MEETING:	**REGULAR MEETING OF THE VILLAGE BOARD**
DATE & TIME:	**Monday, January 20, 2025 at 7:00 PM**
LOCATION:	**Germantown Village Hall Board Room** **N112 W17001 Mequon Road**

Any member of the body and/or citizen may attend the meeting virtually through the WebEx platform, Meeting **#:2551 746 8900** Password: **RGfHMePh684** which can be accessed by phone at **408-418-9388** or by clicking the link below: **https://villageofgermantown.my.webex.com/villageofgermantown.my/j.php?MTID=mbac09c1bf900c82b3d4fd86d044402dc**

Citizens not wishing to attend the meeting personally or virtually may submit any public comments by sending an email to comments@germantownwi.gov by 4 p.m. on the day of the meeting so that it can be provided to the members of the body for their consideration. Previously recorded VillageBoard Meeting Videos can be viewed at: **https://www.youtube.com/channel/UCOYp0EgELzTCa9X_iCohyhQ**

AGENDA

I. CALL TO ORDER: *This meeting has been given public notice in accordance with Section 19.83 and 19.84, Wis. Stats, in such form that will apprise the general public and news media of subject matter that is intended for consideration and action.*

II. ROLL CALL:

III. PLEDGE OF ALLEGIANCE:

IV. PRESIDENT'S REPORT:

V. ANNOUNCEMENTS OF FORTHCOMING EVENTS OF PUBLIC INTEREST COMMITTEE AND DEPARTMENT REPORTS:

VI. CITIZEN INPUT: *(Please be advised per 19.84(2) that information and comment will be received from the public. It is the policy of this municipality that public input be limited to a three (3) minute period per person with a time extension granted at the discretion of the Chairperson. Be advised that there may be limited discussion of the information received but no action will be taken under public comments.)*

VII. CONSENT AGENDA:

A. Minutes: January 6, 2025

B. Purchase of 4 police squad cars from Ewald Ford for total purchase Price of $193,276.00.

C. Award of 2025 GIS Services to Ruekert & Mielke for an amount not to exceed $45,125.00.

D. Purchase of 2025 Wastewater pickup truck in an amount not to exceed $81,000.00.

E. Purchase of 2025 Highway Department pickup truck in an amount not to exceed $71,000.00.

F. Authorization to replace hydrants, replace valves, water main breaks, and water service repairs in 2025 up to identified amounts.

G. Village's 2025 paving plan, 10-Year Road program, and 5-Year Sealcoating Program.

H. Acceptance of the WISDOT Agricultural Road Improvement Program grant in the amount of $2,581,888.00.

VIII. UNFINISHED BUSINESS

IX. PUBLIC HEARINGS:

X. NEW BUSINESS:

A. Budget Amendment for Agricultural Road Improvement Program (ARIP) Grant

B. Budget Amendment transferring $83,901.69 of unencumbered and unspent funds from the 2024 road program.

C. Award of a professional services agreement to TADI for an update to the 2020 traffic safety study in an amount not to exceed $14,982.

D. Purchase of 2025 Highway Department patrol truck from Truck Country of Wisconsin / Burke Truck & Equipment for an amount not to exceed $311,874.38.

E. Preliminary design for Division Road including typical sections and specific improvements.

F. Inadvertent application of summer sewer service credit to 4th quarter 2024 sewer bills

G. An Ordinance Amending Section 14 (Building Code), Section (17 (Zoning Code), and Section 18 (Subdivision & Platting Code) of the Village of Germantown Municipal Code.

H. Strategy Concerning Acquisition of Properties Located Generally at the Southeast Corner of Mequon and Pilgrim Road in the Village's Village Center District. The Village Board may convene into Closed Session per Wis. Stat. § 19.85(1)(e) for the purpose of deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session, and then may reconvene into open session to take such action as it deems appropriate.

I. Exchange Agreement between Blackstone Creek, LLC and the Village for Tax Key No GTNV 211-979, GTNV 211-999 and GTNV 211-9983 located in the Village's Village Center District (generally in the area of Division Road and Main Street). The Village Board may convene into Closed Session per Wis. Stat. § 19.85(1)(e) for the purpose of deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session, and then may reconvene into open session to take such action as it deems appropriate.

XI. ADJOURNMENT:

UPON REASONABLE NOTICE, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, please contact the Village Clerk at (262)250-4745 at least 2 days prior to the meeting.

Notice is given that a majority of the Economic Development Committee, Utility Advisory Committee, Tourism Commission, and/or Senior Advisory Committee may attend this meeting to gather information about an item over

which they have decision-making responsibility. This may constitute a meeting of these bodies per State ex rel.Badke v Greendale Village Board, even though these bodies will not take formal action at this meeting.

MEETING:	**REGULAR MEETING OF THE VILLAGE BOARD**
DATE AND TIME:	**Monday, January 6, 2025 7:00 PM**
LOCATION:	**Germantown Village Hall Board Room** **N112 W17001 Mequon Road**

MINUTES

I. CALL TO ORDER: *This meeting has been given public notice in accordance with Section 19.83 and 19.84, Wis. Stats, in such form that will apprise the general public and news media of subject matter that is intended for consideration and action.*

Village President Dean Wolter called the Village Board meeting to order at 7:00 PM.

II. ROLL CALL:

Present: Trustee Terri Kaminski, Trustee Rick Miller, Trustee Robert Warren, Trustee Jolene Pieper (via WebEx), Trustee Jan Miller, Trustee Phil Hudson, President Dean Wolter, Trustee Meg Cutts
Excused: Trustee David Baum
Also Present: Village Administrator Steve Kreklow, Village Attorney Brian Sajdak, Village Clerk Donna Ott, Village Engineer Kevin Driscoll, Village Planner Jordan Yanke, Interim Police Chief Pat Merten, Community Development Director Jeff Retzlaff

III. PLEDGE OF ALLEGIANCE:

IV. PRESIDENT'S REPORT:

Village President Wolter spoke about the upcoming Visioning Session being held on January 22nd to discuss the Village Center District.

V. ANNOUNCEMENTS OF FORTHCOMING EVENTS OF PUBLIC INTEREST COMMITTEE AND DEPARTMENT REPORTS:

Trustee Jan Miller reminded the Board of the upcoming Mid-Moraine Municipal Meeting and Dinner.

VI. CITIZEN INPUT: *(Please be advised per 19.84(2) that information and comment will be received from the public. It is the policy of this municipality that public input be limited to a three (3) minute period per person with a time extension granted at the discretion of the Chairperson. Be advised that there may be limited discussion of the information received but no action will be taken under public comments.)*

Lynne Bednarz (W156N10121 Pawnee Ct) spoke regarding the budget and proposed

DRAFT

Kwik Trip.

Steven Wesolowski (W169N10427 Pheasant Run) spoke regarding 4th quarter water/sewer bill statements.

Pamela Zak (N104W16850 Thornapple Row) spoke regarding 4th quarter water/sewer bill statements.

Sarah Larson (W159N9737 Butternut Rd) spoke regarding legal contracts, proposed Kwik Trip, 4th quarter water/sewer bill statements, and thanked Trustee Hudson for his service to the Board.

Bob Soderberg (W144N9723 Elmwood Dr) thanked Trustee Hudson for his service to the Board

Melanie Smythe (N140W17938 Cedar Ln) spoke regarding property assessment, website updates, and thanked Trustee Hudson for his service to the Board.

Tom Steinbach (W204N10609 Hilltop Dr) spoke regarding the proposed noise ordinance.

Scott Hefle (W159N10514 Old Farm Rd) spoke regarding Village finances, meeting agenda packets, and thanked Trustee Hudson for his service to the Board.

Jason Giguere (W202N10462 Appleton Ave) spoke regarding the proposed noise ordinance and thanked Trustee Hudson for his service to the Board.

Lilibeth Yao (W150N10296 Windsong Cir W) thanked Trustee Hudson for his service to the Board.

VII. CONSENT AGENDA:

A. MINUTES: December 16, 2024

Motion: Approve as presented
Motioned By: Trustee Rick Miller
Seconded By: Trustee Hudson

Yes: Trustee Kaminski, Trustee Rick Miller, Trustee Warren, Trustee Pieper, Trustee Jan Miller, Trustee Hudson, President Wolter, Trustee Cutts
No: None
Abstain: None

Motion Carried by Voice Vote (Yes 8, No 0, Abstained 0)

VIII. UNFINISHED BUSINESS

DRAFT

A. Jeff Osgood, Agent for Kwik Trip, Inc., and Ben Venue Properties, Property Owner, N112W18741 Mequon Road (former PNC Bank). Kwik Trip Convenience Store Relocation from W188N10963 Maple Road. Rezoning from B-3 to B-5 and Conditional Use Permit (CUP) applications.

Motion: Approve the Rezoning and Conditional Use Permit applications as presented
Motioned By: Trustee Warren
Seconded By: Trustee Kaminski

Yes: Trustee Kaminski, Trustee Rick Miller, Trustee Warren, Trustee Pieper, President Wolter, Trustee Cutts
No: Trustee Jan Miller, Trustee Hudson
Abstain: None

Motion Carried by Roll Call Vote (Yes 6, No 2, Abstained 0)

IX. PUBLIC HEARINGS:

X. NEW BUSINESS:

A. An Ordinance Amending Section 9.07 of the Germantown Municipal Code Related to Noise Disturbances Within the Village and Creating Section 12.03 of the Germantown Municipal Code Related to Permitting Outdoor Entertainment Within the Village

Attorney Sajdak presented this item and answered questions asked by the Board. Some questions asked were regarding citation amounts, grounds for revocation or suspension of an outdoor entertainment permit.

Motion 1: Approve Ordinance Amending Germantown Municipal Code as presented
Motioned By: Trustee Rick Miller
Seconded By: Trustee Hudson

Motion 2: Postpone and send back to Public Safety Committee for more details regarding permitting and revocation
Motioned By: Trustee Jan Miller
Seconded By: Trustee Cutts

Motion 2:
Yes: Trustee Jan Miller, President Wolter, Trustee Cutts
No: Trustee Warren, Trustee Hudson, Trustee Rick Miller, Trustee Kaminski, Trustee Pieper
Abstain: None

Motion 2 Failed by Voice Vote (Yes 3, No 5, Abstained 0)

Motion 1:

DRAFT

Yes: Trustee Kaminski, Trustee Rick Miller, Trustee Warren, Trustee Hudson, President Wolter
No: Trustee Cutts, Trustee Jan Miller, Trustee Pieper
Abstain: None

Motion 1 Carried by Roll Call Vote (Yes 5, No 3, Abstained 0)

B. Revised Purchasing Policies and Ordinance to Amend Municipal Code to Reflect Revised Policies

Motion: Approve as presented
Motioned By: Trustee Warren
Seconded By: Trustee Rick Miller

Yes: Trustee Kaminski, Trustee Rick Miller, Trustee Warren, Trustee Pieper, Trustee Hudson, President Wolter
No: Trustee Jan Miller, Trustee Cutts
Abstain: None

Motion Carried by Roll Call Vote (Yes 6, No 2, Abstained 0)

C. Contracts for General Legal Services and Municipal Court Legal Services

Motion 1: Enter into an agreement with Wesolowski, Reidenbach & Sajdak for General Legal Services at the rate specified in the proposal
Motioned By: Trustee Warren
Seconded By: Trustee Kaminski

Motion 2: Add a contract for both Wesolowski, Reidenbach & Sajdak for General Legal Services and for Houseman Feind for Municipal Court Services
Motioned By: Trustee Jan Miller
Seconded By: Trustee Cutts

Motion 2:
Yes: Trustee Jan Miller, Trustee Cutts
No: Trustee Kaminski, Trustee Rick Miller, Trustee Warren, Trustee Pieper, Trustee Hudson, President Wolter
Abstain: None

Motion 2 Failed by Voice Vote (Yes 2, No 6, Abstained 0)

Motion 1:
Yes: Trustee Kaminski, Trustee Rick Miller, Trustee Warren, Trustee Pieper, Trustee Hudson, President Wolter, Trustee Cutts
No: Trustee Jan Miller
Abstain: None

Motion 1 Carried by Roll Call Vote (Yes 7, No 1, Abstained 0)

DRAFT

Motion 3: Enter into an agreement with Houseman Feind for Municipal Court Services at the rate specified in the proposal
Motioned By: Trustee Rick Miller
Seconded By: Trustee Kaminski

Motion 3:
Yes: Trustee Kaminski, Trustee Rick Miller, Trustee Warren, Trustee Pieper, Trustee Jan Miller, Trustee Hudson, President Wolter, Trustee Cutts
No: None
Abstain: None

Motion 3 Carried by Roll Call Vote (Yes 8, No 0, Abstained 0)

D. Temporary Pay Adjustment for Interim Police Chief

Motion 1: Approve 5% temporary pay adjustment as presented
Motioned By: Trustee Kaminski
Seconded By: Trustee Rick Miller

Motion 2: Approve a 7.5% temporary pay adjustment
Motioned By: Trustee Hudson
Seconded By: Trustee Jan Miller

Motion 2:
Yes: Trustee Jan Miller, Trustee Hudson
No: Trustee Kaminski, Trustee Rick Miller, Trustee Warren, Trustee Pieper, President Wolter, Trustee Cutts
Abstain: None

Motion 2 Failed by Roll Call Vote (Yes 2, No 6, Abstained 0)

Motion 1:
Yes: Trustee Kaminski, Trustee Rick Miller, Trustee Warren, Trustee Jan Miller, Trustee Hudson, President Wolter, Trustee Cutts
No: Trustee Pieper
Abstain: None

Motion 1 Carried by Roll Call Vote (Yes 7, No 1, Abstained 0)

XI. ADJOURNMENT:

Village President Wolter adjourned the Village Board meeting at 9:43 PM.

DRAFT

BUSINESS OF THE PUBLIC SAFETY COMMITTEE

GERMANTOWN, WI

MEETING DATE: January 6, 2025

AGENDA ITEM: Squad Car purchase

ITEM TITLE: Capital Item

SUBMITTED BY: Captain Patrick Merten

SUMMARY EXPLANATION:

I received 2 bids for Police Interceptor Utility AWD vehicles; one from Kayser Ford and one from Ewald's Ford.

I am requesting to order 4 squad cars that were budgeted for out of Capital, from Ewald's Ford for a purchase price of $48,319.00 per vehicle. Total purchase is $193,276.00.

ATTACHMENT: ORDINANCE___ RESOLUTION_____ OTHER__X__

RECOMMENDATION:

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Ewald Automotive Group
Chrissy Gensch | 262-673-9400 | chrissy.gensch@ewaldauto.com

Germantown Police Department

Prepared For: Captain Patrick Merten

262-253-7780

pmerten@germantownpolicewi.gov

Vehicle: [Fleet] 2025 Ford Police Interceptor Utility (K8A) AWD

Ewald Automotive Group
Chrissy Gensch | 262-673-9400 | chrissy.gensch@ewaldauto.com

Vehicle: [Fleet] 2025 Ford Police Interceptor Utility (K8A) AWD (Complete)

Quote Worksheet

	MSRP
Base Price	$49,515.00
Dest Charge	$1,595.00
Total Options	$2,860.00
Subtotal	**$53,970.00**
Subtotal Pre-Tax Adjustments	**$0.00**
Less Customer Discount	($5,651.00)
Subtotal Discount	**($5,651.00)**
Trade-In	$0.00
Subtotal Trade-In	**$0.00**
Taxable Price	**$48,319.00**
Sales Tax	$0.00
Subtotal Taxes	**$0.00**
Subtotal Post-Tax Adjustments	**$0.00**
Total Sales Price	**$48,319.00**

Comments:

2025 Ford Utility Interceptor to the specifications as detailed. Registration fees are not included. Due to current market, lead time can not be guaranteed.

Dealer Signature / Date

Customer Signature / Date

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Data Version: 23799. Data Updated: Oct 27, 2024 6:42:00 PM PDT.

Ewald Automotive Group
Chrissy Gensch | 262-673-9400 | chrissy.gensch@ewaldauto.com

Vehicle: [Fleet] 2025 Ford Police Interceptor Utility (K8A) AWD (✔ Complete)

Standard Equipment

Mechanical	
	Engine: 3.3L V6 Direct-Injection Hybrid System -inc: (136-MPH top speed) (STD) Late availability.
	Transmission: 10-Speed Automatic (STD)
	3.73 Axle Ratio (STD)
	50-State Emissions System Flexible Fuel Vehicle (FFV) system is standard equipment for vehicles equipped with the 3.3L V6 Direct-Injection engine.
	Transmission w/Driver Selectable Mode and Oil Cooler
	Automatic Full-Time All-Wheel
	Engine Oil Cooler
	92-Amp/Hr 850CCA Maintenance-Free Battery
	Hybrid Electric Motor 220 Amp Alternator
	Class III Towing Equipment -inc: Hitch
	Trailer Wiring Harness
	Police/Fire
	1670# Maximum Payload
	GVWR: 6,840 lbs (3,103 kgs)
	Gas-Pressurized Shock Absorbers
	Front And Rear Anti-Roll Bars
	Electric Power-Assist Steering
	19 Gal. Fuel Tank
	Dual Stainless Steel Exhaust
	Permanent Locking Hubs
	Strut Front Suspension w/Coil Springs
	Multi-Link Rear Suspension w/Coil Springs
	Regenerative 4-Wheel Disc Brakes w/4-Wheel ABS, Front And Rear Vented Discs, Brake Assist and Hill Hold Control
	Lithium Ion (li-Ion) Traction Battery 1.5 kWh Capacity
Exterior	
	Wheels: 18" x 8" 5-Spoke Painted Black Steel -inc: polished stainless steel hub cover and center caps
	Tires: 255/60R18 AS BSW
	Steel Spare Wheel

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Ewald Automotive Group
Chrissy Gensch | 262-673-9400 | chrissy.gensch@ewaldauto.com

Vehicle: [Fleet] 2025 Ford Police Interceptor Utility (K8A) AWD (✔ Complete)

Exterior	
	Full-Size Spare Tire Mounted Inside Under Cargo
	Clearcoat Paint
	Body-Colored Front Bumper w/Black Rub Strip/Fascia Accent and 1 Tow Hook
	Body-Colored Rear Bumper w/Black Rub Strip/Fascia Accent
	Body-Colored Bodyside Cladding and Black Wheel Well Trim
	Black Side Windows Trim and Black Front Windshield Trim
	Black Door Handles
	Black Power Side Mirrors w/Convex Spotter and Manual Folding
	Fixed Rear Window w/Fixed Interval Wiper, Heated Wiper Park and Defroster
	Deep Tinted Glass
	Speed Sensitive Variable Intermittent Wipers
	Galvanized Steel/Aluminum Panels
	Lip Spoiler
	Black Grille
	Liftgate Rear Cargo Access
	Tailgate/Rear Door Lock Included w/Power Door Locks
	Auto On/Off Projector Beam Led Low/High Beam Headlamps
	LED Brakelights
Entertainment	
	Radio w/Seek-Scan and Speed Compensated Volume Control
	Radio: AM/FM/MP3 Capable -inc: 100 watt siren/speaker prep kit, clock, 4 speakers, 1 USB port and 8" color LCD screen center-stack smart display, supports Android Auto and Apple CarPlay and fleet telematics modem Allows data to be provided to support Ford Pro telematics and data services via optional subscription, including but not limited to vehicle location, speed, idle time, fuel, vehicle diagnostics and maintenance alerts. Device enables optional telematics services through Ford or authorized providers via paid subscription. Subscribe at https://fordpro.com/en-us/telematics/ or call 1-833-811-FORD (3673).
	SYNC Phoenix Communication & Entertainment System -inc: hands-free voice command support compatible w/most Bluetooth connected mobile devices, 911 Assist, VHR, SYNC Services, AppLink, Bluetooth, steering wheel controls, USB port and auxiliary input jack
	Integrated Roof Antenna
	1 LCD Monitor In The Front
Interior	
	8-Way Driver Seat

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Vehicle: [Fleet] 2025 Ford Police Interceptor Utility (K8A) AWD (✔ Complete)

Interior	
	Passenger Seat
	35-30-35 Folding Split-Bench Front Facing Fold Forward Seatback Rear Seat
	Manual Tilt/Telescoping Steering Column
	Gauges -inc: Speedometer, Odometer, Engine Coolant Temp, Tachometer, Engine Hour Meter, Traction Battery Level, Trip Odometer and Trip Computer
	Power Rear Windows and Fixed 3rd Row Windows
	Remote Keyless Entry
	Remote Releases -Inc: Power Cargo Access
	Cruise Control w/Steering Wheel Controls
	Dual Zone Front Automatic Air Conditioning
	Rear HVAC
	HVAC -inc: Underseat Ducts
	Locking Glove Box
	Driver Foot Rest
	Unique HD Cloth Front Bucket Seats w/Vinyl Rear -inc: reduced bolsters, 6-way power track driver seat (fore/aft, up/down, tilt w/manual recline, 2-way manual lumbar), 8-way power track passenger seat w/2-way power recline and 2-way power lumbar and built-in steel intrusion plates in both driver/passenger seatbacks
	Interior Trim -inc: Metal-Look Instrument Panel Insert, Metal-Look Door Panel Insert and Metal-Look Interior Accents
	Full Cloth Headliner
	Urethane Gear Shifter Material
	Day-Night Rearview Mirror
	Driver And Passenger Visor Vanity Mirrors
	Mini Overhead Console w/Storage and 2 12V DC Power Outlets
	Front And Rear Map Lights
	Fade-To-Off Interior Lighting
	Full Vinyl/Rubber Floor Covering
	Carpet Floor Trim
	Cargo Features -inc: Cargo Tray/Organizer
	Cargo Space Lights
	Fleet Telematics Modem Tracker System
	Dashboard Storage, Driver And Passenger Door Bins

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Vehicle: [Fleet] 2025 Ford Police Interceptor Utility (K8A) AWD (✔ Complete)

Interior	
	Power 1st Row Windows w/Driver And Passenger 1-Touch Up/Down
	Delayed Accessory Power
	Power Door Locks
	Driver Information Center
	Redundant Digital Speedometer
	Trip Computer
	Digital/Analog Appearance
	Seats w/Vinyl Back Material
	Manual Adjustable Front Head Restraints and Manual Adjustable Rear Head Restraints
	Perimeter Alarm
	2 12V DC Power Outlets
	Air Filtration
Safety-Mechanical	
	Electronic Stability Control (ESC) And Roll Stability Control (RSC)
	ABS And Driveline Traction Control
Safety-Exterior	
	Side Impact Beams
Safety-Interior	
	Dual Stage Driver And Passenger Seat-Mounted Side Airbags
	Reverse Sensing System Rear Parking Sensors
	BLIS (Blind Spot Information System) Blind Spot
	Pre-Collision Assist with Pedestrian Detection
	Collision Mitigation-Front
	Collision Mitigation-Rear
	Tire Specific Low Tire Pressure Warning
	Dual Stage Driver And Passenger Front Airbags
	Curtain 1st And 2nd Row Airbags
	Airbag Occupancy Sensor
	Passenger Knee Airbag
	Rear Child Safety Locks

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Ewald Automotive Group
Chrissy Gensch | 262-673-9400 | chrissy.gensch@ewaldauto.com

Vehicle: [Fleet] 2025 Ford Police Interceptor Utility (K8A) AWD (✔ Complete)

Safety-Interior	
	Outboard Front Lap And Shoulder Safety Belts -inc: Rear Center 3 Point, Height Adjusters and Pretensioners
	Back-Up Camera w/Washer
WARRANTY	
	Basic Years: 3 Basic Miles/km: 36,000 Drivetrain Years: 5 Drivetrain Miles/km: 100,000 Corrosion Years: 5 Corrosion Miles/km: Unlimited Hybrid/Electric Components Years: 8 Hybrid/Electric Components Miles/km: 100,000 Roadside Assistance Years: 5 Roadside Assistance Miles/km: 60,000

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Ewald Automotive Group
Chrissy Gensch | 262-673-9400 | chrissy.gensch@ewaldauto.com

Vehicle: [Fleet] 2025 Ford Police Interceptor Utility (K8A) AWD (✔ Complete)

Selected Model and Options

MODEL

CODE	MODEL	MSRP
K8A	2025 Ford Police Interceptor Utility AWD	$49,515.00

COLORS

CODE	DESCRIPTION
UM	Agate Black

ENGINE

CODE	DESCRIPTION	MSRP
99C	Engine: 3.0L V6 EcoBoost -inc: (148-MPH top speed), Deletes regenerative braking and lithium-ion battery pack; adds 250-amp alternator and replaces 19-gallon tank w/21.4-gallon tank, 3.31 Axle Ratio	$950.00

TRANSMISSION

CODE	DESCRIPTION	MSRP
44U	Transmission: 10-Speed Automatic (44U)	$0.00

OPTION PACKAGE

CODE	DESCRIPTION	MSRP
500A	Order Code 500A	$0.00

AXLE RATIO

CODE	DESCRIPTION	MSRP
___	3.31 Axle Ratio	Inc.

PRIMARY PAINT

CODE	DESCRIPTION	MSRP
UM	Agate Black	$0.00

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Ewald Automotive Group
Chrissy Gensch | 262-673-9400 | chrissy.gensch@ewaldauto.com

Vehicle: [Fleet] 2025 Ford Police Interceptor Utility (K8A) AWD (✔ Complete)

SEAT TYPE

CODE	DESCRIPTION	MSRP
9W	Charcoal Black, Unique HD Cloth Front Bucket Seats w/Vinyl Rear -inc: reduced bolsters, 6-way power track driver seat (fore/aft, up/down, tilt w/manual recline, 2-way manual lumbar), 8-way power track passenger seat w/2-way power recline and 2-way power lumbar and built-in steel intrusion plates in both driver/passenger seatbacks	$0.00

ADDITIONAL EQUIPMENT - EXTERIOR

CODE	DESCRIPTION	MSRP
153	Front License Plate Bracket	$0.00
21L	Front Warning Auxiliary LED Lights -inc: driver side - red/passenger side - blue	$580.00
51P	Driver Only Spot Lamp Prep Kit -inc: Does not include spot lamp housing and bulb	$140.00
59E	Keyed Alike - 1435x	$50.00
66A	Front Headlamp Lighting Solution -inc: LED low beam/high beam headlamp, wig-wag function and (2) red/blue/white LED side warning lights in each headlamp (factory configured: driver's side white/red/passenger side white/blue), Wiring and LED lights included (in headlamps only; grille lights not included), Controller not included, Grille LED Lights, Siren & Speaker Pre-Wiring	$900.00

ADDITIONAL EQUIPMENT - INTERIOR

CODE	DESCRIPTION	MSRP
18D	Global Lock/Unlock Feature -inc: Door-panel switches will lock/unlock all doors and rear liftgate, Eliminates the 45-second liftgate lock release + paitro timer, Overhead liftgate button and blue liftgate release button on key fob will not have any function when pressed w/this option	$0.00
60R	Noise Suppression Bonds (Ground Straps)	$100.00
68G	Rear-Door Controls Inoperable -inc: Locks, handles and windows, Can manually remove window or door disable plate w/special tool, Locks/windows operable from driver's door switches	$80.00
85R	Rear Console Plate -inc: Contours through 2nd row; channel for wiring	$60.00
	Options Total	**$2,860.00**

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Data Version: 23799. Data Updated: Oct 27, 2024 6:42:00 PM PDT.

Ewald Automotive Group
Chrissy Gensch | 262-673-9400 | chrissy.gensch@ewaldauto.com

Vehicle: [Fleet] 2025 Ford Police Interceptor Utility (K8A) AWD (✔ Complete)

Price Summary

PRICE SUMMARY

	MSRP
Base Price	$49,515.00
Total Options	$2,860.00
Vehicle Subtotal	$52,375.00
Destination Charge	$1,595.00
Grand Total	**$53,970.00**

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Data Version: 23799. Data Updated: Oct 27, 2024 6:42:00 PM PDT.

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Award of 2025 GIS Services to Ruekert & Mielke for an amount not to exceed $45,125.00.

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

GIS services and associated fees for 2025. Budgets for each category are shown in the attachment, with descriptions on the following pages. Core Services and Tool Suites will be charged a flat fee. Maintenance will be charged as Time and Material and will not exceed the amount that is listed unless approved by the Village.

ATTACHMENT:

1. Germantown 2025 GIS Annual Services Agreement

STAFF RECOMMENDATION:

Staff recommends the approval of GIS services agreement with Ruekert-Mielke not to exceed $45,125.00.

ACTION BY Committee:

AssetAlly
W233 N2080 Ridgeview Parkway, Waukesha, WI 53188-1020 262-542-5733

December 19, 2024

Mr. Matthew Mortwedt
Director of Public Works
Village of Germantown
P.O. Box 337
Germantown, WI 53022

Re: 2025 GIS Annual Services Agreement

Dear Matthew,

In preparation for your upcoming budgeting effort, we present to you our recommended GIS services and associated fees for 2025. Budgets for each category are shown below, with descriptions on the following pages. Core Services and Tool Suites will be charged a flat fee. Maintenance will be charged as Time and Material and will not exceed the amount that is listed unless approved by the Village.

Category	Annual Fee
GIS Core Services	**$11,700**
Engineering, Streets, Wastewater, and Water Funds	$2,925 x 4
Tool Suites	**$18,125**
Storm Suite, Streets/Highway Suite, & Sanitary Suite	$4,000 x 3
Water Suite + Water Meter Tool	$6,125
Category	
GIS Maintenance	**$15,300**
• Engineering Fund	$3,100
• Streets Fund	$3,100
• Wastewater Fund	$3,100
• Water Fund	$6,000
Total 2025 Budget (Excluding GIS Software Update Transition Costs)	**$45,125**
GIS Software Upgrade Estimates	
GIS Software Upgrade	$35,000
Esri Licenses	$9,000
Total GIS Software Upgrade Estimate (Q2 of 2025)	**$44,000**

GIS Core Services

Services provided by Ruekert & Mielke, Inc. (R/M) under GIS Core Services are summarized below:

1. Hardware & Software – R/M will ensure its platform, networking, and hardware resources meet or exceed industry standards for performance and security. Routine software updates may be completed.
2. Facilities - Provide a physically safe, secure, and climate-controlled Amazon data center where data and equipment are resistant to natural disaster or malicious attack.
3. Data Storage – Provide expandable, secure, data storage for any municipal data such as CCTV data, inspection photos, documents, as-builts, and more.
4. Backups – Maintain a rigorous backup plan to minimize the risk of data loss due to user error or hardware failure.
5. Troubleshooting – R/M will make reasonable efforts to resolve errors or technical issues. Client understands R/M cannot guarantee a complete or immediate resolution due to circumstances outside of R/M's control such as software bugs, unforeseen use cases, etc.
6. IT Services – Provide human resources for the management, optimization, and research for all the above services.
7. Access to GIS Customer Success Managers.

Tool Suites Subscription

The Tool Suites subscription gives you continual access to hosted tools in your GIS site. Updates and upgrades result from the feedback we receive from the communities we service. Each tool within a suite may have automatic updates and upgrades that occur throughout the year.

Tool Suites give you several utility-related tools at a discounted price.

Important GIS Software Update

Esri is discontinuing support for some of the programs that your current Geocortex software uses to run. They are requiring that everyone moves to their new licensing model and latest technology by the end of 2026. We expect our applications to continue working after support has ended, but only for a limited time. After Esri's technology shift, the old software applications won't receive support or updates.

To prepare for this transition, we have provided a general estimate based on the anticipated update effort and the current number of active GIS user accounts. Additional data review will determine more accurate estimates specific to Germantown and their software needs. We will be working with you and your staff to move your technology forward. Your Customer Success Manager will be reaching out with additional information soon.

The above-described professional services will be provided to you in accordance with the attached three-page **RM Standard Terms & Conditions** dated January 1, 2024, which are made part of this agreement by reference. Please indicate your acceptance of this agreement by having the appropriate authorized official(s) affix their signature(s) where indicated and returning one fully executed copy to our office.

We appreciate the opportunity to serve you and welcome your feedback and ideas on how we can provide even greater products and services. If you have any questions regarding our services and fees, please contact our office.

Respectfully,

RUEKERT & MIELKE, INC.

Savannah Thomas
GIS Customer Success Manager
sthomas@ruekert-mielke.com

SRT:cal

cc: Jerad Wegner, P.E., Ruekert & Mielke, Inc.
07-10007

2025 GIS ANNUAL SERVICES AGREEMENT
Between Village of Germantown
and
Ruekert & Mielke, Inc.
Dated December 19, 2024

CLIENT:	CONSULTANT:
Village of Germantown	Ruekert & Mielke, Inc.
Signature: _____	Signature: Jason P. Lietha Digitally signed by Jason P. Lietha Date: 2024.12.20 08:22:57 -06'00'
	Jason P. Lietha, P.E.
Title: _____	Title: Vice President
Date: _____	Date: December 19, 2024
Designated Representative:	Designated Representative:
Name: _____	Name: Savannah Thomas
Title: _____	Title: GIS Customer Success Manager
Phone Number: _____	Phone Number: (262) 288-1381

A. Standards of Performance

The standard of care for all Consultant services performed or furnished Consultant under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Consultant makes no warranties, express or implied, under this Agreement or otherwise, in connection with Consultant's services.

B. Designated Representatives

With the execution of this Agreement, Consultant and Client shall designate specific individuals to act as Consultant's and Client's representatives with respect to the services to be performed or furnished by Consultant and duties and responsibilities of Client under this Agreement. Such individuals shall have authority to transmit instructions, receive information, and render decisions relative to the Assignment on behalf of the respective party whom the individual represents.

C. Payments to Consultant

Invoices will be prepared in accordance with Consultant's standard invoicing practices and will be submitted to Client by Consultant monthly, unless otherwise agreed. Invoices are due and payable within 30 days of receipt. If Client fails to make any payment due Consultant for services and expenses within 30 days after receipt of Consultant's invoice therefore, the amounts due Consultant will be increased at the rate of 1.0% per month (or the maximum rate of interest permitted by law, if less) from said thirtieth day. In addition, Consultant may, after giving seven days written notice to Client, suspend services under this Agreement until Consultant has been paid in full all amounts due for services, expenses, and other related charges. Consultant's standard hourly rates are subject to annual adjustment.

D. Ownership and Reuse of Documents

All documents and services prepared or furnished by Consultant pursuant to this Agreement are instruments of service, and Consultant shall retain an ownership and property interest therein (including the copyright and the right of reuse) whether or not the Project is completed. Consultant grants Client a limited license to use the deliverable documents on the Project, extensions of the Project, and for related uses of the Client, subject to receipt by Consultant of full payment due and owing for all services relating to preparation of the documents. Such limited license shall not create any rights in third parties. Reuse of any documents pertaining to this Agreement by Client shall be at Client's sole risk; and Client agrees to indemnify, defend, and hold Consultant harmless from all claims, damages, and expenses including reasonable attorney's fees arising out of such reuse of documents by Client or by others acting through Client.

E. Permits and Approvals

It is the responsibility of the Client to obtain all necessary permits and approvals for the Project. Consultant will assist the Client in obtaining permits and approvals as mutually agreed to in writing.

F. Opinions of Probable Cost

Consultant's opinions of probable construction cost (if any) are to be made on the basis of Consultant's experience, qualifications, and general familiarity with the construction industry. However, because Consultant has no control over the cost of labor, materials, equipment, or services furnished by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction cost prepared by Consultant. If Client requires greater assurance as to probable construction costs, then Client agrees to obtain an independent cost estimate.

G. Client and Third Party Provided Information

Consultant shall have the right to rely on the accuracy of any information provided by Client and third parties. Consultant will not review this information for accuracy.

H. Access

Client shall arrange for safe access to and make all provisions for Consultant and Consultant's subconsultants to enter upon public and private property as required for Consultant to perform services under this Agreement.

