add bicycle and pedestrian accommodations to intersection	Outagamie County, City of Appleton

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Exhibit 7a

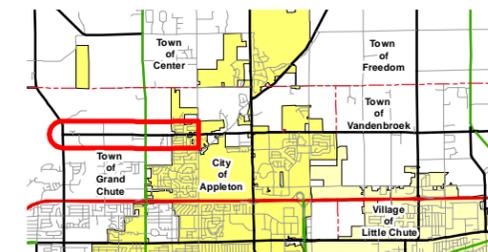
Exhibit 7a

COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
MULTI-MODAL PATH
Western 1/3

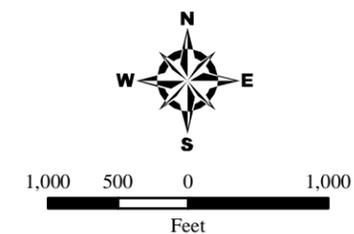
-  Future Trails
-  Trails
-  MCD
-  Complete Street

Timeframe of Proposed JJ Trails

-  5 - 10 Years
-  10 - 15 Years
-  15 - 20 Years



Source: WisDOT
Digital Base Data provided by Outagamie County.



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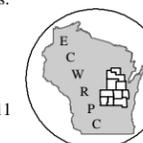


Exhibit 7b

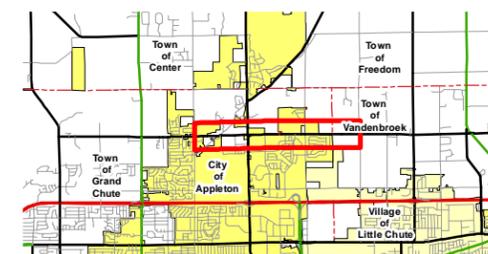
Exhibit 7b

COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
MULTI-MODAL PATH
Central 1/3

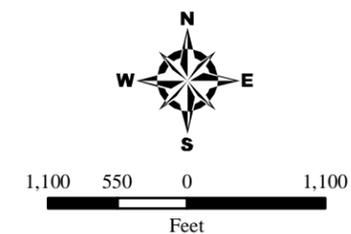
-  Future Trails
-  Trails
-  MCD
-  Complete Street

Timeframe of Proposed JJ Trails

-  5 - 10 Years
-  10 - 15 Years
-  15 - 20 Years



Source: WisDOT
Digital Base Data provided by Outagamie County.



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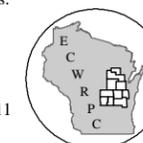


Exhibit 7c

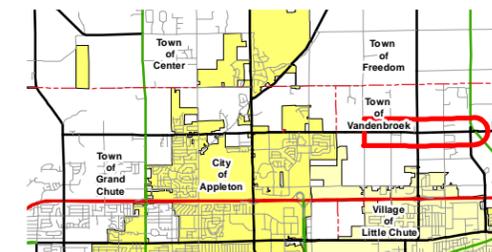
Exhibit 7c

COUNTY HIGHWAY JJ
CORRIDOR STUDY AREA
MULTI-MODAL PATH
Eastern 1/3

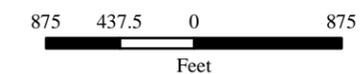
- Future Trails
- Trails
- MCD
- Complete Street

Timeframe of Proposed JJ Trails

- 5 - 10 Years
- 10 - 15 Years
- 15 - 20 Years

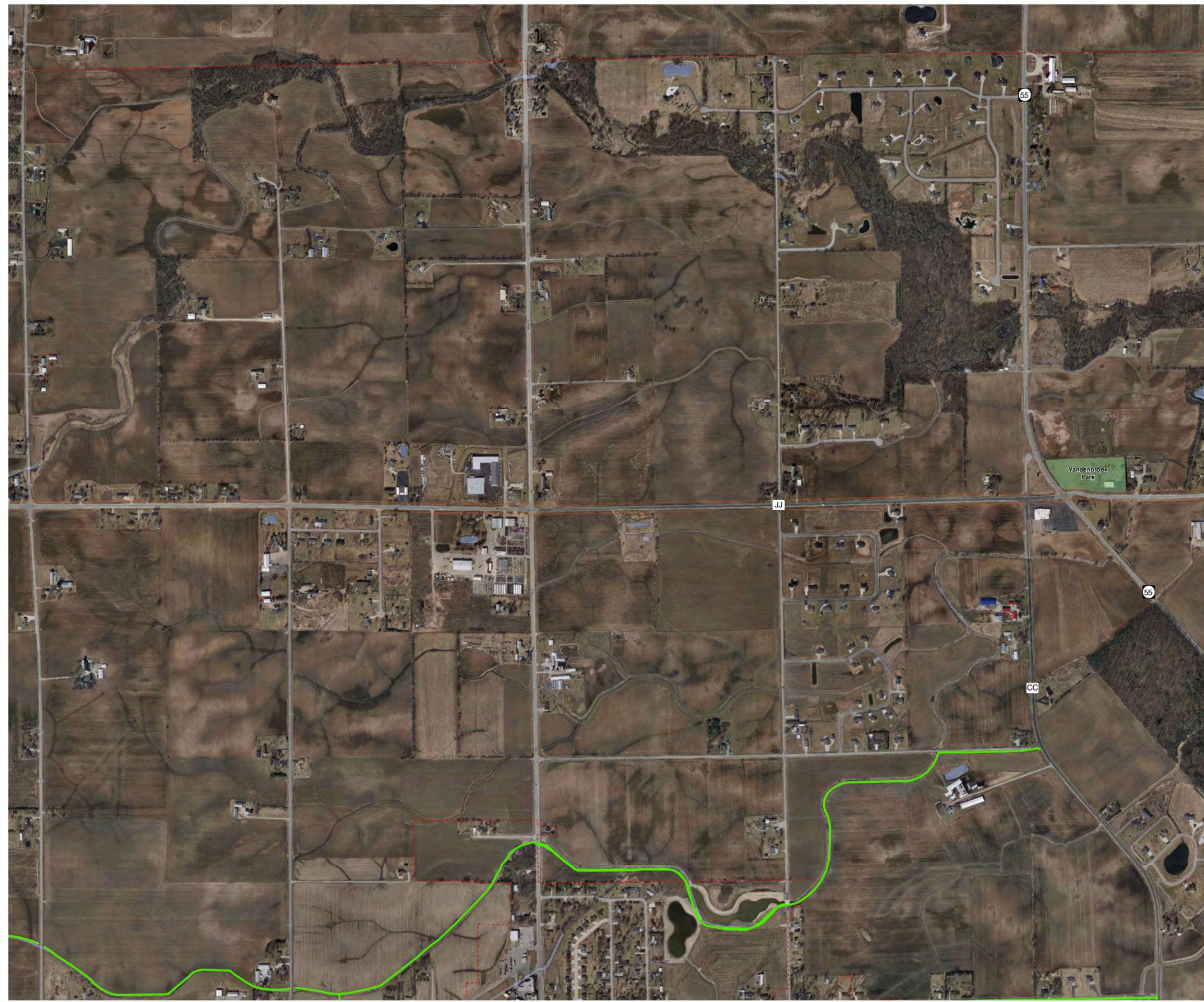
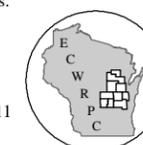


Source: WisDOT
Digital Base Data provided by Outagamie County.



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Appendix A.

Traffic Count Reports

Wisconsin Department of Transportation

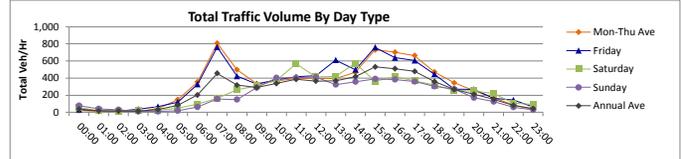
Hourly Traffic Volume Report

2010-May-20 to 2010-May-26

Coverage Count

139 Hour Count - Averages and Graphs Do Not Include All Days

Location	CTH JJ EAST OF STH 47 GRAND CHUTE TNSHP	Segment ID	
Site #	440323	Seasonal Factor Group	2
Region	NE	Daily Factor Group	2
County	OUTAGAMIE	Axle Factor Group	6
Funct. Class	U Minor Arterial	Growth Factor Group	



Hour	Sun SEE BELOW		Mon SEE BELOW		Tues SEE BELOW		Wed SEE BELOW		Thur 2010-05-20		Fri 2010-05-21		Sat 2010-05-22	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59		78	78	14	14	20	20	34	34		33	33	54	54
01:00-01:59		41	41	12	12	8	8	11	11		18	18	18	18
02:00-02:59		30	30	12	12	13	13	5	5		16	16	15	15
03:00-03:59		9	9	10	10	11	11	11	11		37	37	21	21
04:00-04:59		10	10	39	39	52	52	40	40		67	67	25	25
05:00-05:59		19	19	141	141	156	156				120	120	49	49
06:00-06:59		63	63	342	342	366	366				328	328	98	98
07:00-07:59		156	156	780	780	835	835				762	762	162	162
08:00-08:59		149	149	485	485	512	512				422	422	263	263
09:00-09:59		290	290	324	324	343	343				329	329	309	309
10:00-10:59		403	403	363	363	351	351		389	389	381	381	372	372
11:00-11:59		404	404	406	406	372	372		406	406	415	415	568	568
12:00-12:59		411	411	420	420	396	396		381	381	428	428	412	412
13:00-13:59		325	325	396	396	370	370		411	411	611	611	419	419
14:00-14:59		358	358	449	449	427	427		531	531	499	499	573	573
15:00-15:59		392	392	777	777	704	704		713	713	760	760	363	363
16:00-16:59		384	384	692	692	672	672		743	743	638	638	418	418
17:00-17:59		360	360	639	639	696	696		657	657	606	606	368	368
18:00-18:59		303	303	448	448	487	487		482	482	448	448	318	318
19:00-19:59		271	271	318	318	374	374		342	342	270	270	255	255
20:00-20:59		170	170	269	269	243	243		246	246	268	268	250	250
21:00-21:59		125	125	190	190	153	153		168	168	164	164	218	218
22:00-22:59		60	60	80	80	70	70		105	105	145	145	106	106
23:00-23:59		31	31	36	36	28	28		38	38	64	64	92	92
Daily Total		4,842	4,842	7,644	7,644	7,659	7,659				7,829	7,829	5,746	5,746

Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	23	23	25	25	39	39	37	37
01:00-01:59	10	10	12	12	18	18	17	17
02:00-02:59	10	10	12	12	15	15	14	14
03:00-03:59	11	11	17	17	17	17	14	14
04:00-04:59	44	44	50	50	39	39	33	33
05:00-05:59	149	149	139	139	97	97	82	82
06:00-06:59	354	354	345	345	239	239	203	203
07:00-07:59	808	808	792	792	539	539	455	455
08:00-08:59	499	499	473	473	366	366	319	319
09:00-09:59	334	334	332	332	319	319	290	290
10:00-10:59	368	368	371	371	377	377	337	337
11:00-11:59	395	395	400	400	429	429	386	386
12:00-12:59	399	399	406	406	408	408	365	365
13:00-13:59	392	392	447	447	422	422	369	369
14:00-14:59	469	469	477	477	473	473	418	418
15:00-15:59	731	731	739	739	618	618	531	531
16:00-16:59	702	702	686	686	591	591	511	511
17:00-17:59	664	664	650	650	554	554	478	478
18:00-18:59	472	472	466	466	414	414	360	360
19:00-19:59	345	345	326	326	305	305	269	269
20:00-20:59	253	253	257	257	241	241	211	211
21:00-21:59	170	170	169	169	170	170	151	151
22:00-22:59	85	85	100	100	94	94	82	82
23:00-23:59	34	34	42	42	48	48	43	43
Daily Total	7,719	7,719	7,732	7,732	6,832	6,832	5,975	5,975

AM Peak	Hour	MD Peak	Hour	PM Peak	Hour	Daily Peak	Hour	% of Total	Daily Ave
-	09:00	-	12:00	-	15:00	-	12:00	-	202
290	09:00	411	12:00	392	15:00	411	12:00	8.5%	202
780	07:00	449	14:00	777	15:00	780	07:00	10.2%	319
835	07:00	427	14:00	704	15:00	835	07:00	10.9%	319
835	07:00	531	14:00	743	16:00	835	07:00	10.9%	319
-	-	-	13:00	760	15:00	762	07:00	9.7%	326
-	-	-	13:00	611	15:00	792	07:00	9.7%	326
-	-	-	14:00	418	16:00	573	14:00	10.0%	239
-	-	-	14:00	618	16:00	573	14:00	10.0%	239

AM Peak	Hour	MD Peak	Hour	PM Peak	Hour	Daily Peak	Hour	% of Total	Daily Ave
-	07:00	-	14:00	-	15:00	-	07:00	-	322
808	07:00	469	14:00	731	15:00	808	07:00	10.2%	322
792	07:00	477	14:00	739	15:00	792	07:00	10.2%	322
792	07:00	473	14:00	618	15:00	792	07:00	9.0%	285
-	-	-	14:00	618	15:00	618	15:00	9.0%	285
-	-	-	14:00	531	15:00	531	15:00	8.9%	249
-	-	-	14:00	531	15:00	531	15:00	8.9%	249

Seasonal Fctr	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965
Daily Fctr	1.329	1.329	1.040	1.040	0.944	0.944	0.944	0.944	0.899	0.899	0.854	0.854	1.156	1.156
Axle Factor	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446
Pulse Fctr	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Overall Fctr	1.144	1.144	0.895	0.895	0.813	0.813	0.813	0.813	0.774	0.774	0.735	0.735	0.995	0.995

Note: Sunday data for 0:00 to 23:00 is from 2010-05-23
 Monday data for 0:00 to 23:00 is from 2010-05-24
 Tuesday data for 0:00 to 23:00 is from 2010-05-25
 Wednesday data for 0:00 to 4:00 is from 2010-05-26

Wisconsin Department of Transportation

Hourly Traffic Volume Report

2007-May-21 to 2007-May-23

48 Hour Count - Averages and Graphs Do Not Include All Days

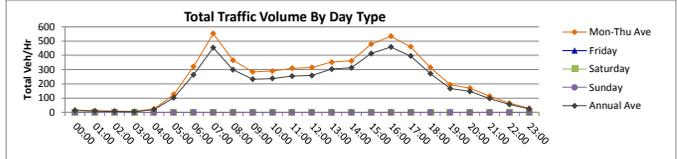
Coverage Count

Location	CTH JJ BTWN WREN DR & RR TRACKS CENTER	Segment ID	
Site #	441067	Seasonal Factor Group	2
Region	NE	Daily Factor Group	2
County	OUTAGAMIE	Axle Factor Group	6
Funct. Class	U Minor Arterial	Growth Factor Group	

Hour	Sun		Mon 2007-05-21		Tues 2007-05-22		Wed 2007-05-23		Thur		Fri		Sat	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	-	-	-	-	9	9	21	21	-	-	-	-	-	-
01:00-01:59	-	-	-	-	7	7	14	14	-	-	-	-	-	-
02:00-02:59	-	-	-	-	9	9	8	8	-	-	-	-	-	-
03:00-03:59	-	-	-	-	5	5	7	7	-	-	-	-	-	-
04:00-04:59	-	-	-	-	24	24	23	23	-	-	-	-	-	-
05:00-05:59	-	-	-	-	130	130	121	121	-	-	-	-	-	-
06:00-06:59	-	-	-	-	302	302	340	340	-	-	-	-	-	-
07:00-07:59	-	-	-	-	549	549	556	556	-	-	-	-	-	-
08:00-08:59	-	-	-	-	357	357	373	373	-	-	-	-	-	-
09:00-09:59	-	-	-	-	278	278	290	290	-	-	-	-	-	-
10:00-10:59	-	-	-	-	303	303	276	276	-	-	-	-	-	-
11:00-11:59	-	-	-	-	328	328	290	290	-	-	-	-	-	-
12:00-12:59	-	-	-	-	304	304	326	326	-	-	-	-	-	-
13:00-13:59	-	-	358	358	345	345	-	-	-	-	-	-	-	-
14:00-14:59	-	-	405	405	317	317	-	-	-	-	-	-	-	-
15:00-15:59	-	-	476	476	481	481	-	-	-	-	-	-	-	-
16:00-16:59	-	-	500	500	568	568	-	-	-	-	-	-	-	-
17:00-17:59	-	-	454	454	466	466	-	-	-	-	-	-	-	-
18:00-18:59	-	-	323	323	306	306	-	-	-	-	-	-	-	-
19:00-19:59	-	-	194	194	193	193	-	-	-	-	-	-	-	-
20:00-20:59	-	-	173	173	166	166	-	-	-	-	-	-	-	-
21:00-21:59	-	-	107	107	118	118	-	-	-	-	-	-	-	-
22:00-22:59	-	-	67	67	60	60	-	-	-	-	-	-	-	-
23:00-23:59	-	-	23	23	33	33	-	-	-	-	-	-	-	-
Daily Total	-	-	-	-	5,658	5,658	-	-	-	-	-	-	-	-

AM Peak	Hour	Undivided Hwy	Total	Mon-Fri Average	7 Day Average	Estimated Annual Ave
AM Peak	Hour	-	-	-	-	-
MD Peak	Hour	-	-	-	-	-
PM Peak	Hour	-	-	-	-	-
Daily Peak	Hour	-	-	-	-	-
% of Total		-	-	-	-	-
Daily Ave		-	-	-	-	-

Seasonal Fctr		0.974	0.974	0.974	0.974	0.974	0.974						
Daily Fctr		1.024	1.024	0.945	0.945	0.929	0.929						
Axle Factor		0.449	0.449	0.449	0.449	0.449	0.449						
Pulse Fctr		2.000	2.000	2.000	2.000	2.000	2.000						
Overall Fctr	0.000	0.000	0.896	0.896	0.827	0.827	0.813	0.813	0.000	0.000	0.000	0.000	0.000



Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	15	15	-	-	-	-	12	12
01:00-01:59	11	11	-	-	-	-	9	9
02:00-02:59	9	9	-	-	-	-	7	7
03:00-03:59	6	6	-	-	-	-	5	5
04:00-04:59	24	24	-	-	-	-	19	19
05:00-05:59	126	126	-	-	-	-	103	103
06:00-06:59	321	321	-	-	-	-	263	263
07:00-07:59	553	553	-	-	-	-	453	453
08:00-08:59	365	365	-	-	-	-	299	299
09:00-09:59	284	284	-	-	-	-	233	233
10:00-10:59	290	290	-	-	-	-	237	237
11:00-11:59	309	309	-	-	-	-	253	253
12:00-12:59	315	315	-	-	-	-	258	258
13:00-13:59	352	352	-	-	-	-	303	303
14:00-14:59	361	361	-	-	-	-	312	312
15:00-15:59	479	479	-	-	-	-	412	412
16:00-16:59	534	534	-	-	-	-	459	459
17:00-17:59	460	460	-	-	-	-	396	396
18:00-18:59	315	315	-	-	-	-	271	271
19:00-19:59	194	194	-	-	-	-	167	167
20:00-20:59	170	170	-	-	-	-	146	146
21:00-21:59	113	113	-	-	-	-	97	97
22:00-22:59	64	64	-	-	-	-	55	55
23:00-23:59	28	28	-	-	-	-	24	24
Daily Total	5,692	5,692	-	-	-	-	4,792	4,792

AM Peak	Hour	Undivided Hwy	Total	Mon-Fri Average	7 Day Average	Estimated Annual Ave
AM Peak	Hour	-	-	-	-	-
MD Peak	Hour	-	-	-	-	-
PM Peak	Hour	-	-	-	-	-
Daily Peak	Hour	-	-	-	-	-
% of Total		-	-	-	-	-
Daily Ave		-	-	-	-	-

Wisconsin Department of Transportation

Hourly Traffic Volume Report

2010-May-20 to 2010-May-26

139 Hour Count - Averages and Graphs Do Not Include All Days

Coverage Count

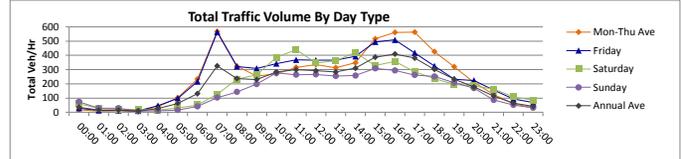
Location	CTH JJ BTWN LIGHTNING DR & CTH E GRAND CHUTE TNSHP	Segment ID	
Site #	441074	Seasonal Factor Group	2
Region	NE	Daily Factor Group	2
County	OUTAGAMIE	Axle Factor Group	6
Funct. Class	U Minor Arterial	Growth Factor Group	

Hour	Sun SEE BELOW		Mon SEE BELOW		Tues SEE BELOW		Wed SEE BELOW		Thur 2010-05-20		Fri 2010-05-21		Sat 2010-05-22	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	74	74	16	16	15	15	21	21	-	-	29	29	60	60
01:00-01:59	29	29	5	5	11	11	8	8	-	-	13	13	27	27
02:00-02:59	29	29	12	12	14	14	5	5	-	-	13	13	22	22
03:00-03:59	8	8	4	4	8	8	9	9	-	-	10	10	19	19
04:00-04:59	10	10	37	37	44	44	41	41	-	-	47	47	15	15
05:00-05:59	16	16	93	93	104	104	108	108	-	-	99	99	32	32
06:00-06:59	41	41	236	236	231	231	-	-	-	-	216	216	52	52
07:00-07:59	103	103	555	555	579	579	-	-	-	-	563	563	126	126
08:00-08:59	143	143	332	332	313	313	-	-	-	-	322	322	231	231
09:00-09:59	198	198	239	239	268	268	-	-	-	-	308	308	263	263
10:00-10:59	276	276	260	260	280	280	-	-	-	-	342	342	386	386
11:00-11:59	264	264	300	300	304	304	343	343	-	-	368	368	439	439
12:00-12:59	266	266	348	348	292	292	364	364	-	-	366	366	345	345
13:00-13:59	255	255	315	315	292	292	333	333	-	-	365	365	361	361
14:00-14:59	258	258	300	300	361	361	-	-	-	-	392	392	419	419
15:00-15:59	308	308	527	527	496	496	522	522	-	-	494	494	328	328
16:00-16:59	294	294	567	567	534	534	579	579	-	-	508	508	357	357
17:00-17:59	262	262	562	562	584	584	540	540	-	-	417	417	285	285
18:00-18:59	251	251	396	396	427	427	453	453	-	-	325	325	236	236
19:00-19:59	207	207	309	309	288	288	363	363	-	-	233	233	196	196
20:00-20:59	170	170	201	201	251	251	180	180	-	-	224	224	185	185
21:00-21:59	87	87	130	130	117	117	129	129	-	-	155	155	162	162
22:00-22:59	52	52	53	53	53	53	72	72	-	-	93	93	110	110
23:00-23:59	32	32	28	28	30	30	39	39	-	-	68	68	85	85
Daily Total	3,633	3,633	5,825	5,825	5,896	5,896	-	-	-	-	5,970	5,970	4,741	4,741

AM Peak	Hour	MD Peak	Hour	PM Peak	Hour	Daily Peak	Hour	% of Total	Daily Ave
-	09:00	-	10:00	-	15:00	-	15:00	-	151
198	09:00	276	10:00	308	15:00	308	15:00	8.5%	151
198	09:00	276	10:00	308	15:00	308	15:00	8.5%	151
555	07:00	348	12:00	567	16:00	567	16:00	9.7%	243
555	07:00	348	12:00	567	16:00	567	16:00	9.7%	243
579	07:00	361	14:00	584	17:00	584	17:00	9.9%	246
579	07:00	361	14:00	584	17:00	584	17:00	9.9%	246
563	07:00	392	14:00	508	16:00	508	16:00	9.4%	249
563	07:00	392	14:00	508	16:00	508	16:00	9.4%	249
263	09:00	439	11:00	473	16:00	473	16:00	9.3%	198
263	09:00	439	11:00	473	16:00	473	16:00	9.3%	198

Seasonal Fctr	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965
Daily Fctr	1.329	1.329	1.040	1.040	0.944	0.944	0.944	0.944	0.899	0.899	0.854	0.854	1.156	1.156
Axle Factor	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446	0.446
Pulse Fctr	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Overall Fctr	1.144	1.144	0.895	0.895	0.813	0.813	0.813	0.813	0.774	0.774	0.735	0.735	0.995	0.995

Note: Sunday data for 0:00 to 23:00 is from 2010-05-23
 Monday data for 0:00 to 23:00 is from 2010-05-24
 Tuesday data for 0:00 to 23:00 is from 2010-05-25
 Wednesday data for 0:00 to 5:00 is from 2010-05-26



Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	17	17	20	20	36	36	35	35
01:00-01:59	8	8	9	9	16	16	15	15
02:00-02:59	10	10	11	11	16	16	15	15
03:00-03:59	7	7	8	8	10	10	9	9
04:00-04:59	41	41	42	42	32	32	27	27
05:00-05:59	102	102	101	101	75	75	63	63
06:00-06:59	234	234	228	228	155	155	131	131
07:00-07:59	567	567	566	566	385	385	325	325
08:00-08:59	323	323	322	322	268	268	236	236
09:00-09:59	254	254	272	272	255	255	229	229
10:00-10:59	270	270	294	294	309	309	282	282
11:00-11:59	316	316	329	329	336	336	298	298
12:00-12:59	335	335	343	343	330	330	291	291
13:00-13:59	313	313	326	326	320	320	283	283
14:00-14:59	347	347	359	359	352	352	309	309
15:00-15:59	515	515	510	510	446	446	387	387
16:00-16:59	560	560	547	547	473	473	409	409
17:00-17:59	562	562	526	526	442	442	381	381
18:00-18:59	425	425	400	400	348	348	302	302
19:00-19:59	320	320	298	298	266	266	232	232
20:00-20:59	211	211	214	214	202	202	178	178
21:00-21:59	125	125	133	133	130	130	114	114
22:00-22:59	59	59	68	68	72	72	64	64
23:00-23:59	32	32	41	41	47	47	42	42
Daily Total	5,953	5,953	5,966	5,966	5,321	5,321	4,659	4,659

AM Peak	Hour	MD Peak	Hour	PM Peak	Hour	Daily Peak	Hour	% of Total	Daily Ave
-	07:00	-	14:00	-	17:00	-	17:00	-	248
567	07:00	347	14:00	562	17:00	567	17:00	9.5%	248
567	07:00	347	14:00	562	17:00	567	17:00	9.5%	248
566	07:00	359	14:00	547	16:00	547	16:00	9.5%	249
566	07:00	359	14:00	547	16:00	547	16:00	9.5%	249
385	07:00	352	14:00	473	16:00	473	16:00	8.9%	194
385	07:00	352	14:00	473	16:00	473	16:00	8.9%	194

Wisconsin Department of Transportation

Hourly Traffic Volume Report

2007-Jul-16 to 2007-Jul-18

Coverage Count

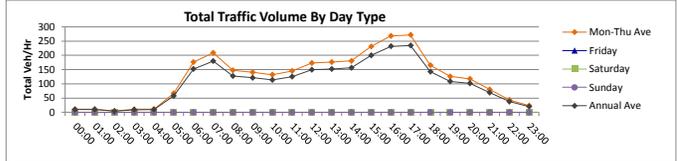
48 Hour Count - Averages and Graphs Do Not Include All Days

Location	CTH JJ BTWN CTH N & BUCHANAN RD VANDEN BROEK TNSHP	Segment ID	
Site #	440962	Seasonal Factor Group	4
Region	NE	Daily Factor Group	4
County	OUTAGAMIE	Axle Factor Group	2
Funct. Class	R Minor Arterial - Other	Growth Factor Group	

Hour	Sun		Mon 2007-07-16		Tues 2007-07-17		Wed 2007-07-18		Thur		Fri		Sat	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	-	-	-	-	14	14	8	8	-	-	-	-	-	-
01:00-01:59	-	-	-	-	13	13	10	10	-	-	-	-	-	-
02:00-02:59	-	-	-	-	4	4	5	5	-	-	-	-	-	-
03:00-03:59	-	-	-	-	11	11	10	10	-	-	-	-	-	-
04:00-04:59	-	-	-	-	12	12	11	11	-	-	-	-	-	-
05:00-05:59	-	-	-	-	63	63	70	70	-	-	-	-	-	-
06:00-06:59	-	-	-	-	179	179	173	173	-	-	-	-	-	-
07:00-07:59	-	-	-	-	205	205	212	212	-	-	-	-	-	-
08:00-08:59	-	-	-	-	168	168	127	127	-	-	-	-	-	-
09:00-09:59	-	-	-	-	140	140	141	141	-	-	-	-	-	-
10:00-10:59	-	-	-	-	127	127	137	137	-	-	-	-	-	-
11:00-11:59	-	-	-	-	138	138	152	152	-	-	-	-	-	-
12:00-12:59	-	-	158	158	188	188	-	-	-	-	-	-	-	-
13:00-13:59	-	-	184	184	168	168	-	-	-	-	-	-	-	-
14:00-14:59	-	-	154	154	207	207	-	-	-	-	-	-	-	-
15:00-15:59	-	-	209	209	253	253	-	-	-	-	-	-	-	-
16:00-16:59	-	-	269	269	267	267	-	-	-	-	-	-	-	-
17:00-17:59	-	-	251	251	292	292	-	-	-	-	-	-	-	-
18:00-18:59	-	-	179	179	151	151	-	-	-	-	-	-	-	-
19:00-19:59	-	-	126	126	125	125	-	-	-	-	-	-	-	-
20:00-20:59	-	-	123	123	112	112	-	-	-	-	-	-	-	-
21:00-21:59	-	-	84	84	76	76	-	-	-	-	-	-	-	-
22:00-22:59	-	-	50	50	37	37	-	-	-	-	-	-	-	-
23:00-23:59	-	-	11	11	36	36	-	-	-	-	-	-	-	-
Daily Total	-	-	-	-	2,986	2,986	-	-	-	-	-	-	-	-

AM Peak	Hour	MD Peak	Hour	PM Peak	Hour	Daily Peak	Hour	% of Total	Daily Ave
-	-	-	-	-	-	205	205	212	212
-	07:00	-	-	-	-	07:00	07:00	-	-
-	-	-	-	-	-	207	207	14:00	14:00
-	-	-	-	-	-	269	269	292	292
-	-	-	-	-	-	16:00	16:00	17:00	17:00
-	-	-	-	-	-	292	292	-	-
-	-	-	-	-	-	17:00	17:00	-	-
-	-	-	-	-	-	9.8%	9.8%	-	-
-	-	-	-	-	-	124	124	-	-

Seasonal Fctr			0.904	0.904	0.904	0.904								
Daily Fctr			1.039	1.039	1.048	1.048	1.036	1.036						
Axle Factor			0.458	0.458	0.458	0.458	0.458	0.458						
Pulse Fctr			2.000	2.000	2.000	2.000	2.000	2.000						
Overall Fctr	0.000	0.000	0.860	0.860	0.868	0.868	0.858	0.858	0.000	0.000	0.000	0.000	0.000	0.000



Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave		
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	
00:00-00:59	-	11	11	-	-	-	-	10	10
01:00-01:59	-	12	12	-	-	-	-	10	10
02:00-02:59	-	5	5	-	-	-	-	4	4
03:00-03:59	-	11	11	-	-	-	-	9	9
04:00-04:59	-	12	12	-	-	-	-	10	10
05:00-05:59	-	67	67	-	-	-	-	57	57
06:00-06:59	-	176	176	-	-	-	-	152	152
07:00-07:59	-	209	209	-	-	-	-	180	180
08:00-08:59	-	148	148	-	-	-	-	127	127
09:00-09:59	-	141	141	-	-	-	-	121	121
10:00-10:59	-	132	132	-	-	-	-	114	114
11:00-11:59	-	145	145	-	-	-	-	125	125
12:00-12:59	-	173	173	-	-	-	-	150	150
13:00-13:59	-	176	176	-	-	-	-	152	152
14:00-14:59	-	181	181	-	-	-	-	156	156
15:00-15:59	-	231	231	-	-	-	-	200	200
16:00-16:59	-	268	268	-	-	-	-	232	232
17:00-17:59	-	272	272	-	-	-	-	235	235
18:00-18:59	-	165	165	-	-	-	-	143	143
19:00-19:59	-	126	126	-	-	-	-	108	108
20:00-20:59	-	118	118	-	-	-	-	102	102
21:00-21:59	-	80	80	-	-	-	-	69	69
22:00-22:59	-	44	44	-	-	-	-	38	38
23:00-23:59	-	24	24	-	-	-	-	20	20
Daily Total	-	2,920	2,920	-	-	-	-	2,522	2,522

AM Peak	Hour	MD Peak	Hour	PM Peak	Hour	Daily Peak	Hour	% of Total	Daily Ave
-	209	209	-	-	-	180	180	-	-
-	07:00	07:00	-	-	-	07:00	07:00	-	-
-	181	181	-	-	-	156	156	-	-
-	14:00	14:00	-	-	-	14:00	14:00	-	-
-	272	272	-	-	-	235	235	-	-
-	17:00	17:00	-	-	-	17:00	17:00	-	-
-	272	272	-	-	-	235	235	-	-
-	17:00	17:00	-	-	-	17:00	17:00	-	-
-	9.3%	9.3%	-	-	-	9.3%	9.3%	-	-
-	122	122	-	-	-	105	105	-	-

Wisconsin Department of Transportation

Hourly Traffic Volume Report

2010-Jul-13 to 2010-Jul-15

Coverage Count

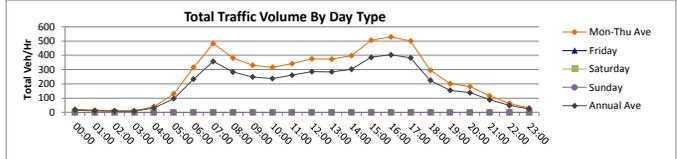
50 Hour Count - Averages and Graphs Do Not Include All Days

Location	CTH JJ BTWN WREN DR & RR TRACKS CENTER	Segment ID	
Site #	441067	Seasonal Factor Group	2
Region	NE	Daily Factor Group	2
County	OUTAGAMIE	Axle Factor Group	6
Funct. Class	U Minor Arterial	Growth Factor Group	

Hour	Sun		Mon		Tues 2010-07-13		Wed 2010-07-14		Thur 2010-07-15		Fri		Sat	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	-	-	-	-	-	-	22	22	21	21	-	-	-	-
01:00-01:59	-	-	-	-	-	-	14	14	15	15	-	-	-	-
02:00-02:59	-	-	-	-	-	-	9	9	14	14	-	-	-	-
03:00-03:59	-	-	-	-	-	-	8	8	14	14	-	-	-	-
04:00-04:59	-	-	-	-	-	-	39	39	42	42	-	-	-	-
05:00-05:59	-	-	-	-	-	-	141	141	118	118	-	-	-	-
06:00-06:59	-	-	-	-	-	-	327	327	301	301	-	-	-	-
07:00-07:59	-	-	-	-	-	-	512	512	452	452	-	-	-	-
08:00-08:59	-	-	-	-	-	-	429	429	333	333	-	-	-	-
09:00-09:59	-	-	-	-	373	373	304	304	315	315	-	-	-	-
10:00-10:59	-	-	-	-	361	361	297	297	288	288	-	-	-	-
11:00-11:59	-	-	-	-	376	376	306	306	-	-	-	-	-	-
12:00-12:59	-	-	-	-	382	382	367	367	-	-	-	-	-	-
13:00-13:59	-	-	-	-	403	403	341	341	-	-	-	-	-	-
14:00-14:59	-	-	-	-	372	372	422	422	-	-	-	-	-	-
15:00-15:59	-	-	-	-	520	520	491	491	-	-	-	-	-	-
16:00-16:59	-	-	-	-	569	569	488	488	-	-	-	-	-	-
17:00-17:59	-	-	-	-	564	564	436	436	-	-	-	-	-	-
18:00-18:59	-	-	-	-	350	350	237	237	-	-	-	-	-	-
19:00-19:59	-	-	-	-	250	250	152	152	-	-	-	-	-	-
20:00-20:59	-	-	-	-	223	223	137	137	-	-	-	-	-	-
21:00-21:59	-	-	-	-	140	140	91	91	-	-	-	-	-	-
22:00-22:59	-	-	-	-	69	69	57	57	-	-	-	-	-	-
23:00-23:59	-	-	-	-	28	28	33	33	-	-	-	-	-	-
Daily Total	-	-	-	-	-	-	5,660	5,660	-	-	-	-	-	-

AM Peak	Hour	Undivided Hwy	Total	Hour	Undivided Hwy	Total
MD Peak	Hour	13:00	13:00	14:00	14:00	-
PM Peak	Hour	16:00	16:00	15:00	15:00	-
Daily Peak	Hour	16:00	16:00	15:00	15:00	-
% of Total		-	-	-	-	-
Daily Ave		-	-	-	-	-

Seasonal Fctr			0.926	0.926	0.926	0.926				
Daily Fctr			0.940	0.940	0.912	0.912	0.887	0.887		
Axle Factor			0.444	0.444	0.444	0.444	0.444	0.444		
Pulse Fctr			2.000	2.000	2.000	2.000	2.000	2.000		
Overall Fctr	0.000	0.000	0.773	0.773	0.750	0.750	0.729	0.729	0.000	0.000



Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave		
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	
00:00-00:59	-	22	22	-	-	-	-	16	16
01:00-01:59	-	15	15	-	-	-	-	11	11
02:00-02:59	-	12	12	-	-	-	-	8	8
03:00-03:59	-	11	11	-	-	-	-	8	8
04:00-04:59	-	41	41	-	-	-	-	30	30
05:00-05:59	-	130	130	-	-	-	-	96	96
06:00-06:59	-	314	314	-	-	-	-	232	232
07:00-07:59	-	482	482	-	-	-	-	357	357
08:00-08:59	-	381	381	-	-	-	-	282	282
09:00-09:59	-	331	331	-	-	-	-	249	249
10:00-10:59	-	315	315	-	-	-	-	237	237
11:00-11:59	-	341	341	-	-	-	-	260	260
12:00-12:59	-	375	375	-	-	-	-	285	285
13:00-13:59	-	372	372	-	-	-	-	284	284
14:00-14:59	-	397	397	-	-	-	-	302	302
15:00-15:59	-	506	506	-	-	-	-	385	385
16:00-16:59	-	529	529	-	-	-	-	403	403
17:00-17:59	-	500	500	-	-	-	-	381	381
18:00-18:59	-	294	294	-	-	-	-	224	224
19:00-19:59	-	201	201	-	-	-	-	154	154
20:00-20:59	-	180	180	-	-	-	-	138	138
21:00-21:59	-	116	116	-	-	-	-	88	88
22:00-22:59	-	63	63	-	-	-	-	48	48
23:00-23:59	-	31	31	-	-	-	-	23	23
Daily Total	-	5,954	5,954	-	-	-	-	4,502	4,502

AM Peak	Hour	Undivided Hwy	Total	Hour	Undivided Hwy	Total
MD Peak	Hour	14:00	14:00	14:00	14:00	-
PM Peak	Hour	16:00	16:00	16:00	16:00	-
Daily Peak	Hour	16:00	16:00	16:00	16:00	-
% of Total		-	-	-	-	-
Daily Ave		-	-	-	-	-

Wisconsin Department of Transportation

Hourly Traffic Volume Report

2004-Apr-20 to 2004-Apr-22

48 Hour Count - Averages and Graphs Do Not Include All Days

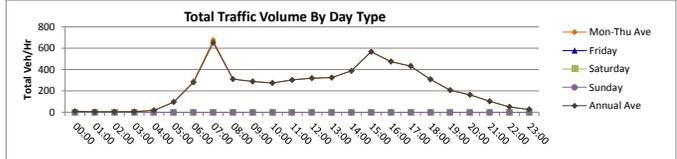
Coverage Count

Location	CTH JJ EAST OF STH 47 GRAND CHUTE TNSHP	Segment ID	
Site #	440323	Seasonal Factor Group	2
Region	NE	Daily Factor Group	2
County	OUTAGAMIE	Axle Factor Group	6
Funct. Class	U Minor Arterial	Growth Factor Group	

Hour	Sun		Mon		Tues 2004-04-20		Wed 2004-04-21		Thur 2004-04-22		Fri		Sat	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	-	-	-	-	-	-	11	11	9	9	-	-	-	-
01:00-01:59	-	-	-	-	-	-	4	4	5	5	-	-	-	-
02:00-02:59	-	-	-	-	-	-	5	5	4	4	-	-	-	-
03:00-03:59	-	-	-	-	-	-	5	5	9	9	-	-	-	-
04:00-04:59	-	-	-	-	-	-	12	12	26	26	-	-	-	-
05:00-05:59	-	-	-	-	-	-	94	94	104	104	-	-	-	-
06:00-06:59	-	-	-	-	-	-	282	282	295	295	-	-	-	-
07:00-07:59	-	-	-	-	-	-	657	657	690	690	-	-	-	-
08:00-08:59	-	-	-	-	305	305	319	319	-	-	-	-	-	-
09:00-09:59	-	-	-	-	285	285	294	294	-	-	-	-	-	-
10:00-10:59	-	-	-	-	287	287	264	264	-	-	-	-	-	-
11:00-11:59	-	-	-	-	354	354	252	252	-	-	-	-	-	-
12:00-12:59	-	-	-	-	344	344	296	296	-	-	-	-	-	-
13:00-13:59	-	-	-	-	358	358	292	292	-	-	-	-	-	-
14:00-14:59	-	-	-	-	419	419	359	359	-	-	-	-	-	-
15:00-15:59	-	-	-	-	584	584	551	551	-	-	-	-	-	-
16:00-16:59	-	-	-	-	487	487	466	466	-	-	-	-	-	-
17:00-17:59	-	-	-	-	437	437	433	433	-	-	-	-	-	-
18:00-18:59	-	-	-	-	370	370	248	248	-	-	-	-	-	-
19:00-19:59	-	-	-	-	218	218	197	197	-	-	-	-	-	-
20:00-20:59	-	-	-	-	174	174	155	155	-	-	-	-	-	-
21:00-21:59	-	-	-	-	112	112	94	94	-	-	-	-	-	-
22:00-22:59	-	-	-	-	50	50	52	52	-	-	-	-	-	-
23:00-23:59	-	-	-	-	27	27	27	27	-	-	-	-	-	-
Daily Total	-	-	-	-	-	-	5,369	5,369	-	-	-	-	-	-

AM Peak	-	-	-	-	-	-	657	657	-	-	-	-	-	-
Hour	-	-	-	-	-	-	07:00	07:00	-	-	-	-	-	-
MD Peak	-	-	-	-	-	419	419	359	359	-	-	-	-	-
Hour	-	-	-	-	-	14:00	14:00	14:00	14:00	-	-	-	-	-
PM Peak	-	-	-	-	-	584	584	551	551	-	-	-	-	-
Hour	-	-	-	-	-	15:00	15:00	15:00	15:00	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	657	657	-	-	-	-	-	-
Hour	-	-	-	-	-	-	07:00	07:00	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	12.2%	12.2%	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	224	224	-	-	-	-	-	-

Seasonal Fctr					1.002	1.002			1.002	1.002				
Daily Fctr					1.022	1.022			0.995	0.995			0.966	0.966
Axle Factor					0.492	0.492			0.492	0.492			0.492	0.492
Pulse Fctr					2.000	2.000			2.000	2.000			2.000	2.000
Overall Fctr	0.000	0.000			1.008	1.008			0.981	0.981			0.952	0.952



Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	10	10	-	-	-	-	10	10
01:00-01:59	5	5	-	-	-	-	4	4
02:00-02:59	5	5	-	-	-	-	4	4
03:00-03:59	7	7	-	-	-	-	7	7
04:00-04:59	19	19	-	-	-	-	18	18
05:00-05:59	99	99	-	-	-	-	96	96
06:00-06:59	289	289	-	-	-	-	279	279
07:00-07:59	674	674	-	-	-	-	651	651
08:00-08:59	312	312	-	-	-	-	310	310
09:00-09:59	290	290	-	-	-	-	288	288
10:00-10:59	276	276	-	-	-	-	274	274
11:00-11:59	303	303	-	-	-	-	302	302
12:00-12:59	320	320	-	-	-	-	319	319
13:00-13:59	325	325	-	-	-	-	324	324
14:00-14:59	389	389	-	-	-	-	387	387
15:00-15:59	568	568	-	-	-	-	565	565
16:00-16:59	477	477	-	-	-	-	474	474
17:00-17:59	435	435	-	-	-	-	433	433
18:00-18:59	309	309	-	-	-	-	308	308
19:00-19:59	208	208	-	-	-	-	206	206
20:00-20:59	165	165	-	-	-	-	164	164
21:00-21:59	103	103	-	-	-	-	103	103
22:00-22:59	51	51	-	-	-	-	51	51
23:00-23:59	27	27	-	-	-	-	27	27
Daily Total	5,661	5,661	-	-	-	-	5,601	5,601

AM Peak	674	674	-	-	-	-	651	651
Hour	07:00	07:00	-	-	-	-	07:00	07:00
MD Peak	389	389	-	-	-	-	387	387
Hour	14:00	14:00	-	-	-	-	14:00	14:00
PM Peak	568	568	-	-	-	-	565	565
Hour	15:00	15:00	-	-	-	-	15:00	15:00
Daily Peak	674	674	-	-	-	-	651	651
Hour	07:00	07:00	-	-	-	-	07:00	07:00
% of Total	11.9%	11.9%	-	-	-	-	11.6%	11.6%
Daily Ave	236	236	-	-	-	-	233	233

Wisconsin Department of Transportation

Hourly Traffic Volume Report

2010-May-10 to 2010-May-16

Coverage Count

157 Hour Count - Averages and Graphs Do Not Include All Days

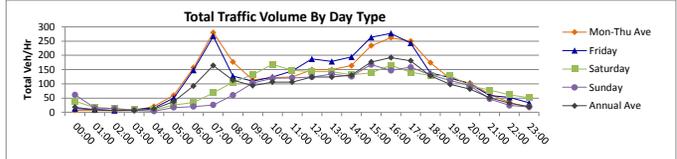
Location	CTH JJ BTWN CTH N & BUCHANAN RD VANDEN BROEK TNSHP	Segment ID	
Site #	440962	Seasonal Factor Group	4
Region	NE	Daily Factor Group	4
County	OUTAGAMIE	Axle Factor Group	2
Funct. Class	R Minor Arterial - Other	Growth Factor Group	

Hour	Sun		Mon 2010-05-10		Tues 2010-05-11		Wed 2010-05-12		Thur 2010-05-13		Fri 2010-05-14		Sat 2010-05-15	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	61	61	-	-	8	8	6	6	5	5	13	13	39	39
01:00-01:59	15	15	-	-	7	7	6	6	7	7	10	10	17	17
02:00-02:59	13	13	-	-	5	5	6	6	5	5	6	6	13	13
03:00-03:59	7	7	-	-	9	9	4	4	8	8	10	10	9	9
04:00-04:59	4	4	-	-	25	25	21	21	17	17	15	15	9	9
05:00-05:59	17	17	-	-	53	53	73	73	53	53	50	50	26	26
06:00-06:59	20	20	-	-	152	152	170	170	148	148	148	148	34	34
07:00-07:59	26	26	-	-	291	291	295	295	253	253	267	267	68	68
08:00-08:59	60	60	-	-	253	253	141	141	136	136	127	127	106	106
09:00-09:59	103	103	-	-	108	108	138	138	95	95	109	109	132	132
10:00-10:59	119	119	-	-	127	127	115	115	123	123	124	124	169	169
11:00-11:59	121	121	137	137	124	124	112	112	120	120	145	145	147	147
12:00-12:59	124	124	140	140	135	135	183	183	139	139	187	187	143	143
13:00-13:59	134	134	153	153	133	133	170	170	142	142	178	178	143	143
14:00-14:59	126	126	179	179	145	145	179	179	152	152	194	194	132	132
15:00-15:59	167	167	255	255	220	220	246	246	214	214	263	263	138	138
16:00-16:59	147	147	256	256	222	222	300	300	268	268	277	277	165	165
17:00-17:59	158	158	255	255	232	232	257	257	255	255	243	243	140	140
18:00-18:59	132	132	166	166	160	160	211	211	160	160	138	138	129	129
19:00-19:59	111	111	118	118	102	102	134	134	117	117	122	122	129	129
20:00-20:59	94	94	97	97	102	102	99	99	112	112	99	99	93	93
21:00-21:59	47	47	49	49	63	63	74	74	68	68	59	59	78	78
22:00-22:59	24	24	30	30	37	37	35	35	36	36	52	52	61	61
23:00-23:59	19	19	13	13	16	16	22	22	15	15	33	33	51	51
Daily Total	1,849	1,849	-	-	2,729	2,729	2,997	2,997	2,648	2,648	2,869	2,869	2,171	2,171

Hour	AM Peak		MD Peak		PM Peak		Daily Peak		% of Total		Daily Ave	
	Undivided Hwy	Total										
AM Peak	103	103	-	-	291	291	295	295	253	253	267	267
Hour	09:00	09:00	-	-	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00
MD Peak	134	134	-	-	145	145	183	183	152	152	194	194
Hour	13:00	13:00	-	-	14:00	14:00	12:00	12:00	14:00	14:00	14:00	14:00
PM Peak	167	167	256	256	232	232	300	300	268	268	277	277
Hour	15:00	15:00	16:00	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00
Daily Peak	167	167	-	-	291	291	300	300	268	268	277	277
Hour	15:00	15:00	-	-	07:00	07:00	16:00	16:00	16:00	16:00	16:00	16:00
% of Total	9.0%	9.0%	-	-	10.7%	10.7%	10.0%	10.0%	10.1%	10.1%	9.7%	9.7%
Daily Ave	77	77	-	-	114	114	125	125	110	110	120	120

Seasonal Fctr	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938
Daily Fctr	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Axle Factor	0.438	0.438	0.438	0.438	0.438	0.438	0.438	0.438	0.438	0.438	0.438	0.438	0.438	0.438
Pulse Fctr	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000
Overall Fctr	0.822	0.822	0.822	0.822	0.822	0.822	0.822	0.822	0.822	0.822	0.822	0.822	0.822	0.822

Note: Sunday data for 0:00 to 23:00 is from 2010-05-16



Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	6	6	8	8	22	22	18	18
01:00-01:59	7	7	8	8	10	10	8	8
02:00-02:59	5	5	6	6	8	8	7	7
03:00-03:59	7	7	8	8	8	8	6	6
04:00-04:59	21	21	20	20	15	15	12	12
05:00-05:59	60	60	57	57	45	45	37	37
06:00-06:59	157	157	155	155	112	112	92	92
07:00-07:59	280	280	277	277	200	200	164	164
08:00-08:59	177	177	164	164	137	137	113	113
09:00-09:59	114	114	113	113	114	114	94	94
10:00-10:59	122	122	122	122	130	130	106	106
11:00-11:59	123	123	128	128	129	129	106	106
12:00-12:59	149	149	157	157	150	150	123	123
13:00-13:59	150	150	155	155	150	150	124	124
14:00-14:59	164	164	170	170	158	158	130	130
15:00-15:59	234	234	240	240	215	215	176	176
16:00-16:59	262	262	265	265	234	234	192	192
17:00-17:59	250	250	248	248	220	220	181	181
18:00-18:59	174	174	167	167	157	157	129	129
19:00-19:59	118	118	119	119	119	119	98	98
20:00-20:59	103	103	102	102	99	99	82	82
21:00-21:59	64	64	63	63	63	63	51	51
22:00-22:59	35	35	38	38	39	39	32	32
23:00-23:59	17	17	20	20	24	24	20	20
Daily Total	2,794	2,794	2,805	2,805	2,559	2,559	2,103	2,103

Hour	AM Peak		MD Peak		PM Peak		Daily Peak		% of Total		Daily Ave	
	Undivided Hwy	Total										
AM Peak	280	280	277	277	200	200	164	164				
Hour	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00				
MD Peak	164	164	170	170	158	158	130	130				
Hour	14:00	14:00	14:00	14:00	14:00	14:00	14:00	14:00				
PM Peak	262	262	265	265	234	234	192	192				
Hour	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00				
Daily Peak	280	280	277	277	234	234	192	192				
Hour	07:00	07:00	07:00	07:00	16:00	16:00	16:00	16:00				
% of Total	10.0%	10.0%	9.9%	9.9%	9.1%	9.1%	9.1%	9.1%				
Daily Ave	116	116	117	117	107	107	88	88				

Wisconsin Department of Transportation

Hourly Traffic Volume Report

2004-Apr-20 to 2004-Apr-22

48 Hour Count - Averages and Graphs Do Not Include All Days

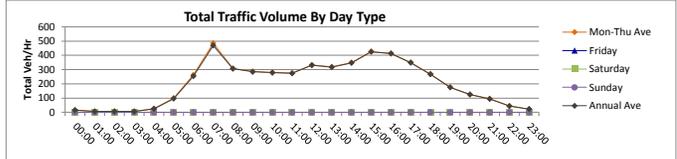
Coverage Count

Location	CTH JJ BTWN WREN DR & RR TRACKS CENTER	Segment ID	
Site #	441067	Seasonal Factor Group	2
Region	NE	Daily Factor Group	2
County	OUTAGAMIE	Axle Factor Group	6
Funct. Class	U Minor Arterial	Growth Factor Group	

Hour	Sun		Mon		Tues 2004-04-20		Wed 2004-04-21		Thur 2004-04-22		Fri		Sat	
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total
00:00-00:59	-	-	-	-	-	-	18	18	13	13	-	-	-	-
01:00-01:59	-	-	-	-	-	-	4	4	7	7	-	-	-	-
02:00-02:59	-	-	-	-	-	-	8	8	5	5	-	-	-	-
03:00-03:59	-	-	-	-	-	-	5	5	7	7	-	-	-	-
04:00-04:59	-	-	-	-	-	-	27	27	24	24	-	-	-	-
05:00-05:59	-	-	-	-	-	-	96	96	103	103	-	-	-	-
06:00-06:59	-	-	-	-	-	-	270	270	255	255	-	-	-	-
07:00-07:59	-	-	-	-	-	-	483	483	487	487	-	-	-	-
08:00-08:59	-	-	-	-	-	315	315	300	300	-	-	-	-	-
09:00-09:59	-	-	-	-	-	296	296	276	276	-	-	-	-	-
10:00-10:59	-	-	-	-	-	301	301	258	258	-	-	-	-	-
11:00-11:59	-	-	-	-	-	292	292	258	258	-	-	-	-	-
12:00-12:59	-	-	-	-	-	361	361	303	303	-	-	-	-	-
13:00-13:59	-	-	-	-	-	340	340	297	297	-	-	-	-	-
14:00-14:59	-	-	-	-	-	356	356	341	341	-	-	-	-	-
15:00-15:59	-	-	-	-	-	454	454	400	400	-	-	-	-	-
16:00-16:59	-	-	-	-	-	451	451	377	377	-	-	-	-	-
17:00-17:59	-	-	-	-	-	353	353	348	348	-	-	-	-	-
18:00-18:59	-	-	-	-	-	316	316	220	220	-	-	-	-	-
19:00-19:59	-	-	-	-	-	197	197	154	154	-	-	-	-	-
20:00-20:59	-	-	-	-	-	131	131	119	119	-	-	-	-	-
21:00-21:59	-	-	-	-	-	91	91	99	99	-	-	-	-	-
22:00-22:59	-	-	-	-	-	50	50	37	37	-	-	-	-	-
23:00-23:59	-	-	-	-	-	17	17	29	29	-	-	-	-	-
Daily Total	-	-	-	-	-	-	-	4,727	4,727	-	-	-	-	-

AM Peak	-	-	-	-	-	-	-	483	483	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	07:00	07:00	-	-	-	-	-	-	-	-	-	-
MD Peak	-	-	-	-	-	-	-	361	361	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	12:00	12:00	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	454	454	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	15:00	15:00	-	-	-	-	-	-	-	-	-	-
Daily Peak	-	-	-	-	-	-	-	483	483	-	-	-	-	-	-	-	-	-	-
Hour	-	-	-	-	-	-	-	07:00	07:00	-	-	-	-	-	-	-	-	-	-
% of Total	-	-	-	-	-	-	-	10.2%	10.2%	-	-	-	-	-	-	-	-	-	-
Daily Ave	-	-	-	-	-	-	-	197	197	-	-	-	-	-	-	-	-	-	-

Seasonal Fctr					1.002	1.002		1.002	1.002		1.002	1.002							
Daily Fctr					1.022	1.022		0.995	0.995		0.966	0.966							
Axle Factor					0.492	0.492		0.492	0.492		0.492	0.492							
Pulse Fctr					2.000	2.000		2.000	2.000		2.000	2.000							
Overall Fctr	0.000	0.000			1.008	1.008		0.981	0.981		0.952	0.952		0.000	0.000		0.000	0.000	



Hour	Mon-Thurs Average		Mon-Fri Average		7 Day Average		Estimated Annual Ave		
	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	Undivided Hwy	Total	
00:00-00:59	-	16	16	-	-	-	-	15	15
01:00-01:59	-	6	6	-	-	-	-	5	5
02:00-02:59	-	7	7	-	-	-	-	6	6
03:00-03:59	-	6	6	-	-	-	-	6	6
04:00-04:59	-	26	26	-	-	-	-	25	25
05:00-05:59	-	100	100	-	-	-	-	96	96
06:00-06:59	-	263	263	-	-	-	-	254	254
07:00-07:59	-	485	485	-	-	-	-	469	469
08:00-08:59	-	308	308	-	-	-	-	306	306
09:00-09:59	-	286	286	-	-	-	-	285	285
10:00-10:59	-	280	280	-	-	-	-	278	278
11:00-11:59	-	275	275	-	-	-	-	274	274
12:00-12:59	-	332	332	-	-	-	-	331	331
13:00-13:59	-	319	319	-	-	-	-	317	317
14:00-14:59	-	349	349	-	-	-	-	347	347
15:00-15:59	-	427	427	-	-	-	-	425	425
16:00-16:59	-	414	414	-	-	-	-	412	412
17:00-17:59	-	351	351	-	-	-	-	349	349
18:00-18:59	-	268	268	-	-	-	-	267	267
19:00-19:59	-	176	176	-	-	-	-	175	175
20:00-20:59	-	125	125	-	-	-	-	124	124
21:00-21:59	-	95	95	-	-	-	-	94	94
22:00-22:59	-	44	44	-	-	-	-	43	43
23:00-23:59	-	23	23	-	-	-	-	23	23
Daily Total	-	4,975	4,975	-	-	-	-	4,925	4,925

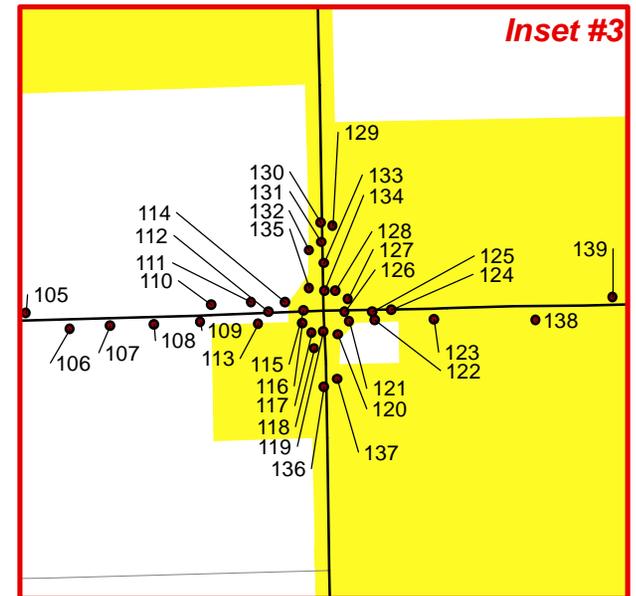
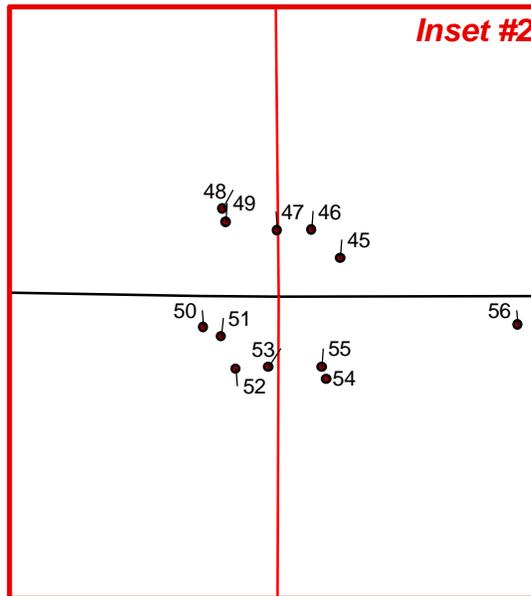
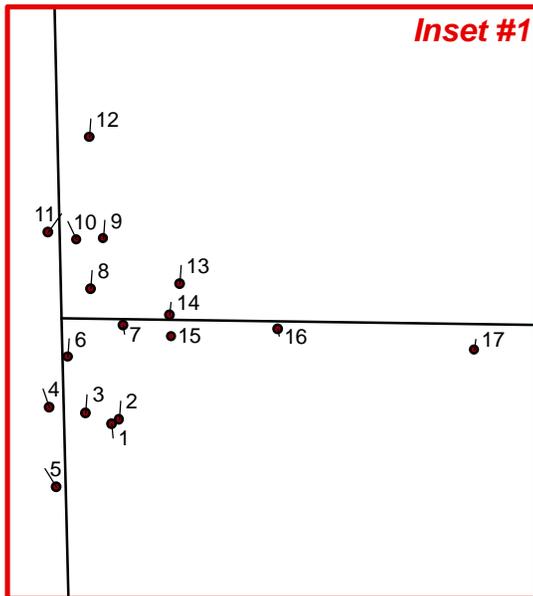
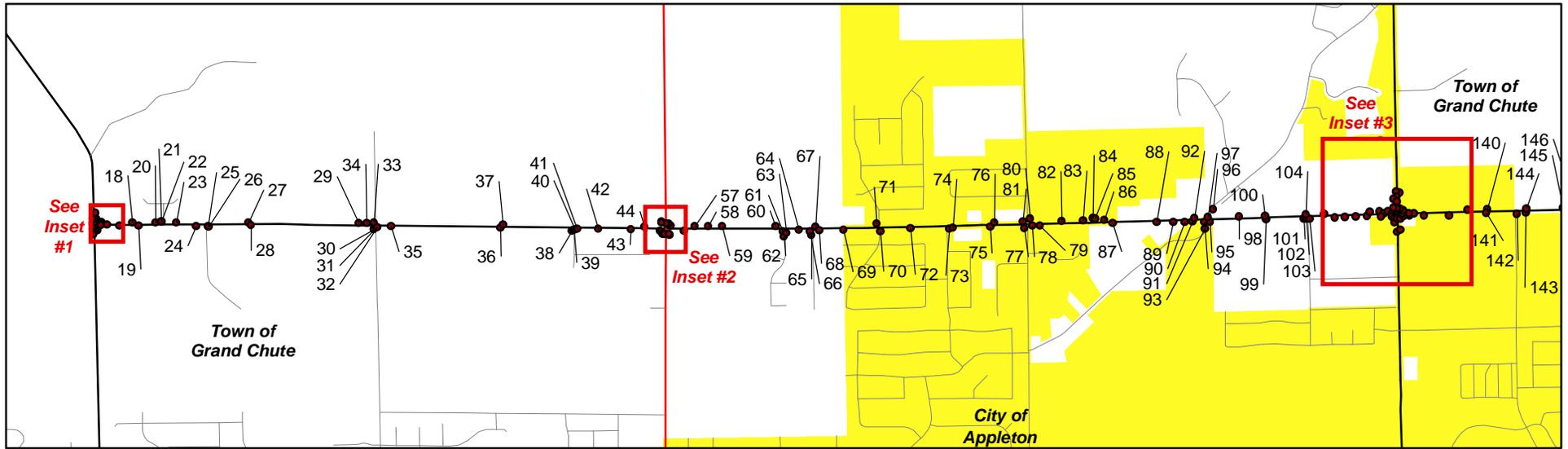
AM Peak	-	485	485	-	-	-	-	-	469	469
Hour	-	07:00	07:00	-	-	-	-	-	07:00	07:00
MD Peak	-	349	349	-	-	-	-	-	347	347
Hour	-	14:00	14:00	-	-	-	-	-	14:00	14:00
PM Peak	-	427	427	-	-	-	-	-	425	425
Hour	-	15:00	15:00	-	-	-	-	-	15:00	15:00
Daily Peak	-	485	485	-	-	-	-	-	469	469
Hour	-	07:00	07:00	-	-	-	-	-	07:00	07:00
% of Total	-	9.7%	9.7%	-	-	-	-	-	9.5%	9.5%
Daily Ave	-	207	207	-	-	-	-	-	205	205

Appendix B.

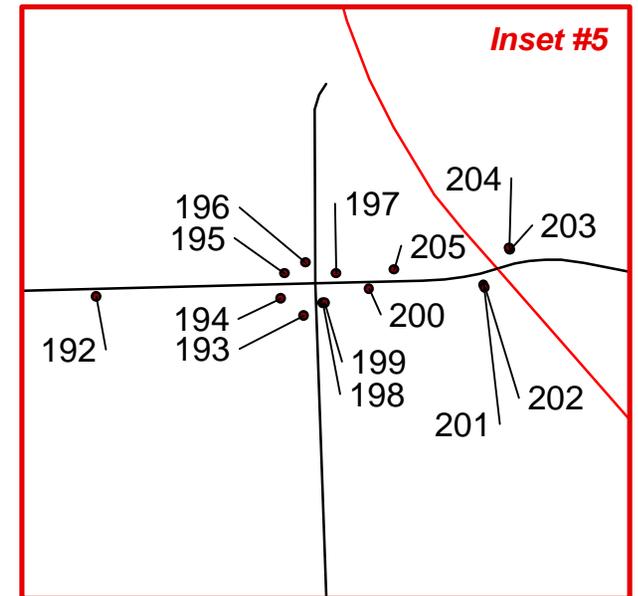
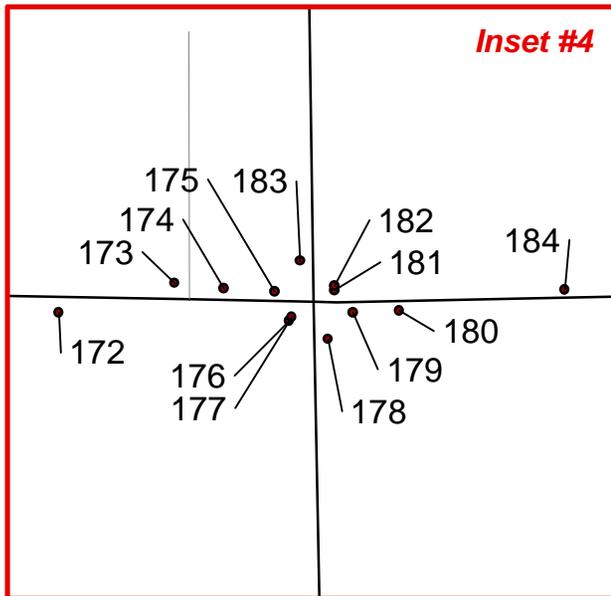
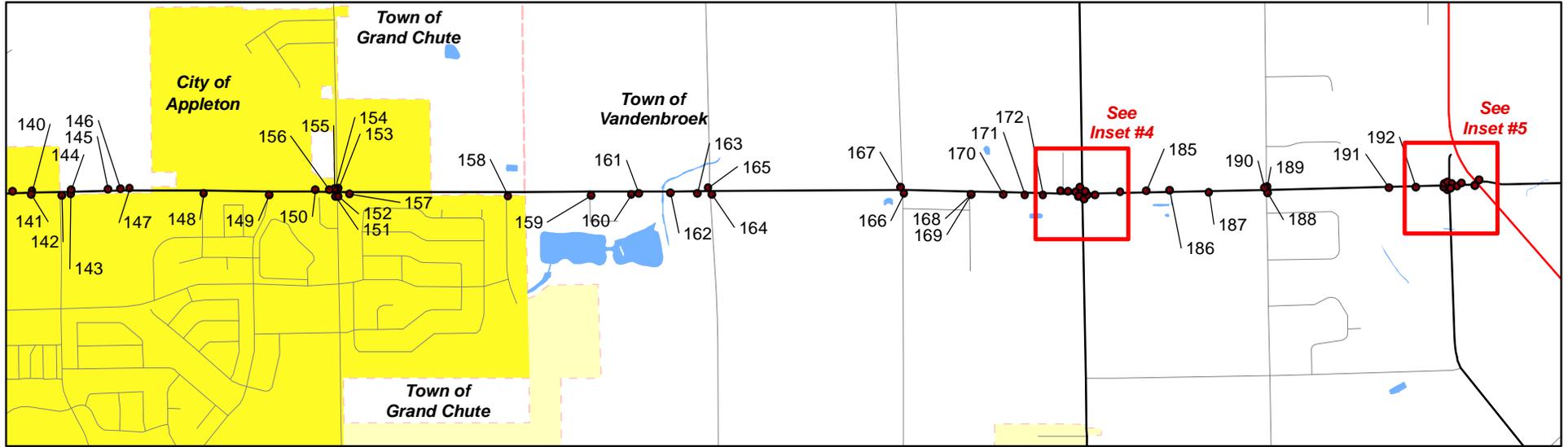
Sign Inventory

*Sign inventory was collected October 27, 28 and 29 of 2011. Inventory is a snap shot in time and constantly changing, therefore should be used accordingly.