I. Construction Observation

Consultant will observe the work as agreed to for general compliance with the construction documents. Consultant shall not at any time supervise, direct, control, or have authority over any contractor's work, nor shall Consultant have authority over or be responsible for the means, methods, techniques, sequences, or procedures of construction selected or used by any contractor, or the safety precautions and programs incident thereto, for security or safety at the Project site, nor for any failure of a contractor to comply with laws and regulations applicable to that contractor's furnishing and performing of its work. Consultant shall not be responsible for the acts or omissions of any contractor. Consultant has no stop work authority. Consultant shall not be responsible for any decision made regarding the construction contract requirements, or any application, interpretation, clarification, or modification of the construction contract documents, other than those made by Consultant.

J. Environmental

The parties acknowledge that Consultant's services do not include any services related to unknown or undisclosed Constituents of Concern. Consultant assumes no liability for the detection or removal of any hazardous substances found at or adjacent to the Project site.

K. Termination of Contract

1. Either party may at any time terminate this Agreement with 7 days written notice for cause in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party.

2. Client may terminate this Agreement for convenience with 30 days written notice, or the Project may be suspended by Client with 30 days written notice.

3. Consultant may terminate this Agreement for cause with 7 days written notice (a) if Consultant is requested to furnish or perform services contrary to Consultant's responsibilities as a licensed professional, (b) if Consultant's services are delayed or suspended for more than 90 days for reasons beyond Consultant's control, (c) if payment due Consultant remains unpaid for 90 days, or (d) as the result of the presence of undisclosed Constituents of Concern. Consultant will have no liability to Client on account of any termination by Consultant for cause.

4. In the event of any termination, Client shall pay to Consultant all amounts owing to Consultant under this Agreement, for all work performed up to the effective date of notice.

L. Insurance

Consultant will maintain insurance at a minimum in the amounts following. Insurance certificates will be provided if requested by Client.

- General Liability — $1,000,000 Each Occurrence / $2,000,000 General Aggregate
- Auto Liability — $1,000,000 Combined Single Limit
- Workers Compensation — Statutory
- Employers Liability — $1,000,000 Each Accident / $1,000,000 Each Employee / $1,000,000 Policy Limit
- Umbrella — $1,000,000 Occurrence / Aggregate
- Professional Liability — $1,000,000 Per Claim / Aggregate

M. Indemnification and Allocation of Risk

1. To the fullest extent permitted by law, Consultant shall indemnify and hold harmless Client, Client's officers, directors, partners, and employees from damages and judgments (including reasonable fees), but only to the extent caused by any negligent act or omission of Consultant or Consultant's officers, directors, partners, employees, and subconsultants in the performance of Consultant's services under this Agreement.

2. To the fullest extent permitted by law, Client shall indemnify and hold harmless Consultant, Consultant's officers, directors, partners, employees, and subconsultants from damages and judgments (including reasonable fees), but only to the extent caused by any negligent act or omission of Client or Client's officers, directors, partners, employees, and consultants with respect to this Agreement.

3. To the fullest extent permitted by law, a party's total liability to the other party and anyone claiming by, through, or under the other party for any cost, loss, or damages caused in part by the negligence of the party and in part by the negligence of the other party or any other negligent entity or individual, will not exceed the percentage share that the party's negligence bears to the total negligence of Client, Consultant, and all other negligent entities and individuals.

4. The indemnification provision of paragraph M.1. is subject to and limited by the provisions agreed to by Client and Consultant in paragraph N. "Limit of Liability," of this Agreement.

N. Limit of Liability

To the fullest extent permitted by law, the total liability, in the aggregate, of Consultant and Consultant's officers, directors, partners, employees, agents, and subconsultants, or any of them to Client and anyone claiming by, through, or under Client, for any and all injuries, losses, damages and expenses, whatsoever arising out of, resulting from, or in any way related to this Agreement from any cause or causes including but not limited to the negligence, professional errors or omissions, strict liability or breach of contract or warranty, express or implied, of Consultant or Consultant's officers, directors, partners, employees, agents, and subconsultants, or any of them, shall not exceed the total amount of $1,000,000, or the Consultant's total fee for services rendered on this project, whichever is greater. It is intended that this limitation apply to any and all liability or cause of action, including without limitation active and passive negligence, however alleged or arising, unless otherwise prohibited by law. In no event shall the Consultant's liability exceed the amount of available insurance proceeds.

O. Consequential Damages

To the fullest extent permitted by law, Client and Consultant waive against each other, and the other's employees, officers, directors, members, agents, insurers, partners, consultants and subconsultants, any and all claims for or entitlement to special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to this Agreement, any Task Order, or a Specific Project, from any cause or causes. Such excluded damages include but are not limited to loss of profits or revenue; loss of use or opportunity; loss of good will; cost of substitute facilities, goods, or services; and cost of capital.

P. Third Party Beneficiaries

All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of Client and Consultant and not for the benefit of any other party. Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either Client or the Consultant. Consultant's services under this Agreement are being performed solely for the Client's benefit, and no other entity shall have any claim against Consultant because of this Agreement or the performance or nonperformance of services hereunder. Client agrees to include a provision in all contracts with contractors and other entities involved in this Project to carry out the intent of this paragraph.

Q. Severability and Waiver of Provisions

Any provision or part of the Agreement held to be void or unenforceable under any Laws or Regulations shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon Client and Consultant, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision. Non-enforcement of any provision by either party shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

R. Hold Harmless

Consultant's commitments as set forth in this Agreement are based on the expectation that all of the services described in this Agreement will be provided. In the event Client later elects to reduce the Consultant's scope of services, Client hereby agrees to release, hold harmless, defend and indemnify Consultant from any and all claims, damages, losses, or costs associated with or arising out of such reduction in services.

S. Consultant's Services

Consultant's Services do not include: (1) serving as a "municipal advisor" for purposes of the registration requirements of Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (2010) or the municipal advisor registration rules issued by the Securities and Exchange Commission; (2) advising Client, or any municipal entity or other person or entity, regarding municipal financial products or the issuance of municipal securities, including advice with respect to the structure, timing, terms, or other similar matters concerning such products or issuances; (3) providing surety bonding or insurance-related advice, recommendations, counseling, or research, or enforcement of construction insurance or surety bonding requirements; or (4) providing legal advice or representation.

T. Changed Conditions

If, during the term of this Agreement, circumstances or conditions that were not originally contemplated by or known to the Consultant are revealed, to the extent that they affect the scope of services, compensation, schedule, allocation of risks or other material terms of this Agreement, the Consultant may call for renegotiation of appropriate portions of this Agreement. The Consultant shall notify the Client of the changed conditions necessitating renegotiation, and the Consultant and the Client shall promptly and in good faith enter into renegotiation of this Agreement to address the changed conditions. If terms cannot be agreed to, the parties agree that either party has the right to terminate this Agreement in accordance with the Termination provision hereof.

U. Delays

Consultant shall not be liable for any loss or damage arising directly or indirectly from any delays for causes beyond the Consultant's control. For purposes of this Agreement, such causes include, but are not limited to, strikes or other labor disputes; severe weather disruptions or other natural disasters or acts of God; fires, riots, war or other emergencies; pandemics, failure of any government agency to act in timely manner; failure of performance by the Client or the Client's contractors or consultants; or discovery of any hazardous substances or differing site conditions. If the delays resulting from any such causes increase the cost or time required by the Consultant to perform its services in an orderly and efficient manner, the Consultant shall be entitled to a reasonable adjustment in schedule and compensation.

V. Entire Agreement

This Agreement is the entire Agreement between the Client and the Consultant. It supersedes all prior communications, understandings and agreements, whether oral or written. Amendments to this Agreement must be in writing and signed by both the Client and the Consultant.

W. Assignment

Neither party to this Agreement shall transfer, sublet, or assign any rights or duties under or interest in this Agreement, including but not limited to monies that are due or monies that may be due, without the prior written consent of the other party. Subcontracting to subconsultants normally contemplated by the Consultant as a generally accepted business practice shall not be considered an assignment for purposes of this Agreement.

X Dispute Resolution

Client and Consultant agree to negotiate all disputes between them in good faith for a period of 60 days from the date of notice, prior to invoking mediation. Subsequent to negotiation, Client and Consultant agree to submit any and all unsettled claims, counterclaims, disputes, and other matters in questions between them arising out or relating to this Agreement or the breach thereof ("disputes") to mediation as a condition precedent to litigation. Client and Consultant agree to participate in the mediation process in good faith and on a confidential basis.

Y. Governing Law

This Agreement will be governed by the laws of the state in which the project is located.

Z. Definitions

1. Contractor - Any person or entity (not including the Consultant, its employees, agents, representatives, subcontractors, and subconsultants), performing or supporting construction activities relating to the Project, including but not limited to contractors, subcontractors, suppliers, Client's work forces, utility companies, construction managers, testing firms, shippers, and truckers, and the employees, agents, and representatives of any or all of them.

2. Constituent of Concern – any substances, including without limitation asbestos, asbestos-containing materials, toxic or hazardous substances, PFASs, PCBs, combustible gases and materials, petroleum or radioactive materials (as each of these is defined in applicable state, provincial or federal statutes), pollutants, viruses, bacteria or pathogens of any kind, or any other substances under any conditions and in such quantities as would pose a substantial danger to persons or property exposed to such substances at or near the Project site.

END OF DOCUMENT

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Purchase of 2025 Wastewater pickup truck in an amount not to exceed $81,000.00.

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

Funds were allocated as part of the 2025 Wastewater budget in the amount of $81,000.00 for the replacement of truck 555. Due to limited availability and high demand, General Motors has opened a very small commercial purchasing window each of the last four years. These commercial purchasing windows have in the past been opened and sold out within a single day. In recent years, this practice has made our competitive pricing and parliamentary procedure almost impossible to achieve.

Staff has been informed that short purchasing windows could again be a possibility this year. If time allows, it is staff's intension to request competitive pricing from several vendors. If the commercial purchasing window is limited like some recent years, staff would purchase directly from Ewald to ensure we have a vehicle available to us. Ewald has been able to provide vehicles to the Village through the state bid contract throughout the recent, difficult, purchasing years. To ensure that the village is prepared to purchase the 2026 **model year** pick-up truck, staff is requesting authorization to purchase a pick-up truck in an amount not to exceed $81,000.00.

ATTACHMENT:

STAFF RECOMMENDATION:

Staff recommends the purchase of a 2026 model year pick-up truck in an amount not to exceed $81,000.00, and to forward this request onto the Village Board with a positive recommendation. If approved, the funds shall be allocated from the Wastewater Utility capital account: 60000000-185000.

ACTION BY Committee:

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Purchase of 2025 Highway Department pickup truck in an amount not to exceed $71,000.00.

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

Funds were allocated as part of the 2025 Parks Department budget in the amount of $71,000.00 for the replacement of a pick-up truck. Due to limited availability and high demand General Motors has opened a very small commercial purchasing window each of the last four years. These commercial purchasing windows have in the past been opened and sold out within a single day. In recent years, this practice has made our competitive pricing and parliamentary procedure almost impossible to achieve.

Staff has been informed that short purchasing windows could again be a possibility this year. If time allows, it is staffs intension to request competitive pricing from several vendors. If the commercial purchasing window is limited like some recent years, staff would purchase directly from Ewald to ensure we have a vehicle available to us. Ewald has been able to provide vehicles to the village throughout the recent difficult purchasing years and has been an awarded vendor during previous competitive pricing processes. To ensure that the village is prepared to purchase the 2026 **model year** pick-up truck, staff is requesting authorization to purchase a pick-up truck in an amount not to exceed $71,000.00.

ATTACHMENT:

STAFF RECOMMENDATION:

Staff recommends the purchase of a 2026 model year pick-up truck in an amount not to exceed $71,000.00, and to forward this request onto the Village Board with a positive recommendation. If approved, the funds shall be allocated from the Parks Department capital account: 40564000-592200.

ACTION BY Committee:

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Authorization to replace hydrants, replace valves, water main breaks, and water service repairs in 2025 up to identified amounts.

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

The Water Utility is requesting an open PO on a time and material basis for hydrant replacements, water main and water lateral repairs, gate valve repairs and hard scape restoration. This is an ongoing replacement program and for emergency repairs as we identify old, malfunctioning areas and upgrading water infrastructure. This would also include resupply of underground materials.

ATTACHMENT:

STAFF RECOMMENDATION:

Staff recommends authorizing water utility staff to:

- Hire as needed contract services for the replacement of hydrants, lead, valve assembly and hardscape restoration not to exceed $215,000.00 from account #550642000-531730.
- Hire as needed contract services for water lateral repair and hardscape restoration not to exceed $50,000.00 from account # 50642000-531770.
- Hire as needed contract services for the repair of water mains, gate valve repair and hardscape restoration not to exceed $150,000.00 from account #50-742-530-6730.

ACTION BY Committee:

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Village's 2025 paving plan, 10-Year Road program, and 5-Year Sealcoating Program.

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

Staff is presenting the Updated Annual Road Program for review and discussion. In previous years a 5-year outlook was provided for the Paving Projects and Seal Coating Projects. This year staff is introducing a 10-year list of Paving Projects, and a 5-year list of Seal Coating projects. These lists are attached. The award of the WisDOT Agricultural Road Improvement Program selection is reflected in the attached plan.

The prioritization is based on road condition, known as the Pavement Surface Evaluation and Ratings. These are commonly referred to as “PASER ratings” where these ratings go from 1 to 10. A PASER=10 is new condition, and a PASER=1 is very poor and needs replacement. These PASER ratings are posted on the Village’s website: https://www.germantownwi.gov/262/PASER-Reports

Roads with PASER <4 are prioritized, where roads with PASER=3 are the predominant road classification included on the list for pulverize and reconstruct, with select excavation below subgrade. Mill and Overlay projects are also identified for roads, where the major subgrade and base work is not required, however select excavation below subgrade is included.

The Seal Coating work is for roads where the PASER rating typically ranges from 5~8. This Seal Coating work is to extend the life cycle of the roads and reduce the rate of pavement deterioration. This Seal Coating of roads is a common practice incorporated throughout Wisconsin and the region, and Village staff recommends continuing with seal coating as part of the Village’s pavement management system.

ATTACHMENT:

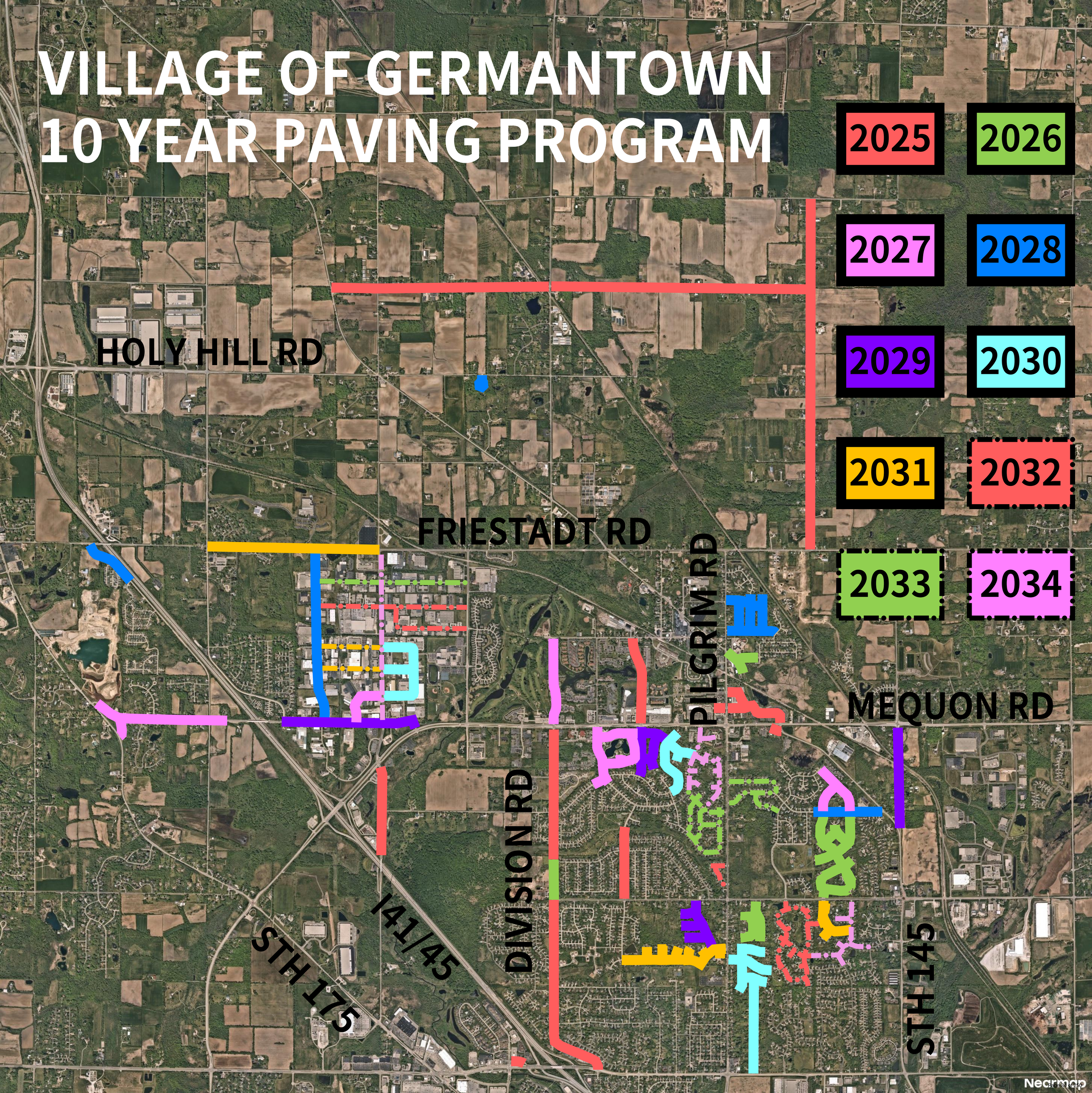
1. Ex A - 10 Year Road 2025-2035
2. 5 Year Sealcoat 2025-2029

STAFF RECOMMENDATION:

Positive recommendation to the Village Board for approval of the 2025 paving plan, the 10-Year Road program, and the 5-Year Seal Coat program.

ACTION BY Committee:

VILLAGE OF GERMANTOWN
10 YEAR PAVING PROGRAM



2025 - PAVING PROGRAM

Reconstruction Modifier*: $107/LF
Mill & Overlay Modifier*: $87/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Maple Road	Lannon Rd	I41 Bridge	2750	3	$239,250.00	Mill and Overlay
Emmer Rd	River Crest Dr	CTH Q	750	4	$80,250	
Sylvan	Pilgrim Rd	Montgomery Dr	850	3	$432,000.00	Montgomery Square/Catie Vista
Montgomery	Sylvan Cir	Mequon Rd	1450	3		
Francese	Sylvan Cir	Pilgrim Rd	520	3		Significant Curb/Drainage Work
Francese	Pilgrim Rd	Termini	390	3		
Wagon Tr	Jefferson Ditch	Donges Bay Rd	2000	3	$500,000.00	Significant Curb Work
Squire Drive	Mequon Rd	Main St	2600	4	$270,741.50	Mill & Overlay
					-$63,000.00	LRIP Reimbursement
Old 145	STH 145	Termini	422	3	$46,420.00	Use as an alternate if needed.
Pleasant View Drive	Friestadt Rd	Bonniwell Rd	10560	3	$300,000.00	ONLY IF RECEIVED ARIP 90/10 FUNDING. INCLUDES CULVERT WORK.
Rockfield Road	Division Rd	Pleasant View Dr	7920	3		
Catchbasin on Park					$15,000.00	Install Catchbasin on Park Ave. in response to drainage concern.
Fire Station Parking Lot						Included in Bid for possible better bid price
Division Rd	Mequon Rd	Jefferson Ditch				Phase 1. Reconstruction funded by other sources
				Total Base Est:	$1,820,662	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2025 - PAVING PROGRAM

Reconstruction Modifier*: $107/LF
Mill & Overlay Modifier*: $87/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Sylvan	Pilgrim Rd	Montgomery Dr	850	3	$440,000.00	Montgomery Square/Catie Vista
Francese	Sylvan Cir	Pilgrim Rd	520	3		Significant Curb/Drainage Work
Wagon Tr	Jefferson Ditch	Donges Bay Rd	2000	3	$500,000.00	Significant Curb Work
Squire Drive	Mequon Rd	Main St	2600	4	$270,741.50	Mill & Overlay
					-$63,000.00	LRIP Reimbursement
Pleasant View Drive	Friestadt Rd	Bonniwell Rd	10560	3	$300,000.00	ONLY IF RECEIVED ARIP 90/10 FUNDING. INCLUDES CULVERT WORK.
Rockfield Road	Division Rd	Pleasant View Dr	7920	3		
Catchbasin on Park					$15,000.00	Install Catchbasin on Park Ave. in response to drainage concern.
Fire Station Parking Lot						Included in Bid for possible better bid price
Division Rd	Mequon Rd	Jefferson Ditch				Phase 1. Reconstruction funded by other sources
				Total Base Est:	$1,462,742	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2026 - PAVING PROGRAM

Reconstruction Modifier*: $108/LF
Mill & Overlay Modifier*: $88/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Heritage Hills Pky.	Lincoln Dr.	South Loop	3300	3	$464,400	Heritage Hills
Heritage Hills Cul-de-sacs			1000	3		
Esquire Court	Western Ave	Termini	1200	3	$599,500.00	Esquire Estates
Kings Way	Western Ave	Esquire Ct	2000	3		
Kings Ct	Kings Way	Termini	300	3		
Queens Court	North Termini	South Termini	500	3		Full Depth Mill and Reconstruct
Western Avenue	Mequon Rd	Hawthorne Dr	1500	3		
Roger Dr	Termini	Donges Bay Rd	1250	3	$326,350.00	Donges Bay Village
Regency Way	North	South	1800	3		
Fond Du Lac Ave	Pilgrim Rd	Termini	845	3	$168,410.00	Use in 2025 if no ARIP Funding
Gettysburg Dr	Fond Du Lac Ave	Potomac Cir	686	4		
APPLY FOR LRIP APPROVAL FOR MEQUON ROAD (STH 175 TO HILLTOP) TO BE CONSTRUCTED IN 2027						
Division Road	Jefferson Ditch	Donges Bay Rd				Phase 2. Reconstruction funded by other sources
				Total Est:	$1,558,660	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2026 - PAVING PROGRAM

Reconstruction Modifier*: $108/LF
Mill & Overlay Modifier*: $88/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Heritage Hills Pky.	Lincoln Dr.	South Loop	3300	3	$464,400	Heritage Hills
Heritage Hills Cul-de-sacs			1000	3		
Esquire Court	Western Ave	Termini	1200	3	$599,500.00	Esquire Estates
Kings Way	Western Ave	Esquire Ct	2000	3		
Kings Ct	Kings Way	Termini	300	3		
Queens Court	North Termini	South Termini	500	3		Full Depth Mill and Reconstruct
Western Avenue	Mequon Rd	Hawthorne Dr	1500	3		
Old 145	STH 145	Termini	422	3	$37,980.00	Use as an alternate if needed.
Montgomery	Sylvan Cir	Mequon Rd	1450	3	$126,150.00	
Francese	Pilgrim Rd	Termini	390	3	$33,930.00	
Maple Road	Lannon Rd	I41 Bridge	2750	3	$200,000.00	Mill and Overlay
Emmer Rd	River Crest Dr	CTH Q	750	4	$100,000	Add new curb along south edge of roadway
APPLY FOR LRIP APPROVAL FOR MEQUON ROAD (STH 175 TO HILLTOP) TO BE CONSTRUCTED IN 2027						
Division Road	Jefferson Ditch	Donges Bay Rd				Phase 2. Reconstruction funded by other sources

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation increses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

Total Est: $1,561,960

Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

2027 - PAVING PROGRAM

Reconstruction Modifier*: $109/LF
Mill & Overlay Modifier*: $89/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Carnegie Drive	Mequon Rd	Maple Rd	1500	4	$165,000.00	Full Depth Pavement Removal, Consider Concrete Upgrade
Lincoln Drive	Bel Aire Ln	Preserve Pkwy	1625	4	$177,125.00	Full Depth Mill and Reconstruct
Heritage Parkway	Bel Aire Ln	Lincoln Dr	1000	4	$109,000.00	
Heritage Pkwy	Bell Aire Ln	Drainageway	1700	3	$610,200	Heritage Hills North
Lincoln Dr	Bell Aire Ln	Termini	2200	4		
Harrison Ave	Monroe Ct	Termini	850	4		
Monroe Ct	Termini	Termini	900	4		
Division Road	Main St	Cove Ct	1000	3	$89,000.00	50% Full depth 50% mill and overlay between Main and Mequon
Division Road	Cove Ct	Mequon Rd	1500	3	$163,500.00	
Mequon Rd.	I-41 Bridge	Meeker Hill Ln	3200	3	$277,400	Reconstruct and repave, LRIP 63K
Meeker Hill Lane	STH 175	STH 175	1500	3	$162,000	
					-$63,000.00	LRIP Reimbursement
				Total Est.:	$1,690,225	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2027 - PAVING PROGRAM

Reconstruction Modifier*: $109/LF
Mill & Overlay Modifier*: $89/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Lincoln Drive	Bel Aire Ln	Preserve Pkwy	1625	4	$177,125.00	Full Depth Mill and Reconstruct
Heritage Parkway	Bel Aire Ln	Lincoln Dr	1000	4	$109,000.00	
Heritage Pkwy	Bell Aire Ln	Drainageway	1700	3	$610,200	Heritage Hills North
Lincoln Dr	Bell Aire Ln	Termini	2200	4		
Harrison Ave	Monroe Ct	Termini	850	4		
Monroe Ct	Termini	Termini	900	4		
Division Road	Main St	Cove Ct	1000	3	$89,000.00	50% Full depth 50% mill and overlay between Main and Mequon
Division Road	Cove Ct	Mequon Rd	1500	3	$163,500.00	
Mequon Rd.	I-41 Bridge	Meeker Hill Ln	3200	3	$277,400	Reconstruct and repave, LRIP 63K
Meeker Hill Lane	STH 175	STH 175	1500	3	$162,000	
					-$63,000.00	LRIP Reimbursement
Fond Du Lac Ave	Pilgrim Rd	Termini	845	3	$168,410.00	
Gettysburg Dr	Fond Du Lac Ave	Potomac Cir	686	4		
				Total Est.:	$1,693,635	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2028 - PAVING PROGRAM

Reconstruction Modifier*: $110/LF
Mill & Overlay Modifier*: $90/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Sunny View Ave	Roberrts Dr	Williams Dr	920	3	$584,820.00	Pleasant View Reconstruct and repave. Misc ditch work. Coordinate with utility relays.
Daniels Dr	Roberts Dr	N of Williams Dr	1110	3		
Kurt Drive	Roberts Drive	Termini	1115	3		
Williams Drive	Pilgrim Rd	Kurt Dr	1120	3		
Roberts Dr	Sunny View	Valley Dr	1150	3		
McCormick Road	Friestadt Rd	Mequon Rd	5280	3	$580,800.00	Full Depth Pavement Removal, Consider Concrete Upgrade
Bel Aire Lane	STH 145	300' W Heritage Pk\	2100	4	$228,900.00	
Hilltop Road	Friestadt Rd	1500' South	1500	3	$162,000	LRIP CANDIDATE - RECONSTRUCT AND REPAVE
					-$64,000	LRIP REIMBURSEMENT
De'la Court	Holy Hill Rd	Holy Hill Rd	600	3	$64,200	
				Total Est:	$1,492,520	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2028 - PAVING PROGRAM

Reconstruction Modifier*: $110/LF
Mill & Overlay Modifier*: $90/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Sunny View Ave	Roberrts Dr	Williams Dr	920	3	$584,820.00	Pleasant View Reconstruct and repave. Misc ditch work. Coordinate with utility relays.
Daniels Dr	Roberts Dr	N of Williams Dr	1110	3		
Kurt Drive	Roberts Drive	Termini	1115	3		
Williams Drive	Pilgrim Rd	Kurt Dr	1120	3		
Roberts Dr	Sunny View	Valley Dr	1150	3		
McCormick Road	Friestadt Rd	Mequon Rd	5280	3	$580,800.00	Full Depth Pavement Removal, Consider Concrete Upgrade
Roger Dr	Termini	Donges Bay Rd	1250	3	$326,350.00	Donges Bay Village
Regency Way	North	South	1800	3		
Bel Aire Lane	STH 145	300' W Heritage Pk	2100	4	$228,900.00	
APPLY FOR LRIP APPROVAL FOR HILLTOP ROAD (2029)						

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

Total Est:	$1,720,870	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

2029 - PAVING PROGRAM

Reconstruction Modifier*: $110/LF
Mill & Overlay Modifier*: $90/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Mequon Road	Goldendale Rd	Carnegie Dr	3000	4	$270,000.00	Full Depth Pavement Removal, Consider Concrete Upgrade
Mohawk Dr	Donges Bay Rd	Council Bluffs Dr	1500	3	$361,880	Yorktowne South Reconstruct and repave
Founders Ln	Termini	Mohawk Dr	460	4		
Yorktowne Ln	Termini	Mohawk Dr	640	4		
Flintlock Tr	Termini	Mohawk Dr	720	4		
Country Aire Drive S.	Mequon Rd	STH 145	3150	4	$346,500	Pulverize and Reconstruct
Squire Drive	Mequon Rd	Hawthorne Dr	1450	4	$752,510	Full Depth Pavement Removal and Repaving. Significant Curb Work Needed.
Cromwell Road	Catskill Ln	Squire Rd	1000	4		
Briarcliff Court	Cromwell Rd	Termini	475	4		
Catskill Lane	Squire Rd	Meadow Dr	866	4		
				Total Est:	$1,730,890	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2029 - PAVING PROGRAM

Reconstruction Modifier*: $110/LF
Mill & Overlay Modifier*: $90/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Mequon Road	Goldendale Rd	Carnegie Dr	3000	4	$270,000.00	Full Depth Pavement Removal, Consider Concrete Upgrade
De'la Court	Holy Hill Rd	Holy Hill Rd	600	3	$64,200	
Mohawk Dr	Donges Bay Rd	Council Bluffs Dr	1500	3	$361,880	Yorktowne South Reconstruct and repave
Founders Ln	Termini	Mohawk Dr	460	4		
Yorktowne Ln	Termini	Mohawk Dr	640	4		
Flintlock Tr	Termini	Mohawk Dr	720	4		
Country Aire Drive S.	Mequon Rd	STH 145	3150	4	$346,500	Pulverize and Reconstruct
Hilltop Road	Friestadt Rd	1500' South	1500	3	$162,000	LRIP CANDIDATE - RECONSTRUCT AND REPAVE
					-$64,000	LRIP REIMBURSEMENT
Squire Drive	Mequon Rd	Hawthorne Dr	1450	4	$752,510	Full Depth Pavement Removal and Repaving. Significant Curb Work Needed.
Cromwell Road	Catskill Ln	Squire Rd	1000	4		
Briarcliff Court	Cromwell Rd	Termini	475	4		
Catskill Lane	Squire Rd	Meadow Dr	866	4		
				Total Est:	$1,893,090	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2030 - PAVING PROGRAM

Reconstruction Modifier*: $111/LF
Mill & Overlay Modifier*: $91/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Carnegie Drive	Maple Rd	Whitney Dr	950	3	$471,750.00	Full Depth Pavement Removal, Consider Concrete Upgrade
Whitney Drive	Carnegie Dr	Edison Dr	1400	4		
Clinton Drive	Maple Rd	Whitney Dr	950	4		
Edison Drive	Maple Rd	Whitney Dr	950	3		
Neptune Dr	CTH Q	Mars Dr	2900	4	$790,875.00	Starlite Subdivision Drainage Work Needed.
Mars Dr	Moonlite Dr	Termini	725	4		
Moonlite Dr	Termini	Termini	1400	3		
Venus Ct	Moonlite Dr	Termini	725	4		
Starlite Dr	Pilgrim Rd	Termini	1375	4		
Catskill Lane	Meadow Dr	Legend Ave	927	4	$437,470.00	
Abbot Court	Catskill Ln	Termini	450	4		
Potters Court	Catskill Ln	Termini	200	4		
Meadow Drive/Court	Hidden Glen Dr	Termini	2400	4		

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

Total Est: $1,700,095

Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

2030 - PAVING PROGRAM

Reconstruction Modifier*: $111/LF
Mill & Overlay Modifier*: $91/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Carnegie Drive	Mequon Rd	Maple Rd	1500	4	$165,000.00	Full Depth Pavement Removal, Consider Concrete Upgrade
Carnegie Drive	Maple Rd	Whitney Dr	950	3	$471,750.00	Full Depth Pavement Removal, Consider Concrete Upgrade
Whitney Drive	Carnegie Dr	Edison Dr	1400	4		
Clinton Drive	Maple Rd	Whitney Dr	950	4		
Edison Drive	Maple Rd	Whitney Dr	950	3		
Neptune Dr	CTH Q	Mars Dr	2900	4	$790,875.00	Starlite Subdivision Drainage Work Needed.
Mars Dr	Moonlite Dr	Termini	725	4		
Moonlite Dr	Termini	Termini	1400	3		
Venus Ct	Moonlite Dr	Termini	725	4		
Starlite Dr	Pilgrim Rd	Termini	1375	4		
Catskill Lane	Meadow Dr	Legend Ave	927	4	$437,470.00	
Abbot Court	Catskill Ln	Termini	450	4		
Potters Court	Catskill Ln	Termini	200	4		
Meadow Drive/Court	Hidden Glen Dr	Termini	2400	4		

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

Total Est: $1,865,095

Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

2031 - PAVING PROGRAM

Reconstruction Modifier*: $112/LF
Mill & Overlay Modifier*: $92/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Friestadt Rd	Goldendale Rd	Maple Rd	5280	4	$485,760.00	Mill & Overlay, 3"
Santa Fe Drive	Wagon Trail	Council Bluffs Drive	2450	3/4	$640,310.00	Park View Hills Traffic Calming Measures on Santa Fe, Remove Pavement and Repave.
Apache Court	Santa Fe Drive	Termini	368	4		
Indianwood Drive	Santa Fe Drive	Termini	720	4		
Cherokee Court	Santa Fe Drive	Termini	372	4		
Commanche Court	Santa Fe Drive	Termini	386	4		
Shoshone Court	Council Bluffs Drive	Termini	250	4		
Pawnee Court	Council Bluffs Drive	Termini	325	4		
Council Bluffs Drive	Santa Fe Drive	Pilgrim Road	950	4		
Heritage Hills Parkway	Donges Bay Rd	Raintree Dr	1575	4	$257,600.00	Sunberry Downs Addition 1 Mill & Overlay
Hawkey Ct	Heritage Pkwy	Termini	375	4		
Kings Hill Road	Heritage Pkwy	+200'	325	4		
Providence Court	Heritage Pkwy	Termini	525	4		
Clinton Drive	McCormick Dr	Maple Rd	1900	4	$425,600.00	Full Depth Pavement Removal, Consider Concrete Upgrade
Edison Drive	McCormick Dr	Maple Rd	1900	4		
				Total Est:	$1,809,270	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2032 - PAVING PROGRAM

Reconstruction Modifier*: $113/LF
Mill & Overlay Modifier*: $93/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Windsong Circle	Windsong Rd	Windsong Rd	5700	6	$823,400.00	Windsong Subdivision Mill & Overlay
Windsong Rd	Donges Bay Rd	Windsong Cir	300	6		
Whetherfirld Ct	Windsong Cir	Termini	300	6		
Raintree Ct	Windsong Cir	Termini	450	6		
Summer Hill Ct	Windsong Cir	Termini	250	5		
Windsong Ct	Windsong Cir	Termini	250	6		
Snow Hill Ct	Windsong Cir	Termini	200	4		
Raintree Dr	Windsong Cir	+100'	1000	6		
Rimrock Rd	Windsong Cir	+300'	300	6		
Kingshill Rd	Windsong Cir	+200'	200	5		
Fulton Dr	McCormick	River Ln	4595	4	$807,950	Full Depth Pavement Removal, Consider Concrete Upgrade
Morse Dr	Bunsen Dr	River Ln	2750	4		
Jefferson Ln	Pilgrim Rd	Hamilton Ct	700	4	$136,800.00	Yorktowne Estates
Hamilton Ct	Pilgrim Rd	Termini	500	4		
				Total Est:	$1,768,150	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2033 - PAVING PROGRAM

Reconstruction Modifier*: $114/LF
Mill & Overlay Modifier*: $94/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Bunsen Drive	McCormick	River Ln	4600	4	$524,400.00	Full Depth Pavement Removal, Consider Concrete Upgrade
Lyle Lane	Pilgrim Rd	Bel Aire	1800	4	$541,500	The Preserve
Bel Aire Lane	Pilgrim Rd	Bel Aire	1950	4		
Honeysuckle Lane	Preserve Pkwy	Bel Aire	1000	4		
Creek Terrace	Captains Dr	Cobbler Ln	1200	4	$783,750.00	Yorktowne Estates/Brookhollow 2
Cobbler Ln	Creek Ter	Hudson Dr	1200	4		
Catskill Lane	Creek Ter	Hudson Dr	1075	4		
Captains Drive	Creek Ter	Hudson Dr	900	5		
Jackson Lane	Catskill Ln	Cobbler Ln	575	4		
Cobblers Court	Hudson Dr	Termini	125	4		
Hudson Drive	Pilgrim Rd	Legend Ave	1500	4		
Captains Court	Hudson Dr	Termini	300	4		
				Total Est:	$1,849,650	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2034 - PAVING PROGRAM

Reconstruction Modifier*: $115/LF
Mill & Overlay Modifier*: $95/LF

Road	Begin Termini	End Termini	Road Length (LF)	2023 PASER	Estimated Cost	Comments
Catskill Lane	Hudson Dr	Legend Ave	2300	5	$764,750.00	Legend Acres
Legend Avenue	Hudson Dr	Mequon Rd	2100	4		
Preachers Court	Legend Ave	Termini	275	4		
Blacksmiths Court	Legend Ave	Termini	275	5		
Vienna Court	Legend Ave	Termini	450	4		
Deacons Court	Catskill Ln	Termini	225	5		
Candlers Court	Catskill Ln	Termini	250	5		
Prophets Court	Catskill Ln	Termini	275	4		
Weavers Court	Catskill Ln	Termini	150	4		
Traders Court	Catskill Ln	Termini	175	5		
Tinkers Court	Catskill Ln	Termini	175	4		
Raintree Drive	Donges Bay Rd	Windsong Cir	2525	6	$429,875	Sunberry Downs/Sunberry Downs South Mill & Overlay
Rainberry Court	Raintree Dr	Termini	550	6		
Sunberry Court	Raintree Dr	Termini	400	6		
Sun Valley Trail	Raintree Dr	Ridgefield Rd	350	6		
Sunberry Road	Raintree Dr	Sunburst Tr	700	6		
Maple Road	Friestadt Rd	Mequon Rd	5500	5	$632,500	Full Depth Pavement Removal, Consider Concrete Upgrade
				Total Est:	$1,827,125	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

* The modifiers are estimates based on average roadway costs across previous years per linear foot of roadway completed, with inflation incresses year-to-year. This approximation includes allowances for curb and gutter, some storm utility work, base patching within the roadway, and restoration. Reconstruction indicates full pulverization or removal of existing pavement, base patching, and repaving. A Mill & Overlay is a 2" typical removal of pavement, with a 2" replacement of pavement in-kind.

2025							
Road	Begin Termini	End Termini	Road Area (SY)	AVG PASER	Treatment	Estimated Cost	Comments
High Park Addition 1			10750	6	Micro	$16,125.00	
			1000	6	Flex	$7,000.00	
Colonial Drive	Concord Rd	County Line Rd	3200	6	GSB-88	$4,800.00	
Virginia Avenue	Division Rd	Termini	3000	7	GSB-88	$4,500.00	
Berrywood Subd.			6000	5	Micro	$19,500.00	
			1500	5	Flex	$10,500.00	
Spaten Court	STH 145	Termini	3200	7	GSB-88	$4,800.00	
Wasaukee Heights Subd.			16060	8	GSB-88	$24,090.00	
Hilltop Dr	STH 175	Mequon	11600	6	Chip	$31,900.00	
Friestadt Rd	Wasaukee Rd	Pleasant View Dr	24459	5	Micro	$79,491.75	
			4000	5	Flex	$28,000.00	
Wagon Trail/Creek Terrace	Carriage Ave	Jefferson Ditch	5200	5	Micro	$16,900.00	
			1500	5	Flex	$10,500.00	
				Total Base Est:		$258,107	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

GSB-88	1.5	SY
CHIP SEAL	2.75	SY
MICROSURFACE	3.25	SY
FLEXPATCH	7	LF

2026							
Road	Begin Termini	End Termini	Road Area (SY)	AVG PASER	Treatment	Estimated Cost	Comments
Hilltop Road	Mequon Rd	Hilltop Circle	13600	5	Chip	$37,400.00	
Edgewood/Fox	Hilltop Dr	Termini	5000	7	GSB-88	$7,500.00	
Friestadt Rd	STH 145	Pleasant View Dr	24600	5	Micro	$79,950.00	
			3000	5	Flex	$21,000.00	
Maple Rd	Rockfield Rd	Cedar Ln	12100	6	Chip	$33,275.00	
Cedar Ln	Maple Rd	CTH G	12200	6	Chip	$33,550.00	
RiversBend/Crest	CTH Q	Termini	8100	8	GSB-88	$12,150.00	
Preserve Parkway	Donges Bay Rd	Buckthorn Dr	7300	6	Micro	$23,725.00	
			1500	6	Flex	$10,500.00	
Concord Rd	Colonial Dr	Division Rd	9700	8	GSB-88	$14,550.00	
Highland Road	Wasaukee Rd	Mary Buth Ln	5500	6	Chip	$15,125.00	
Oakwood Court	Mary Buth Ln	Termini	2300	6	Chip	$6,325.00	
				Total Base Est:		$257,650	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

GSB-88	1.5	SY
CHIP SEAL	2.75	SY
MICROSURFACE	3.25	SY
FLEXPATCH	7	LF

2027							
Road	Begin Termini	End Termini	Road Area (SY)	AVG PASER	Treatment	Estimated Cost	Comments
Woodside Acres Subd.			11000	9	GSB-88	$16,500.00	
Goldendale Road	Holy Hill Rd	Fond du Lac Ave	19700	5	Chip	$54,175.00	
			2000	5	Flex	$14,000.00	
Elm Lane	Wasaukee Rd	Harvest Ridge	6500	8	GSB-88	$9,750.00	
Prairie Glen Subdivision			11375	7	GSB-88	$36,968.75	
			1000	7	Flex	$7,000.00	
Revere Lane	Division Rd	Termini	6350	5	Micro	$20,637.50	
Woodcock Drive	Nigbor Dr	Robins Way	5250	5	Micro	$17,062.50	
Rustic Lane	Revere Ln	Robins Way	4450	5	Micro	$14,462.50	
Robins Way	Revere Ln	Rustic Ln	2200	4	Micro	$7,150.00	
Mary Kay Lane	Concord Rd	Rustic Ln	1400	5	Micro	$4,550.00	
Cardinal Court	Rustuc Ln	Termini	1050	5	Micro	$3,412.50	
Nigbor Drive	Revere Ln	Concord Rd	3925	6	Micro	$12,756.25	
Oriole Court	Chick-a-Dee Ct	Termini	875	5	Micro	$2,843.75	
Chick-a-Dee Court	Termini	Termini	2525	6	Micro	$8,206.25	
Mayflower Drive	Concord Rd	Termini	4300	5	Micro	$13,975.00	
			2000	5	Flex	$14,000.00	
				Total Base Est:		$257,450	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

GSB-88	1.5	SY
CHIP SEAL	2.75	SY
MICROSURFACE	3.25	SY
FLEXPATCH	7	LF

2028							
Road	Begin Termini	End Termini	Road Area (SY)	AVG PASER	Treatment	Estimated Cost	Comments
Creek Terrace	Captains Ct	Termini	4050	8	GSB-88	$6,075.00	
Holy Hill Road	CTH G	Termini	6350	8	GSB-88	$9,525.00	
Pheasant Lane	County Aire Drive	Termini	2800	8	GSB-88	$4,200.00	
Country Aire Drive	Mequon Road	Friestadt Road	14675	9	Micro	$47,693.75	Drive Lanes Only
Willow Creek Heights Subdivision			23650	10	GSB-88	$35,475.00	
Lovers & Century Lanes	Division Rd	Fond du Lac Rd	8200	9	Chip	$22,550.00	
Lovers Lane	Maple Rd	Fond du Lac Rd	8800	8	Chip	$24,200.00	
Harvest Hills Subdivision			11725	8	GSB-88	$17,587.50	
Church Street	Main St	Fond du Lac Rd	2300	10	GSB-88	$3,450.00	
Sylvan Circle	Squire Dr	Pilgrim Rd	11000	10	GSB-88	$16,500.00	
Hilbert Dr	Sylvan Circle	Termini	4900	10 (2024)	GSB-88	$7,350.00	
Main St	Division Rd	STH 145	12000	8	Micro	$39,000.00	
Park Ave	Main St	STH 145	3550	8	Micro	$11,537.50	
			1500	8	Flex	$10,500.00	
				Total Base Est:		$255,644	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

GSB-88	1.5	SY
CHIP SEAL	2.75	SY
MICROSURFACE	3.25	SY
FLEXPATCH	7	LF

2029							
Road	Begin Termini	End Termini	Road Area (SY)	AVG PASER	Treatment	Estimated Cost	Comments
Holy Hill Road	I41	Goldendale Rd	28500	9	Micro	$92,625.00	
Gateway Crossing	Holy Hill Rd	Rockfield Rd		8	Micro		
Gateway Court	Holy Hill Rd	Termini		8	Micro		
Tree Tops, Add. 1, Add. 2			24000	6	Micro	$78,000.00	
			1500	6	Flex	$10,500.00	
Tree Tops Add. 3, Add. 4			18100	6	Micro	$58,825.00	
			1750	6	Flex	$12,250.00	
Bonniwell Road	CTH G	Termini	4900	9	GSB-88	$7,350.00	
				Total Base Est:		$259,550	Additional roads from the next 2 years and any roads not completed from the previous year may be included as Alternates

GSB-88	1.5	SY
CHIP SEAL	2.75	SY
MICROSURFACE	3.25	SY
FLEXPATCH	7	LF

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Acceptance of the WISDOT Agricultural Road Improvement Program grant in the amount of $2,581,888.00.

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

WisDOT started the Agricultural Road Improvement program (ARIP) with $50 million eligible in 2024 and $100 million eligible in 2025. Eligibility is based on pavement condition ratings of 2-4. The poor conditions of Pleasant View Drive and Rockfield Road made them ideal candidates for this program. ARIP funding guidelines indicated these roads are eligible for a cost share of 90/10.

Pleasant View Rd from Freistadt Rd to Bonniwell Road is 10,750 feet, and the estimate to pulverize and reconstruct is $1,130,000. Rockfield Road from Pleasant View to Division Road is 7,900 feet, and the estimate to pulverize and reconstruct is $830,000. In addition, the culvert replacement with safety improvements on Pleasant View Road at the Menomonee River is included for $250,000. This work is anticipated in 2025 once the State Municipal Agreement is signed. The total project estimate is $2,557,000. The Village's share would be 10% share or approximately $258,000. The reconstruction of these roads would be otherwise delayed if the only available funding was the typical $1,500,000 annual road program.

ATTACHMENT:

1. ARIP_AwardLetter

STAFF RECOMMENDATION:

Acceptance of the WISDOT ARIP grant in the amount of $2,581,888.00.

ACTION BY Committee:

Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Kristina Boardman
wisconsindot.gov
Telephone: (608) 266-1114
Email: sec.exec@dot.wi.gov

January 3, 2025

Matthew Uselding
Village of Germantown
N112 W17001 Mequon Rd
Germantown, WI 53022

Dear Matthew Uselding:

Congratulations! This letter confirms funding for your local project on **Pleasant View Road & Rockfield Road** from the second 2024-25 Agricultural Roads Improvement Program (ARIP) project solicitation. ARIP is a reimbursement program administered by the Wisconsin Department of Transportation (WisDOT) which improves highways functionally classified as local roads or minor collectors providing access to agricultural lands or facilities used to produce agricultural goods, including forest products. The ARIP program covers up to 90% of the total eligible project costs, with the balance of eligible costs funded by the political subdivision where the work is performed.

Your project was one of 55 selected in Wisconsin for funding in the second solicitation of the 2024-25 biennium. The total eligible cost of the project is currently estimated at $2,944,000.00**. WisDOT reimbursement to Village of Germantown will be limited to a maximum of ninety percent (90%) participation in eligible items or to the $2,581,888.00 limit approved for the improvement – whichever is less.**

It is important that you not incur any project costs until receipt of your signed State Municipal Project Agreement (SMA) from WisDOT.

I greatly appreciate your commitment to providing a quality transportation system that promotes public safety and economic development. Our state and local partnership is imperative to the future of Wisconsin's transportation infrastructure. Congratulations on your project award, which is a key piece of this effort.

Please respond to this notification to acknowledge your acceptance of this project award letter.

Sincerely,

Kristina Boardman
Secretary

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Budget Amendment for Agricultural Road Improvement Program (ARIP) Grant

SUBMITTED BY: Matthew Uselding, Finance Director

SUMMARY EXPLANATION:

On Wednesday, January 8th, the Public Works and Highways Committee recommended approval of the Agricultural Road Improvement Program (ARIP) grant for projects on the north side of the Village.

- **Total Project Cost**: $2,557,000
- **Village's Share (10%)**: Approximately $258,000 (to be funded from the annual road program budget).
- **Grant Funding**: $2,301,300

To accurately reflect this increase in both revenue and expenditures, the Finance Department is proposing the following amendments to the Capital Budget:

1. **Revenue Adjustment**:
    - **Account 40000000-432500**: Increase by $2,301,300
2. **Expenditure Adjustment**:
    - **Account 40562000-531340**: Increase by $2,301,300

This amendment ensures compliance with grant requirements and maintains transparency in financial reporting.

ATTACHMENT:

STAFF RECOMMENDATION:

Approved Budget Amendment for ARIP grant project.

ACTION BY Committee:

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Budget Amendment transferring $83,901.69 of unencumbered and unspent funds from the 2024 road program.

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

This amendment will roll over 2024 road program funding that was not spent or invoiced in 2024 to two accounts.

$20,000 will be rolled into the Highway capital equipment account.
$63,901.69 will be rolled into the 2025 road program account.

This will allow for the upgrade of the 2025 Highway patrol truck to include brine distribution equipment. It will also allow for a traffic safety study to proceed that may serve as the basis for future HSIP grants.

If no action is taken the remaining funds would be used to pay down debt service. The Village Board could also transfer this money to other accounts, such as the capital improvement account created during the budget process last fall.

ATTACHMENT:

STAFF RECOMMENDATION:

Recommendation of the budget amendment transferring $83,901.69 of 2024 Road Program funding in account 40562000-531340 to the 2025 account 40562000-531340.

ACTION BY Committee:

Forwarded to the Village Board with a negative recommendation (1-3 vote).

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Award of a professional services agreement to TADI for an update to the 2020 traffic safety study in an amount not to exceed $14,982.

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

A traffic study conducted by TADI in 2020 was used to prioritize intersection improvements and serve as a precursor to HSIP funding for the Maple and Lannon project. Since 2000 other intersections have been reconstructed or are planned to be. Staff is requesting that the study be updated to reflect the current state of intersections and come up with a new prioritized list for intersection improvements. The effort could be used to justify additional HSIP funding, which is historically a 90/10 State/local split. The 2020 study and the proposal are included in the packet.

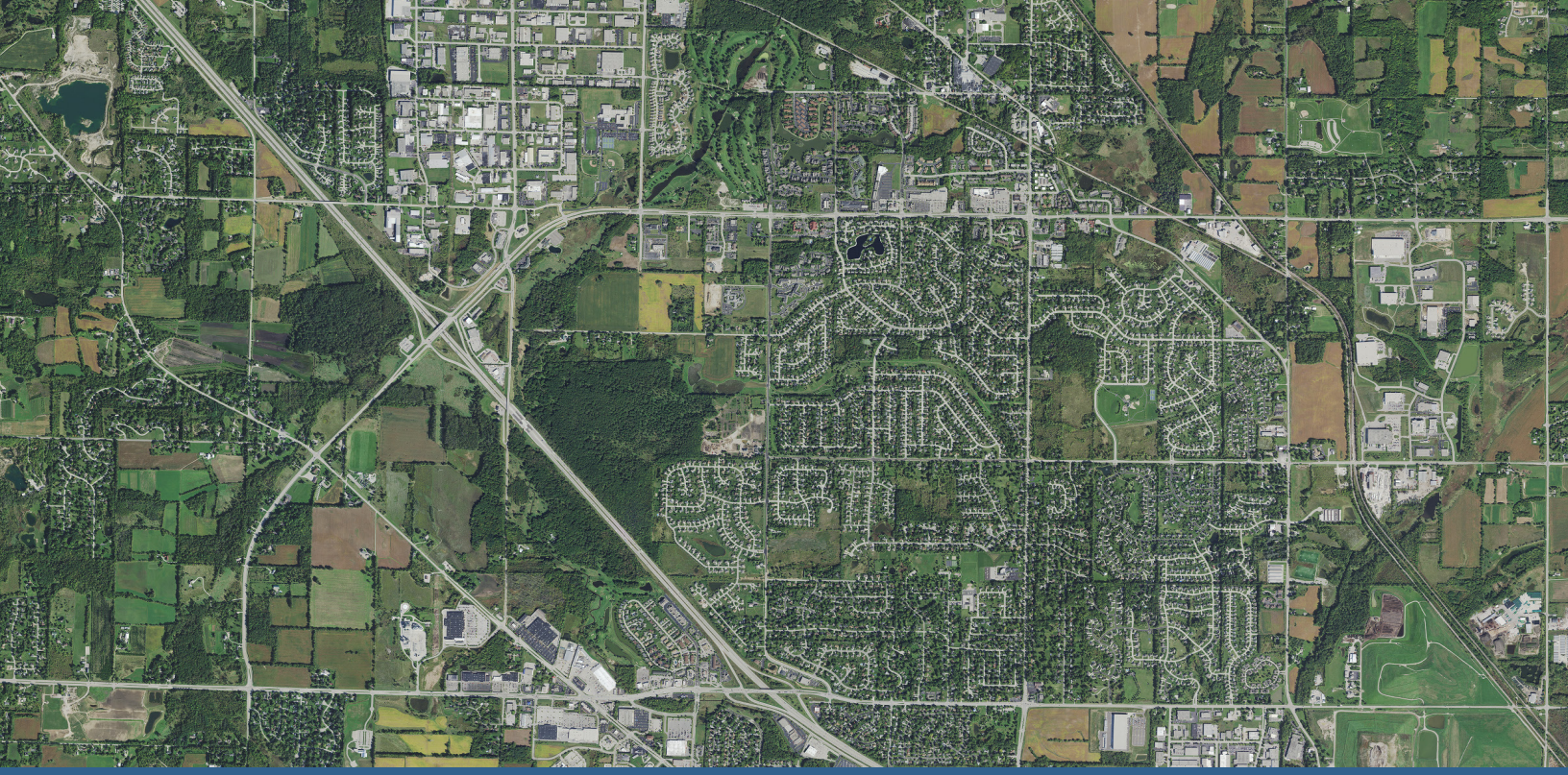
ATTACHMENT:

1. Ex A - 2020 Germantown Screening Report
2. Ex B - Germantown Safety Screening Scope 12-24-24

STAFF RECOMMENDATION:

Award of a professional services agreement to TADI for an update to the 2020 traffic safety study in an amount not to exceed $14,982.

ACTION BY Committee:



VILLAGE OF GERMANTOWN SAFETY SCREENING STUDY

YEARS 2015 - 2019
DATE SUBMITTED: NOVEMBER 11, 2020

PREPARED FOR:
Village of Germantown
Contact Person: Mr. Lawrence Ratayczak
Director of Public Works
Phone: (262) 250-4721
Email: lratayczak@village.germantown.wi.us

PREPARED BY:
Traffic Analysis and Design, Inc. (TADI)
P.O. Box 128
Cedarburg, WI 53012
Authors: John Campbell, P.E., RSP[2]
Amy Pomeroy, P.E., RSP[1]
Christian R. Sternke, P.E., RSP[1]
Phone: (800) 605-3091

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

Executive Summary

Introduction
TADI was hired by the Village of Germantown to conduct a village-wide intersection safety screening study. TADI worked with Village to determine the locations in the study and includes 28 total intersections and one short corridor section.

Objective
The study had three main objectives.

1. To identify safety issues that could be eligible for remediation through the Highway Safety Improvement Program (HSIP), which can provide up to a 90 percent Federal Funding contribution for improvements.
2. To identify safety issues that the Village of Germantown may want to address locally.
3. To provide a five-year summary (2015 – 2019) of the crash data to be used as a reference resource in addressing safety-related issues and questions.

Economic Loss Ranking

Intersections are referenced in the subsequent text by their economic loss rank, which is a good indicator of the severity of safety issues and can be used as a resource when prioritizing projects.

Summary of Results
The results are summarized into the following categories:

A. Potentially eligible HSIP projects at connecting highway intersections
B. Potentially eligible HSIP projects at local intersections*
C. Remaining intersections* and local improvement options

* note – some intersections may be county or WisDOT jurisdiction

A. Potentially Eligible HSIP Projects at Connecting Highway Intersections
The following intersections are connecting highway intersections that have potentially eligible HSIP projects. Please note HSIP projects on connecting highways are required to have more than 50 percent of the project costs be roadway (non-incidental) work.

1. Maple Rd. & Lannon Rd/STH 167
   Improve signal visibility and right-turn channelization – good chance
2. Pilgrim Rd & Mequon Rd/STH 167
   Improve signal visibility, offsetting left-turns, and improving right-turn channelization – maybe chance
7. Pilgrim Rd & Sylvan Cir
   Consider converting the 4-lane undivided cross-section of Pilgrim Road to a 3-lane TWLTL from Francese Dr to Fond du Lac Ave – maybe chance
8. STH 145/Fond du Lac Ave & Mequon Rd
   Consider adding an eastbound left turn lane and an offset eastbound right turn lane to improve the triangle sight distance. Views were often obscured by EB vehicles in the outside lane – good chance

B. Potentially Eligible HSIP Projects at Local Intersections*

The following intersections local intersections that have potentially eligible HSIP projects.

* note – some intersections may be county or WisDOT jurisdiction. HSIP projects on state jurisdiction roadways are required to have more than 50 percent of the project costs be roadway (non-incidental) work.

Consider All-Way Stop Control

The following intersections had crash patterns potentially mitigatable by a change to all-way stop control from minor-stop control. At these locations, a traffic study is recommended to determine if all-way stop control is warranted.

3. STH 145/Fond du Lac Ave & CTH G/Division Road
4. Wasaukee Rd & Freistadt Rd
9. STH 145/Fond du Lac Ave & Freistadt Rd

Other Improvements

6. Wasaukee Rd & Highland Rd

   Forty percent of the crashes involved vehicles disregarding the traffic control. Consider improving stop sign visibility by adding double stop signs and add "Cross Traffic Does Not Stop" signs. Clear and grub vegetation to improve sight distance. While project would likely be eligible for HSIP, small projects tend to be more cost-effective to fund locally.

14. STH 175/Appleton Ave & Willow Creek Rd

    Consider centerline rumble strips from Willow Creek Rd to Hilltop Rd. Fatal head-on crash (NB crossed centerline) - maybe chance.

C. Remaining Intersections and Local Improvement Options

Also identified in the report were safety improvement options unlikely to qualify for HSIP funding (see table C1 and C2 in report). These are improvements the Village may want to consider implementing themselves or bringing to the issues/improvements to the attention of the county or state. Many of the local improvement options listed in the report are low cost safety improvements (e.g., additional signing, pavement marking, retroreflective backplates, etc.).

Next Steps

It is recommended that the Village of Germantown use the information in this report as a planning tool for making local safety improvements, applying for HSIP funding, and bringing safety issues to the county or WisDOT's attention. For the intersections the Village of Germantown has an interest in potentially improving through the HSIP program, it is suggested to discuss potential safety solutions, strategies, and HSIP eligibility with TADI & WisDOT. If the February 15, 2021 application deadline is not able to be met, the next HSIP application deadline is six months later, on August 15th, 2021.

Village of Germantown Safety Screening Study

Date Submitted: November 11, 2020

To: Larry Ratayczak, Public Works Director

From: John Campbell, P.E., RSP_2

Amy Pomeroy, P.E., RSP_1

Christian R. Sternke, P.E., RSP_1

Subject: Village of Germantown Safety Screening Study (Five Years: 2015 thru 2019)

Introduction

TADI was hired by the Village of Germantown to conduct a village-wide safety screening study. The study focused on the village roadway network, including state and municipal highways. TADI worked with the Village of Germantown to determine the locations in the study, and address intersections of concern. The analysis was conducted using electronic crash data retrieved through the WisTransPortal system provided by the Wisconsin Traffic Operations Laboratory. Five-years of crash data (2015 – 2019) were screened.

Objective

The study had three main objectives.

1. To identify safety issues that could be eligible for remediation through the Highway Safety Improvement Program (HSIP), which can provide up to a 90 percent federal funding contribution for improvements.
2. To identify safety issues that the Village of Germantown may want to address locally.
3. To provide a five-year summary (2015 – 2019) of the crash data within the Village of Germantown to be used as a reference resource in addressing safety-related issues and questions.

Google Maps

Intersection crash data compiled for this report is available on Google Maps using the link below. Intersections are shown with red circles.

Google Login Link: https://accounts.google.com/Login
Google Username: germantownsafetyscreening@gmail.com
Google Password: 2savelives!
Map Link: https://www.google.com/maps/d/edit?mid=137jzFq4J503lzgQ0BE-Tg6PvUS58O9pX&usp=sharing

RANKING DESCRIPTIONS & DEFINITIONS

The crash data was ranked using multiple techniques to assist in the identification of potential safety issues. Below is a description of the various rankings:

Appendix A1 – Intersection Rankings

A1.1 Intersection Database

An intersection database was assembled for 28 intersections in the Village of Germantown. The database includes the following information about each intersection: intersection name, traffic control (traffic signal, all-way stop, minor street stop, other-stop, uncontrolled, modern roundabout), number of legs, entering AADT (if available), and GIS coordinates. Also provided in the database is the five-year crash frequency, intersection crash rate, and economic loss associated with crashes.

A1.2 Economic Loss Ranking

A common and helpful method for measuring the severity of crashes is to associate economic loss values with different injury severities. There are a multitude of ways to assign and define economic loss. For this study, a basic methodology that assigns $85,000 for crashes resulting in a fatality (K-Level), incapacitating injury (A-Level), and non-incapacitating injury (B-Level) was used. These are referred to as KAB crashes. For possible injury (C-Level), a value of $25,000 was assigned to each crash and for non-injury (i.e., property damage only or PDO) a value of $4,000 was assigned.

Ranking the intersections by economic loss is an effective method for identifying intersections that not only could warrant safety improvements, but also may be eligible for funding through the HSIP program administered by the Wisconsin Department of Transportation (WisDOT). The HSIP program uses economic loss as a measure when determining a project's eligibility. While they do not match the figures WisDOT uses (WisDOT HSIP economic loss values are not publicly available), we are comfortable making recommendations based on our past experiences using these values.

A1.3 Crash Frequency Ranking

A ranking of the intersections by the number of crashes that occurred in the five-year time span of 2015 thru 2019, categorized by crash severity.

A1.4 Crash Rate Ranking

Intersection crash rate, which is reported as the number of crashes per million entering vehicles, is a commonly used statistic. It measures the risk of a crash occurring per one million entering vehicles. It can be a helpful statistic for measuring crash risk and comparing to other locations.

A1.5 Night-Time Crash Ranking

The number of crashes occurring in low-light (dawn/dusk) or at night are considered night-time crashes in this analysis and are summarized in this ranking. A high number of night-time crashes can indicate a need to add or upgrade street lighting.

A1.6 Slippery Conditions Crash Ranking

The number of crashes occurring in slippery pavement conditions (wet, snow, or ice) are summarized in this ranking. A high number of slippery pavement crashes can indicate a need to improve the pavement friction or to consider more aggressive winter maintenance.

A1.7 Pedestrian Crashes
The number of crashes and economic loss associated with crashes involving pedestrians are displayed in this ranking. Bicyclists that are struck by vehicles in crosswalks are considered pedestrian crashes in this analysis as safety improvement solutions for crosswalk crashes are typically categorized with pedestrian safety improvements.

A1.8 Bicycle Crashes
The number of crashes and economic loss associated with crashes involving bicyclists are displayed in this ranking. As noted previously, bicyclists that are struck by vehicles in crosswalks are considered pedestrian crashes in this analysis.

A1.9 Top Crash Types
The overall top 50 crash types (e.g., right-angle crashes at the intersection of Maple Road & Lannon Road) were ranked by economic loss and are provided in in this ranking. This information is helpful in identifying the most frequent crash patterns at intersections in Germantown.

A1.10 Top Crash Types (by direction)
The overall top 50 specific crash types by direction were ranked by economic loss and are provided in in this ranking. The crash patterns are directionally specified, such as "WB rear-end crash". This analysis is helpful in identifying specific crash patterns that might be overlooked when looking at total intersection crash statistics.

Appendix A2 - Intersection Collision Diagrams
Intersection collision diagrams and crash statistics are provided in Appendix A2 and are also available via the Google Maps link. The visualization of the data in a collision diagram format is helpful in identifying potential safety issues. It should be noted that the collision diagrams are based on the directional information provided in the electronic crash data, but fatal and injury crashes have been validated with a review of each individual crash report form. For each of the 28 intersections, there is a collision diagram on the first page and details about each individual crash on the second page.

Appendix B1 – Corridor Safety Analysis
Safety analysis sheets that summarize the number and type of crashes along the corridor screened in this study are provided in Appendix B1.

Summary
The safety analysis was used to help identify safety issues and recommendations at intersections and for one corridor. The analysis was also used to identify crash patterns and behavior characteristics (e.g., percent speed-related) that the village may want to target addressing.

RECOMMENDATIONS

The recommendations of the study are meant to serve as a planning tool for the Village of Germantown to address safety issues throughout the village with local improvements and with potential federal aid assistance through the HSIP program.

Intersection Evaluation

Recommendations for intersections are organized into four categories. Because the HSIP program is both dynamic (crash modification factors are constantly evolving) and competitive (applications are received from all over the state), our recommendations are broadly categorized as a Tier 1 – a good chance treatments would be eligible for HSIP funding, a Tier 2 - maybe treatments would be eligible for HSIP funding, a Tier 3 - low chance treatments would be eligible for HSIP funding. Intersections with a "M" – are suggested for monitoring traffic volumes. A "√" indicates that a traffic study is recommended to evaluate the best solutions to the safety issues identified.

The categories represent our interpretation of the data available to estimate the likelihood of HSIP eligibility. HSIP eligibility is a function of the expected crash reduction benefits weighed against the anticipated construction costs. The calculations to determine eligibility are performed internally by WisDOT. While we do not have access to the calculations, our experience with similar projects and HSIP applications helps us to estimate the eligibility of potential projects.

Recommendations for individual intersections are shown on the tables spanning the subsequent pages. The intersections are labeled by number in order of economic loss. The intersections are organized into the following groups:

A. Potentially eligible HSIP projects at connecting highway intersections
B. Potentially eligible HSIP projects at local intersections*
C. Remaining intersections* and local improvement options

* note – some intersections may be county or WisDOT jurisdiction

Corridor Evaluation

Crashes were analyzed on the STH 145/Pilgrim Road corridor. A one-page summary of the crash statistics is provided for this corridor in the appendix and has information about the crash trends observed. A corridor location map and target crash types the village may want to aim to reduce are shown on the summary page.

The following corridor was evaluated:

B1.1 STH 145/Pilgrim Road (Francese Drive to Fond du Lac Avenue) – 0.3 miles

Based on the estimated daily traffic (8,200 vehicles per day), crash types and injury severity of those crashes, it is recommended that the Village of Germantown consider converting the 0.3 mile 4-lane undivided roadway to a 3-lane roadway with two thru-lanes and a center two-way left-turn lane (TWLTL).

CONCLUSIONS

The study found there are opportunities to improve traffic safety throughout the Village of Germantown with projects that appear to be good candidates for applying for 90 percent Federal Funding through the HSIP program. It is recommended to use the information in this memorandum as a planning tool for making local safety improvements and applying for HSIP funding.

NEXT STEPS

HSIP application are due on February 15, 2021 for the next cycle of applications. If Germantown is interested in pursuing any of the potential projects listed in this study, it is suggested that such applications are begun as soon as possible to ensure time to prepare the applications and proactively coordinate with WisDOT. For the locations and projects in the Tier 1 – "good" and Tier 2 – "maybe" categories that Germantown has interest in potentially improving through the HSIP program, it is suggested to discuss potential safety solutions, strategies, and HSIP eligibility with TADI & WisDOT. If the February 15th, 2021 deadline is not able to be met, the next HSIP application deadline is six months later, on August 15th, 2021.

A. Potentially Eligible HSIP Projects at Connecting Highway Intersections

1	Tier 1 - Good chance treatments would be eligible for HSIP funding	
2	Tier 2 - Maybe treatments would be eligible for HSIP funding	
3	Tier 3 - Low chance treatments would be eligible for HSIP funding	
M	Recommended to Monitor Traffic Volumes	✓ Traffic Study Recommended

Label & Link	Econ Loss Rank	Intersection Name	Traffic Control	Entering AADT	Total Crashes	Economic Loss	CAUSATION: Failure to Yield Crashes (i.e., gap acceptance)	CAUSATION: Dis-regard Traffic Control Crashes (e.g., run-red/stop)	RECOMMENDATIONS – CHANGE IN TRAFFIC CONTROL: Modern Roundabout	Traffic Signal	All-Way Stop	TRAFFIC SIGNAL IMPROVEMENTS: Full Traffic Signal Replacement	Partial Traffic Signal Upgrades	Retroreflective Backplates	Countdown Ped Timers	Signal Timing	DESIGN IMPROVEMENTS: Geometric Modifications	High-Friction-Surface	Street Lighting Improvements	Pavement Marking/Signing	High-Visibility Crosswalks	Upgrade Curb Ramps	Other	Monitor Traffic Volumes	Traffic Study Recommended?	NOTES
A2.1	1	Maple Rd & Lannon Rd/STH 167	Traffic Signal	27,550	73	$ 865,000	10	7				1		1			1		2							Patterns of right angle, left-turn angle and rear-end crashes indicate the need to improve the visibility of the signal heads (good chance). Consideration should be given to placing a signal head over each lane with retro-reflective backplates, as well as improving the channelization of the right-turn lanes (good chance). Twenty-one percent of the crashes occurred at night; improvements to street lighting could be a possibility (maybe chance).
A2.2	2	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	23,500	54	$ 771,000	17	3						2			2									There were sixteen left-turn angle crashes at this intersection. Consideration should be given to improving the offset to provide a positive offset of all left-turn lanes. To improve the visibility of the signal heads, it is recommended that retro-reflective backplates be considered. A pattern of right-turn rear-end crashes indicate that consideration could be given to improving the channelization of the right-turn lanes.
A2.7	7	Pilgrim Rd & Sylvan Circle	Minor Street Stop	10,250	8	$ 377,000	5										2									Consider converting the 4-lane undivided cross-section to a 3-lane TWLTL from Francese Dr to Fond du Lac Ave. Possibly improve street lighting. (see corridor analysis)
A2.8	8	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	13,600	21	$ 369,000	16										1									Consider adding an eastbound left turn lane and an offset eastbound right turn lane to improve the triangle sight distance. Views were often obscured by EB vehicles in the outside lane.