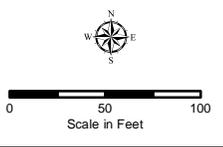
CTH JJ Support Locations (CTH A to CTH E)



CTH JJ Support Locations (CTH E to STH 55)



Support Number: 1

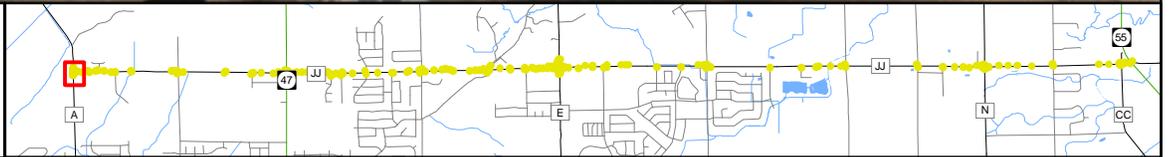
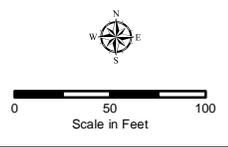


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Telephone # (920)-751-4770
Fax # (920)-751-4771

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2010 Imagery provided by Outagamie County.

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Support Number: 4

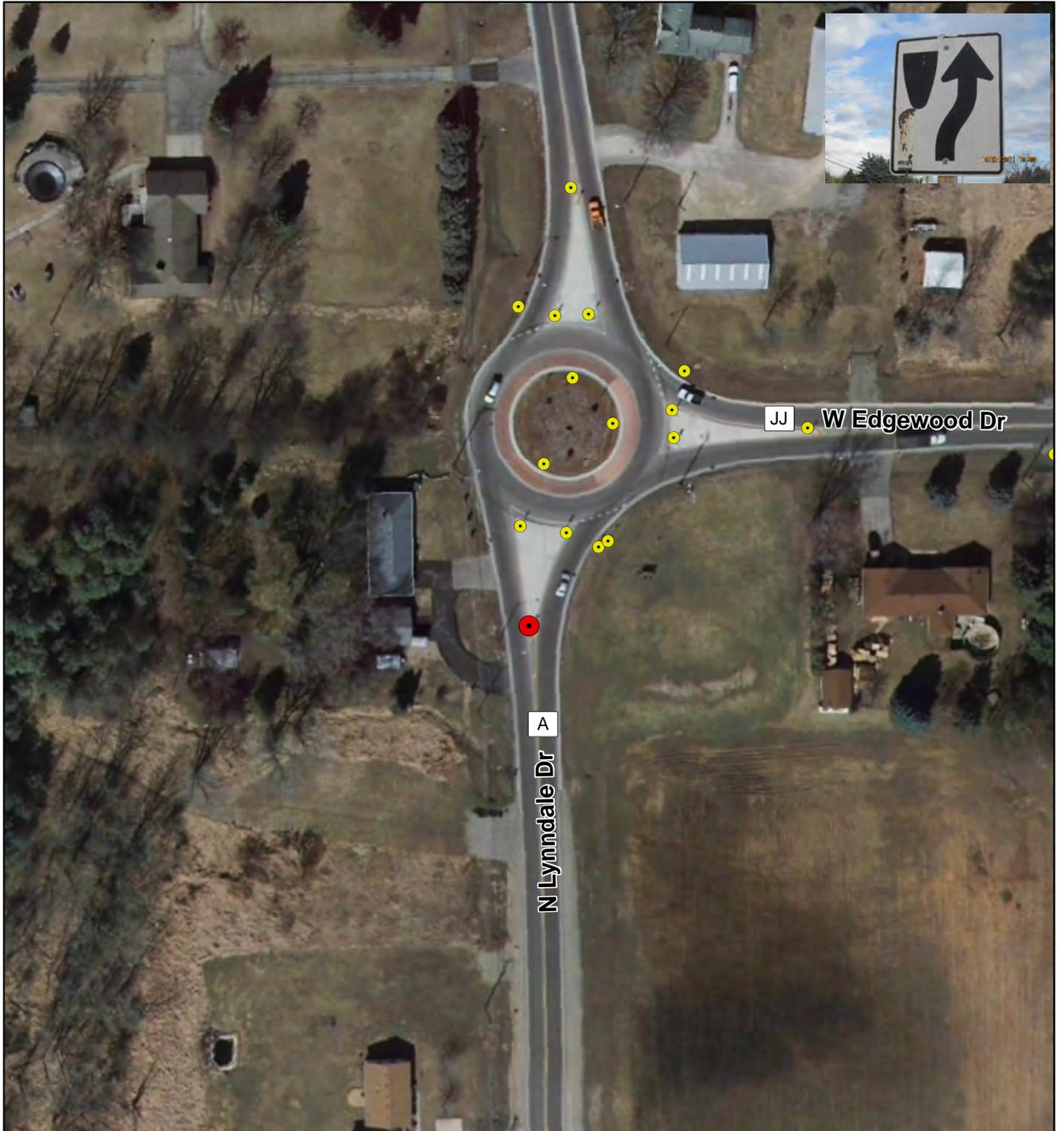


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Support Number: 5

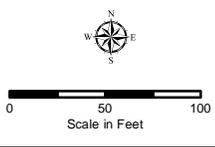


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Support Number: 6

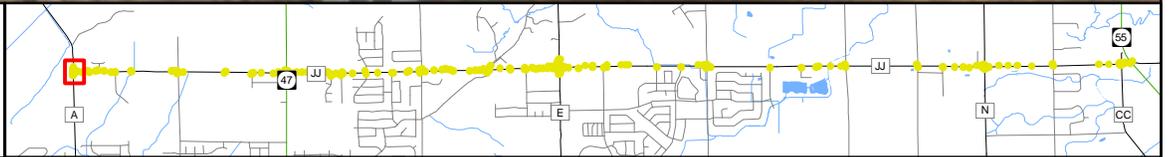
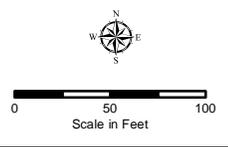


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Support Number: 7

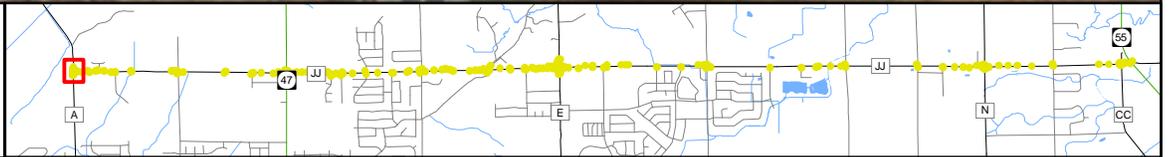
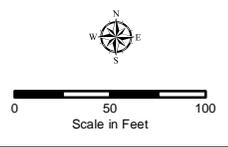


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Support Number: 8

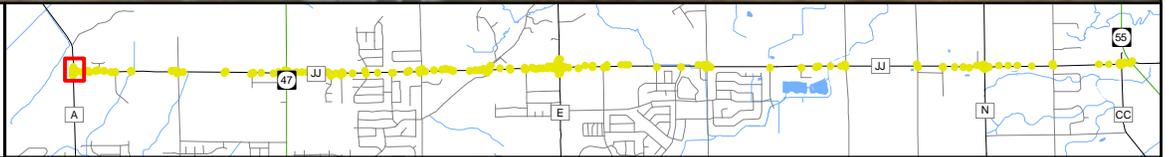
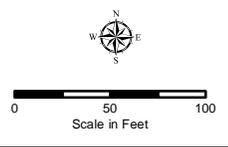


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Support Number: 9

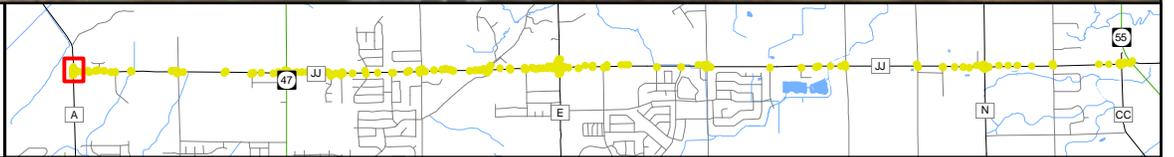
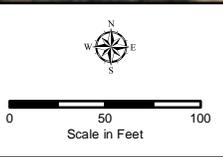


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Support Number: 10

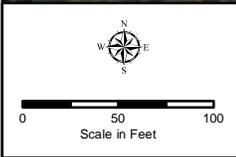


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Support Number: 11

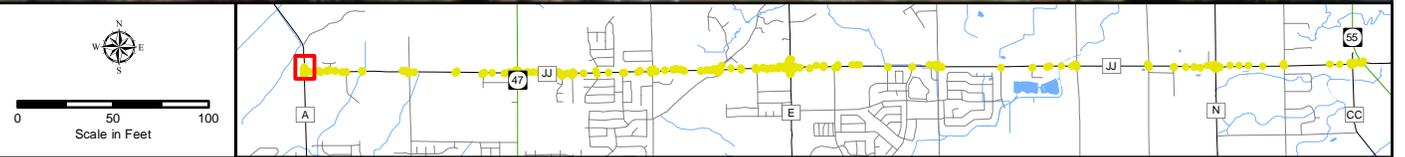


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Support Number: 12

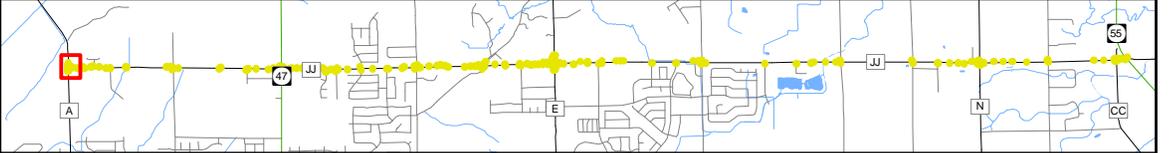
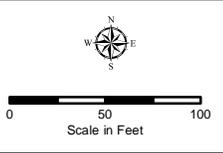


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Support Number: 13



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Support Number: 14



Support Number: 15



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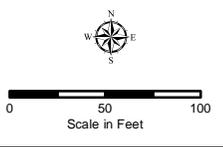
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Support Number: 16



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Support Number: 17



N Lynndale Dr

JJ W Edgewood Dr

A

Prepared November 2011 By:

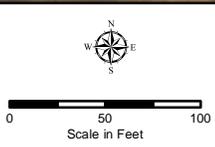
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Support Number: 18

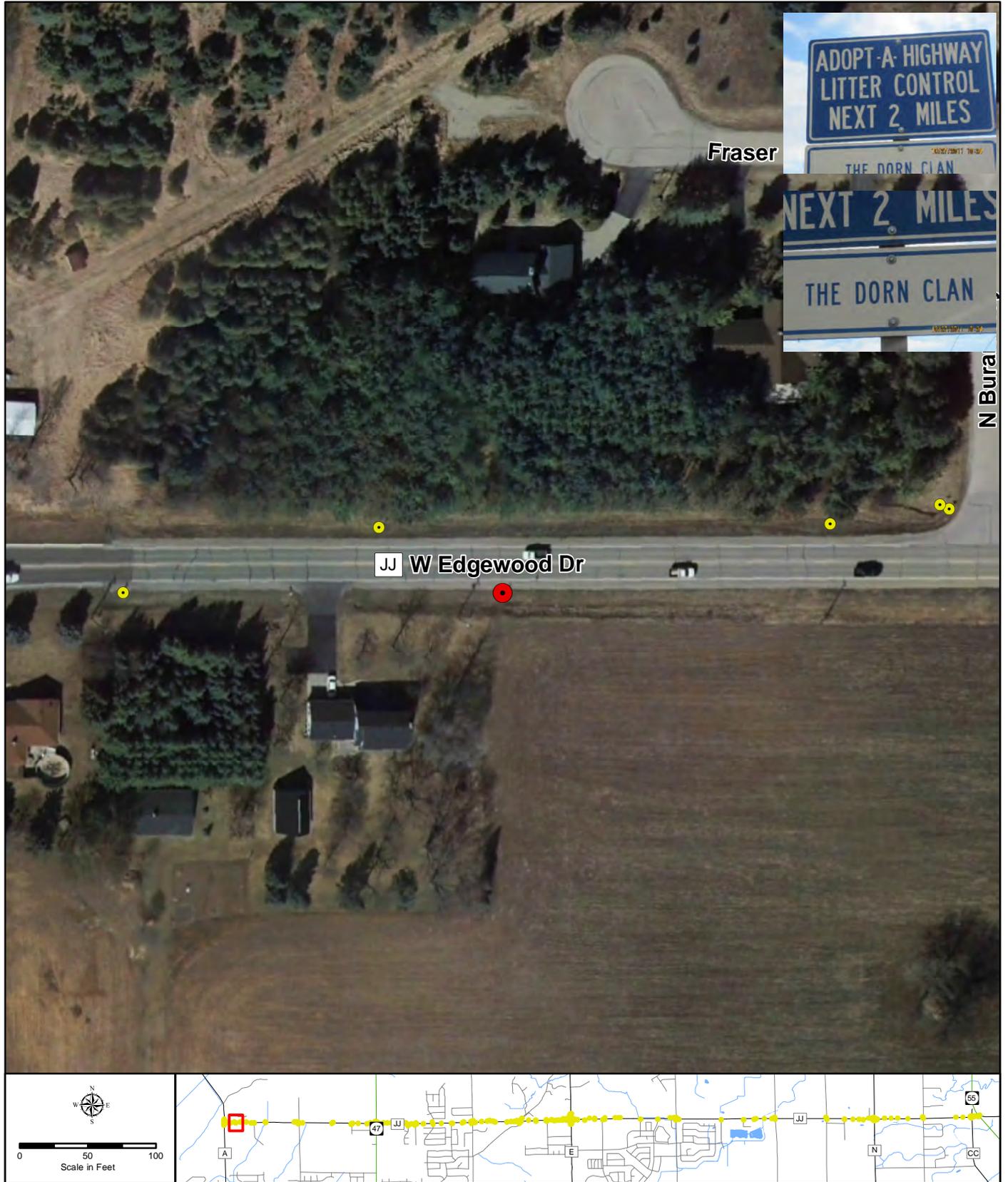


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Support Number: 20

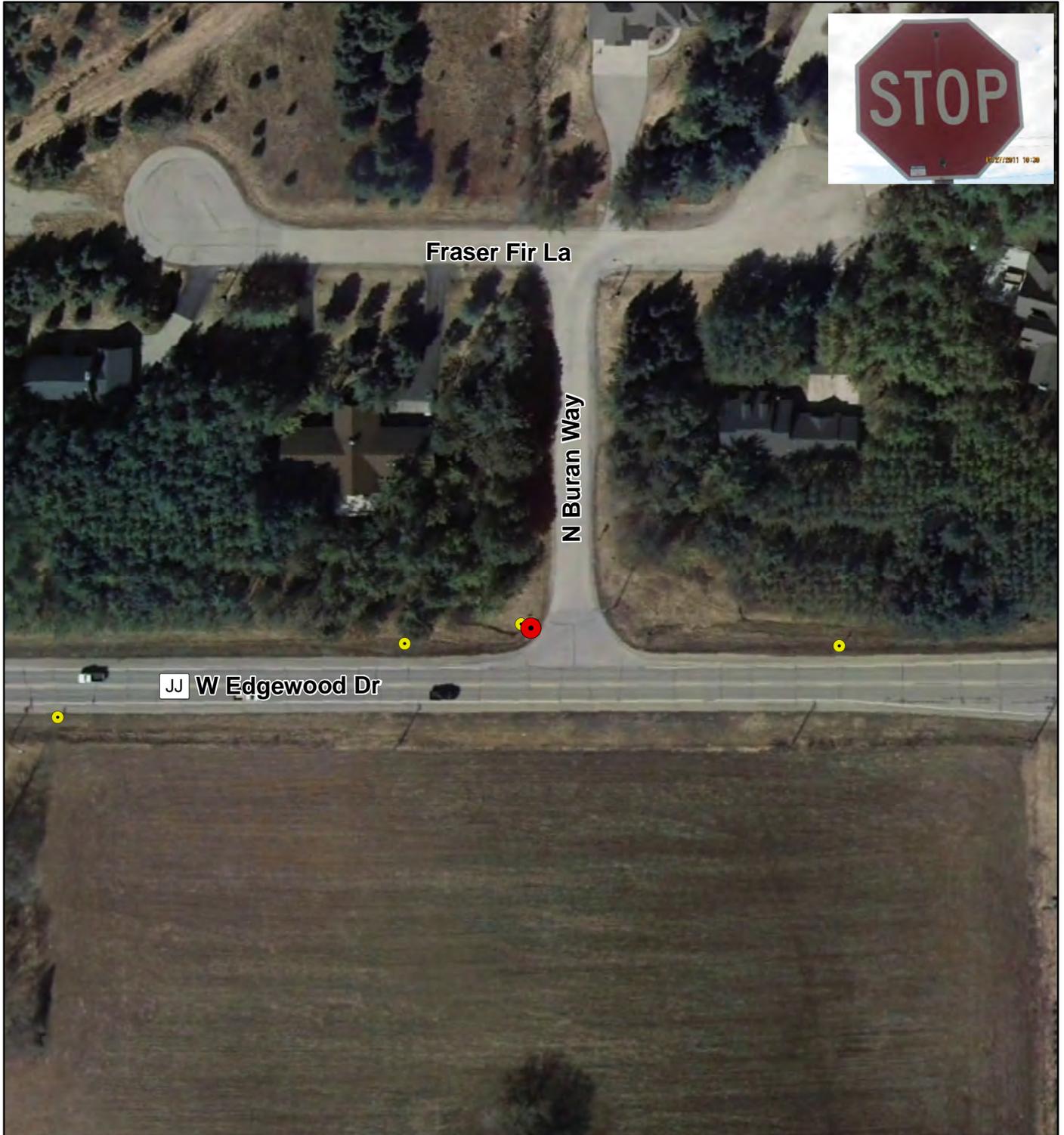


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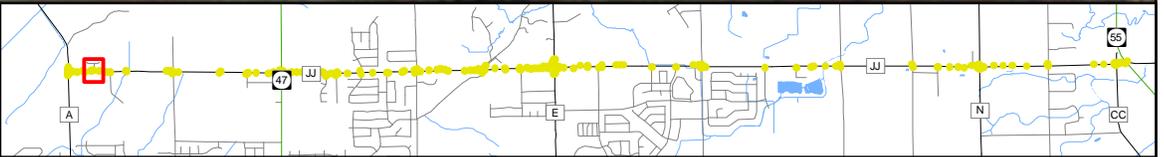
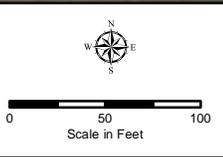
Support Number: 21



JJ W Edgewood Dr

Fraser Fir La

N Buran Way

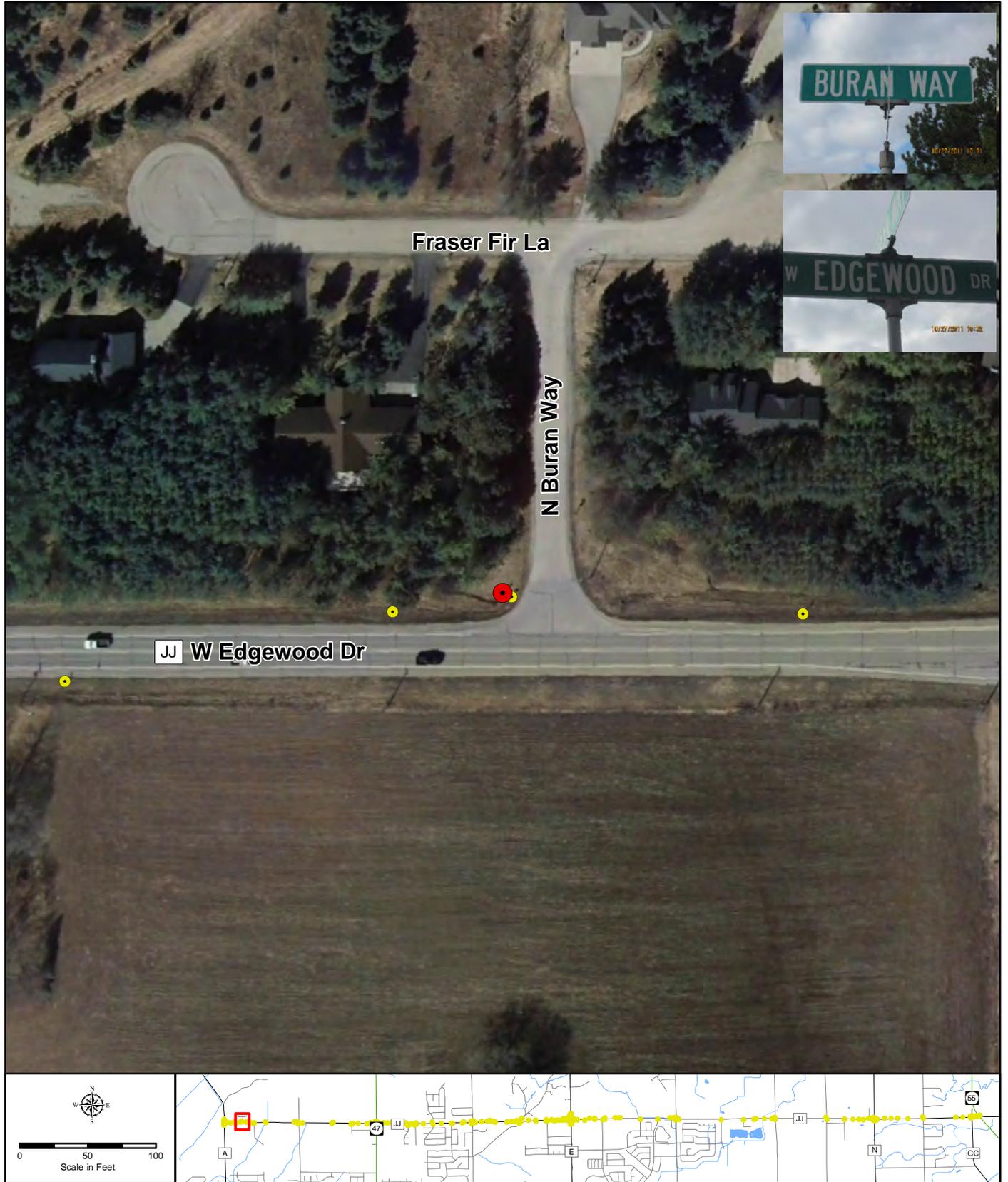


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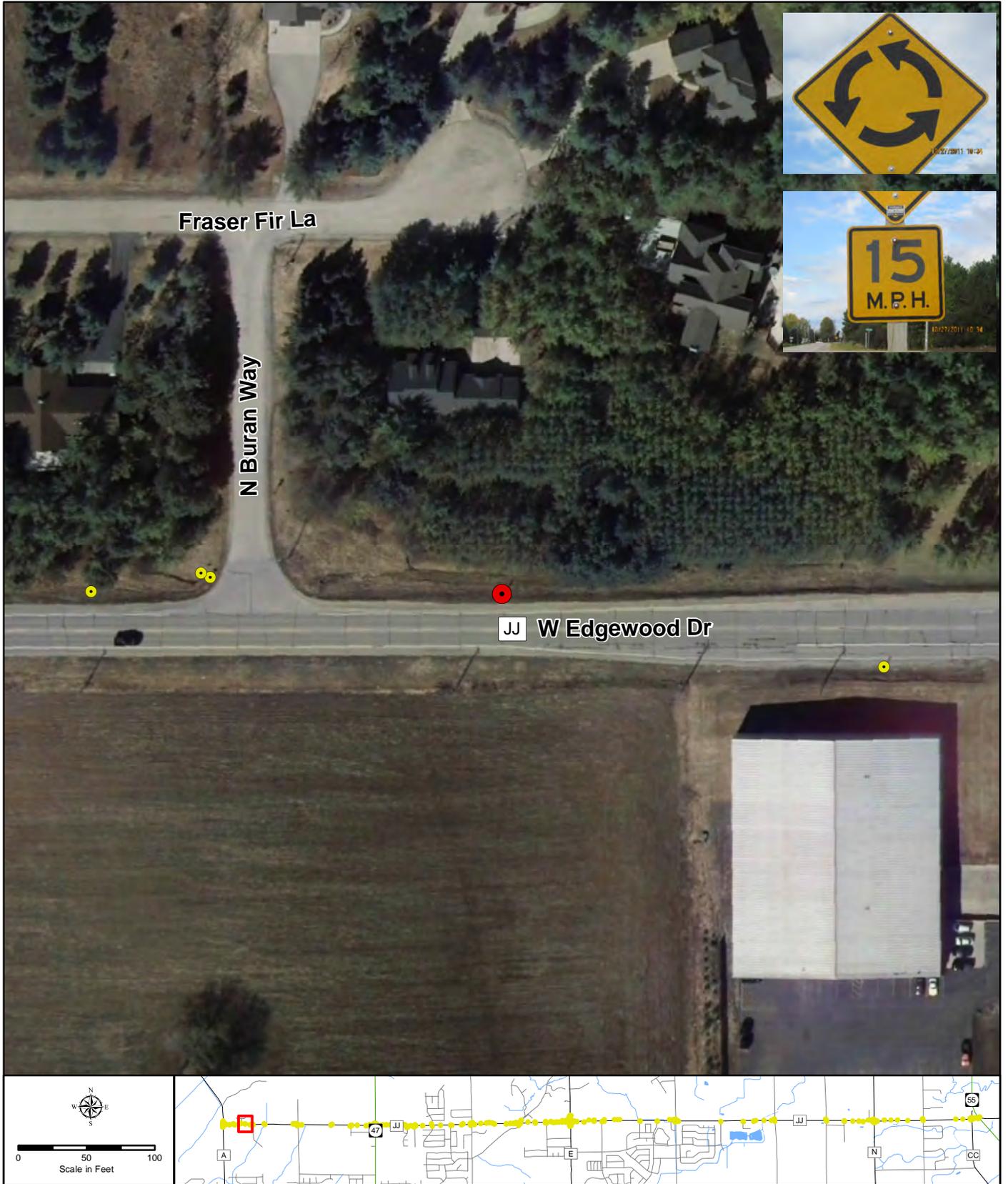
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Support Number: 22



Support Number: 23



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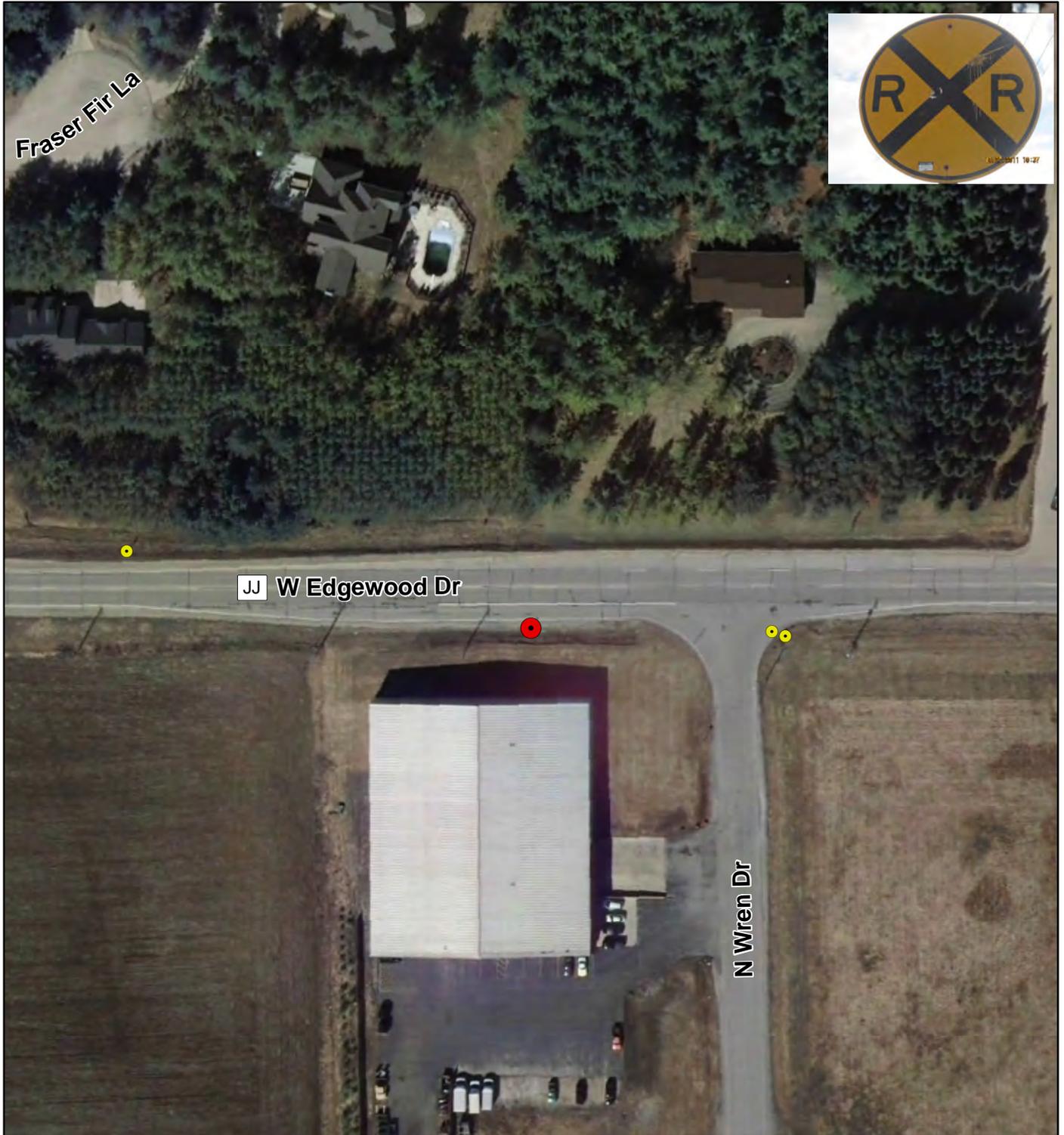
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Support Number: 24

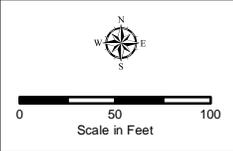
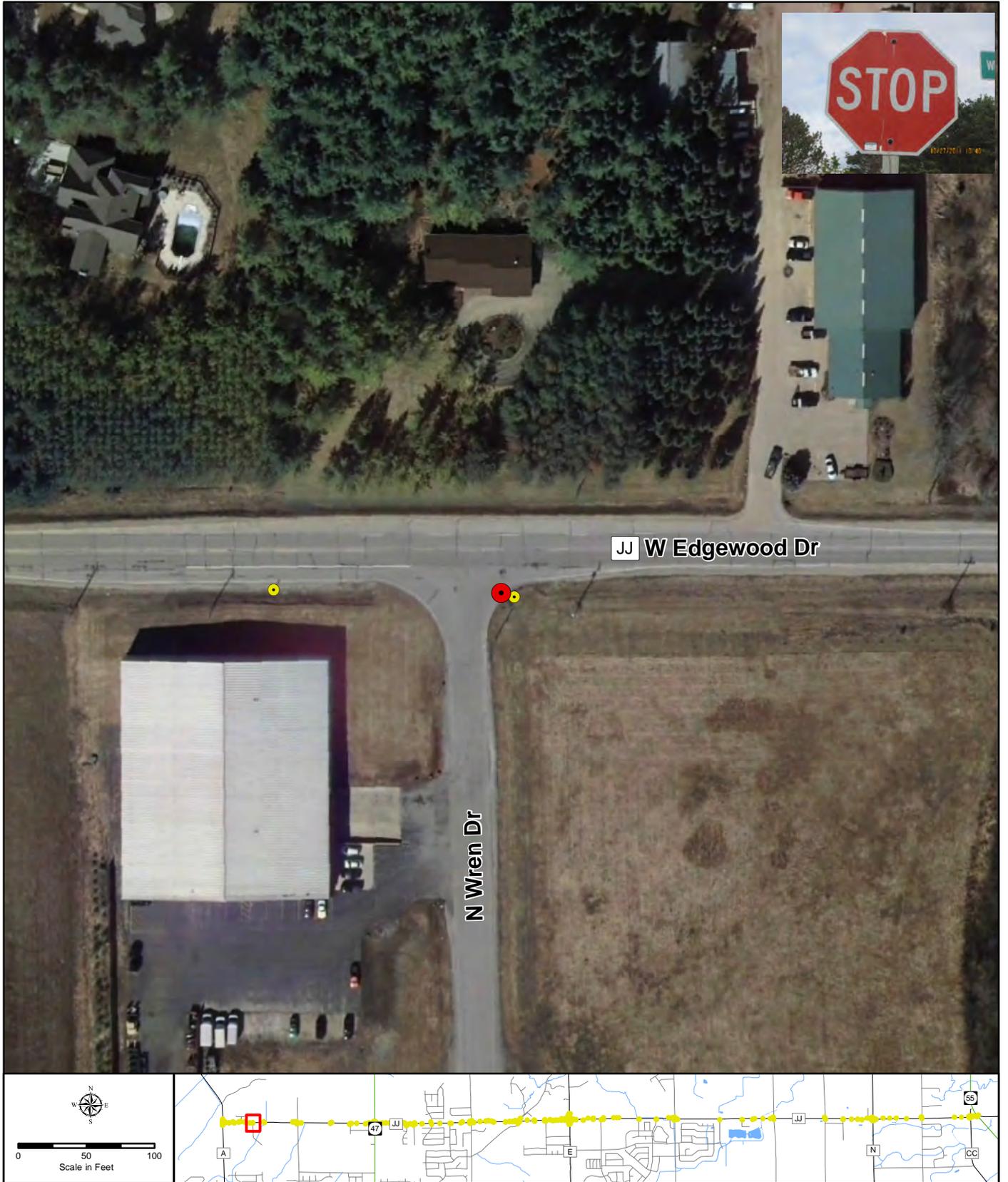


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Support Number: 25

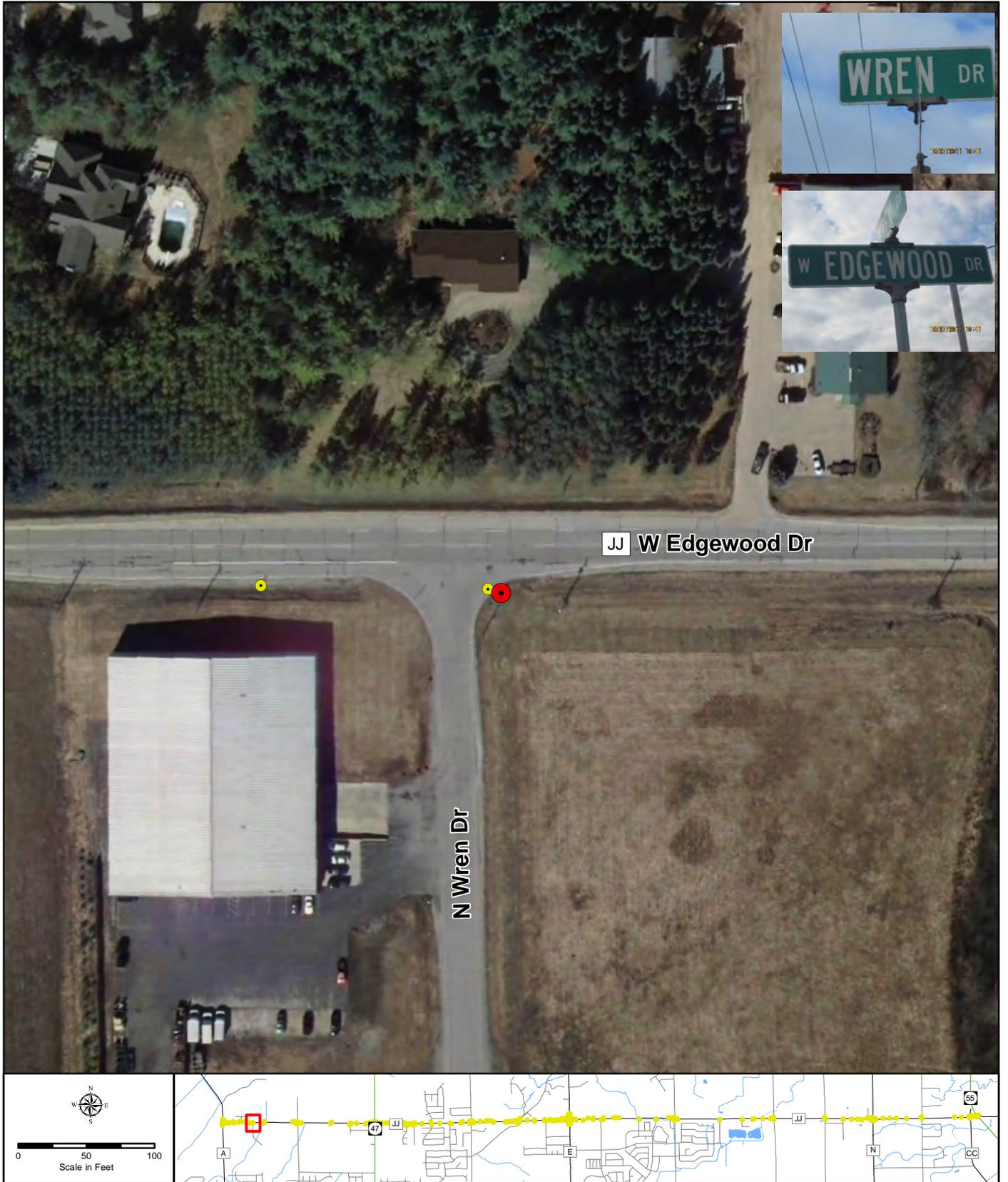


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Support Number: 26



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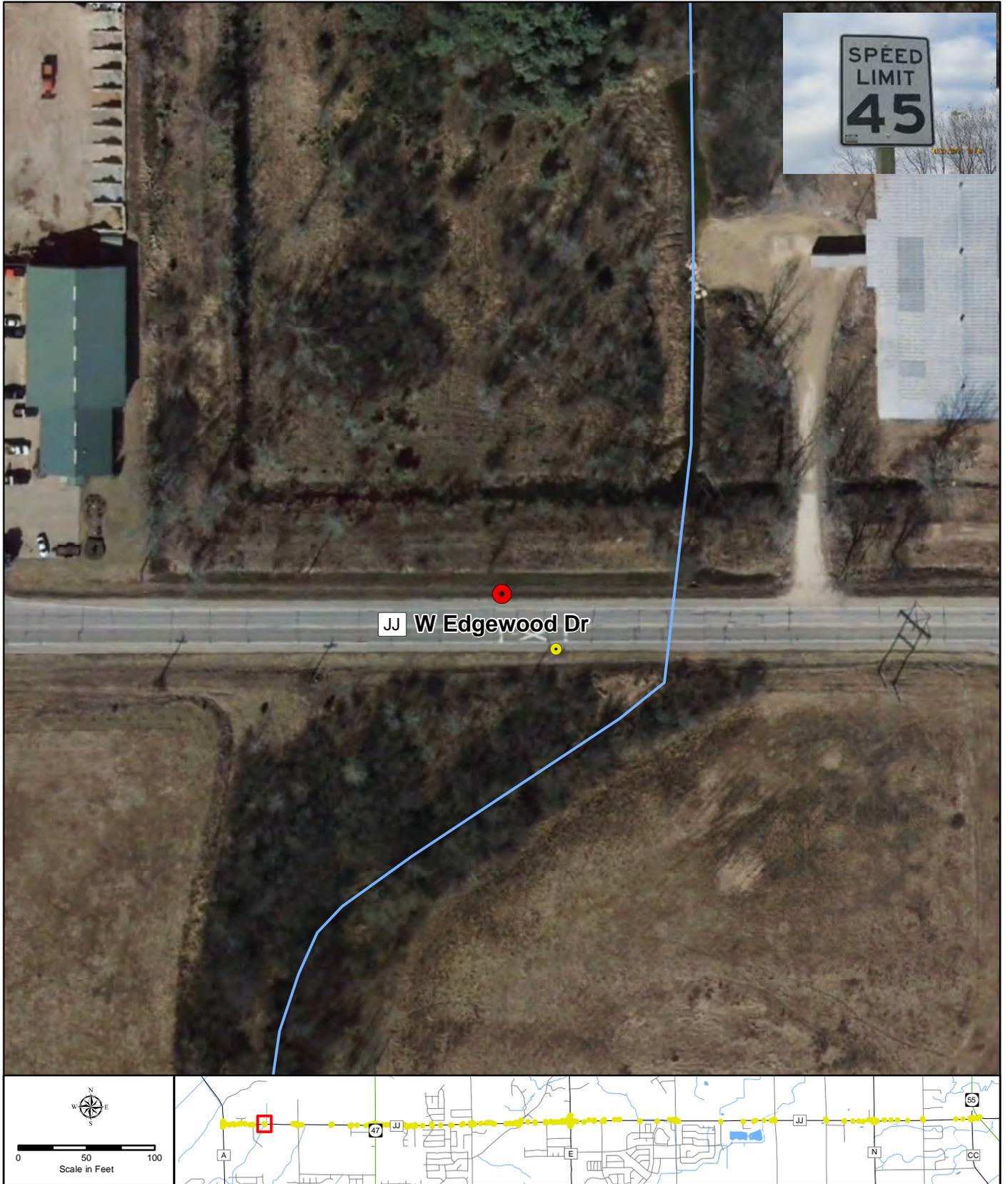
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Support Number: 27

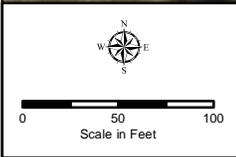
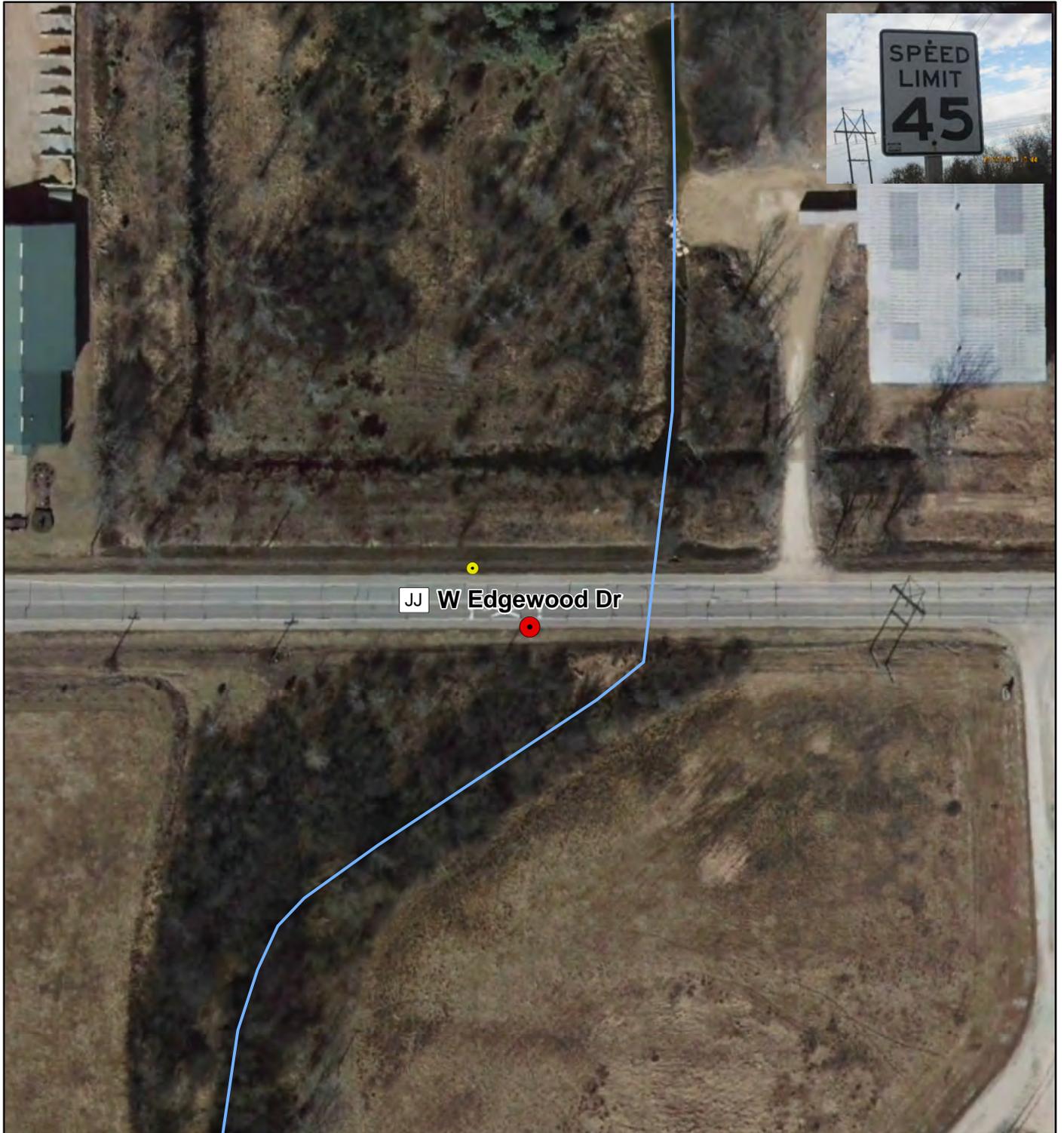


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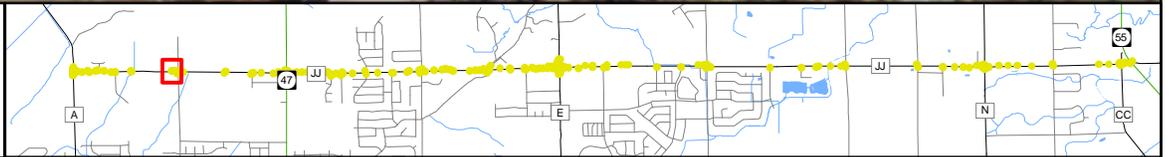
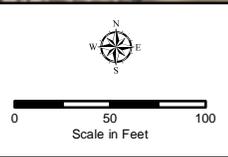
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Support Number: 29



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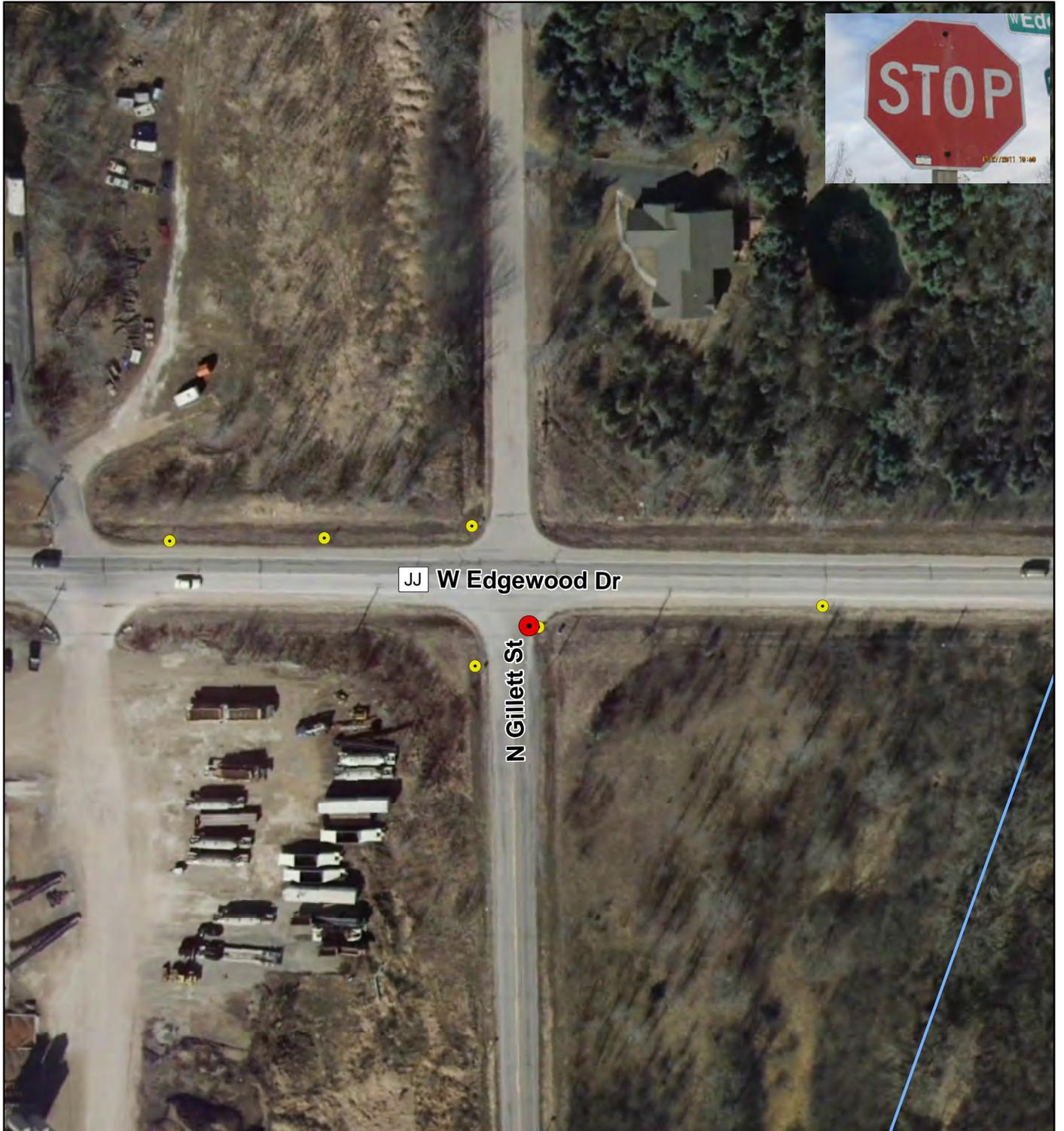
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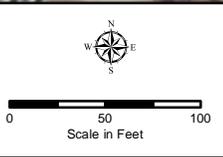
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Support Number: 33

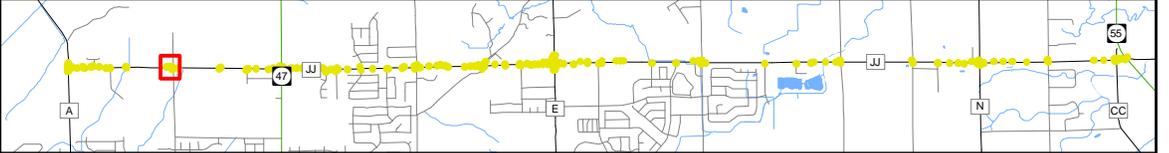
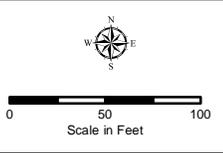


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Support Number: 34

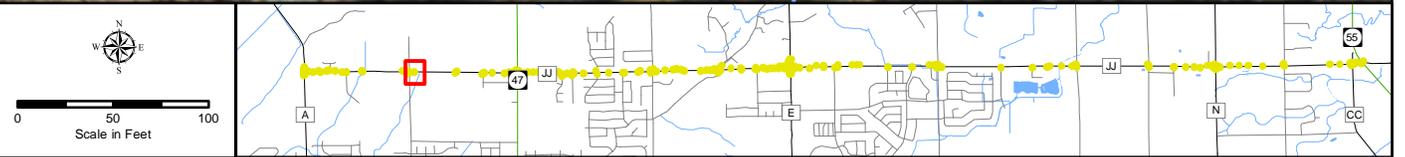
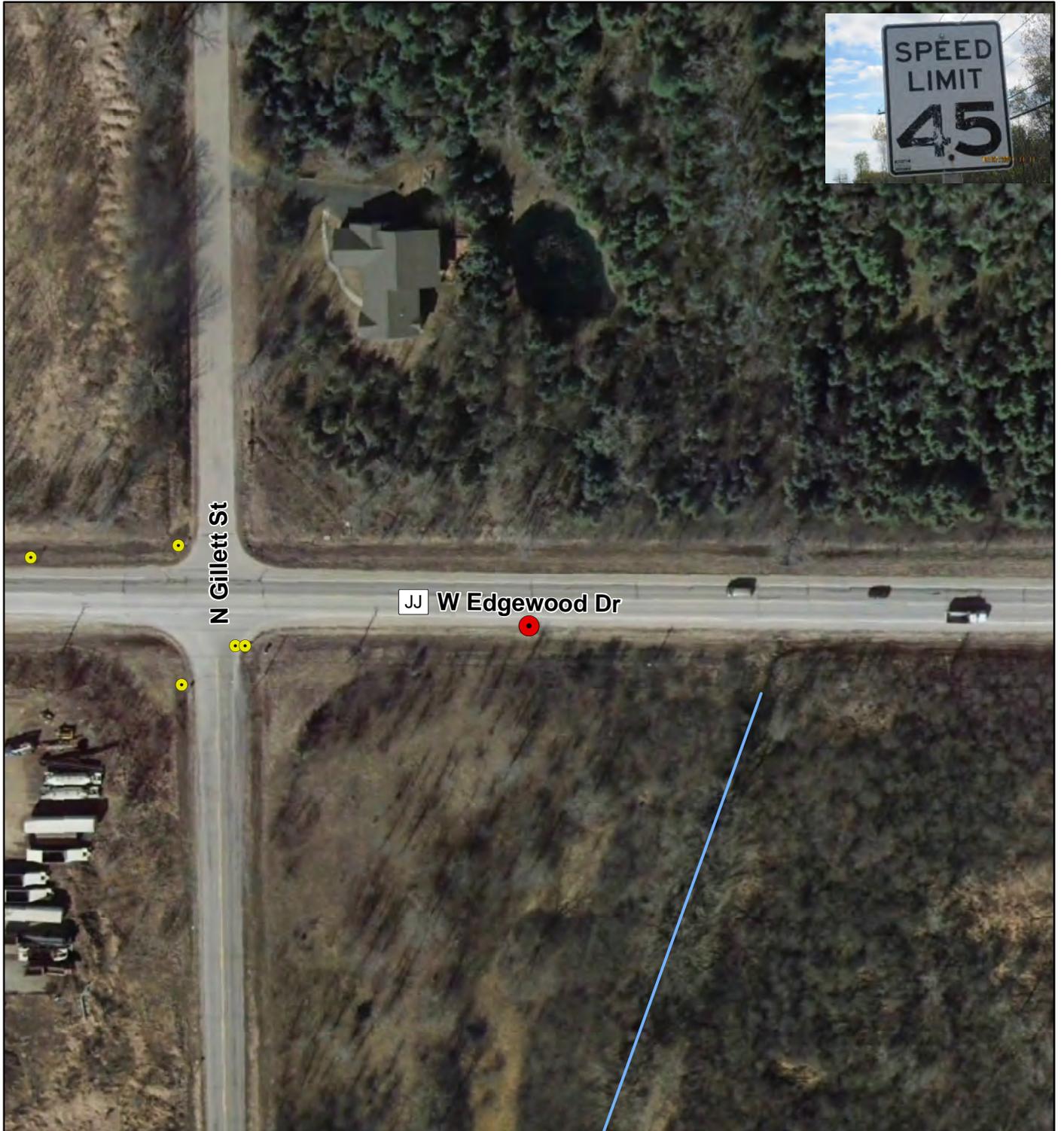


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Support Number: 35

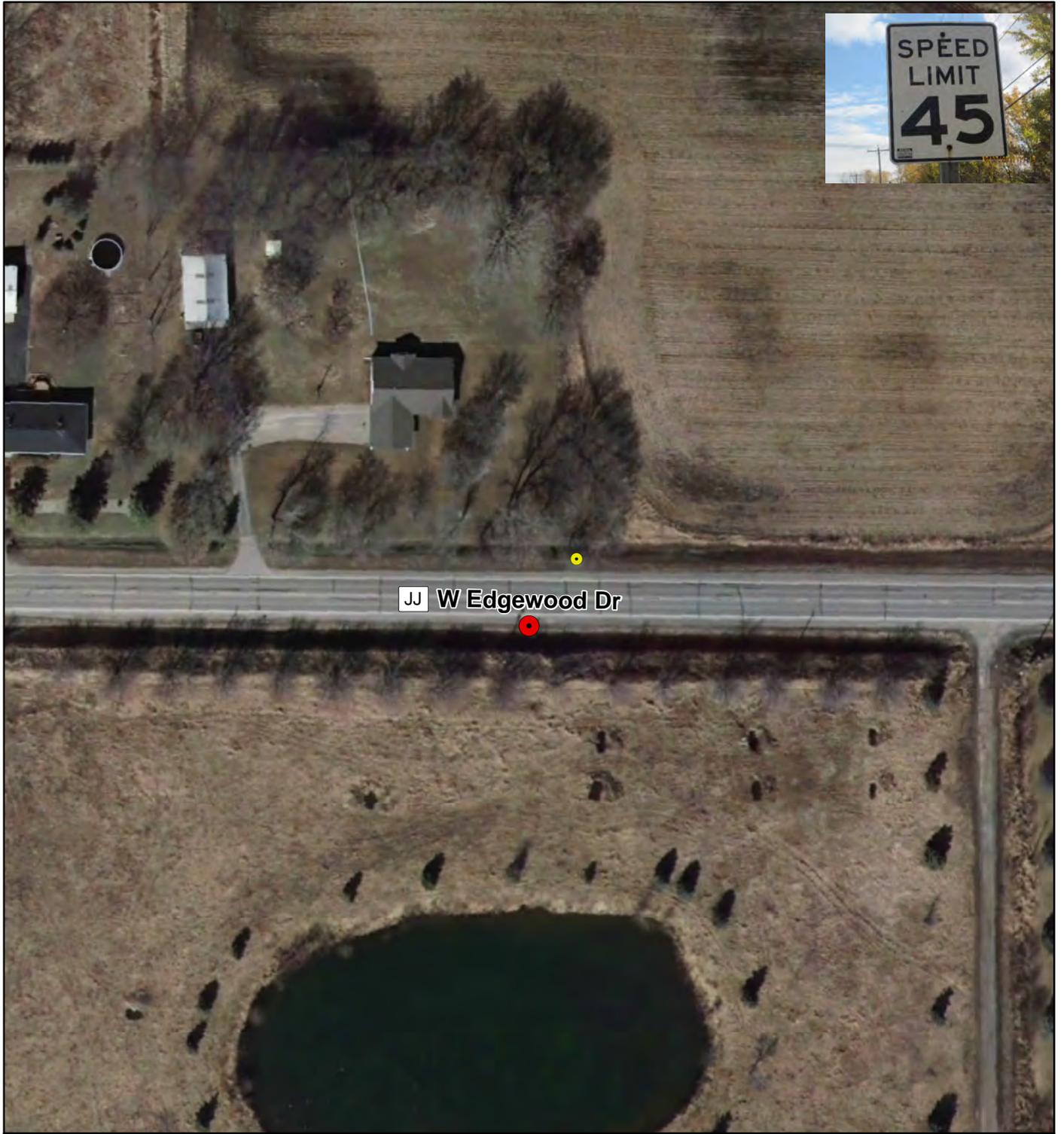


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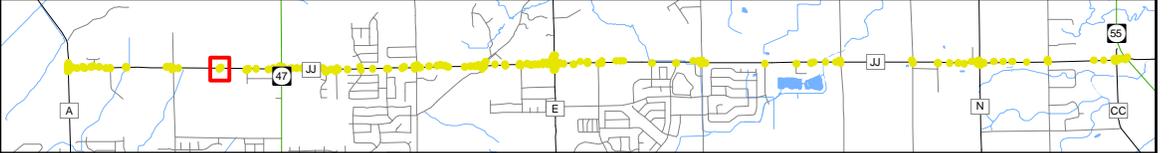
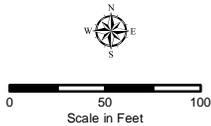
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Support Number: 36



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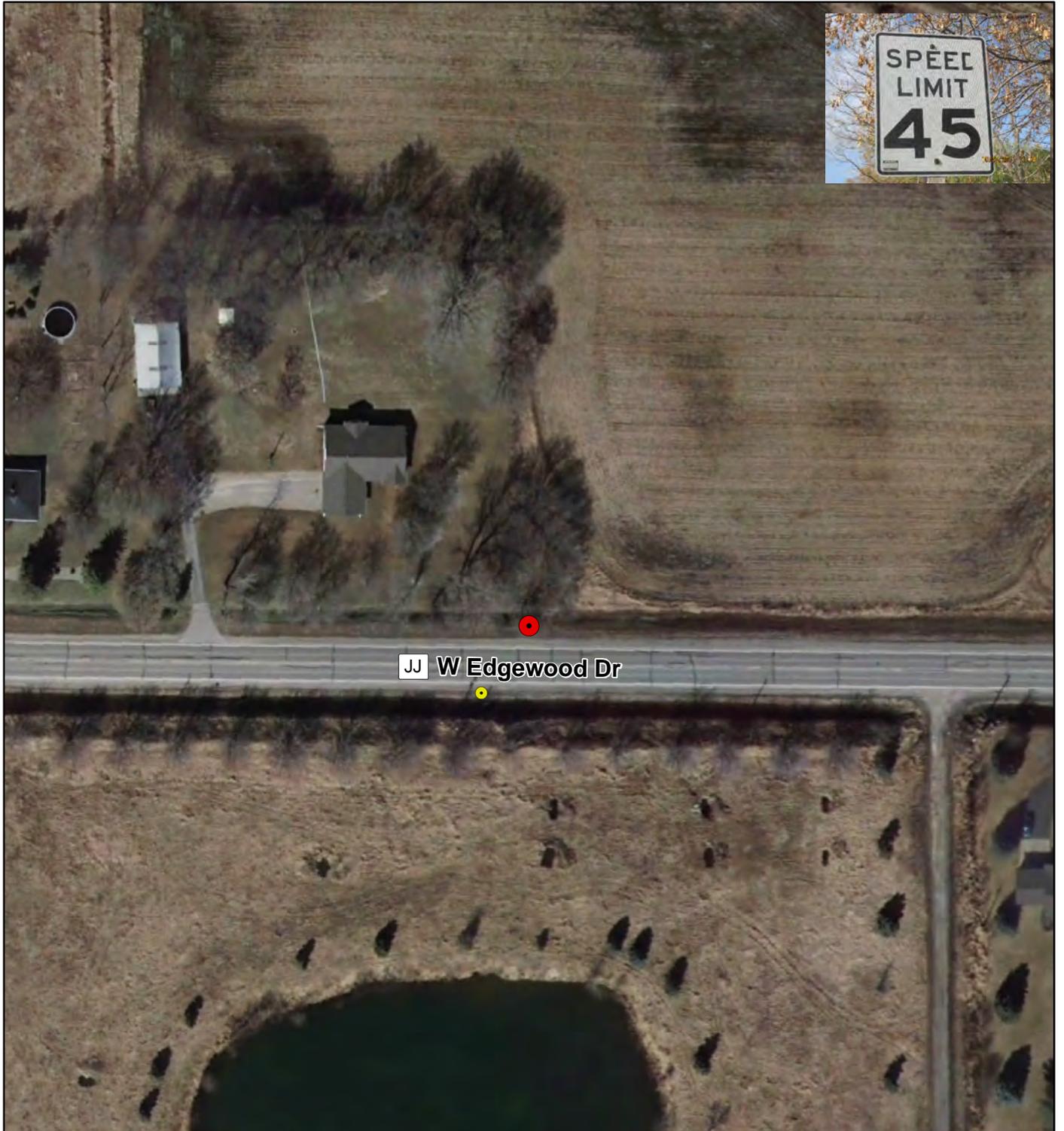


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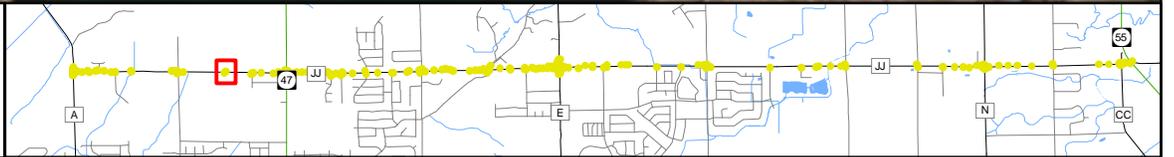
Support Number: 37



JJ W Edgewood Dr



0 50 100
Scale in Feet

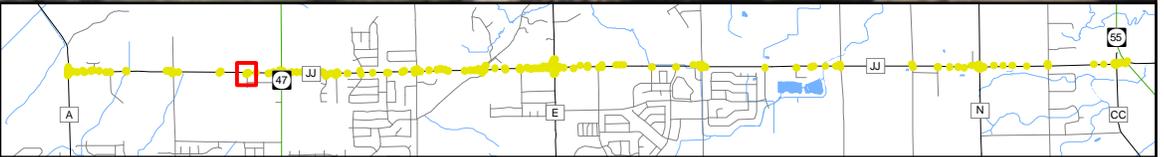
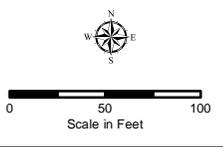
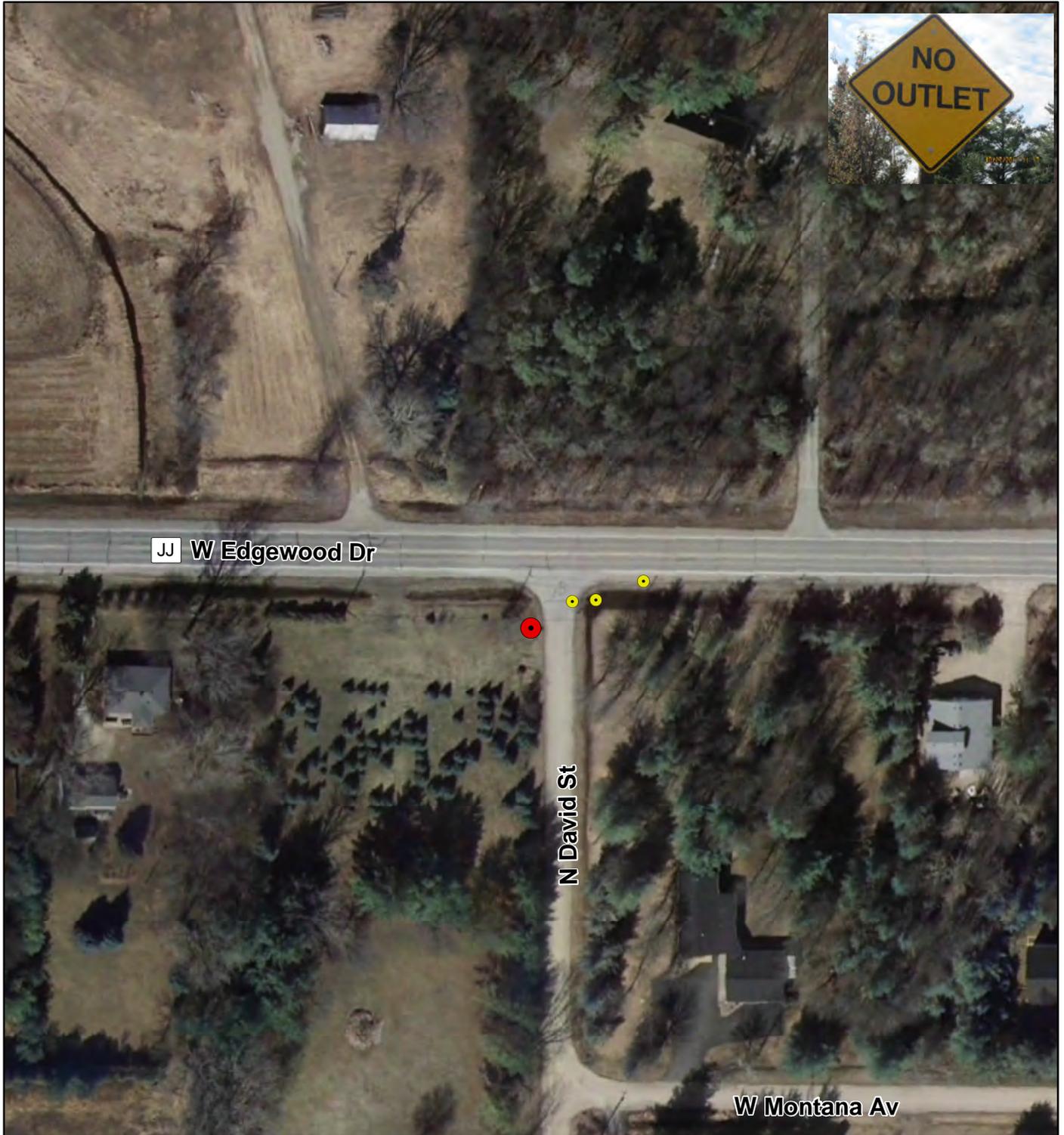