B. Potentially Eligible HSIP Projects at Local Intersections

1	Tier 1 - Good chance treatments would be eligible for HSIP funding		
2	Tier 2 - Maybe treatments would be eligible for HSIP funding		
3	Tier 3 - Low chance treatments would be eligible for HSIP funding		
M	Recommended to Monitor Traffic Volumes	✓	Traffic Study Recommended

RECOMMENDATIONS

Label & Link	Econ Loss Rank	Intersection Name	Traffic Control	Entering AADT	Total Crashes	Economic Loss	CAUSATION: Failure to Yield Crashes (i.e., gap acceptance)	CAUSATION: Dis-regard Traffic Control Crashes (e.g., run-red/stop)	CHANGE IN TRAFFIC CONTROL: Modern Roundabout	CHANGE IN TRAFFIC CONTROL: Traffic Signal	CHANGE IN TRAFFIC CONTROL: All-Way Stop	TRAFFIC SIGNAL IMPROVEMENTS: Full Traffic Signal Replacement	TRAFFIC SIGNAL IMPROVEMENTS: Partial Traffic Signal Upgrades	TRAFFIC SIGNAL IMPROVEMENTS: Retroreflective Backplates	TRAFFIC SIGNAL IMPROVEMENTS: Countdown Ped Timers	TRAFFIC SIGNAL IMPROVEMENTS: Signal Timing	DESIGN IMPROVEMENTS: Geometric Modifications	DESIGN IMPROVEMENTS: High-Friction-Surface	DESIGN IMPROVEMENTS: Street Lighting Improvements	DESIGN IMPROVEMENTS: Pavement Marking/Signing	DESIGN IMPROVEMENTS: High-Visibility Crosswalks	DESIGN IMPROVEMENTS: Upgrade Curb Ramps	Other	Monitor Traffic Volumes	Traffic Study Recommended?	NOTES
A2.3	3	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	8,600	40	$ 568,000	28	1			1						1									✓	Converting to an all-way stop control to address the pattern of angle crashes could be considered at this intersection if warranted by a traffic study. Geometric improvements including 2 approach lanes on each leg and a westbound right-turn bypass lane could also be considered.
A2.4	4	Wasaukee Rd & Freistadt Rd	Minor Street Stop	9,650	24	$ 546,000	17	4			1						1									✓	NB and SB drivers have difficulty crossing intersection. Consider all-way stop control if warranted by a traffic study.
A2.5	5	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	5,435	28	$ 499,000	22																			✓	6-leg intersection with stop-control on 4 legs. Consider traffic study to identify potential improvement options with suitable traffic control , safety, and operations.
A2.6	6	Wasaukee Rd & Highland Rd	Minor Street Stop	8,300	10	$ 385,000	3	4												1							Forty percent of the crashes involved vehicles disregarding the traffic control. Consider improving stop sign visibility by adding double stop signs and add "Cross Traffic Does Not Stop" signs. Clear and grub vegetation to improve sight distance.
A2.9	9	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	8,100	26	$ 308,000	15				1						1									✓	EB/WB drivers having difficulty crossing STH 145. Consider all-way stop control if warranted by a traffic study.
A2.14	14	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	9,050	4	$ 97,000											2										Consider centerline rumble strips from Willow Creek Rd to Hilltop Rd. Fatal head-on crash (NB crossed centerline).

C. Remaining Intersections with Local Improvement Options

1	Tier 1 - Good chance treatments would be eligible for HSIP funding		
2	Tier 2 - Maybe treatments would be eligible for HSIP funding		
3	Tier 3 - Low chance treatments would be eligible for HSIP funding		
M	Recommended to Monitor Traffic Volumes	✓	Traffic Study Recommended

Label & Link	Econ Loss Rank	Intersection Name	Traffic Control	Entering AADT	Total Crashes	Economic Loss	CAUSATION: Failure to Yield Crashes (i.e., gap acceptance)	CAUSATION: Dis-regard Traffic Control Crashes (e.g., run-red/stop)	RECOMMENDATIONS – CHANGE IN TRAFFIC CONTROL: Modern Roundabout	Traffic Signal	All-Way Stop	TRAFFIC SIGNAL IMPROVEMENTS: Full Traffic Signal Replacement	Partial Traffic Signal Upgrades	Retroreflective Backplates	Countdown Ped Timers	Signal Timing	DESIGN IMPROVEMENTS: Geometric Modifications	High-Friction-Surface	Street Lighting Improvements	Pavement Marking/Signing	High-Visibility Crosswalks	Upgrade Curb Ramps	Other	Monitor Traffic Volumes	Traffic Study Recommended?	NOTES
A2.10	10	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	5,950	8	$ 215,000	1													3			3			Consider adding bike lanes – there was a fatal bicycle hit & run crash SB. Also, consider restriping a SB left-turn lane to address the SB rear-end crash pattern.
A2.11	11	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	6,155	3	$ 174,000																				There are no recommendations at this time. It appears the intersection geometry was changed between 2015 and 2018. The last crash at this intersection was in 2016
A2.12	12	Maple Rd & Mequon Rd	All-Way Stop	14,100	16	$ 145,000	6	1												3						Consider improving stop sign visibility.
A2.13	13	Division Rd & Lilac Ln	Minor Street Stop	6,500	2	$ 110,000	1	1												3						Consider improving stop sign visibility.
A2.15	15	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	6,550	3	$ 54,000	2																			There are no recommendations at this time.
A2.16	16	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	5,600	5	$ 41,000	1																			There are no recommendations at this time.
A2.17	17	STH 145/Fond du Lac & Crusader Ct-Church St	Minor Street Stop	5,500	8	$ 32,000																				There are no recommendations at this time.
A2.18	18	Pilgrim Rd & STH 145/Fond du Lac Ave	All-Way Stop	8,250	7	$ 28,000		2																		There are no recommendations at this time.
A2.19	19	STH 145/Fond du Lac Ave & Country Aire Rd	Minor Street Stop	4,100	4	$ 16,000	1													3						Consider improving stop sign visibility.
A2.20	20	Pilgrim Rd & Freistadt Rd	Minor Street Stop	5,550	4	$ 16,000														3						Consider improving stop sign visibility.
A2.21	21	Division Rd & Wendy Ln	Minor Street Stop	6,850	3	$ 12,000																	3			Trim trees and shrubs on north leg of Division Rd (source Google Earth).
A2.22	22	Country Aire Dr & CTH M/Pioneer Rd	All-Way Stop	2,610	3	$ 12,000	1													3						Consider improving stop sign visibility.

C. Remaining Intersections with Local Improvement Options

1	Tier 1 - Good chance treatments would be eligible for HSIP funding
2	Tier 2 - Maybe treatments would be eligible for HSIP funding
3	Tier 3 - Low chance treatments would be eligible for HSIP funding
M	Recommended to Monitor Traffic Volumes ✓ Traffic Study Recommended

Label & Link	Econ Loss Rank	Intersection Name	Traffic Control	Entering AADT	Total Crashes	Economic Loss	CAUSATION: Failure to Yield Crashes (i.e., gap acceptance)	CAUSATION: Dis-regard Traffic Control Crashes (e.g., run-red/stop)	RECOMMENDATIONS – CHANGE IN TRAFFIC CONTROL: Modern Roundabout	Traffic Signal	All-Way Stop	TRAFFIC SIGNAL IMPROVEMENTS: Full Traffic Signal Replacement	Partial Traffic Signal Upgrades	Retroreflective Backplates	Countdown Ped Timers	Signal Timing	DESIGN IMPROVEMENTS: Geometric Modifications	High-Friction-Surface	Street Lighting Improvements	Pavement Marking/Signing	High-Visibility Crosswalks	Upgrade Curb Ramps	Other	Monitor Traffic Volumes	Traffic Study Recommended?	NOTES
A2.23	23	STH 145/Fond du Lac Ave & Park Ave	Minor Street Stop	5,250	3	$ 12,000														3						Consider improving stop sign visibility.
A2.24	24	Maple Rd & Rockfield Rd	Minor Street Stop	3,000	3	$ 12,000	2													3			3			Consider improving stop sign visibility. Trim trees and shrubs on northeast corner (source Google Earth).
A2.25	25	Division Rd & Cedar Ln	Minor Street Stop	5,250	2	$ 8,000																				There are no recommendations at this time.
A2.26	26	Division Rd & Donges Bay Rd	Minor Street Stop	6,700	2	$ 8,000	1																			There are no recommendations at this time.
A2.27	27	Country Aire Dr & CTH F/Freistadt Rd	Minor Street Stop	22,750	1	$ 4,000	1																			There are no recommendations at this time.
A2.28	28	Heritage Hills Pkwy & Donges Bay Rd	Minor Street Stop	2,450	1	$ 4,000																				There are no recommendations at this time.

APPENDIX A

- APPENDIX A - INTERSECTIONS
  - A1 – Intersection Rankings
  - A2 – Intersection Collision Diagrams

APPENDIX A1

INTERSECTION RANKINGS

- A1.1 Intersection Database
- A1.2 Economic Loss Ranking
- A1.3 Crash Frequency Ranking
- A1.4 Crash Rate Ranking
- A1.5 Night-time Crash Ranking
- A1.6 Slippery Conditions Crash Ranking
- A1.7 Pedestrian Crash Ranking
- A1.8 Bicycle Crash Ranking
- A1.9 Top Crash Types
- A1.10 Top Crash Types by Direction

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

APPENDIX A1.1

Intersection Database

Village of Germantown (2015 thru 2019)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	LEGS	ENTERING AADT	COORDINATES	CRASH FREQ.	CRASH RATE	ECONOMIC LOSS
1	Maple Rd & Lannon Rd/STH 167	Traffic Signal	4	27,550	43.217902, -88.142925	73	1.45	$865,000
2	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	4	23,500	43.220967, -88.103192	54	1.26	$771,000
3	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	4	8,600	43.239753, -88.123204	40	2.55	$568,000
4	Wasaukee Rd & Freistadt Rd	Minor Street Stop	4	9,650	43.235634, -88.063909	24	1.36	$546,000
5	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rc	Minor Street Stop	3	5,435	43.250044, -88.142956	28	2.82	$499,000
6	Wasaukee Rd & Highland Rd	Minor Street Stop	4	8,300	43.250153, -88.063882	10	0.66	$385,000
7	Pilgrim Rd & Sylvan Circle	Minor Street Stop	4	10,250	43.223739, -88.103199	8	0.43	$377,000
8	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	4	13,600	43.221034, -88.097062	21	0.85	$369,000
9	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	4	8,100	43.235552, -88.116742	26	1.76	$308,000
10	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	3	5,950	43.222817, -88.175674	8	0.74	$215,000
11	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	3	6,155	43.228587, -88.181937	3	0.27	$174,000
12	Maple Rd & Mequon Rd	All-Way Stop	4	14,100	43.221077, -88.142354	16	0.62	$145,000
13	Division Rd & Lilac Ln	Minor Street Stop	4	6,500	43.213724, -88.122929	2	0.17	$110,000
14	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	3	9,050	43.207155, -88.158945	4	0.24	$97,000
15	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	3	6,550	43.208505, -88.162486	3	0.25	$54,000
16	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	3	5,600	43.228267, -88.105097	5	0.49	$41,000
17	STH 145/Fond du Lac & Crusader Ct-Church St	Minor Street Stop	4	5,500	43.230456, -88.108645	8	0.80	$32,000
18	Pilgrim Rd & STH 145/Fond du Lac Ave	All-Way Stop	4	8,250	43.227156, -88.103259	7	0.46	$28,000
19	STH 145/Fond du Lac Ave & Country Aire Rd	Minor Street Stop	3	4,100	43.212259, -88.083575	4	0.53	$16,000
20	Pilgrim Rd & Freistadt Rd	Minor Street Stop	3	5,550	43.235521, -88.103323	4	0.39	$16,000
21	Division Rd & Wendy Ln	Minor Street Stop	3	6,850	43.195188, -88.122898	3	0.24	$12,000
22	Country Aire Dr & CTH M/Pioneer Rd	All-Way Stop	4	2,610	43.279248, -88.083323	3	0.63	$12,000
23	STH 145/Fond du Lac Ave & Park Ave	Minor Street Stop	4	5,250	43.231739, -88.110593	3	0.31	$12,000
24	Maple Rd & Rockfield Rd	Minor Street Stop	4	3,000	43.257290, -88.143000	3	0.55	$12,000
25	Division Rd & Cedar Ln	Minor Street Stop	3	5,250	43.272167, -88.123075	2	0.21	$8,000
26	Division Rd & Donges Bay Rd	Minor Street Stop	3	6,700	43.206463, -88.122917	2	0.16	$8,000
27	Country Aire Dr & CTH F/Freistadt Rd	Minor Street Stop	3	22,750	43.235558, -88.083939	1	0.02	$4,000
28	Heritage Hills Pkwy & Donges Bay Rd	Minor Street Stop	4	2,450	43.206486, -88.092099	1	0.22	$4,000
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Averages per Intersection						**13**	**0.73**	**$203,143**
Totals						**366**		**$5,688,000**

1) Ranked by total economic loss. Economic Loss calculated by using $85k per Fatal K-Level, $85k per Incapacitating Injury A-Level, $85k per Non-Incapacitating Injury B-Level, and $25k per Possible Injury C-Level, and $4k per Property Damage Only PD-Level.

APPENDIX A1.2

Economic Loss Ranking

Village of Germantown (2015 thru 2019)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	CRASH FREQUENCY TOTAL	ECONOMIC LOSS (ALL CRASHES)
1	Maple Rd & Lannon Rd/STH 167	Traffic Signal	0	2	3	8	60	73	$865,000
2	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	0	0	4	11	39	54	$771,000
3	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	0	2	2	4	32	40	$568,000
4	Wasaukee Rd & Freistadt Rd	Minor Street Stop	0	0	4	6	14	24	$546,000
5	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	0	2	2	3	21	28	$499,000
6	Wasaukee Rd & Highland Rd	Minor Street Stop	0	1	3	1	5	10	$385,000
7	Pilgrim Rd & Sylvan Circle	Minor Street Stop	0	1	3	1	3	8	$377,000
8	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	0	0	3	2	16	21	$369,000
9	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	0	1	1	2	22	26	$308,000
10	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	1	0	1	1	5	8	$215,000
11	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	0	1	1	0	1	3	$174,000
12	Maple Rd & Mequon Rd	All-Way Stop	0	0	1	0	15	16	$145,000
13	Division Rd & Lilac Ln	Minor Street Stop	0	0	1	1	0	2	$110,000
14	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	1	0	0	0	3	4	$97,000
15	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	0	0	0	2	1	3	$54,000
16	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	0	0	0	1	4	5	$41,000
17	STH 145/Fond du Lac & Crusader Ct-Church St	Minor Street Stop	0	0	0	0	8	8	$32,000
18	Pilgrim Rd & STH 145/Fond du Lac Ave	All-Way Stop	0	0	0	0	7	7	$28,000
19	STH 145/Fond du Lac Ave & Country Aire Rd	Minor Street Stop	0	0	0	0	4	4	$16,000
20	Pilgrim Rd & Freistadt Rd	Minor Street Stop	0	0	0	0	4	4	$16,000
21	Division Rd & Wendy Ln	Minor Street Stop	0	0	0	0	3	3	$12,000
22	Country Aire Dr & CTH M/Pioneer Rd	All-Way Stop	0	0	0	0	3	3	$12,000
23	STH 145/Fond du Lac Ave & Park Ave	Minor Street Stop	0	0	0	0	3	3	$12,000
24	Maple Rd & Rockfield Rd	Minor Street Stop	0	0	0	0	3	3	$12,000
25	Division Rd & Donges Bay Rd	Minor Street Stop	0	0	0	0	2	2	$8,000
26	Division Rd & Cedar Ln	Minor Street Stop	0	0	0	0	2	2	$8,000
27	Heritage Hills Pkwy & Donges Bay Rd	Minor Street Stop	0	0	0	0	1	1	$4,000
28	Country Aire Dr & CTH F/Freistadt Rd	Minor Street Stop	0	0	0	0	1	1	$4,000
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Averages per Intersection			**0.07**	**0.36**	**1.04**	**1.54**	**10.07**	**13.07**	**$203,143**
Totals			**2**	**10**	**29**	**43**	**282**	**366**	**$5,688,000**

Avg. by Traffic Control	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	CRASHES	ECONOMIC LOSS
Traffic Signal	0.00	1.00	3.50	9.50	49.50	63.50	$818,000
All-Way Stop	0.00	0.00	0.33	0.00	8.33	8.67	$61,667
Modern Roundabout	---	---	---	---	---	---	---
Minor Street Stop	0.09	0.35	0.91	1.04	6.87	9.26	$168,130
Minor Street Yield	---	---	---	---	---	---	---
Other	---	---	---	---	---	---	---

1) Ranked by total economic loss. Economic Loss calculated by using $85k per Fatal K-Level, $85k per Incapacitating Injury A-Level, $85k per Non-Incapacitating Injury B-Level, and $25k per Possible Injury C-Level, and $4k per Property Damage Only PD-Level.

APPENDIX A1.3

Crash Frequency Ranking

Village of Germantown (2015 thru 2019)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	CRASH FREQUENCY TOTAL
1	Maple Rd & Lannon Rd/STH 167	Traffic Signal	0	2	3	8	60	73
2	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	0	0	4	11	39	54
3	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	0	2	2	4	32	40
4	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	0	2	2	3	21	28
5	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	0	1	1	2	22	26
6	Wasaukee Rd & Freistadt Rd	Minor Street Stop	0	0	4	6	14	24
7	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	0	0	3	2	16	21
8	Maple Rd & Mequon Rd	All-Way Stop	0	0	1	0	15	16
9	Wasaukee Rd & Highland Rd	Minor Street Stop	0	1	3	1	5	10
10	Pilgrim Rd & Sylvan Circle	Minor Street Stop	0	1	3	1	3	8
11	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	1	0	1	1	5	8
12	STH 145/Fond du Lac & Crusader Ct-Church St	Minor Street Stop	0	0	0	0	8	8
13	Pilgrim Rd & STH 145/Fond du Lac Ave	All-Way Stop	0	0	0	0	7	7
14	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	0	0	0	1	4	5
15	STH 145/Fond du Lac Ave & Country Aire Rd	Minor Street Stop	0	0	0	0	4	4
16	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	1	0	0	0	3	4
17	Pilgrim Rd & Freistadt Rd	Minor Street Stop	0	0	0	0	4	4
18	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	0	0	0	2	1	3
19	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	0	1	1	0	1	3
20	Division Rd & Wendy Ln	Minor Street Stop	0	0	0	0	3	3
21	Country Aire Dr & CTH M/Pioneer Rd	All-Way Stop	0	0	0	0	3	3
22	Maple Rd & Rockfield Rd	Minor Street Stop	0	0	0	0	3	3
23	STH 145/Fond du Lac Ave & Park Ave	Minor Street Stop	0	0	0	0	3	3
24	Division Rd & Donges Bay Rd	Minor Street Stop	0	0	0	0	2	2
25	Division Rd & Cedar Ln	Minor Street Stop	0	0	0	0	2	2
26	Division Rd & Lilac Ln	Minor Street Stop	0	0	1	1	0	2
27	Heritage Hills Pkwy & Donges Bay Rd	Minor Street Stop	0	0	0	0	1	1
28	Country Aire Dr & CTH F/Freistadt Rd	Minor Street Stop	0	0	0	0	1	1
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Averages per Intersection			**0.07**	**0.36**	**1.04**	**1.54**	**10.07**	**13.07**
Totals			**2**	**10**	**29**	**43**	**282**	**366**

Avg. by Traffic Control	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	CRASH FREQUENCY
Traffic Signal	0.00	1.00	3.50	9.50	49.50	63.50
All-Way Stop	0.00	0.00	0.33	0.00	8.33	8.67
Modern Roundabout	---	---	---	---	---	---
Minor Street Stop	0.09	0.35	0.91	1.04	6.87	9.26
Minor Street Yield	---	---	---	---	---	---
Other	---	---	---	---	---	---

1) Ranked by total crash frequency in five-year period.

APPENDIX A1.4

Crash Rate Ranking

Village of Germantown (2015 thru 2019)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	ENTERING AADT	CRASH FREQUENCY	CRASH RATE
1	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	5,435	28	2.82
2	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	8,600	40	2.55
3	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	8,100	26	1.76
4	Maple Rd & Lannon Rd/STH 167	Traffic Signal	27,550	73	1.45
5	Wasaukee Rd & Freistadt Rd	Minor Street Stop	9,650	24	1.36
6	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	23,500	54	1.26
7	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	13,600	21	0.85
8	STH 145/Fond du Lac & Crusader Ct-Church St	Minor Street Stop	5,500	8	0.80
9	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	5,950	8	0.74
10	Wasaukee Rd & Highland Rd	Minor Street Stop	8,300	10	0.66
11	Country Aire Dr & CTH M/Pioneer Rd	All-Way Stop	2,610	3	0.63
12	Maple Rd & Mequon Rd	All-Way Stop	14,100	16	0.62
13	Maple Rd & Rockfield Rd	Minor Street Stop	3,000	3	0.55
14	STH 145/Fond du Lac Ave & Country Aire Rd	Minor Street Stop	4,100	4	0.53
15	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	5,600	5	0.49
16	Pilgrim Rd & STH 145/Fond du Lac Ave	All-Way Stop	8,250	7	0.46
17	Pilgrim Rd & Sylvan Circle	Minor Street Stop	10,250	8	0.43
18	Pilgrim Rd & Freistadt Rd	Minor Street Stop	5,550	4	0.39
19	STH 145/Fond du Lac Ave & Park Ave	Minor Street Stop	5,250	3	0.31
20	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	6,155	3	0.27
21	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	6,550	3	0.25
22	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	9,050	4	0.24
23	Division Rd & Wendy Ln	Minor Street Stop	6,850	3	0.24
24	Heritage Hills Pkwy & Donges Bay Rd	Minor Street Stop	2,450	1	0.22
25	Division Rd & Cedar Ln	Minor Street Stop	5,250	2	0.21
26	Division Rd & Lilac Ln	Minor Street Stop	6,500	2	0.17
27	Division Rd & Donges Bay Rd	Minor Street Stop	6,700	2	0.16
28	Country Aire Dr & CTH F/Freistadt Rd	Minor Street Stop	22,750	1	0.02
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Totals			**247,150**	**366**	**0.81**

Avg. by Traffic Control	ENTERING AADT	CRASH FREQUENCY	CRASH RATE
Traffic Signal	25,525	63.50	1.36
All-Way Stop	8,320	8.67	0.57
Modern Roundabout	---	---	---
Minor Street Stop	7,441	9.26	0.68
Minor Street Yield	---	---	---
Other	---	---	---

1) Ranked by total number of crashes per million entering vehicles in five-year period.

APPENDIX A1.5

Night-Time Crash Ranking

Village of Germantown (2015 thru 2019)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	NIGHT-TIME CRASHES	TOTAL NUMBER OF CRASHES	PERCENT NIGHT-TIME	ECONOMIC LOSS (NIGHT-TIME)
1	Maple Rd & Lannon Rd/STH 167	Traffic Signal	15	73	21%	$222,000
2	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	2	8	25%	$170,000
3	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	16	54	30%	$169,000
4	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	6	28	21%	$147,000
5	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	4	21	19%	$97,000
6	Wasaukee Rd & Freistadt Rd	Minor Street Stop	3	24	13%	$93,000
7	Pilgrim Rd & Sylvan Circle	Minor Street Stop	2	8	25%	$89,000
8	Division Rd & Lilac Ln	Minor Street Stop	1	2	50%	$85,000
9	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	5	40	13%	$20,000
10	STH 145/Fond du Lac & Crusader Ct-Church St	Minor Street Stop	3	8	38%	$12,000
11	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	2	26	8%	$8,000
12	Division Rd & Wendy Ln	Minor Street Stop	2	3	67%	$8,000
13	Heritage Hills Pkwy & Donges Bay Rd	Minor Street Stop	1	1	100%	$4,000
14	Pilgrim Rd & STH 145/Fond du Lac Ave	All-Way Stop	1	7	14%	$4,000
15	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	1	3	33%	$4,000
16	Maple Rd & Mequon Rd	All-Way Stop	1	16	6%	$4,000
17	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	1	4	25%	$4,000
18	STH 145/Fond du Lac Ave & Park Ave	Minor Street Stop	1	3	33%	$4,000
19	Pilgrim Rd & Freistadt Rd	Minor Street Stop	1	4	25%	$4,000
20	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	1	5	20%	$4,000
21	Division Rd & Cedar Ln	Minor Street Stop	0	2	0%	$0
22	Division Rd & Donges Bay Rd	Minor Street Stop	0	2	0%	$0
23	Country Aire Dr & CTH F/Freistadt Rd	Minor Street Stop	0	1	0%	$0
24	Wasaukee Rd & Highland Rd	Minor Street Stop	0	10	0%	$0
25	Maple Rd & Rockfield Rd	Minor Street Stop	0	3	0%	$0
26	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	0	3	0%	$0
27	Country Aire Dr & CTH M/Pioneer Rd	All-Way Stop	0	3	0%	$0
28	STH 145/Fond du Lac Ave & Country Aire Rd	Minor Street Stop	0	4	0%	$0
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Averages per Intersection		**2.46**	**13.07**	**19%**	**$57,600**

Totals		**69**	**366**	**19%**	**$1,152,000**

1) Crashes ranked by economic loss of night-time crashes. Night-time includes night, or during low-light (dawn/dusk) conditions. Economic Loss calculated by using $85k per Fatal K-Level, $85k per Incapacitating Injury A-Level, $85k per Non-Incapacitating Injury B-Level, $25k per Possible Injury C-Level, and $4k per Property Damage Only PD-Level.

APPENDIX A1.6

Slippery Conditions Crash Ranking

Village of Germantown (2015 thru 2019)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	SLIPPERY CONDITIONS CRASHES	TOTAL NUMBER OF CRASHES	PERCENT SLIPPERY CONDITIONS	ECONOMIC LOSS (SLIPPERY CONDITIONS)
1	Wasaukee Rd & Freistadt Rd	Minor Street Stop	6	24	25%	$228,000
2	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	12	54	22%	$213,000
3	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	4	26	15%	$178,000
4	Pilgrim Rd & Sylvan Circle	Minor Street Stop	3	8	38%	$174,000
5	Maple Rd & Lannon Rd/STH 167	Traffic Signal	22	73	30%	$151,000
6	Wasaukee Rd & Highland Rd	Minor Street Stop	4	10	40%	$118,000
7	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	4	21	19%	$118,000
8	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	4	28	14%	$97,000
9	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	10	40	25%	$61,000
10	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	1	5	20%	$25,000
11	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	1	3	33%	$25,000
12	Maple Rd & Mequon Rd	All-Way Stop	4	16	25%	$16,000
13	Division Rd & Wendy Ln	Minor Street Stop	3	3	100%	$12,000
14	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	2	8	25%	$8,000
15	STH 145/Fond du Lac Ave & Country Aire Rd	Minor Street Stop	2	4	50%	$8,000
16	Division Rd & Cedar Ln	Minor Street Stop	1	2	50%	$4,000
17	Country Aire Dr & CTH M/Pioneer Rd	All-Way Stop	1	3	33%	$4,000
18	STH 145/Fond du Lac & Crusader Ct-Church St	Minor Street Stop	1	8	13%	$4,000
19	Maple Rd & Rockfield Rd	Minor Street Stop	1	3	33%	$4,000
20	STH 145/Fond du Lac Ave & Park Ave	Minor Street Stop	1	3	33%	$4,000
21	Heritage Hills Pkwy & Donges Bay Rd	Minor Street Stop	0	1	0%	$0
22	Division Rd & Donges Bay Rd	Minor Street Stop	0	2	0%	$0
23	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	0	4	0%	$0
24	Pilgrim Rd & STH 145/Fond du Lac Ave	All-Way Stop	0	7	0%	$0
25	Country Aire Dr & CTH F/Freistadt Rd	Minor Street Stop	0	1	0%	$0
26	Pilgrim Rd & Freistadt Rd	Minor Street Stop	0	4	0%	$0
27	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	0	3	0%	$0
28	Division Rd & Lilac Ln	Minor Street Stop	0	2	0%	$0
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Averages per Intersection			**3**	**13**	**24%**	**$72,600**
Totals			**87**	**366**	**24%**	**$1,452,000**

1) Crashes ranked by economic loss of slippery pavement conditions crashes. Slippery conditions includes wet, snowy, or icy. Economic Loss calculated by using $85k per Fatal K-Level, $85k per Incapacitating Injury A-Level, $85k per Non-Incapacitating Injury B-Level, $25k per Possible Injury C-Level, and $4k per Property Damage Only PD-Level.

APPENDIX A1.7

Pedestrian Crash Ranking

Village of Germantown (2015 thru 2019)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL PEDESTRIAN CRASHES	ECONOMIC LOSS (PED CRASHES)
1	Wasaukee Rd & Freistadt Rd	Minor Street Stop	0	0	0	0	0	0	$0
2	Division Rd & Cedar Ln	Minor Street Stop	0	0	0	0	0	0	$0
3	Maple Rd & Lannon Rd/STH 167	Traffic Signal	0	0	0	0	0	0	$0
4	Maple Rd & Mequon Rd	All-Way Stop	0	0	0	0	0	0	$0
5	STH 145/Fond du Lac Ave & Park Ave	Minor Street Stop	0	0	0	0	0	0	$0
6	STH 145/Fond du Lac & Crusader Ct-Church St	Minor Street Stop	0	0	0	0	0	0	$0
7	Division Rd & Wendy Ln	Minor Street Stop	0	0	0	0	0	0	$0
8	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	0	0	0	0	0	0	$0
9	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	0	0	0	0	0	0	$0
10	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	0	0	0	0	0	0	$0
11	Country Aire Dr & CTH F/Freistadt Rd	Minor Street Stop	0	0	0	0	0	0	$0
12	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	0	0	0	0	0	0	$0
13	Division Rd & Lilac Ln	Minor Street Stop	0	0	0	0	0	0	$0
14	Heritage Hills Pkwy & Donges Bay Rd	Minor Street Stop	0	0	0	0	0	0	$0
15	STH 145/Fond du Lac Ave & Country Aire Rd	Minor Street Stop	0	0	0	0	0	0	$0
16	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	0	0	0	0	0	0	$0
17	Pilgrim Rd & STH 145/Fond du Lac Ave	All-Way Stop	0	0	0	0	0	0	$0
18	Pilgrim Rd & Freistadt Rd	Minor Street Stop	0	0	0	0	0	0	$0
19	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	0	0	0	0	0	0	$0
20	Country Aire Dr & CTH M/Pioneer Rd	All-Way Stop	0	0	0	0	0	0	$0
21	Maple Rd & Rockfield Rd	Minor Street Stop	0	0	0	0	0	0	$0
22	Division Rd & Donges Bay Rd	Minor Street Stop	0	0	0	0	0	0	$0
23	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	0	0	0	0	0	0	$0
24	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	0	0	0	0	0	0	$0
25	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	0	0	0	0	0	0	$0
26	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	0	0	0	0	0	0	$0
27	Pilgrim Rd & Sylvan Circle	Minor Street Stop	0	0	0	0	0	0	$0
28	Wasaukee Rd & Highland Rd	Minor Street Stop	0	0	0	0	0	0	$0
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Averages per Intersection			**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**$0.00**
Totals			**0**	**0**	**0**	**0**	**0**	**0**	**$0.00**

1) Ranked by economic loss of crashes involving pedestrians. Economic Loss calculated by using $85k per Fatal K-Level, $85k per Incapacitating Injury A-Level, $85k per Non-Incapacitating Injury B-Level, $25k per Possible Injury C-Level, and $4k per Property Damage Only PD-Level.

APPENDIX A1.8

Bicycle Crash Ranking

Village of Germantown (2015 thru 2019)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL BICYCLE CRASHES	ECONOMIC LOSS (BICYCLE CRASHES)
1	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	1	0	0	0	0	1	$85,000
2	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	0	0	0	1	0	1	$25,000
3	Division Rd & Cedar Ln	Minor Street Stop	0	0	0	0	0	0	$0
4	Heritage Hills Pkwy & Donges Bay Rd	Minor Street Stop	0	0	0	0	0	0	$0
5	Division Rd & Lilac Ln	Minor Street Stop	0	0	0	0	0	0	$0
6	Wasaukee Rd & Freistadt Rd	Minor Street Stop	0	0	0	0	0	0	$0
7	Maple Rd & Lannon Rd/STH 167	Traffic Signal	0	0	0	0	0	0	$0
8	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	0	0	0	0	0	0	$0
9	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	0	0	0	0	0	0	$0
10	Division Rd & Wendy Ln	Minor Street Stop	0	0	0	0	0	0	$0
11	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	0	0	0	0	0	0	$0
12	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	0	0	0	0	0	0	$0
13	Maple Rd & Mequon Rd	All-Way Stop	0	0	0	0	0	0	$0
14	Country Aire Dr & CTH F/Freistadt Rd	Minor Street Stop	0	0	0	0	0	0	$0
15	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	0	0	0	0	0	0	$0
16	STH 145/Fond du Lac Ave & Country Aire Rd	Minor Street Stop	0	0	0	0	0	0	$0
17	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	0	0	0	0	0	0	$0
18	STH 145/Fond du Lac & Crusader Ct-Church St	Minor Street Stop	0	0	0	0	0	0	$0
19	Pilgrim Rd & STH 145/Fond du Lac Ave	All-Way Stop	0	0	0	0	0	0	$0
20	Pilgrim Rd & Freistadt Rd	Minor Street Stop	0	0	0	0	0	0	$0
21	Country Aire Dr & CTH M/Pioneer Rd	All-Way Stop	0	0	0	0	0	0	$0
22	STH 145/Fond du Lac Ave & Park Ave	Minor Street Stop	0	0	0	0	0	0	$0
23	Maple Rd & Rockfield Rd	Minor Street Stop	0	0	0	0	0	0	$0
24	Division Rd & Donges Bay Rd	Minor Street Stop	0	0	0	0	0	0	$0
25	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	0	0	0	0	0	0	$0
26	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	0	0	0	0	0	0	$0
27	Pilgrim Rd & Sylvan Circle	Minor Street Stop	0	0	0	0	0	0	$0
28	Wasaukee Rd & Highland Rd	Minor Street Stop	0	0	0	0	0	0	$0
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Averages per Intersection			**0.04**	**0.00**	**0.00**	**0.04**	**0.00**	**0.07**	**$55,000.00**
Totals			**1**	**0**	**0**	**1**	**0**	**2**	**$110,000.00**

1) Ranked by economic loss of crashes involving bicyclists. Economic Loss calculated by using $85k per Fatal K-Level, $85k per Incapacitating Injury A-Level, $85k per Non-Incapacitating Injury B-Level, $25k per Possible Injury C-Level, and $4k per Property Damage Only PD-Level.