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Support Number: 38

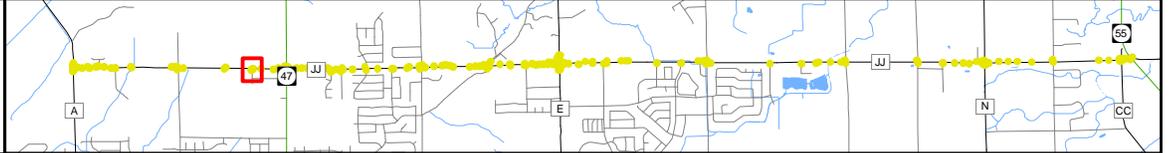
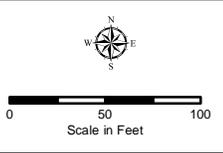
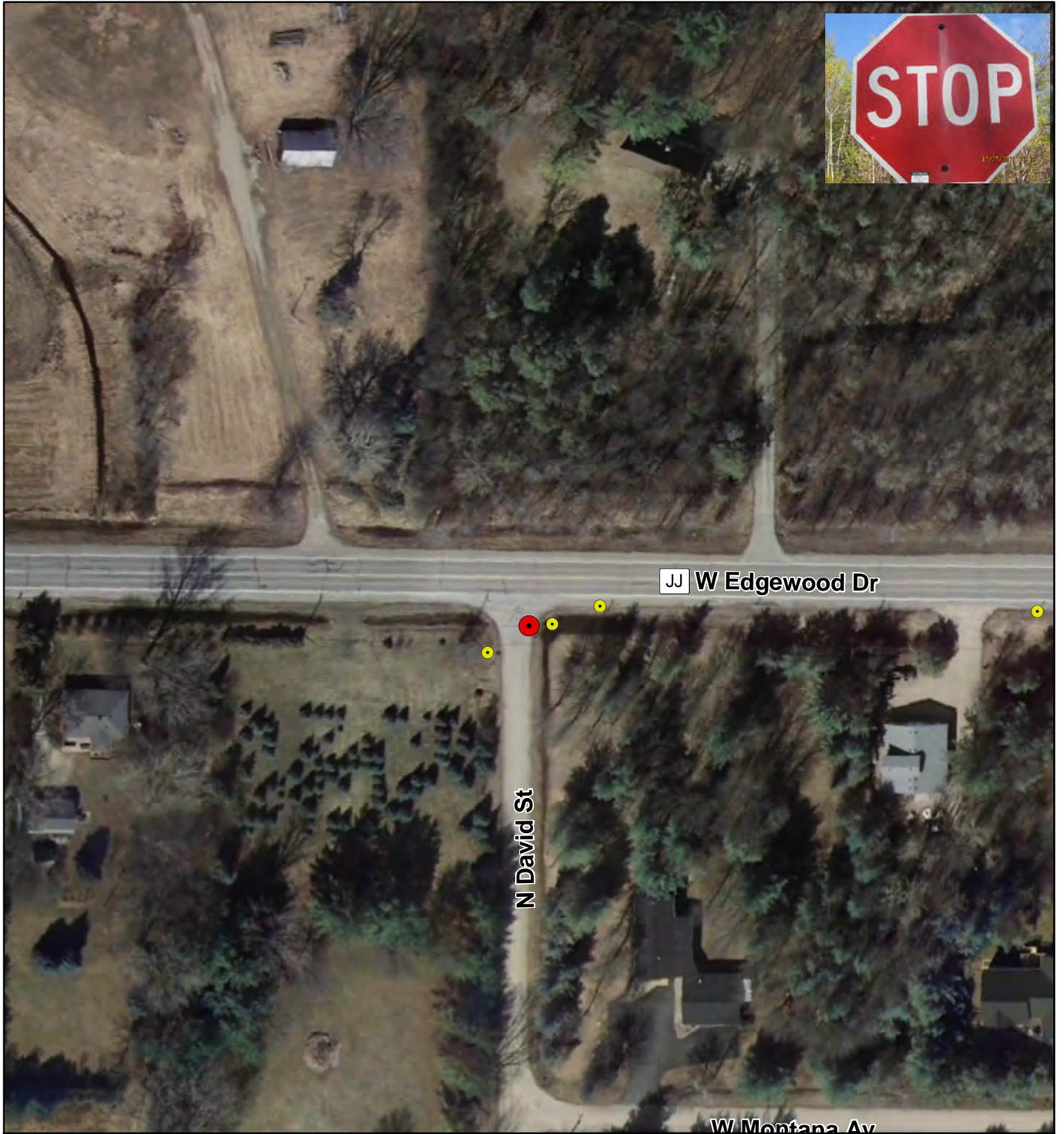


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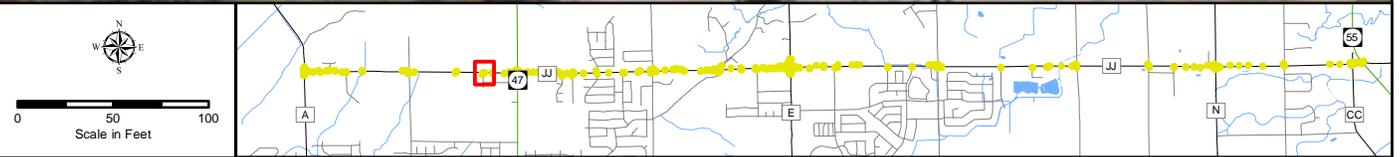
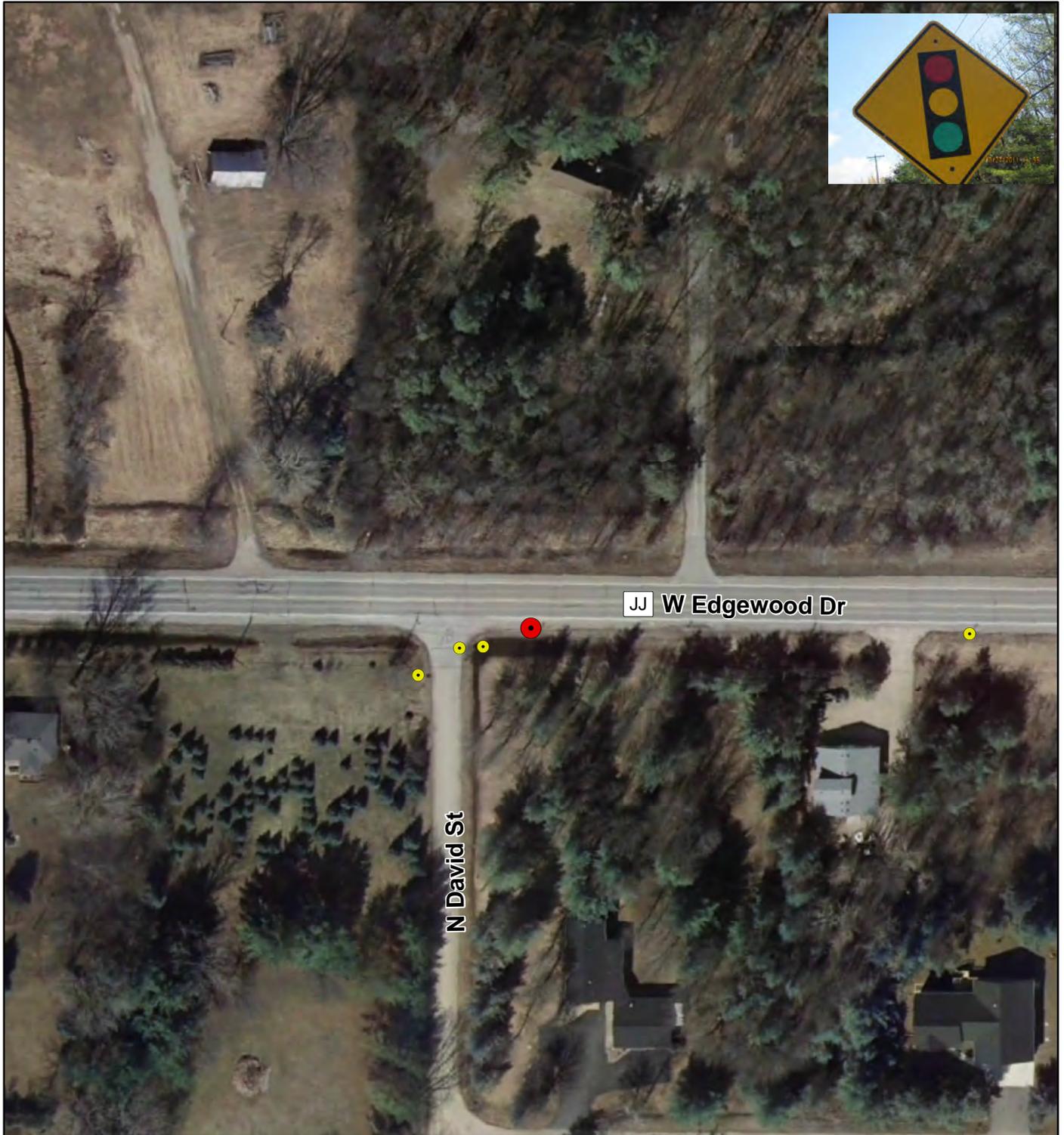
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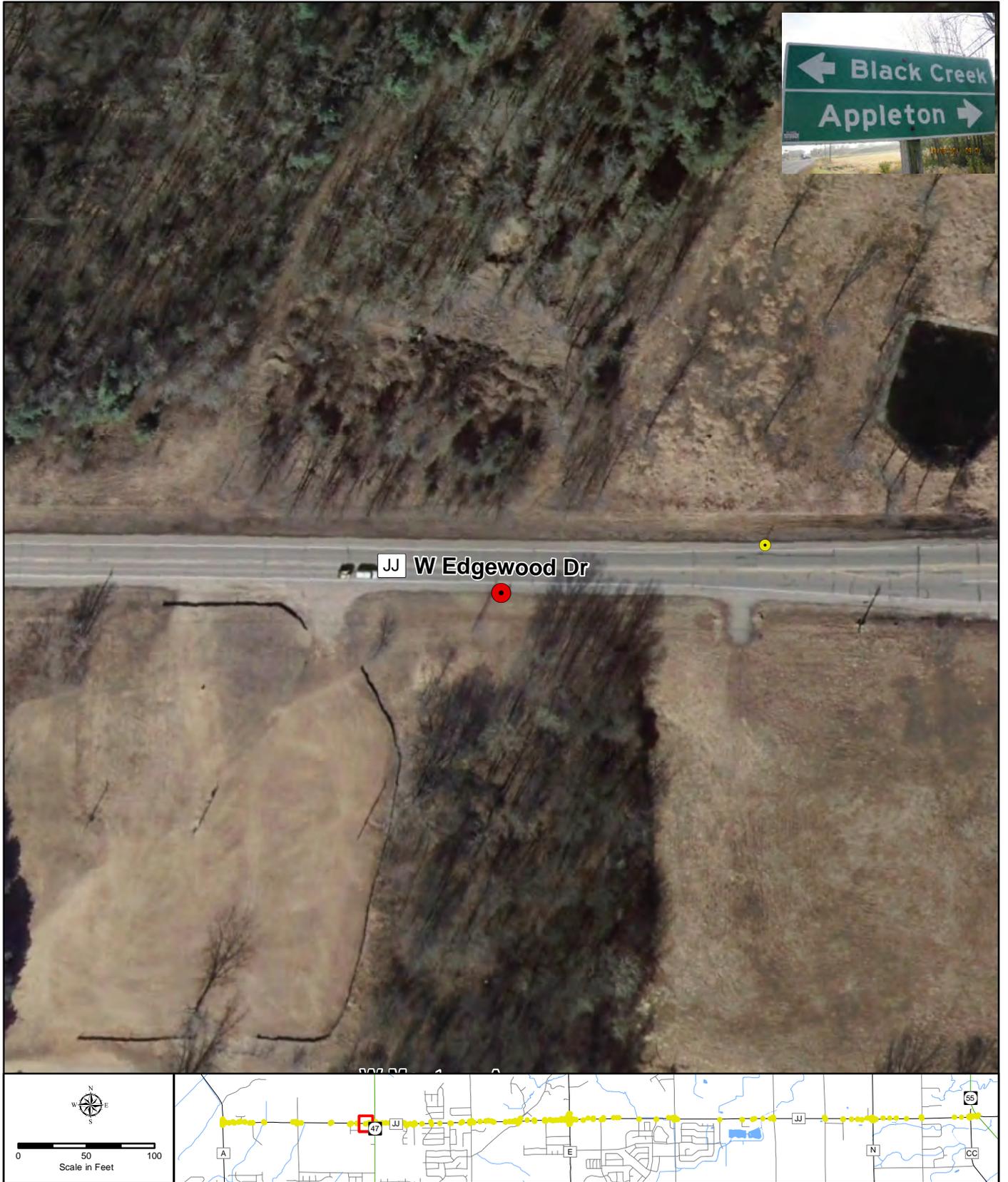
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Support Number: 43

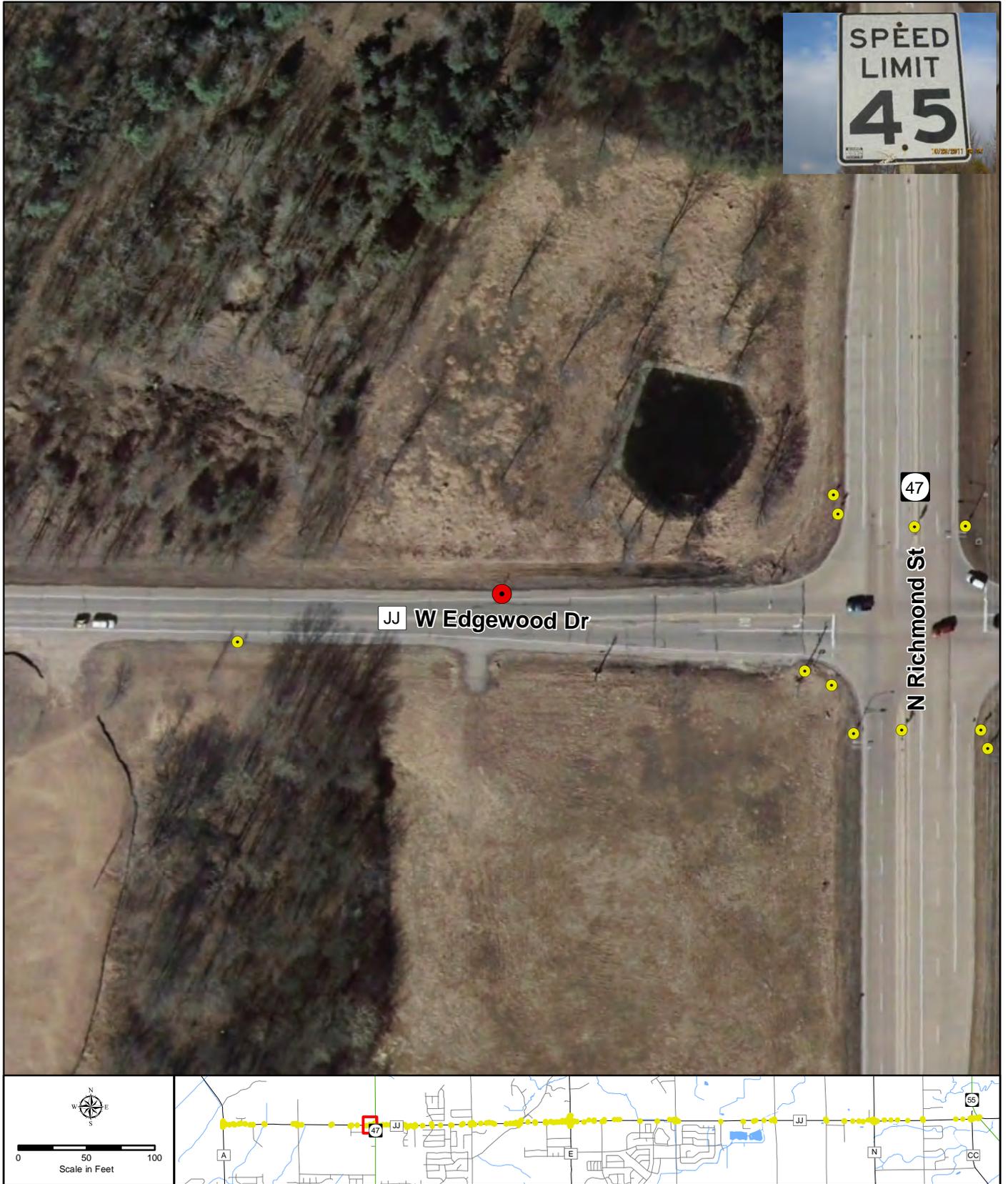


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Support Number: 44

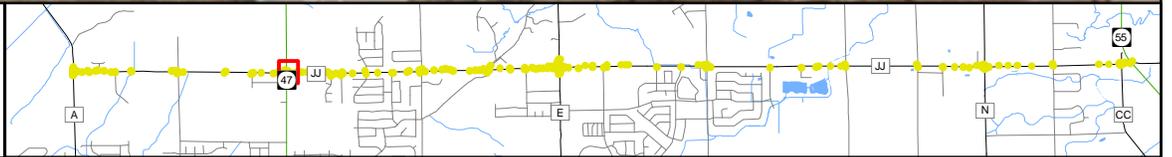
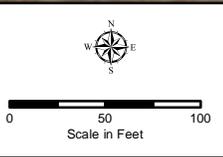


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Support Number: 45

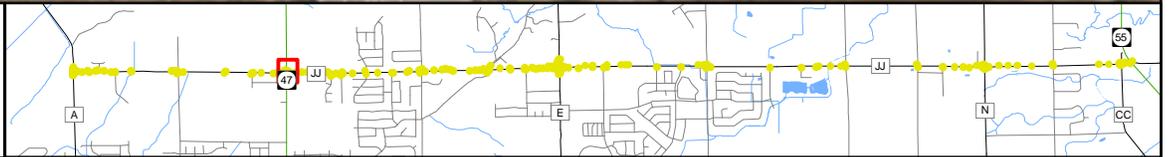
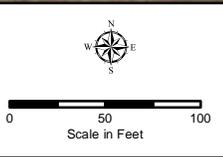


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Support Number: 46

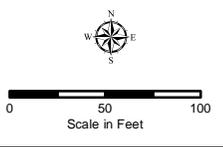


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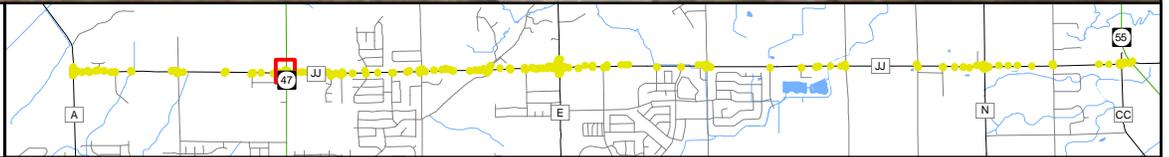
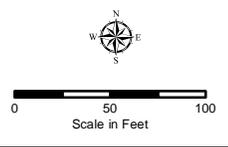
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Support Number: 48



Support Number: 49

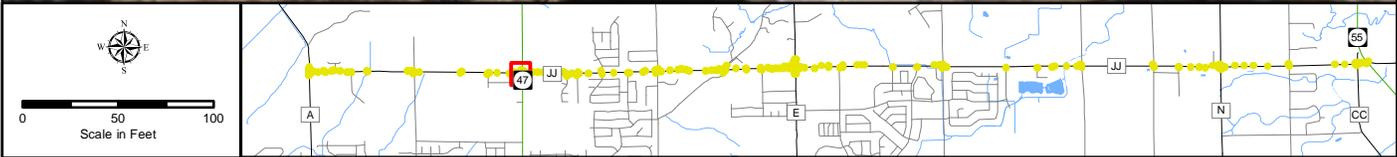


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Support Number: 53

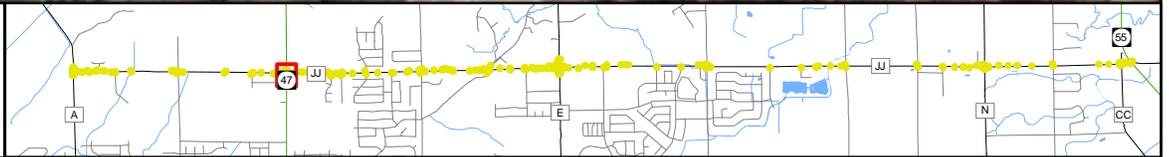
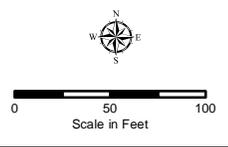


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47

N Richmond St

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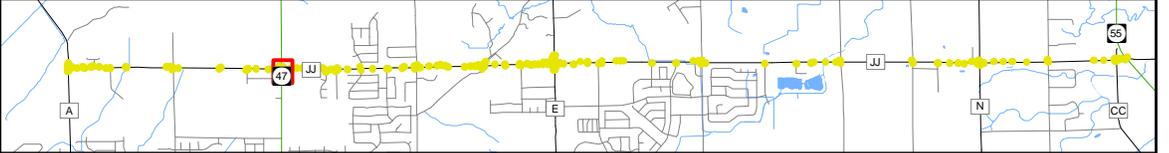
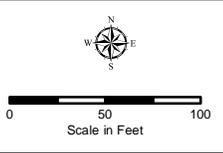


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Support Number: 54

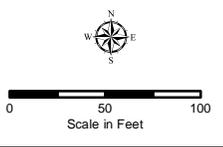
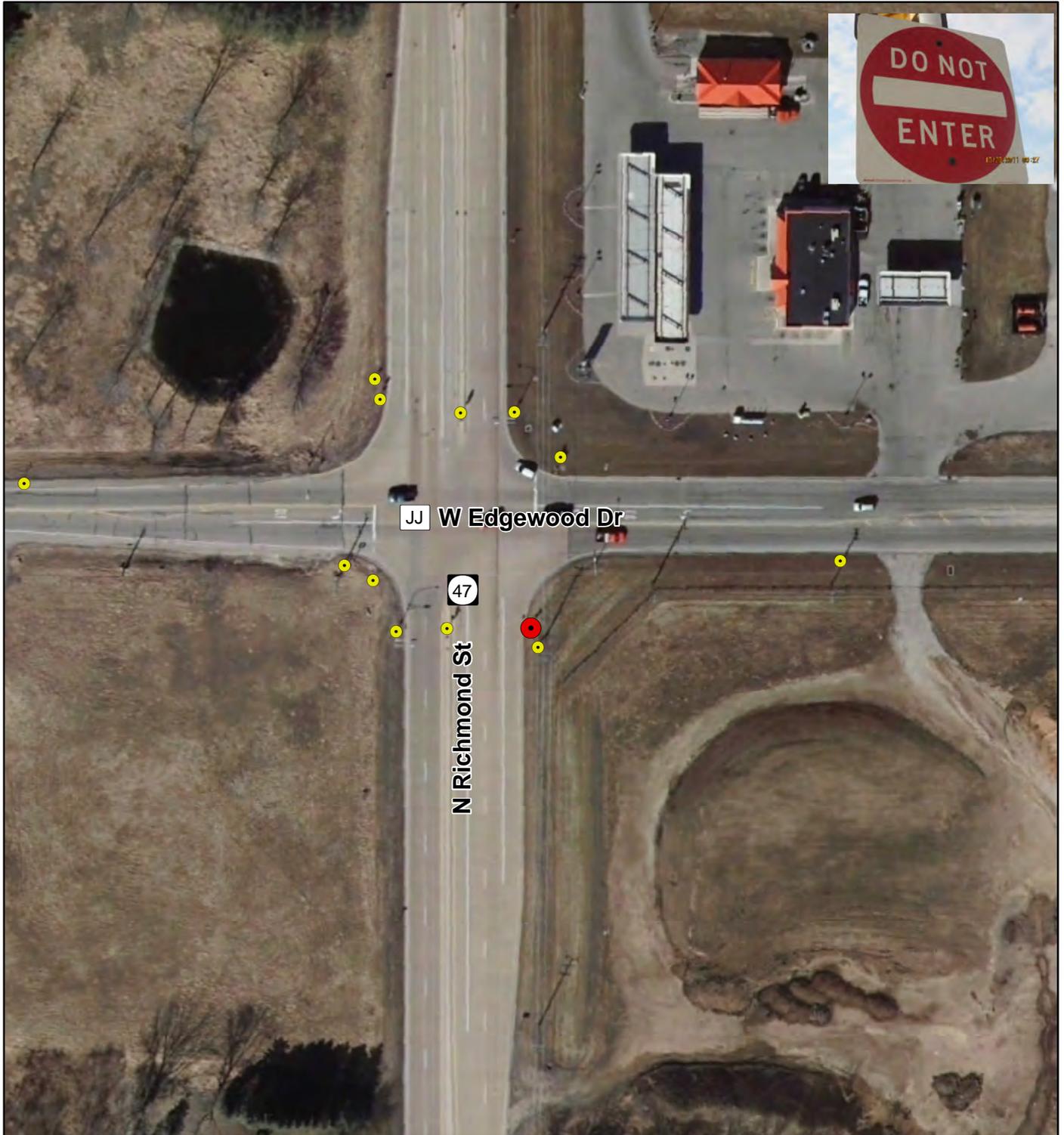


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Support Number: 55

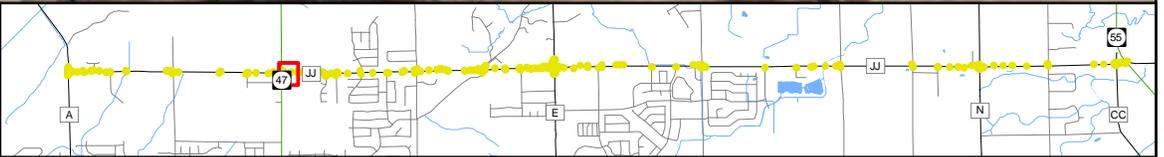
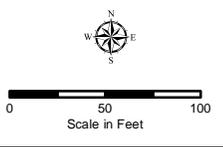
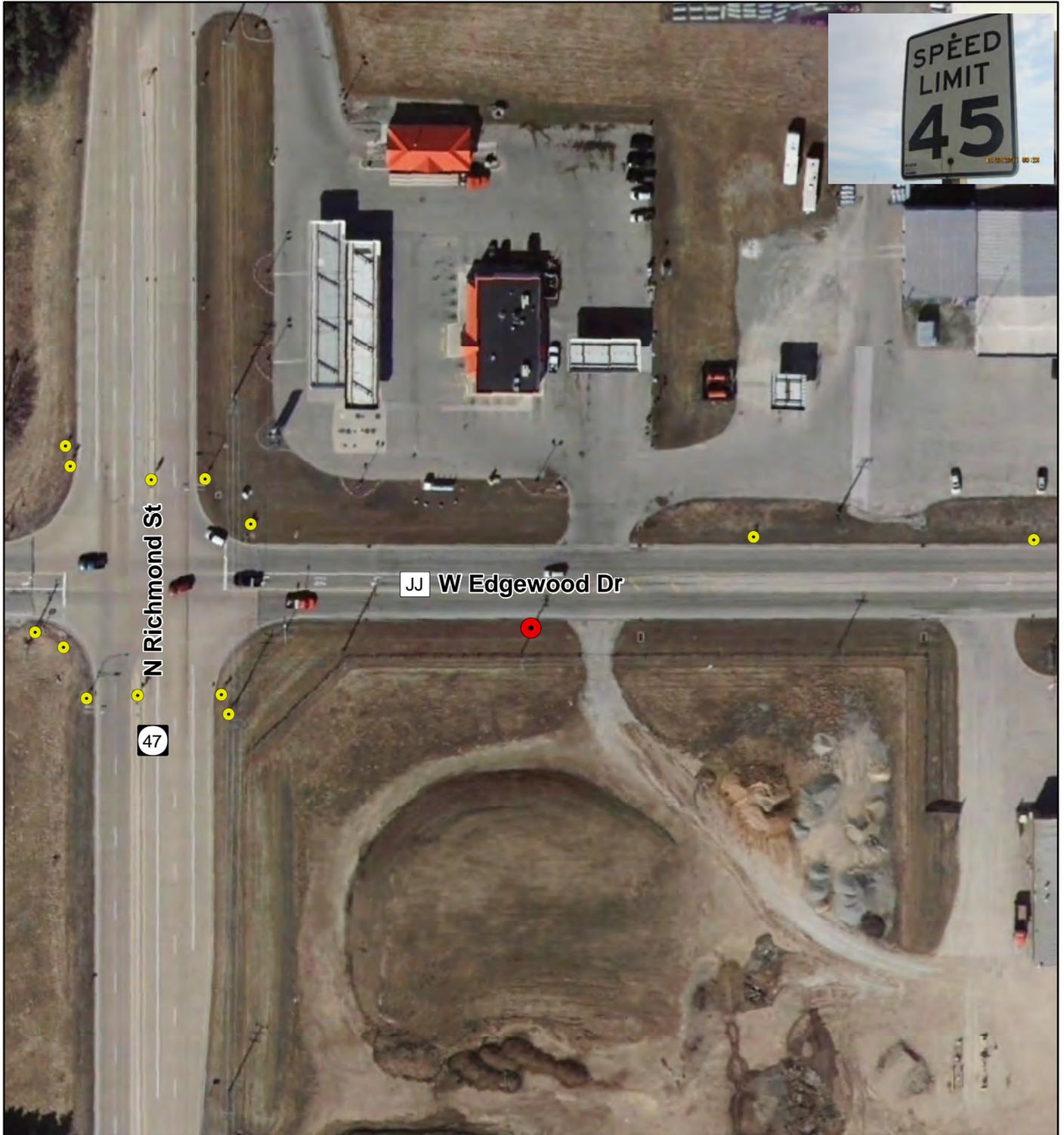


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Support Number: 57



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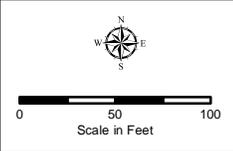


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Support Number: 59

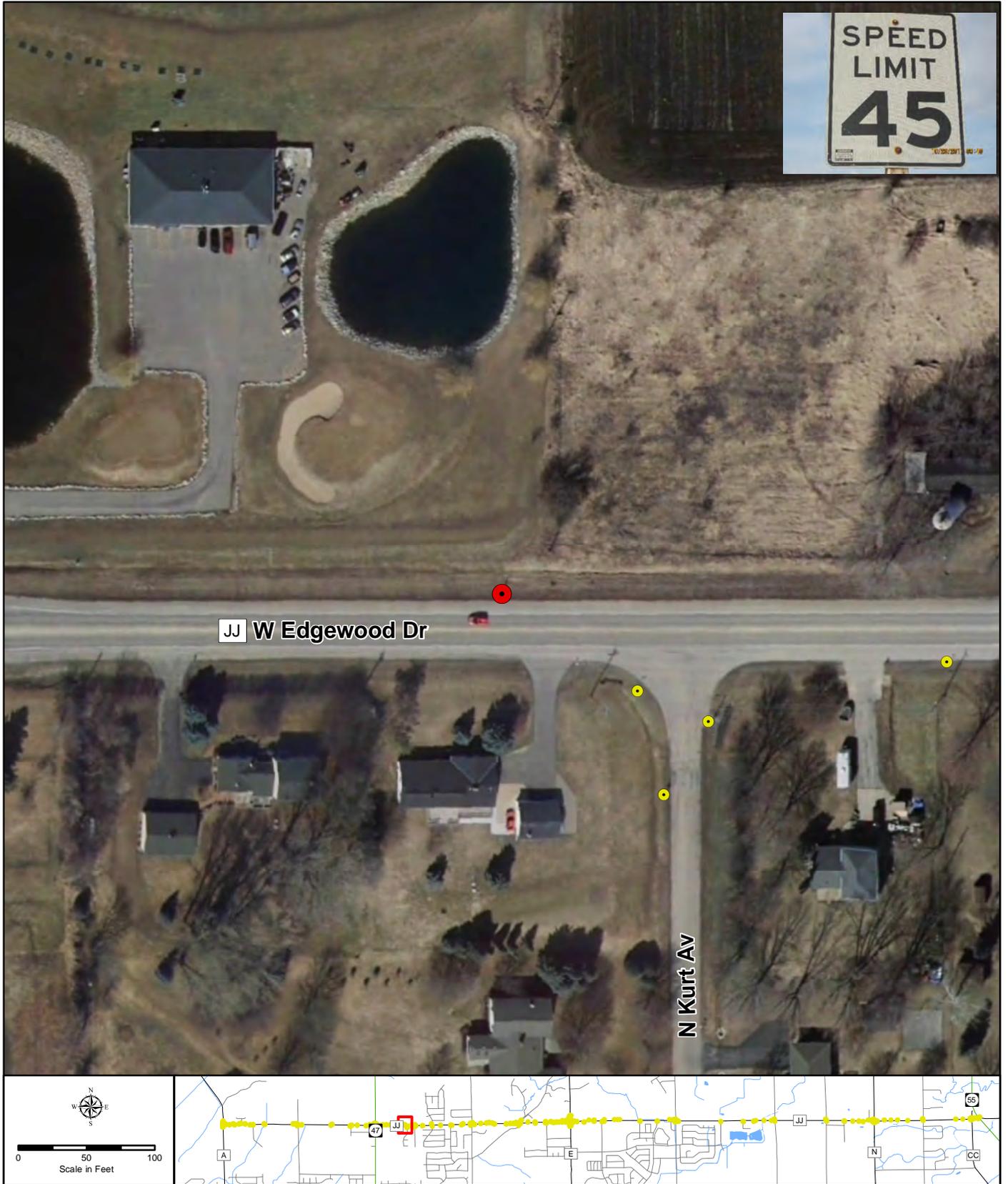


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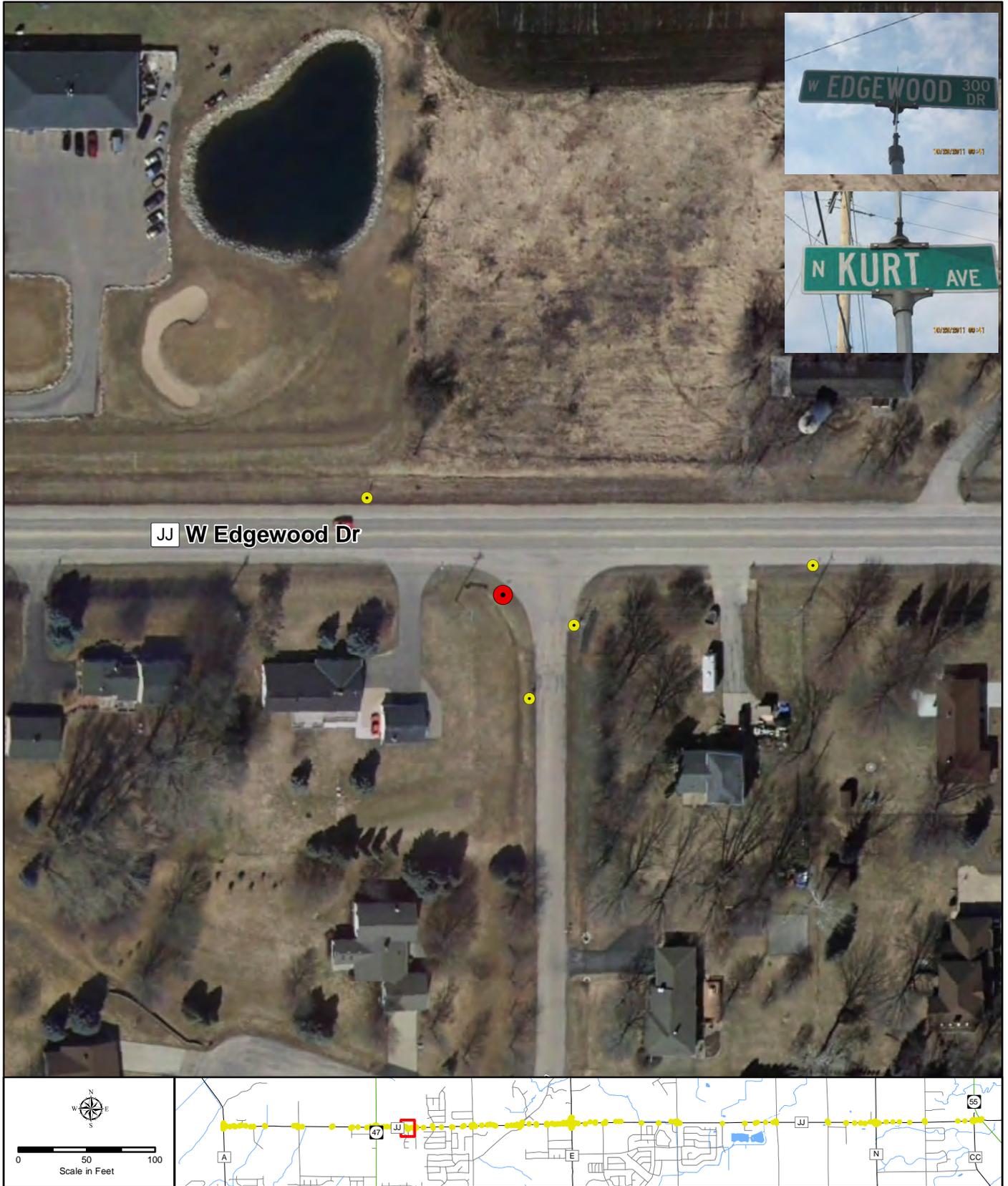
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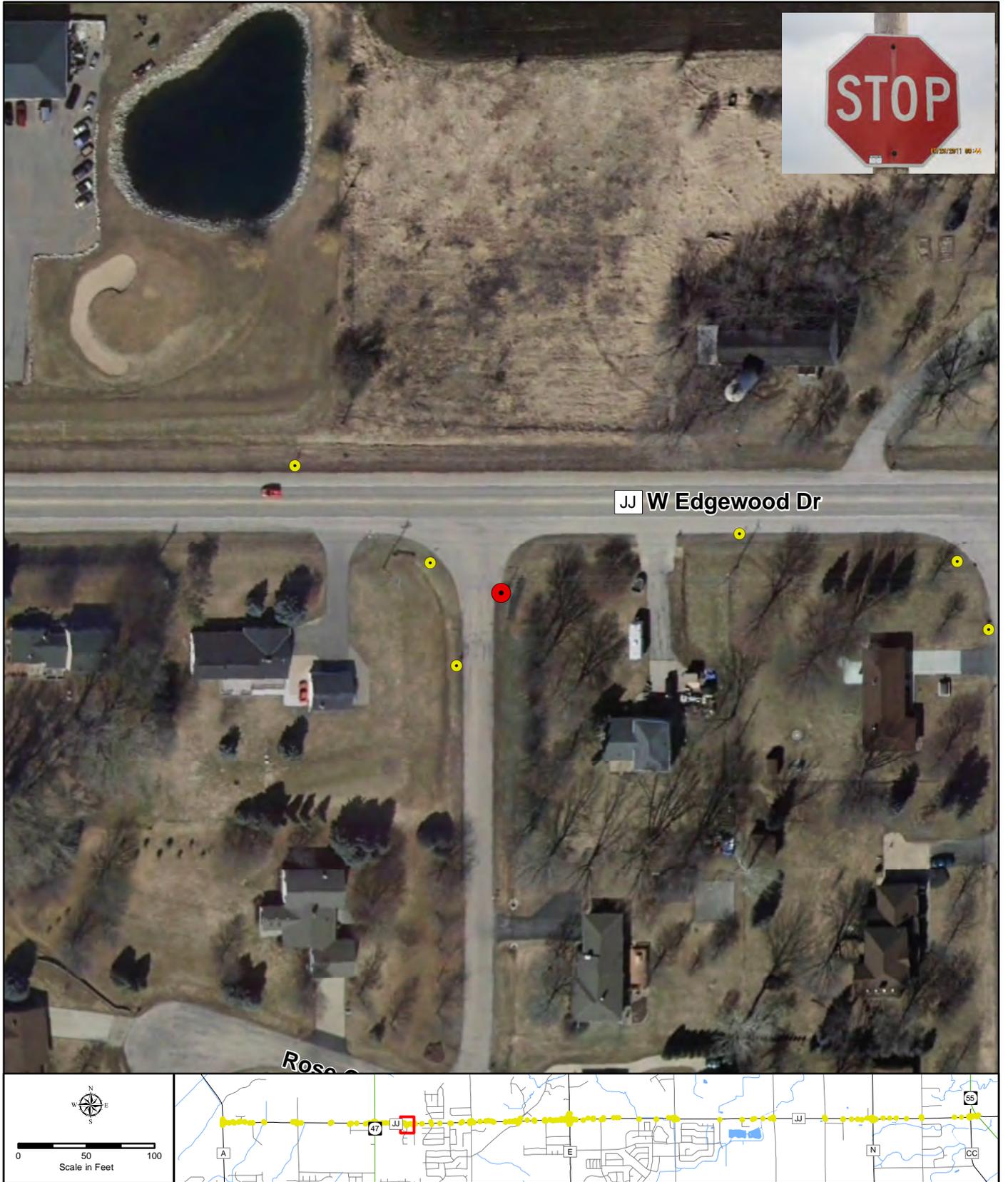
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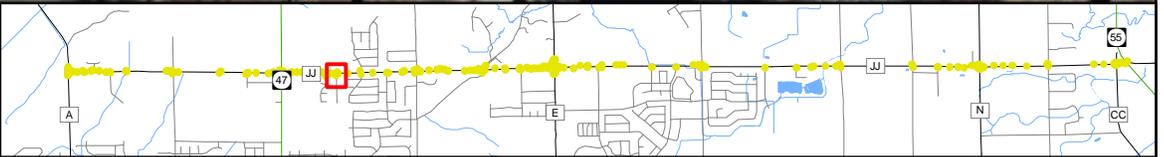
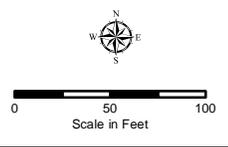
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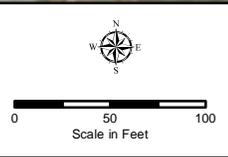


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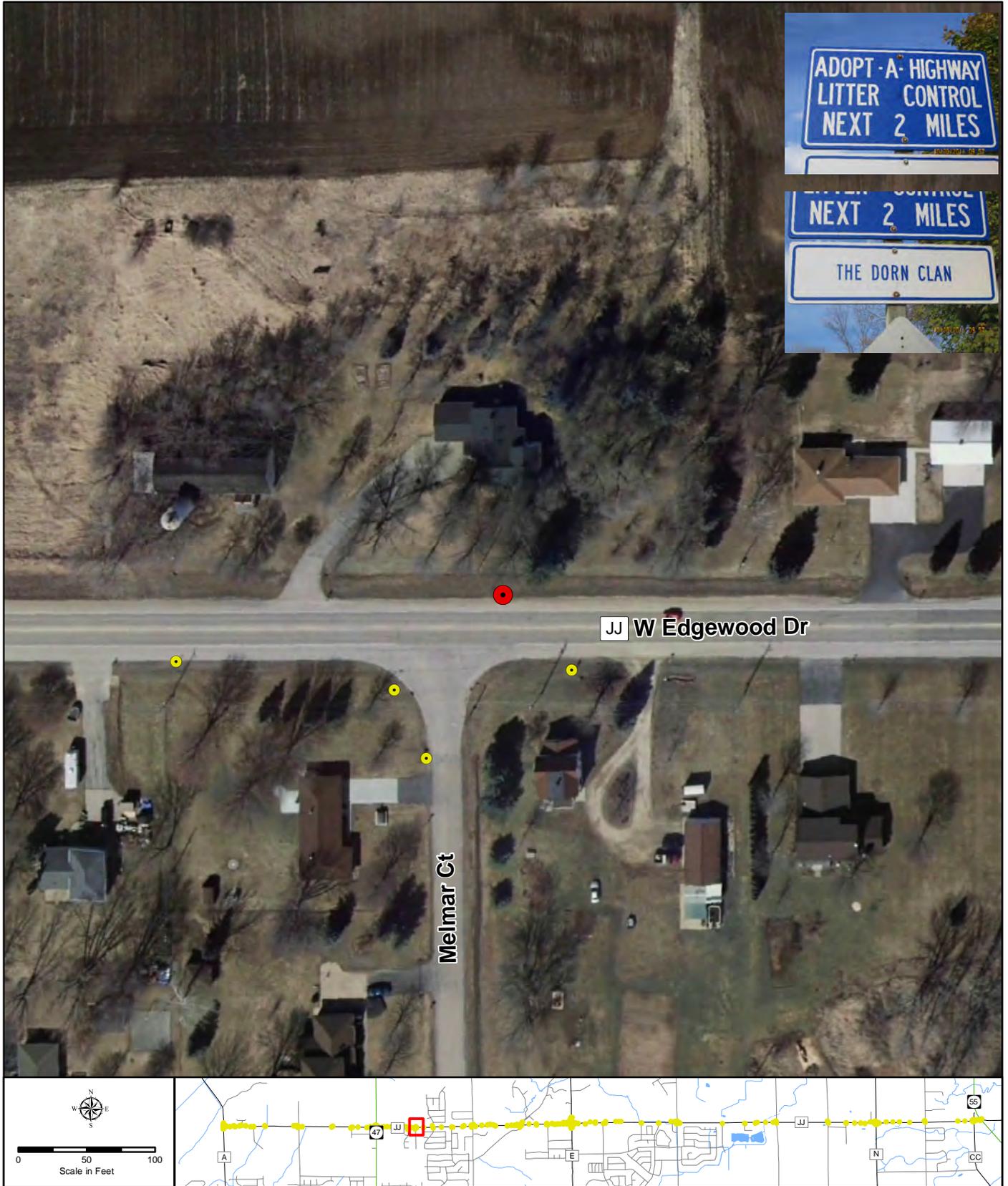


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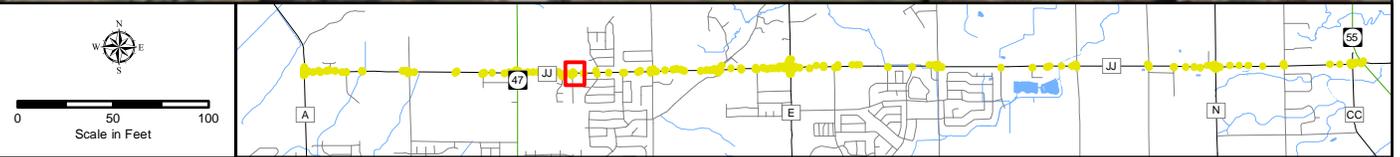
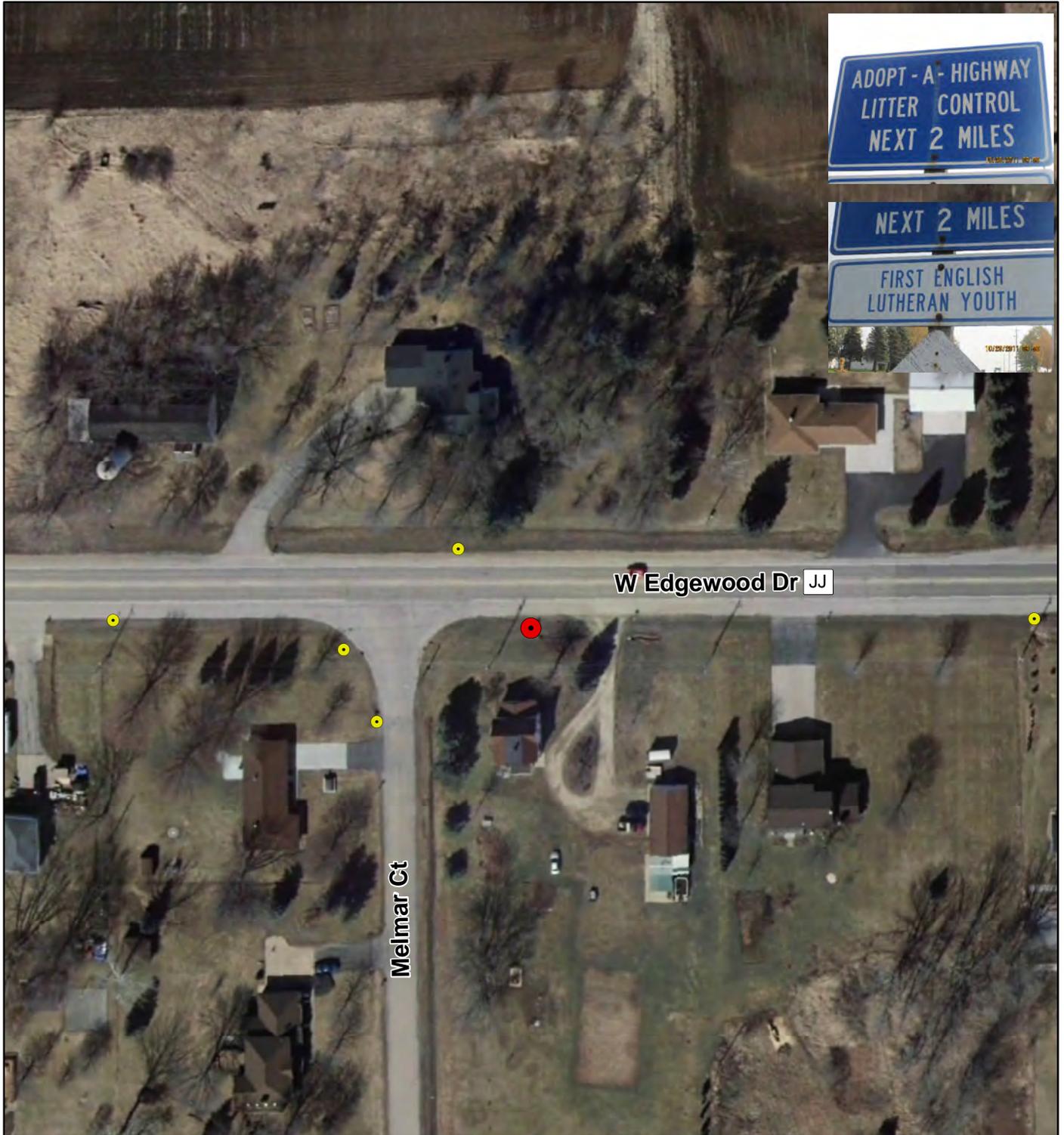


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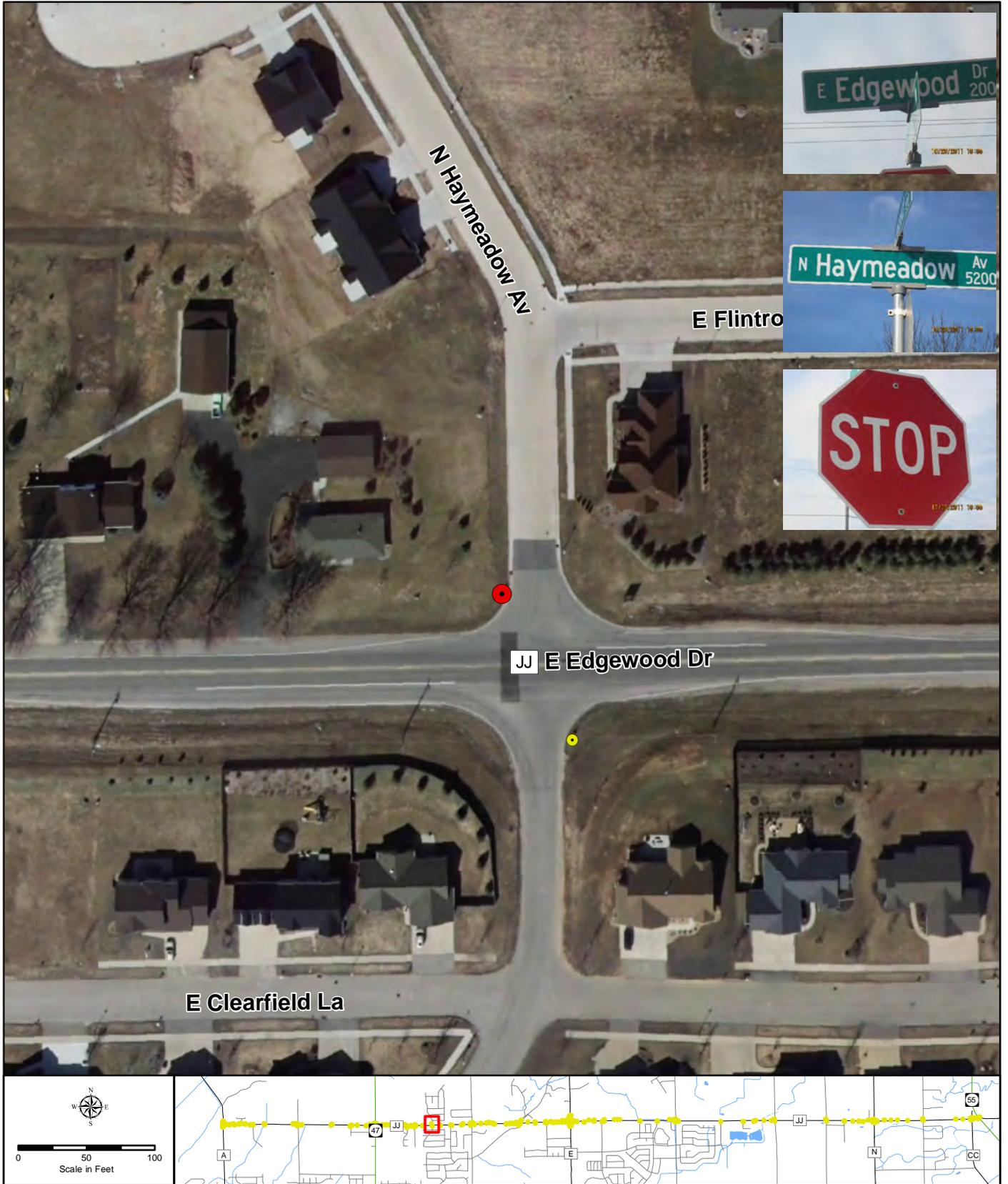
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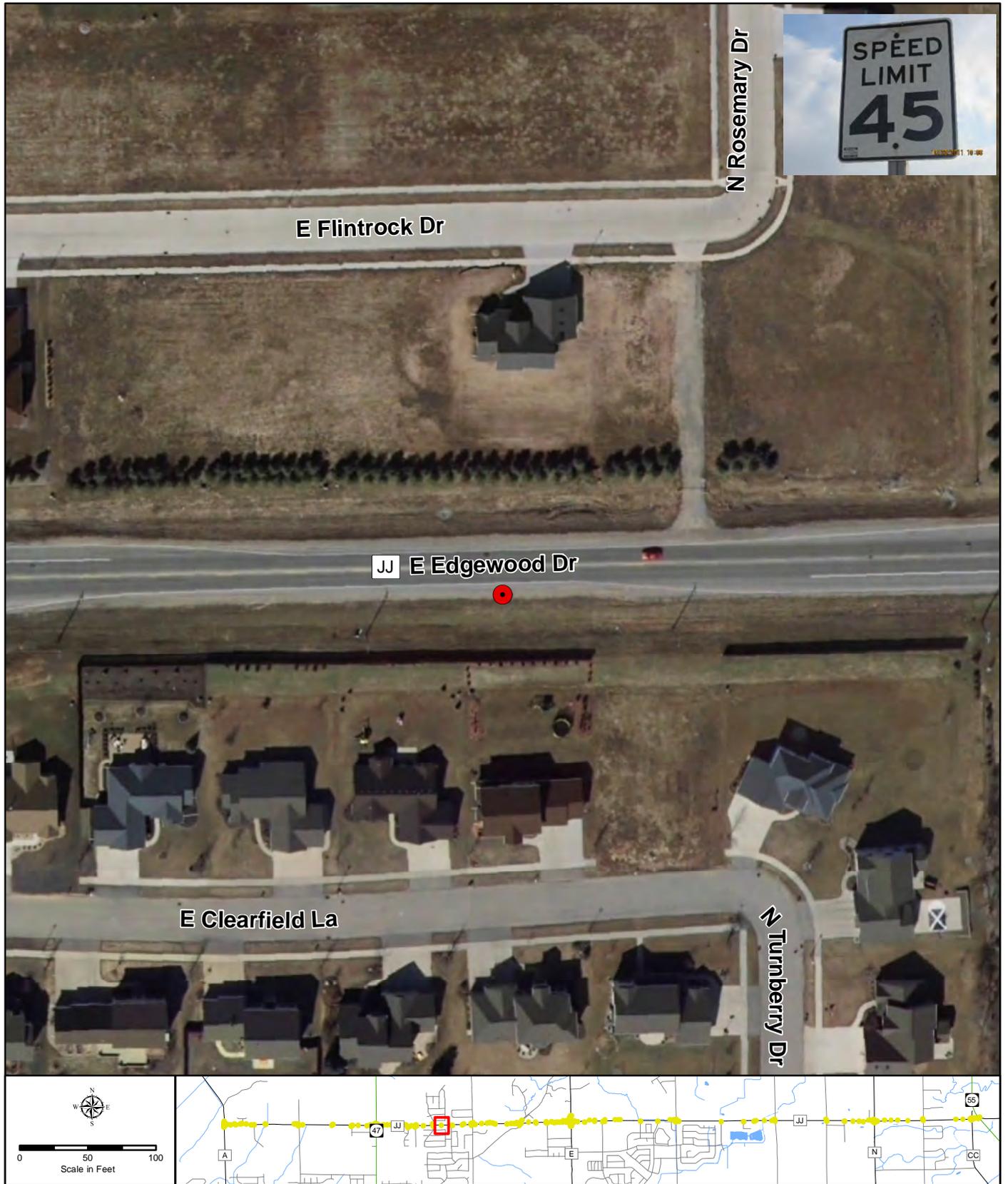
Support Number: 70



Support Number: 71



Support Number: 72



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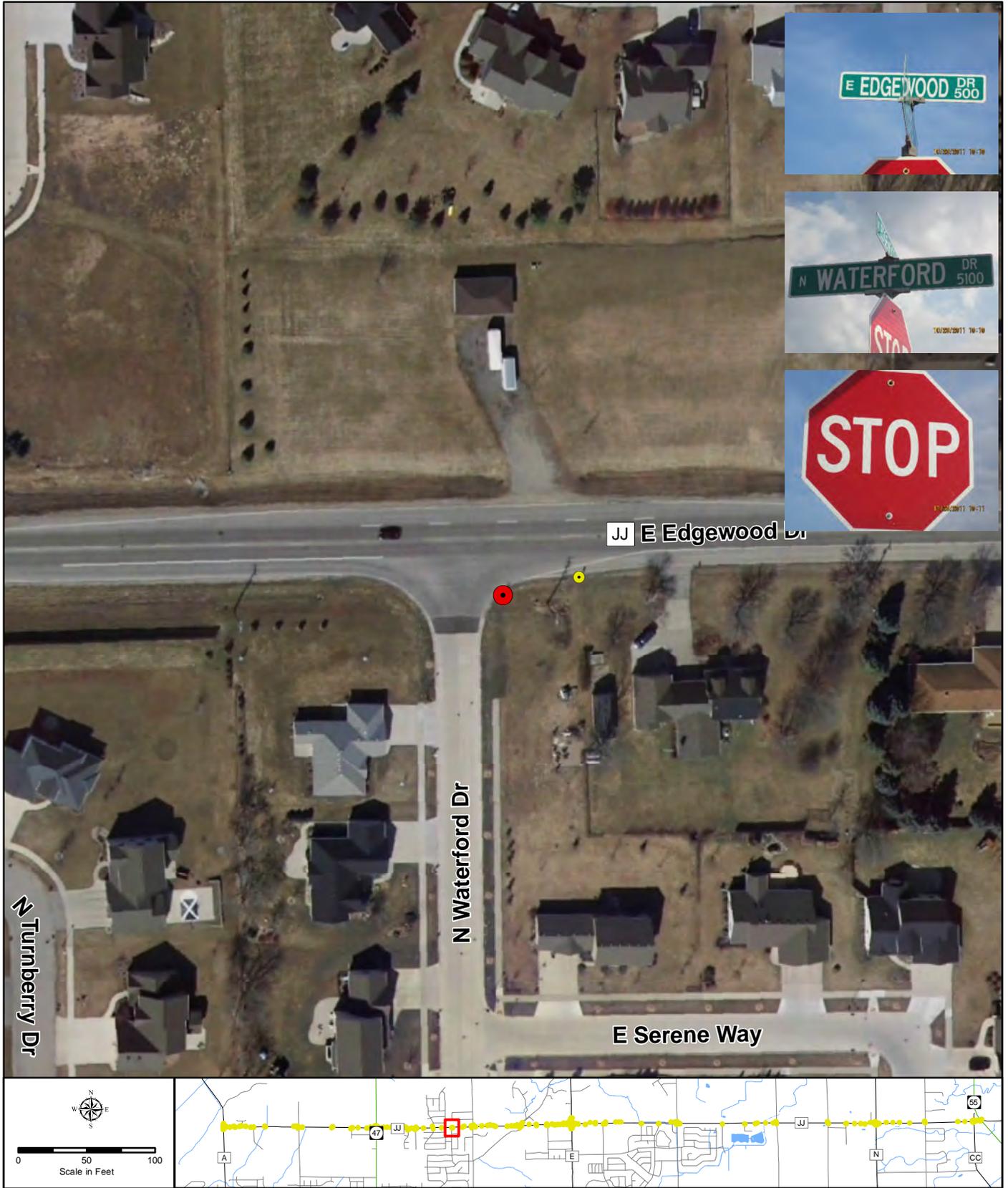
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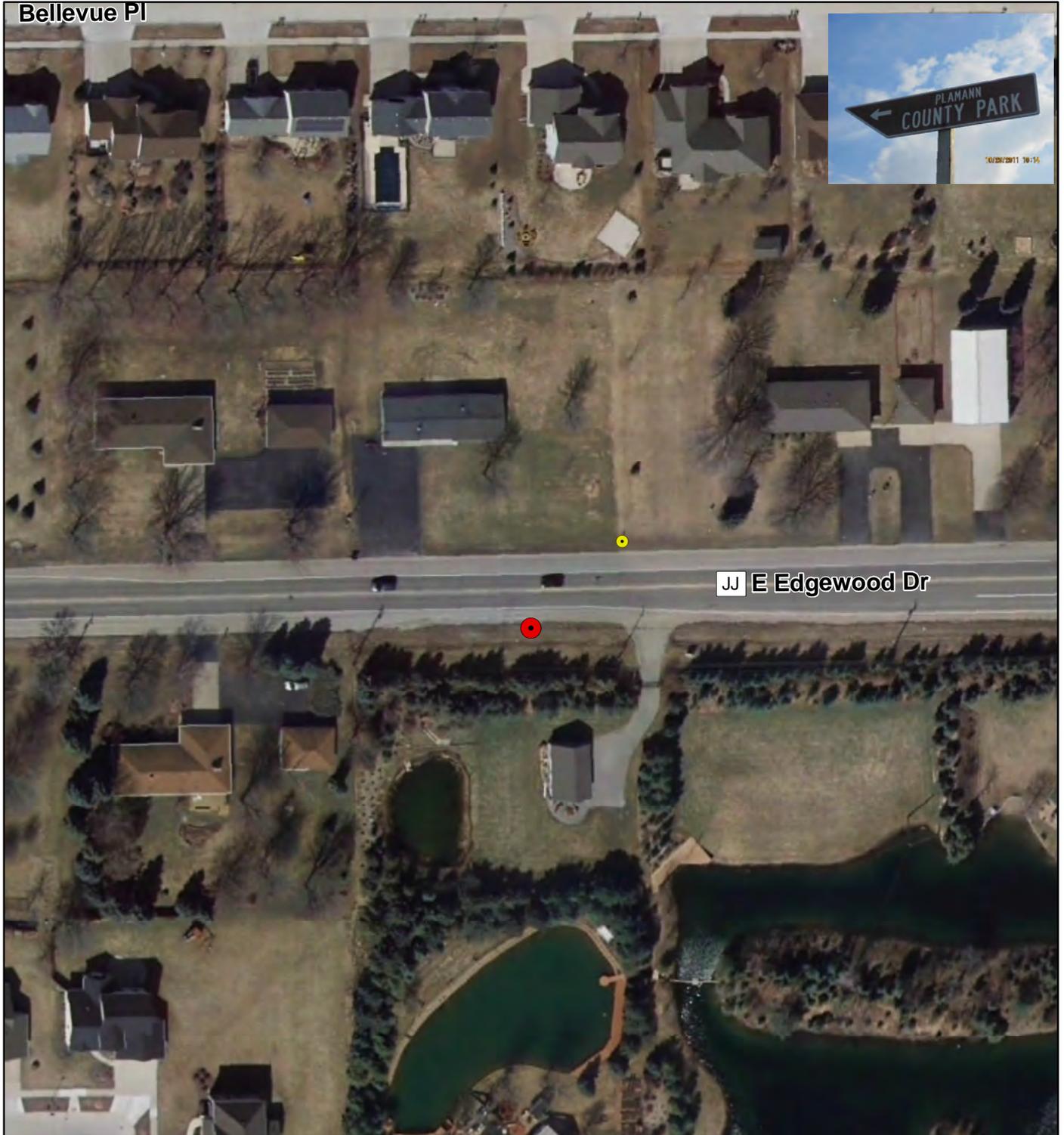
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Support Number: 75