APPENDIX A1.9

Top Crash Types

Village of Germantown (2015 thru 2019)

RANK[1]	CRASH TYPES	INTERSECTION	TRAFFIC CONTROL	NUMBER OF CRASHES	ECONOMIC LOSS
1	RT-ANGLE	Wasaukee Rd & Freistadt Rd	Minor Street Stop	20	$530,000
2	LT-ANGLE	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	17	$476,000
3	RT-ANGLE	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	26	$470,000
4	RT-ANGLE	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	22	$433,000
5	RT-ANGLE	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	13	$337,000
6	RT-ANGLE	Wasaukee Rd & Highland Rd	Minor Street Stop	6	$288,000
7	REAR-END	Maple Rd & Lannon Rd/STH 167	Traffic Signal	24	$240,000
8	LT-ANGLE	Maple Rd & Lannon Rd/STH 167	Traffic Signal	7	$190,000
9	MISC. OTHER	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	3	$174,000
10	RT-ANGLE	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	12	$171,000
11	RT-TURN REAR-END	Maple Rd & Lannon Rd/STH 167	Traffic Signal	16	$148,000
12	RT-ANGLE	Maple Rd & Lannon Rd/STH 167	Traffic Signal	7	$130,000
13	LT-ANGLE	Pilgrim Rd & Sylvan Circle	Minor Street Stop	3	$114,000
14	RT-ANGLE	Division Rd & Lilac Ln	Minor Street Stop	2	$110,000
15	REAR-END	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	11	$107,000
16	FIXED-OBJECT	Maple Rd & Lannon Rd/STH 167	Traffic Signal	6	$105,000
17	RT-ANGLE	Maple Rd & Mequon Rd	All-Way Stop	6	$105,000
18	LT-ANGLE	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	3	$93,000
19	FIXED-OBJECT	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	2	$89,000
20	RT-ANGLE	Pilgrim Rd & Sylvan Circle	Minor Street Stop	2	$89,000
21	REAR-END	Pilgrim Rd & Sylvan Circle	Minor Street Stop	2	$89,000
22	BICYCLE-RELATED	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	1	$85,000
23	HEAD-ON	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	1	$85,000
24	MISC. OTHER	Pilgrim Rd & Sylvan Circle	Minor Street Stop	1	$85,000
25	REAR-END	Wasaukee Rd & Highland Rd	Minor Street Stop	1	$85,000
26	RT-TURN REAR-END	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	9	$78,000
27	REAR-END	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	4	$37,000
28	LT-ANGLE	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	4	$37,000
29	REAR-END	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	3	$33,000
30	RT-ANGLE	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	3	$33,000
31	MISC. OTHER	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	3	$33,000
32	REAR-END	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	3	$33,000
33	MISC. OTHER	Maple Rd & Lannon Rd/STH 167	Traffic Signal	8	$32,000
34	RT-ANGLE	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	2	$29,000
35	REAR-END	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	1	$25,000
36	BICYCLE-RELATED	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	1	$25,000
37	LT-ANGLE	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	Minor Street Stop	1	$25,000
38	FIXED-OBJECT	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	6	$24,000
39	RT-TURN REAR-END	STH 145/Fond du Lac Ave & Freistadt Rd	Minor Street Stop	6	$24,000
40	SIDE-SWIPE-SAME	Maple Rd & Lannon Rd/STH 167	Traffic Signal	5	$20,000
41	MISC. OTHER	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	4	$16,000
42	REAR-END	STH 145/Fond du Lac Ave & CTH G/Division Rd	Minor Street Stop	4	$16,000
43	MISC. OTHER	Wasaukee Rd & Freistadt Rd	Minor Street Stop	3	$12,000
44	REAR-END	Maple Rd & Mequon Rd	All-Way Stop	3	$12,000
45	MISC. OTHER	STH 145/Fond du Lac & Crusader Ct-Church St	Minor Street Stop	3	$12,000
46	SIDE-SWIPE-SAME	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	3	$12,000
47	LT-ANGLE	STH 145/Fond du Lac Ave & Mequon Rd	Minor Street Stop	3	$12,000
48	DRIVEWAY-RELATED	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	2	$8,000
49	FIXED-OBJECT	Division Rd & Wendy Ln	Minor Street Stop	2	$8,000
50	FIXED-OBJECT	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	2	$8,000
Totals for Top 50 Crash Types				**302**	**$ 5,432,000**

1) Ranked by economic loss per crash type. Economic Loss calculated by using $85k per Fatal K-Level, $85k per Incapacitating Injury A-Level, $85k per Non-Incapacitating Injury B-Level, $25k per Possible Injury C-Level, and $4k per Property Damage Only PD-Level. Most crashes within 300 feet of intersection, per the accident report form.

APPENDIX A1.10

Top Crash Types by Direction

Village of Germantown (2015 thru 2019)

RANK[1]	CRASH PATTERN	INTERSECTION	TRAFFIC CONTROL	NUMBER OF CRASHES	ECONOMIC LOSS
1	WB/NB_RT-ANGLE	Wasaukee Rd & Freistadt Rd	Minor Street Stop	8	$338,000
2	EB_REAR	Maple Rd & Lannon Rd/STH 167	Traffic Signal	10	$184,000
3	EB_LT-ANGLE	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	5	$143,000
4	NB_LT-ANGLE	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	5	$143,000
5	SB/WB_RT-ANGLE	Maple Rd & Lannon Rd/STH 167	Traffic Signal	3	$114,000
6	SB_RT-TURN_REAR-END	Maple Rd & Lannon Rd/STH 167	Traffic Signal	10	$103,000
7	WB_LT-ANGLE	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	5	$101,000
8	SB/WB_RT-ANGLE	Wasaukee Rd & Freistadt Rd	Minor Street Stop	4	$97,000
9	NB_LT-ANGLE	Maple Rd & Lannon Rd/STH 167	Traffic Signal	3	$93,000
10	NB_FIXED-OBJECT	Maple Rd & Lannon Rd/STH 167	Traffic Signal	2	$89,000
11	NB/EB_RT-ANGLE	Maple Rd & Mequon Rd	All-Way Stop	2	$89,000
12	SB_LT-ANGLE	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	2	$89,000
13	WB_LT-ANGLE	Maple Rd & Lannon Rd/STH 167	Traffic Signal	1	$85,000
14	WB_FIXED-OBJECT	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	1	$85,000
15	SB_BIKE	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	1	$85,000
16	MISC._WEST-LEG	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	1	$85,000
17	MISC._NORTH-LEG	STH 175/Appleton Ave & Amy Belle Rd	Minor Street Stop	1	$85,000
18	HEAD-ON_NORTH-LEG	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	1	$85,000
19	WB/NB_RT-ANGLE	Division Rd & Lilac Ln	Minor Street Stop	1	$85,000
20	NB/EB_RT-ANGLE	Wasaukee Rd & Freistadt Rd	Minor Street Stop	6	$66,000
21	SB_REAR	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	3	$54,000
22	WB_RT-TURN_REAR-END	Maple Rd & Lannon Rd/STH 167	Traffic Signal	6	$45,000
23	SB_REAR	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	3	$33,000
24	WB_RT-TURN_REAR-END	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	3	$33,000
25	SB_RT-TURN_REAR-END	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	3	$33,000
26	EB/SB_RT-ANGLE	Wasaukee Rd & Freistadt Rd	Minor Street Stop	2	$29,000
27	NB_REAR	STH 145/Fond du Lac Ave & Main St	Minor Street Stop	2	$29,000
28	EB/SB_RT-ANGLE	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	2	$29,000
29	NB_REAR	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	2	$29,000
30	WB_REAR	Maple Rd & Lannon Rd/STH 167	Traffic Signal	7	$28,000
31	SB/WB_RT-ANGLE	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	1	$25,000
32	SB_REAR	STH 175/Appleton Ave & Hilltop Rd	Minor Street Stop	1	$25,000
33	EB/SB_RT-ANGLE	Division Rd & Lilac Ln	Minor Street Stop	1	$25,000
34	SB_BIKE	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	1	$25,000
35	NB/EB_RT-ANGLE	Maple Rd & Lannon Rd/STH 167	Traffic Signal	4	$16,000
36	MISC._SOUTH-LEG	Maple Rd & Lannon Rd/STH 167	Traffic Signal	4	$16,000
37	SB_REAR	Maple Rd & Lannon Rd/STH 167	Traffic Signal	4	$16,000
38	EB_LT-ANGLE	Maple Rd & Lannon Rd/STH 167	Traffic Signal	3	$12,000
39	NB_REAR	Maple Rd & Lannon Rd/STH 167	Traffic Signal	3	$12,000
40	EB_REAR	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	3	$12,000
41	WB_REAR	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	3	$12,000
42	SB_FIXED-OBJECT	Pilgrim Rd & Mequon Rd/STH 167	Traffic Signal	3	$12,000
43	EB_FIXED-OBJECT	Maple Rd & Lannon Rd/STH 167	Traffic Signal	2	$8,000
44	WB_SSS	Maple Rd & Lannon Rd/STH 167	Traffic Signal	2	$8,000
45	NB_SSS	Maple Rd & Lannon Rd/STH 167	Traffic Signal	2	$8,000
46	SB_DRIVEWAY_NEARSIDE	STH 175/Appleton Ave & Meeker Hill Rd	Minor Street Stop	2	$8,000
47	NB_FIXED-OBJECT	STH 175/Appleton Ave & Willow Creek Rd	Minor Street Stop	2	$8,000
48	WB/NB_RT-ANGLE	Maple Rd & Mequon Rd	All-Way Stop	2	$8,000
49	NB_LT-ANGLE	Maple Rd & Mequon Rd	All-Way Stop	2	$8,000
50	SB_REAR	Maple Rd & Mequon Rd	All-Way Stop	2	$8,000
Totals for Top 50 Crash Patterns				**152**	**$ 2,858,000**

1) Ranked by economic loss per crash pattern by direction. Economic Loss calculated by using $85k per Fatal K-Level, $85k per Incapacitating Injury A-Level, $85k per Non-Incapacitating Injury B-Level, $25k per Possible Injury C-Level, and $4k per Property Damage Only PD-Level. Most crashes within 300 feet of intersection, per the accident report form.

APPENDIX A2

INTERSECTION COLLISION DIAGRAMS

- A2.1 Maple Rd & Lannon Rd/STH 167
- A2.2 Pilgrim Rd & Mequon Rd/STH 167
- A2.3 STH 145/Fond du Lac Ave & CTH G/Division Rd
- A2.4 Wasaukee Rd & Freistadt Rd
- A2.5 STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd
- A2.6 Wasaukee Rd & Highland Rd
- A2.7 Pilgrim Rd & Sylvan Circle
- A2.8 STH 145/Fond du Lac Ave & Mequon Rd
- A2.9 STH 145/Fond du Lac Ave & Freistadt Rd
- A2.10 STH 175/Appleton Ave & Meeker Hill Rd
- A2.11 STH 175/Appleton Ave & Amy Belle Rd
- A2.12 Maple Rd & Mequon Rd
- A2.13 Division Rd & Lilac Ln
- A2.14 STH 175/Appleton Ave & Willow Creek Rd
- A2.15 STH 175/Appleton Ave & Hilltop Rd
- A2.16 STH 145/Fond du Lac Ave & Main St
- A2.17 STH 145/Fond du Lac & Crusader Ct-Church St
- A2.18 Pilgrim Rd & STH 145/Fond du Lac Ave
- A2.19 STH 145/Fond du Lac Ave & Country Aire Rd
- A2.20 Pilgrim Rd & Freistadt Rd
- A2.21 Division Rd & Wendy Ln
- A2.22 Country Aire Dr & CTH M/Pioneer Rd
- A2.23 STH 145/Fond du Lac Ave & Park Ave
- A2.24 Maple Rd & Rockfield Rd
- A2.25 Division Rd & Cedar Ln
- A2.26 Division Rd & Donges Bay Rd
- A2.27 Country Aire Dr & CTH F/Freistadt Rd
- A2.28 Heritage Hills Pkwy & Donges Bay Rd

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

A2.1 Intersection Collision Diagram

Location:	**Maple Rd & Lannon Rd/STH 167**		**From:**	**1/1/2015**	**Duration 5 Years**
Municipality:	**Germantown**		**To:**	**12/31/2019**	**0 Months**
County:	**Washington**		**AADT:**	**27,550**	MAP
Traffic Control:	**Traffic Signal**		**Area Type:**	**Urban**	
			GPS Coordinates:	**43.217902, -88.142925**	

TOTAL CRASHES: 73

AVG. CRASHES/YEAR: 14.6

CRASH RATE: 1.45 per MEV

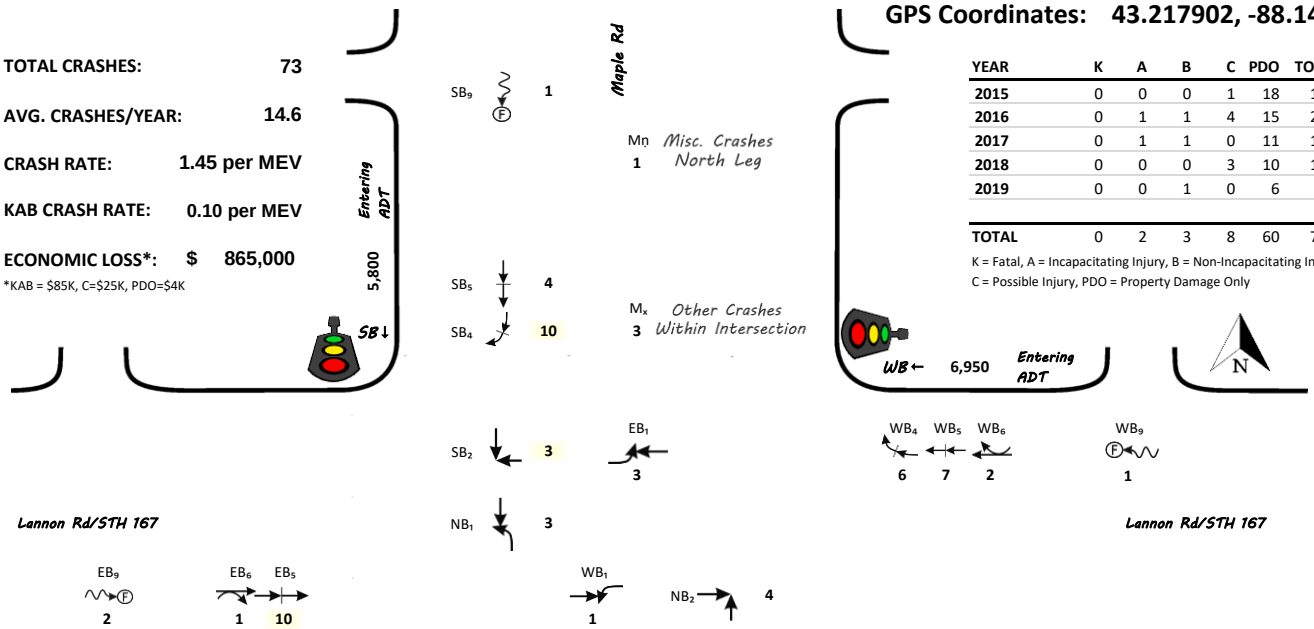
KAB CRASH RATE: 0.10 per MEV

ECONOMIC LOSS*: $ 865,000

*KAB = $85K, C=$25K, PDO=$4K

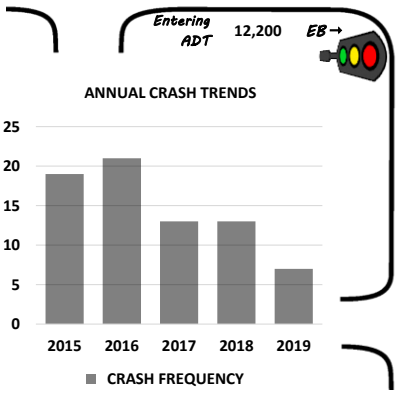
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	1	18	19	$ 97,000
2016	0	1	1	4	15	21	$ 330,000
2017	0	1	1	0	11	13	$ 214,000
2018	0	0	0	3	10	13	$ 115,000
2019	0	0	1	0	6	7	$ 109,000
TOTAL	0	2	3	8	60	73	$ 865,000

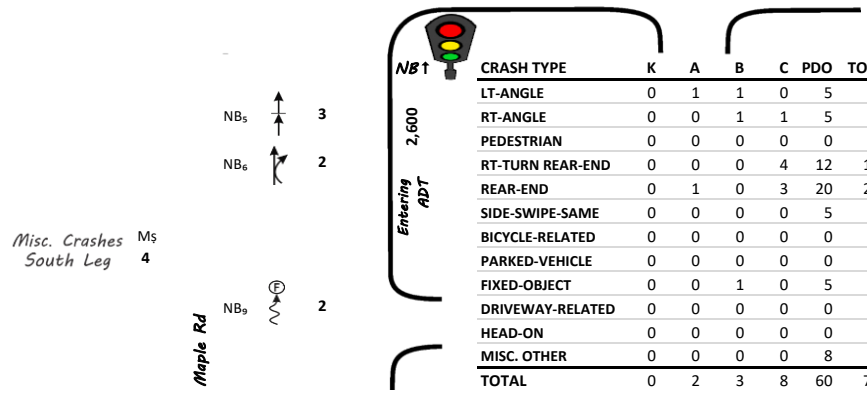
K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	1	1	0	5	7	$ 190,000
RT-ANGLE	0	0	1	1	5	7	$ 130,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	4	12	16	$ 148,000
REAR-END	0	1	0	3	20	24	$ 240,000
SIDE-SWIPE-SAME	0	0	0	0	5	5	$ 20,000
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	1	0	5	6	$ 105,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	8	8	$ 32,000
TOTAL	0	2	3	8	60	73	$ 865,000

ROAD CONDITIONS		
DRY	51	70%
WET	15	21%
SNOW	7	10%
ICE	0	0%
OTH.	0	0%
TOT.	73	

LIGHT CONDITIONS		
DAY	58	79%
DARK	15	21%
TOT.	73	

DRIVER BEHAVIOR		
ALCOHOL	1	1%
DRUGS	1	1%
SPEED	5	7%

SEASON		
SPRING	23	32%
SUMMER	10	14%
FALL	16	22%
WINTER	24	33%
TOT.	73	

FAILURE TO YIELD		
NB	1	1%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	9	12%
TOT.	10	14%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	1	1%
TBD	6	8%
TOT.	7	10%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	8	6%
NONE	8	6%
VERY MINOR	13	9%
MINOR	41	30%
MODERATE	42	30%
SEVERE	26	19%
VERY SEVERE	0	0%
TOTAL VEHICLES	138	

NOTES:

Validated KAB crashes

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	1	1	0	1	0	0	1	3	2	0	1	2	0	1	0	0	1	0	1	0	MON	15
TUE	0	0	0	0	0	0	0	1	2	0	0	0	1	1	1	4	4	3	0	0	0	0	0	0	0	TUE	17
WED	0	0	0	0	0	0	0	2	0	0	0	1	2	0	2	0	1	1	0	0	0	1	0	0	0	WED	10
THU	0	0	0	0	0	0	2	1	0	0	0	1	1	1	1	1	1	1	0	1	0	1	0	0	0	THU	12
FRI	0	0	0	0	0	1	0	1	0	0	1	0	1	2	3	2	0	1	0	0	0	0	0	0	0	FRI	12
SAT	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	2
SUN	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	SUN	5
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	1	0	0	0	3	3	5	4	0	1	3	9	6	8	8	8	8	1	1	0	3	0	1	0	TOT.	73

A2.1 Crash Data

Corresponds to Collision Diagram

Location:	**Maple Rd & Lannon Rd/STH 167**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**27,550**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_1	LLFNDQV	1/12/2015	LT-ANGLE	1 PM		WET					
2	EB_1	LLFF0LZ	2/9/2015	LT-ANGLE	12 PM							
3	EB_1	C9L09XQXZD	8/17/2017	LT-ANGLE	1 PM							
4	EB_5	LLG6PKQ	1/9/2015	REAR-END	3 PM	C	SNOW					
5	EB_5	LLG7FTS	6/7/2015	REAR-END	5 PM		WET				Y	
6	EB_5	C9L09B7D6W	3/7/2017	REAR-END	4 PM	A						Sun glare
7	EB_5	C9L09XQXZ3	7/31/2017	REAR-END	12 PM							
8	EB_5	C9L09XQZ1D	1/18/2018	REAR-END	7 AM	C	WET	DAY				
9	EB_5	C9L09V8VS0	5/31/2018	REAR-END	6 AM	C						
10	EB_5	C9L0F7HWSP	3/14/2019	REAR-END	7 PM			DARK				
11	EB_5	C9L0FB000K	4/21/2019	REAR-END	5 PM							
12	EB_5	C9L0FB002P	12/10/2019	REAR-END	4 PM			DARK		Y		
13	EB_5	C9L0F1BQDB	12/12/2019	REAR-END	3 PM		WET				Y	
14	EB_9	C9L09B7DBF	4/19/2018	SIDE-SWIPE-SAME	6 AM		SNOW	DAY				
15	EB_9	LLHB1J6	3/5/2016	FIXED-OBJECT	1 AM		SNOW	DARK				
16	EB_9	C9L09KMLW4	5/13/2017	FIXED-OBJECT	8 AM		UNKN	DAY				
17	WB_1	LLHL60W	9/26/2016	LT-ANGLE	1 PM	A						Red turn arrow
18	WB_4	LLG7FVP	10/1/2015	RT-TURN REAR-END	12 PM							
19	WB_4	LLHCHZZ	1/5/2016	RT-TURN REAR-END	3 PM							
20	WB_4	C9L09WHWVR	5/15/2018	RT-TURN REAR-END	2 PM							
21	WB_4	C9L09LVN15	6/13/2018	RT-TURN REAR-END	2 PM	C						
22	WB_4	C9L09CGFGD	12/2/2018	RT-TURN REAR-END	2 PM			DARK				
23	WB_4	C9L09CGFHQ	5/7/2019	RT-TURN REAR-END	3 PM							
24	WB_5	LLFP4W7	3/3/2015	REAR-END	8 AM		SNOW				Y	
25	WB_5	LLFF0P9	9/8/2015	REAR-END	1 PM							
26	WB_5	LLG7FVN	9/29/2015	REAR-END	8 AM		WET					
27	WB_5	LLHFQMH	12/21/2015	REAR-END	11 AM		WET					
28	WB_5	LLHCJ0T	7/29/2016	REAR-END	1 PM							
29	WB_5	C9L09WHWTL	10/12/2017	REAR-END	2 PM							
30	WB_5	C9L09WHWTN	10/13/2017	REAR-END	5 PM		WET					
31	WB_9	LLFPW3Q	1/9/2015	SIDE-SWIPE-SAME	2 PM		SNOW					
32	WB_9	LLHLX7M	10/14/2016	SIDE-SWIPE-SAME	10 AM							
33	WB_9	C9L09H5JN5	2/17/2017	FIXED-OBJECT	7 AM							
34	NB_1	LLFGH3J	7/22/2015	LT-ANGLE	9 PM			DARK				
35	NB_1	C9L09WHWS4	4/11/2017	LT-ANGLE	3 PM	B						
36	NB_1	C9L09WHWV1	12/12/2017	LT-ANGLE	4 PM			DAY				
37	NB_2	LLG3QSW	3/12/2015	RT-ANGLE	11 AM							
38	NB_2	LLG3QW6	10/21/2015	RT-ANGLE	5 PM							
39	NB_2	LLFD89Q	10/26/2015	RT-ANGLE	8 AM							
40	NB_2	C9L09CGFBD	2/20/2017	RT-ANGLE	6 PM			DARK				
41	NB_5	LLHLX7N	10/12/2016	REAR-END	12 PM		WET					
42	NB_5	LLHD8B6	11/16/2016	REAR-END	12 PM							
43	NB_5	LLHMNGT	11/25/2016	REAR-END	12 PM							
44	NB_6	LLHD8B1	10/26/2016	SIDE-SWIPE-SAME	2 PM		WET				Y	
45	NB_6	C9L09B7D9Z	3/16/2018	SIDE-SWIPE-SAME	5 AM			DARK				
46	NB_9	LLHLX61	5/18/2016	FIXED-OBJECT	11 AM							
47	NB_9	C9L09CGFHB	4/8/2019	FIXED-OBJECT	5 AM	B		DARK				Light Pole
48	M$	LLFF0N8	6/22/2015	MISC. OTHER	11 PM			DARK				
49	M$	C9L09H5JQR	5/20/2018	MISC. OTHER	5 AM							
50	M$	C9L09CGFG4	12/4/2018	MISC. OTHER	5 PM			DARK				
51	M$	C9L09CGFG5	12/20/2018	MISC. OTHER	4 PM		WET	DARK				
52	SB_2	LLHB1J3	12/29/2015	RT-ANGLE	12 PM		SNOW					
53	SB_2	LLHCJ0B	3/14/2016	RT-ANGLE	9 PM	B		DARK	Y			Unknown who ran red
54	SB_2	LLHGGVL	4/19/2016	RT-ANGLE	5 PM	C						
55	SB_4	LLFH7BG	2/13/2015	RT-TURN REAR-END	2 PM							
56	SB_4	LLG3QTB	4/29/2015	RT-TURN REAR-END	7 AM							
57	SB_4	LLHBRRN	4/6/2016	RT-TURN REAR-END	7 AM	C	WET					
58	SB_4	LLGNRQR	5/23/2016	RT-TURN REAR-END	4 PM							
59	SB_4	LLH8KS4	5/23/2016	RT-TURN REAR-END	4 PM	C						
60	SB_4	LLHD89L	6/10/2016	RT-TURN REAR-END	1 PM	C						
61	SB_4	LLHMNGR	11/23/2016	RT-TURN REAR-END	4 PM		WET				Y	
62	SB_4	LLHFQPN	12/5/2016	RT-TURN REAR-END	6 AM		WET	DARK				
63	SB_4	LLHL61J	12/6/2016	RT-TURN REAR-END	5 PM			DARK				
64	SB_4	C9L09KMLWF	10/3/2017	RT-TURN REAR-END	3 PM							
65	SB_5	LLFLXCJ	1/29/2015	REAR-END	9 PM			DARK				
66	SB_5	LLHMNH8	12/19/2016	REAR-END	12 PM		SNOW					
67	SB_5	C9L09XQXWX	5/23/2017	REAR-END	4 PM		WET					
68	SB_5	C9L09H5JR5	7/13/2018	REAR-END	2 PM							
69	SB_9	C9L09XQZ19	1/12/2018	FIXED-OBJECT	3 PM							
70	Mn	C9L09DPGGS	2/20/2018	MISC. OTHER	7 AM		WET					
71	M_x	LLH8K5R	7/14/2016	MISC. OTHER	5 PM							
72	M_x	C9L09LVN0N	11/6/2017	MISC. OTHER	3 PM							
73	M_x	C9L09CGFGK	1/20/2019	MISC. OTHER	12 PM							

A2.2 Intersection Collision Diagram

Location:	**Pilgrim Rd & Mequon Rd/STH 167**		**From:**	**1/1/2015**	**Duration 5 Years**
Municipality:	**Germantown**		**To:**	**12/31/2019**	**0 Months**
County:	**Washington**		**AADT:**	**23,500**	MAP
Traffic Control:	**Traffic Signal**		**Area Type:**	**Urban**	
			GPS Coordinates:	**43.220967, -88.103192**	

TOTAL CRASHES: 54

AVG. CRASHES/YEAR: 10.8

CRASH RATE: 1.26 per MEV

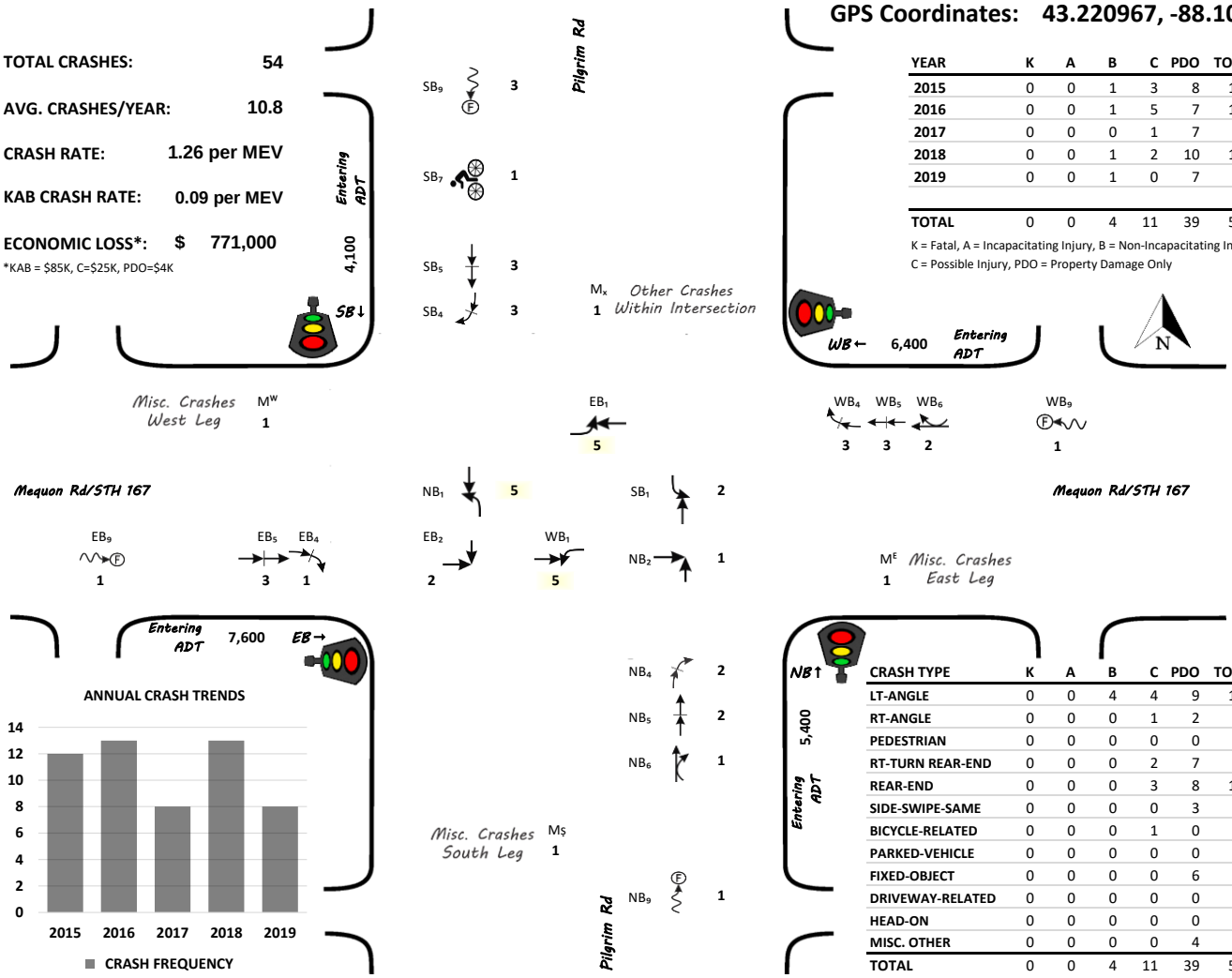
KAB CRASH RATE: 0.09 per MEV

ECONOMIC LOSS*: $ 771,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	1	3	8	12	$ 192,000
2016	0	0	1	5	7	13	$ 238,000
2017	0	0	0	1	7	8	$ 53,000
2018	0	0	1	2	10	13	$ 175,000
2019	0	0	1	0	7	8	$ 113,000
TOTAL	0	0	4	11	39	54	$ 771,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	4	4	9	17	$ 476,000
RT-ANGLE	0	0	0	1	2	3	$ 33,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	2	7	9	$ 78,000
REAR-END	0	0	0	3	8	11	$ 107,000
SIDE-SWIPE-SAME	0	0	0	0	3	3	$ 12,000
BICYCLE-RELATED	0	0	0	1	0	1	$ 25,000
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	6	6	$ 24,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	4	4	$ 16,000
TOTAL	0	0	4	11	39	54	$ 771,000

ROAD CONDITIONS		
DRY	42	78%
WET	8	15%
SNOW	4	7%
ICE	0	0%
OTH.	0	0%
TOT.	54	

LIGHT CONDITIONS		
DAY	38	70%
DARK	16	30%
TOT.	54	

DRIVER BEHAVIOR		
ALCOHOL	3	6%
DRUGS	0	0%
SPEED	3	6%

SEASON		
SPRING	11	20%
SUMMER	12	22%
FALL	18	33%
WINTER	13	24%
TOT.	54	

FAILURE TO YIELD		
NB	0	0%
SB	2	4%
EB	1	2%
WB	1	2%
TBD	13	24%
TOT.	17	31%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	3	6%
TOT.	3	6%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	4	4%
NONE	4	4%
VERY MINOR	11	11%
MINOR	32	32%
MODERATE	30	30%
SEVERE	19	19%
VERY SEVERE	0	0%
TOTAL VEHICLES	100	

NOTES:

Validated KAB crashes

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	2	1	1	0	0	0	0	0	MON	7
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	2	1	0	1	0	0	0	0	TUE	7
WED	0	0	0	0	0	0	3	1	0	0	0	1	1	0	0	0	1	1	0	2	0	0	0	0	0	WED	10
THU	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	2	0	0	0	0	0	0	0	0	0	THU	8
FRI	1	0	1	0	0	0	0	0	1	0	0	0	1	0	1	1	0	3	0	0	1	0	0	0	0	FRI	10
SAT	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	1	0	0	0	SAT	7
SUN	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	1	0	0	0	1	0	0	0	0	SUN	5
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	1	0	2	1	0	0	3	4	1	1	4	3	4	3	4	3	3	8	2	3	3	1	0	0	0	TOT.	54

A2.2 Crash Data

Corresponds to Collision Diagram

Location:	**Pilgrim Rd & Mequon Rd/STH 167**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**23,500**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_1	LLG6PKT	1/26/2015	LT-ANGLE	7 PM		SNOW	DARK				
2	EB_1	LLFRCP0	5/28/2015	LT-ANGLE	10 AM	C						
3	EB_1	LLFLXDQ	10/1/2015	LT-ANGLE	3 PM							
4	EB_1	LLHMNG7	9/30/2016	LT-ANGLE	8 PM	C	WET	DARK				
5	EB_1	C9L09KMLZB	1/21/2019	LT-ANGLE	11 AM	B	WET					
6	EB_2	C9L09XQZ1B	1/9/2018	RT-ANGLE	8 PM	C		DARK				
7	EB_2	C9L09QKRBG	5/6/2018	RT-ANGLE	1 PM							
8	EB_4	C9L09CGFK6	11/22/2019	RT-TURN REAR-END	5 PM			DARK				
9	EB_5	C9L09FXHKZ	11/15/2017	REAR-END	11 AM							
10	EB_5	C9L09QKRBM	6/14/2018	REAR-END	7 AM							
11	EB_5	C9L09DPGJD	9/18/2019	REAR-END	7 AM							
12	EB_9	C9L09DPGGR	2/17/2018	FIXED-OBJECT	10 AM		UNKN	DAY				
13	M^W	C9L09XQXZ6	8/10/2017	MISC. OTHER	12 PM							
14	WB_1	LLHBRRP	4/13/2016	LT-ANGLE	6 AM	B						
15	WB_1	RXM2M9L	8/1/2016	LT-ANGLE	12 PM							
16	WB_1	C9L09CGFDG	5/25/2018	LT-ANGLE	8 AM							
17	WB_1	C9L09FXHP9	5/22/2019	LT-ANGLE	12 PM							
18	WB_1	C9L0FB001P	9/6/2019	LT-ANGLE	2 PM							
19	WB_4	LLHL600	8/9/2016	RT-TURN REAR-END	5 PM	C						
20	WB_4	C9L09JDKSM	3/24/2018	RT-TURN REAR-END	11 AM							
21	WB_4	C9L0FB001T	9/20/2019	RT-TURN REAR-END	3 PM							
22	WB_5	LLG7FTL	3/13/2015	REAR-END	12 AM			DARK	Y			
23	WB_5	LLHFQMK	12/24/2015	REAR-END	10 AM							
24	WB_5	C9L09B7DB6	4/4/2018	REAR-END	5 PM							
25	WB_6	LLHB1JL	8/28/2016	SIDE-SWIPE-SAME	10 AM							
26	WB_6	C9L09B7D70	2/23/2017	SIDE-SWIPE-SAME	3 PM							
27	WB_9	C9L09H5JPR	12/9/2017	FIXED-OBJECT	3 AM		SNOW	DARK	Y		Y	
28	M^E	C9L09CGFD0	12/9/2017	MISC. OTHER	2 AM		SNOW	DARK			Y	
29	NB_1	LLG7FV5	7/15/2015	LT-ANGLE	7 PM	B						Entered on yellow
30	NB_1	LLFRCPD	10/28/2015	LT-ANGLE	6 AM	C	WET	DARK				
31	NB_1	CLVHL65	2/1/2016	LT-ANGLE	6 PM	C		DARK				
32	NB_1	LLHF0GK	11/2/2016	LT-ANGLE	6 AM		WET	DARK				
33	NB_1	C9L09CGFFM	10/30/2018	LT-ANGLE	6 PM		WET	DARK				
34	NB_2	C9L09WHWT5	8/12/2017	RT-ANGLE	2 PM							
35	NB_4	C9L09WHWTR	10/27/2017	RT-TURN REAR-END	5 PM							
36	NB_4	C9L09FXHPJ	6/4/2019	RT-TURN REAR-END	1 PM							
37	NB_5	LLHMNG3	9/24/2016	REAR-END	4 PM							
38	NB_5	LLHLX7K	10/13/2016	REAR-END	2 PM	C						
39	NB_6	LLG7FVC	8/16/2015	SIDE-SWIPE-SAME	8 PM			DARK				
40	NB_9	C9L0F1BQ88	3/10/2019	FIXED-OBJECT	9 AM		WET				Y	
41	M_S	C9L09H5JQL	4/24/2018	MISC. OTHER	1 PM							
42	SB_1	LLHLX88	11/28/2016	LT-ANGLE	5 PM		WET	DAY				
43	SB_1	C9L09B7D9D	1/4/2018	LT-ANGLE	7 AM	B						
44	SB_4	LLFLXD5	6/23/2015	RT-TURN REAR-END	2 PM							
45	SB_4	LLFF0NW	8/9/2015	RT-TURN REAR-END	4 PM							
46	SB_4	LLHGGVZ	5/23/2016	RT-TURN REAR-END	5 PM	C						
47	SB_5	LLFLXDP	10/5/2015	REAR-END	7 AM	C	WET					
48	SB_5	LLHMNGN	11/22/2016	REAR-END	5 PM			DARK				
49	SB_5	C9L09WHWRG	1/25/2017	REAR-END	7 PM	C	SNOW	DARK				
50	SB_7	C9L09XQZ36	6/8/2018	BICYCLE-RELATED	5 PM	C						
51	SB_9	LLFPW5F	11/13/2015	FIXED-OBJECT	2 AM			DARK	Y			
52	SB_9	LLHF0FB	1/2/2016	FIXED-OBJECT	9 PM			DARK				
53	SB_9	C9L09H5JSB	12/21/2018	FIXED-OBJECT	12 PM							
54	M_x	C9L09B7DDK	11/28/2018	MISC. OTHER	4 PM							

A2.3 Intersection Collision Diagram

Location:	STH 145/Fond du Lac Ave & CTH G/Division Rd	**From:**	1/1/2015	**Duration** 5	Years
Municipality:	Germantown	**To:**	12/31/2019	0	Months
County:	Washington	**AADT:**	8,600		MAP
Traffic Control:	Minor Street Stop	**Area Type:**	Rural		
		GPS Coordinates:	43.239753, -88.123204		

TOTAL CRASHES: 40

AVG. CRASHES/YEAR: 8.0

CRASH RATE: 2.55 per MEV

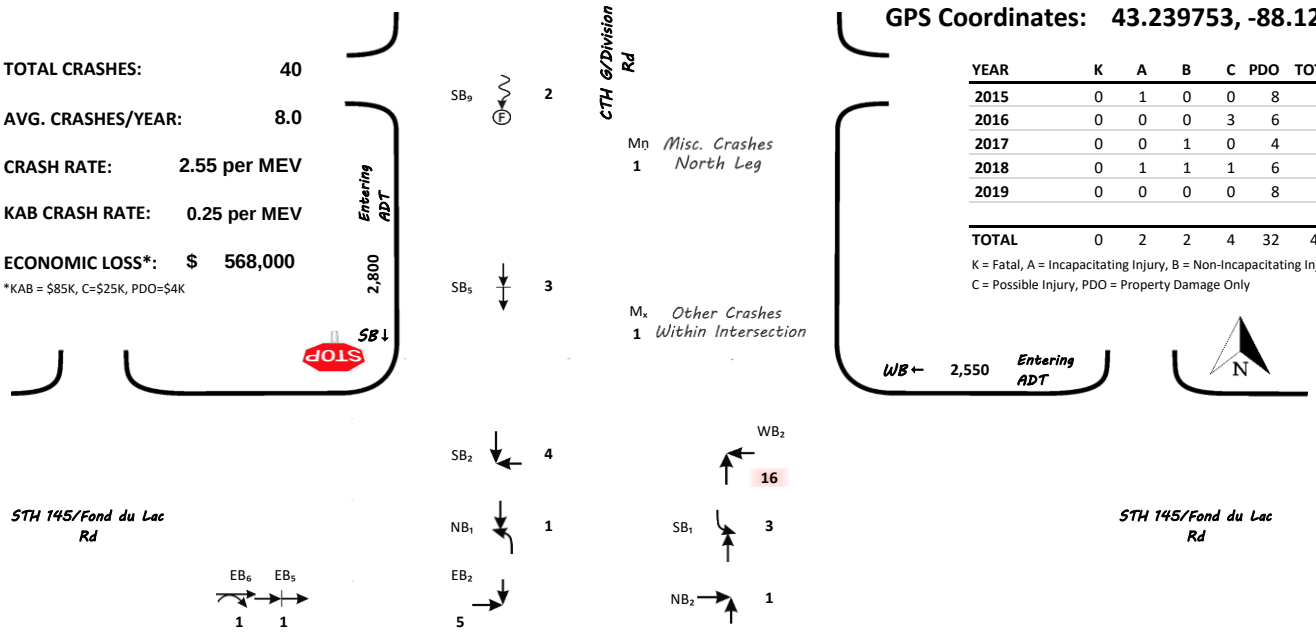
KAB CRASH RATE: 0.25 per MEV

ECONOMIC LOSS*: $ 568,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	1	0	0	8	9	$ 117,000
2016	0	0	0	3	6	9	$ 99,000
2017	0	0	1	0	4	5	$ 101,000
2018	0	1	1	1	6	9	$ 219,000
2019	0	0	0	0	8	8	$ 32,000
TOTAL	0	2	2	4	32	40	$ 568,000

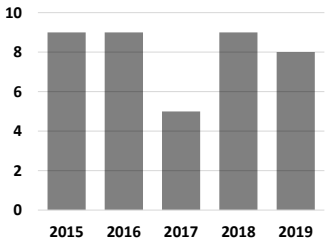
K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	1	3	4	$ 37,000
RT-ANGLE	0	2	2	2	20	26	$ 470,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	4	4	$ 16,000
SIDE-SWIPE-SAME	0	0	0	0	1	1	$ 4,000
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	2	2	$ 8,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	1	2	3	$ 33,000
TOTAL	0	2	2	4	32	40	$ 568,000

ROAD CONDITIONS		
DRY	30	75%
WET	8	20%
SNOW	2	5%
ICE	0	0%
OTH.	0	0%
TOT.	40	

LIGHT CONDITIONS		
DAY	35	88%
DARK	5	13%
TOT.	40	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	2	5%

SEASON		
SPRING	9	23%
SUMMER	7	18%
FALL	13	33%
WINTER	11	28%
TOT.	40	

FAILURE TO YIELD		
NB	17	43%
SB	10	25%
EB	0	0%
WB	0	0%
TBD	1	3%
TOT.	28	70%

DISRGRD. CONTROL		
NB	0	0%
SB	1	3%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	3%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	2	3%
NONE	3	4%
VERY MINOR	4	5%
MINOR	20	27%
MODERATE	18	24%
SEVERE	27	36%
VERY SEVERE	1	1%
TOTAL VEHICLES	75	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	1	1	1	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	MON	7
TUE	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	TUE	6
WED	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	WED	7
THU	0	1	0	0	0	0	0	1	1	2	0	1	0	0	1	1	0	1	0	0	0	0	0	0	0	THU	9
FRI	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	FRI	6
SAT	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	SAT	3
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	SUN	2
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	1	0	1	0	0	3	5	2	3	2	1	2	1	1	3	5	4	2	3	0	0	0	1	0	TOT.	40

A2.3 Crash Data

Corresponds to Collision Diagram

Location:	**STH 145/Fond du Lac Ave & CTH G/Division Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**8,600**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	LLFGH36	5/29/2015	RT-ANGLE	7 PM		WET	DAY				
2	EB_2	LLHL5ZQ	7/6/2016	RT-ANGLE	7 AM							
3	EB_2	LLHF0G9	9/22/2016	RT-ANGLE	9 AM	C						
4	EB_2	LLH99B1	12/9/2016	RT-ANGLE	7 AM							
5	EB_2	C9L09H5JQ5	1/15/2018	RT-ANGLE	9 AM		WET					
6	EB_3	C9L0F1BQCJ	11/5/2019	REAR-END	6 AM			DAY				Slowing for EBL
7	EB_4	LLH8K4B	3/4/2016	SIDE-SWIPE-SAME	4 PM							
8	WB_2	LLFP4X6	10/13/2015	RT-ANGLE	7 PM			DARK				
9	WB_2	LLG3QW8	10/22/2015	RT-ANGLE	3 PM							
10	WB_2	LLHF0DR	11/25/2015	RT-ANGLE	12 PM							
11	WB_2	LM4BDMH	11/27/2015	RT-ANGLE	4 PM							
12	WB_2	LLH8K3Q	2/4/2016	RT-ANGLE	2 PM							
13	WB_2	LLHL61L	12/14/2016	RT-ANGLE	4 PM		WET					
14	WB_2	C9L09LVN04	5/23/2017	RT-ANGLE	6 PM		WET					
15	WB_2	C9L09LVN0P	11/15/2017	RT-ANGLE	5 PM			DARK				
16	WB_2	C9L09B7D8R	11/16/2017	RT-ANGLE	8 AM							
17	WB_2	C9L09FXHLD	12/10/2017	RT-ANGLE	3 PM	B						
18	WB_2	C9L09JDKSJ	2/28/2018	RT-ANGLE	7 AM	B						
19	WB_2	C9L09XQZ2K	4/23/2018	RT-ANGLE	7 PM							
20	WB_2	C9L09B7DBL	5/12/2018	RT-ANGLE	3 PM	C						
21	WB_2	C9L09QKRBN	7/12/2018	RT-ANGLE	11 AM	A						Pushed into semi
22	WB_2	C9L09LVN18	8/13/2018	RT-ANGLE	10 AM							
23	WB_2	C9L09KMLZC	1/21/2019	RT-ANGLE	1 PM		WET					
24	NB_1	LLGN1KT	3/4/2016	LT-ANGLE	4 PM	C						
25	NB_2	C9L0F7HWV7	8/1/2019	RT-ANGLE	9 AM							
26	M_5	LLG7FVJ	9/5/2015	MISC. OTHER	3 AM			DARK				Swerved for turkey
27	SB_1	C9L09LVN1C	8/30/2018	LT-ANGLE	5 PM							
28	SB_1	C9L09FXHN6	12/17/2018	LT-ANGLE	7 AM							
29	SB_1	C9L09CGFJ1	5/22/2019	LT-ANGLE	4 PM							
30	SB_2	LLG7FTZ	7/6/2015	RT-ANGLE	10 AM	A						
31	SB_2	LLHCJ0X	10/12/2016	RT-ANGLE	5 PM		WET	DAY				WBR obstructed view
32	SB_2	C9L09H5JT7	4/26/2019	RT-ANGLE	5 PM							
33	SB_2	C9L09H5JV6	10/8/2019	RT-ANGLE	6 PM							
34	SB_3	LLG7FTD	2/2/2015	REAR-END	8 AM		SNOW				Y	
35	SB_3	C9L09B7D8Q	11/16/2017	REAR-END	7 AM							Pulled out, stopped
36	SB_3	C9L09DPGHJ	1/22/2019	REAR-END	6 AM			DAY				
37	SB_4	C9L09KMLXT	11/10/2018	FIXED-OBJECT	6 AM		SNOW	DAY				Icy road, sign
38	SB_4	C9L09JDKWX	8/11/2019	FIXED-OBJECT	11 PM			DARK				Sign
39	M_0	LLG7FTM	4/9/2015	MISC. OTHER	1 AM		WET	DARK			Y	EBL, Utility pole
40	M_4	LLH8K3P	2/2/2016	MISC. OTHER	12 PM	C	WET					WBR, Sign

A2.4 Intersection Collision Diagram

Location:	**Wasaukee Rd & Freistadt Rd**		**From:**	**1/1/2015**	**Duration 5 Years**
Municipality:	**Germantown**		**To:**	**12/31/2019**	**0 Months**
County:	**Washington**		**AADT:**	**9,650**	MAP
Traffic Control:	**Minor Street Stop**		**Area Type:**	**Rural**	
			GPS Coordinates:	**43.235634, -88.063909**	

TOTAL CRASHES: 24

AVG. CRASHES/YEAR: 4.8

CRASH RATE: 1.36 per MEV

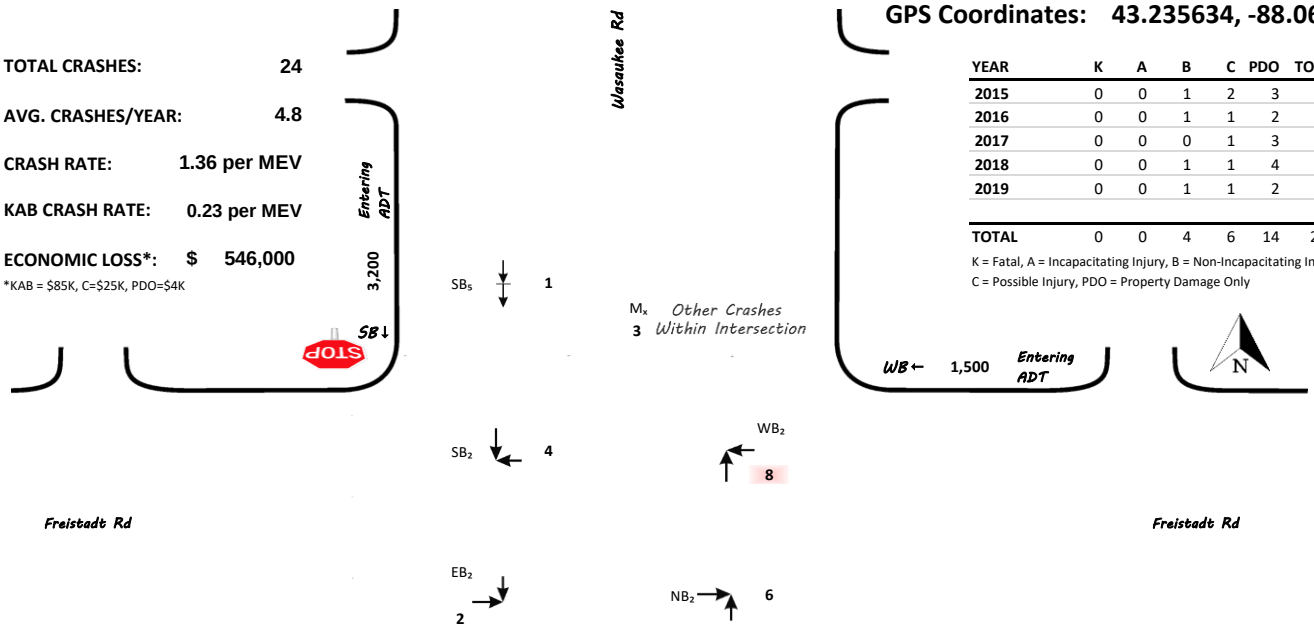
KAB CRASH RATE: 0.23 per MEV

ECONOMIC LOSS*: $ 546,000

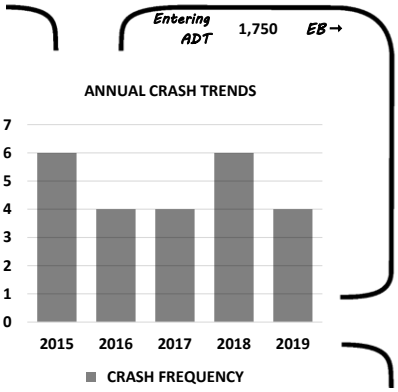
*KAB = $85K, C=$25K, PDO=$4K

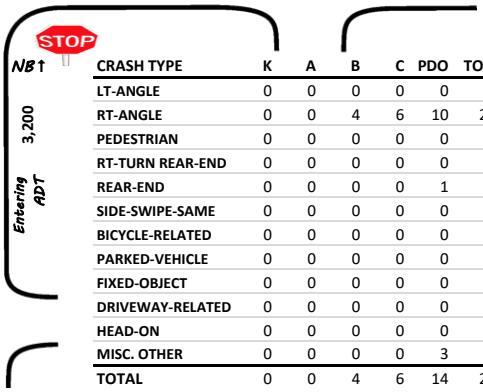
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	1	2	3	6	$ 147,000
2016	0	0	1	1	2	4	$ 118,000
2017	0	0	0	1	3	4	$ 37,000
2018	0	0	1	1	4	6	$ 126,000
2019	0	0	1	1	2	4	$ 118,000
TOTAL	0	0	4	6	14	24	$ 546,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	4	6	10	20	$ 530,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 4,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	3	3	$ 12,000
TOTAL	0	0	4	6	14	24	$ 546,000

ROAD CONDITIONS		
DRY	18	75%
WET	5	21%
SNOW	1	4%
ICE	0	0%
OTH.	0	0%
TOT.	24	

LIGHT CONDITIONS		
DAY	21	88%
DARK	3	13%
TOT.	24	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	5	21%
SUMMER	5	21%
FALL	8	33%
WINTER	6	25%
TOT.	24	

FAILURE TO YIELD		
NB	3	13%
SB	1	4%
EB	0	0%
WB	0	0%
TBD	13	54%
TOT.	17	71%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	4	17%
TOT.	4	17%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	1	2%
VERY MINOR	2	4%
MINOR	2	4%
MODERATE	18	40%
SEVERE	21	47%
VERY SEVERE	1	2%
TOTAL VEHICLES	45	

NOTES:

Validated KAB crashes

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	MON	3
TUE	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	TUE	2
WED	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	1	1	0	0	0	0	0	0	0	WED	6
THU	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	THU	4
FRI	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	FRI	4
SAT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	SAT	3
SUN	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	SUN	2
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	1	1	1	3	1	1	2	2	2	4	2	3	1	0	0	0	0	0	0	TOT.	24

A2.4 Crash Data

Corresponds to Collision Diagram

Location:	**Wasaukee Rd & Freistadt Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**9,650**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	LLFRCPB	10/9/2015	RT-ANGLE	6 AM	C						
2	EB_2	3SL17GNQ6Q	6/7/2017	RT-ANGLE	2 PM							
3	WB_2	DFVFCJT	5/29/2015	RT-ANGLE	3 PM	B	WET					Changing radio
4	WB_2	DFSGV8S	9/18/2016	RT-ANGLE	12 PM	B						
5	WB_2	DFSGV8V	9/23/2016	RT-ANGLE	3 PM	C						
6	WB_2	3SL17SK13H	3/4/2017	RT-ANGLE	2 PM							
7	WB_2	3SL17MLVN1	12/24/2017	RT-ANGLE	3 PM	C	WET					
8	WB_2	3SL13XHJTW	6/30/2018	RT-ANGLE	3 PM							
9	WB_2	C9L09KMLXK	10/10/2018	RT-ANGLE	4 PM	B						
10	WB_2	3SL172BC4S	5/16/2019	RT-ANGLE	10 AM	C	WET					
11	NB_2	DFVHL7B	9/24/2015	RT-ANGLE	6 PM	C		DAY				
12	NB_2	DFSGV5N	12/7/2015	RT-ANGLE	5 PM			DARK				
13	NB_2	DFVC4XM	5/11/2016	RT-ANGLE	1 PM							
14	NB_2	3SL13XHJT2	4/27/2018	RT-ANGLE	9 AM	C						
15	NB_2	3SL172BC4H	11/7/2018	RT-ANGLE	5 PM			DARK				
16	NB_2	3SL17BZLXP	11/13/2018	RT-ANGLE	9 AM							
17	SB_2	LLG7FTC	1/27/2015	RT-ANGLE	1 PM							
18	SB_2	C9L09JDKT9	6/18/2018	RT-ANGLE	4 PM		WET					
19	SB_2	C9L09CGFGN	1/21/2019	RT-ANGLE	5 PM	B	SNOW	DARK				
20	SB_2	C9L09CGFGT	2/7/2019	RT-ANGLE	12 PM		WET					
21	SB_3	LLG3QVL	9/17/2015	REAR-END	8 AM							
22	M_4	DFSGV9C	12/10/2016	MISC. OTHER	9 AM							
23	M_4	3SL13XHJPF	6/21/2017	MISC. OTHER	11 AM							
24	M_4	3SL17BZLZL	8/28/2019	MISC. OTHER	7 AM							

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes

A2.5 Intersection Collision Diagram

Location:	STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd	**From:**	1/1/2015	**Duration** 5	Years
Municipality:	Germantown	**To:**	12/31/2019	0	Months
County:	Washington	**AADT:**	5,435		MAP
Traffic Control:	Minor Street Stop	**Area Type:**	Rural		
		GPS Coordinates:	43.250044, -88.142956		

TOTAL CRASHES: 28

AVG. CRASHES/YEAR: 5.6

CRASH RATE: 2.82 per MEV

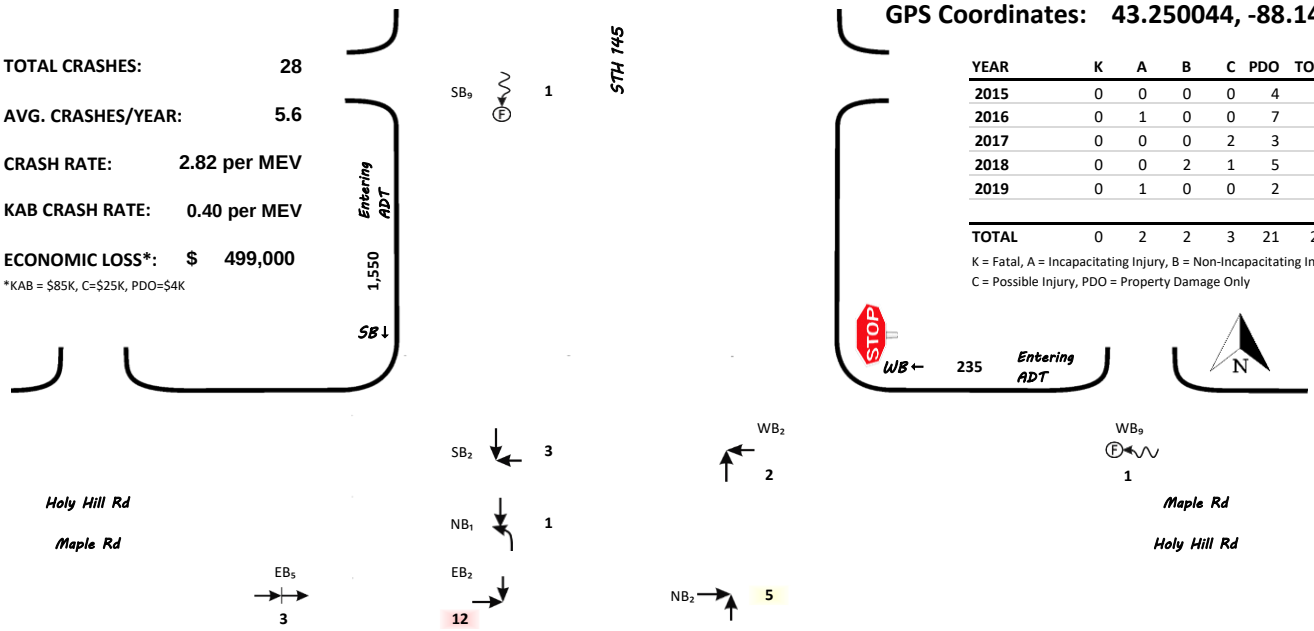
KAB CRASH RATE: 0.40 per MEV

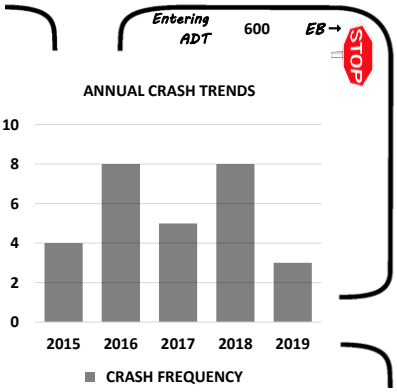
ECONOMIC LOSS*: $ 499,000

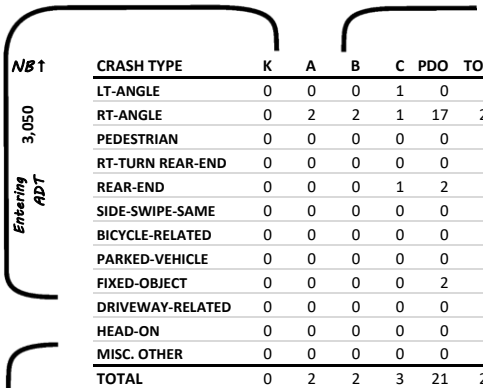
*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	4	4	$ 16,000
2016	0	1	0	0	7	8	$ 113,000
2017	0	0	0	2	3	5	$ 62,000
2018	0	0	2	1	5	8	$ 215,000
2019	0	1	0	0	2	3	$ 93,000
TOTAL	0	2	2	3	21	28	$ 499,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only







CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	1	0	1	$ 25,000
RT-ANGLE	0	2	2	1	17	22	$ 433,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	1	2	3	$ 33,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	2	2	$ 8,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	2	2	3	21	28	$ 499,000

ROAD CONDITIONS		
DRY	24	86%
WET	1	4%
SNOW	3	11%
ICE	0	0%
OTH.	0	0%
TOT.	28	

LIGHT CONDITIONS		
DAY	22	79%
DARK	6	21%
TOT.	28	

DRIVER BEHAVIOR		
ALCOHOL	2	7%
DRUGS	0	0%
SPEED	1	4%

SEASON		
SPRING	6	21%
SUMMER	7	25%
FALL	9	32%
WINTER	6	21%
TOT.	28	

FAILURE TO YIELD		
NB	3	11%
SB	0	0%
EB	15	54%
WB	4	14%
TBD	0	0%
TOT.	22	79%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	2	4%
MINOR	9	17%
MODERATE	22	42%
SEVERE	18	35%
VERY SEVERE	1	2%
TOTAL VEHICLES	52	

NOTES:

6-Leg intersection: Maple Rd N-S, Holy Hill Rd E-W and STH 145 NW-SE skew

SEE EXHIBIT A2.5 FOR CRASH PLOT ON AERIAL MAP

DAY/TIME TRENDS

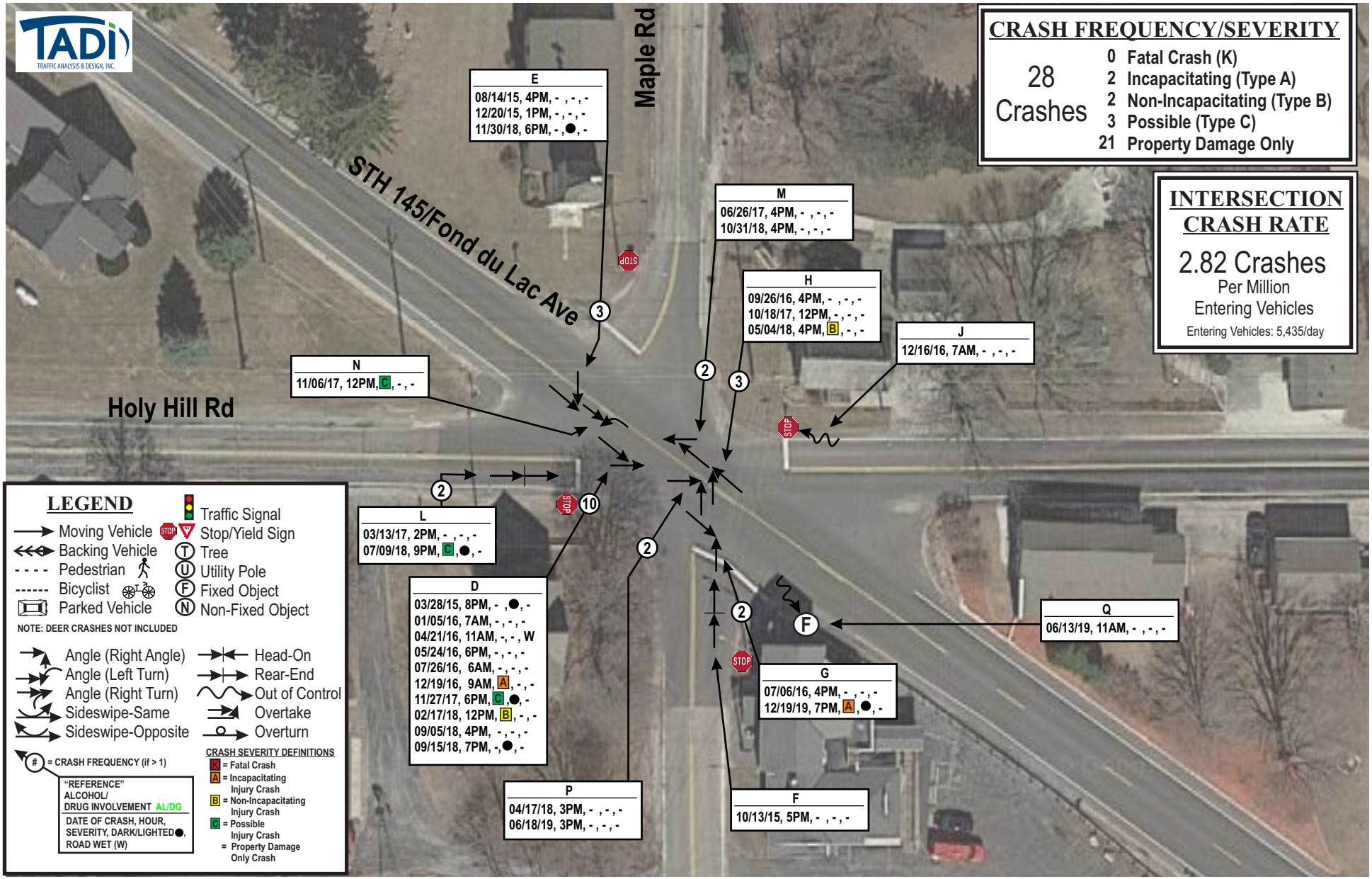
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	0	1	0	0	0	MON	6
TUE	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	TUE	6
WED	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	WED	4
THU	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	THU	4
FRI	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	FRI	4
SAT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	SAT	3
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	1	2	0	1	0	2	3	1	1	2	7	1	3	2	1	1	0	0	0	TOT.	28

A2.5 Crash Data

Corresponds to Collision Diagram

Location:	**STH 145/Fond du Lac Ave & Maple Rd-Holy Hill Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**5,435**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	LLFF0MB	3/28/2015	RT-ANGLE	8 PM			DARK				145-SB Holy Hill-EB
2	EB_2	LLHCHZX	1/5/2016	RT-ANGLE	7 AM							145-SB Holy Hill-EB
3	EB_2	LLH8K4Q	4/21/2016	RT-ANGLE	11 AM		WET					145-SB Holy Hill-EB
4	EB_2	LLHLX64	5/24/2016	RT-ANGLE	6 PM							145-SB Holy Hill-EB
5	EB_2	LLHB1JG	7/6/2016	RT-ANGLE	4 PM							145-SB Maple-EB
6	EB_2	LLHFQNV	7/26/2016	RT-ANGLE	6 AM							145-SB Holy Hill-EB
7	EB_2	LLHMNH7	12/19/2016	RT-ANGLE	9 AM	A	SNOW					145-SB Holy Hill-EB
8	EB_2	C9L09V8VQJ	11/27/2017	RT-ANGLE	6 PM	C		DARK				145-SB Holy Hill-EB
9	EB_2	C9L09B7D9Q	2/17/2018	RT-ANGLE	12 PM	B						145-SB Holy Hill-EB
10	EB_2	C9L09LVN1K	9/5/2018	RT-ANGLE	4 PM							145-SB Holy Hill-EB
11	EB_2	C9L09B7DCV	9/15/2018	RT-ANGLE	7 PM			DARK				145-SB Holy Hill-EB
12	EB_2	C9L0F7HWW6	12/19/2019	RT-ANGLE	7 PM	A		DARK	Y			145-SB Maple-EB
13	EB_5	LLFPW4Z	10/13/2015	REAR-END	5 PM							Maple-EB
14	EB_5	C9L09CGFBK	3/13/2017	REAR-END	2 PM		SNOW					Holy Hill-EB
15	EB_5	C9L09WHWW9	7/9/2018	REAR-END	9 PM	C		DARK	Y			Holy Hill-EB
16	WB_2	C9L09FXHK8	6/26/2017	RT-ANGLE	4 PM							145-NB Holy Hill-WB
17	WB_2	C9L09JDKVC	10/31/2018	RT-ANGLE	4 PM							145-NB Holy Hill-WB
18	WB_9	LLH8K78	12/16/2016	FIXED-OBJECT	7 AM		SNOW				Y	Holy Hill-WB Sign
19	NB_1	C9L09B7D8L	11/6/2017	LT-ANGLE	12 PM	C						145-NB Holy Hill-EB
20	NB_2	LLHMNG6	9/29/2016	RT-ANGLE	4 PM							145-NB Maple-EB
21	NB_2	C9L09H5JP9	10/18/2017	RT-ANGLE	12 PM							145-NB Maple-EB
22	NB_2	C9L09JDKSS	4/17/2018	RT-ANGLE	3 PM							Maple-NB HolyHill-EB
23	NB_2	C9L09B7DBK	5/4/2018	RT-ANGLE	4 PM	B						145-NB Maple-EB
24	NB_2	C9L0FB000W	6/18/2019	RT-ANGLE	3 PM							Maple-NB HolyHill-EB
25	SB_2	LLFLXDF	8/14/2015	RT-ANGLE	4 PM							145-SB Maple-WB
26	SB_2	LLHBRR3	12/20/2015	RT-ANGLE	1 PM							145-SB Maple-WB
27	SB_2	C9L09B7DDM	11/30/2018	RT-ANGLE	6 PM			DARK				145-SB Maple-WB
28	SB_9	C9L09FXHPK	6/13/2019	FIXED-OBJECT	11 AM							145-SB Guardrail



N

NOT TO SCALE

EXHIBIT A2.5
CRASH HISTORY (2015-2019)

INTERSECTION OF STH 145 & MAPLE RD & HOLY HILL RD
GERMANTOWN, WISCONSIN

A2.6 Intersection Collision Diagram

Location:	**Wasaukee Rd & Highland Rd**		**Duration**	
Municipality:	**Germantown**	**From:** 1/1/2015	**5**	**Years**
County:	**Washington**	**To:** 12/31/2019	**0**	**Months**
Traffic Control:	**Minor Street Stop**	**AADT:** 8,300		MAP
		Area Type: Rural		
		GPS Coordinates: 43.250153, -88.063882		