Bellevue Pl



JJ E Edgewood Dr



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Scale in Feet

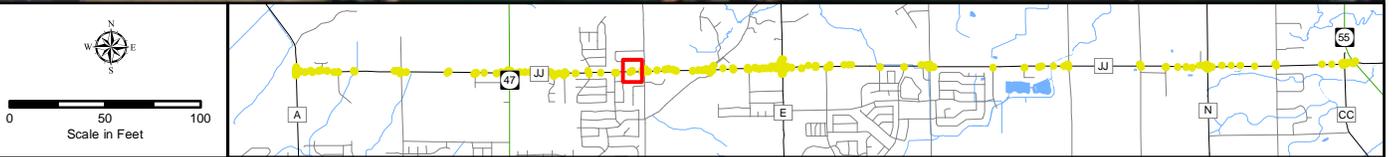
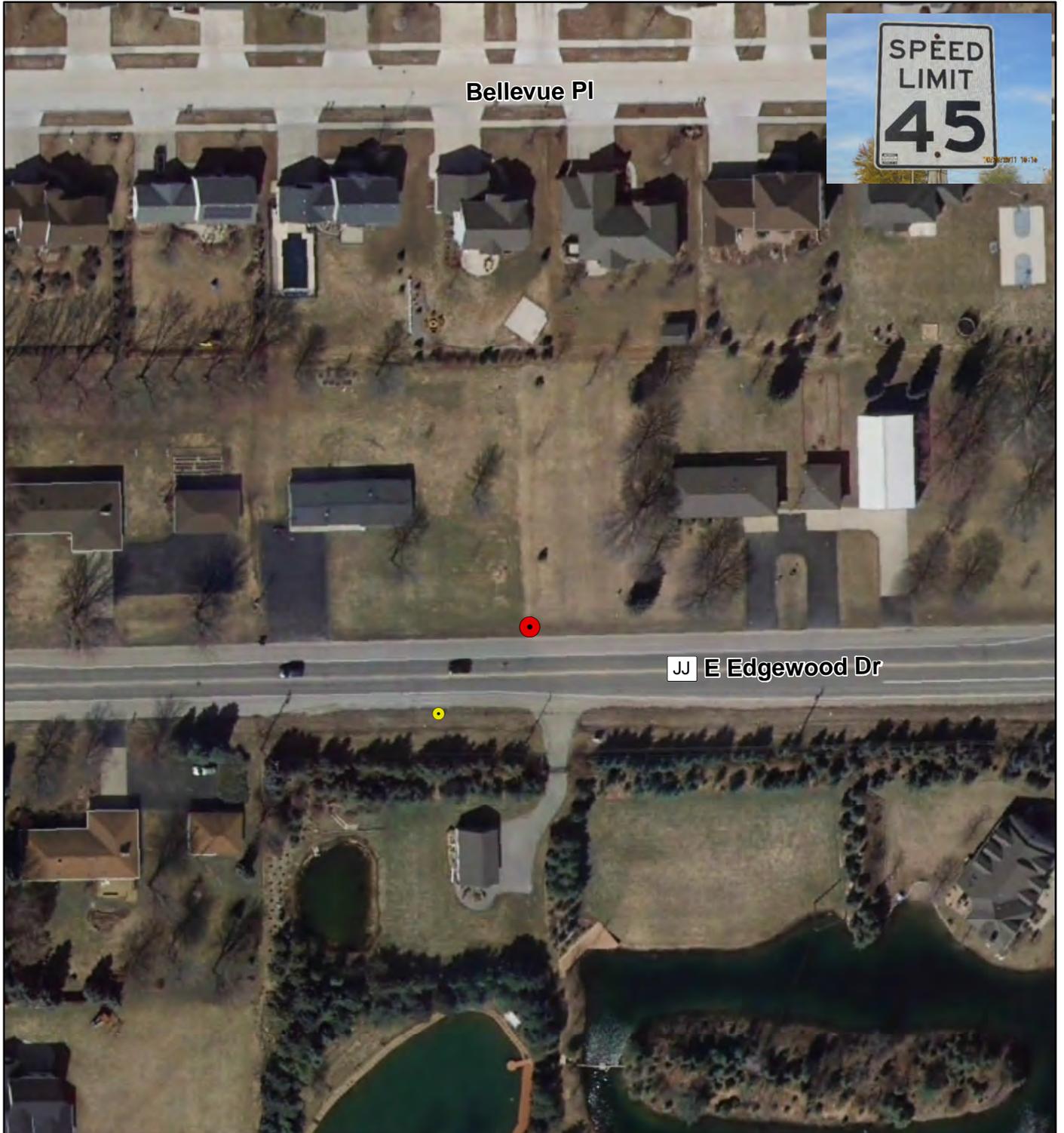


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Support Number: 76

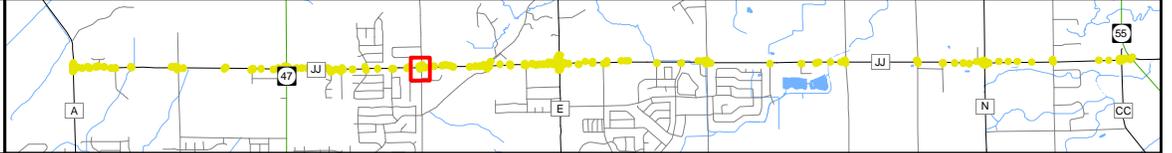
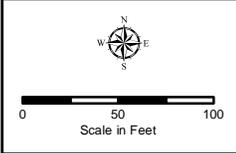


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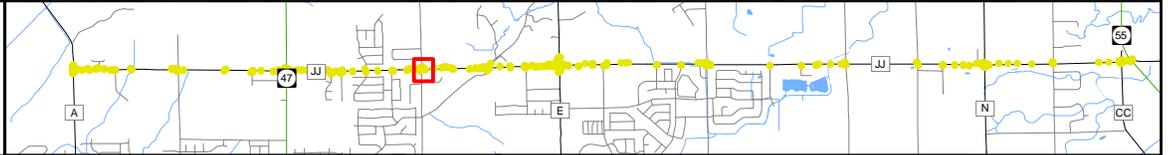
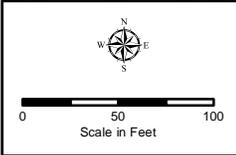


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Support Number: 78

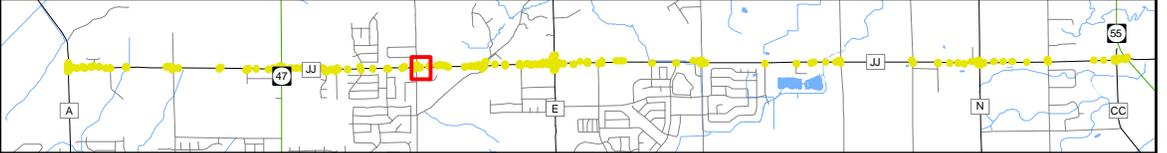
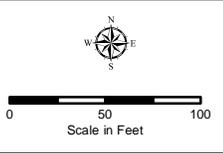


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Support Number: 80

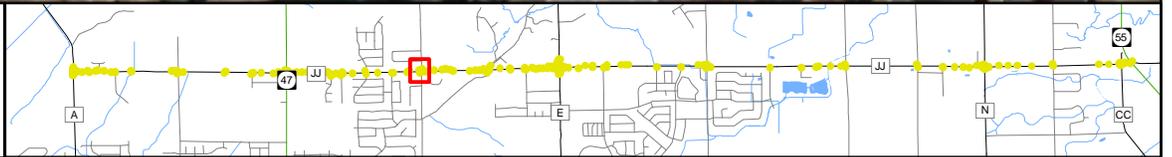
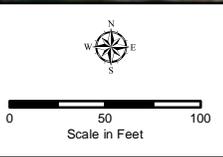
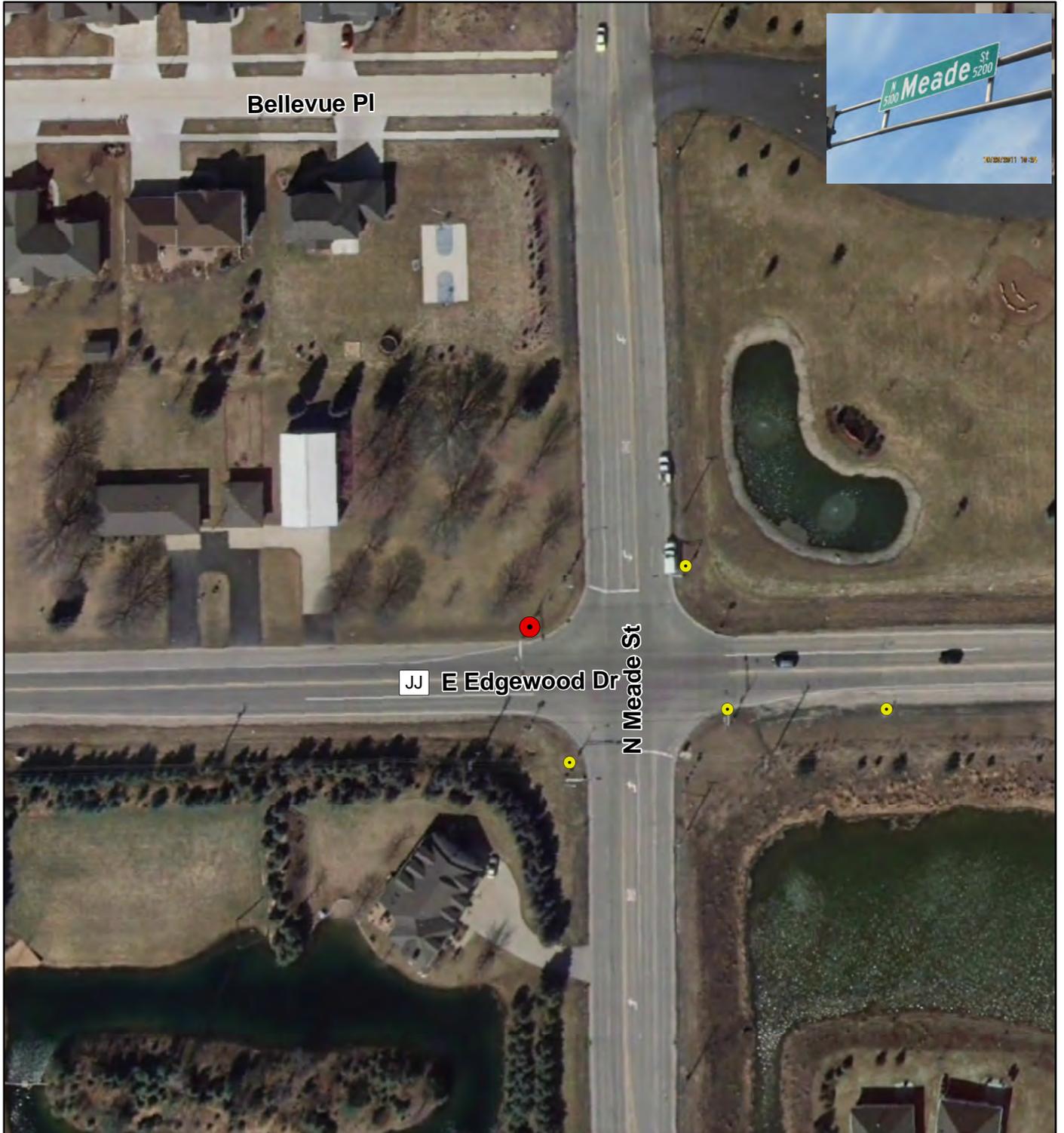


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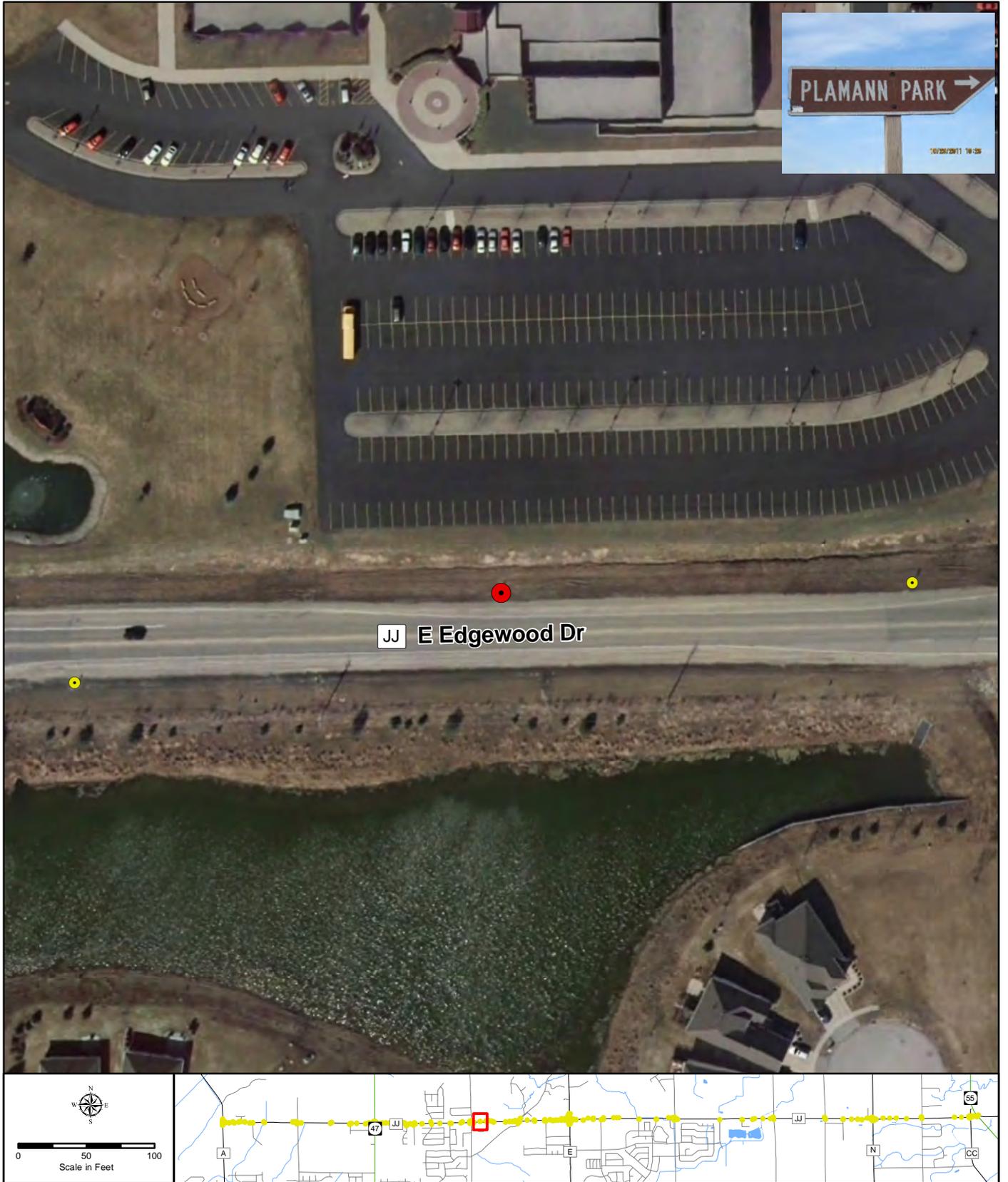


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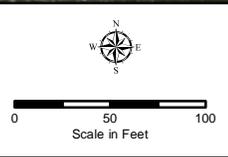
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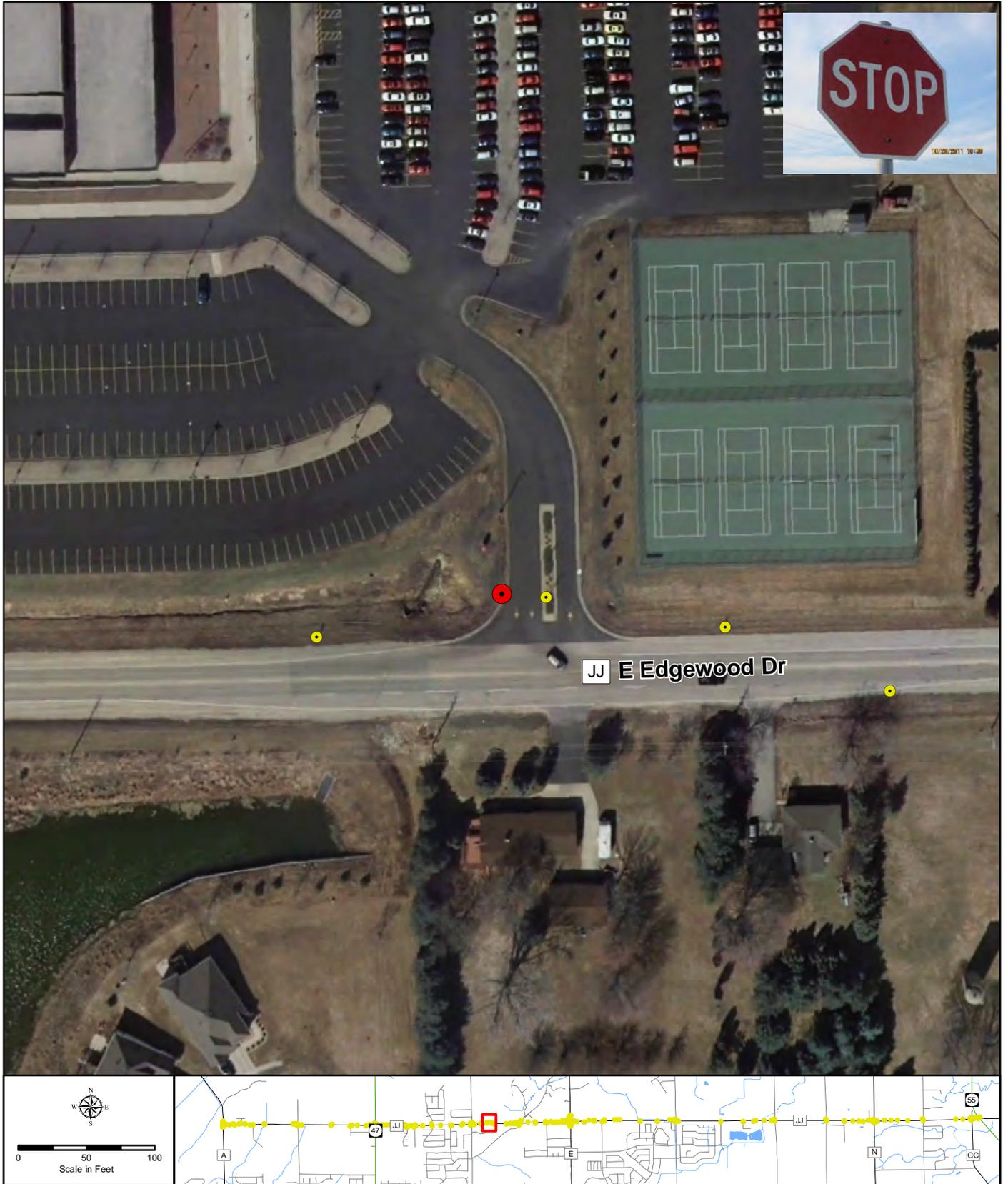


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Support Number: 86



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**East Central Wisconsin
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Telephone # (920)-751-4770
Fax # (920)-751-4771

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Support Number: 87



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Support Number: 88

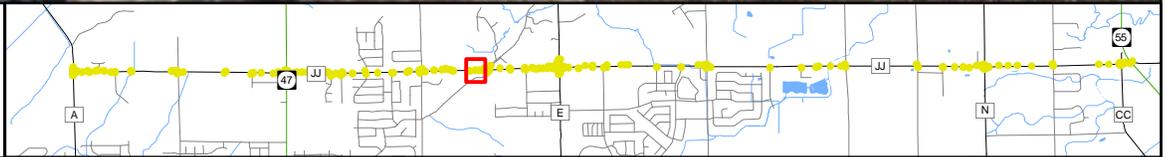
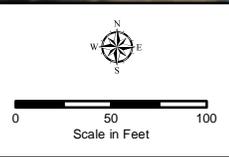


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Support Number: 89

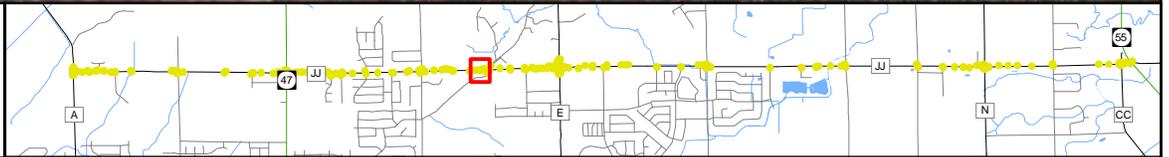
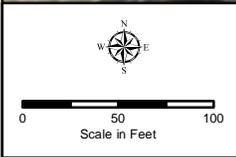


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Support Number: 91



JJ E Edgewood Dr

E Apple Creek Rd



0 50 100
Scale in Feet



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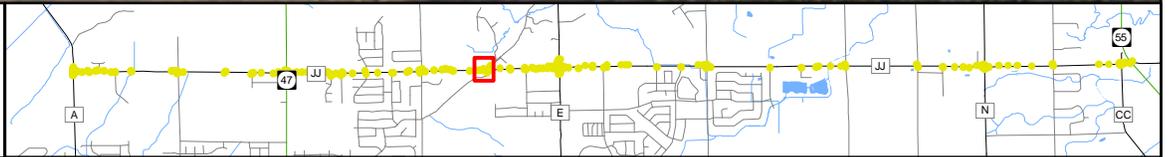
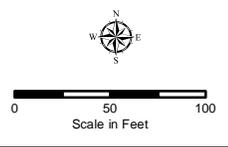
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E Apple Creek Rd



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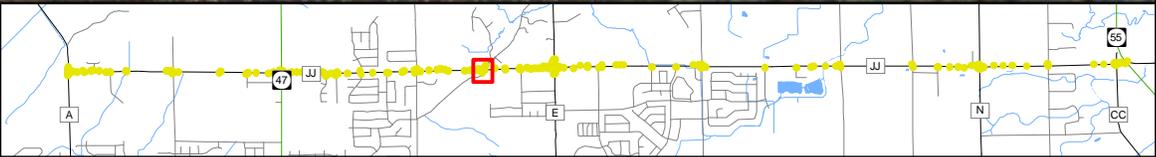
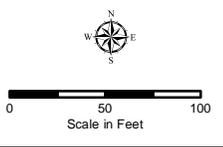


Support Number: 94



E Apple Creek Rd

JJ E Edgewood Dr

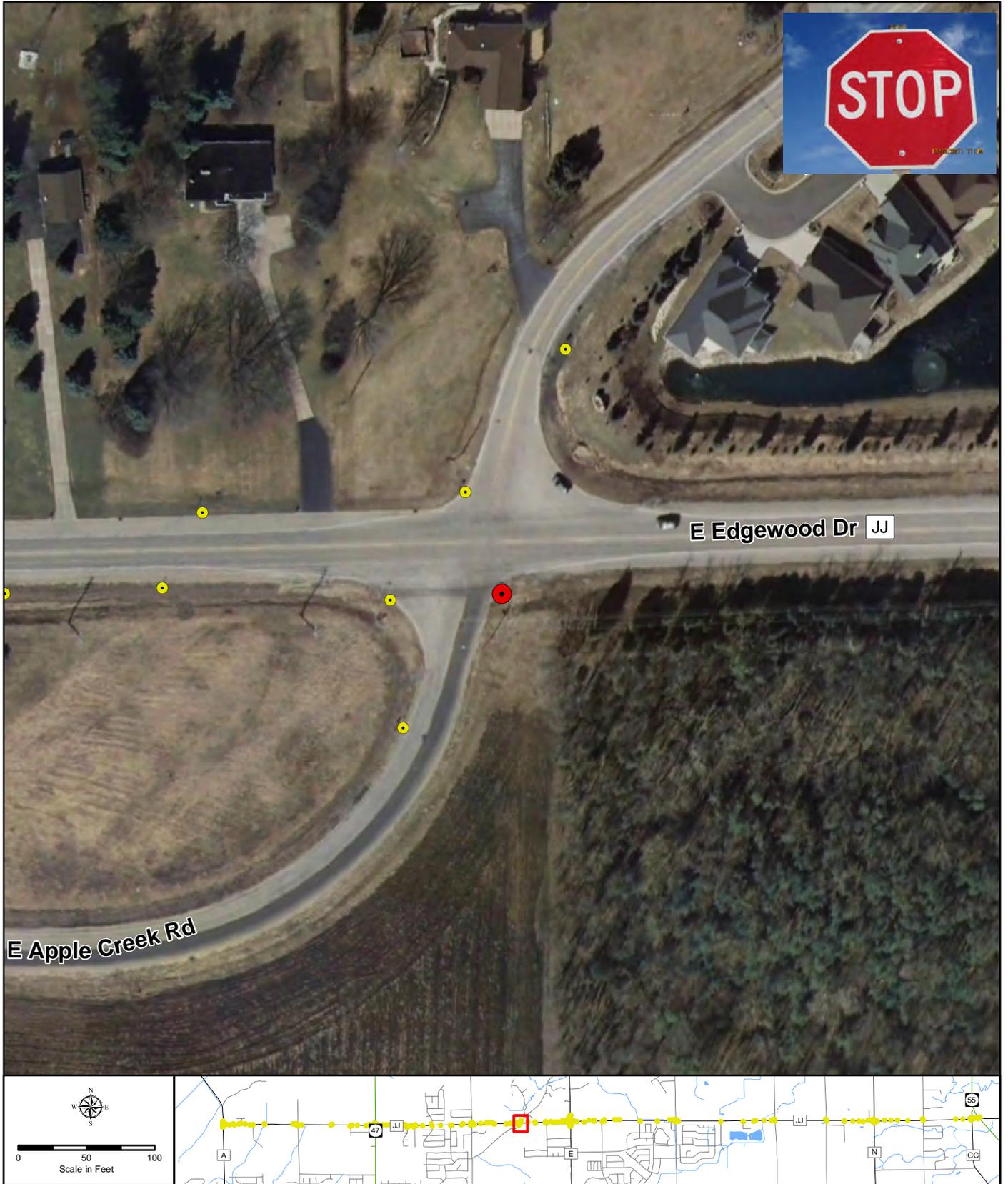


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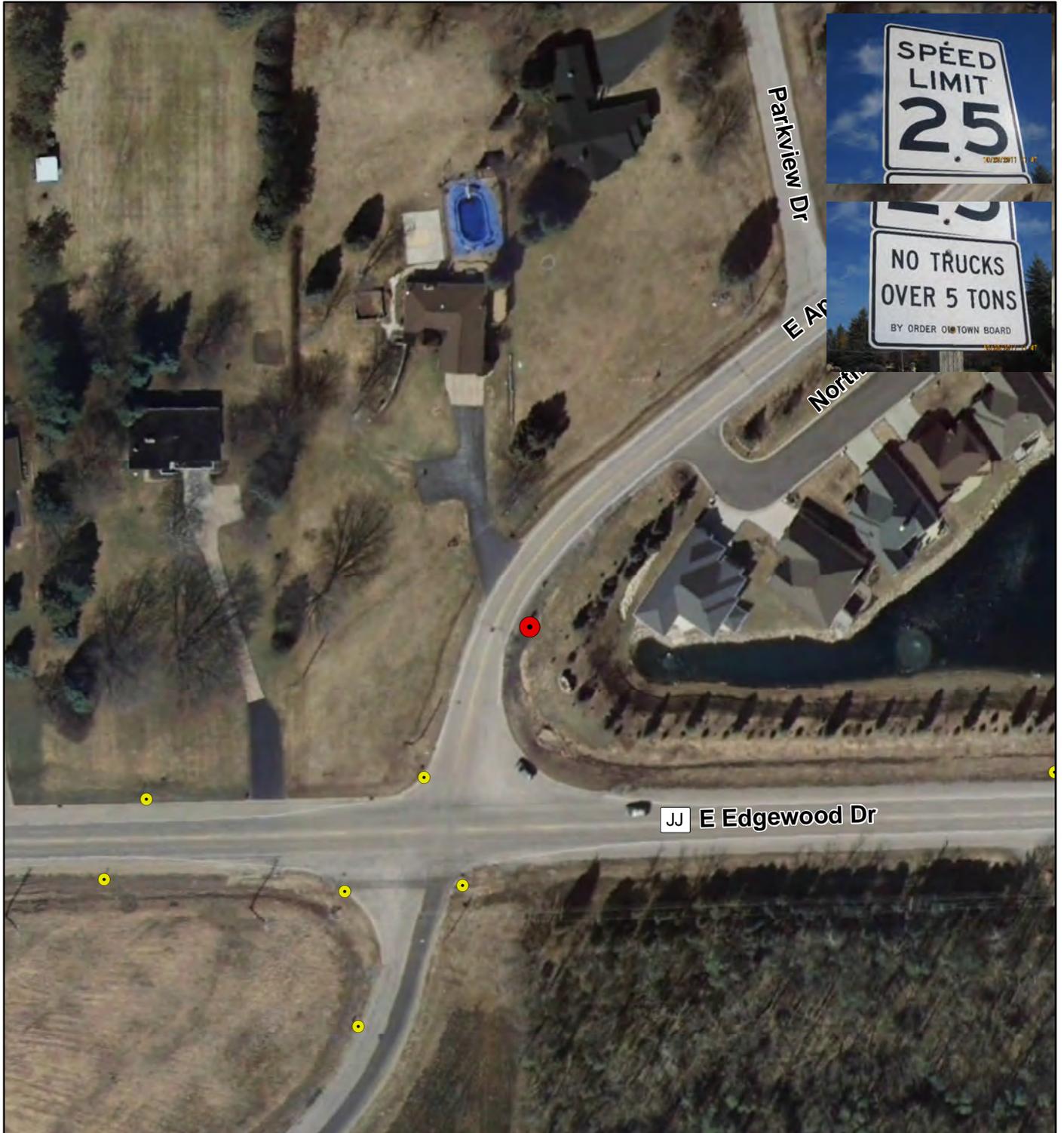
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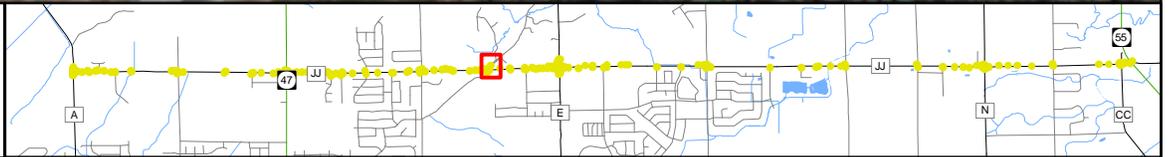
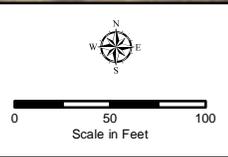
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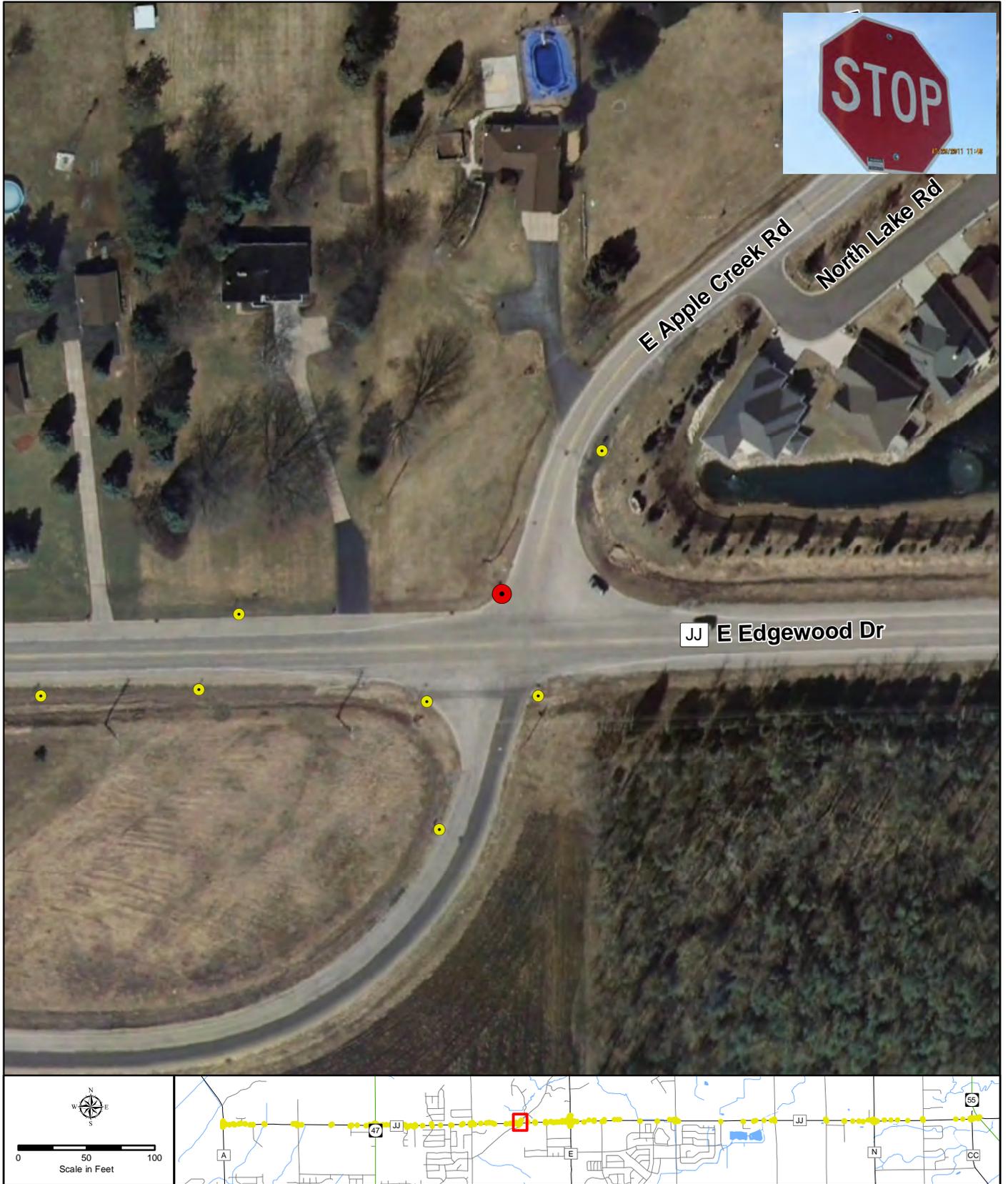


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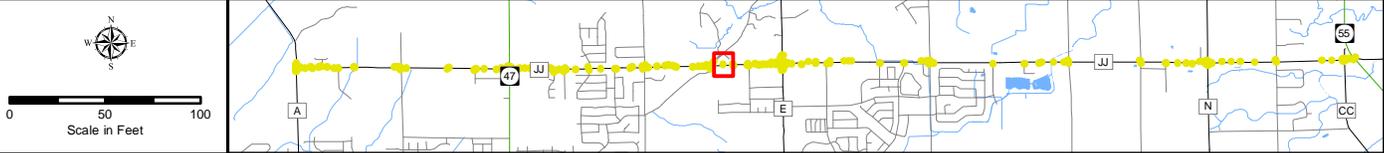
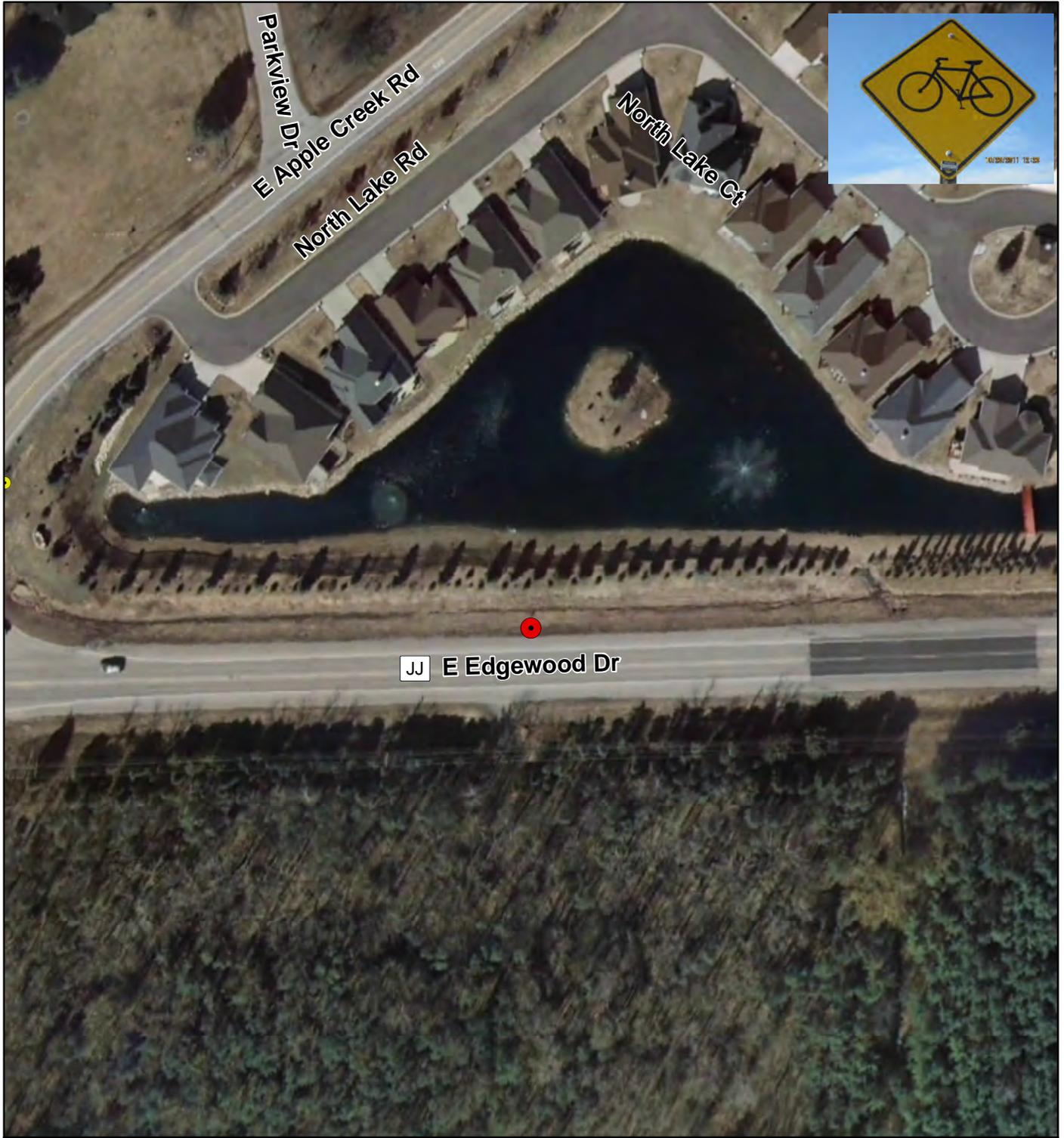


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Support Number: 98

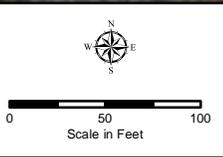
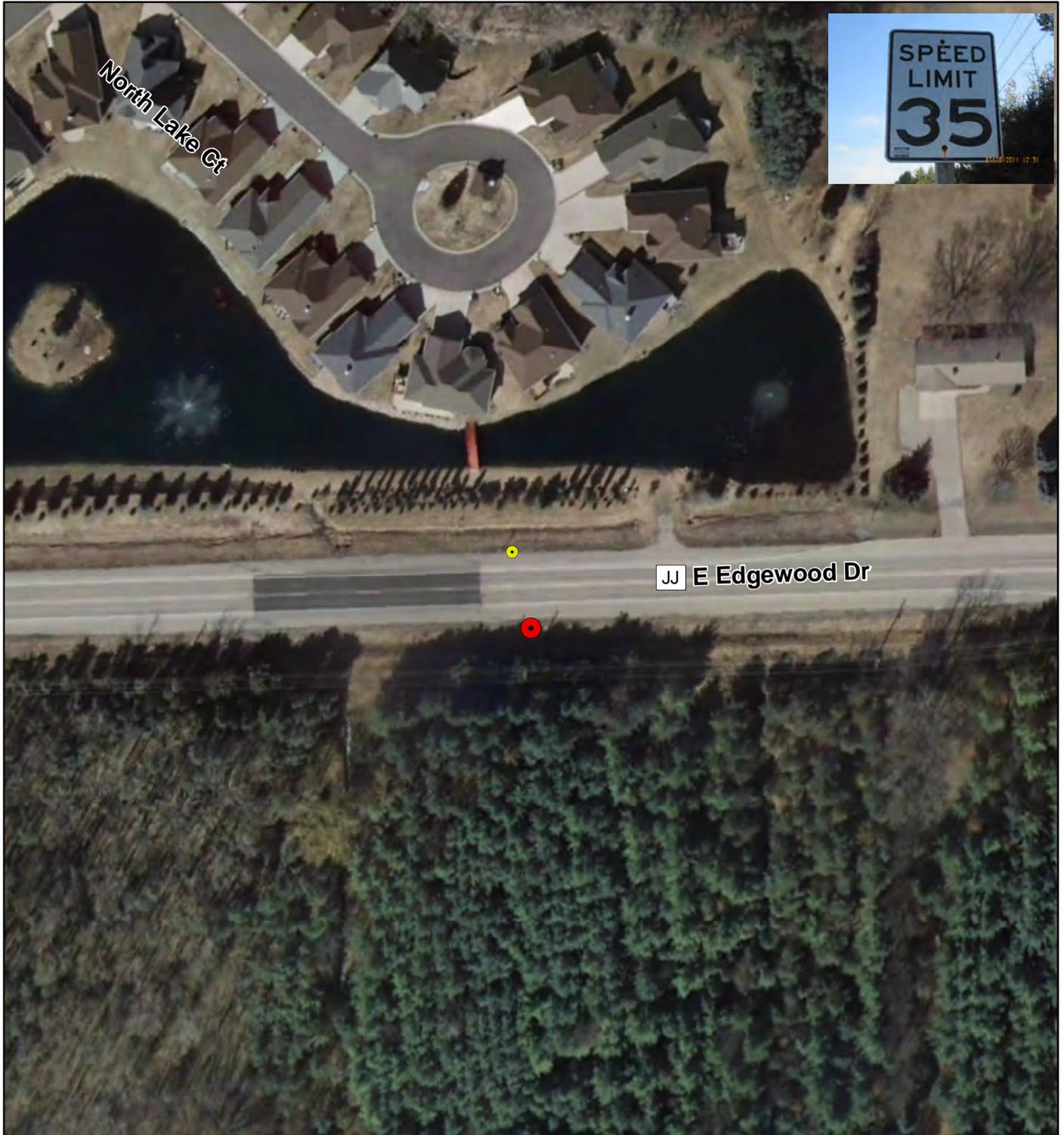


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Support Number: 99

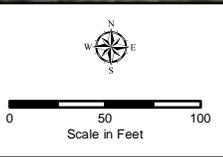


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Support Number: 100

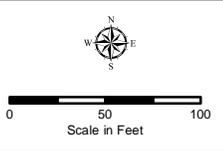
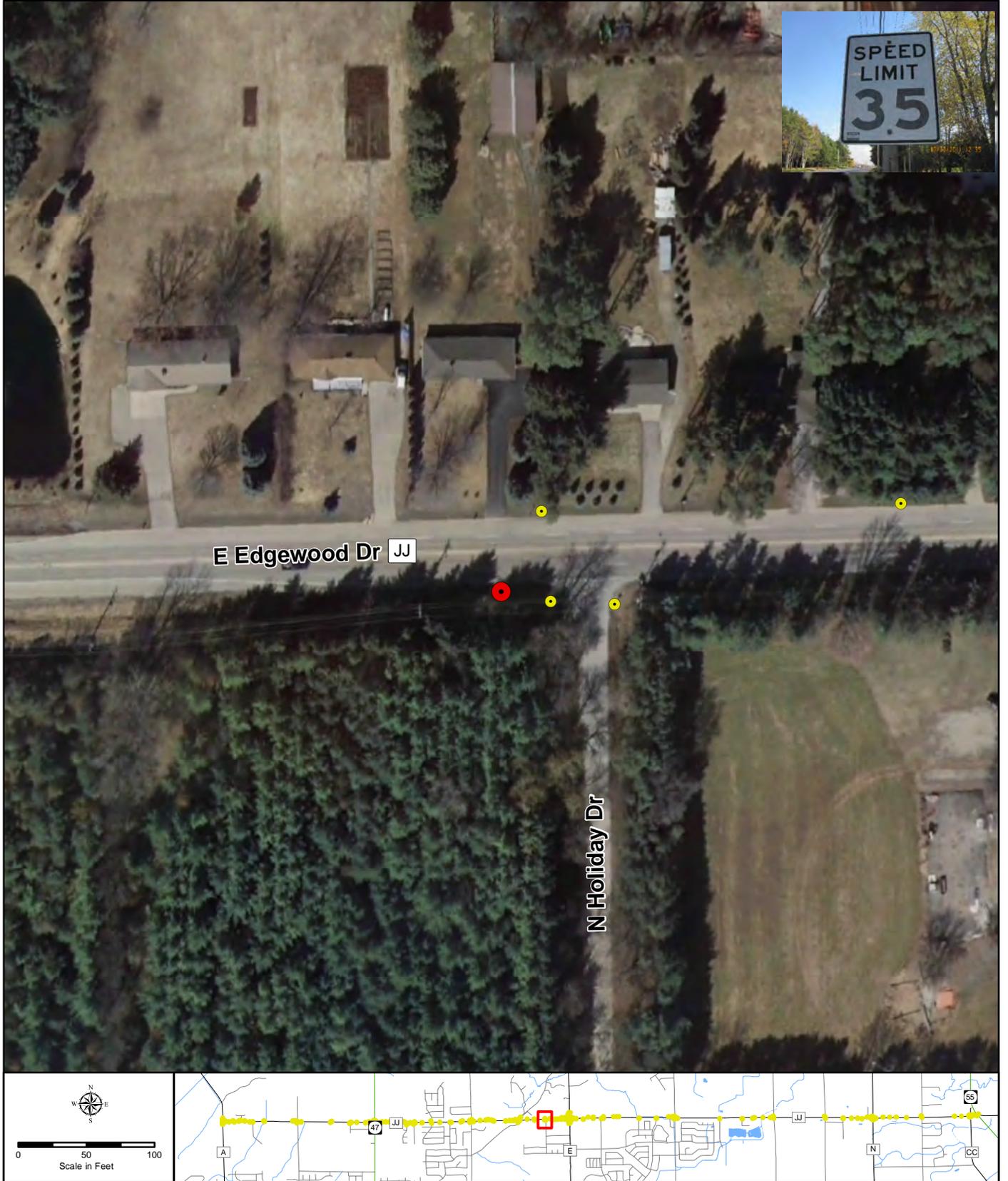


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Support Number: 102

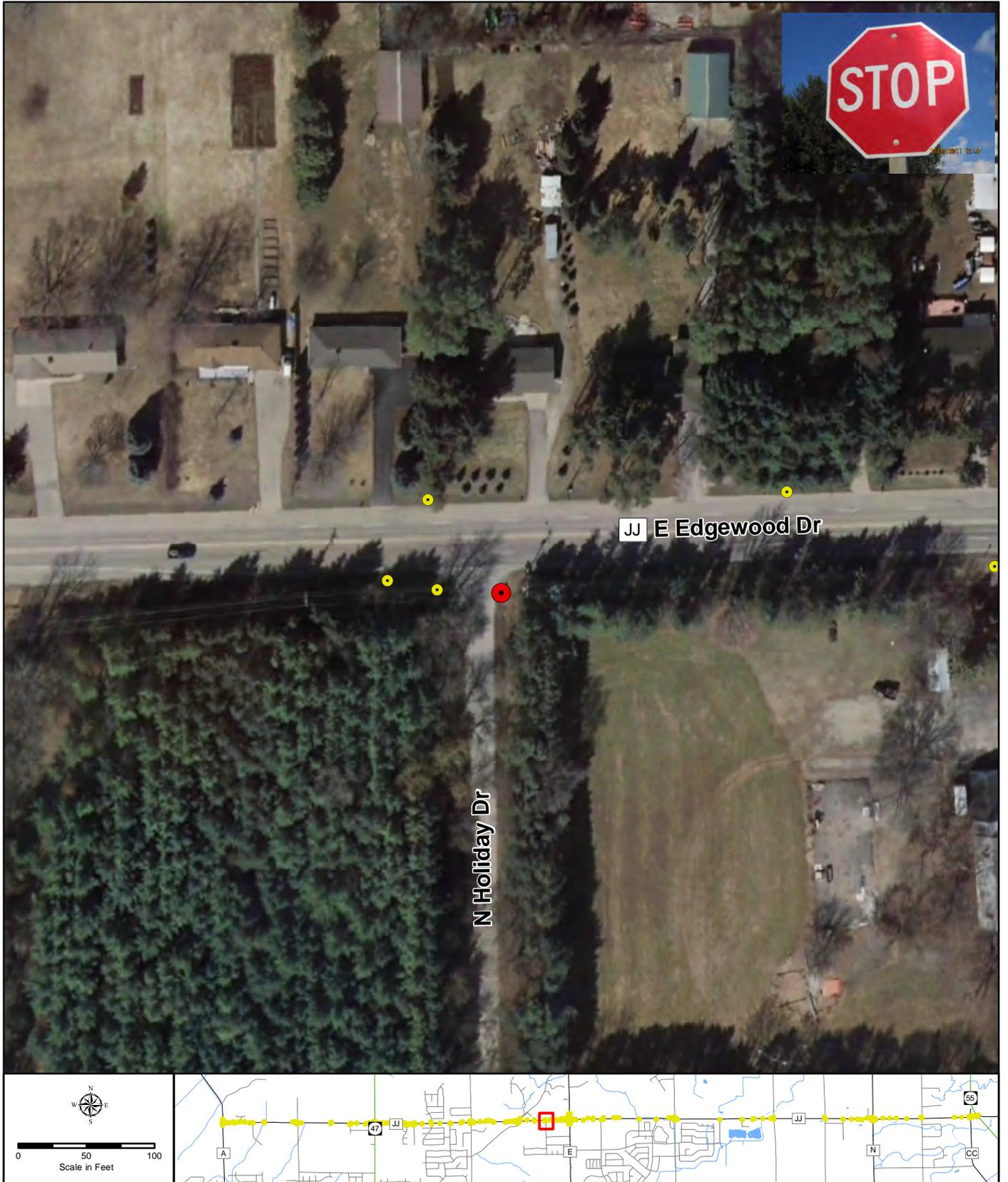


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Support Number: 103

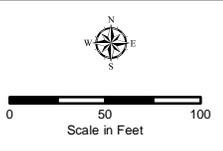
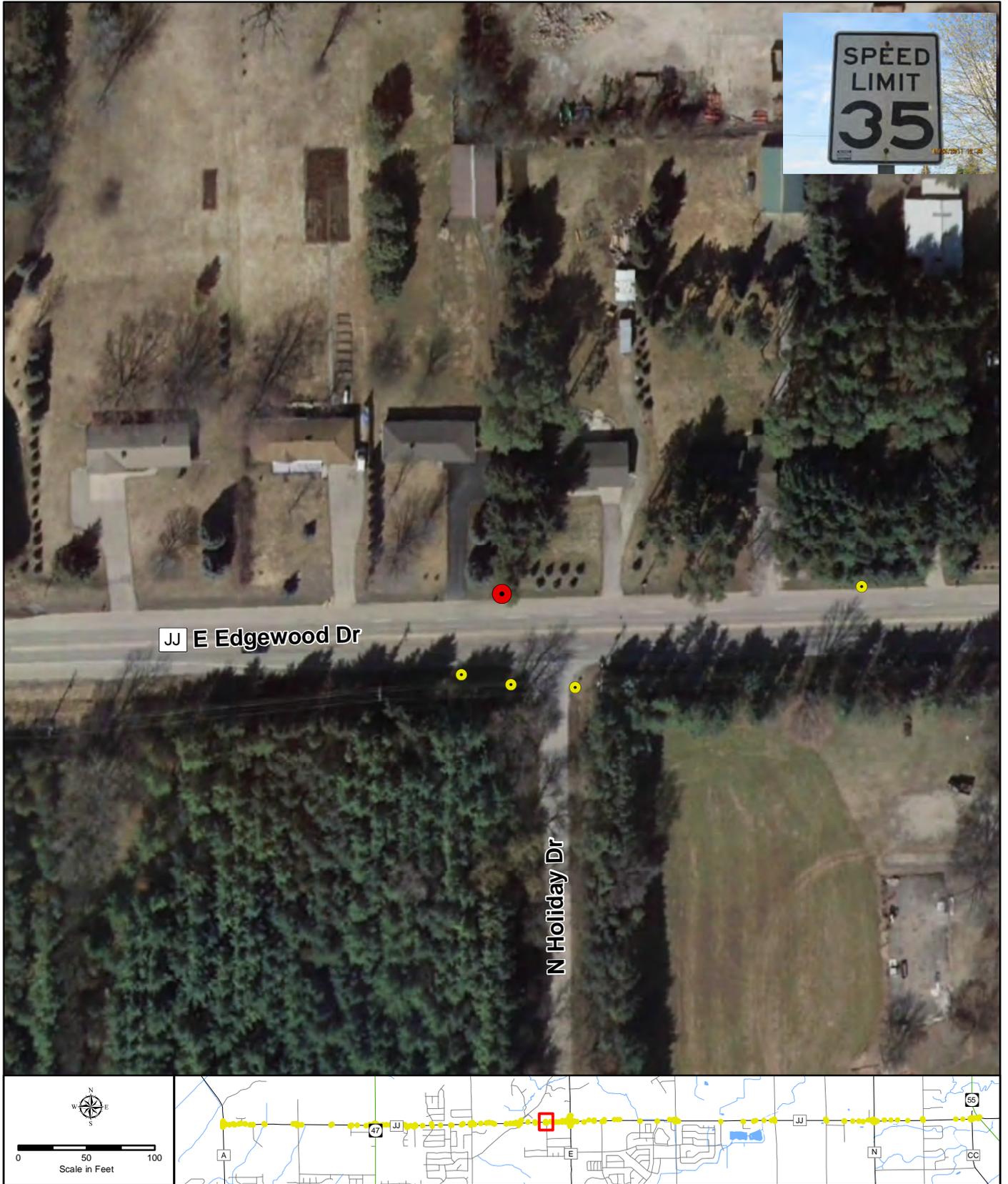


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Support Number: 104

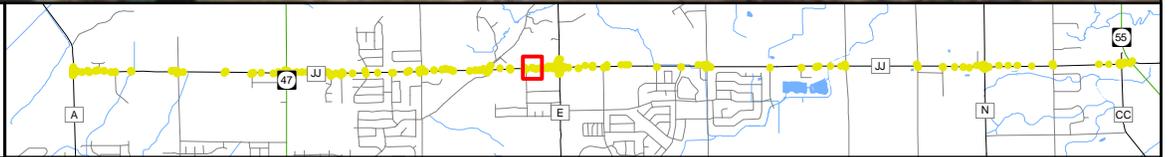
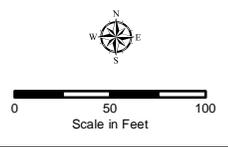


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Support Number: 105

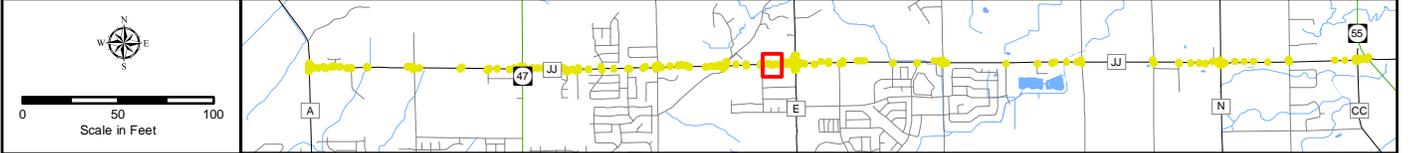
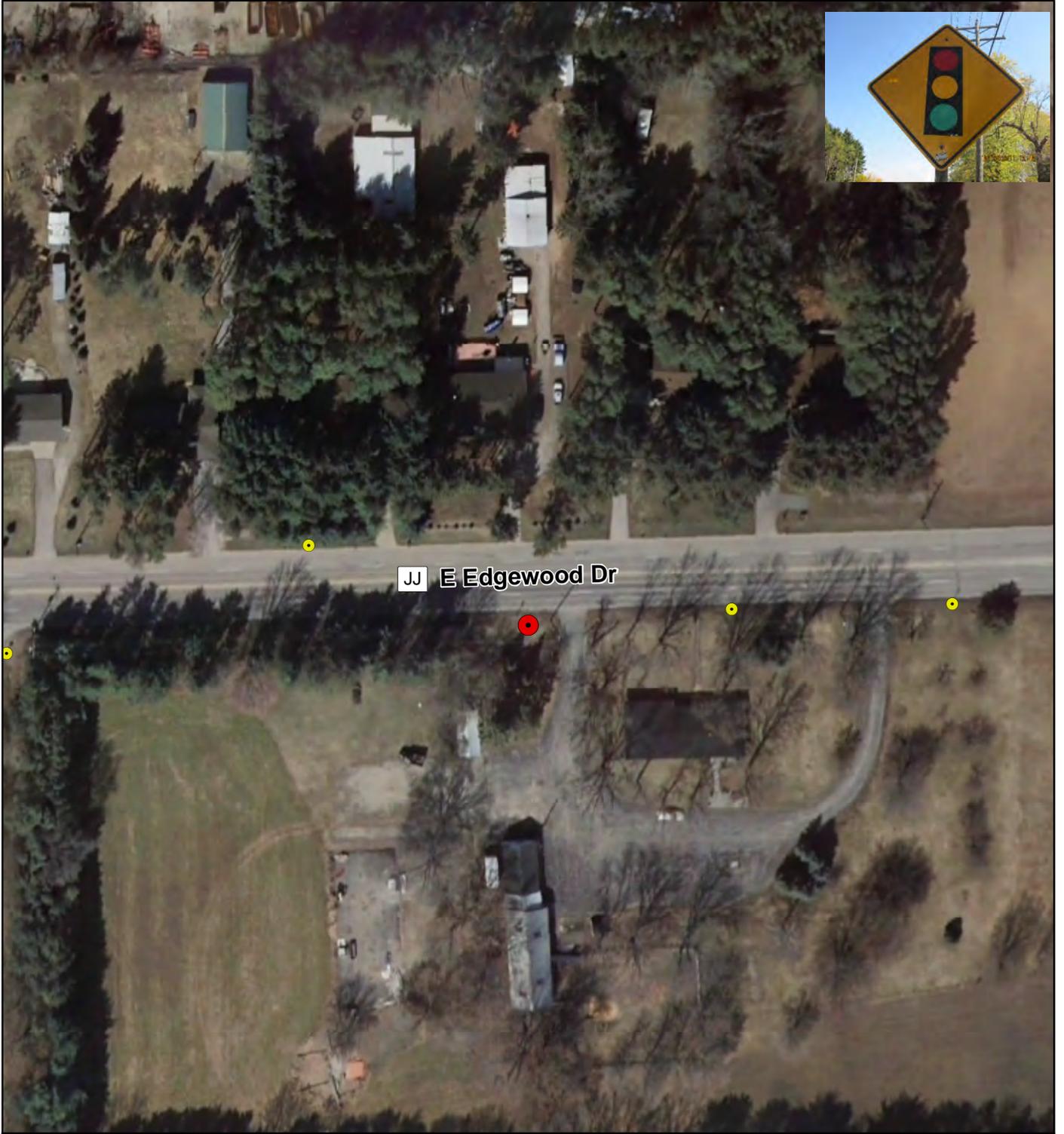


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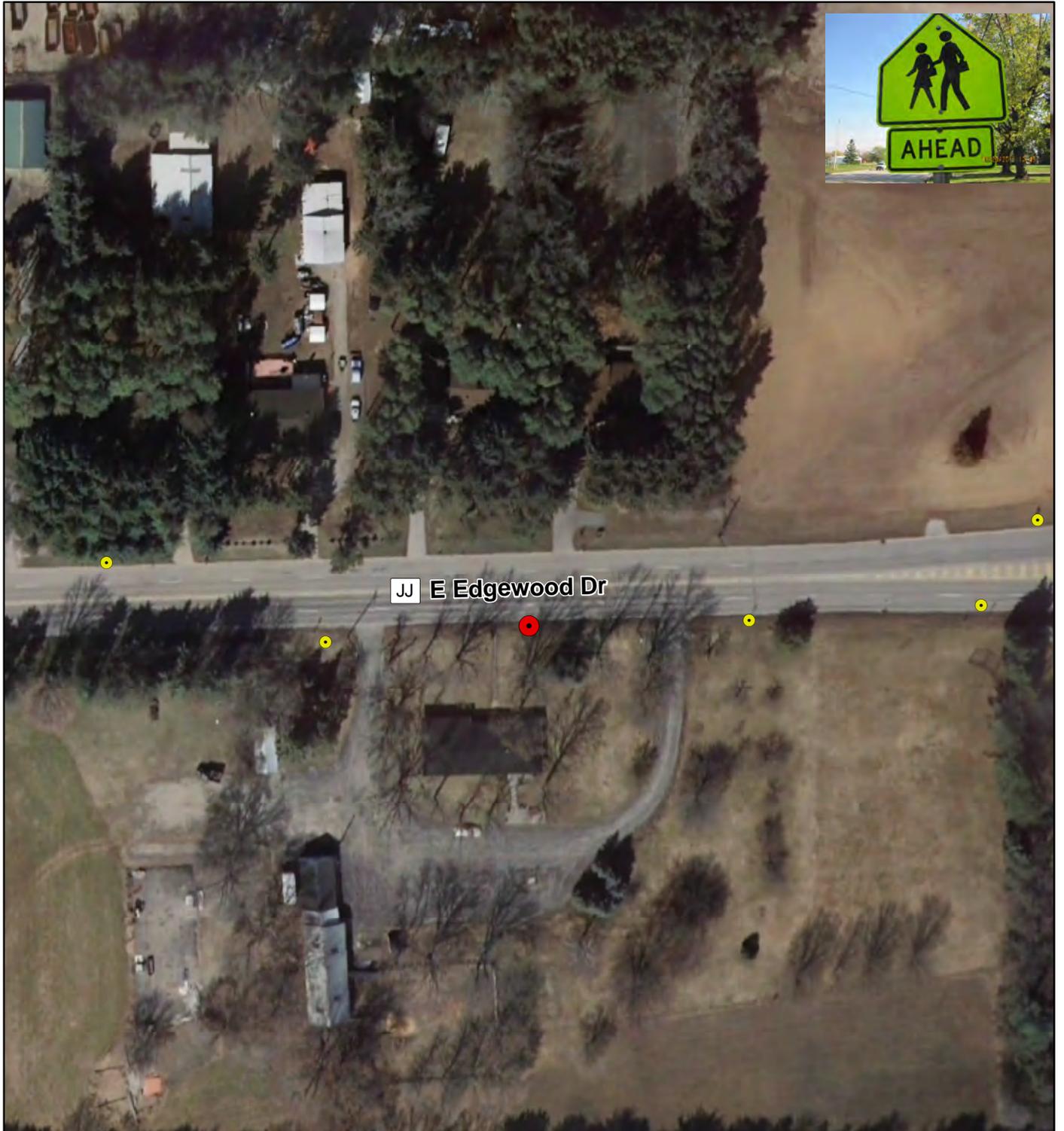


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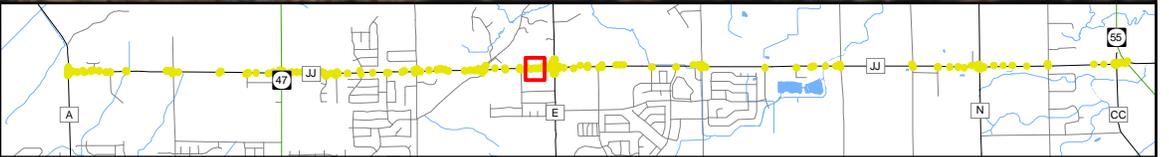
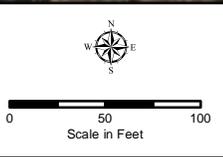
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0 50 100
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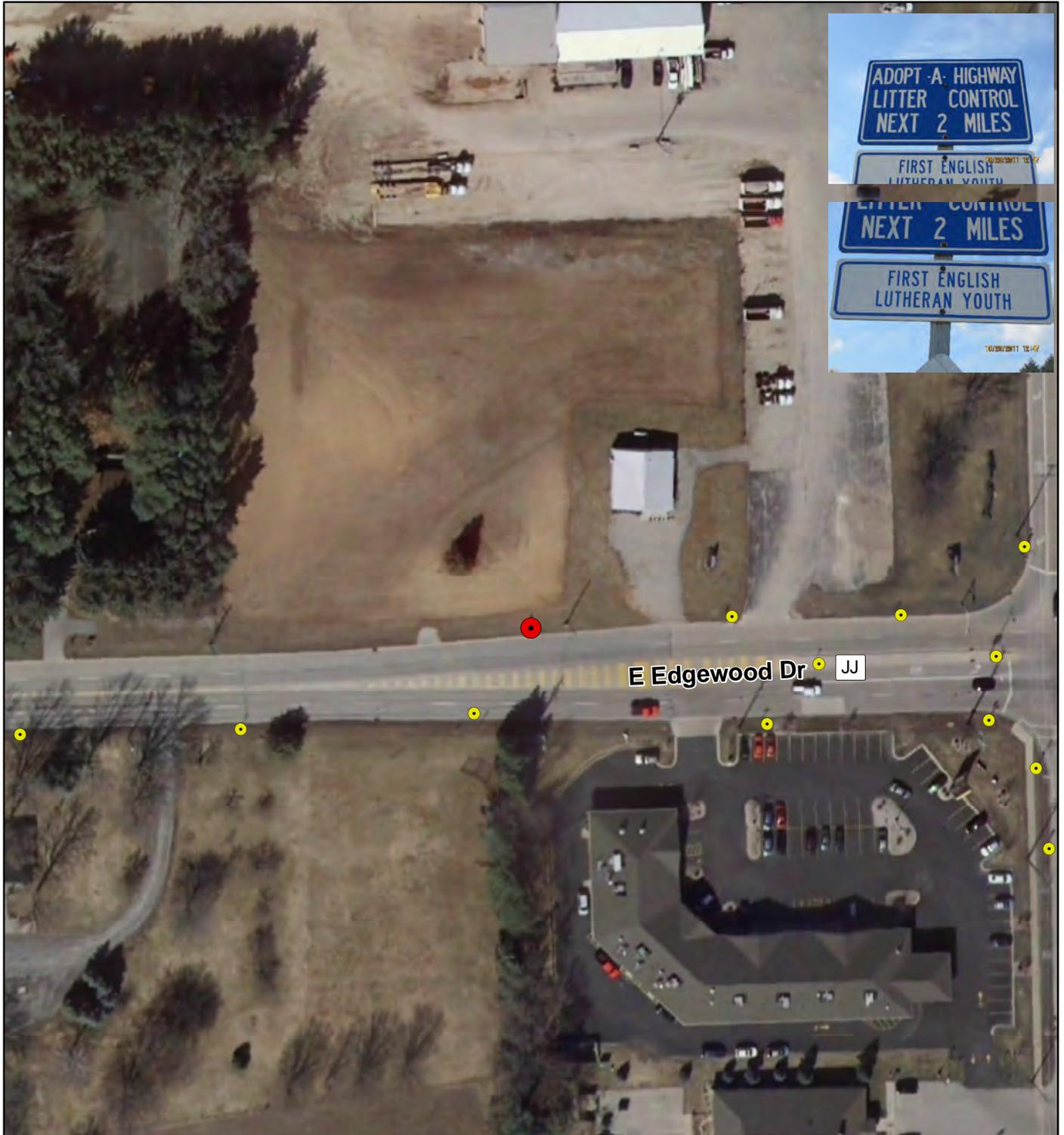