TOTAL CRASHES: 10

AVG. CRASHES/YEAR: 2.0

CRASH RATE: 0.66 per MEV

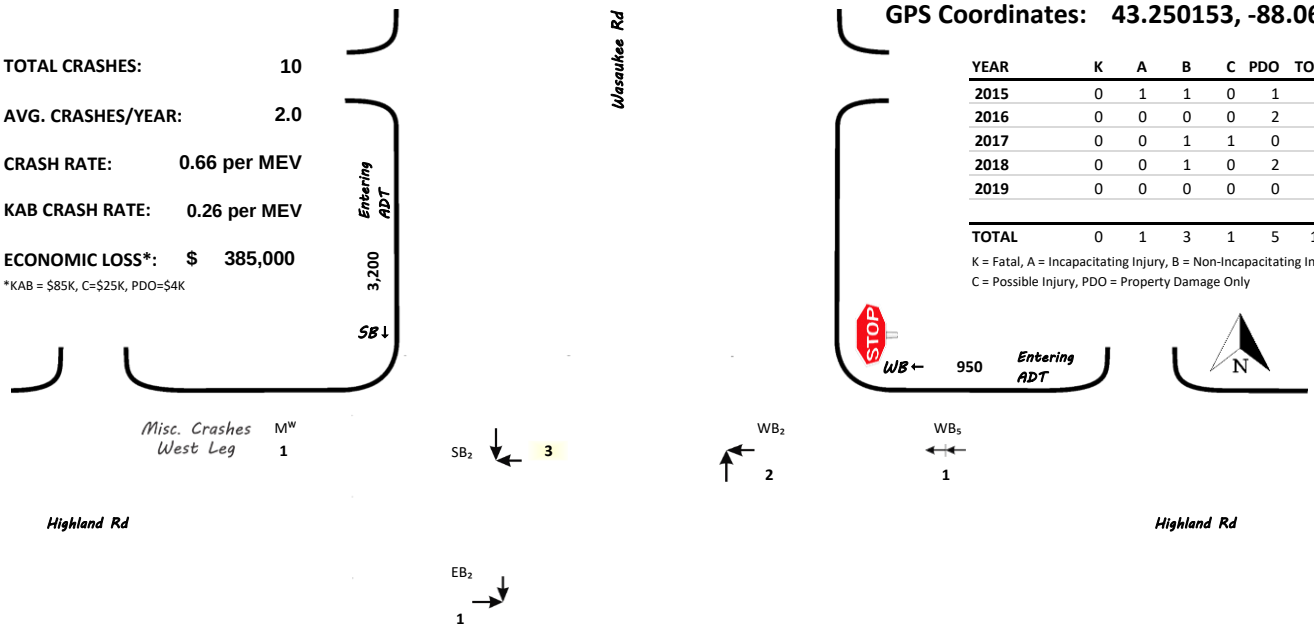
KAB CRASH RATE: 0.26 per MEV

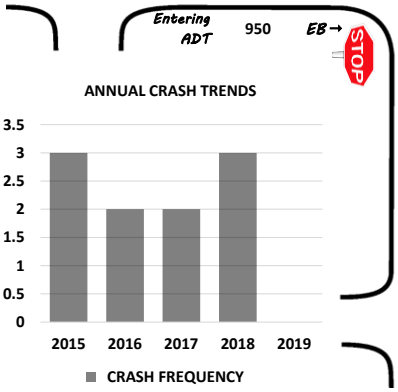
ECONOMIC LOSS*: $ 385,000

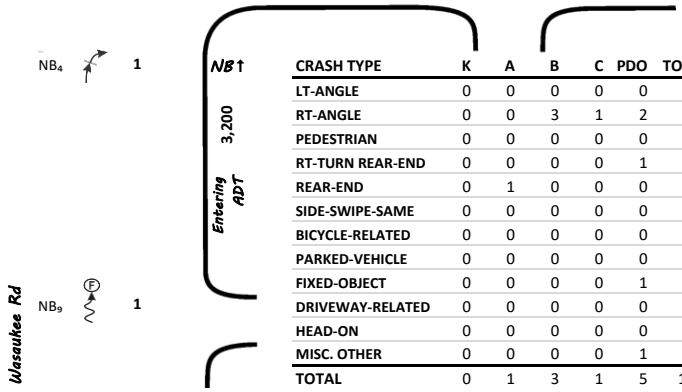
*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	1	1	0	1	3	$ 174,000
2016	0	0	0	0	2	2	$ 8,000
2017	0	0	1	1	0	2	$ 110,000
2018	0	0	1	0	2	3	$ 93,000
2019	0	0	0	0	0	0	$ -
TOTAL	0	1	3	1	5	10	$ 385,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only







CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	3	1	2	6	$ 288,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	1	1	$ 4,000
REAR-END	0	1	0	0	0	1	$ 85,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 4,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 4,000
TOTAL	0	1	3	1	5	10	$ 385,000

ROAD CONDITIONS		
DRY	6	60%
WET	2	20%
SNOW	2	20%
ICE	0	0%
OTH.	0	0%
TOT.	10	

LIGHT CONDITIONS		
DAY	10	100%
DARK	0	0%
TOT.	10	

DRIVER BEHAVIOR		
ALCOHOL	1	10%
DRUGS	0	0%
SPEED	5	50%

SEASON		
SPRING	2	20%
SUMMER	2	20%
FALL	2	20%
WINTER	4	40%
TOT.	10	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	3	30%
TBD	0	0%
TOT.	3	30%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	1	10%
WB	3	30%
TBD	0	0%
TOT.	4	40%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	0	0%
MINOR	4	22%
MODERATE	3	17%
SEVERE	10	56%
VERY SEVERE	1	6%
TOTAL VEHICLES	18	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	MON	2
TUE	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	WED	3
THU	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	2	1	0	1	0	2	1	1	0	2	0	0	0	0	0	0	0	TOT.	10

A2.6 Crash Data

Location:	**Wasaukee Rd & Highland Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**8,300**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	C9L09B7D7T	6/20/2017	RT-ANGLE	8 AM	B						
2	M^W	LLFH7BZ	4/8/2015	MISC. OTHER	5 PM		WET				Y	Ditch
3	WB_2	3SL13XHJR8	12/11/2017	RT-ANGLE	8 AM	C	WET				Y	Slid through stop
4	WB_2	3SL13XHJWP	12/12/2018	RT-ANGLE	9 AM		SNOW				Y	Slid through stop
5	WB_5	DFSGV45	4/17/2015	REAR-END	3 PM	A					Y	Speeding
6	NB_4	3SL174SFC1	8/8/2018	RT-TURN REAR-END	1 PM							
7	NB_9	DFVJBGC	9/5/2016	FIXED-OBJECT	1 PM							Ditch
8	SB_2	DFVC4WC	1/4/2015	RT-ANGLE	2 PM	B	SNOW				Y	Slid through stop
9	SB_2	LLH8K46	2/20/2016	RT-ANGLE	5 PM			DAY	Y			
10	SB_2	C9L09FXHMG	10/18/2018	RT-ANGLE	11 AM	B						

A2.7 Intersection Collision Diagram

Location:	**Pilgrim Rd & Sylvan Circle**			**Duration**	
Municipality:	**Germantown**	**From:**	**1/1/2015**	**5**	**Years**
County:	**Washington**	**To:**	**12/31/2019**	**0**	**Months**
Traffic Control:	**Minor Street Stop**	**AADT:**	**10,250**		MAP
		Area Type:	**Urban**		
		GPS Coordinates:	**43.223739, -88.103199**		

TOTAL CRASHES: 8

AVG. CRASHES/YEAR: 1.6

CRASH RATE: 0.43 per MEV

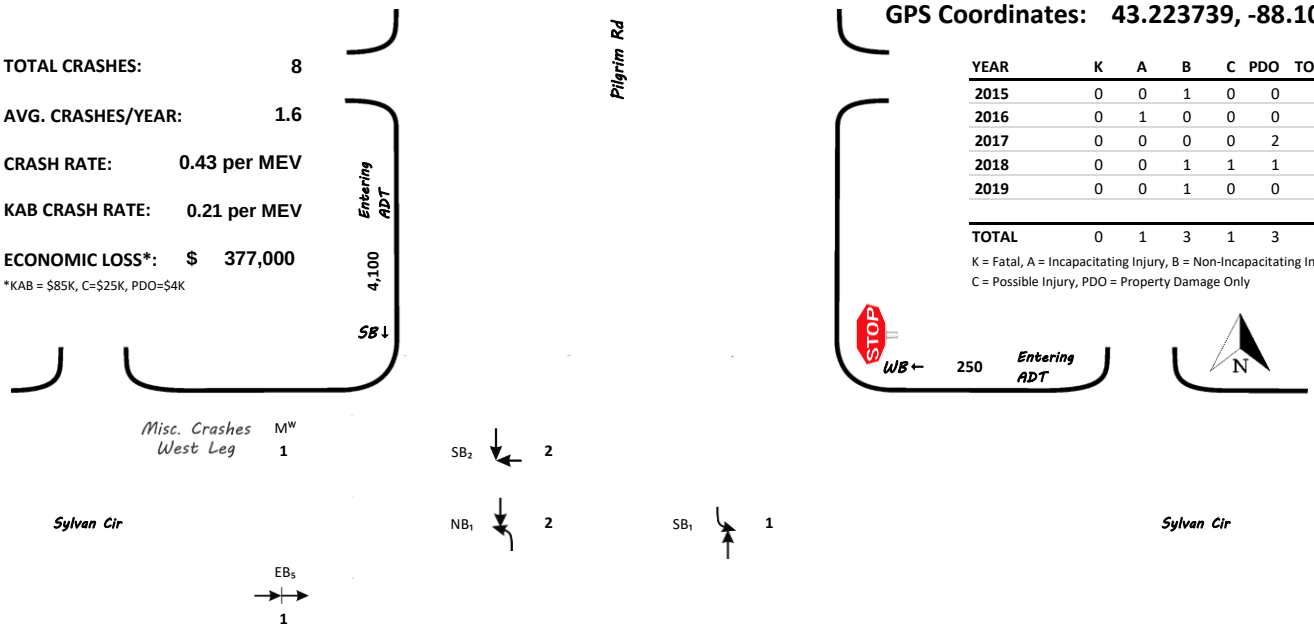
KAB CRASH RATE: 0.21 per MEV

ECONOMIC LOSS*: $ 377,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	1	0	0	1	$ 85,000
2016	0	1	0	0	0	1	$ 85,000
2017	0	0	0	0	2	2	$ 8,000
2018	0	0	1	1	1	3	$ 114,000
2019	0	0	1	0	0	1	$ 85,000
TOTAL	0	1	3	1	3	8	$ 377,000

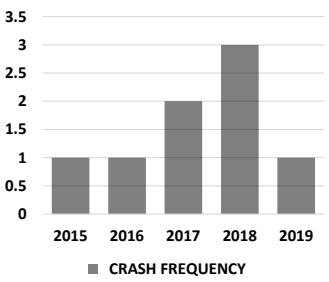
K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	1	1	3	$ 114,000
RT-ANGLE	0	1	0	0	1	2	$ 89,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	1	0	1	2	$ 89,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	1	0	0	1	$ 85,000
TOTAL	0	1	3	1	3	8	$ 377,000

ROAD CONDITIONS		
DRY	5	63%
WET	3	38%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	8	

LIGHT CONDITIONS		
DAY	6	75%
DARK	2	25%
TOT.	8	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	4	50%
SUMMER	2	25%
FALL	1	13%
WINTER	1	13%
TOT.	8	

FAILURE TO YIELD		
NB	2	25%
SB	1	13%
EB	0	0%
WB	2	25%
TBD	0	0%
TOT.	5	63%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	1	7%
VERY MINOR	0	0%
MINOR	4	27%
MODERATE	5	33%
SEVERE	4	27%
VERY SEVERE	1	7%
TOTAL VEHICLES	15	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	WED	4
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	THU	2
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	1	2	0	0	0	1	0	0	0	TOT.	8

A2.7 Crash Data

Corresponds to Collision Diagram

Location:	**Pilgrim Rd & Sylvan Circle**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**10,250**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_5	C9L09FXHL1	11/18/2017	REAR-END	10 AM		WET					
2	M^W	LLFF0M3	3/4/2015	MISC. OTHER	3 PM	B						Swerved for SBL
3	NB_1	C9L09CGFB9	2/10/2017	LT-ANGLE	5 PM			DARK				
4	NB_1	C9L09WHWVD	3/8/2018	LT-ANGLE	4 PM	C						
5	NB_5	C9L09FXHP4	5/8/2019	REAR-END	9 PM	B	WET	DARK				NBL
6	SB_1	C9L09V8VSB	7/11/2018	LT-ANGLE	2 PM	B						
7	SB_2	LLHL5ZC	5/11/2016	RT-ANGLE	8 AM	A	WET					
8	SB_2	C9L09CGFF2	8/23/2018	RT-ANGLE	5 PM							

A2.8 Intersection Collision Diagram

Location:	STH 145/Fond du Lac Ave & Mequon Rd		**From:**	1/1/2015	**Duration** 5 Years
Municipality:	Germantown		**To:**	12/31/2019	0 Months
County:	Washington		**AADT:**	13,600	MAP
Traffic Control:	Minor Street Stop		**Area Type:**	Urban	
			GPS Coordinates:	43.221034, -88.097062	

TOTAL CRASHES: 21

AVG. CRASHES/YEAR: 4.2

CRASH RATE: 0.85 per MEV

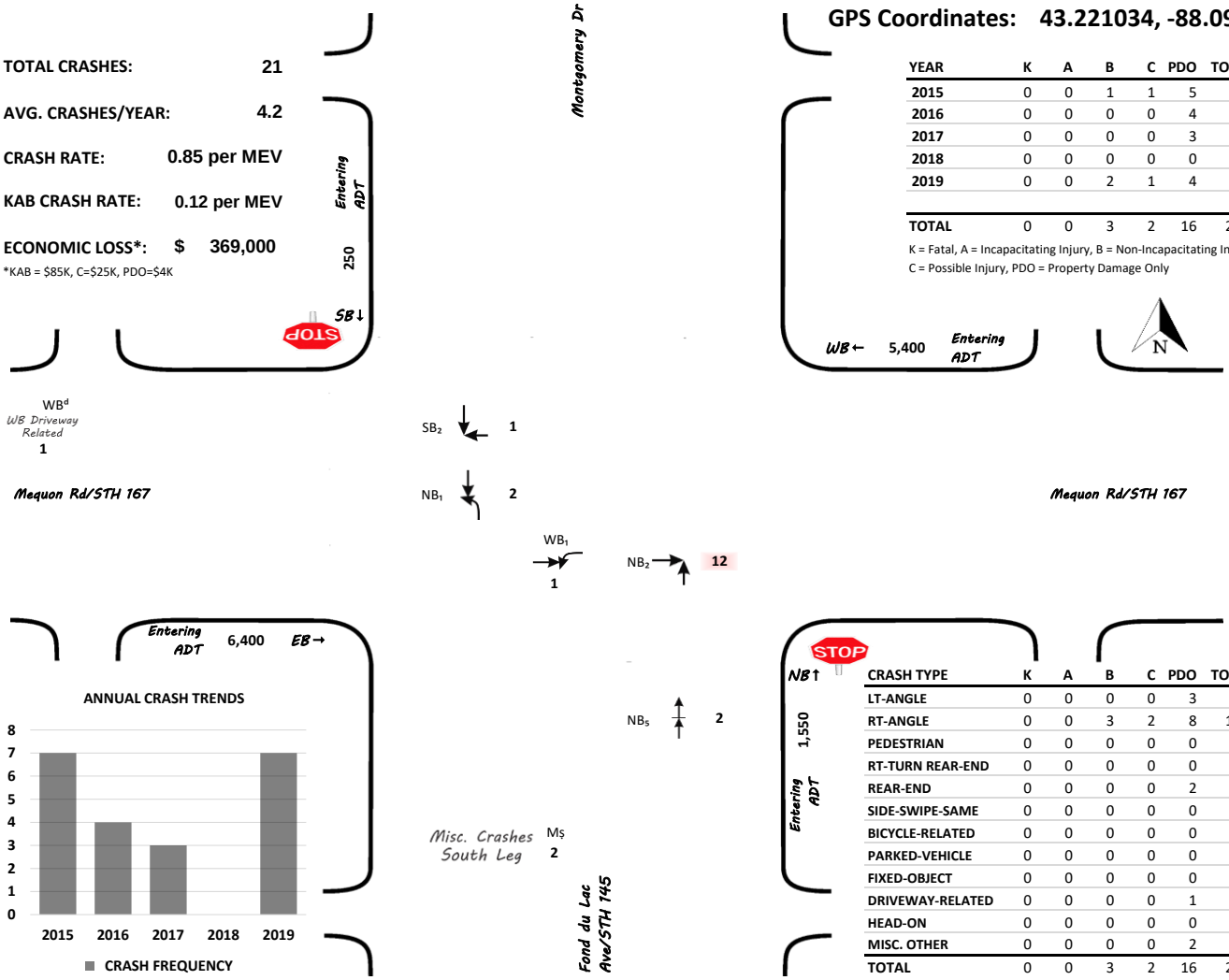
KAB CRASH RATE: 0.12 per MEV

ECONOMIC LOSS*: $ 369,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	1	1	5	7	$ 130,000
2016	0	0	0	0	4	4	$ 16,000
2017	0	0	0	0	3	3	$ 12,000
2018	0	0	0	0	0	0	$ -
2019	0	0	2	1	4	7	$ 211,000
TOTAL	0	0	3	2	16	21	$ 369,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	3	3	$ 12,000
RT-ANGLE	0	0	3	2	8	13	$ 337,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	2	2	$ 8,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	1	1	$ 4,000
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	2	2	$ 8,000
TOTAL	0	0	3	2	16	21	$ 369,000

ROAD CONDITIONS		
DRY	17	81%
WET	4	19%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	21	

LIGHT CONDITIONS		
DAY	17	81%
DARK	4	19%
TOT.	21	

DRIVER BEHAVIOR		
ALCOHOL	1	5%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	6	29%
SUMMER	5	24%
FALL	6	29%
WINTER	4	19%
TOT.	21	

FAILURE TO YIELD		
NB	14	67%
SB	1	5%
EB	0	0%
WB	1	5%
TBD	0	0%
TOT.	16	76%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	1	3%
VERY MINOR	1	3%
MINOR	6	15%
MODERATE	14	36%
SEVERE	16	41%
VERY SEVERE	1	3%
TOTAL VEHICLES	39	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	MON	2
TUE	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	TUE	2
WED	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	1	1	0	0	0	WED	6
THU	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	THU	3
FRI	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	FRI	5
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	SUN	2
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	1	0	0	1	4	0	1	1	1	0	1	2	3	2	1	0	1	1	1	0	0	0	TOT.	21

A2.8 Crash Data

Corresponds to Collision Diagram

Location:	**STH 145/Fond du Lac Ave & Mequon Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**13,600**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_1	C9L09CGFJ5	6/6/2019	LT-ANGLE	3 PM							
2	WB^d	LLFH7D0	8/5/2015	DRIVEWAY-RELATED	11 AM							
3	NB_1	LLG7FTW	7/1/2015	LT-ANGLE	7 AM							
4	NB_1	C9L09B7D9C	12/30/2017	LT-ANGLE	2 PM							
5	NB_2	LLFGH30	4/28/2015	RT-ANGLE	3 PM							
6	NB_2	LLFF0NC	7/8/2015	RT-ANGLE	9 AM	C						
7	NB_2	LLG7FVT	10/26/2015	RT-ANGLE	2 PM							
8	NB_2	LLFH7DN	10/30/2015	RT-ANGLE	4 PM							
9	NB_2	LLHCHZF	11/16/2015	RT-ANGLE	5 PM	B		DARK				View obscured by EBR
10	NB_2	LLHGGVR	5/4/2016	RT-ANGLE	7 PM							
11	NB_2	C9L09B7D75	3/22/2017	RT-ANGLE	9 PM			DARK				
12	NB_2	C9L0F7HWSG	2/26/2019	RT-ANGLE	6 AM	B	WET					
13	NB_2	C9L09DPGJ5	5/24/2019	RT-ANGLE	7 AM	C	WET					
14	NB_2	C9L09DPGJB	9/13/2019	RT-ANGLE	10 AM	B						EB semi in near lane
15	NB_2	C9L09DPGJW	12/13/2019	RT-ANGLE	7 AM		WET					
16	NB_2	C9L09H5JVT	12/13/2019	RT-ANGLE	1 PM							
17	NB_3	LLHGGVS	5/5/2016	REAR-END	4 PM							
18	NB_3	C9L0FB000S	6/2/2019	REAR-END	3 PM				Y			
19	M_5	LLHMNGS	11/27/2016	MISC. OTHER	3 AM			DARK				EBR curb
20	M_5	C9L09XQZ04	11/15/2017	MISC. OTHER	8 PM			DARK				EBR angle w-NB
21	SB_2	LLHFQN7	3/24/2016	RT-ANGLE	7 AM		WET					

A2.9 Intersection Collision Diagram

Location:	STH 145/Fond du Lac Ave & Freistadt Rd		**From:**	1/1/2015	**Duration** 5 Years
Municipality:	Germantown		**To:**	12/31/2019	0 Months
County:	Washington		**AADT:**	8,100	MAP
Traffic Control:	Minor Street Stop		**Area Type:**	Rural	
			GPS Coordinates:	43.235552, -88.116742	

TOTAL CRASHES: 26

AVG. CRASHES/YEAR: 5.2

CRASH RATE: 1.76 per MEV

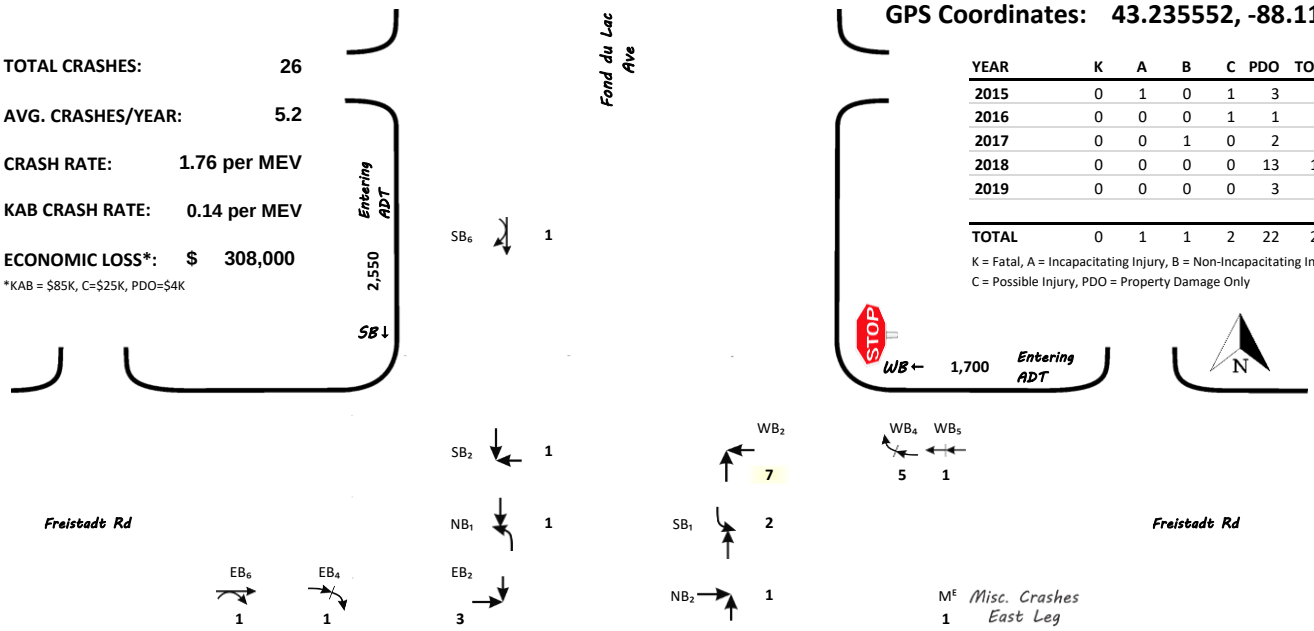
KAB CRASH RATE: 0.14 per MEV

ECONOMIC LOSS*: $ 308,000

*KAB = $85K, C=$25K, PDO=$4K

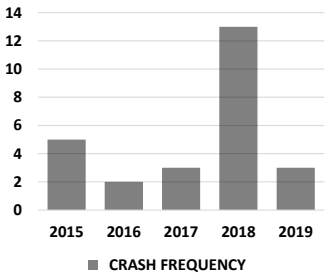
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	1	0	1	3	5	$ 122,000
2016	0	0	0	1	1	2	$ 29,000
2017	0	0	1	0	2	3	$ 93,000
2018	0	0	0	0	13	13	$ 52,000
2019	0	0	0	0	3	3	$ 12,000
TOTAL	0	1	1	2	22	26	$ 308,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	0	2	3	$ 93,000
RT-ANGLE	0	1	0	2	9	12	$ 171,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	6	6	$ 24,000
REAR-END	0	0	0	0	1	1	$ 4,000
SIDE-SWIPE-SAME	0	0	0	0	2	2	$ 8,000
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 4,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 4,000
TOTAL	0	1	1	2	22	26	$ 308,000

ROAD CONDITIONS		
DRY	22	85%
WET	4	15%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	26	

LIGHT CONDITIONS		
DAY	24	92%
DARK	2	8%
TOT.	26	

DRIVER BEHAVIOR		
ALCOHOL	1	4%
DRUGS	1	4%
SPEED	1	4%

SEASON		
SPRING	8	31%
SUMMER	9	35%
FALL	2	8%
WINTER	7	27%
TOT.	26	

FAILURE TO YIELD		
NB	1	4%
SB	1	4%
EB	4	15%
WB	9	35%
TBD	0	0%
TOT.	15	58%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	1	2%
NONE	4	8%
VERY MINOR	2	4%
MINOR	13	25%
MODERATE	16	31%
SEVERE	15	29%
VERY SEVERE	0	0%
TOTAL VEHICLES	51	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	MON	3
TUE	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	TUE	2
WED	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	1	1	1	0	0	0	0	0	0	0	WED	8
THU	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	3	1	0	0	0	0	1	0	0	THU	8
FRI	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	FRI	4
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	1	0	0	0	0	2	1	0	0	3	2	1	5	3	4	3	0	0	0	0	1	0	0	TOT.	26

A2.9 Crash Data

Corresponds to Collision Diagram

Location:	**STH 145/Fond du Lac Ave & Freistadt Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**8,100**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	LLFH7BJ	2/27/2015	RT-ANGLE	8 AM	C						
2	EB_2	LLGN1KW	3/7/2016	RT-ANGLE	12 PM							
3	EB_2	C9L09XQZ2G	4/12/2018	RT-ANGLE	4 PM							
4	EB_4	C9L09XQZ3H	7/25/2018	RT-TURN REAR-END	2 PM							Thought pulled out
5	EB_6	C9L09JDKVG	11/3/2018	SIDE-SWIPE-SAME	2 PM							Start EBR turned EBL
6	WB_2	LLFH7BN	3/13/2015	RT-ANGLE	3 PM							
7	WB_2	LLG3QV6	7/20/2015	RT-ANGLE	11 AM							
8	WB_2	LLFPW50	10/15/2015	RT-ANGLE	7 AM	A	WET					
9	WB_2	LLHMNF6	6/30/2016	RT-ANGLE	2 PM	C				Y		
10	WB_2	C9L09H5JN4	2/8/2017	RT-ANGLE	11 AM							
11	WB_2	C9L09H5JSL	2/6/2019	RT-ANGLE	5 PM			DAY				
12	WB_2	C9L0F7HWSN	3/13/2019	RT-ANGLE	2 PM							
13	WB_4	C9L09XQZ1P	2/1/2018	RT-TURN REAR-END	4 PM							
14	WB_4	C9L09KMLWP	2/16/2018	RT-TURN REAR-END	3 PM							
15	WB_4	C9L09JDKSZ	5/22/2018	RT-TURN REAR-END	5 PM							Moved ahead, stopped
16	WB_4	C9L09KMLXG	8/29/2018	RT-TURN REAR-END	3 PM							Moved ahead, stopped
17	WB_4	C9L09LVN1G	8/30/2018	RT-TURN REAR-END	4 PM							Moved ahead, stopped
18	WB_6	C9L09V8VS8	7/5/2018	REAR-END	10 PM			DARK				
19	M^E	C9L09XQZ2J	4/17/2018	MISC. OTHER	2 AM		WET	DARK	Y		Y	
20	NB_1	C9L09FXHK7	6/23/2017	LT-ANGLE	7 AM	B	WET					View obscured by SBL
21	NB_2	C9L09CGFD6	2/14/2018	RT-ANGLE	2 PM							
22	NB_9	C9L09QKRBL	6/11/2018	FIXED-OBJECT	11 AM							Avoid WB in int
23	SB_1	C9L09CGFD1	12/13/2017	LT-ANGLE	1 PM		WET					Icy road
24	SB_1	C9L09XQZ2L	4/26/2018	LT-ANGLE	5 PM							View obscured by NBL
25	SB_2	C9L09H5JT8	5/1/2019	RT-ANGLE	4 PM							View obscured by WBR
26	SB_6	LLG3QVD	7/30/2015	SIDE-SWIPE-SAME	12 PM							

A2.10 Intersection Collision Diagram

Location:	STH 175/Appleton Ave & Meeker Hill Rd		**From:**	1/1/2015	**Duration** 5 Years
Municipality:	Germantown		**To:**	12/31/2019	0 Months
County:	Washington		**AADT:**	5,950	MAP
Traffic Control:	Minor Street Stop		**Area Type:**	Rural	
			GPS Coordinates:	43.222817, -88.175674	

TOTAL CRASHES: 8

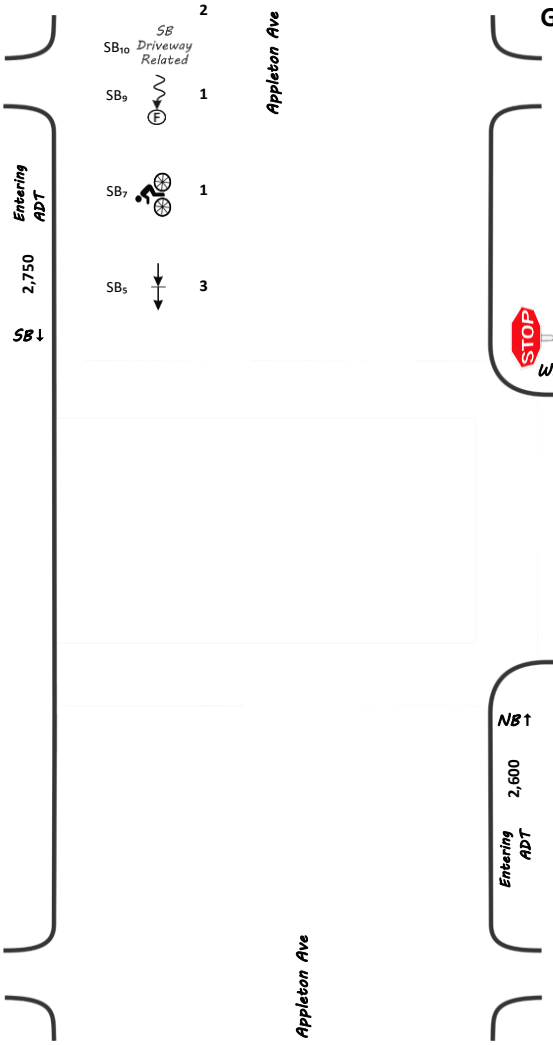
AVG. CRASHES/YEAR: 1.6

CRASH RATE: 0.74 per MEV

KAB CRASH RATE: 0.18 per MEV

ECONOMIC LOSS*: $ 215,000

*KAB = $85K, C=$25K, PDO=$4K



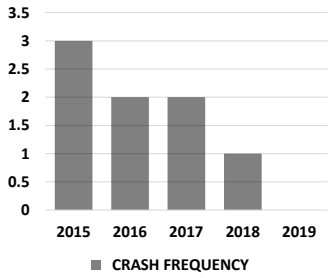
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	1	0	0	1	1	3	$ 114,000
2016	0	0	0	0	2	2	$ 8,000
2017	0	0	1	0	1	2	$ 89,000
2018	0	0	0	0	1	1	$ 4,000
2019	0	0	0	0	0	0	$ -
TOTAL	1	0	1	1	5	8	$ 215,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only

ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	1	2	3	$ 33,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	1	0	0	0	0	1	$ 85,000
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	1	0	1	2	$ 89,000
DRIVEWAY-RELATED	0	0	0	0	2	2	$ 8,000
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	1	0	1	1	5	8	$ 215,000

ROAD CONDITIONS		
DRY	6	75%
WET	2	25%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	8	

LIGHT CONDITIONS		
DAY	6	75%
DARK	2	25%
TOT.	8	

DRIVER BEHAVIOR		
ALCOHOL	1	13%
DRUGS	0	0%
SPEED	1	13%

SEASON		
SPRING	4	50%
SUMMER	1	13%
FALL	1	13%
WINTER	2	25%
TOT.	8	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	1	13%
WB	0	0%
TBD	0	0%
TOT.	1	13%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	1	7%
VERY MINOR	1	7%
MINOR	2	14%
MODERATE	6	43%
SEVERE	3	21%
VERY SEVERE	1	7%
TOTAL VEHICLES	14	

NOTES:

Bicycle crash was Fatal hit and run

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	1
WED	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	THU	2
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	FRI	2
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	1	0	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	0	0	0	1	0	0	0	0	TOT.	8

A2.10 Crash Data

Corresponds to Collision Diagram

Location:	**STH 175/Appleton Ave & Meeker Hill Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**5,950**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_8	C9L09WHWS9	5/17/2017	FIXED-OBJECT	12 AM	B	OTHR	DARK	Y			Construction; Ditch
2	SB_5	LLG3QVN	9/17/2015	REAR-END	4 PM		WET				Y	SBL
3	SB_5	CLRL62X	12/4/2015	REAR-END	4 PM	C		DAY				Stopped school bus
4	SB_5	LLHFQNK	5/9/2016	REAR-END	12 PM							SBL
5	SB_7	LLFGH3P	8/23/2015	BICYCLE-RELATED	8 PM	K		DARK				Hit & Run - Fatal
6	SB_9	LLH8K4R	4/22/2016	FIXED-OBJECT	2 PM							SBL, Utility pole
7	SB_{10}	C9L09H5JNF	3/14/2017	DRIVEWAY-RELATED	7 AM		WET					Plow backing
8	SB_{10}	C9L09DPGGQ	2/8/2018	DRIVEWAY-RELATED	11 AM							

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes

A2.11 Intersection Collision Diagram

Location:	**STH 175/Appleton Ave & Amy Belle Rd**		**From:**	**1/1/2015**	**Duration 5 Years**
Municipality:	**Germantown**		**To:**	**12/31/2019**	**0 Months**
County:	**Washington**		**AADT:**	**6,155**	MAP
Traffic Control:	**Minor Street Stop**		**Area Type:**	**Rural**	
			GPS Coordinates:	**43.228587, -88.181937**	