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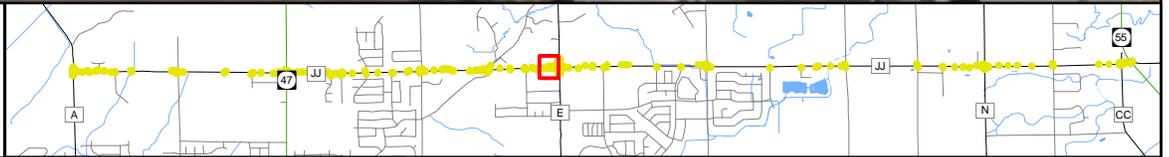
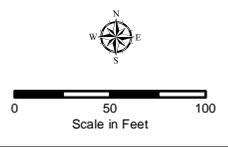
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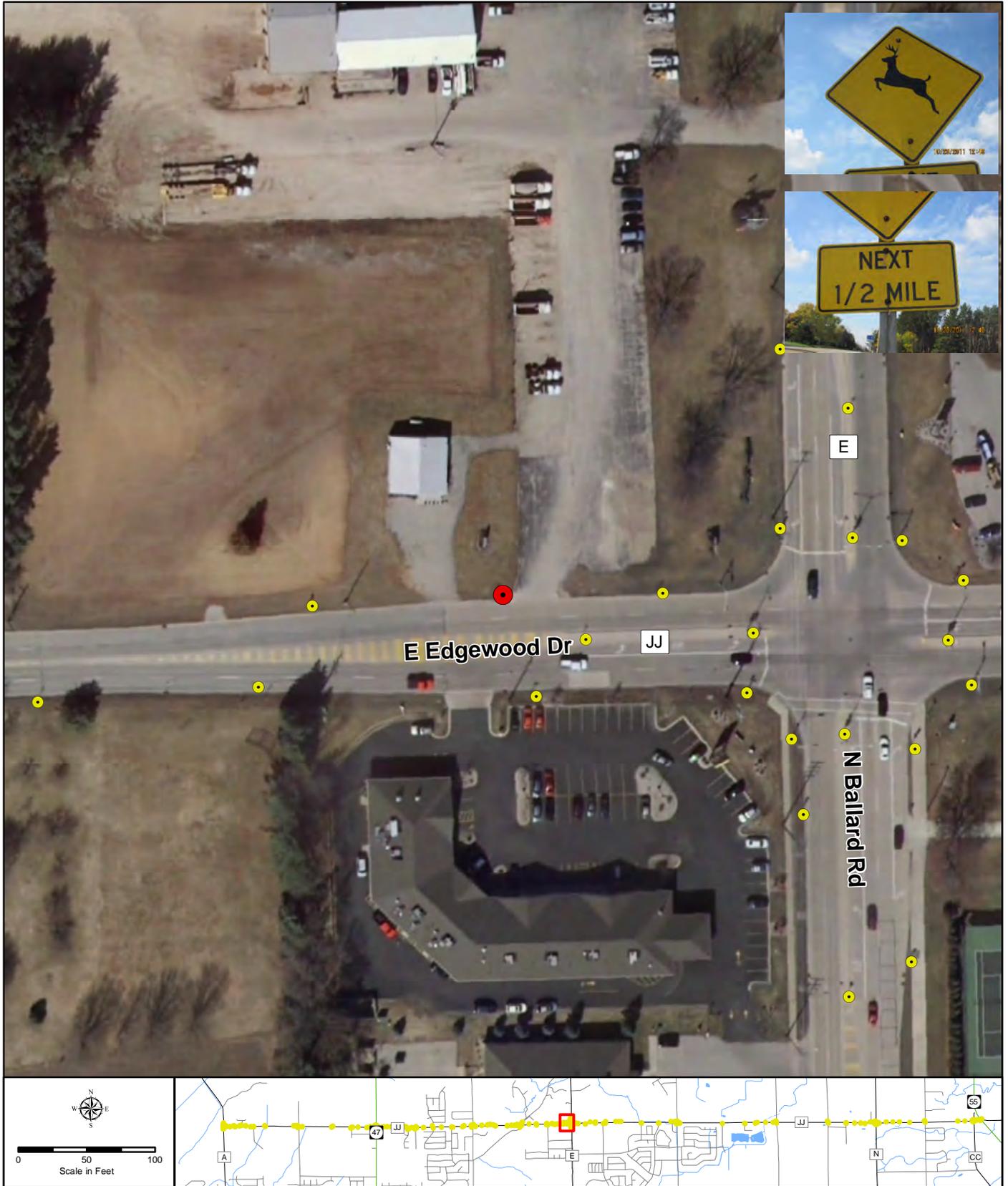


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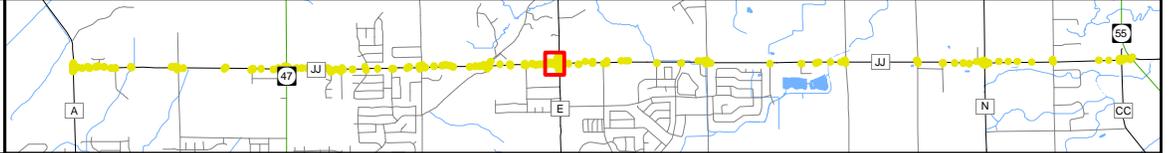
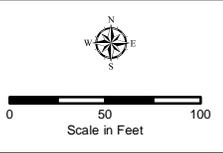
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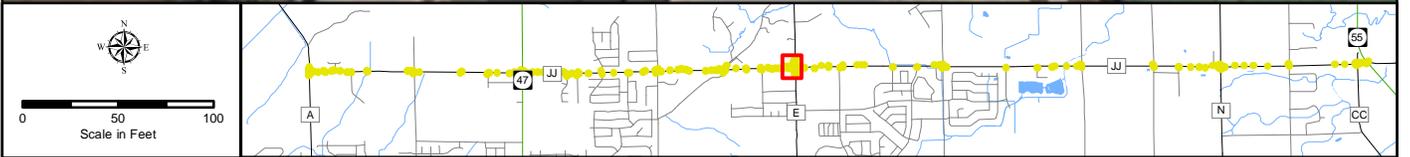
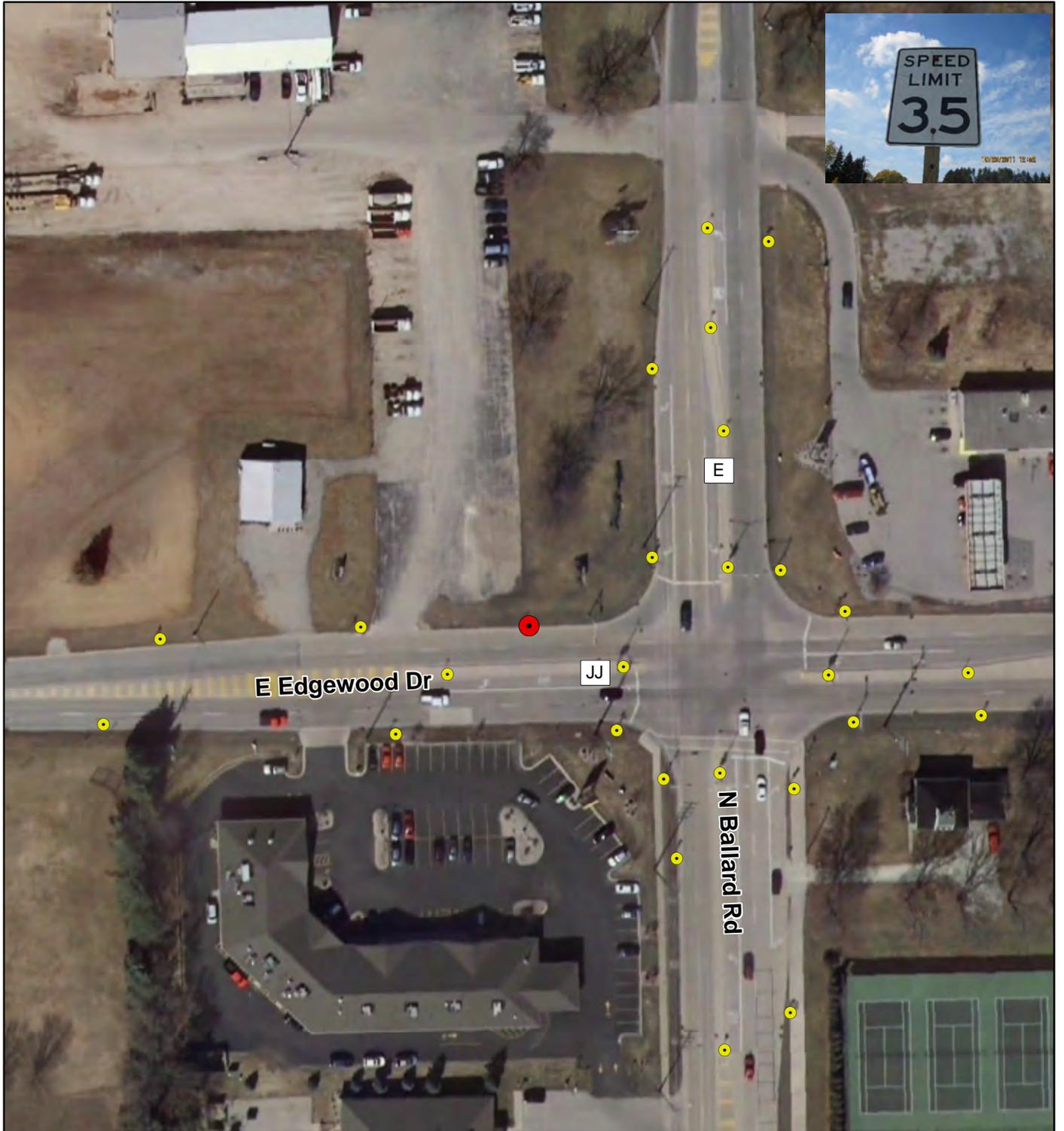


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Support Number: 114

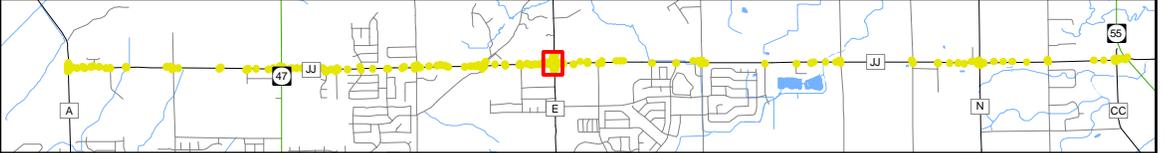
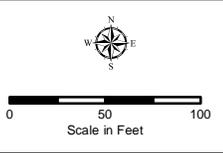
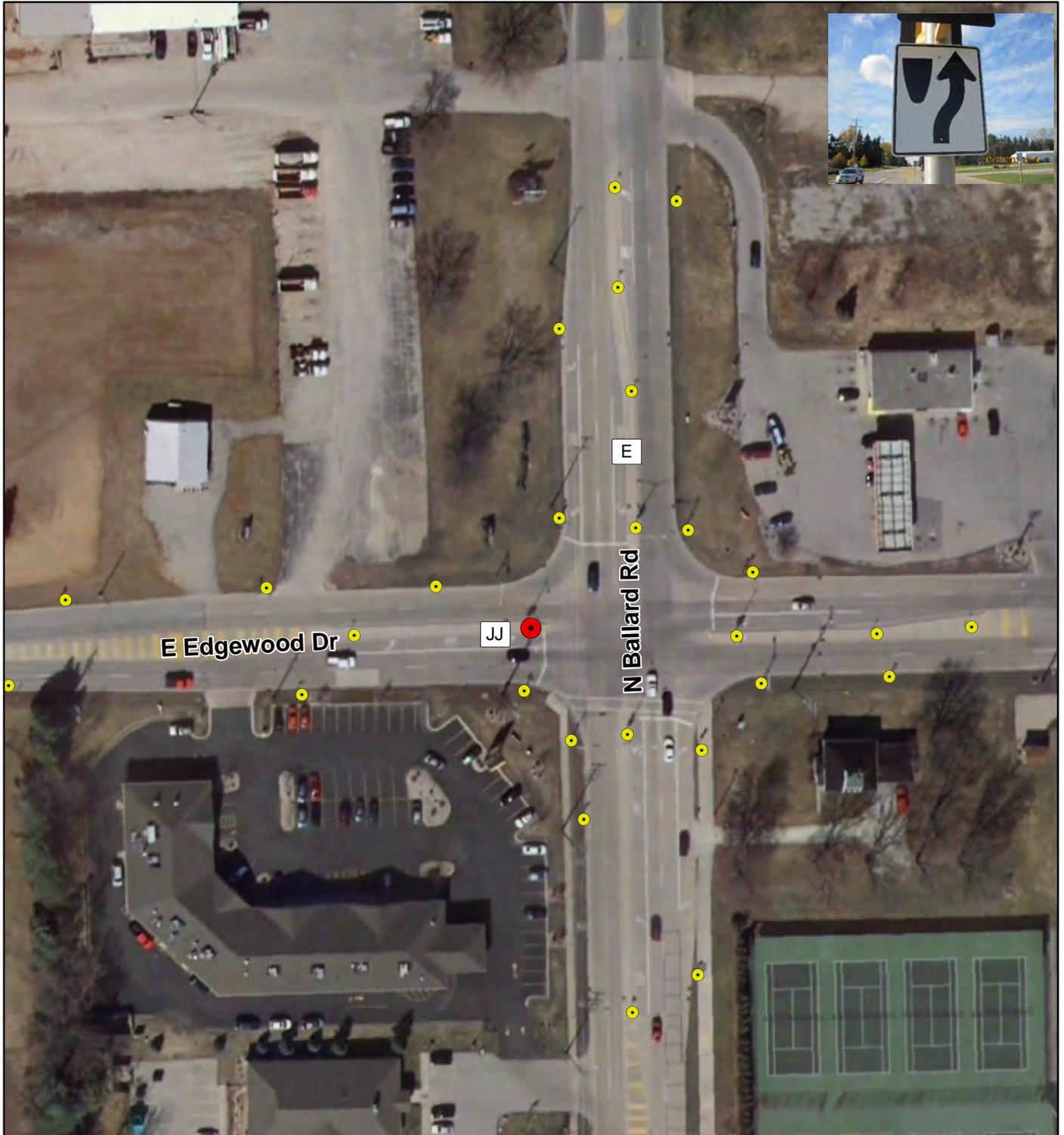


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Support Number: 115

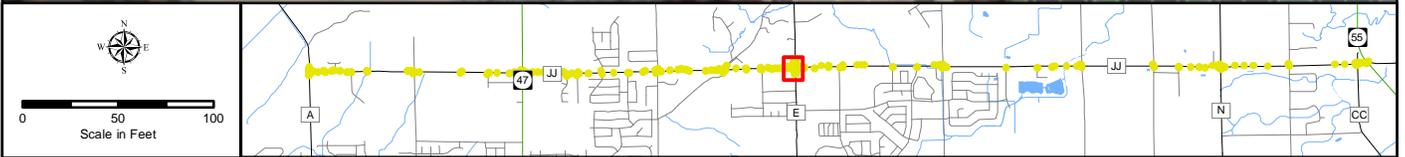


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Support Number: 116

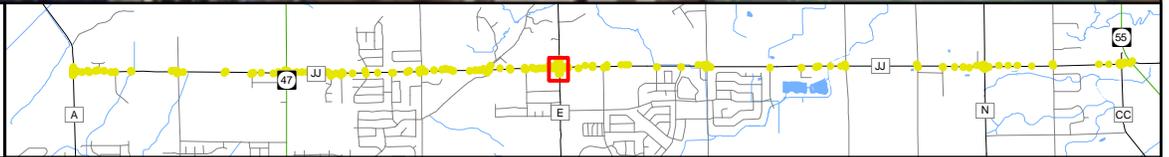
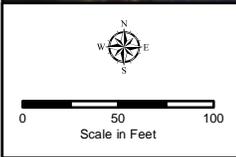
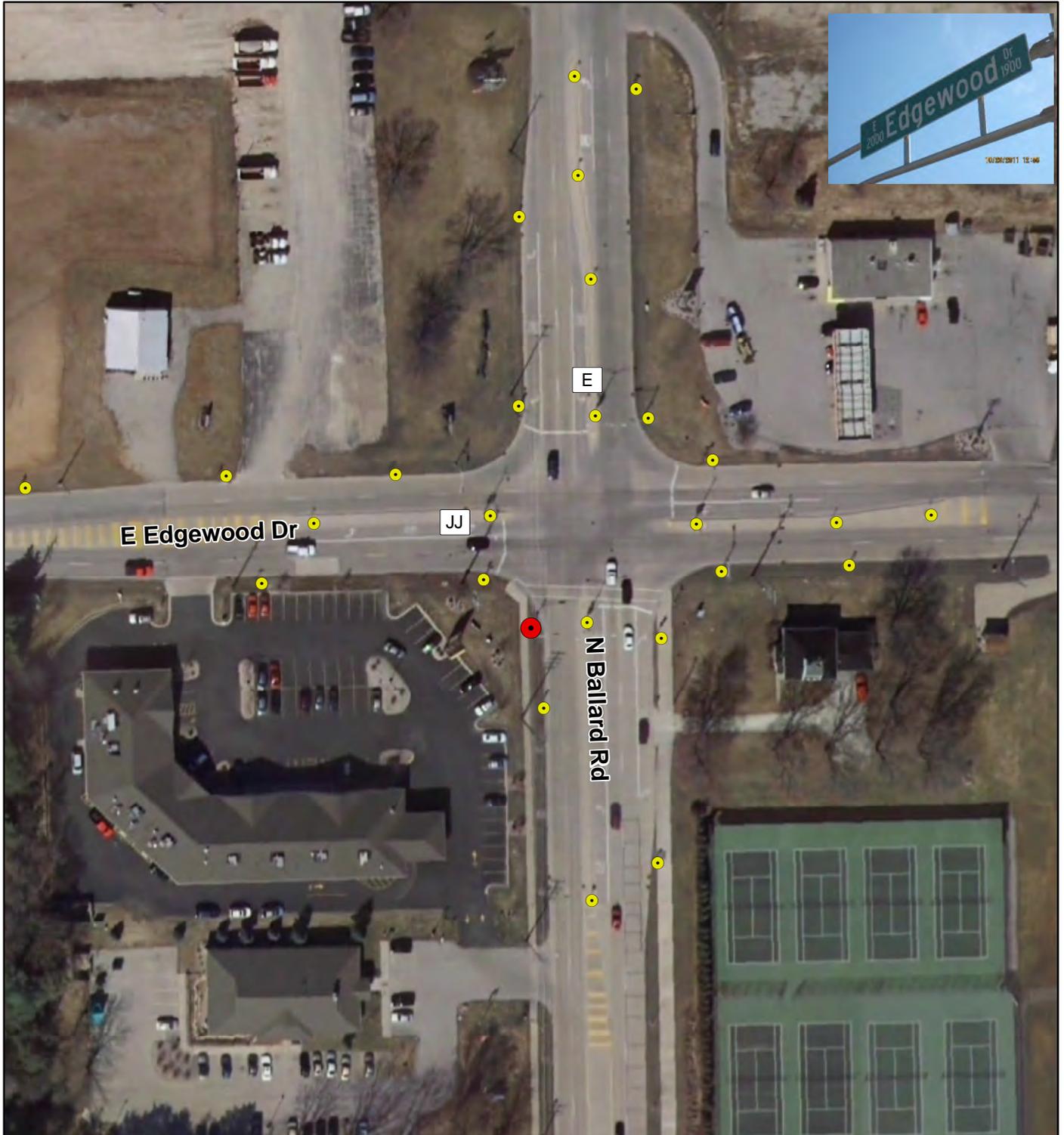


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Support Number: 117

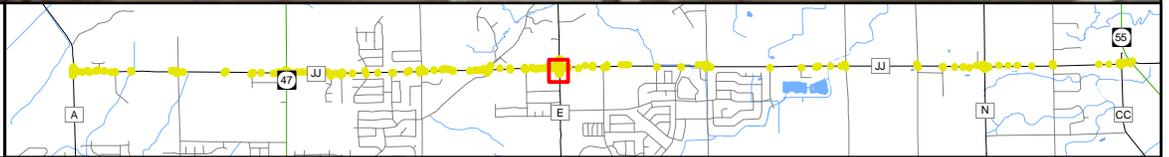
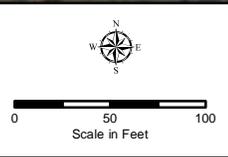
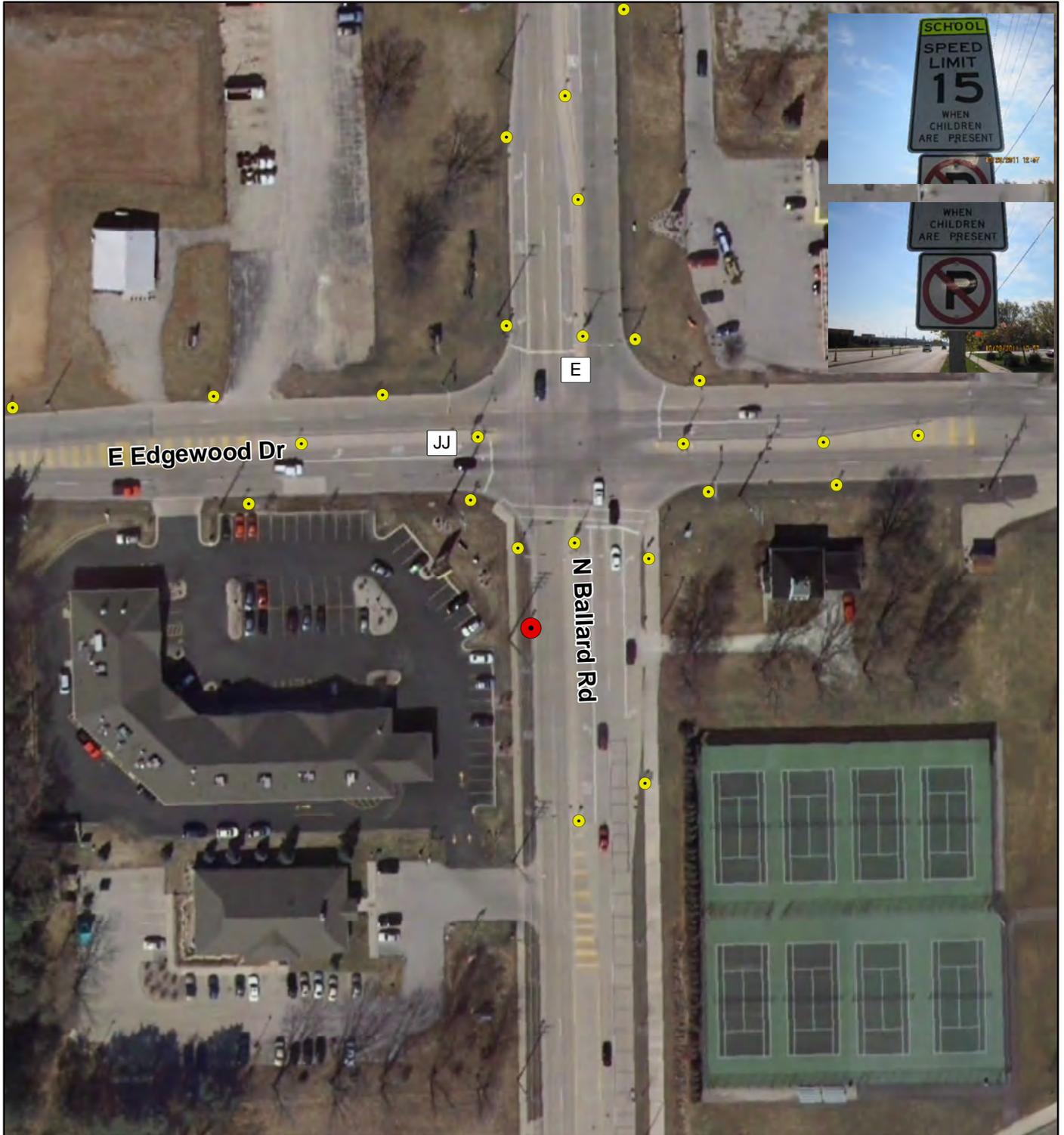


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Support Number: 118

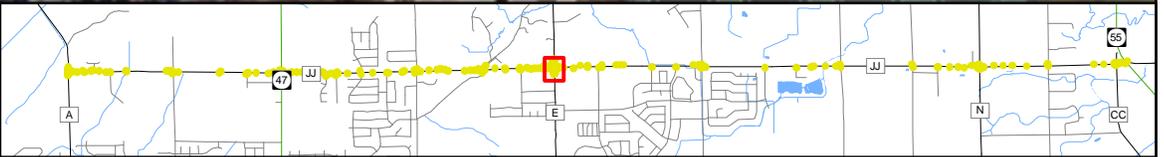
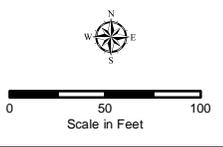
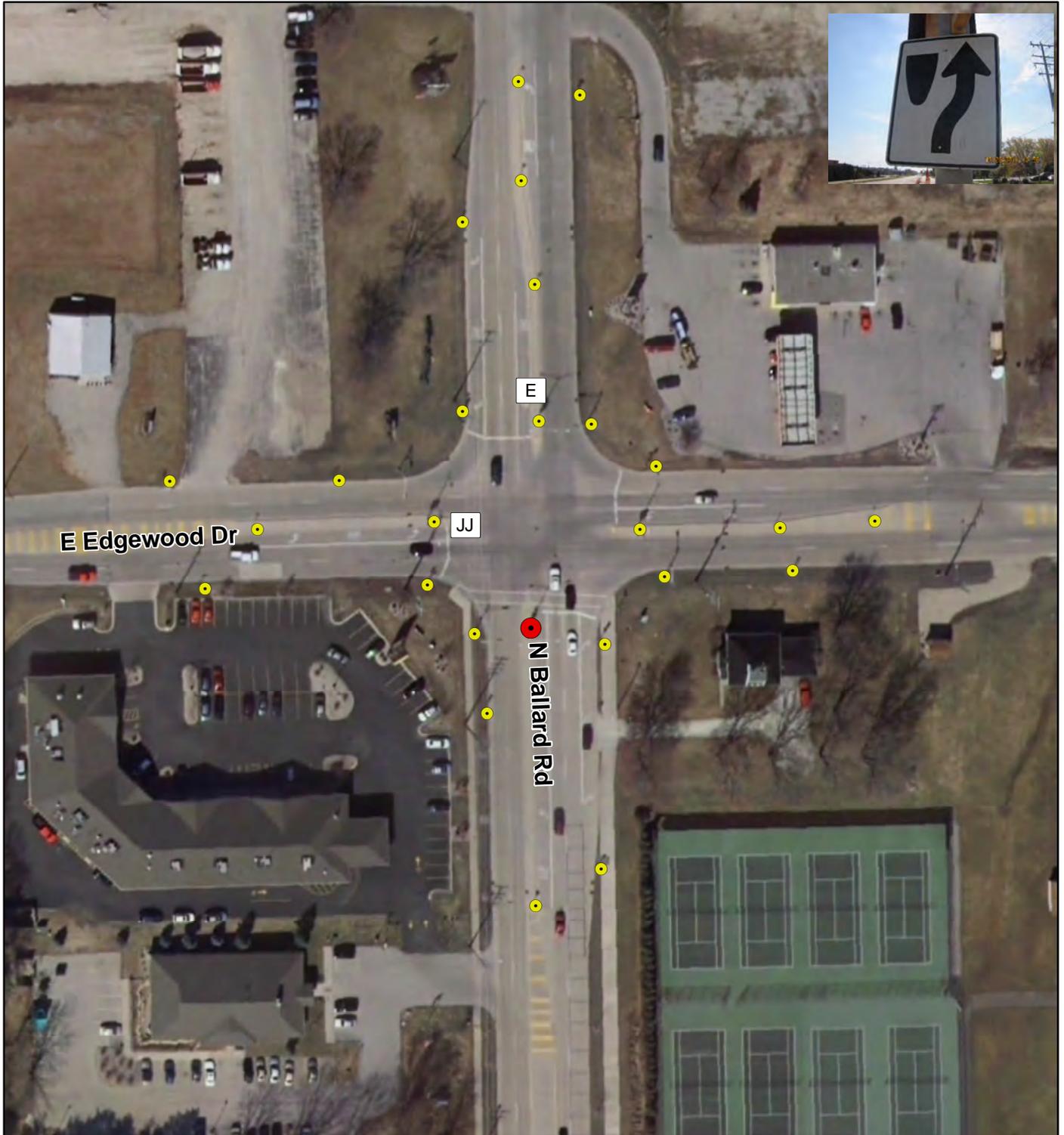


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Support Number: 119

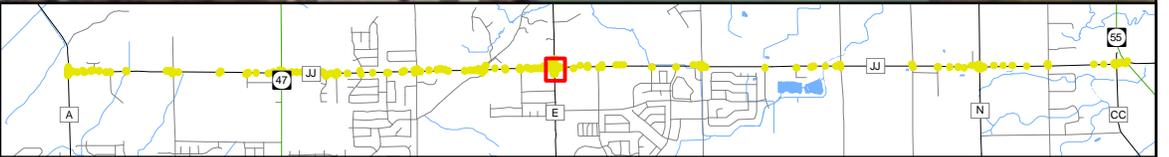
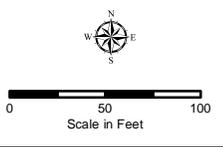
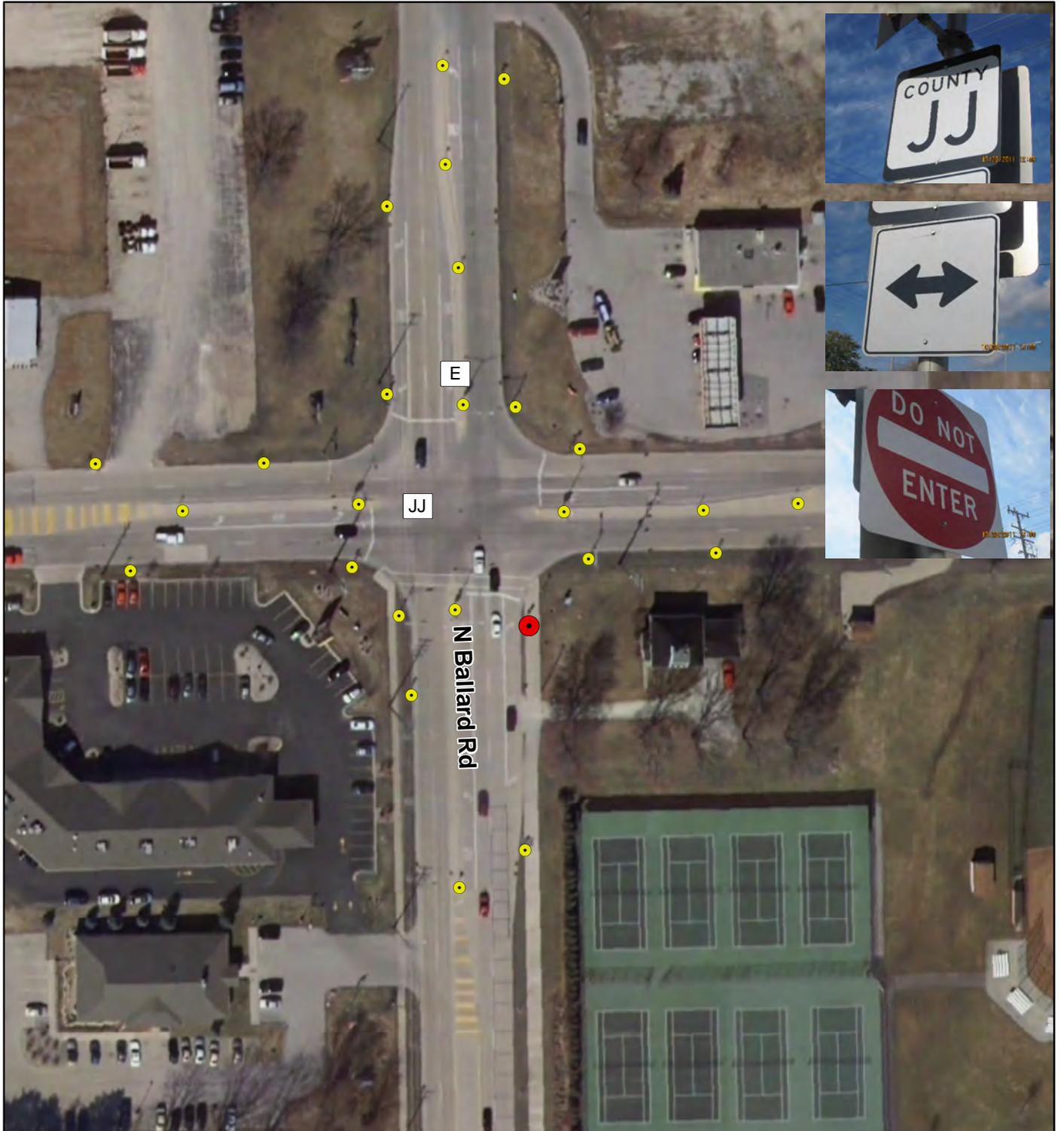


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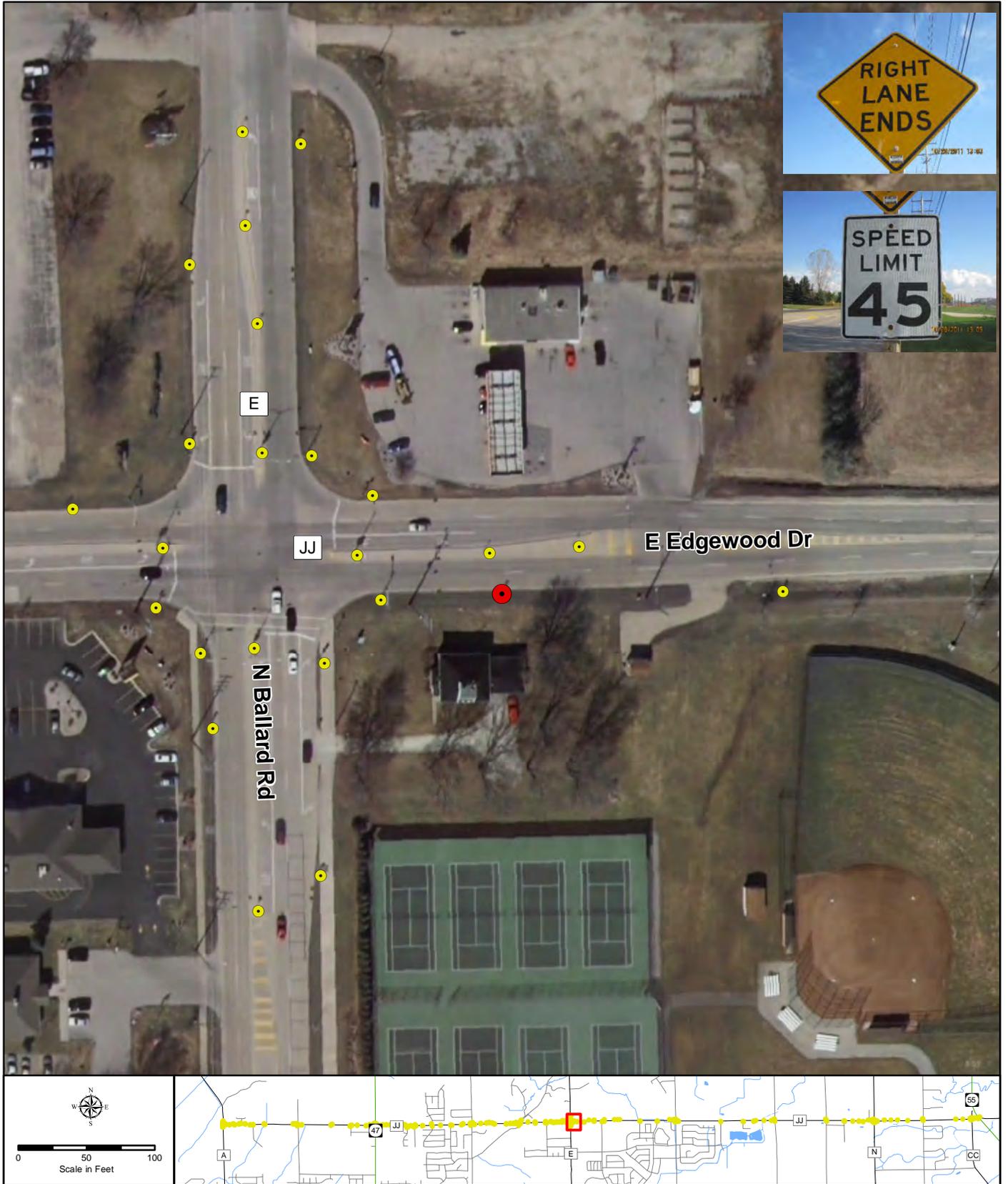
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Support Number: 124

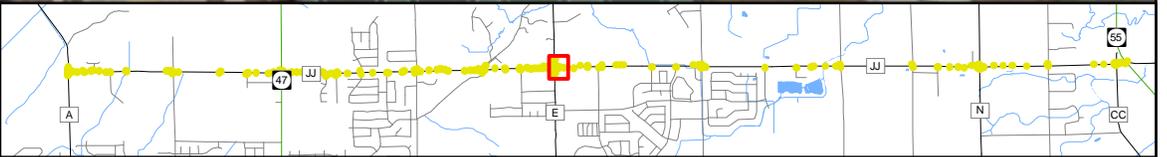
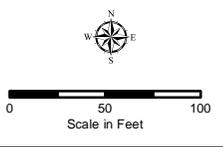
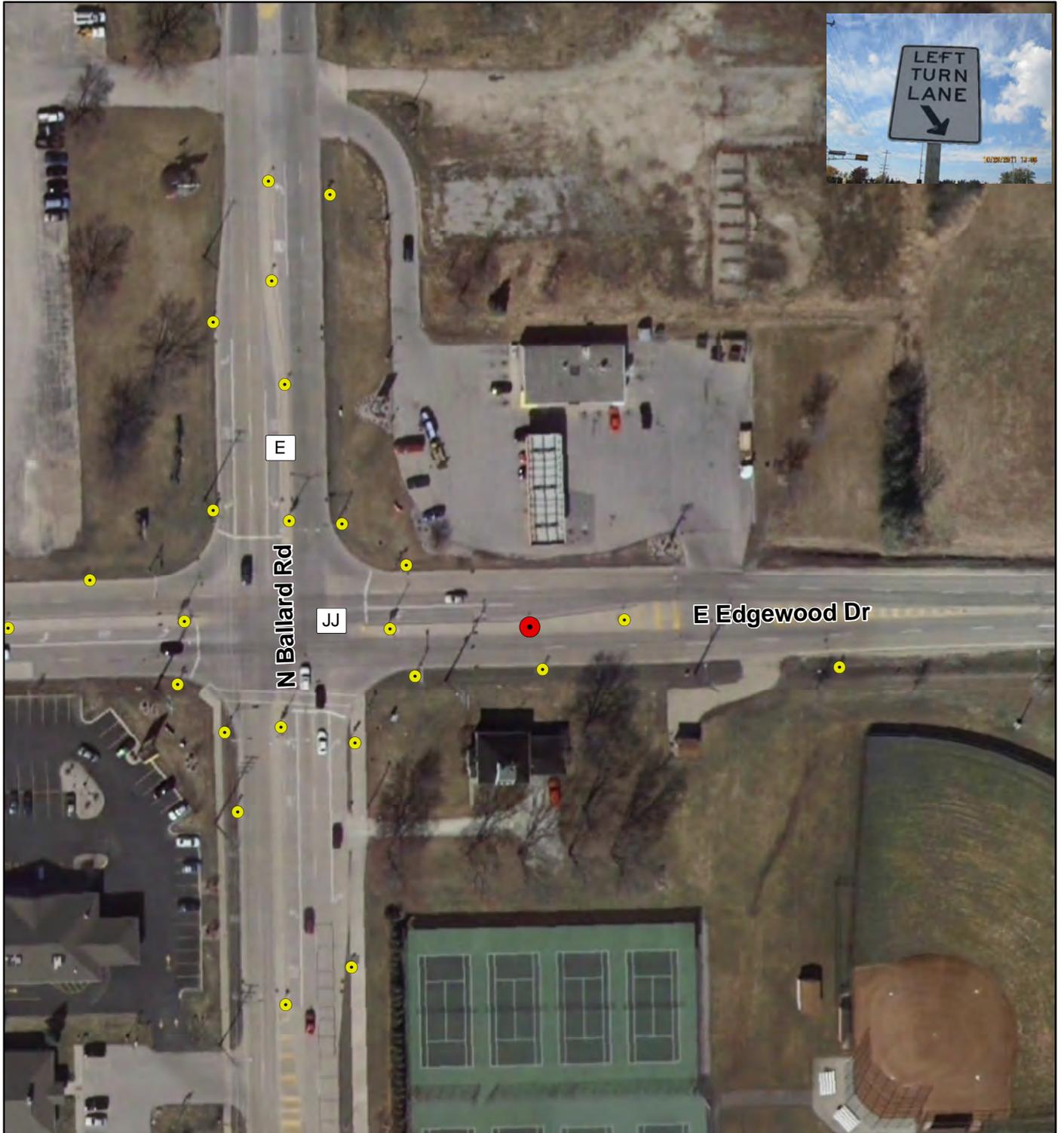


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Support Number: 125

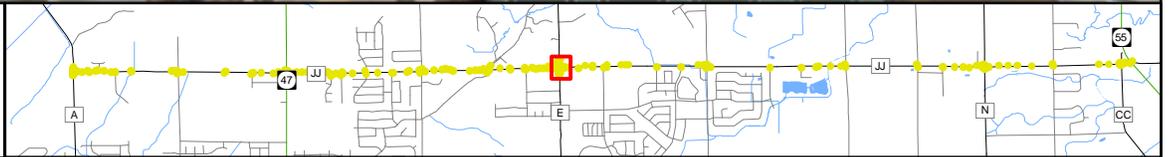
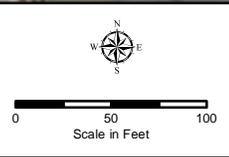


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Support Number: 126

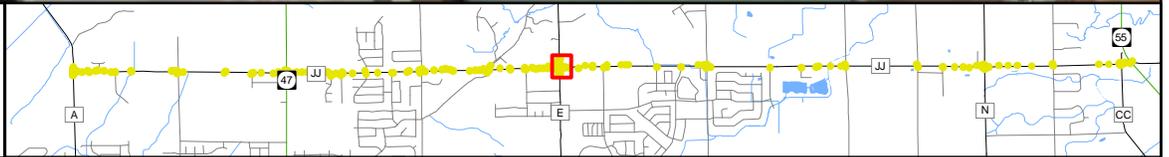
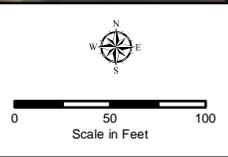
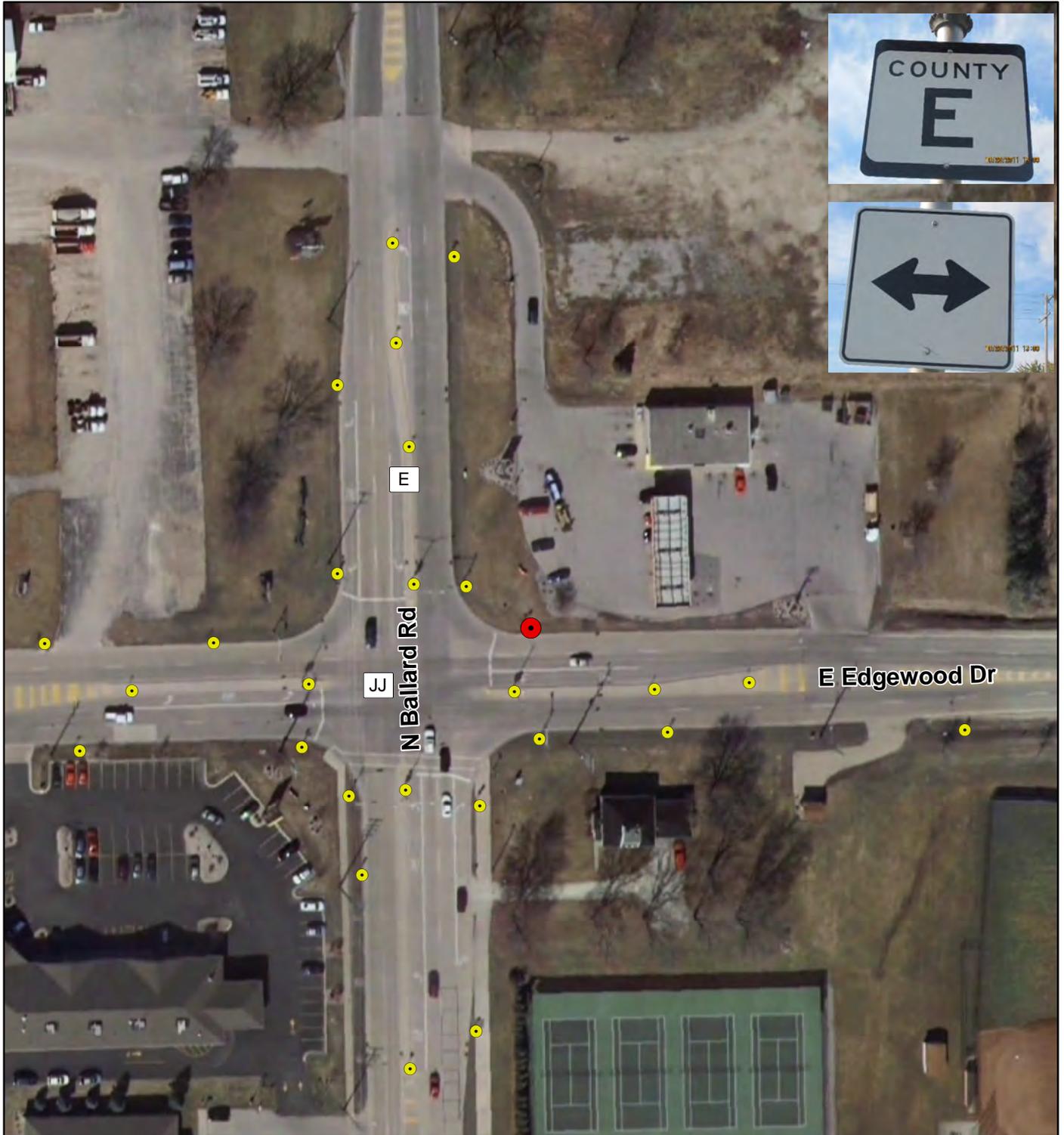


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Support Number: 127



Support Number: 128

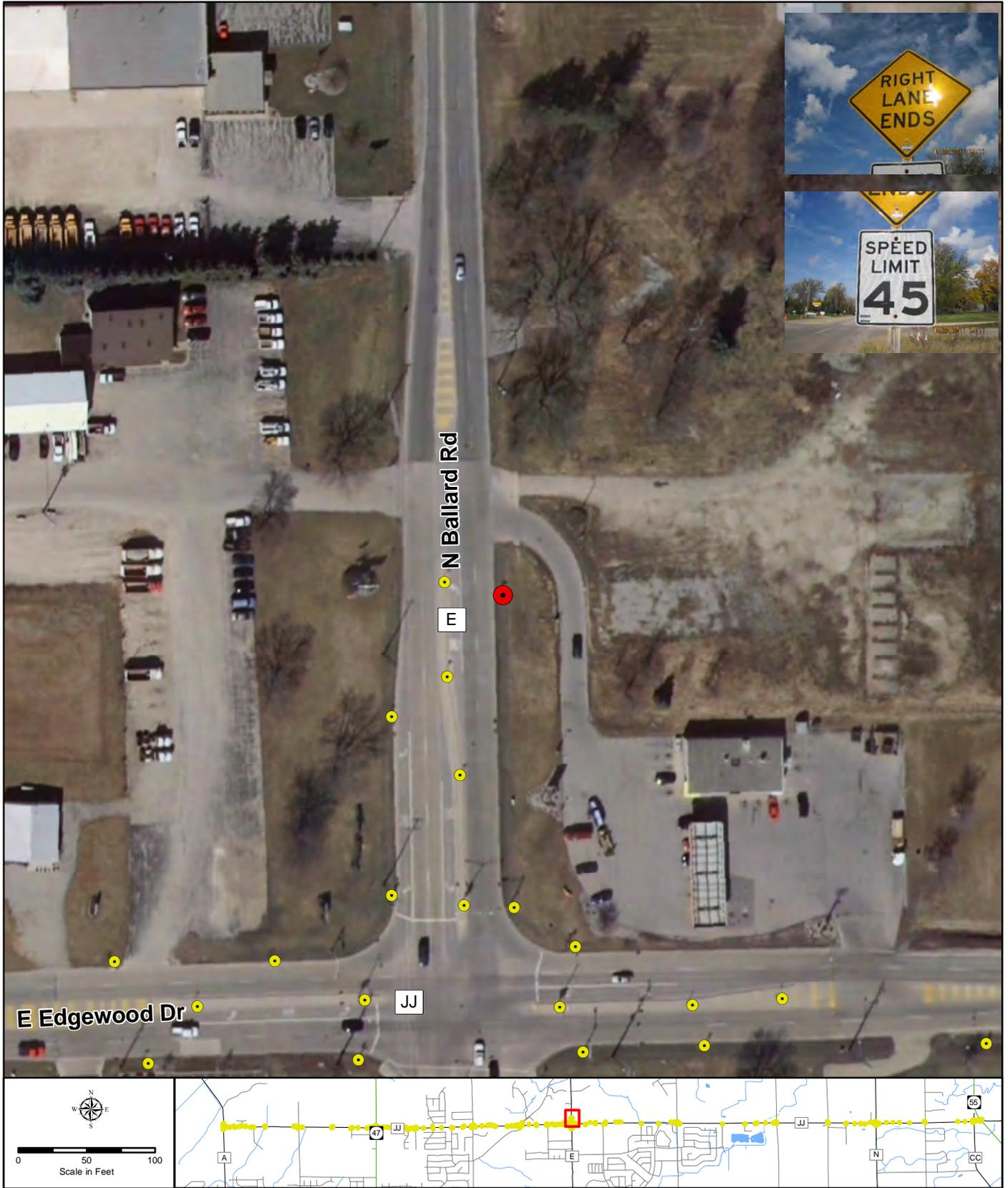


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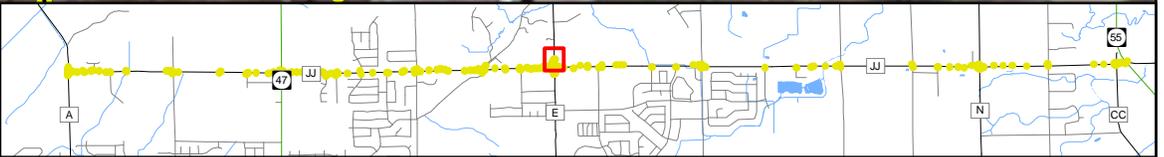
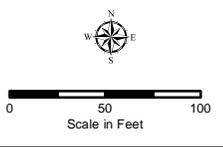
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Support Number: 130

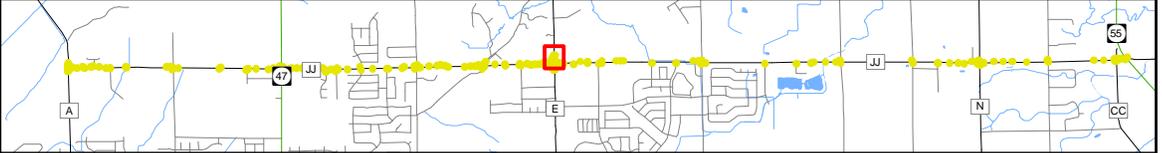
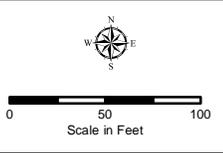


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Support Number: 131

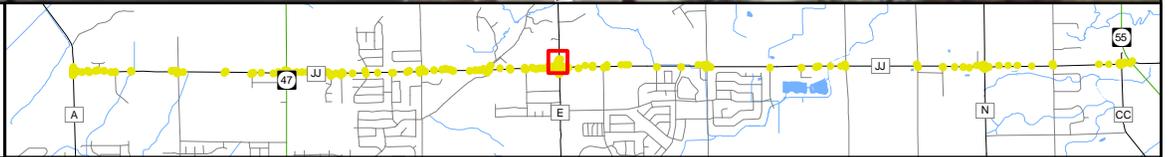
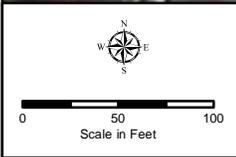
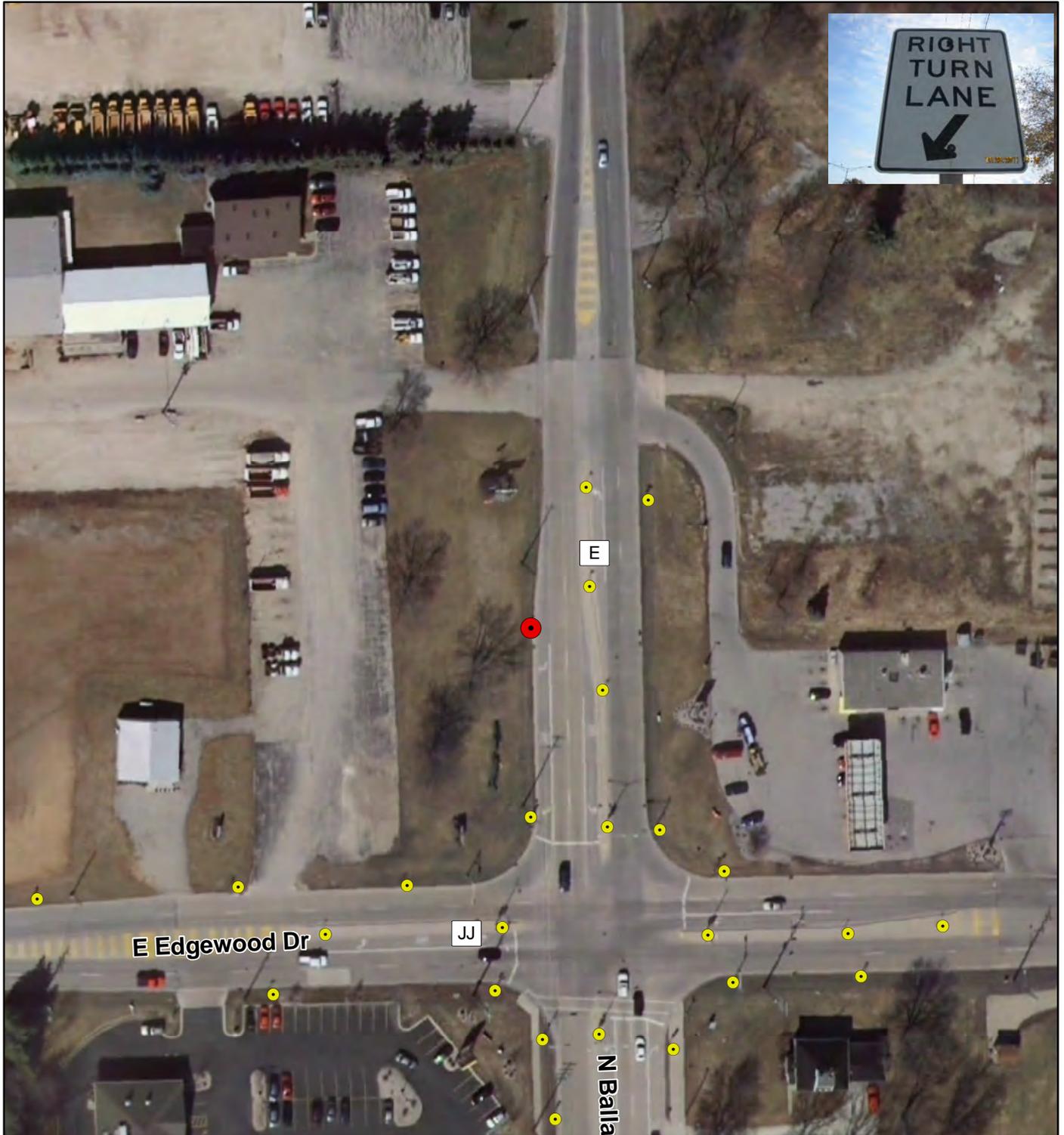


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Support Number: 132

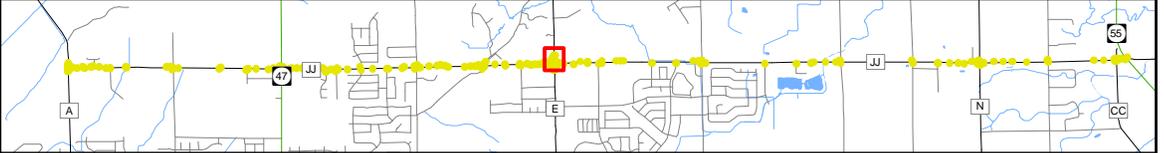
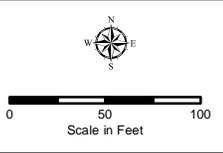
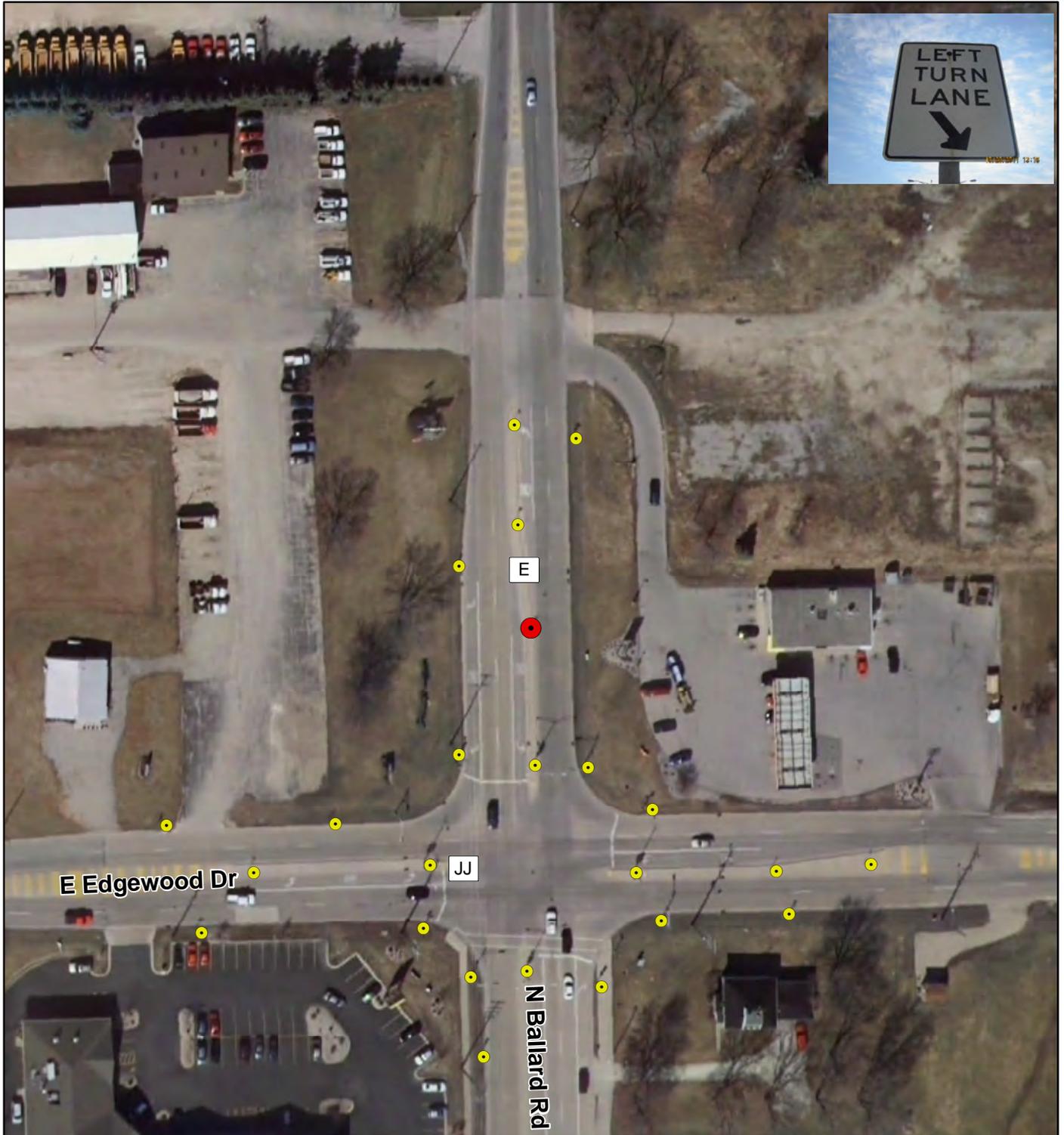


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Support Number: 133

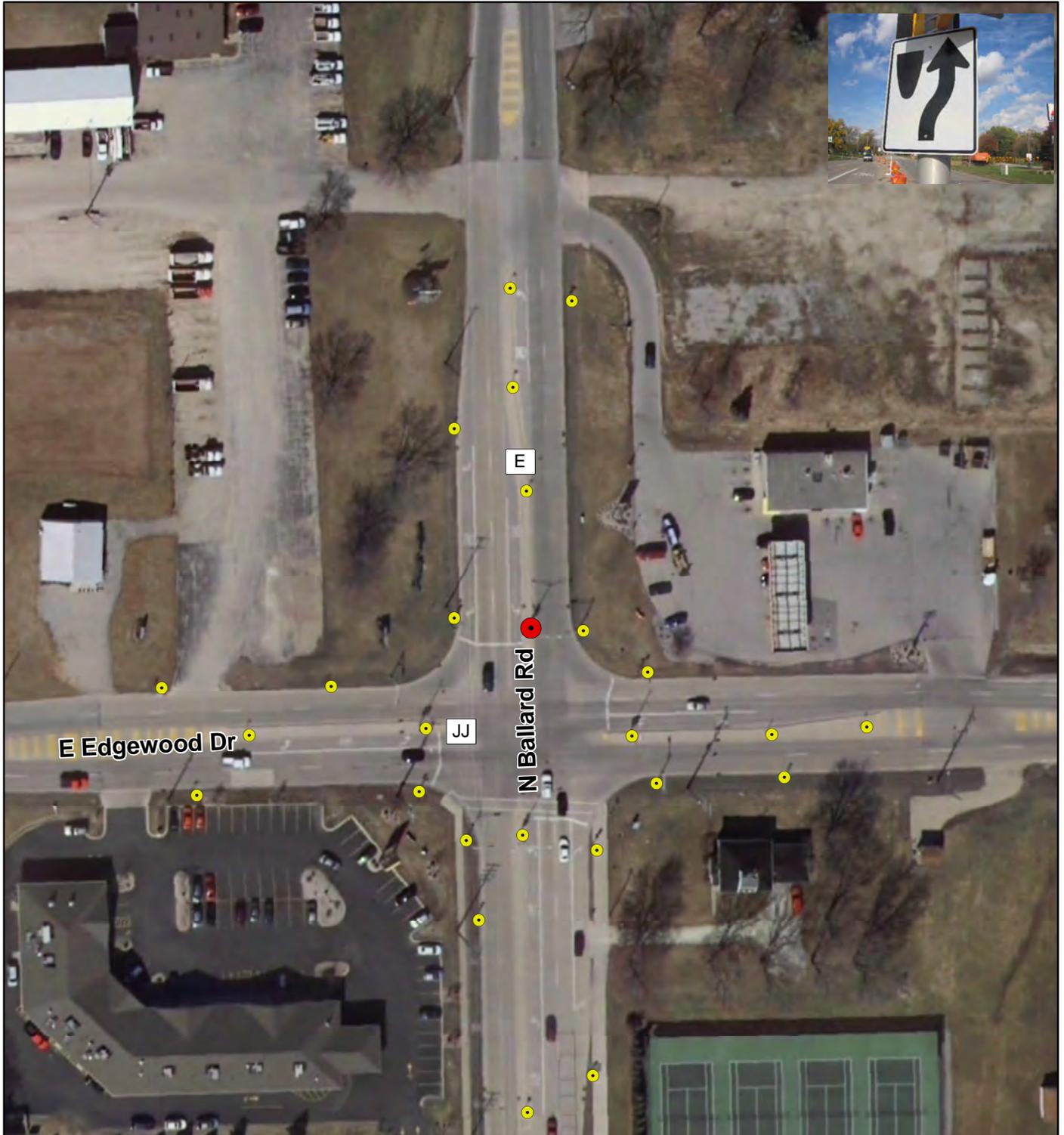


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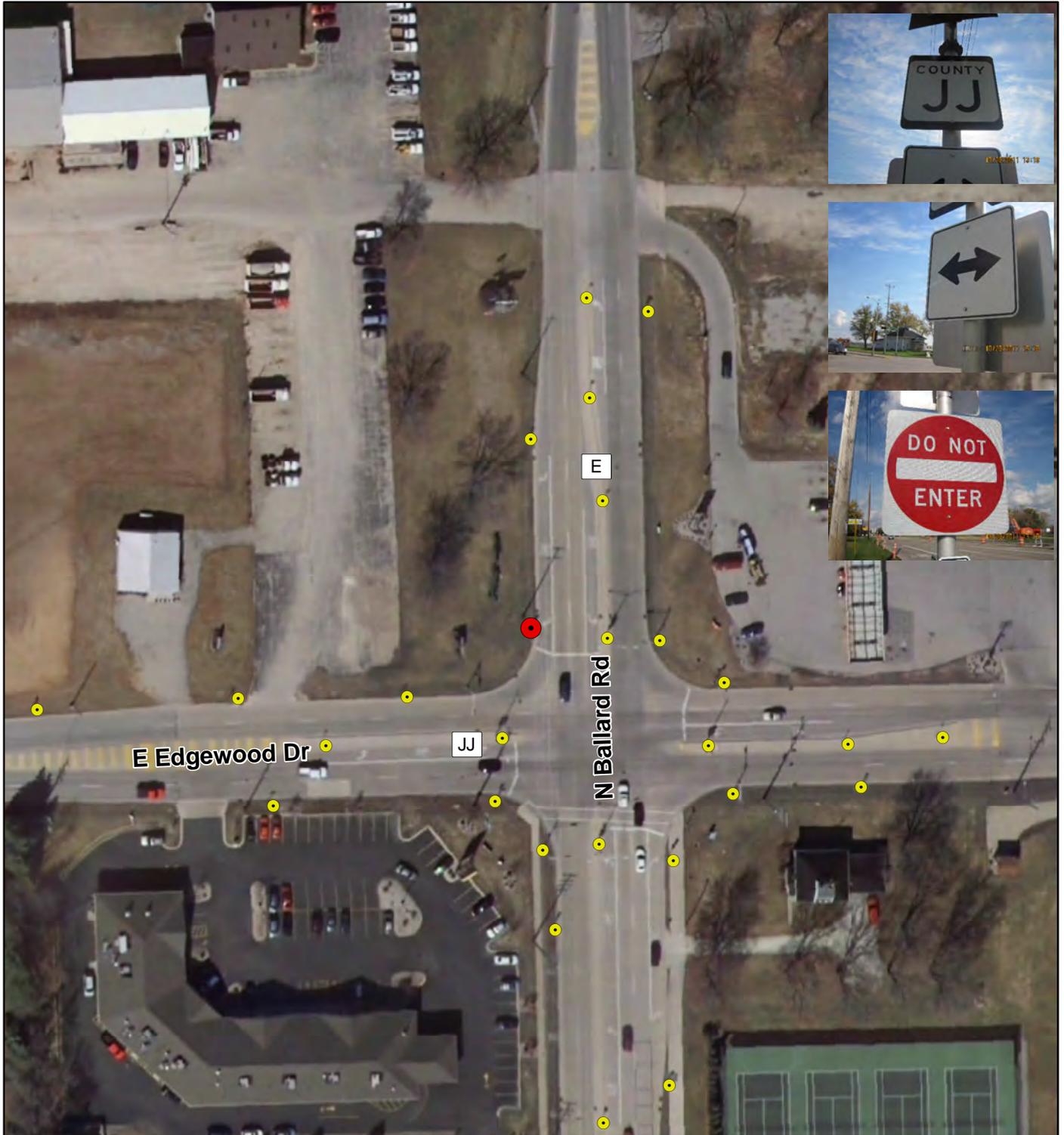
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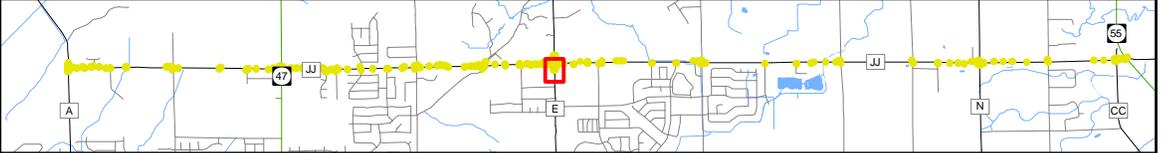
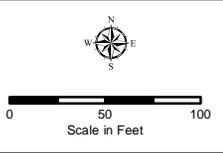
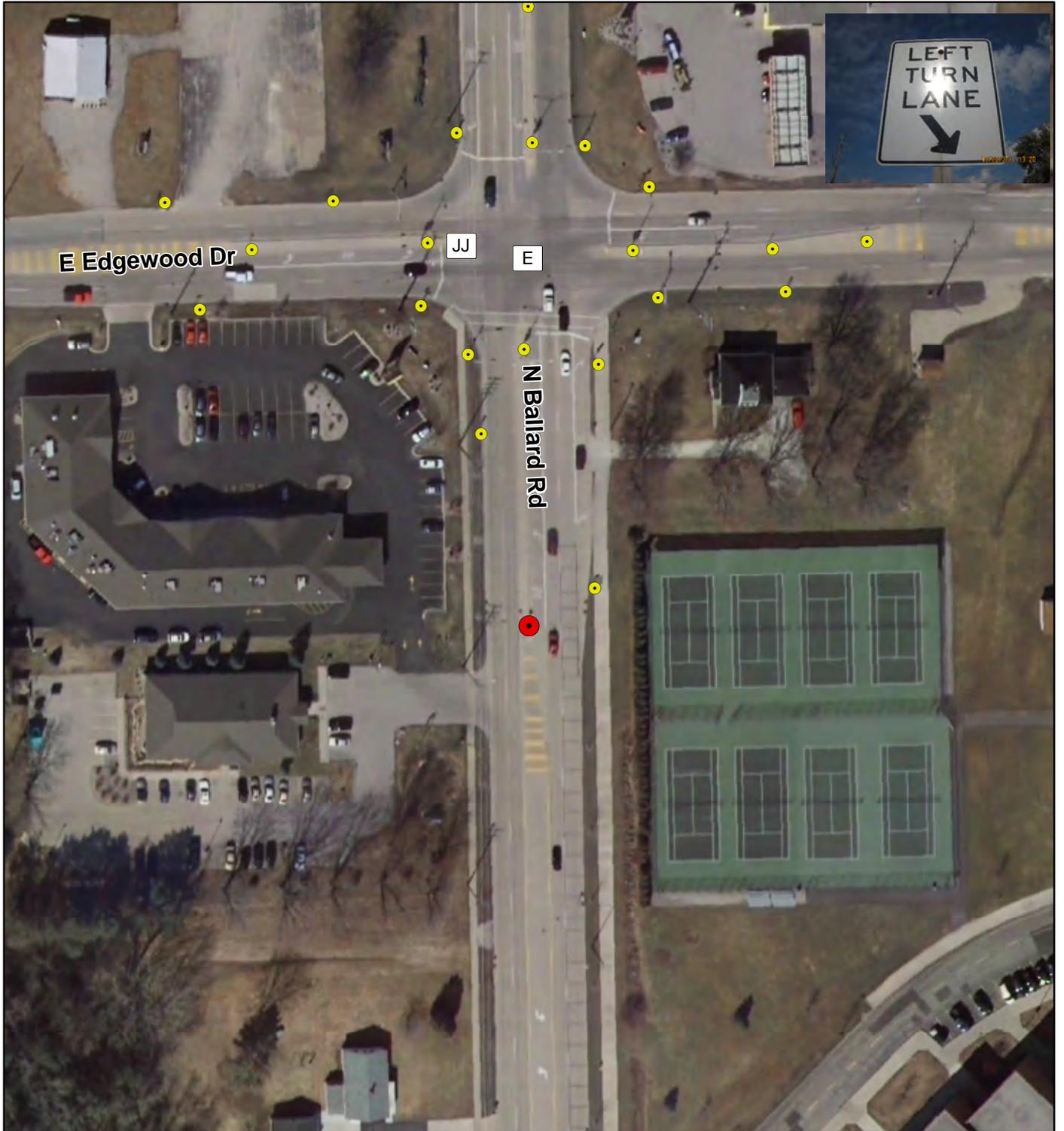
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Support Number: 136

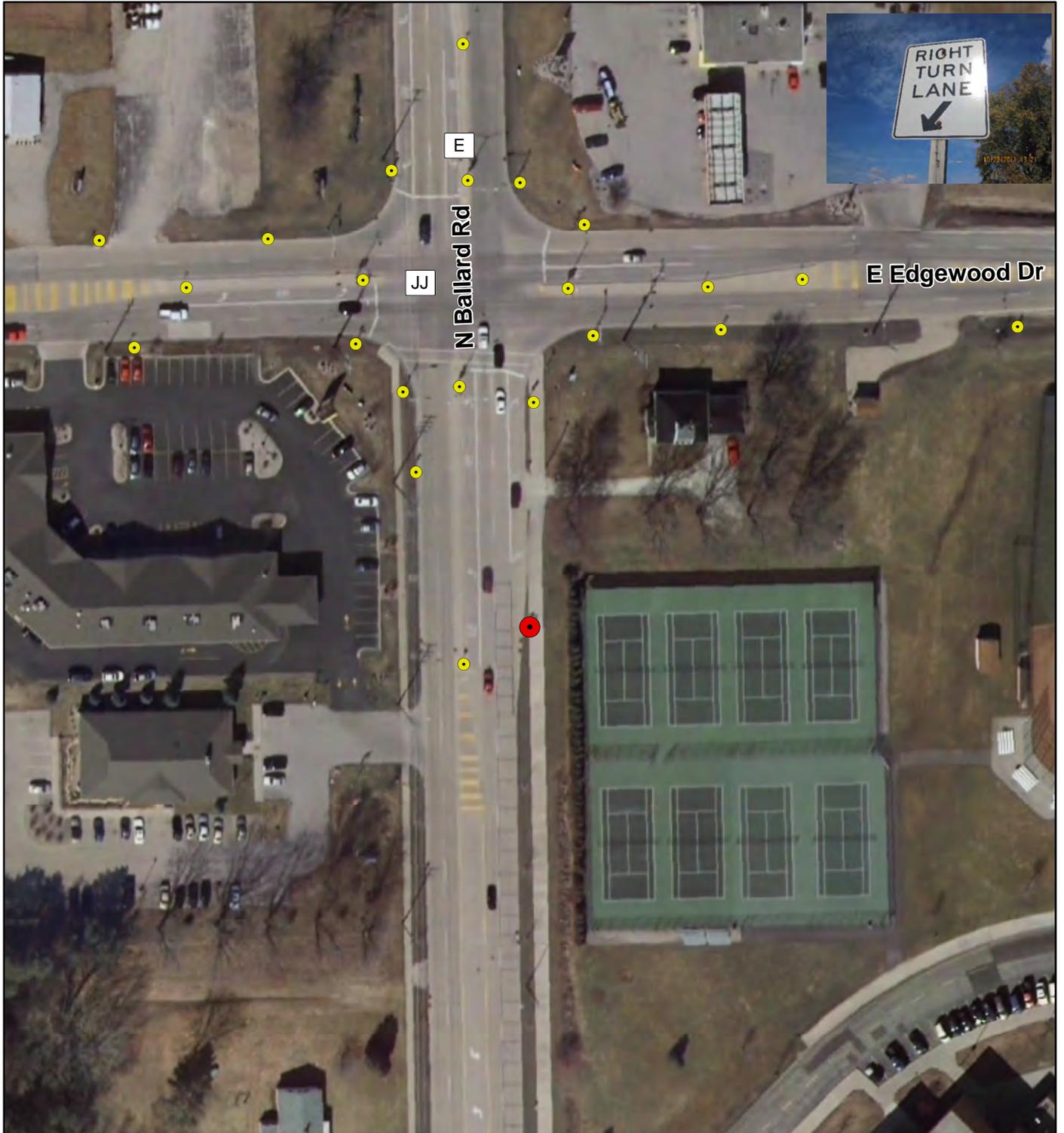


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Support Number: 137

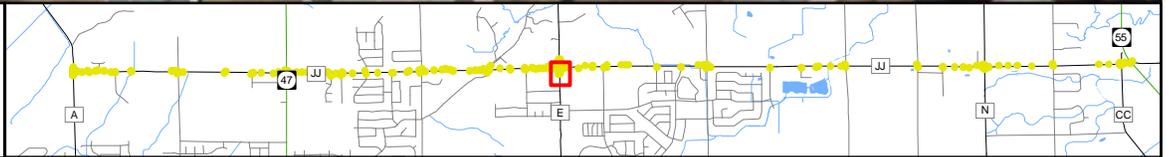
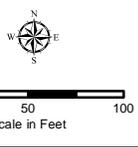


E Edgewood Dr

N Ballard Rd

JJ

E

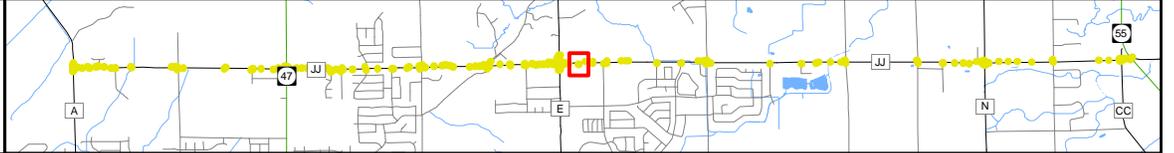
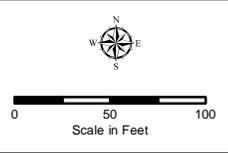
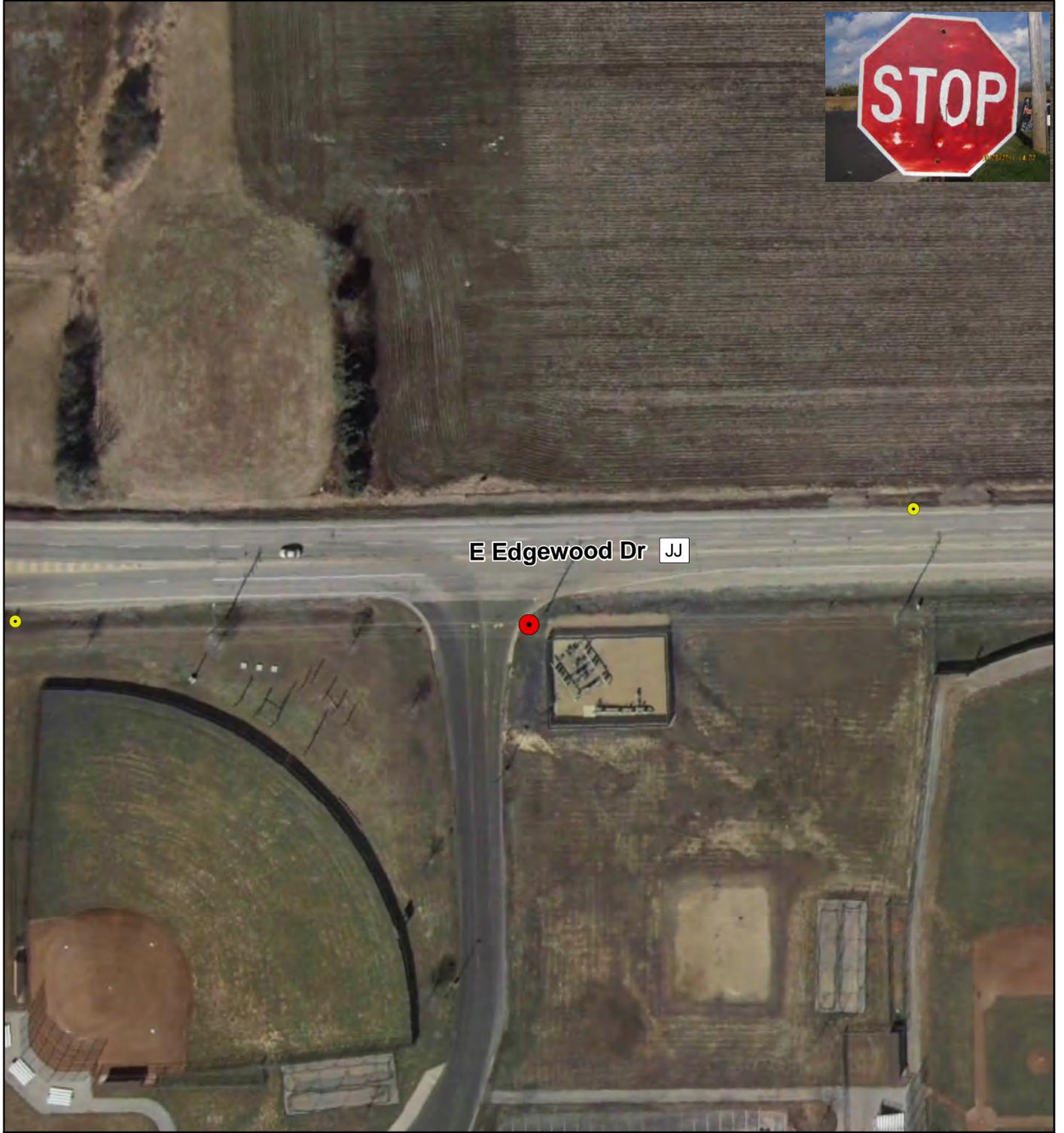


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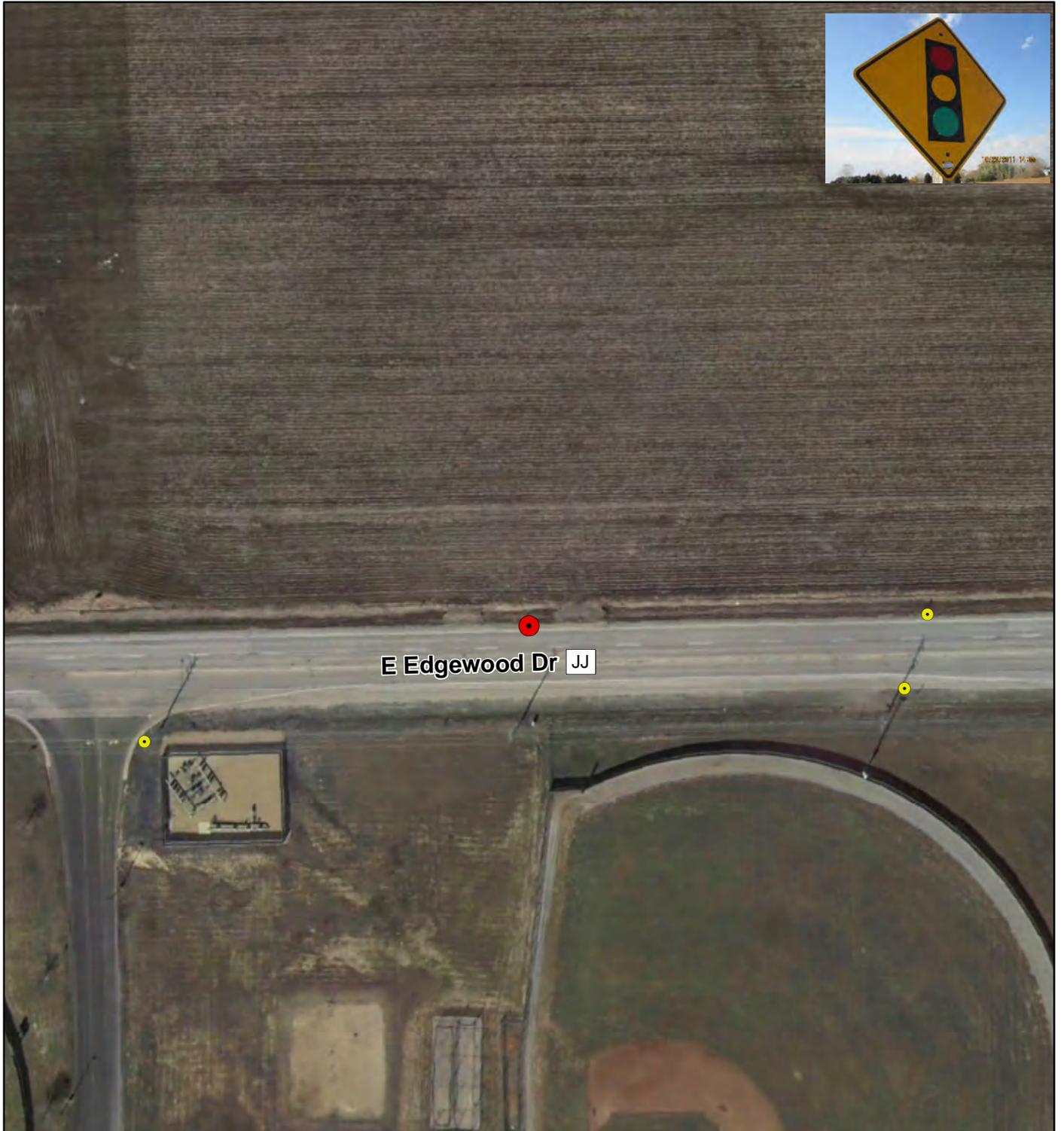


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Support Number: 139



E Edgewood Dr JJ

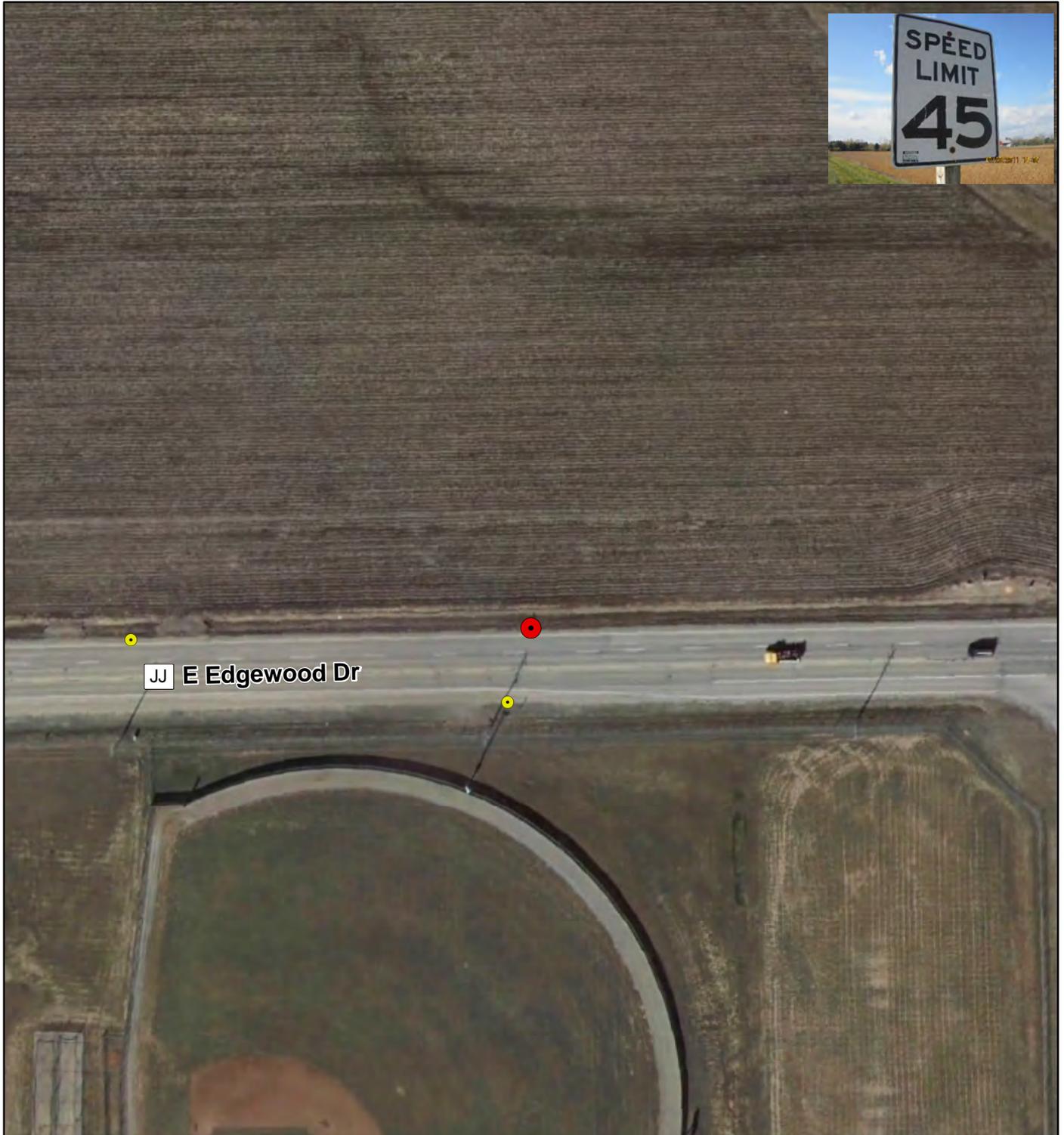


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Support Number: 140



JJ E Edgewood Dr



0 50 100
Scale in Feet

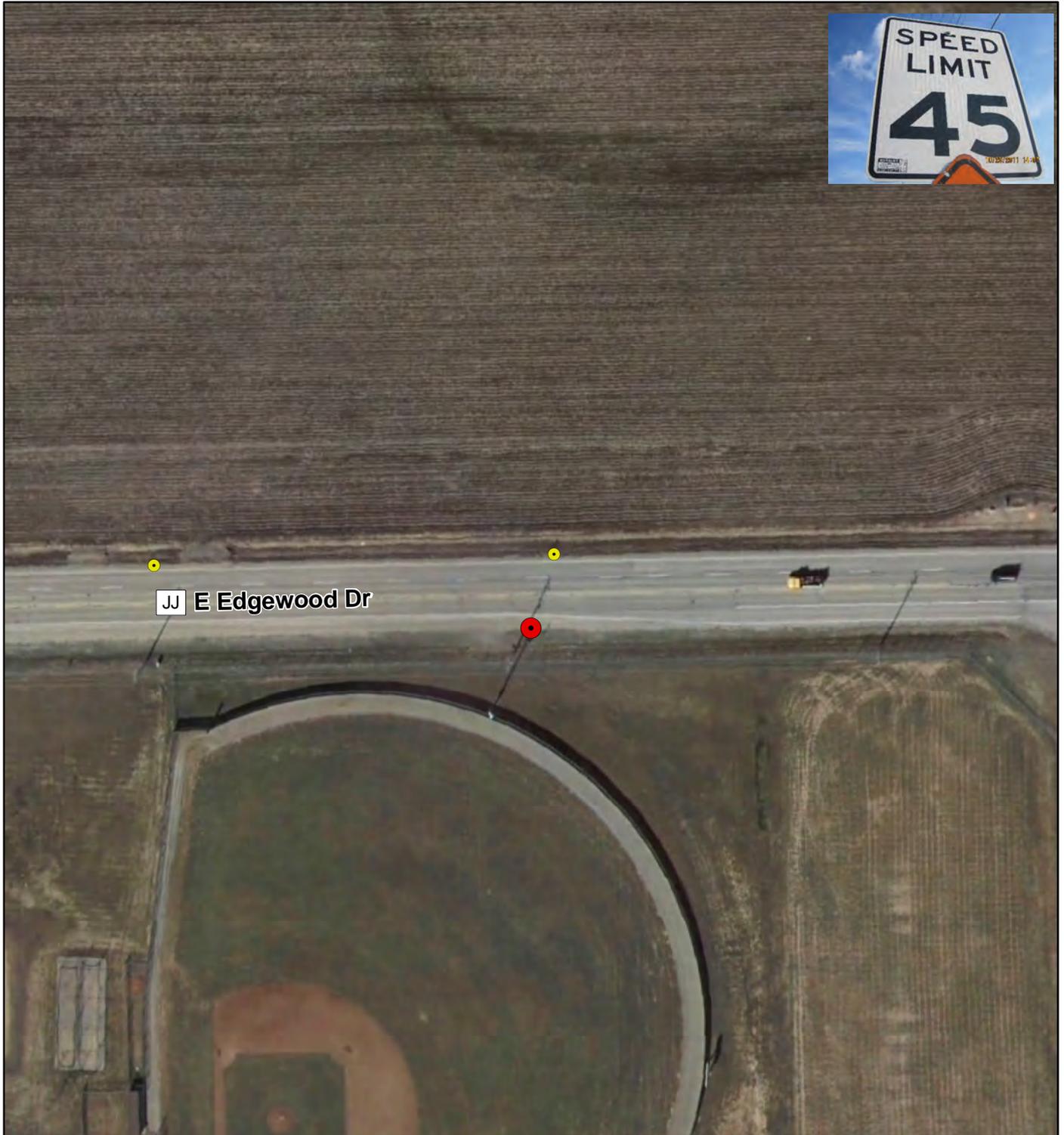


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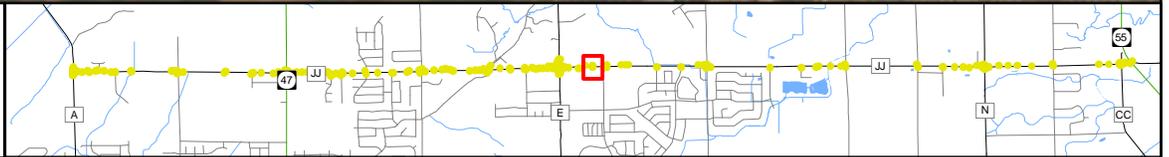
Support Number: 141



JJ E Edgewood Dr



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Scale in Feet

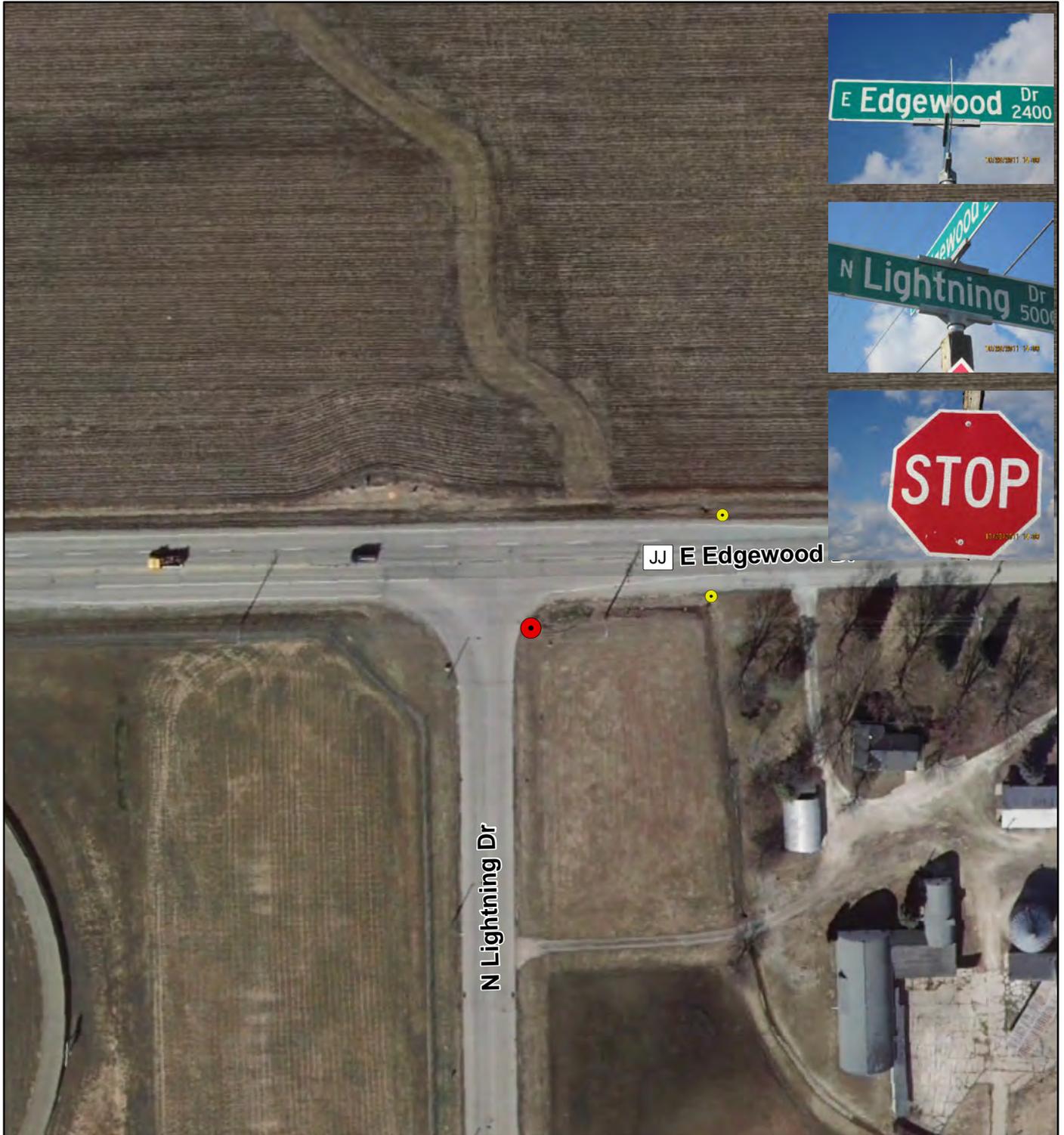


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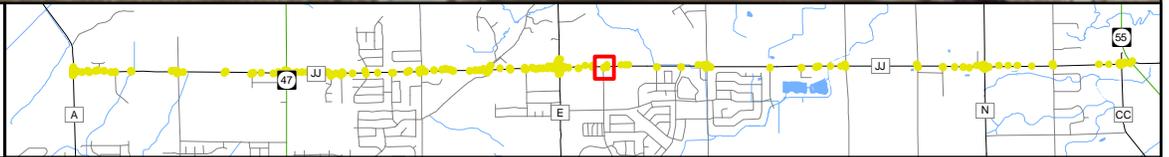
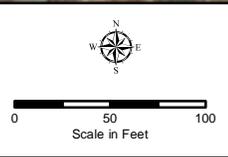
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Support Number: 142



JJ E Edgewood

N Lightning Dr

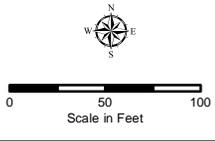
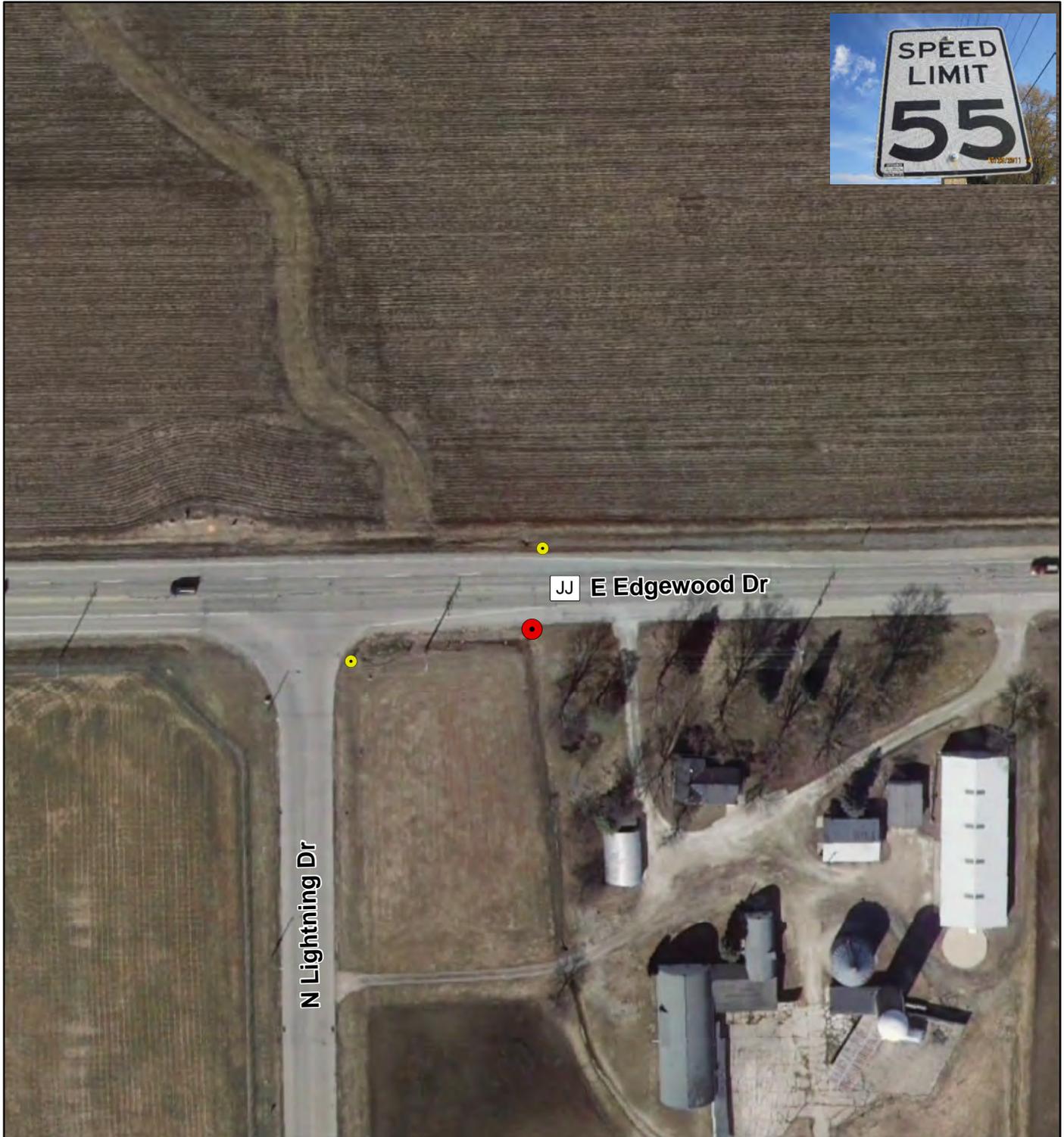


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Support Number: 143

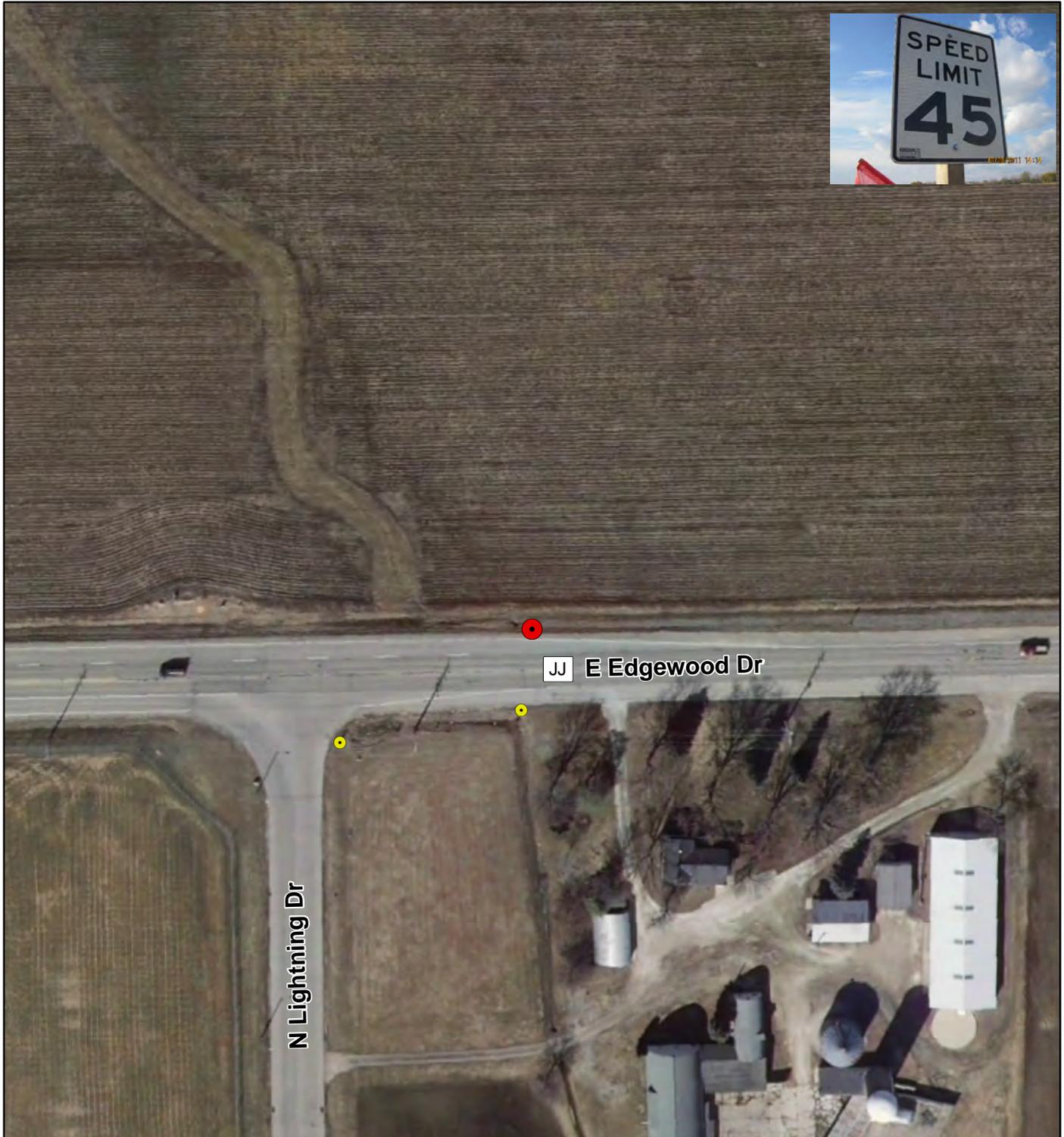


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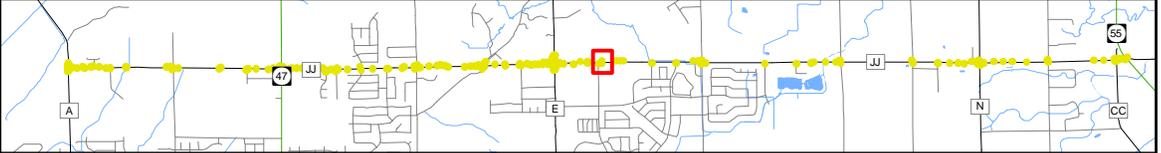
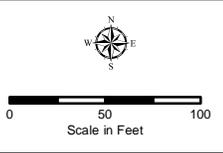
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Support Number: 144



JJ E Edgewood Dr

N Lightning Dr

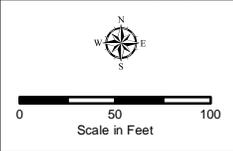
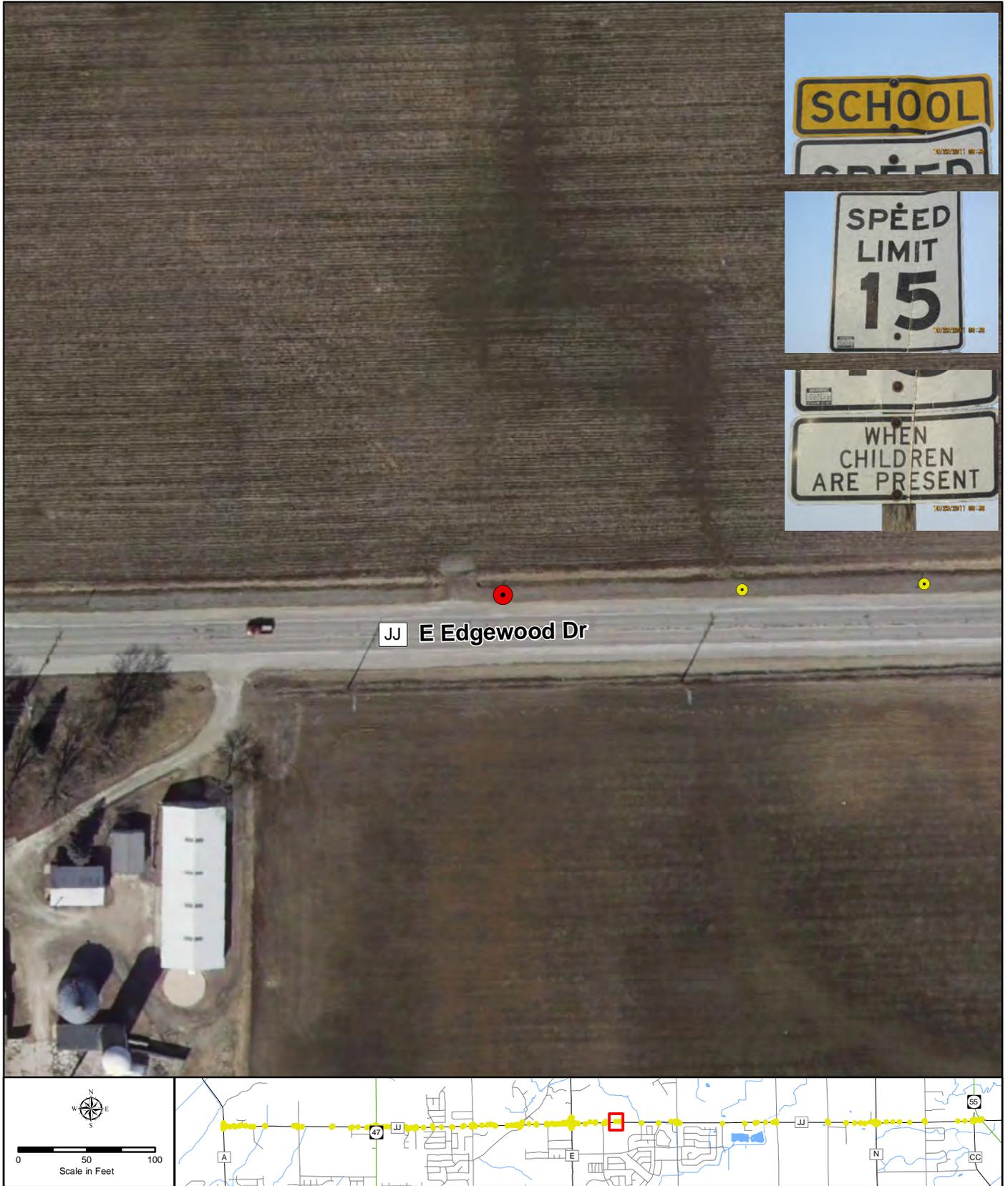


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Support Number: 145

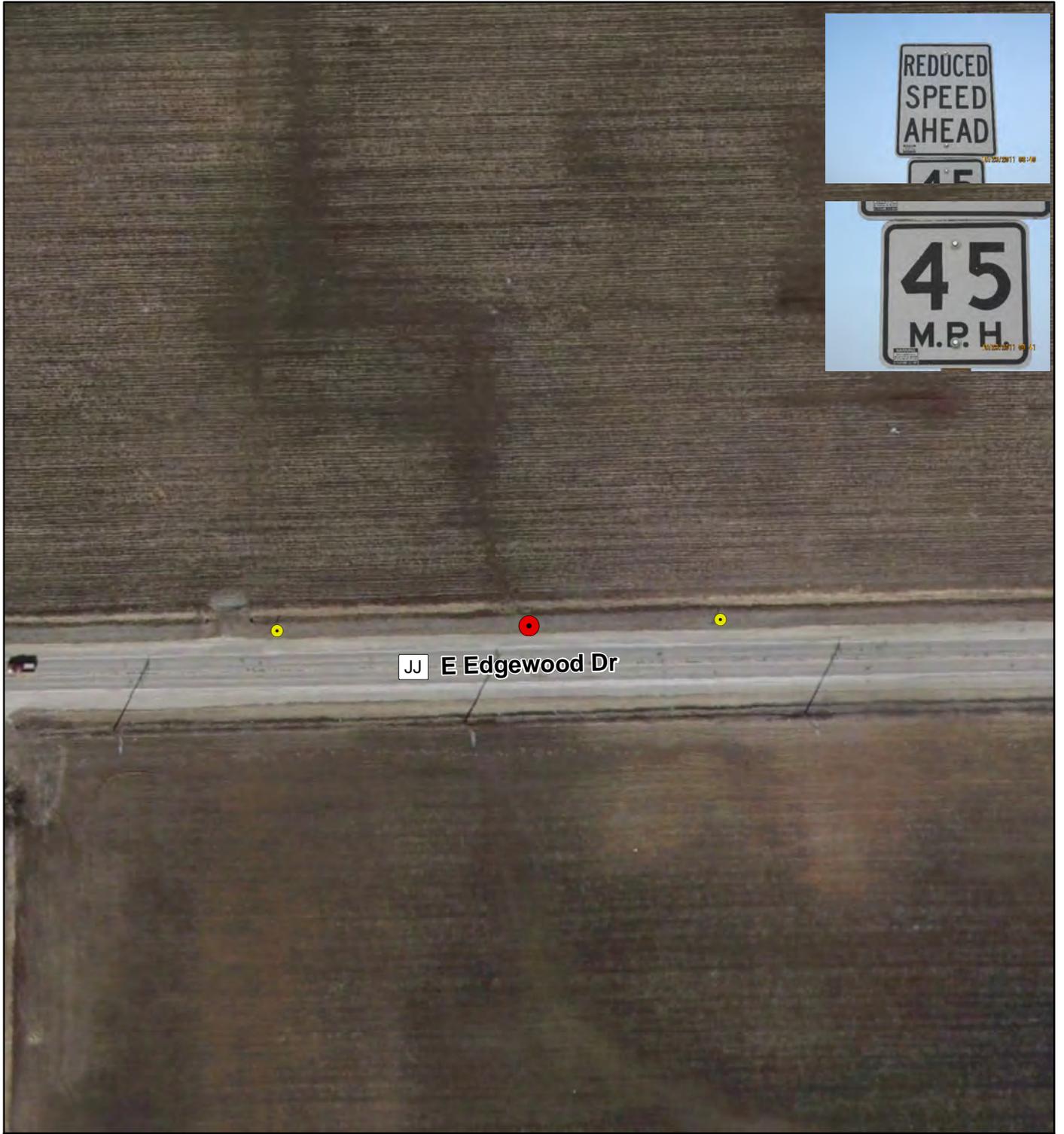


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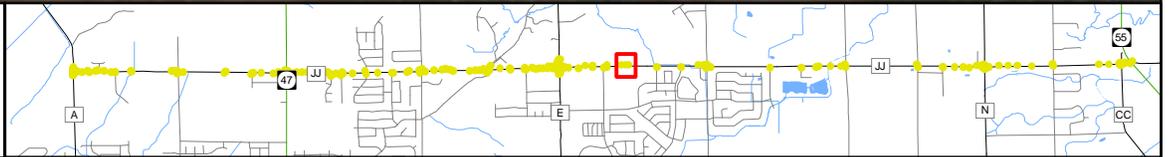
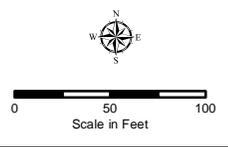
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Support Number: 146



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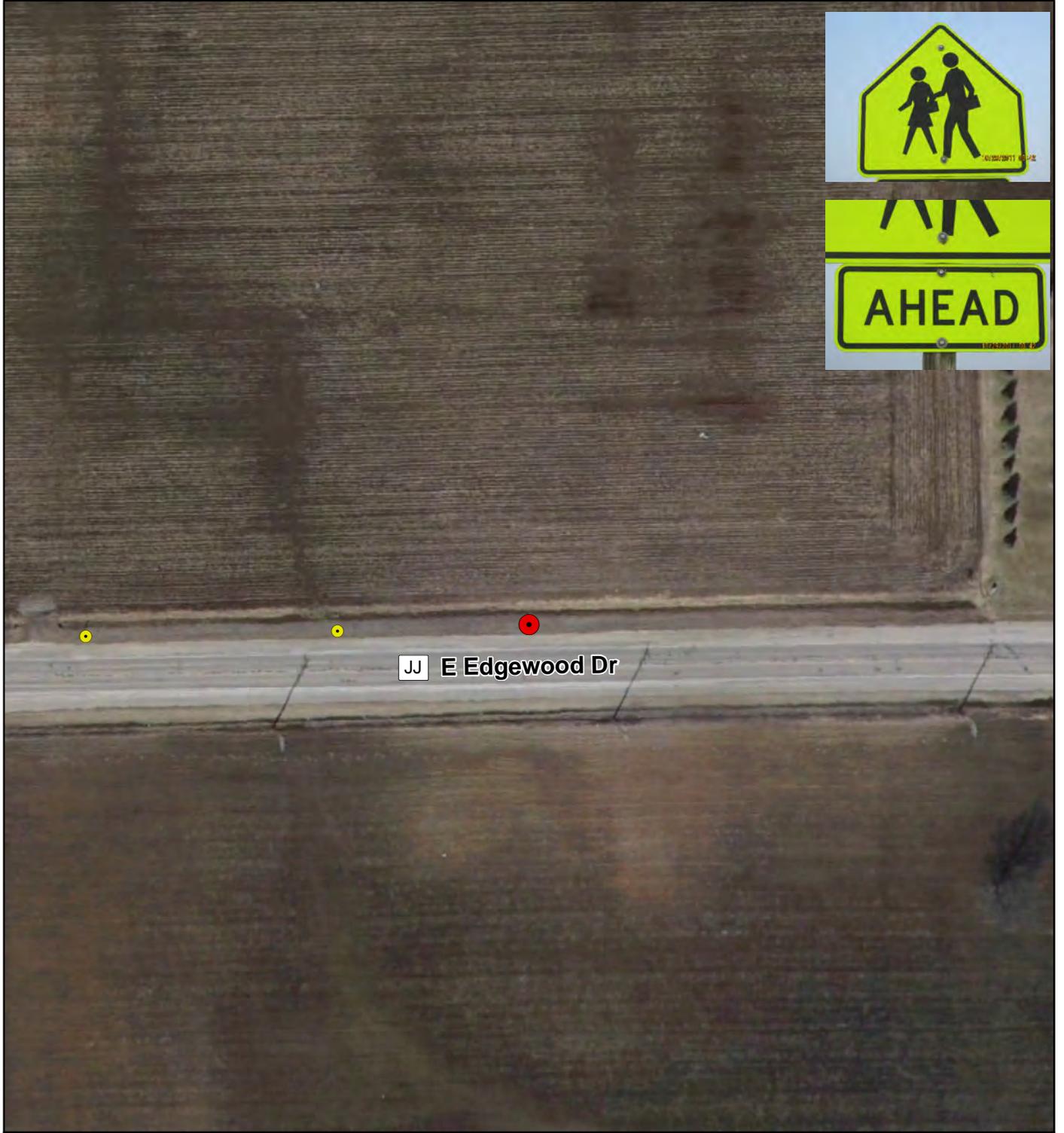


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0 50 100
Scale in Feet



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Support Number: 149

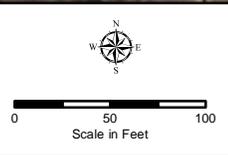
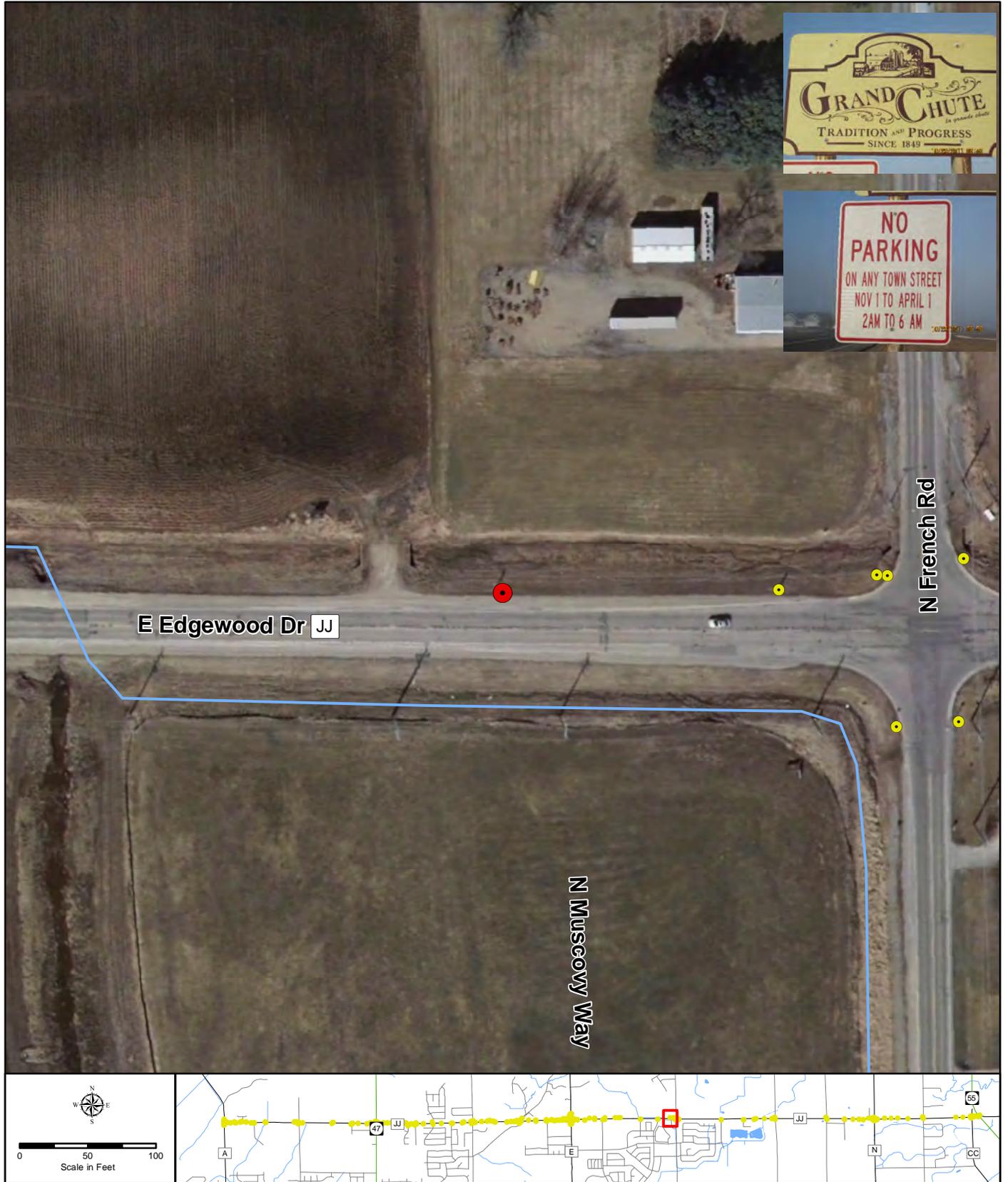


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Support Number: 150

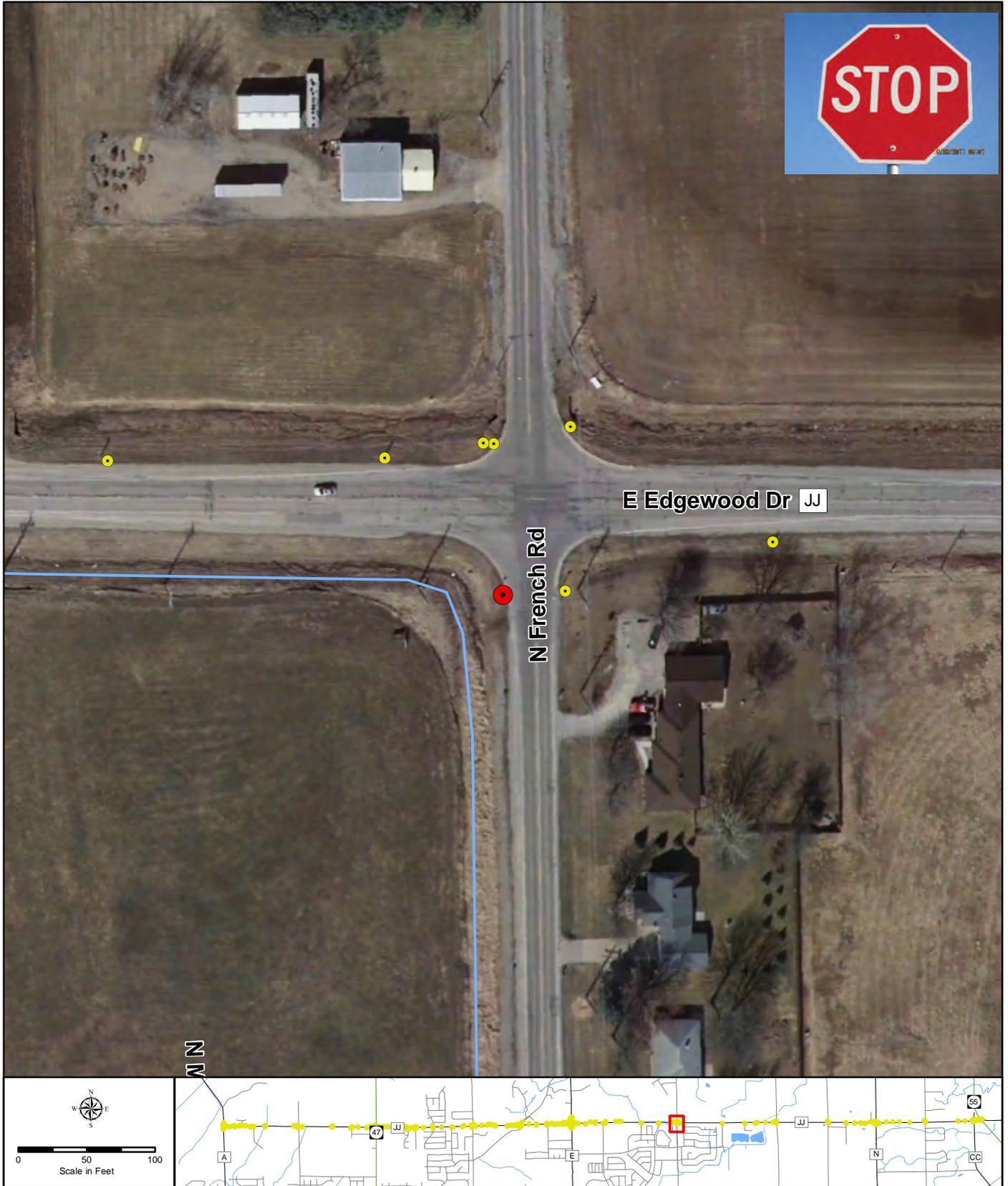


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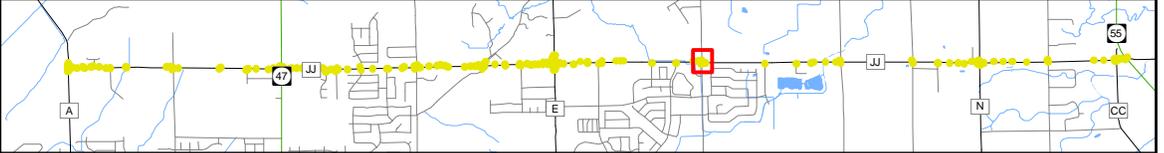
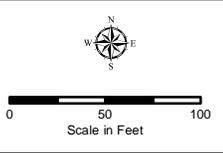
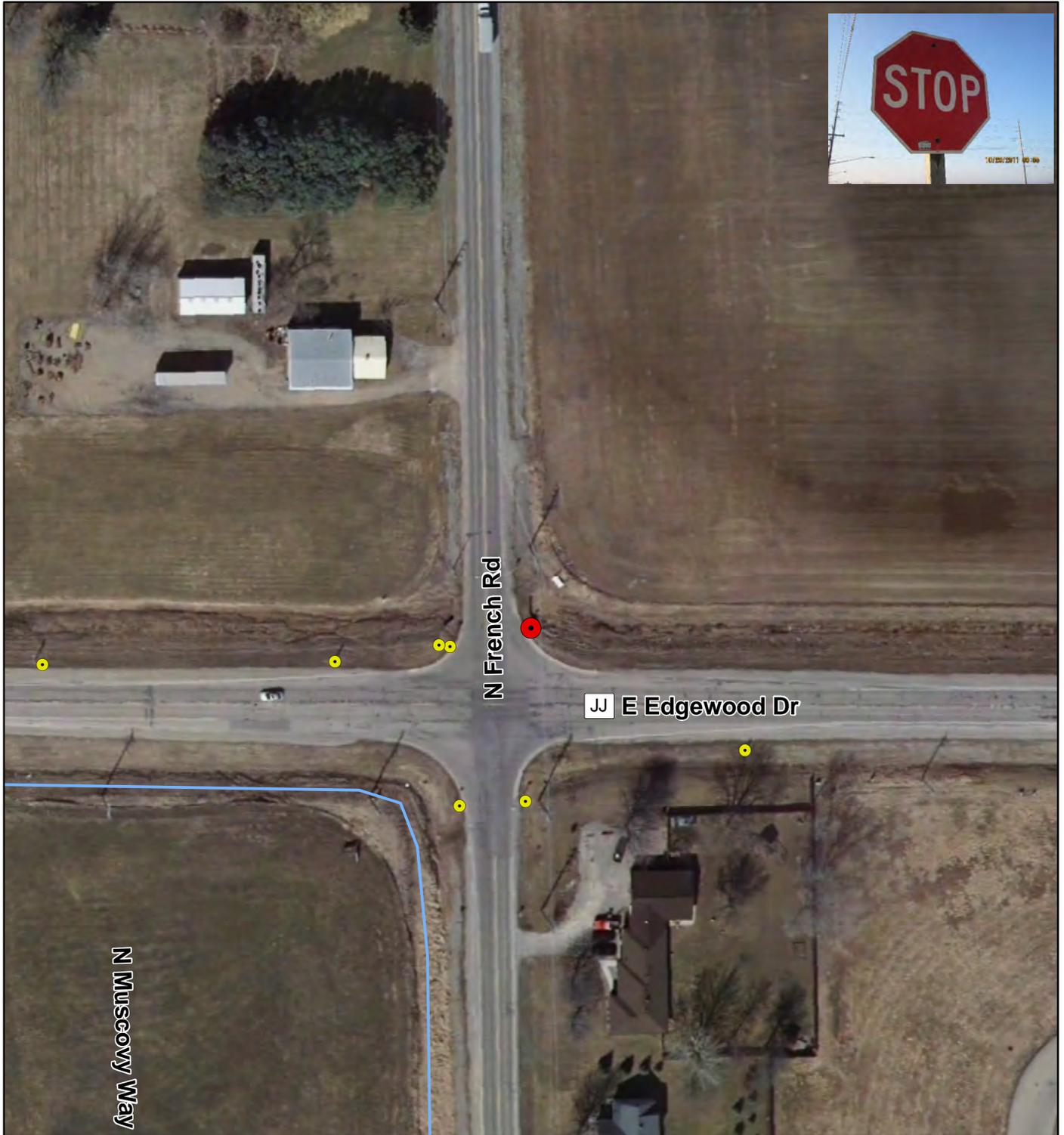
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Support Number: 153

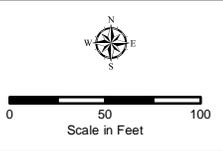
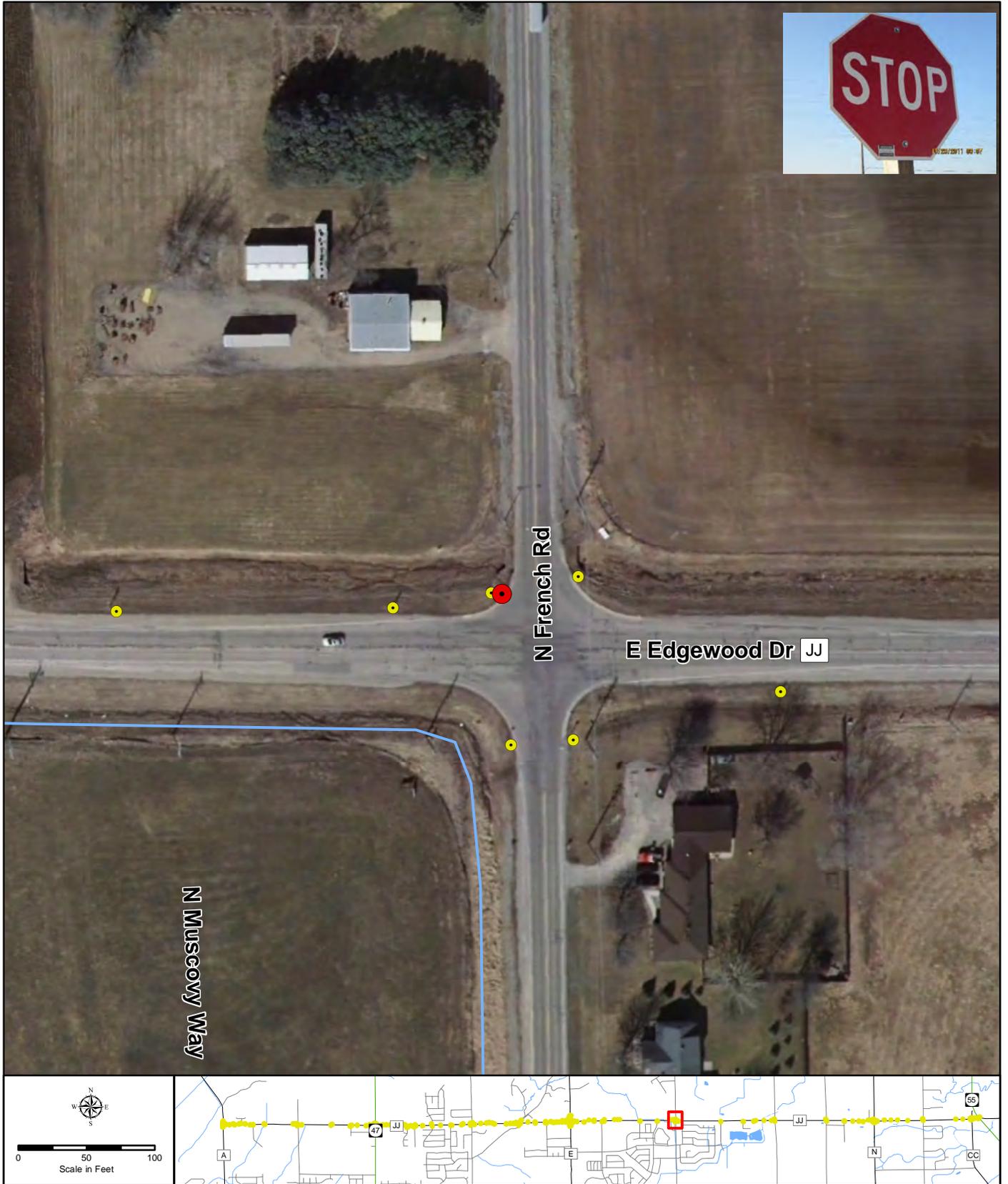


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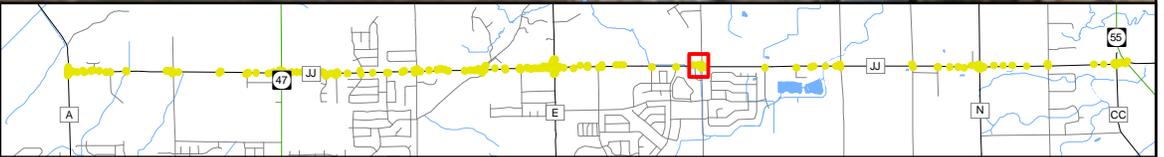
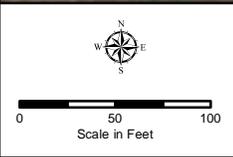
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Support Number: 156

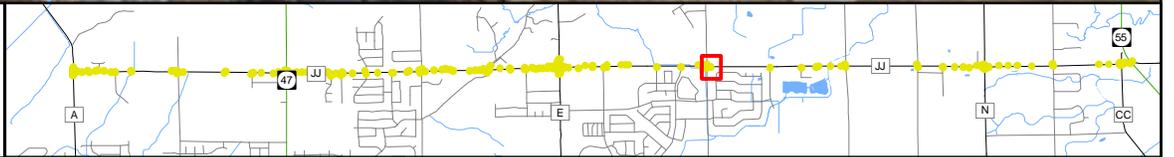
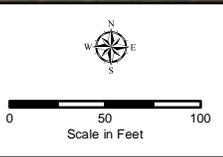
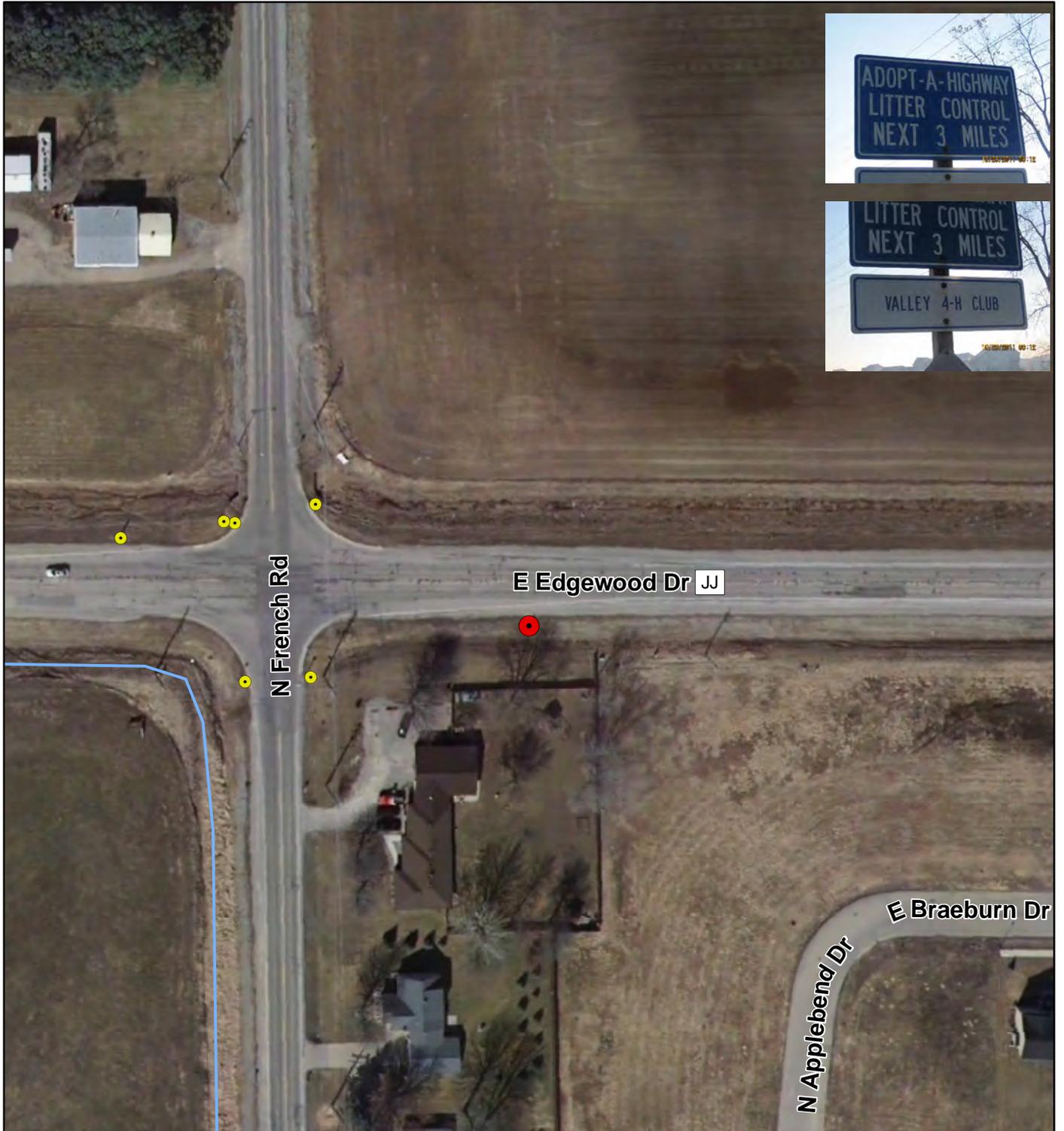


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Support Number: 157

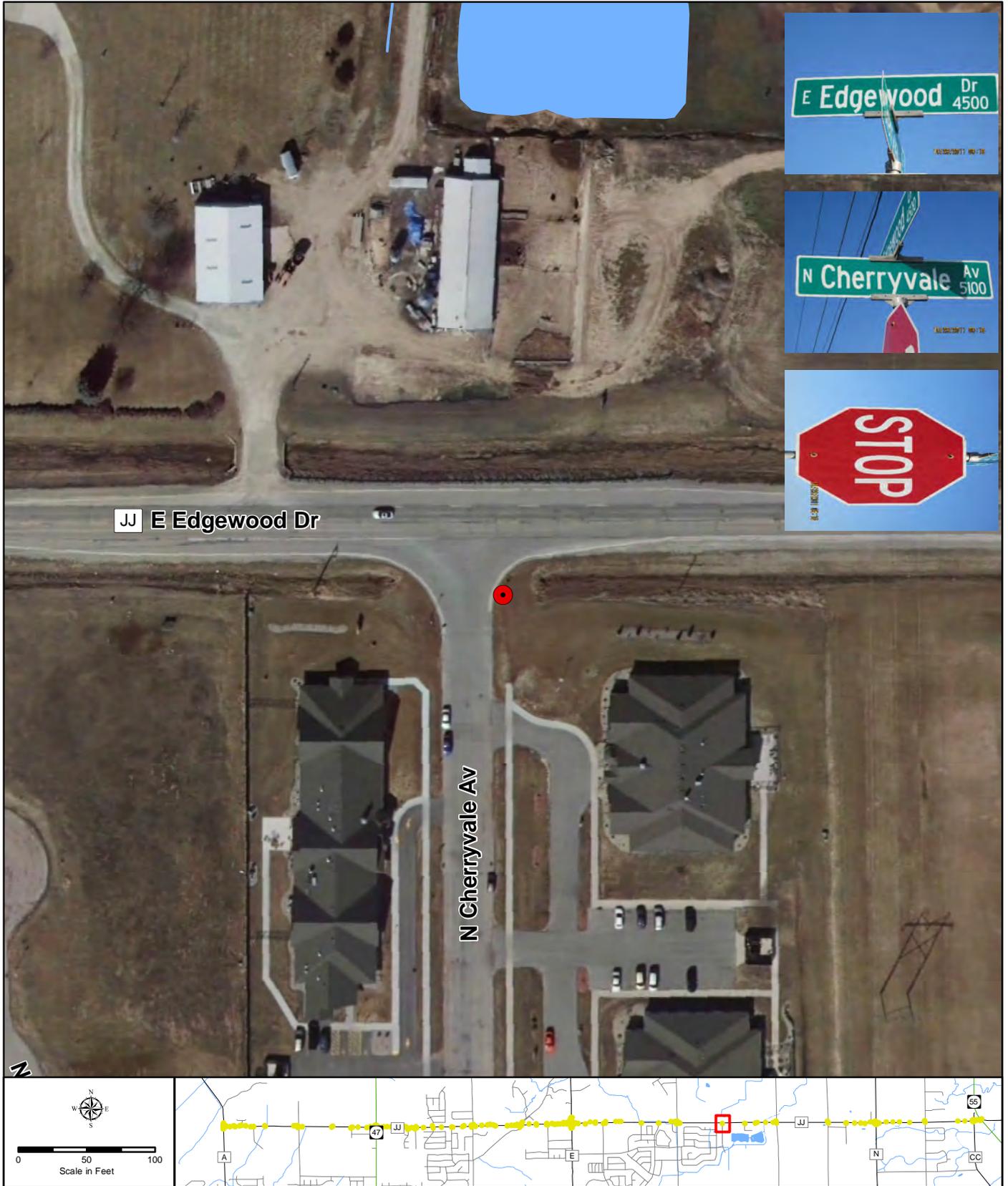


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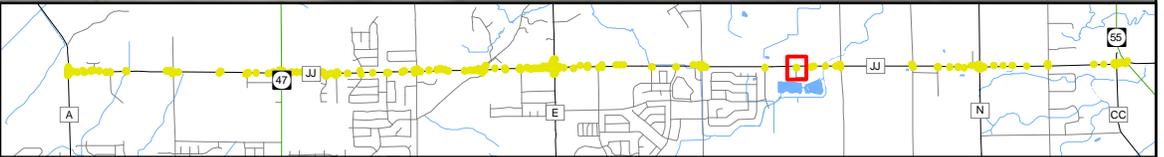
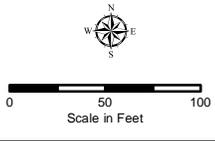
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Support Number: 159



JJ

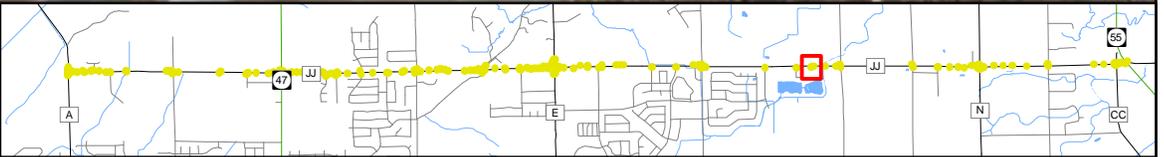
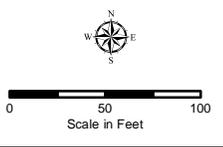
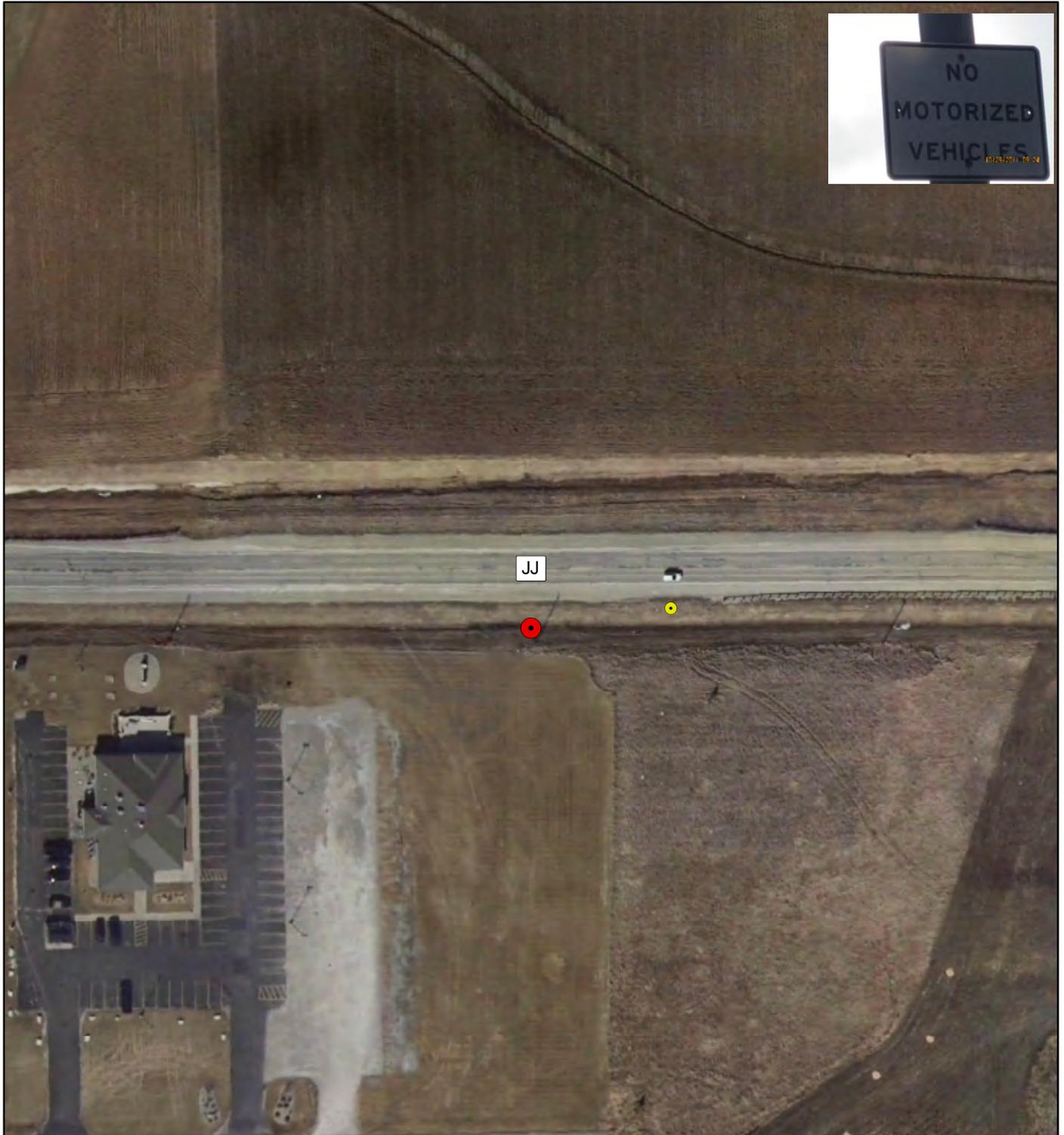


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Support Number: 160

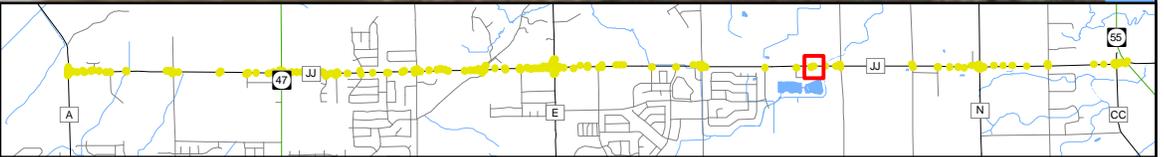
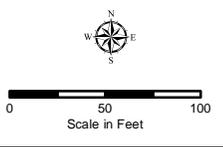
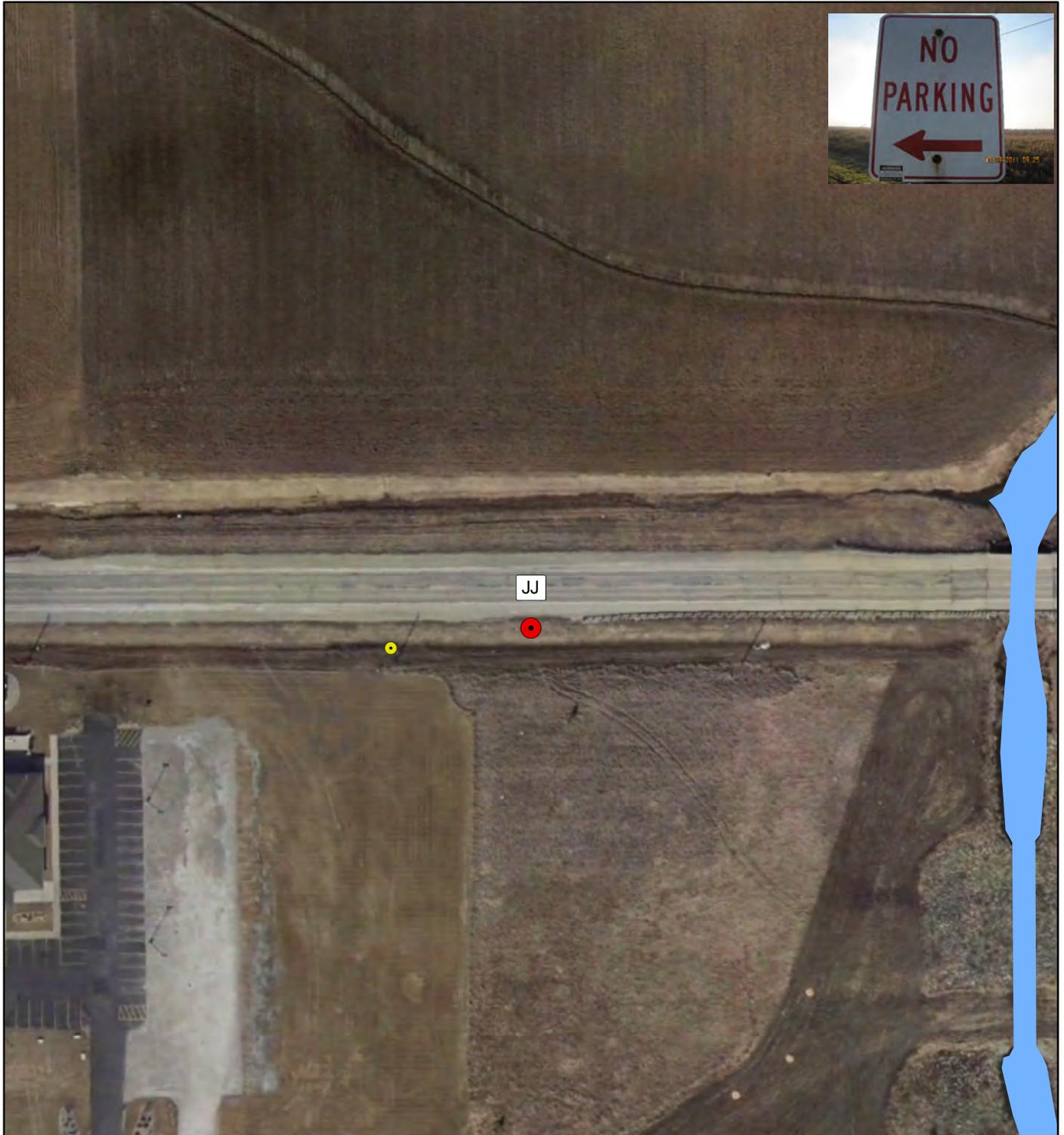


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Support Number: 161

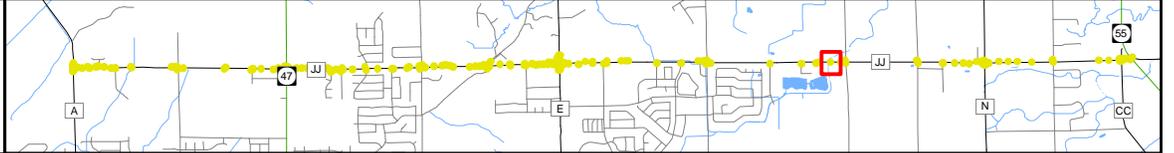
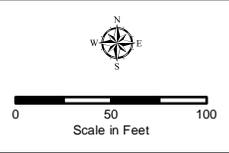
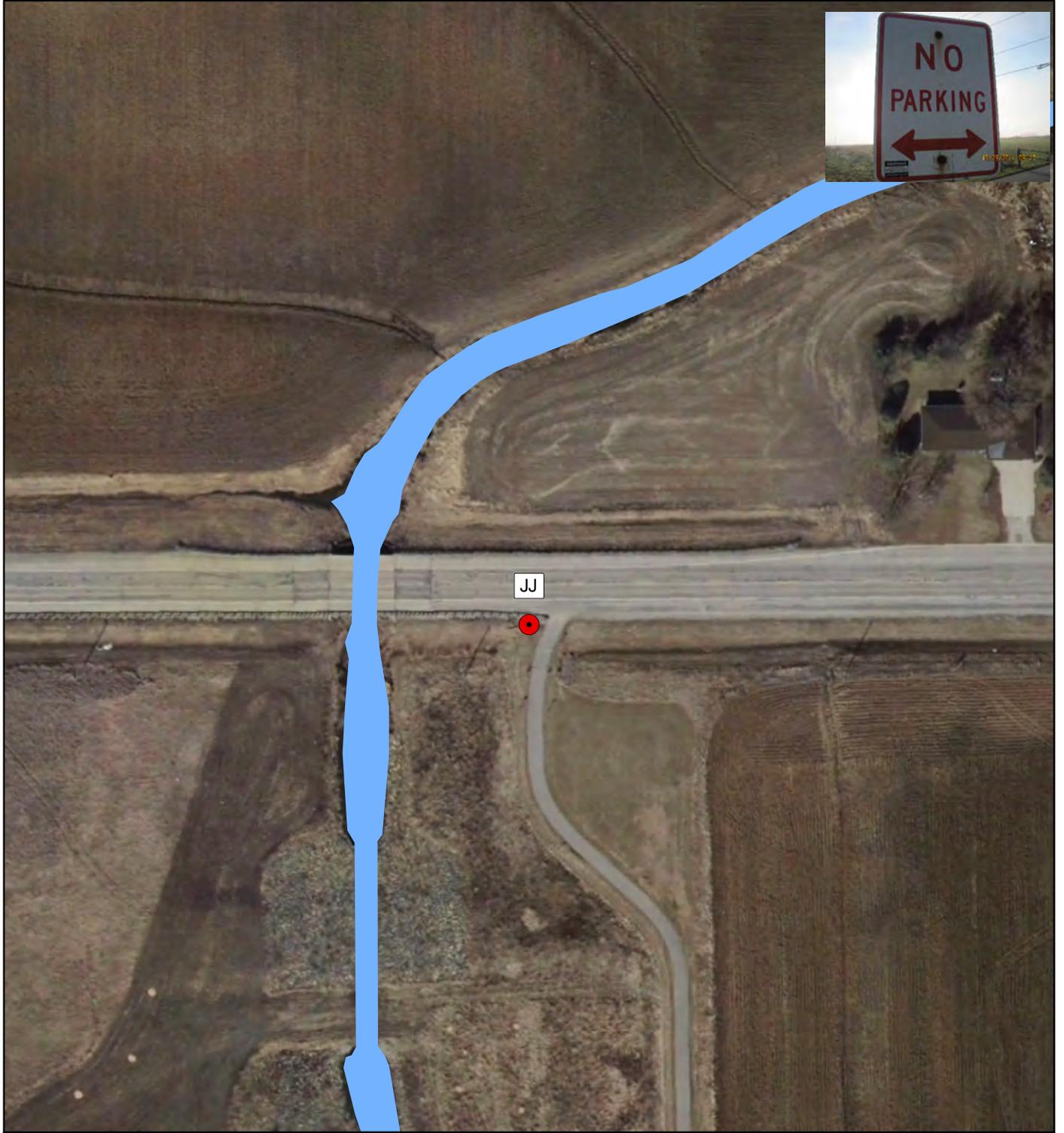


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Support Number: 162

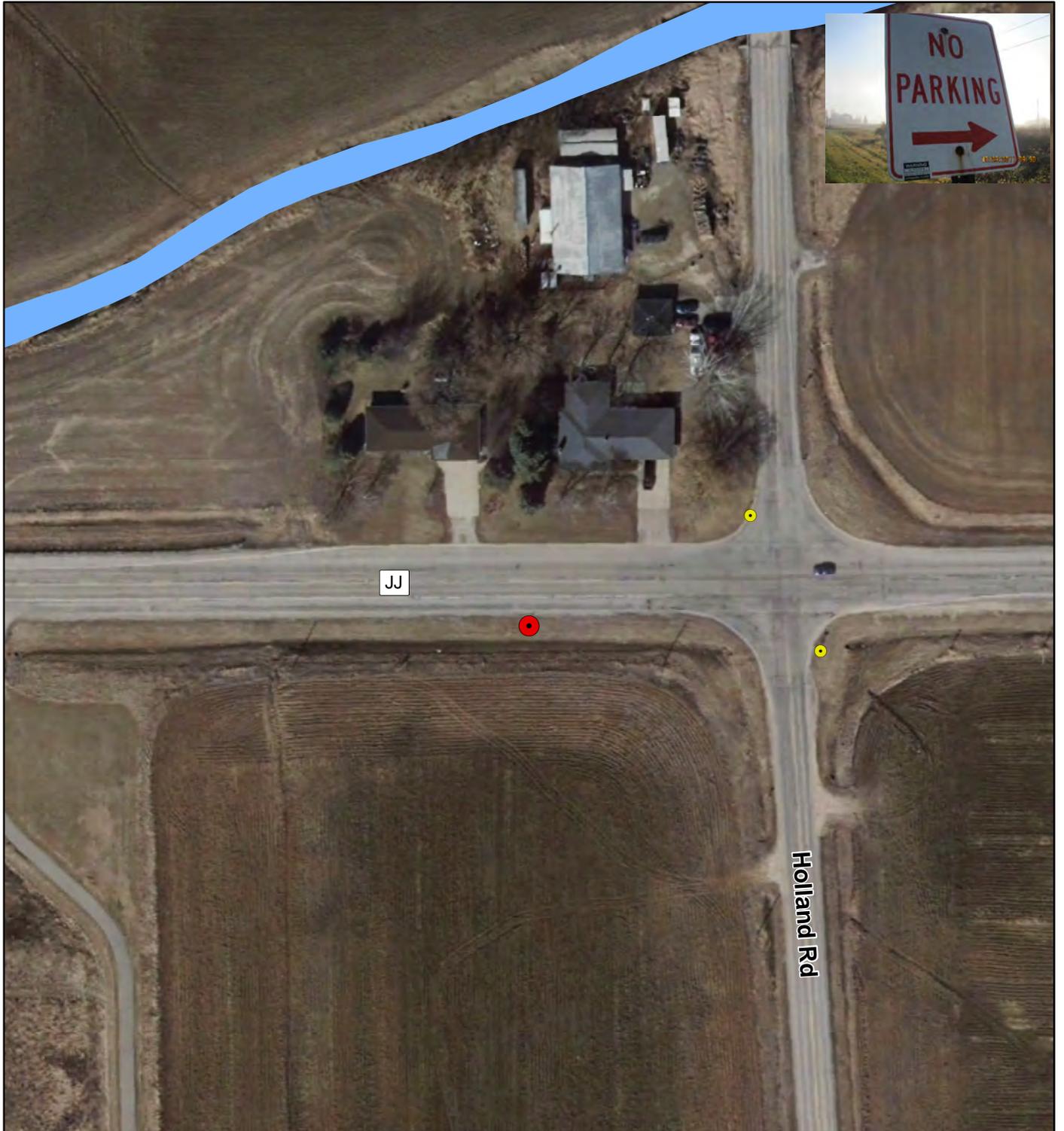


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Support Number: 163

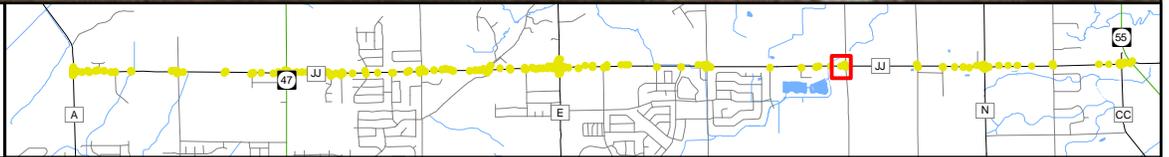


Holland Rd

JJ



0 50 100
Scale in Feet

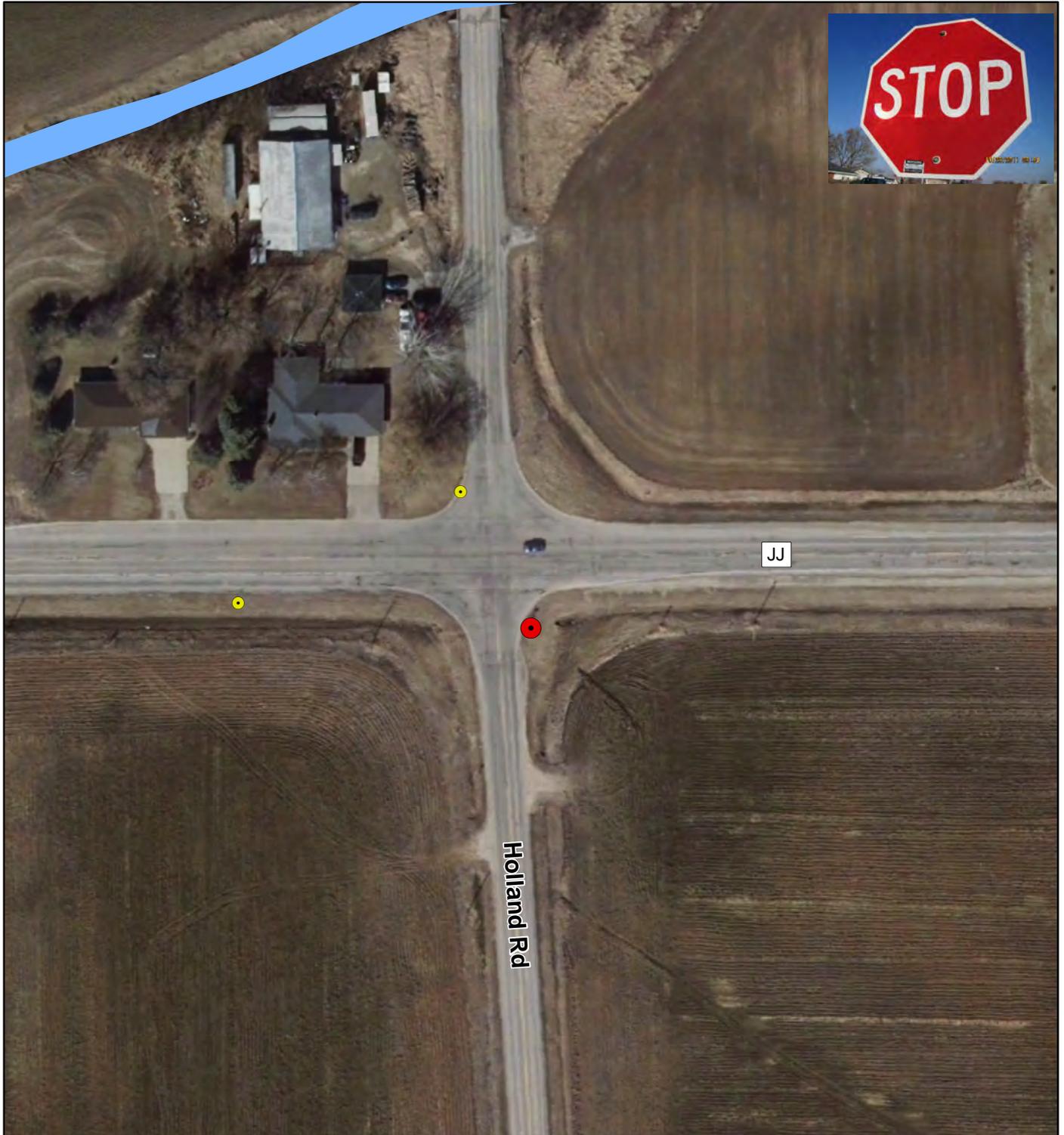


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Support Number: 164

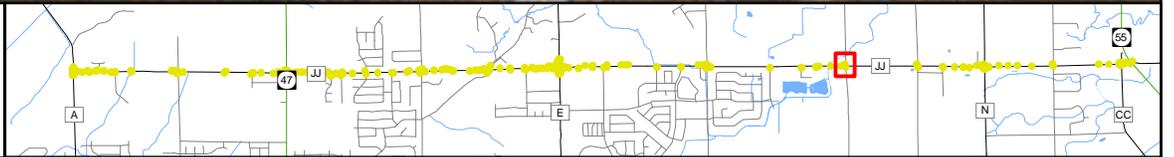
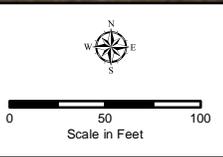
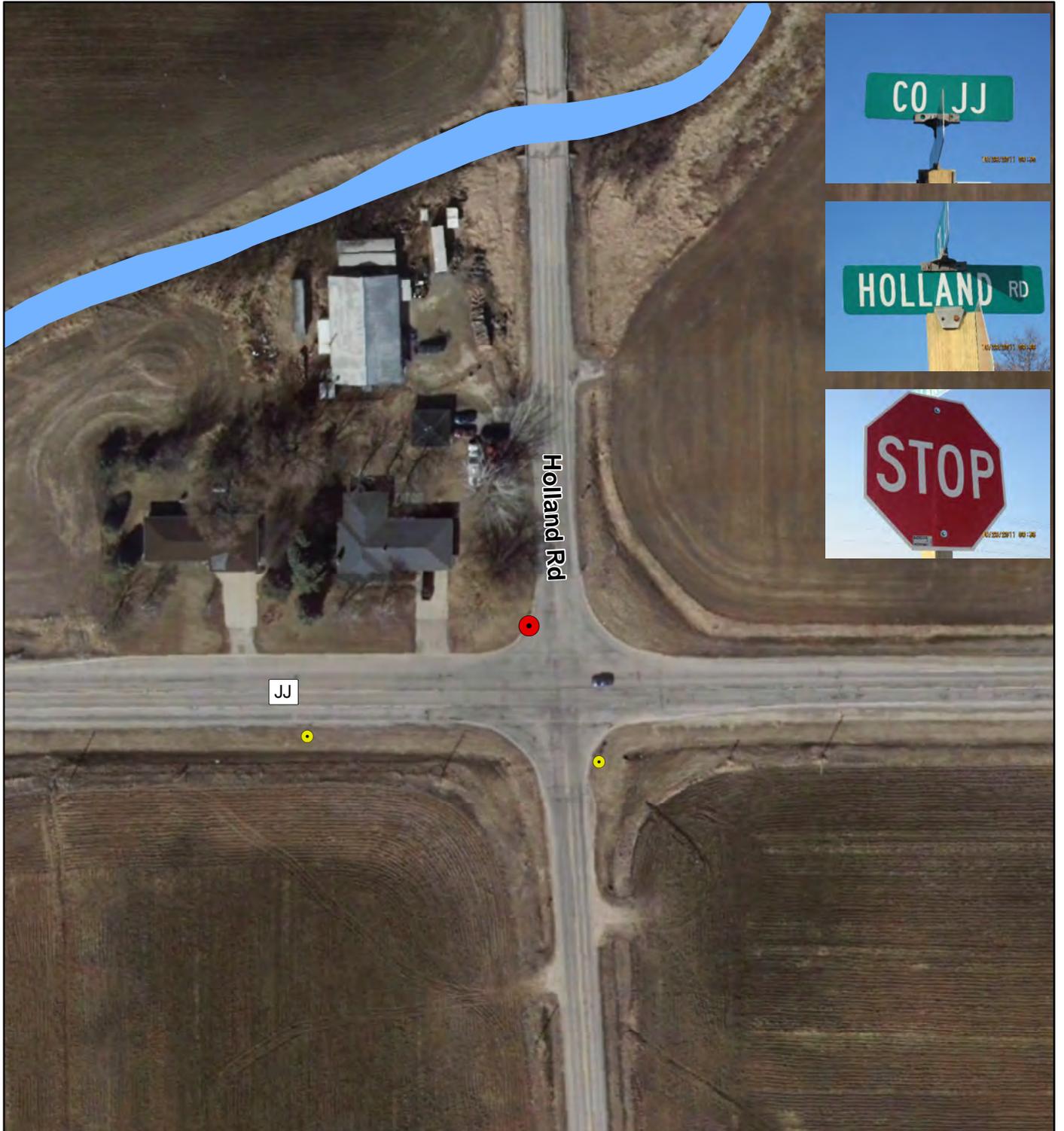


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Support Number: 165

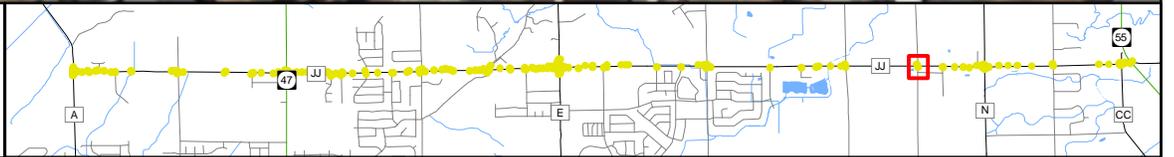
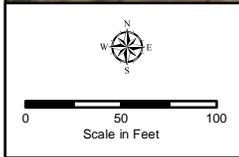


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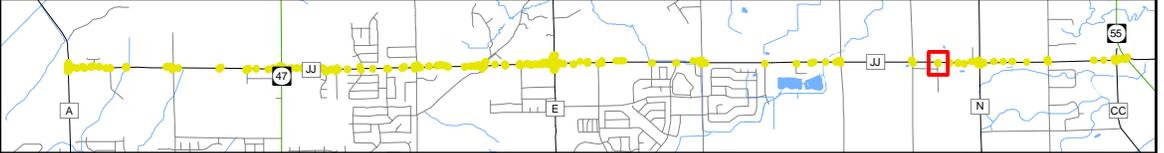
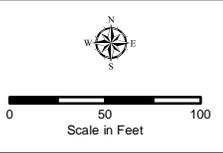
Support Number: 168



JJ

Northcrest Dr

Farm View Rd



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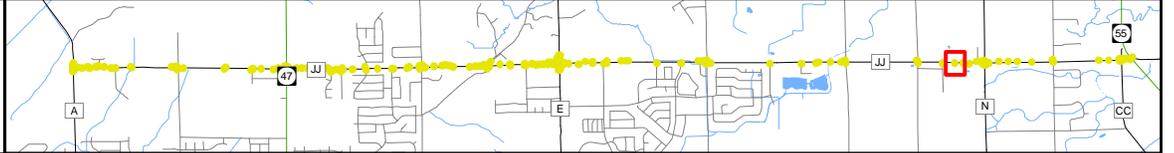
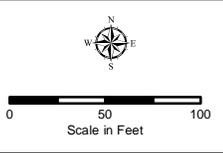


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Support Number: 170

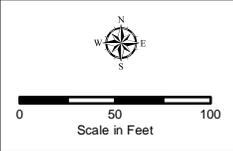


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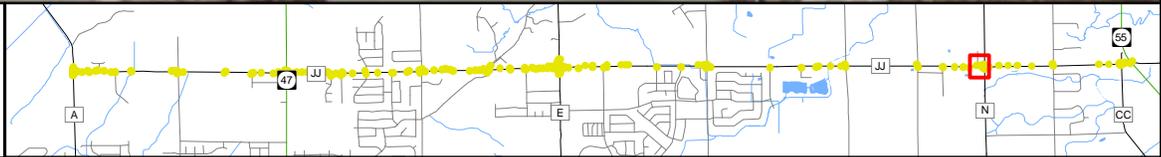


N

JJ



0 50 100
Scale in Feet



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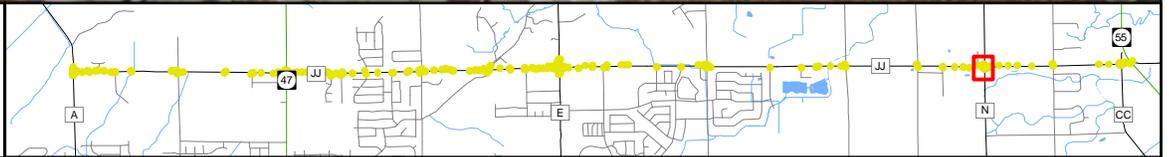
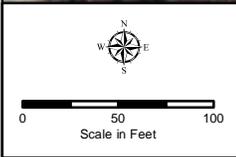
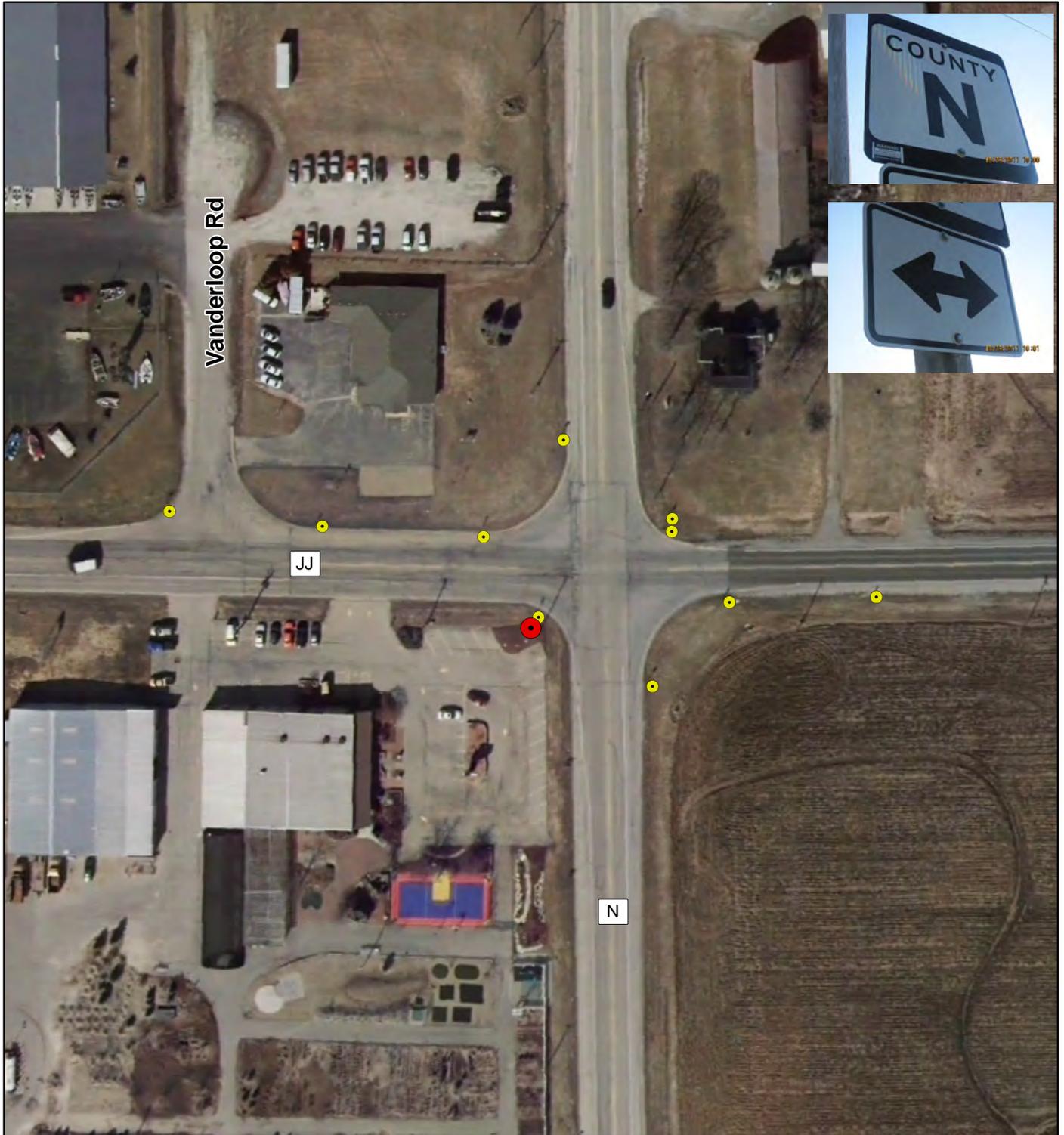
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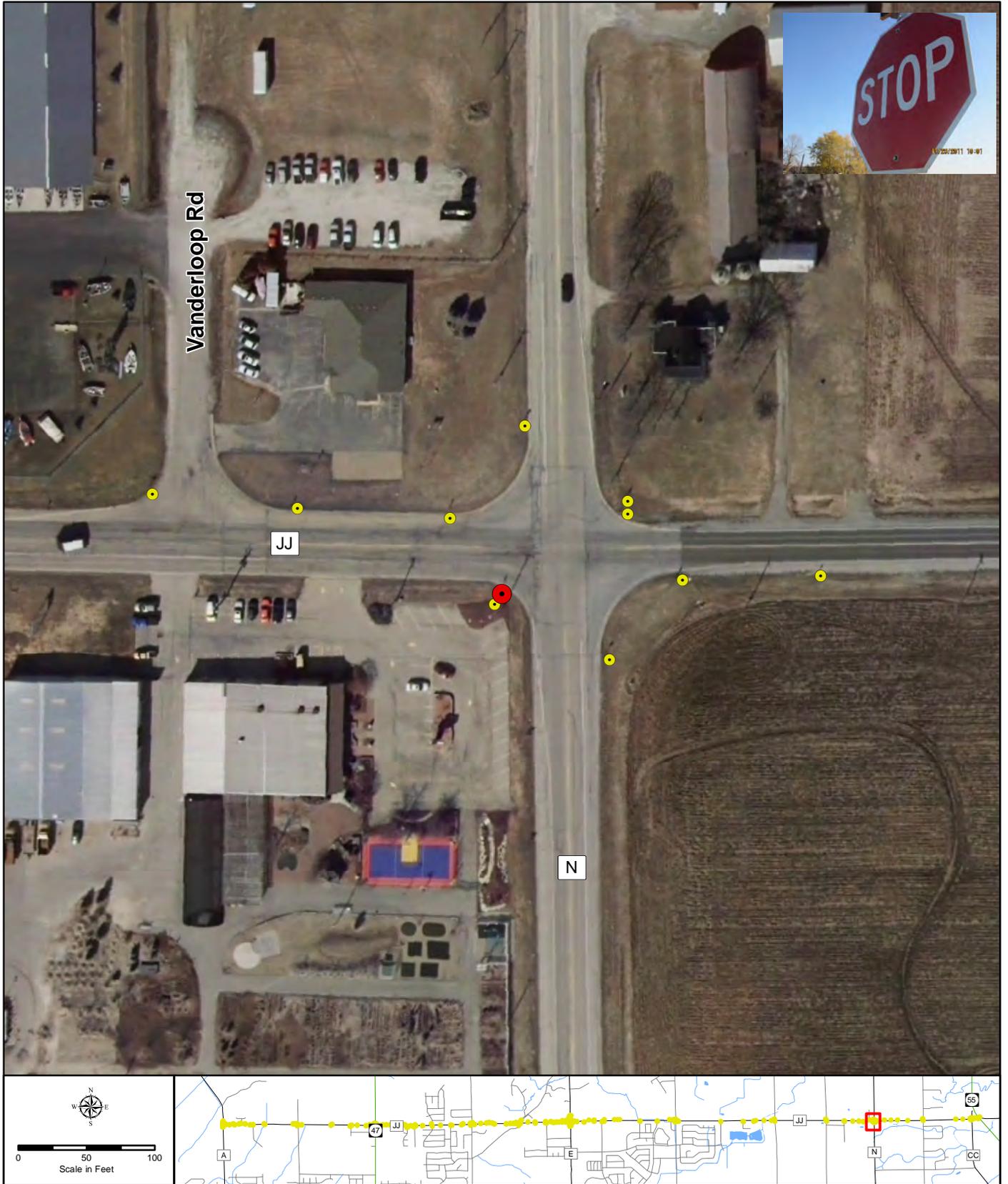


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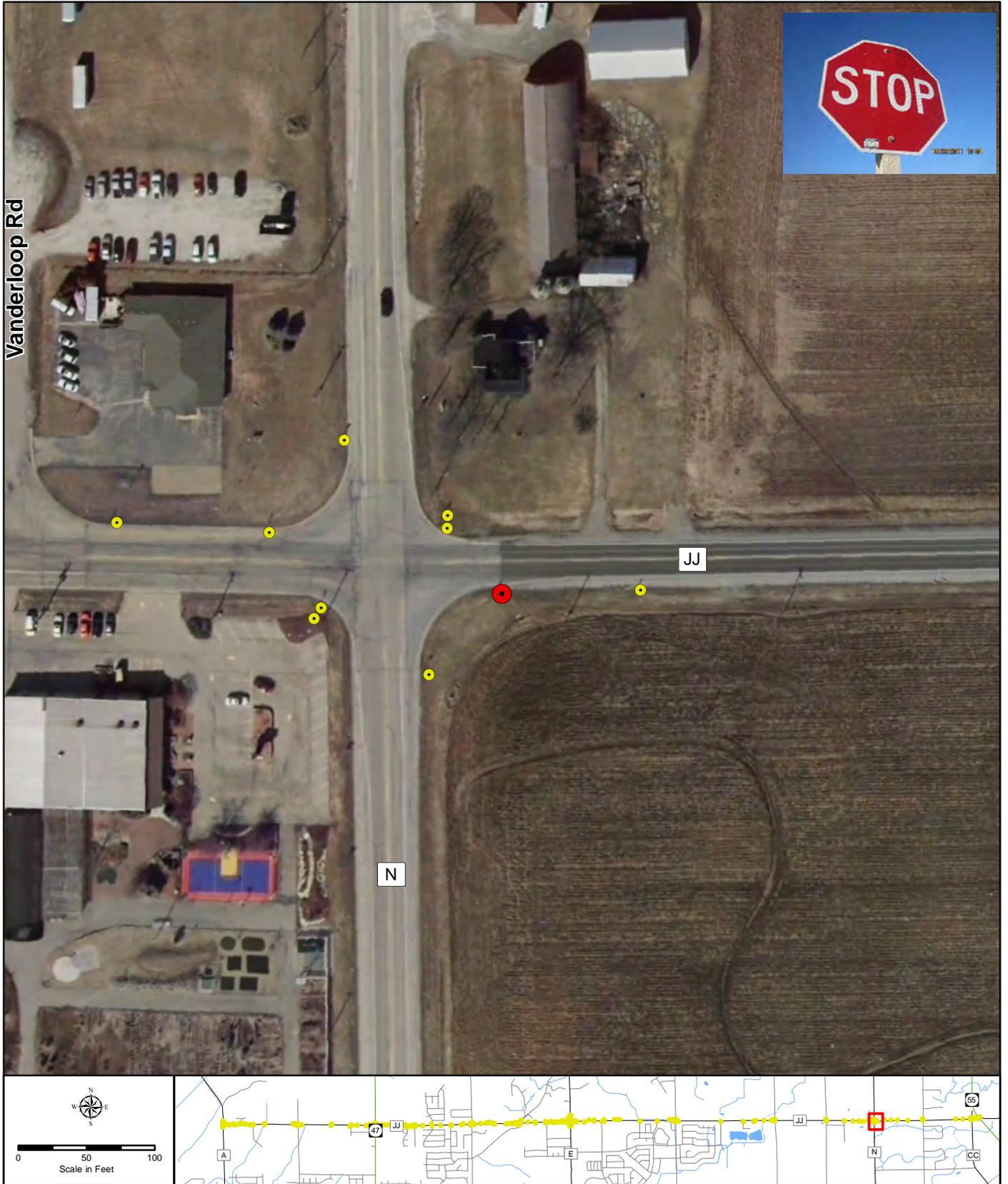
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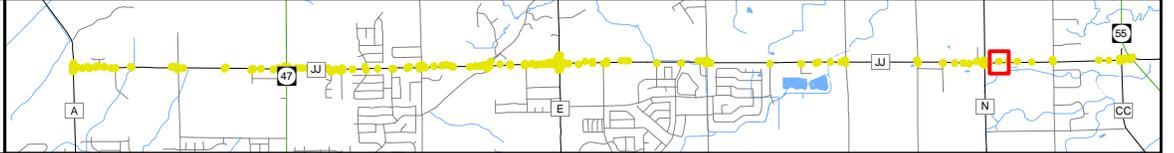
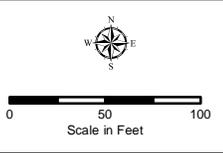
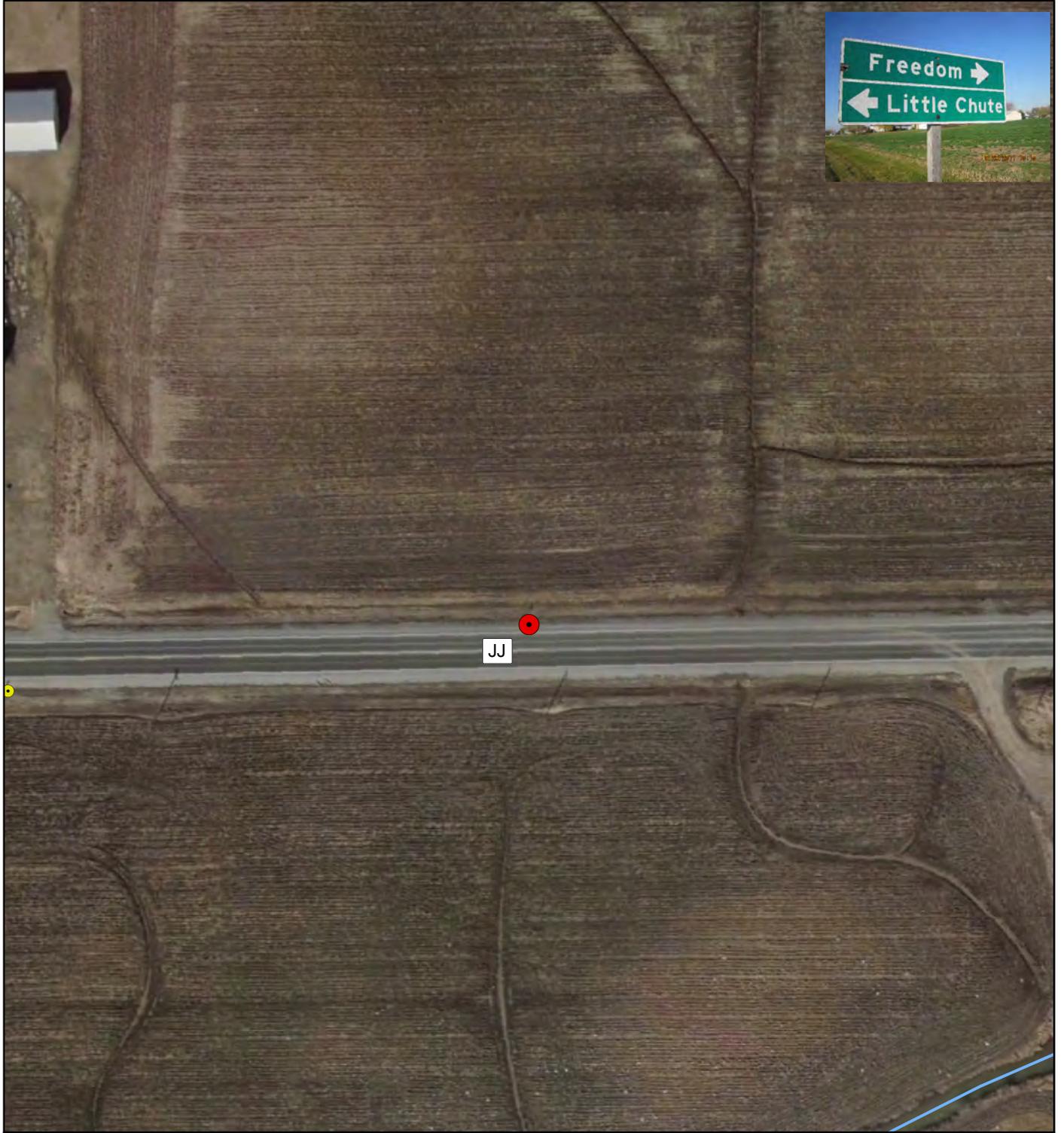
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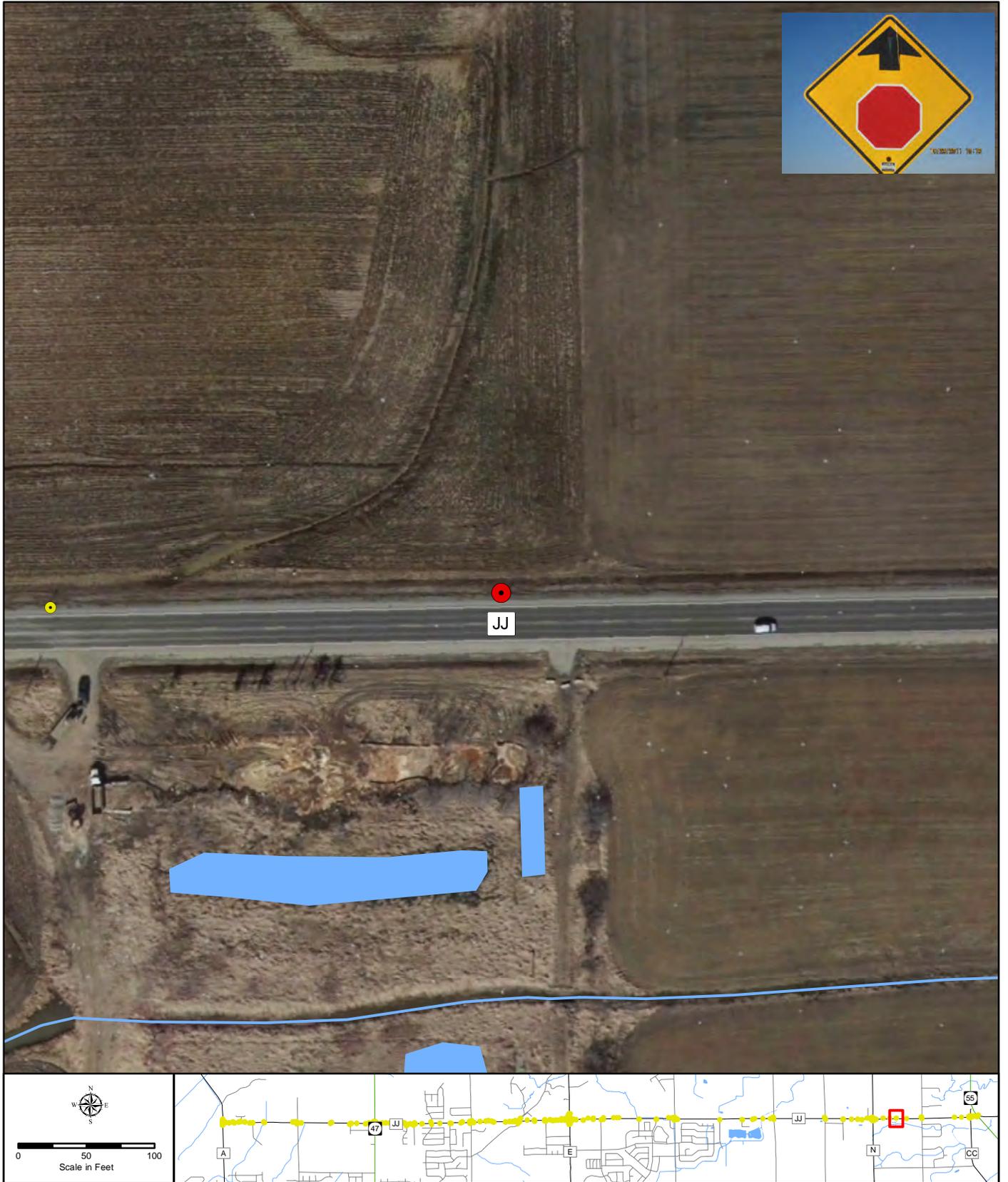
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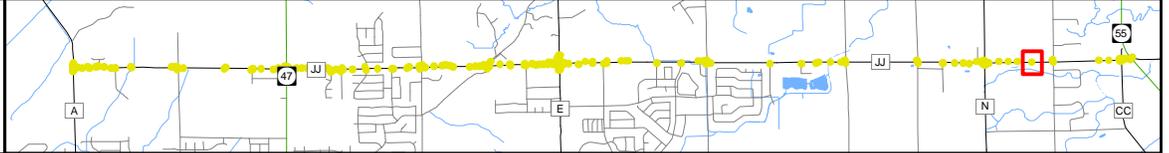
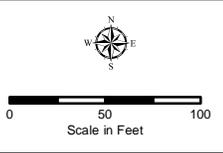
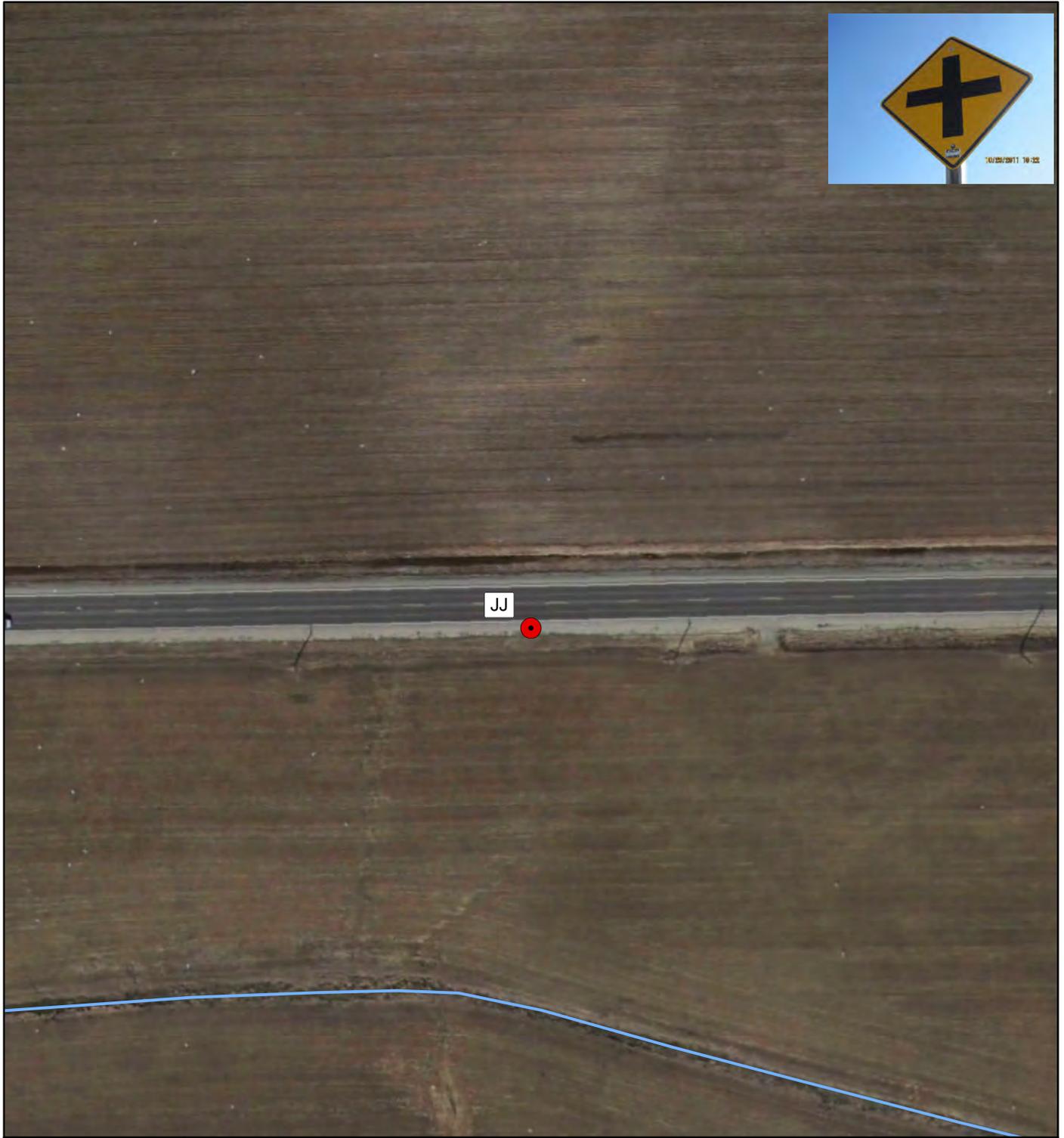
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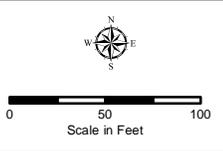


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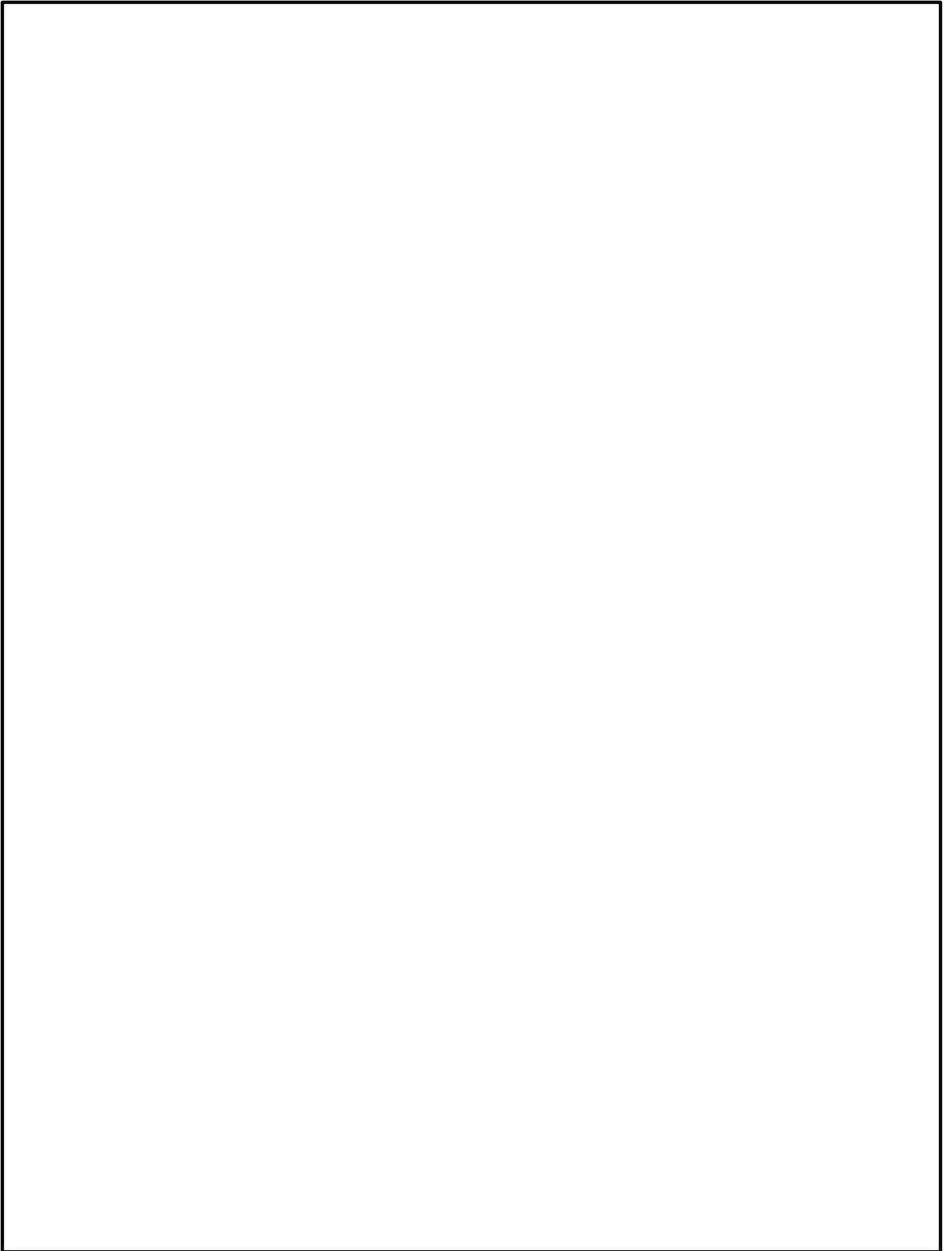
Support Number: 188



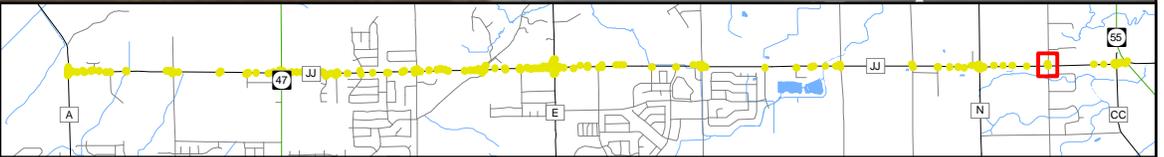
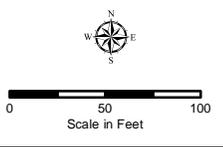
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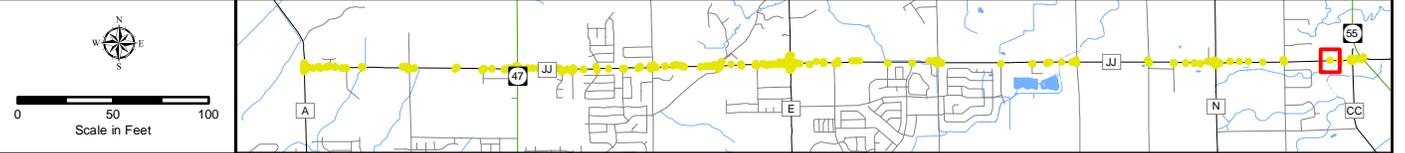
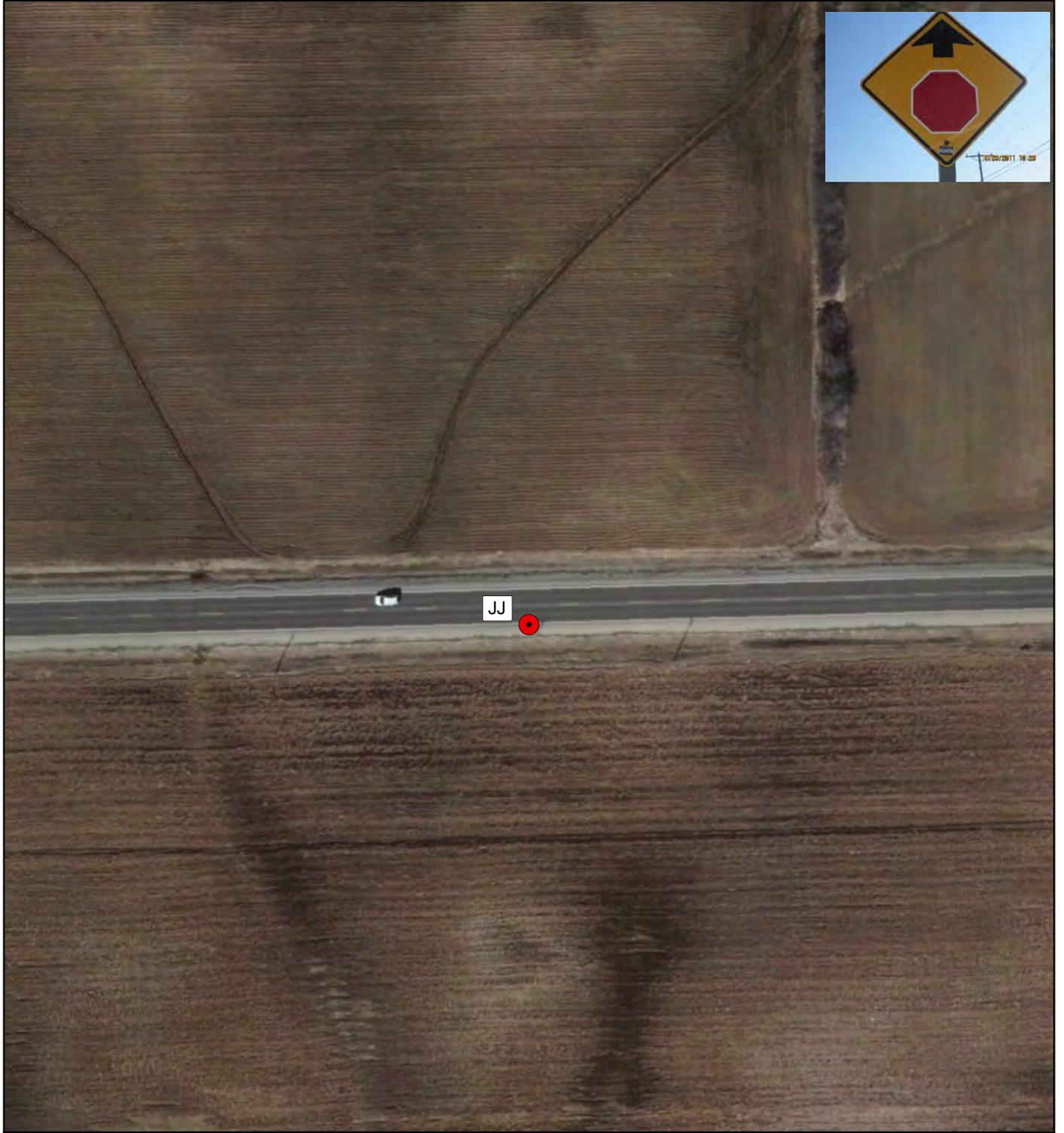


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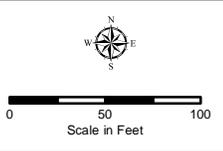
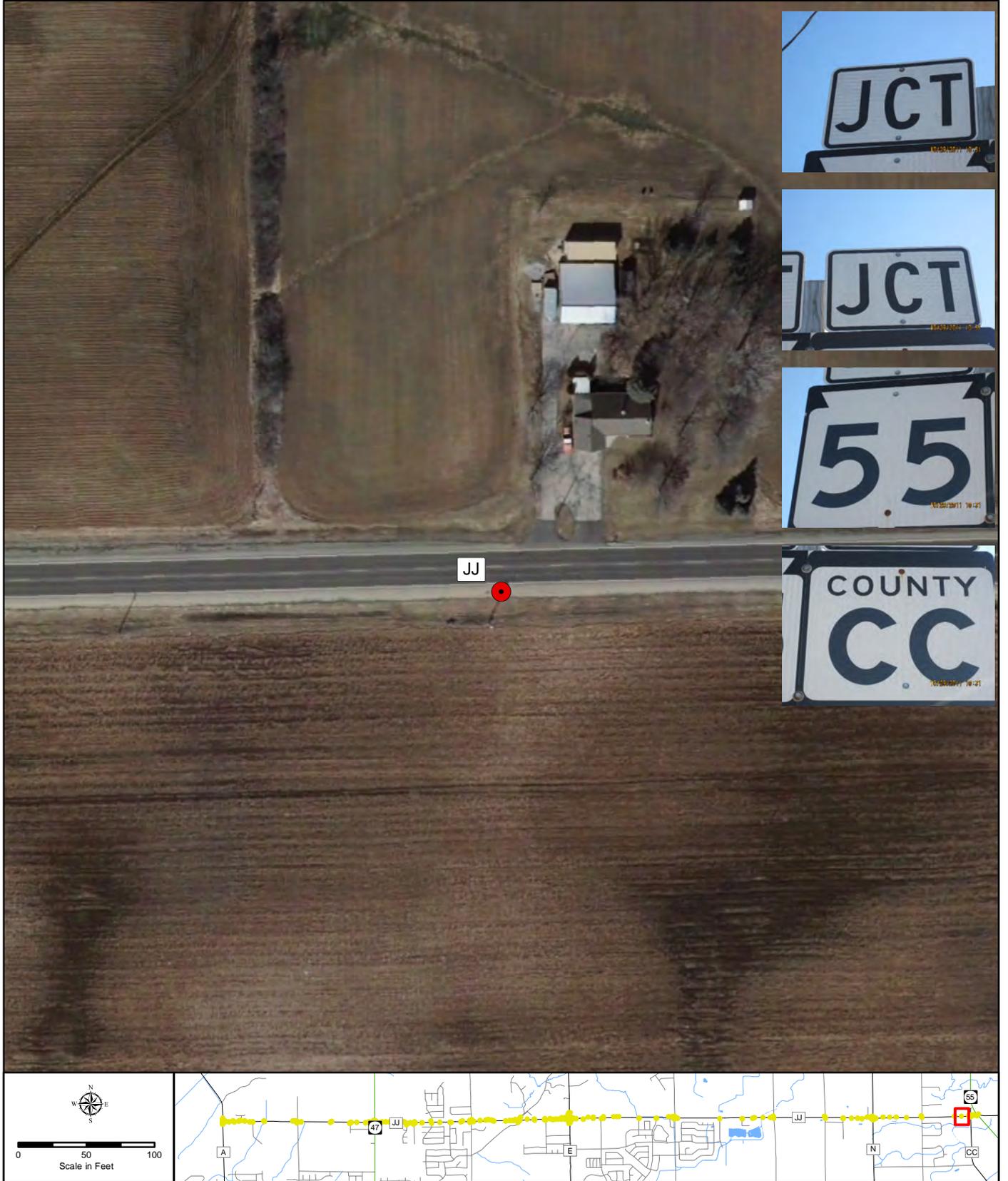


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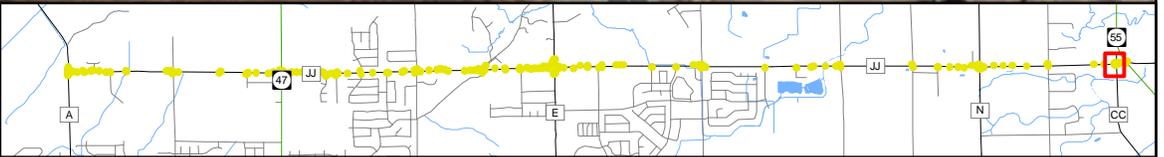
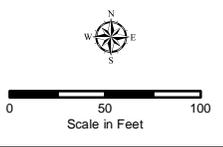


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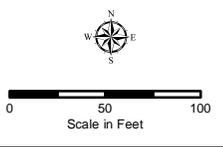


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Menasha, Wisconsin 54952-3100
Telephone # (920)-751-4770
Fax # (920)-751-4771

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2010 Imagery provided by Outagamie County.

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Support Number: 195

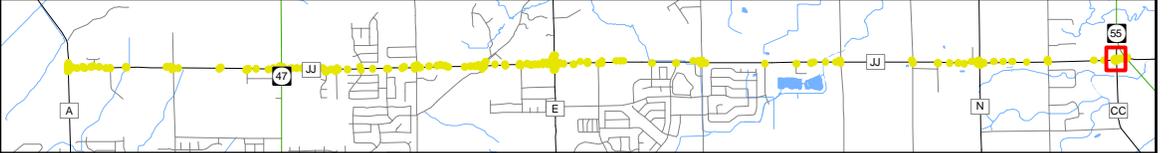
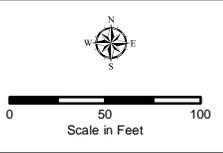
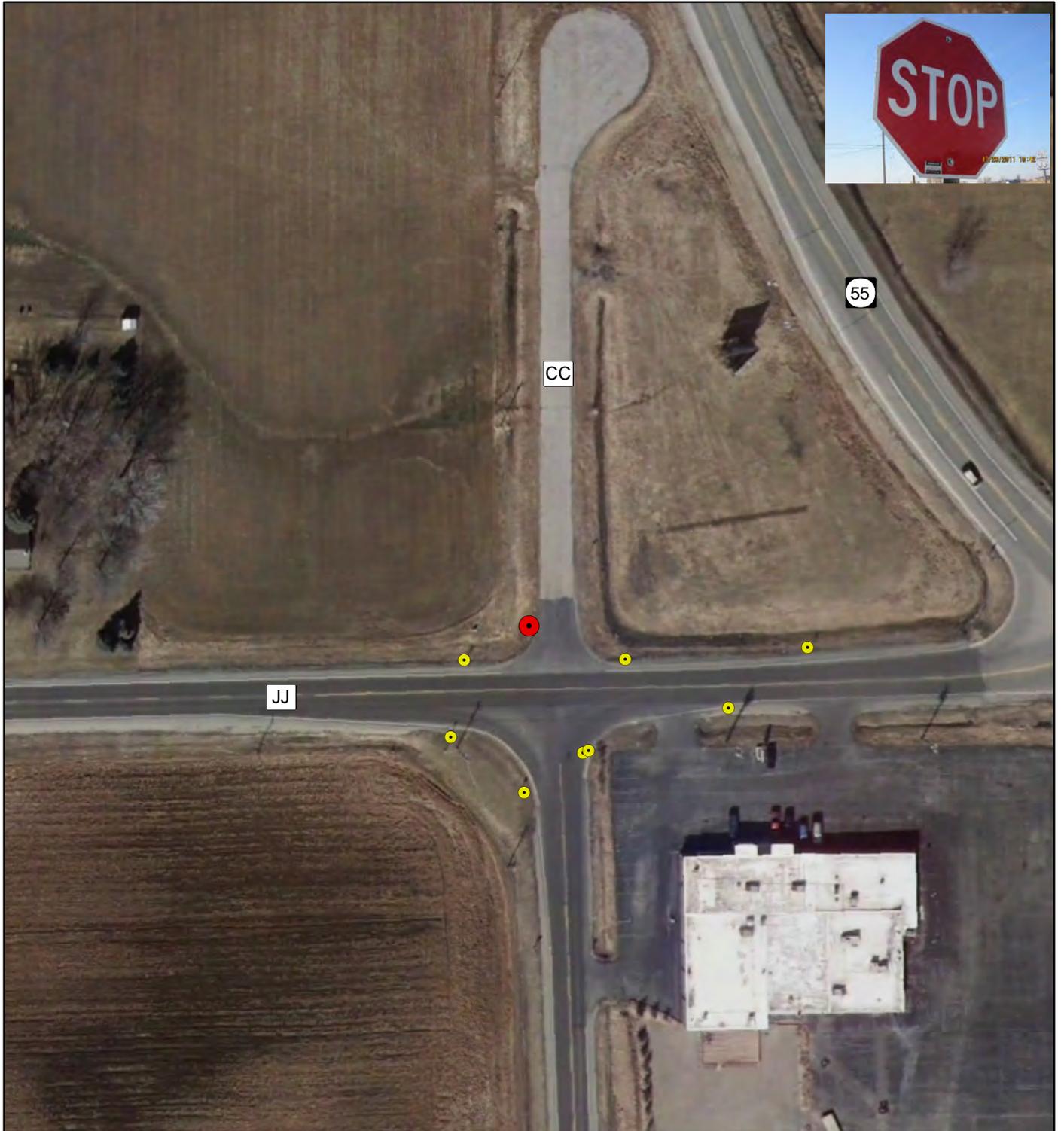


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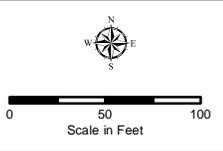


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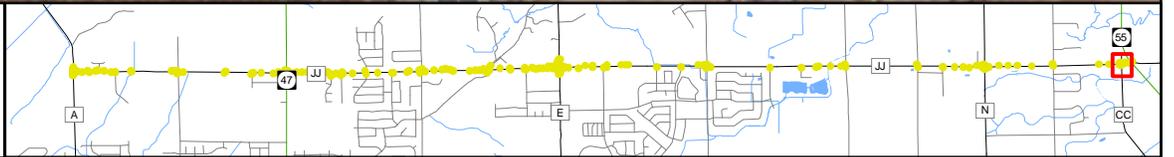
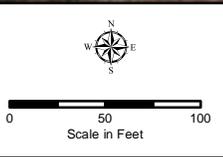


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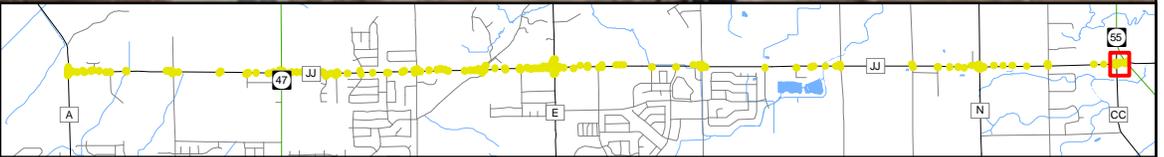
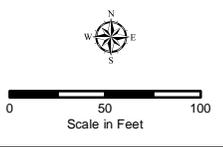
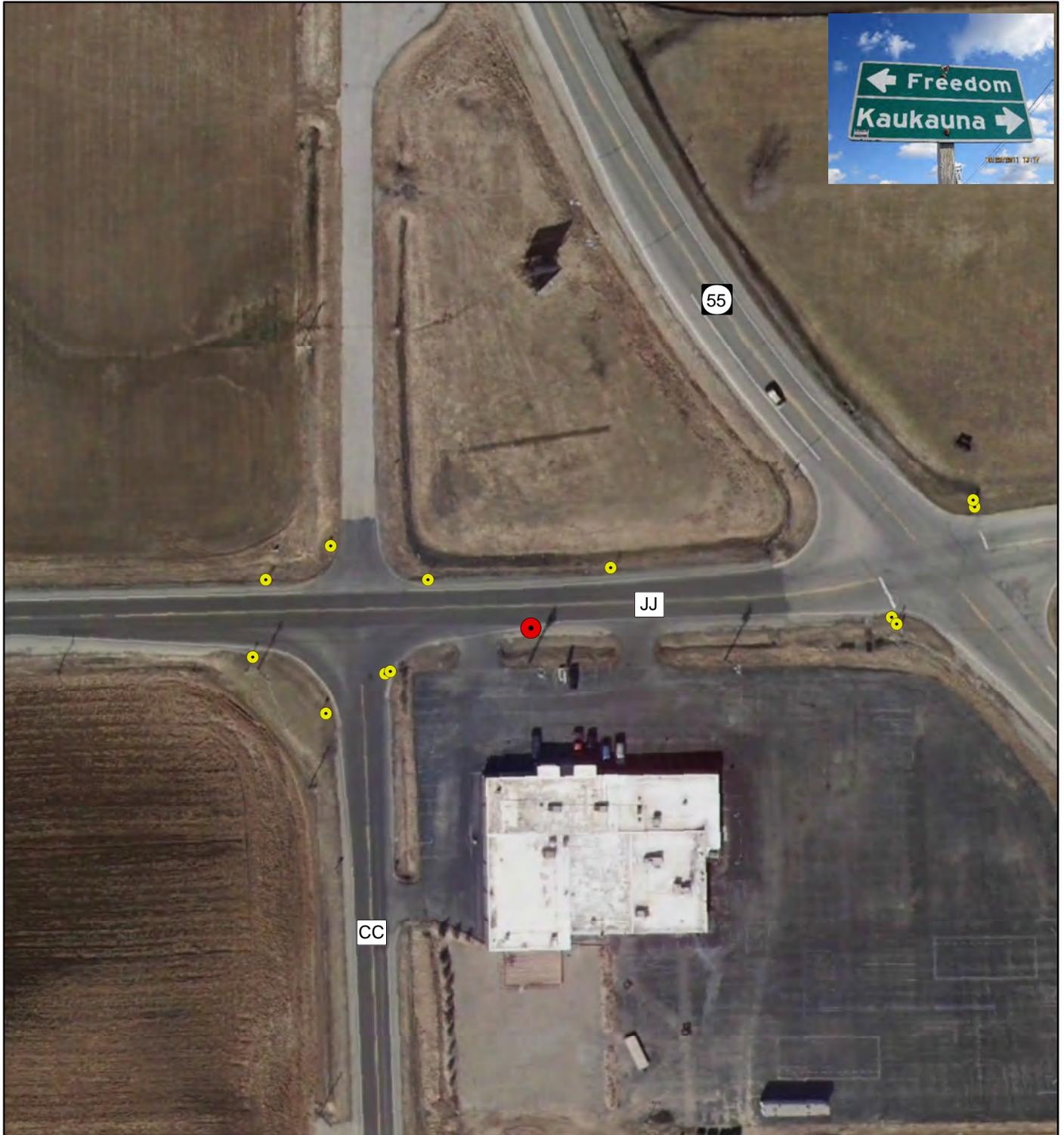


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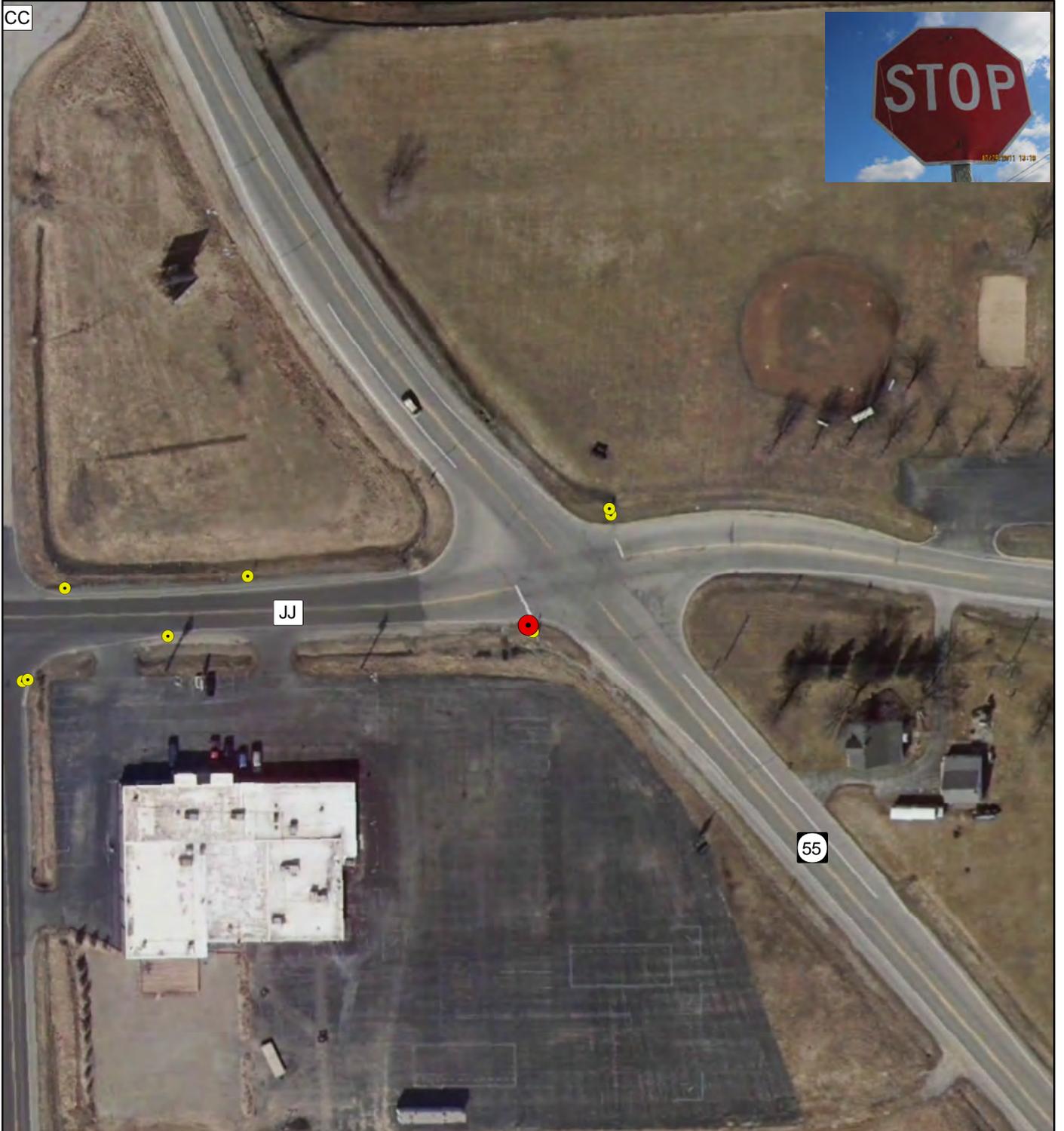


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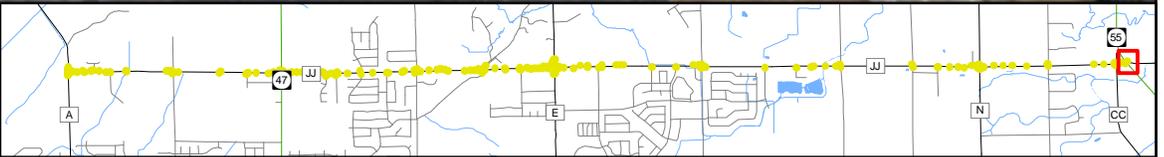
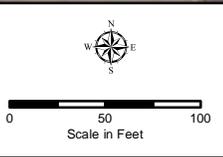


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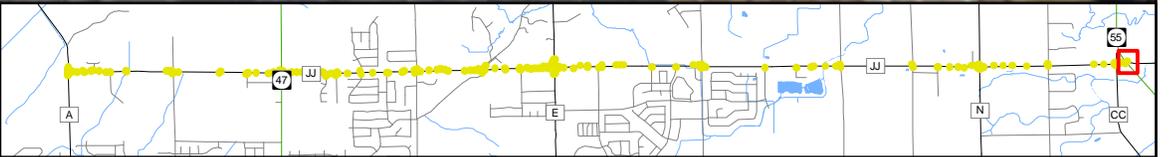
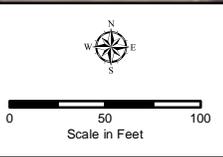


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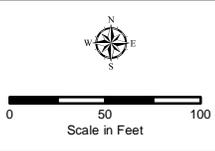


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Appendix C.

Newsletters

CTH JJ Corridor Study

Issue 1

NEWSLETTER

March 2011

CTH JJ Corridor Study

The reason for this study is to address the growing concern over pedestrian safety and quality of life along CTH JJ from CTH A to STH 55 located in Outagamie County at the northern fringe of the Fox Cities.

Advisory Committee Meeting

The first CTH JJ Corridor Study Advisory Committee meeting was held on March 3, 2011 at Appleton North High School. Local stakeholders met to define the corridor, discuss current conditions and address immediate concerns.

East Central Wisconsin Regional Planning Commission (ECWRPC) hosted the meeting and gave a presentation on the CTH JJ corridor. The presentation covered the corridors problems to be addressed, existing conditions, and timeline. Immediately following the presentation, committee members worked together to define the corridor by identifying challenges and opportunities on a large scale map.

Corridor problems to be addressed included:

- Determine types of bicycle/pedestrian accommodations (i.e. sidewalks vs. an off-road trail).
- Collaborative effort between municipalities on how the corridor will look in the future with regards to pedestrian/bicycle accommodations.
- Multi-jurisdiction design coordination.
- Network connection for bicycle pedestrian plan for Fox Cities and Oshkosh (possible east – west route).
- Bicycle and Pedestrian accommodations along entire corridor.



- Urbanization of CTH JJ.
- Bicycle and Pedestrian facility connection between Fox Valley Lutheran High School and Appleton North High School.
- Intersection Upgrades.
- Connection to Apple Creek Trail.
- No accommodations to promote exercise, healthy lifestyles and less reliance on the automobile.

Pavement conditions, intersection inventory, traffic counts and crash data were used to assess the current condition of the corridor.

Pavement conditions were assessed through Pavement Surface Evaluation and Rating System (PASER) a visual survey method used to rate the condition of the roads through the condition of various types of pavement distress on a scale of 1-10. In 2009 the entire corridor was rated. Overall the entire corridor is relatively structurally sound.

Three intersections were inventoried within the CTH JJ corridor. The CTH JJ and Ballard have complete pedestrian accommodations. CTH JJ and Meade and CTH JJ and STH 47 have no pedestrian accommodations.

Traffic and crash data was collected by the Wisconsin Department of Transportation from 2005 to 2010. The Annual Average Daily Traffic (AADT) along the corridor in 2010 range from 2,183 to 5,975. Counts taken at JJ east of 47 (located west of Fox Valley Lutheran High School) and the counts taken between Lightning and CTH-E (located just east of Appleton North High School) have increased. There were a total of 248 crashes documented along the corridor. The number one accident type was deer with a 101 reported crashes. There was a total of 1 fatality, 75 injuries, and 172 with property damage. There were 148 crashes that occurred in 45 mph designate zones.

The timeline for the study is constrained. The goal is to have the study completed in time to submit applications for the 2012 Transportation Enhancement grant cycle and incorporate potential projects into the local capital improvement program 5 year plans. Exact deadlines haven't been determined, but it is clear time is of the essence.

Grant Opportunity

ECWRPC announced that they have submitted an application for Your Town: The Citizens' Institute on Rural Design grant on behalf of Outagamie County, City of Appleton and the Town of Grand Chute. The National Endowment for the Arts (NEA) in partnership with SUNY Syracuse's Department of Landscape Architecture and consultant Shelley Mastran, Professor at Virginia Polytechnic Institute and State University funds the grant. The grant gives non-profits, community organizations, and local governments the funds to tackle critical regional planning issues through design by bringing design professionals to your community for a multi-day workshop. For more information on the grant, please check out the following website:

<http://www.yourtowndesign.org/>

Important Dates & Events:

Visioning Session/Open House

Missed the meeting? ECWRPC will be hosting a visioning session to get your feedback. The visioning Session will be held at the ECWRPC office on **April 8, 2011**. This is opportunity for stakeholders and interested parties to come in and provide feedback.

Visioning Session will be held at ECWRPC's office from 3:00 PM to 5:00 PM.

ECWRPC is located at:
400 Ahnaip Street, Suite 100
Menasha WI, 54952

- **April 8, 2011**

There will be another CTH JJ corridor study Advisory Committee meeting coming in the near future followed by a public information meeting to review and discuss concepts and alternatives. Please check your email for meeting notification.

For More Information....

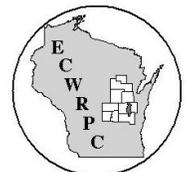
If you would like more information about the CTH-JJ corridor study or would like to be added to the CTH JJ Advisory Committee email list, please contact Nickolas Musson at:

400 Ahnaip Street, Suite 100
Menasha, WI 54952

Phone: (920) 751-4770 ext. 6819

Fax: (920) 751-4771

Email: nmusson@eastcentralrpc.org

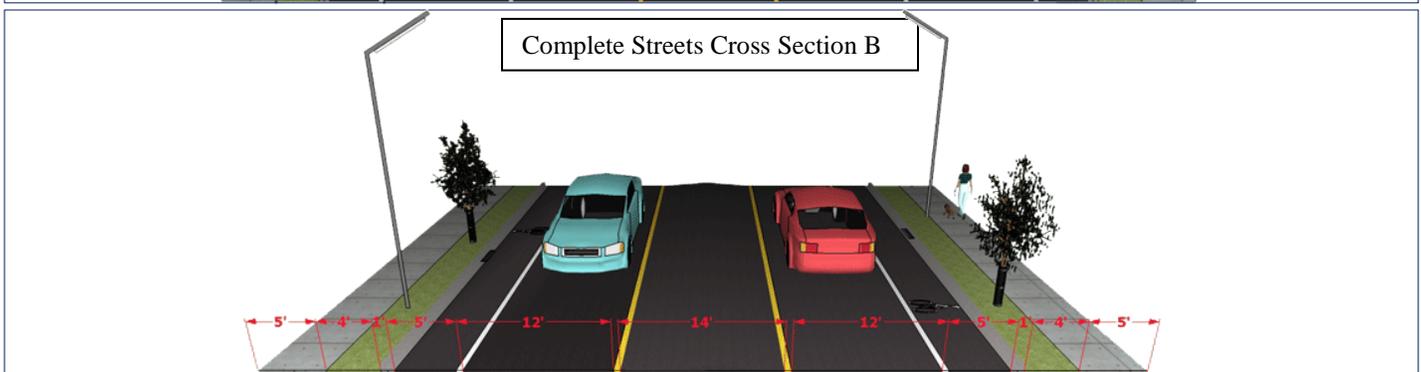
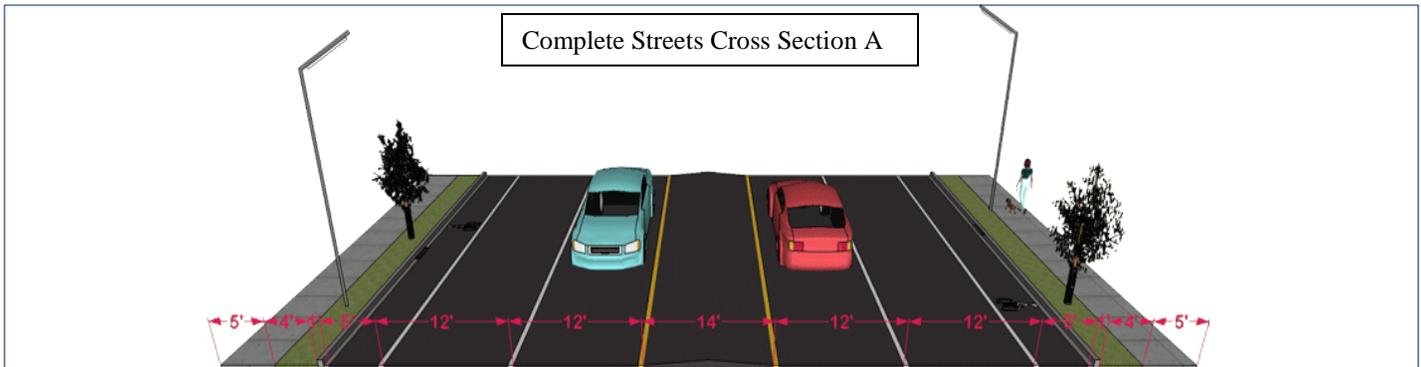


CTH JJ Corridor Study

Issue 2

NEWSLETTER

June 2011



Short Range Planning Goals

- 5 foot wide shoulders

Long Range Planning Goals

- Complete streets urbanization
- Multi-uses off street trail

CTH JJ Model Complete Streets Cross-Section

As part of the CTH JJ modeling process; complete streets options will be developed. The pictures above illustrate two complete street cross sections that could represent the future of CTH JJ corridor. The complete streets cross section A illustrates (4) 12 foot lanes, a 14 foot center turn lane, (2) 5 foot bicycle lanes, 1 foot curb and gutter, (2) 4 foot terraces and finally (2) 5 foot sidewalks. The complete streets cross section B illustrates (2) 12

foot lanes, a 14 foot center turn lane, (2) 5 foot bicycle lanes, 1 foot curb and gutter, (2) 4 foot terraces and finally (2) 5 foot sidewalks. Complete streets provide modes of transportation for all users.

Drainage

CTH JJ's open drainage system is sufficient for the currently designed road, but when the road changes; the drainage system has to adapt to the new standards. Urbanization of CTH JJ would require curb, gutter and possibly a storm water sewer system. ECWRPC is in the process of mapping low elevation areas along CTH JJ corridor as potential drainage retention ponds.

Road Safety Audit

ECWRPC in coordination with Federal Highway Administration (FHWA) is in the process of putting

together Road Safety Audit (RSA) evaluation team. The RSA team will perform a formal safety performance examination of CTH JJ from CTH A to STH 55. The RSA is tentatively scheduled to take place in September when Appleton North and Fox Valley Lutheran High schools are in session.

Designing for Pedestrian Workshop

Planners, engineers and members of the public participated in a "Designing for Pedestrian Safety" workshop May 4-6, 2011 taught by Hillary Isebrands, PE Highway Safety Specialist from Federal Highway Administration and John LaPlante, PE, PTOE Vice President/Director of Traffic Engineering. The workshop was brought to Appleton by Wisconsin Department of Transportation in coordination with East Central Wisconsin Regional Planning Commission. Participants took part in interactive discussion on local pedestrian issues and a field trip to visually draw from real world situations. ECWRPC plans to incorporate many of the "Designing for Pedestrian Workshop" tools and concepts into the CTH JJ Corridor Study.



John LaPlante and Hillary Isebrands



John LaPlante – pointing out intersection design characteristics

CTH JJ Corridor Study Open House

ECWRPC will be hosting a CTH JJ Corridor Study Open House on July 14, 2011 from 3:30 PM to 5:30 PM at **Appleton North High School**. Discussions will focus on complete streets buffer and effects on surrounding properties, potential drainage retention pond locations, model update, and RSA details.

Important Dates & Events

- **CTH JJ Corridor Study Open House – July 14th, 2011 from 3:30 PM to 5:30 PM**
- **RSA – September**
- **Pedestrian and Bicycle Counting – September**

For More Information....

If you would like more information about the CTH-JJ corridor study or would like to be added to the CTH JJ Corridor email list, please contact Nickolas Musson at:

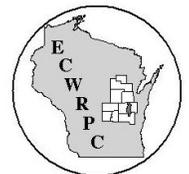
400 Ahnaip Street, Suite 100

Menasha, WI 54952

Phone: (920) 751-4770 ext. 6819

Fax: (920) 751-4771

Email: nmusson@eastcentralrpc.org



Appendix D.
RSA Worksheet

CTH JJ RSA Work Sheet (Existing Road Audit)

Date:	
Time:	
Auditor:	
Location Description:	
Road Issue:	
Subheading Number:	

Comments/Description

Safety Evaluation

	Circle best option to describe level of certainty				
Exposure	Very low	Low	Medium	High	Very High
Probability	Very low	Low	Medium	High	Very High
Consequences	Very low	Low	Medium	High	Very High
Safety Risk	Very low	Low	Medium	High	Very High

Suggestions

Appendix E.
Public Comment



POLICE DEPARTMENT



OFFICE OF THE
CHIEF OF POLICE

June 30, 2010

James Duncan, Outagamie County Supervisor
2646 W. Spencer Street
Appleton, WI 54914

Additional information,
including maps are
available by inquiring
through Supervisor
Duncan.

Dear Supervisor Duncan:

I want to thank you for the opportunity to discuss the speed limit on County Highway JJ/Edgewood Drive and for your support in our effort to reduce this speed limit. As I indicated in our conversation, it was my intent to conduct further research regarding the possibility of reclassifying the area of CTH JJ from Meade Street to Lightning Drive as a semi-urban area, as defined in state statute. I have examined this issue further and am pleased to share my findings.

State statute allows for a 35 mph speed limit on any highway in a semi-urban district outside the corporate limits of a city or village. A semi-urban district is defined as:

The territory contiguous to and including any highway where on either side of the highway within any 1,000 feet along the highway the buildings in use for business, industrial or residential purposes fronting thereon average not more than 200 feet apart or where the buildings in use for such purposes fronting on both sides of the highway considered collectively average not more than 200 feet apart.

The statutes that establish speed limits and the definition of a semi-urban district don't establish a precise methodology for determining whether an area is semi-urban. My approach was to determine the distance between Meade Street and the CTH JJ driveway for Appleton High School North, then divide by the number of driveways providing access to buildings on both sides of JJ, since the definition allows for buildings on both sides of the highway to be considered collectively. This provided an average amount of frontage on CTH JJ for each building. Once an average frontage was calculated, consideration could be given to placing a building on that frontage and a conclusion drawn about the average distance between those buildings.

Using the GIS capabilities of the Town, I determined the distance between the midpoint of Meade Street and the CTH JJ driveway for Appleton High School North is approximately 5960 feet. There are 29 driveways providing access to buildings on CTH JJ in that distance.

TRADITION AND PROGRESS
SINCE 1849

Taking properties on both sides of the highway collectively, each has an average approximate frontage of 205.5 feet. Any building with a façade greater than 5.5 feet will ensure an average distance between buildings of not more than 200 feet. Of course, each building situated along CTH JJ is greater in size than 5.5 feet; therefore, the 200 foot maximum distance between buildings established in statute should be easily met.

As you are aware, the speed limit from 800 feet east of Apple Creek Road to N. Ballard Road is already set at 35 mph. I suspect this is due to the fact that a previous determination was made that this area is a semi-urban district. Using my methodology, the average frontage for each property on that section of CTH JJ is approximately 127 feet. As such, the average distance between buildings found on those properties will obviously be less than 200 feet. It's interesting to note the area between the CTH JJ driveway to Fox Valley Lutheran High School and Apple Creek Road is very similar in density. The average frontage for properties along that section of the highway is 140 feet, yet the speed limit there is currently 45 mph.

I'm aware Corporation Counsel Guidote was going to research the legal implications associated with changing the speed limit on the section of CTH JJ in question. I did try to contact him to share my thoughts regarding reclassifying this area as a semi-urban district, though I have been unsuccessful in reaching him. Perhaps you could share this information with him. If you learn anything more from Attorney Guidote or Highway Commissioner Geurts regarding a specific methodology for determining a semi-urban district, I would be happy to reevaluate my position in that context.

I hope this information is of benefit. Again, thank you for your support in this matter.

Sincerely,



Greg Peterson
Chief of Police
Grand Chute Police Department

cc: Grand Chute Town Board
Administrator Jim March

Diana L. Janssen, District 13 Outagamie County Supervisor
1001 N. Greengrove Road
Appleton, Wisconsin 54911

Mr. Michael Berg,, Director
Northeast Region DOT
P.O. Box 28080
Green Bay, Wisconsin 5432-0080

Dear Mr. Berg,

I represent the citizens in Outagamie County who live near County JJ, many of whom support the county's recent request to lower the speed limit to 35 mph on this road from Meade Street to Lightning Drive.

I am sending you copies of letters, e-mails, as well as an *Appleton Post Crescent* article stating that the town of Grand Chute Police Chief Greg Peterson and Outagamie Sheriff Brad Gehring are in favor of lower the speed limit in this area. The Appleton Area School District also supports the lower speed limit.

I understand fully that the two County Highway Department speed studies and independent Omni speed study have not recommended that the speed be lowered to 35 mph on CTH JJ based on the state statutes governing these decisions. However, the inflexibility of these statutes does not allow local government to do what they feel is safe for its citizens. People who live near and who use the section of this road daily have a real life sense of what happens on this road better than any short term study and have expressed concern about safety issues along CTH JJ which borders Appleton North High School and Fox Valley Lutheran High School.

The Omni study points out what I believe are extenuating circumstances :

CRASH RATE: The crash rate on this road is 1.6 times the statewide average crash rate for county trunk highways and the highest crash rate is between the Appleton North high school property and Apple Creek road to the west. The study attributed this to the inexperienced (i.e. high school students) leaving the school parking lot onto JJ at peak traffic hours. High school aged motorists were involved in the majority of the crashes on this road.

SPEED: Most of the motorists on this road are traveling at speeds exceeding the speed limit. I understand that this could be improved by increased law enforcement and am going to ask the there be more law enforcement presence on this road.

PEDESTRIANS/CYCLISTS: The study notes that not many pedestrians or cyclists were along this road when they did the study in July when school was not in session. During school months, students do walk along this road from both high schools to go to the mini mall and the gas station at the corner of JJ and E. Most prudent people do not walk along this road because there is no sidewalk or path and the traffic is going too fast.

"URBANIZING AREA": The study notes that this is an urbanizing area. I have walked this entire area while campaigning over the past 4 years and it has changed a great deal in that time. Hundreds of houses and condos filled with families have been built in the area surrounding the two high schools and the building continues. Access to several of these

housing developments is off of CTH JJ which is not typical of many county roads. New neighborhoods means more drivers on this road. This is no longer the rural area it once was and is very close to becoming urban.

You should also be aware of the fact that for about 20 months there has been a serious citizen effort by a group called the North STARS to get a trail or sidewalk built along CTH JJ between the two high schools. Because both the town of Grand Chute and the city of Appleton border this road, there has been very little cooperation between the two government entities to address this problem. Progress is slow, but I believe this group will eventually be successful and get a safe way to walk and bike along this road. I also believe this will take many years. In the meantime, roadway safety is an issue.

Many of us feel that it is just a question of time before a tragic accident happens along this road as a result of the increasing volume of traffic, the inexperienced drivers, the speeding, and the many access points along this stretch of CTH JJ.

On behalf of my constituents and all the people who drive on CTH JJ, between Lightning Drive and Meade Street, I join the county in its request to lower the speed limit to 35 mph due to the extenuating circumstances cited .

Thank you for your consideration.

Sincerely,

Diana L. Janssen

Edmondson

1709 N. Racine Street
Appleton, WI 54911

August 20, 2010

Dear Members of the Outagamie Public Safety Committee:

We are unable to attend the August 24th meeting for your committee, because we must attend the parent orientation at North High School that same evening.

However, both of us wanted to let you know that we fully support reducing the speed limit, between Meade Street and Lightning Drive on JJ, to 35 mph. We also would ask that the County work with the City of Appleton to have law enforcement officers posted on a regular basis, for the purpose of speed trapping on both sides of Meade Street. The traffic on that stretch of the road is moving at a pace that exceeds the current posted speed limit.

We also wanted to take this opportunity to express our complete support for the work of North STARS regarding the completion of a trail that would allow for safer passage for pedestrians, students of both Appleton North and Fox Valley Lutheran, and cyclists along County Highway JJ, including the intersection of Meade Street and County JJ, to Ballard Road and County JJ, with additional safe cross-walks across County JJ where needed.

In closing, we ask that Public Safety Committee recommend to the full County Board that the speed limit be reduced to 35 mph. Also, please work to ensure that the above mentioned trail is constructed as soon as possible. Thank you.

Sincerely,

John and Jennifer Edmondson

August 24, 2010

Outagamie County Board
410 S Walnut Street
Appleton, WI 54911
Subject: Speed Limit CTH JJ

Dear Outagamie County Board,

Due to a prior obligation, I'm unable to attend the August 24th Board Meeting regarding the speed reduction on County JJ between Meade Street and Lighting Drive. Please accept this letter of support for the speed reduction to thirty-five mph.

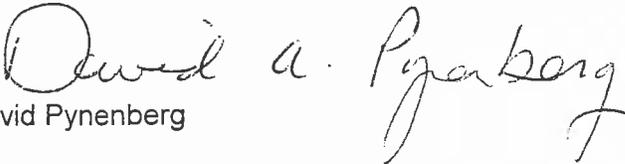
I have been a resident of 1226 Apple Creek Road since 2004, and feel the current speeds on County JJ are unsafe. Unfortunately for many drivers, forty-five mph means fifty, and fifty-five mph means sixty. I have witnessed a number of accidents on this stretch of highway and feel some of them could have been avoided with the lower speed limit.

As a father of four children, two attending Appleton North, one at Einstein and one at Huntley Elementary, JJ is the route they travel to school on a daily basis by car, bike and on foot. With two highly populated high schools between Meade Street and Lightning Drive, JJ is highly traveled during the school year by many young and inexperienced drivers. Lowering the speed limit to thirty-five mph not only makes the travel safer for drivers, but pedestrians and bikers as well.

There is also a concern with the amount of wild life along this part of JJ. Lower speeds will decrease the amount of accidents on this stretch of road by giving drivers additional time to brake for deer, turkeys and other wildlife.

Thank you for taking the time to listen to my concerns, and looking out for the well being of all youth/adults that travel County JJ.

Sincerely,


David Pynenberg

cc: Joy Hagen, North STARS

55 N Meadow Row Ct
Appleton, WI 54913

August 24, 2010

Outagamie County Board
410 S Walnut St
Appleton, WI 54911

Dear County Board Members:

Subject: 35 mph Speed Limit on CTH JJ

Please support the request to have the DOT of Wisconsin review the speed limit on CTH JJ from Lightning Drive to Meade Street. I support the implementation of a consistent 35 mph speed limit on this section of road.

Due to the unique nature of this stretch of road containing entrances to two high schools, I hope the DOT of Wisconsin will support a 35 mph speed limit. The County Highway JJ Speed Study dated July 23 sites a significantly higher number of crashes than the average for a county trunk highway, with the rate being 1.6 times the state wide average. It is stated that these crashes are due to inexperienced motorists, insufficient gaps, following too close, and inattentive driving. I think that a reduced speed limit would give young drivers more time to react in adverse circumstances.

Thank you for your careful consideration of this matter which is very important to the community on the north side of the Fox Cities.

Sincerely,



Joy Hagen
co-chair North STARS
North Fox Cities Safe Trails and Recreation Supporters

MICHAEL G. ELLIS
STATE SENATOR



19TH SENATE DISTRICT

Wisconsin State Senate

August 25, 2010

Michael Berg, Director
Northeast Region
Department of Transportation
P.O. Box 28080
Green Bay, WI 54324-0080

Dear Mike:

I am writing to urge the Department of Transportation to grant the request by local officials in Outagamie County to reduce the posted speed limit on County Road JJ in Appleton and Grand Chute.

The current posted speed limit along County JJ is 45 mph. Two high schools are located along the roadway and the largest park in Outagamie County is nearby. There is a high proportion of inexperienced teenage drivers who use the roadway to travel to the high schools. Legitimate pedestrian safety issues have been raised by local law enforcement officials and area residents.

Lowering the speed limit to 35 mph would create a safer roadway for pedestrians, bicyclists and motorists. This commonsense request is clearly warranted and should be approved as soon as possible.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael G. Ellis'.

MICHAEL G. ELLIS
State Senator
19th Senate District



To Outagamie County Supervisor Janssen,

As you know, my husband I and I have lived in a neighborhood adjacent to County JJ for 12 years. Over that time it has been VERY evident that 1.) the traffic volume has increased dramatically; and 2.) with that increased traffic volume has come an equally dramatic increase in vehicular speed. What has remained constant however is the 45mph speed limit. Thus, over time, JJ has become a very dangerous, very scary stretch of road.

I have read the studies, thanks to you. After much thought and initial frustration, I do believe the answer here is two-fold: 1. a reduction of the speed limit from 45mph to 35mph by the State; and 2.) consistent and heavy surveillance/enforcement by all the governmental units involved. If JJ becomes a "speed trap," so what??? All the better! Contrary to some beliefs, I do believe that drivers WILL change their driving speeds/habits if convinced. Heavy surveillance and a reduced speed limit will likely be successful here.

Thank you for your active interest in and support of this important effort.

Lee & John Parker
4801 Gardenwood Lane
Appleton WI 54913
920-733-5987

GRAND CHUTE

la grande chute

June 9, 2010

Ms. Judy Schuette, Chair
Highway & Solid Waste Committee
137 W. Walnut Street
Seymour, WI 54165

Dear Ms. Schuette:

The Town Board, for the Town of Grand Chute, appreciates the speed study that was conducted on County Highway JJ. However, the Town Board formally requests the existing 35 mph speed zone be extended along the entire length of County Highway JJ from Meade Street to Lightning Drive. This speed reduction is justified due to the number of pedestrians that travel this corridor as well as the close proximity of Fox Valley Lutheran and Appleton North.

This reduction in speed is supported by both High School Principals, Outagamie County Sheriff Brad Gehring, Grand Chute Police Chief Greg Peterson, the Grand Chute Town Board and a large group of local residents in that area formally known as the North Stars Group. Safety is the primary concern for this request. Since the reality of constructing an off road trail along this road segment is probably not practical at this time, this seems to be a compromise that works in the interests of greater public safety. Your prompt attention to this request would be greatly appreciated.

On behalf of the Town Board,



Jim March
Town Administrator

attachment: Police Chief's Memo on Speed Study

cc: Grand Chute Town Board
Outagamie County Highway Committee
Grand Chute Rep./County Board Supervisors
NorthStars Group Representative Joy Hagen

TRADITION^{AND} PROGRESS
SINCE 1849

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

Good idea, Corridor Study
For IJ/A as western
attachment to 441 etc.

Need sidewalks/Bike trail
A to Ballard

Look for State/Highway grants

Date: 1-17-14

Name: Ed Klee
Address: 4928 W Meade St
City: Appleton State: WI
Zip: 54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

I like the recommendations!
They need to be implemented.

A lot has been invested in this study.
Let's not waste this investment...

The county needs to take the lead in
implementation and let county residents
help advocate for complete streets
planning.

BUT don't forget to integrate the transportation
planning w/ other aspects of planning for
sustainable communities. Transportation is about
more than safety though safety is

Date: 1/12/2012

Name: Leslie Taylor

Address: 1411 E. Apple Creek

City: Appleton State: WI

Zip: 54913

most important

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

I think it is a great plan. Please work hard to make it forward! Improving safety (speed of traffic; wider shoulders) between the 2 schools is top priority

Date: 1-12-12

Name: Van Hagen

Address: 55 meadow Row Ct

City: Apopka State: FL

Zip: 32913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

WHEN TRAILS ARE BUILT, THEY ARE
USED EXTENSIVELY. TRAILS ARE
COMMUNITY BUILDERS. APPLETON'S
TRAILS ARE FEW AND DISCONTINUOUS.

DEVELOP MORE CONNECTED TRAILS

Date: 1-13-2012

Name: TOM FRANKLIN

Address: 4417 N. WINDINGBROOK DR

City: APPLETON State: WI

Zip: 54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

IT DOESN'T APPEAR THAT MUCH OF ANYTHING IS PLANNED IN THE NEAR TERM TO ADDRESS THE SAFETY CONCERNS FOR PEDESTRIANS + BICYCLISTS ON JJ BETWEEN MEANE ST AND BALLARD, INCLUSIVE OF THOSE INTERSECTIONS.

Date: 1/12/11

Name: PATRICIA NAH

Address: 31 BELLEVUE PL

City: APPLETON State: WI

Zip: 54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

The amount of hurdles to a multi-modal path seem insurmountable. Safety is always the top concern and a multi-modal path would definitely be the safest solution but a much easier ~~and~~ solution would be ~~to~~ wider and paved shoulders.

This is a great cause and a lot of hard work has made this possible

Date: _____

Name: Daniel Hagen
Address: 55 N. Meadow Row CT
City: Appleton State: WI
Zip: 54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

The proposed changes look do-able. The timelines seem to be very long. I understand that projects have to be prioritized and be funded. Nonetheless, I'd like to see the areas between the high schools receive higher priority.

Date: Jan 12, 2012

Name: Greg Steiner

Address: 363 W. Florida Ave

City: Apelton State: WI

Zip: 54911

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

Wow! Thank you all for your hard work + preparation. I think this looks great and wish it could be done tomorrow. As someone who has two young children at home + commutes to work by bicycle year-round, increasing safety along this corridor is paramount.

Perhaps there could be a way to link a multi-modal path in with Plamen park?

Thanks!

Date: 1/12/12

Name: Aaron Davliss

Address: 3040 Acorn Lane

City: Appleton State: WI

Zip: 54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

I would recommend the city of Appleton + county of Outagamie (both of which I reside in) and the city of Grand Chute agree to plans on improving city JJ more user friendly and safe.

A pedestrian path is a must with two large High Schools + residential areas. The roadway is significantly behind the other development in the area and long over due.

Date: 1-12-12

Name: Peter Barr

Address: 216 E Wentworth Lane

City: Appleton State: WI

Zip: 54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

Thank you for doing this. I live within 1 yard of County JJ. (my backyard faces Cty JJ.) I live on Bellevue Place and cannot safely ride my bike or walk out of my neighborhood. I have 3 children who are 3, 6, 8 (2012) and have lived on Bellevue since 2000. I have seen this area explode with traffic and know on a daily basis, that Cty JJ has pedestrian and bicycle traffic with all the automobile, and heavy truck traffic. I think lowering the speed limit on Cty JJ and adding roundabouts will slow traffic down and eliminate left turning lane problems. I would love a roundabout at Meade and Cty JJ. If they can do it at Winneconne and Green Bay Rd in Neenah, it can be done at this intersection too.

All of the suggested paths/ sidewalks/multimodal paths look fantastic. Please take the initiative to make this road safer for all forms of traffic.

Thank you for listening to our concerns.

Date: January 12, 2012

Name: Ingrid Nahm

Address: 31 Bellevue Place

City: Appleton State: WI

Zip: 54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

Where possible acquire green space & route bike ways / walkways through greenspace along side of road rather than ^{along} pavement / that serves cars

Date: 1-12-12

Name: *Amelia Regier*

Address:

City: *Appleton* State: *WI*

Zip: *54914*

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

I very much appreciate ~~it~~ all this work. I worry about such long time lines and how/where/when we will ever get funding.

What next? Can this be presented directly to governments involved? I would like to be assured they all are educated and begin to feel accountable to make changes for safety.

Date: 1-12-11

Name: Carla Jones

Address: 34 Bellevue Pl

City: Appleton State: WI

Zip: 54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

- Like the concept of the multimodal path. Don't like the idea that it is 5-10yrs before completion per plan.
- There are no safe options for pedestrians along the JJ corridor. At a minimum more lighting between FUL and ANHS is needed. Too many times I have driven home along JJ after dark and encountered students walking to and from FUL on the road.
- There is no legitimate reason that this cannot be done sooner than the plan indicates. Cut through the bureaucratic red tape.

Date: 01/12/2012

Name: Jared Ashland

Address: 301 E Clearfield Ln

City: Appleton State: WI

Zip: 54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

Section 1: 47 to Holland - in the concept design Road plus green space plus path is 105' - Measured from the center of Road to North^{SIDE} @ Apple Creek intersection measures approximately 45 feet - This would require removal of the present berm plus half of the pond & bring the road within 5 to 10 feet of existing homes - including mine.

Issue 2: Apple Creek & JJ intersection is a problem + the place of frequent accidents - Consider a round-about @ this location - serves 2 purposes - slow traffic + make this intersection SAFER

Issue 3: MAX speed from A to Holland 30 miles/hr.

Date: 1/12/12

Name: Ken Eiden

Address: 1306 NORTH LAKE Rd

City: Appleton State: WI

Zip: 54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

Please preserve trees & pond on North side of JJ at E. Apple Creek Rd.

Date:

1/12/11

Name:

Frank McKinney
Linda McKinney

Address:

1345 N. Lake Ct.

City:

Appleton State: WI

Zip:

54913

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

Like the pedestrian lane but
wish it were off road!

Date: _____

Name: _____

Address: _____

City: _____ State: _____

Zip: _____

Public Comment Form

CTH JJ Corridor Study

Please, use the space below to give us your thoughts on the CTH JJ corridor study Recommendations. Let us know what you like and don't like. Thank you for your support and participation. Please leave the form with us to day before you leave.

Thank you East Central for
#1 agreeing to do a study of JJ
#2 organizing all the players
#3 showing persistence
#4 doing the study!
#5 doing a great job!

Work with municipalities to do less
expensive projects within a year
of two.

Please get a municipal agreement together
and publish it so the public can
know what is going on. Please let
the public know which gov't organization (over)

Date: January 12, 2012

Name: Joy Hagen

or who, is ~~is~~ led the leader.

Address: 55 Meadow Row Ct

City: Appleton State: WI.

Zip: 54913

Consider a round-about at Meade and JJ.

Try to expand the paved shoulder between FVL and ANHS to 6 feet wide ^{on each side} in the summer of 2012.

Thank you for stating you will be looking for grant funding for pieces of this project.

Ask the schools to provide site plans ~~for~~ for multi-modal transportation.

**REPORT OF THE BOARD OF PUBLIC WORKS
Meeting of September 22, 2010**

MEMBERS PRESENT: Alderperson Clemons, Alderperson Jirschele, Alderperson Smith, City Attorney Walsh, City Clerk Hesse, Deputy Public Works Director Buetow, Facilities & Construction Manager Gazza, Finance Director Remiker, Mayor Hanna

MEMBERS EXCUSED: Alderperson Baranowski, Alderperson Brooker, Alderperson Konetzke

The Board of Public Works reports and recommends that:

1. The Salm Development Agreement BE APPROVED. (8/0)
2. The City renew the Lease of Valley Aero Modelers at the Mackville Landfill for a five-year term at \$400 per year. (8/0)
3. The contract for 2010 miscellaneous parking ramp repairs BE AWARDED to The Boldt Company in the amount not to exceed \$50,000.00. (8/0)

October 6, 2010 Council Meeting

City Clerk Cindi Hesse
Secretary

Smith moved, seconded by Brooker, the Board of Public Works Report be adopted.

ROLL CALL: Aye – 16. Motion carried.

**REPORT OF THE MUNICIPAL SERVICES COMMITTEE
Meeting of September 21, 2010**

MEMBERS PRESENT: Alderperson Dannecker, Alderperson Konetzke, Alderperson Lutz, Alderperson Plank, Alderperson Spears

MEMBERS ABSENT: None

The Municipal Services Committee reports and recommends that:

1. Proposed revisions to Municipal Code Front Yard Parking Ordinance 19-91 and 19-92.
 - a. 19-91(f)(5) Whenever practicable, the extension shall be located on the side of the driveway such that it extends toward the nearest side lot line. When such a configuration is not possible, the property owner **may install an extension no greater than four (4) feet into the greater front yard. Any extension into the greater front yard of the property that is more than four (4) feet wide may shall**

~~require seek approval from the Municipal Services Committee to add an extension into the greater front yard of the property.~~ BE APPROVED (5/0)

- b. 19-91(f)(4) The paved area is no longer than the length of the driveway, extending from the edge of the City's right-of-way to a garage, carport, or rear yard parking area or garage. **For the purpose of creating a parking lot pad, the paved area may extend along the side of a garage the principal structure on the property provided it extends no more than twenty (20) feet past the first plane of the garage and may extend to the rear plane of said structure.** BE APPROVED (5/0)

2. Rogers Avenue from Herbert Avenue to Prospect Avenue be reconstructed with asphalt and curb and gutter to a width of 33' from back of curb to back of curb, which is the same width as the existing street. BE APPROVED (4/0)
3. Truck Route and Fourth Street Reconstruction.
- a. The existing truck route designation be removed from Fourth Street between Memorial Drive and State Street, Jackman Street between State Street and Water Street, and Water Street between Jackman Street and Olde Oneida Street. BE APPROVED (4/0)
- b. Fourth Street from Memorial Drive to State Street be reconstructed with asphalt and curb and gutter to a width of 28' from back of curb to back of curb, which is the same width as the existing street. BE APPROVED (4/0)

(RESOLUTION APPROVED NOTWITHSTANDING COMMITTEE RECOMMENDATION)

4. R/B(9/1/10)/Clemons - #16-R-10/Clemons – “Resolved, that the Appleton Common Council go on record ~~that we support the results of the HWY “JJ” speed study and the implementation of recommendations contained within the study.~~ promoting and requesting inter-governmental cooperation in reducing the speed limit on CTH ‘JJ’ from Meade Street to Lightning Drive in spite of the most recent traffic study. This reduced speed limit shall stay in effect until such time as a safe bike and/or pedestrian route or trail can be put in place.” BE DENIED AS AMENDED (3/2-Aldersperson Plank, Aldersperson Spears)
5. Proposed changes in procedure for neglected sidewalk snow removal and Municipal Code Section 16-10 with one change 16-10(a) to strike “by noon” of the day following cessation of a snowfall and add **“within 36 hours”** of the day following cessation of a snowfall. BE APPROVED AS AMENDED (4/0)
6. The request from John Pellinen for a variance to the Front Yard Parking Ordinance 19-91 for the property at 726 S. State Street. BE APPROVED (4/0)
7. Amend 2010 Materials Testing Contract (M-10) with OMNNI Associates, Inc. from an amount not exceed \$107,000 to an amount not to exceed \$112,000. BE APPROVED (4/0)

October 6, 2010 Council Meeting

Alderson Konetzke

Chairperson

Baranowski moved, seconded by Smith, the Municipal Services Committee Report be adopted.

Smith requested a separate vote on Item #1.

Discussion held on the breakdown of the ordinance which addresses this issue.

Plank clarified we are just talking about paving an area, not what can be parked in these areas.

ROLL CALL ON ITEM #1: Aye – 16. ITEM #1 ADOPTED.

Smith questioned Item #5 and how the 36 hours is to be determined. What if there are snow falls 3 days in a row?

Public Works Director Vandehey responded the time starts from the last snow fall.

Clemons requested a separate vote on Item #4.

Clemons spoke on this Resolution and asked for the vote to be notwithstanding. He stated there are now two high schools in this area and the speed limits need to be reduced. He said the Grand Chute Police Chief, Grand Chute Administrator, Sheriff Gehring and Senator Mike Ellis are in favor of a reduction of speed in this area. Only the Appleton Police Chief is not supporting this.

Stueck stated as a County Supervisor who voted to reduce the speed limit, he said this was done because the residents in this area requested the reduction.

Martin asked Chief Walsh to explain why he does not support this.

Chief Walsh stated that lowering the speed has limited effectiveness and this does not affect the speed at which people drive.

Spears said all of this is a moot point and the WDOT will do what they want. Her support is to recognize that Alderperson Clemons is trying to meet the needs of his constituents.

Public Works Director Vandehey spoke on some of the facts in the Highway JJ study.

Brooker asked why not ask for governmental cooperation vs. asking for a speed reduction?

Clemons responded that there is governmental cooperation happening with respect to the proposed trail in this area.

ROLL CALL ON APPROVING RESOLUTION IN ITEM #4 NOTWITHSTANDING THE COMMITTEE RECOMMENDATION OF DENIAL: Aye – 12. Nay – 4/Konezke, Lutz, Dannecker, Brooker. MOTION CARRIED – RESOLUTION ADOPTED.

Meyer requested a separate vote on Item #5.

Meyer spoke on the enforcement changes in this procedure. He supports the 36-hour time period and said this is an improvement, especially since the warning process is being dispensed with.

Konezke explained how the 36-hour time period came about and how it will be a benefit to the citizens and will save the City money.

Martin moved, seconded by Brooker, for the previous question. Voice vote. Motion carried.

ROLL CALL ON ITEM #5: Aye – 16. ITEM #5 ADOPTED.

ROLL CALL ON BALANCE OF REPORT: Aye – 16. BALANCE OF REPORT ADOPTED.

**REPORT OF THE UTILITIES COMMITTEE
Meeting of October 6, 2010**

NLVHA HWY JJ CORIDOR CONCERNS

Nick Musson

Transportation Planner

East Central Wisconsin Regional Planning Commission

400 Ahnaip St

Suite 100

Menasha, Wisconsin 54952-3311

CC:

Outagamie County Highway Commissioner

Alvin J. Geurts

1313 Holland Road

Appleton, WI 54911

Appleton Department of Public Works

Paula Vandehey City of Appleton

100 North Appleton Street

Appleton, WI 54911

Grand Chute Town Chairman

David A. Schowalter

1900 Grand Chute Boulevard

Grand Chute WI. 54913

Re: CTH JJ Corridor Study

Nick,

Thank you for the opportunity to view the proposed CTH JJ Corridor project. The project purpose as stated was to provide for safer pedestrian passage along CTH JJ.

We as property owners affected by the proposed changes and also concerned about public safety would like to share our reactions to the proposal. . I am writing this, and making this request, representing the twenty-one property owners at North Lake Village Homeowners Association.

We have a concern about the notification process. Residents affected by the plan received no notification of the public meeting on this proposal. Is it possible that when any public entity is considering this issue that they send a written notice to all residents concerning dates, time and place of the meeting? Residents of the association respectfully would request "individual" notification since each individual owns a proportional share of the property that is adjacent to the proposed project.

Jim Clemons, district 13 Alderperson, made some important observations that appeared to receive favorable response from residents.

The objectives of the study, pedestrian safety could, to a significant degree, he stated, be accomplished by:

1. Lowering the speed limit to 30 miles per hour from Meade St to Lightning Dr. (Need Legislative & Wisconsin DOT approval)
2. Create a sidewalk on either the North or South side of the street between the above two streets.
3. Much lower taxpayer expense.
4. A less ambitious more easily and more quickly implemented plan.
5. A resident suggested restricting or limiting heavy commercial traffic between the above two streets would also help.

As a resident affected by the proposal and living between Apple Creek Road and Ballard Road we have the following additional concerns:

The supporting aerial view display at the meeting was laid out across a series of tables in the front of the room and had graphics of the proposed road overlaid on the aerial photos that showed the proposed infrastructure, road, sidewalks and modal way etc., that went well beyond existing roadway right of ways. For condominium owners the road "representation" (white lines drawn in over photos to represent new infrastructure) showed the roadway eliminating the existing berm on our private property and even encroaching on part of our pond area.

1. Does this display accurately reflect the intentions for the project?
2. If yes, would owners be subject to eminent domain proceedings in order to secure the additional roadway right of way? As owners, our property values will be drastically affected in this case and we should therefore, be informed of this intent **now** not at some future date.
3. If no, could we request that aerial photos "**with the infrastructure overlay**" **NOT** be included in the final document thereby eliminating ambiguity in the future?
4. Could we further ask that the study include written documentation as to exactly how our property may be affected, if at all?

The courtesy of your reply to the above questions is respectfully requested.

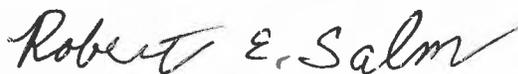
The cross section view of the project also displayed at the meeting showed an initial concept that included two lanes for traffic and a center turn lane. Additionally, on the south side of the road, it showed a sidewalk and green space. On the north side of the road it showed a modal path and 19 feet of green space the later to be used in the future for two additional lanes of traffic if/when they should be required by traffic counts. The total road and infrastructure represented 105 feet. **(Is this total correct, or is some larger number required?)**

1. Could we request that existing road way right of way markers be placed along our property at North Lake condominiums as well as markers that might reflect how the current proposal will specifically impact our property? This would help residents get a very clear idea of how this proposal will affect us and our future values and enjoyment of our residences.

Although this plan purports to represent a comprehensive long-term response to the CTH JJ corridor between CTH A and HWY 55 it made **NO** specific recommendations for the corner of CTH JJ and Apple Creek Road. Traffic incident reports for this corner may indicate that this corner is especially dangerous with many resulting accidents at this location. This already dangerous corner will be exacerbated by all the additional infrastructure proposed and result in an even more dangerous location. We believe that consideration should be given to making this a controlled intersection or round about. This concept would be consistent with the studies objectives of creating a pedestrian safe and traffic safe CTH JJ corridor.

Your consideration and reply to this communication is very much appreciated.

Sincerely,



Robert E. Salm

President NLVHA

North Lake Village Homeowners Association