TOTAL CRASHES: 3

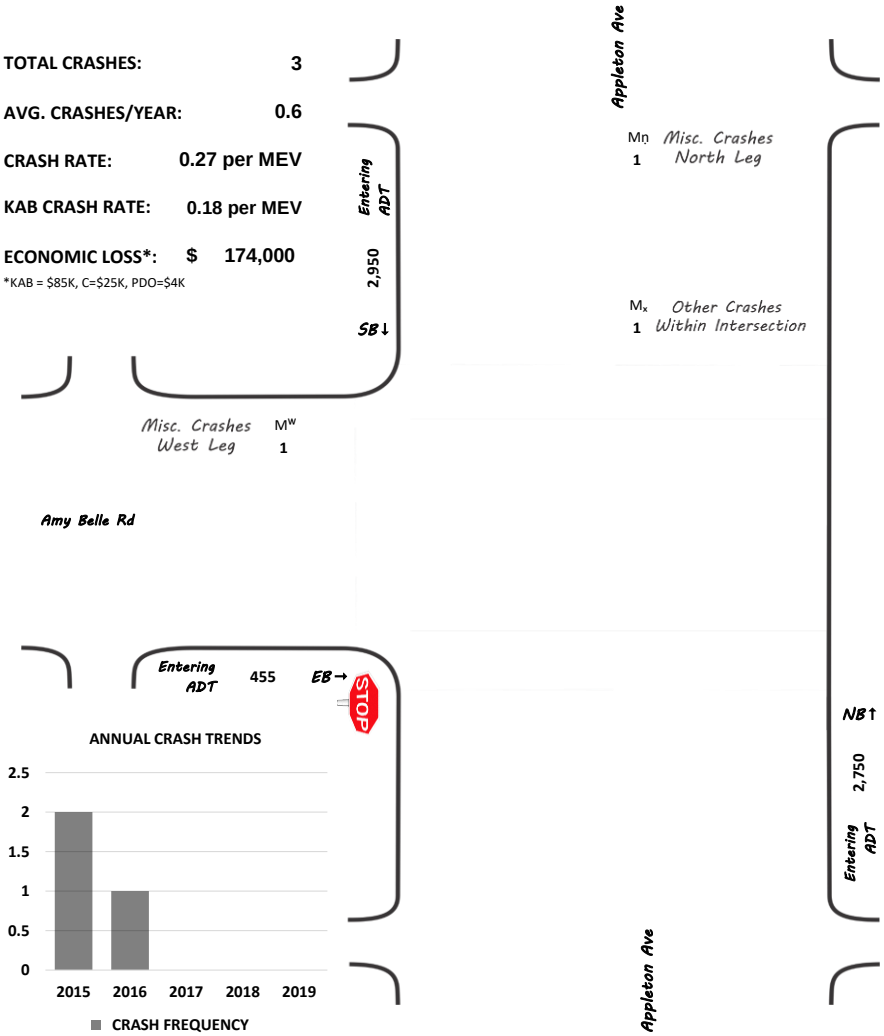
AVG. CRASHES/YEAR: 0.6

CRASH RATE: 0.27 per MEV

KAB CRASH RATE: 0.18 per MEV

ECONOMIC LOSS*: $ 174,000

*KAB = $85K, C=$25K, PDO=$4K



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	1	1	0	0	2	$ 170,000
2016	0	0	0	0	1	1	$ 4,000
2017	0	0	0	0	0	0	$ -
2018	0	0	0	0	0	0	$ -
2019	0	0	0	0	0	0	$ -
TOTAL	0	1	1	0	1	3	$ 174,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only

N

ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	1	1	0	1	3	$ 174,000
TOTAL	0	1	1	0	1	3	$ 174,000

ROAD CONDITIONS		
DRY	3	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	2	67%
DARK	1	33%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	1	33%

SEASON		
SPRING	1	33%
SUMMER	0	0%
FALL	2	67%
WINTER	0	0%
TOT.	3	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	1	25%
VERY MINOR	0	0%
MINOR	1	25%
MODERATE	2	50%
SEVERE	0	0%
VERY SEVERE	0	0%
TOTAL VEHICLES	4	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	TOT.	3

A2.11 Crash Data

Corresponds to Collision Diagram

Location:	**STH 175/Appleton Ave & Amy Belle Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**6,155**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	M^{W}	CL56PJK	5/28/2015	MISC. OTHER	6 PM	A						Motorcycle-SBR; curb
2	M_{D}	LLFLXDL	9/15/2015	MISC. OTHER	3 PM	B						SB cycle swerved EBR
3	M_{e}	LLHLX81	11/5/2016	MISC. OTHER	10 PM			DARK			Y	
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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A2.12 Intersection Collision Diagram

Location:	**Maple Rd & Mequon Rd**	**From:**	**1/1/2015**	**Duration 5 Years**
Municipality:	**Germantown**	**To:**	**12/31/2019**	**0 Months**
County:	**Washington**	**AADT:**	**14,100**	MAP
Traffic Control:	**All-Way Stop**	**Area Type:**	**Urban**	
		GPS Coordinates:	**43.221077, -88.142354**	

TOTAL CRASHES: 16

AVG. CRASHES/YEAR: 3.2

CRASH RATE: 0.62 per MEV

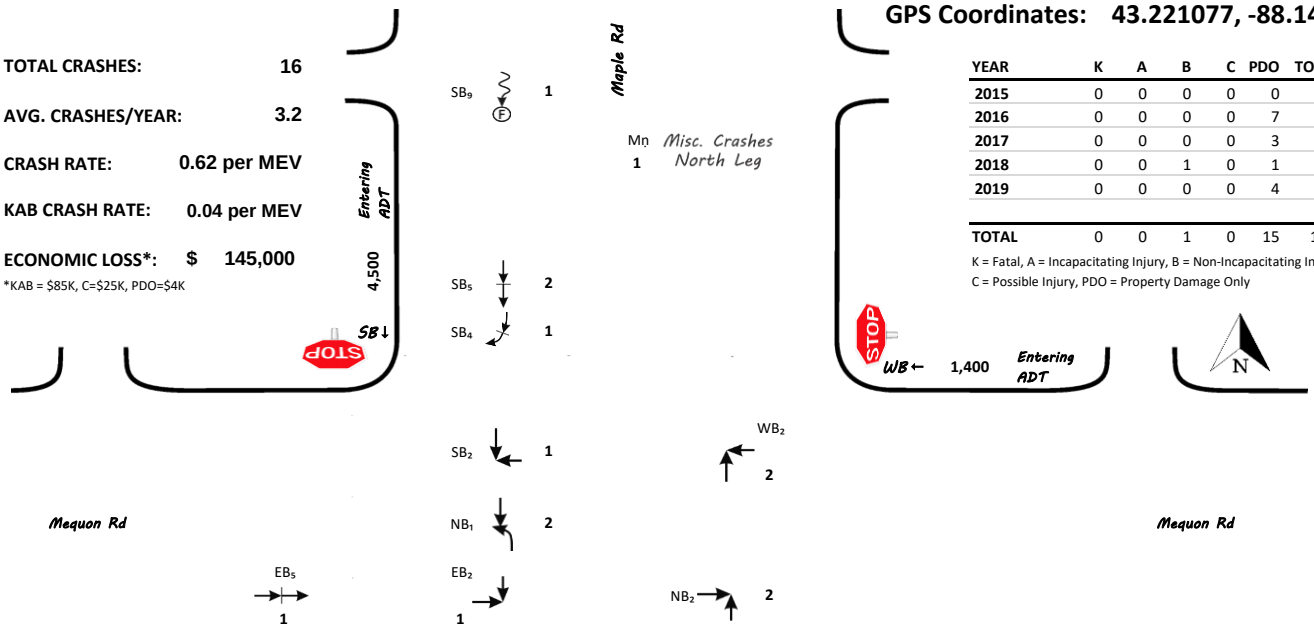
KAB CRASH RATE: 0.04 per MEV

ECONOMIC LOSS*: $ 145,000

*KAB = $85K, C=$25K, PDO=$4K

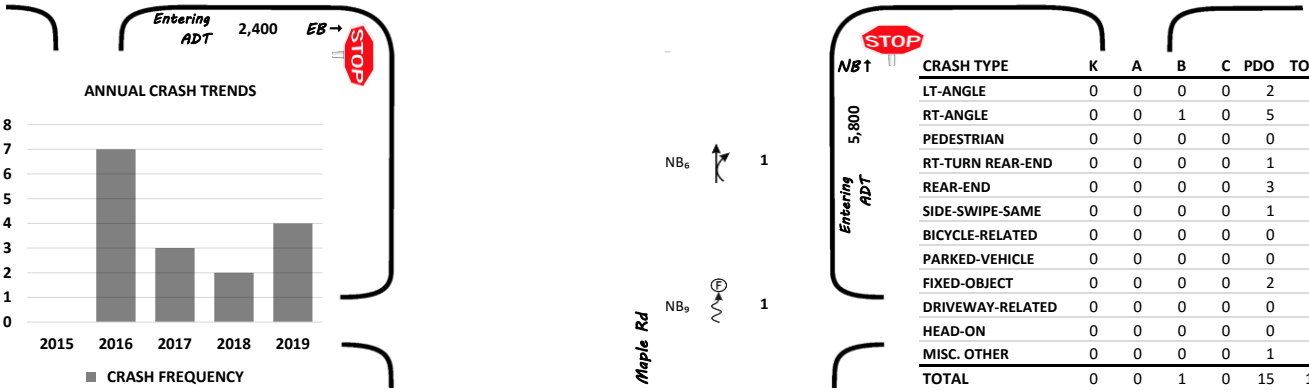
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	0	0	$ -
2016	0	0	0	0	7	7	$ 28,000
2017	0	0	0	0	3	3	$ 12,000
2018	0	0	1	0	1	2	$ 89,000
2019	0	0	0	0	4	4	$ 16,000
TOTAL	0	0	1	0	15	16	$ 145,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K



ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	2	2	$ 8,000
RT-ANGLE	0	0	1	0	5	6	$ 105,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	1	1	$ 4,000
REAR-END	0	0	0	0	3	3	$ 12,000
SIDE-SWIPE-SAME	0	0	0	0	1	1	$ 4,000
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	2	2	$ 8,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	1	0	15	16	$ 145,000

ROAD CONDITIONS		
DRY	12	75%
WET	2	13%
SNOW	2	13%
ICE	0	0%
OTH.	0	0%
TOT.	16	

LIGHT CONDITIONS		
DAY	15	94%
DARK	1	6%
TOT.	16	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	1	6%

SEASON		
SPRING	3	19%
SUMMER	5	31%
FALL	3	19%
WINTER	5	31%
TOT.	16	

FAILURE TO YIELD		
NB	3	19%
SB	2	13%
EB	0	0%
WB	1	6%
TBD	0	0%
TOT.	6	38%

DISRGRD. CONTROL		
NB	1	6%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	6%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	3	10%
NONE	1	3%
VERY MINOR	4	13%
MINOR	10	33%
MODERATE	9	30%
SEVERE	3	10%
VERY SEVERE	0	0%
TOTAL VEHICLES	30	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	MON	2
TUE	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	TUE	2
WED	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	WED	4
THU	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	THU	3
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	FRI	2
SAT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	SUN	2
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	1	2	1	1	1	1	1	0	4	0	2	2	0	0	0	0	0	0	0	TOT.	16

A2.12 Crash Data

Corresponds to Collision Diagram

Location:	**Maple Rd & Mequon Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**14,100**	**5**	**Years**
Traffic Control:	**All-Way Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	LLHFQMN	1/10/2016	RT-ANGLE	9 AM		SNOW				Y	
2	EB_6	C9L09H5JN1	1/5/2017	REAR-END	10 AM							Backing semi
3	WB_2	C9L09H5JTW	9/4/2019	RT-ANGLE	4 PM							
4	WB_2	C9L0F1BQC7	10/31/2019	RT-ANGLE	7 AM		WET	DAY				
5	NB_1	C9L09H5JSV	2/20/2019	LT-ANGLE	12 PM		WET					
6	NB_1	C9L0F1BQ9M	7/18/2019	LT-ANGLE	2 PM							
7	NB_2	C9L09B7D74	3/22/2017	RT-ANGLE	4 PM							
8	NB_2	C9L09H5JQV	6/11/2018	RT-ANGLE	6 AM	B						Sun glare
9	NB_6	LLHL61F	11/18/2016	SIDE-SWIPE-SAME	5 PM			DARK				Passing in turn lane
10	NB_9	LLHBRRF	2/2/2016	FIXED-OBJECT	8 AM		UNKN	DAY				NBL semi stop sign
11	SB_2	C9L09B7DB5	4/4/2018	RT-ANGLE	7 AM		SNOW					
12	SB_4	C9L09FXHLH	12/22/2017	RT-TURN REAR-END	2 PM							
13	SB_5	LLHGGVW	5/23/2016	REAR-END	2 PM							Thought SB went
14	SB_5	LLHD89S	6/21/2016	REAR-END	2 PM							Thought SB went
15	SB_9	LLHFQNZ	8/20/2016	FIXED-OBJECT	11 AM							Stop sign
16	M_0	LLHLX6X	8/28/2016	MISC. OTHER	5 PM							Mid block U-turn

A2.13 Intersection Collision Diagram

Location:	**Division Rd & Lilac Ln**		**From:**	**1/1/2015**	**Duration 5 Years**
Municipality:	**Germantown**		**To:**	**12/31/2019**	**0 Months**
County:	**Washington**		**AADT:**	**6,500**	MAP
Traffic Control:	**Minor Street Stop**		**Area Type:**	**Urban**	
			GPS Coordinates:	**43.213724, -88.122929**	

TOTAL CRASHES: 2

AVG. CRASHES/YEAR: 0.4

CRASH RATE: 0.17 per MEV

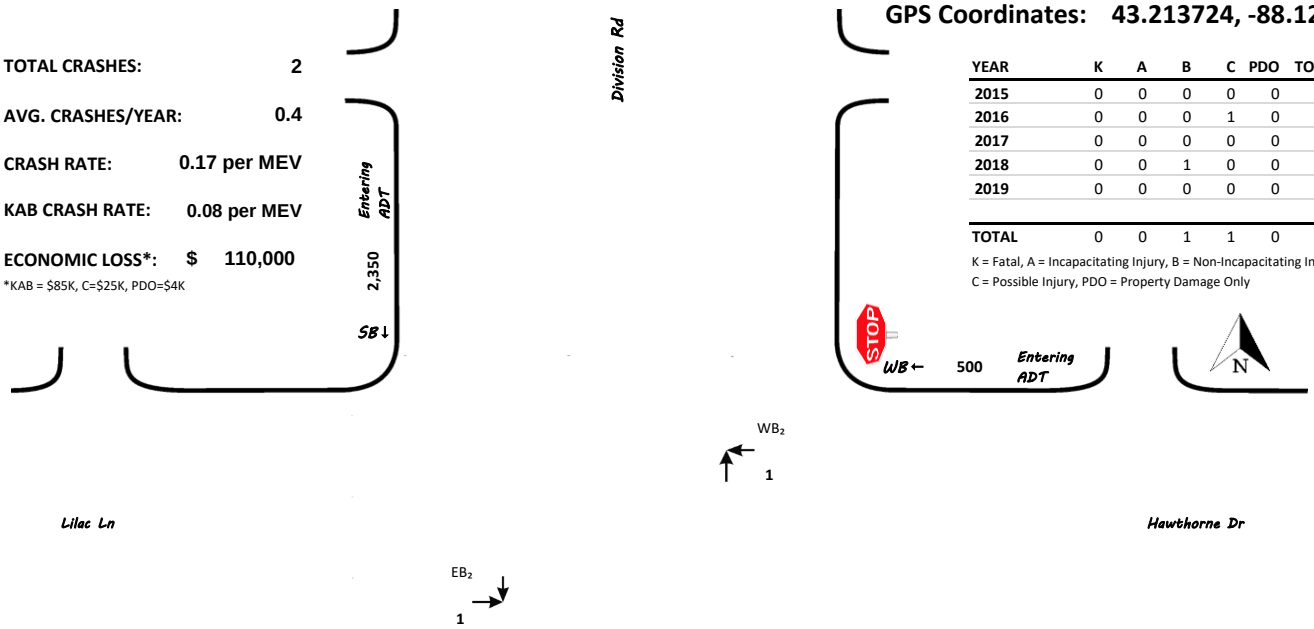
KAB CRASH RATE: 0.08 per MEV

ECONOMIC LOSS*: $ 110,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	0	0	$ -
2016	0	0	0	1	0	1	$ 25,000
2017	0	0	0	0	0	0	$ -
2018	0	0	1	0	0	1	$ 85,000
2019	0	0	0	0	0	0	$ -
TOTAL	0	0	1	1	0	2	$ 110,000

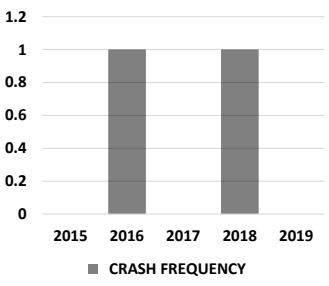
K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	1	1	0	2	$ 110,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	1	1	0	2	$ 110,000

ROAD CONDITIONS		
DRY	2	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	2	

LIGHT CONDITIONS		
DAY	1	50%
DARK	1	50%
TOT.	2	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	0	0%
FALL	2	100%
WINTER	0	0%
TOT.	2	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	1	50%
TBD	0	0%
TOT.	1	50%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	1	50%
TOT.	1	50%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	0	0%
MINOR	1	25%
MODERATE	1	25%
SEVERE	2	50%
VERY SEVERE	0	0%
TOTAL VEHICLES	4	

NOTES:

Based on electronic data and not validated with hardcopies.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	FRI	2
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	TOT.	2

A2.13 Crash Data

Corresponds to Collision Diagram

Location:	**Division Rd & Lilac Ln**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**6,500**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	LLHF0G5	9/16/2016	RT-ANGLE	11 AM	C						
2	WB_2	C9L0F1BQ6T	10/12/2018	RT-ANGLE	10 PM	B		DARK				
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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A2.14 Intersection Collision Diagram

Location:	STH 175/Appleton Ave & Willow Creek Rd	**From:**	1/1/2015	**Duration** 5	Years
Municipality:	Germantown	**To:**	12/31/2019	0	Months
County:	Washington	**AADT:**	9,050		MAP
Traffic Control:	Minor Street Stop	**Area Type:**	Rural		
		GPS Coordinates:	43.207155, -88.158945		

TOTAL CRASHES: 4

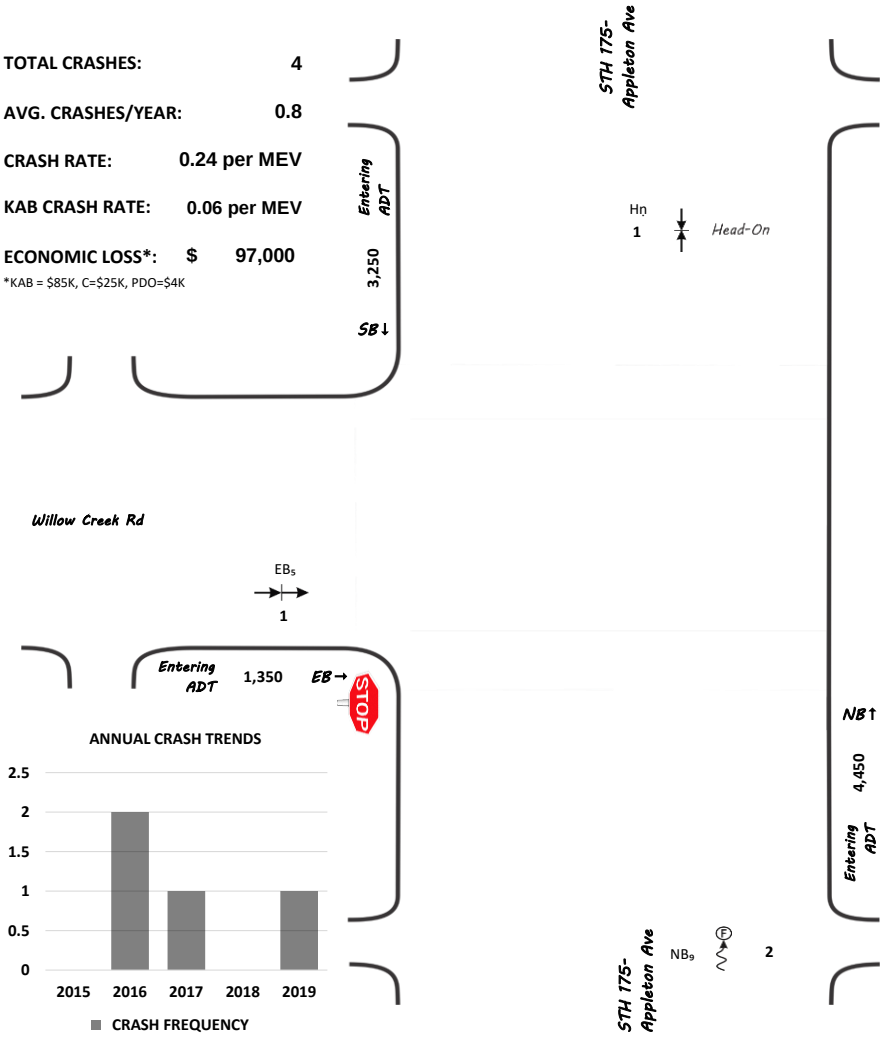
AVG. CRASHES/YEAR: 0.8

CRASH RATE: 0.24 per MEV

KAB CRASH RATE: 0.06 per MEV

ECONOMIC LOSS*: $ 97,000

*KAB = $85K, C=$25K, PDO=$4K



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	0	0	$ -
2016	1	0	0	0	1	2	$ 89,000
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	0	0	0	0	$ -
2019	0	0	0	0	1	1	$ 4,000
TOTAL	1	0	0	0	3	4	$ 97,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only

N

ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 4,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	2	2	$ 8,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	1	0	0	0	0	1	$ 85,000
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	1	0	0	0	3	4	$ 97,000

ROAD CONDITIONS		
DRY	4	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	4	

LIGHT CONDITIONS		
DAY	3	75%
DARK	1	25%
TOT.	4	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	1	25%
FALL	1	25%
WINTER	2	50%
TOT.	4	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	0	0%
MINOR	0	0%
MODERATE	2	33%
SEVERE	3	50%
VERY SEVERE	1	17%
TOTAL VEHICLES	6	

NOTES:

Validated KAB crashes; NB Head-On was a fatal crash. NB crossed centerline.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	TOT.	4

A2.14 Crash Data

Corresponds to Collision Diagram

Location:	**STH 175/Appleton Ave & Willow Creek Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**9,050**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB$_9$	C9L09B7D6R	1/27/2017	REAR-END	3 PM							
2	NB$_9$	LLHCHZW	1/2/2016	FIXED-OBJECT	4 PM			DARK				
3	NB$_9$	C9L0F7HWVH	9/15/2019	FIXED-OBJECT	6 PM							
4	H$_{\eta}$	LLHLX6D	6/14/2016	HEAD-ON	4 PM	K						NB crossed center
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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A2.15 Intersection Collision Diagram

Location:	STH 175/Appleton Ave & Hilltop Rd	**From:**	1/1/2015	**Duration** 5	Years
Municipality:	Germantown	**To:**	12/31/2019	0	Months
County:	Washington	**AADT:**	6,550		MAP
Traffic Control:	Minor Street Stop	**Area Type:**	Rural		
		GPS Coordinates:	43.208505, -88.162486		

TOTAL CRASHES: 3

AVG. CRASHES/YEAR: 0.6

CRASH RATE: 0.25 per MEV

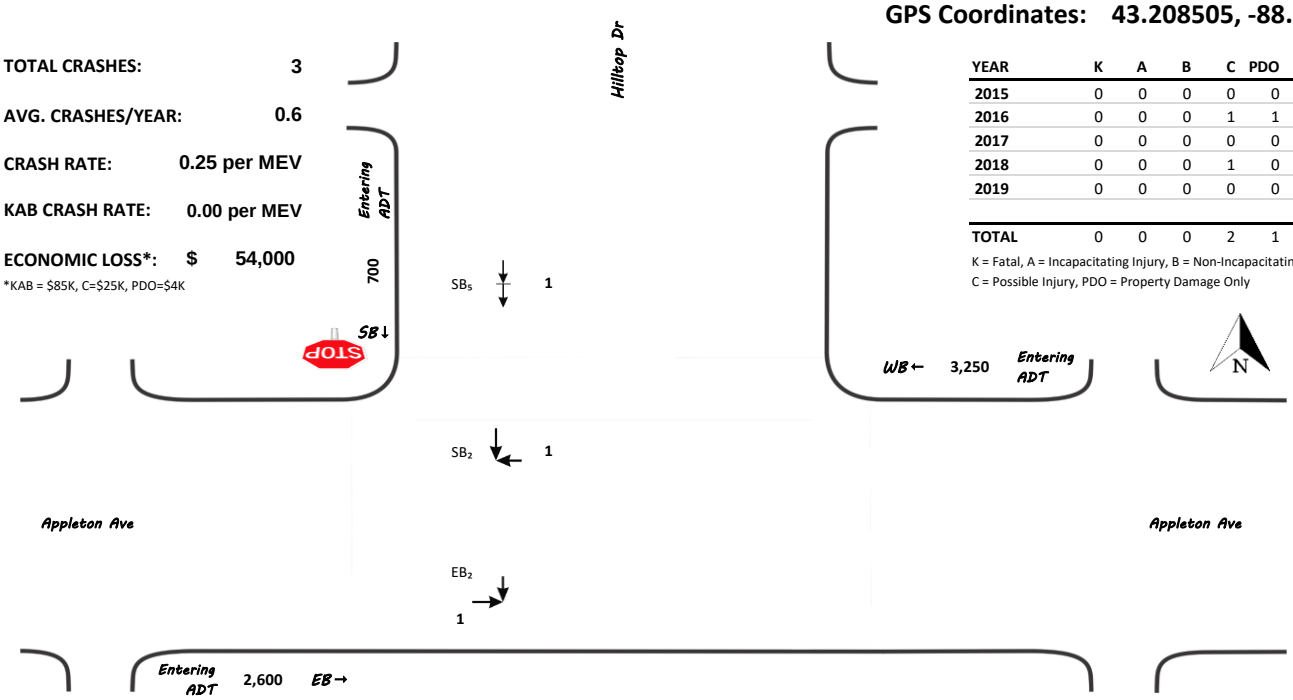
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 54,000

*KAB = $85K, C=$25K, PDO=$4K

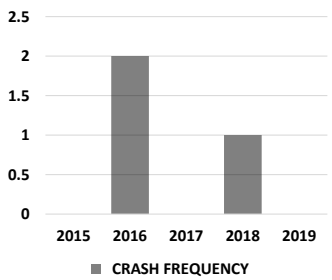
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	0	0	$ -
2016	0	0	0	1	1	2	$ 29,000
2017	0	0	0	0	0	0	$ -
2018	0	0	0	1	0	1	$ 25,000
2019	0	0	0	0	0	0	$ -
TOTAL	0	0	0	2	1	3	$ 54,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	1	1	2	$ 29,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	1	0	1	$ 25,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	2	1	3	$ 54,000

ROAD CONDITIONS		
DRY	2	67%
WET	1	33%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	3	100%
DARK	0	0%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	1	33%
SUMMER	1	33%
FALL	0	0%
WINTER	1	33%
TOT.	3	

FAILURE TO YIELD		
NB	0	0%
SB	2	67%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	2	67%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	2	33%
MINOR	1	17%
MODERATE	0	0%
SEVERE	3	50%
VERY SEVERE	0	0%
TOTAL VEHICLES	6	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	TOT.	3

A2.15 Crash Data

Corresponds to Collision Diagram

Location:	**STH 175/Appleton Ave & Hilltop Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**6,550**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	LLHBRS8	7/18/2016	RT-ANGLE	8 AM							
2	SB_2	C9L09JDKSV	5/1/2018	RT-ANGLE	3 PM	C						
3	SB_5	LLH8K3L	1/15/2016	REAR-END	4 PM	C	WET					Thought pulled out

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes

A2.16 Intersection Collision Diagram

Location:	STH 145/Fond du Lac Ave & Main St		**From:**	1/1/2015	**Duration** 5 Years
Municipality:	Germantown		**To:**	12/31/2019	0 Months
County:	Washington		**AADT:**	5,600	MAP
Traffic Control:	Minor Street Stop		**Area Type:**	Rural	
			GPS Coordinates:	43.228267, -88.105097	

TOTAL CRASHES: 5

AVG. CRASHES/YEAR: 1.0

CRASH RATE: 0.49 per MEV

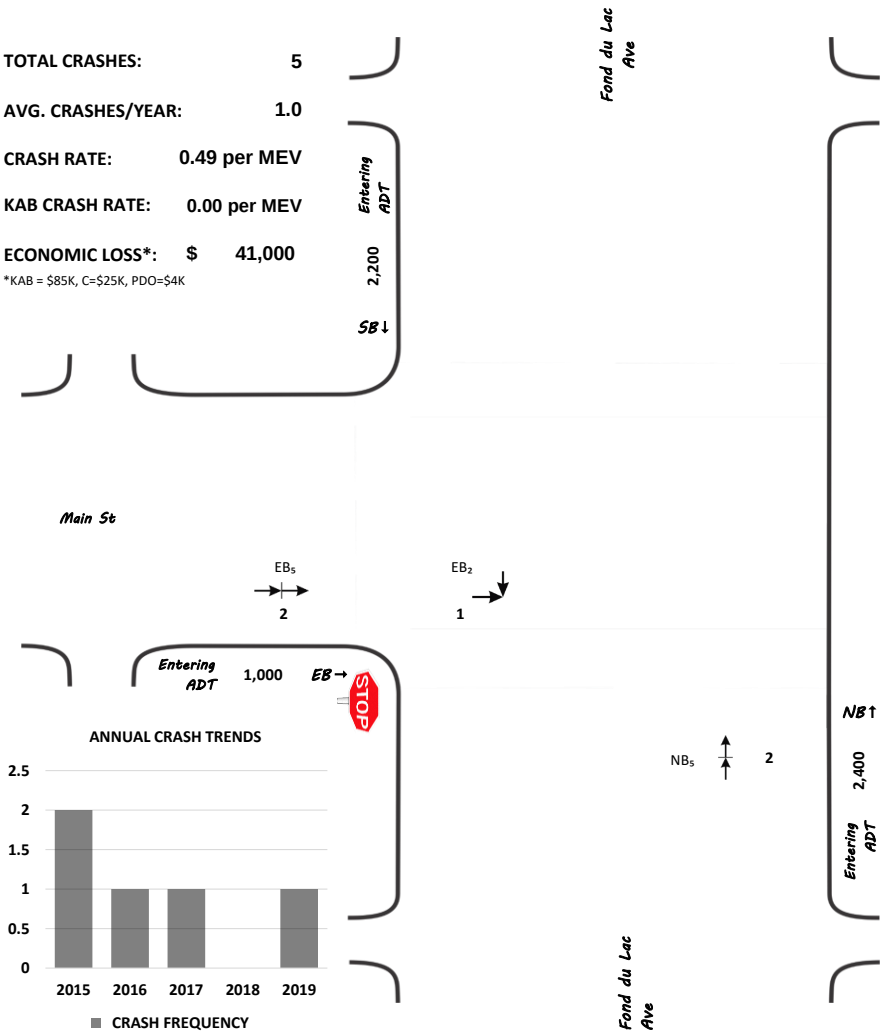
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 41,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	2	2	$ 8,000
2016	0	0	0	1	0	1	$ 25,000
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	0	0	0	0	$ -
2019	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	0	1	4	5	$ 41,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	1	1	$ 4,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	1	3	4	$ 37,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	1	4	5	$ 41,000

ROAD CONDITIONS		
DRY	4	80%
WET	0	0%
SNOW	0	0%
ICE	1	20%
OTH.	0	0%
TOT.	5	

LIGHT CONDITIONS		
DAY	4	80%
DARK	1	20%
TOT.	5	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	1	20%
SUMMER	2	40%
FALL	1	20%
WINTER	1	20%
TOT.	5	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	1	20%
WB	0	0%
TBD	0	0%
TOT.	1	20%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	2	20%
MINOR	4	40%
MODERATE	2	20%
SEVERE	2	20%
VERY SEVERE	0	0%
TOTAL VEHICLES	10	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	WED	2
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	SAT	2
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	TOT.	5

A2.16 Crash Data

Corresponds to Collision Diagram

Location:	**STH 145/Fond du Lac Ave & Main St**	**From:**	**1/1/2015**
Municipality:	**Germantown**	**To:**	**12/31/2019**
County:	**Washington**	**AADT:**	**5,600**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**

Duration

5 Years

0 Months

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	LLG6PLG	10/14/2015	RT-ANGLE	6 AM			DARK				
2	EB_5	LLFH7CV	8/1/2015	REAR-END	1 PM							
3	EB_5	C9L09FXHPH	6/1/2019	REAR-END	6 PM			DAY				NBL
4	NB_5	LLH8K77	12/12/2016	REAR-END	3 PM	C	ICE					NBL
5	NB_5	C9L09B7D7M	5/24/2017	REAR-END	4 PM							NBL

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes

A2.17 Intersection Collision Diagram

Location:	STH 145/Fond du Lac & Crusader Ct-Church St	**From:**	1/1/2015	**Duration** 5	Years
Municipality:	Germantown	**To:**	12/31/2019	0	Months
County:	Washington	**AADT:**	5,500		MAP
Traffic Control:	Minor Street Stop	**Area Type:**	Urban		
		GPS Coordinates:	43.230456, -88.108645		

TOTAL CRASHES: 8

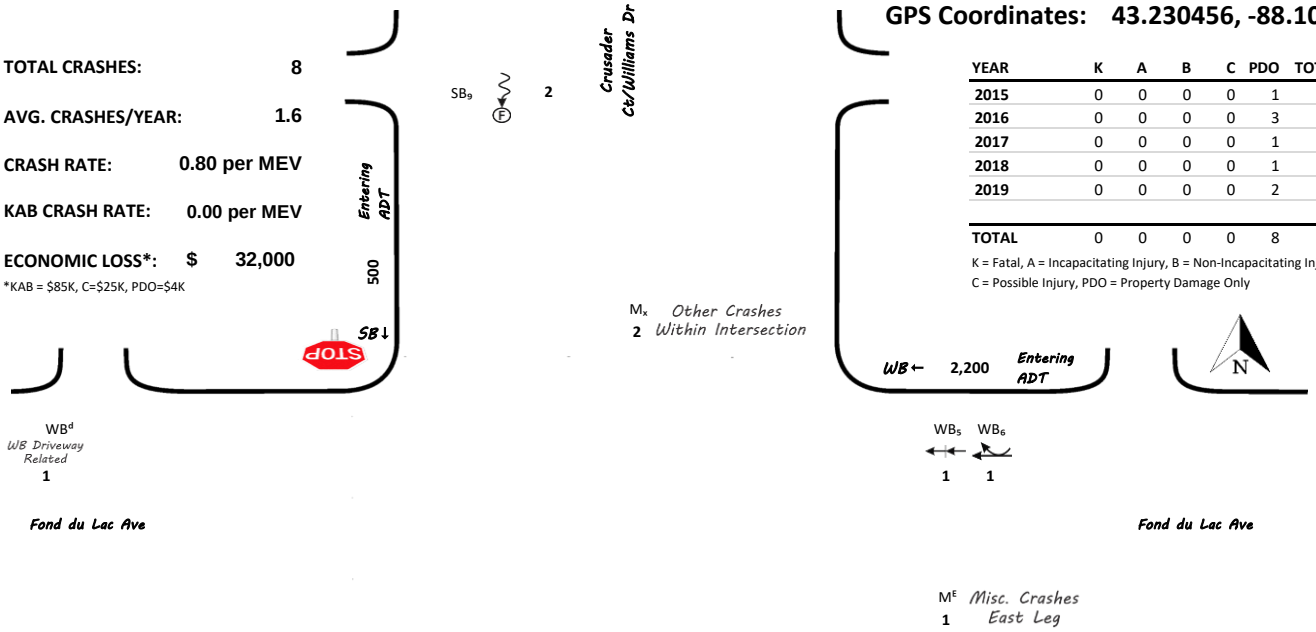
AVG. CRASHES/YEAR: 1.6

CRASH RATE: 0.80 per MEV

KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 32,000

*KAB = $85K, C=$25K, PDO=$4K

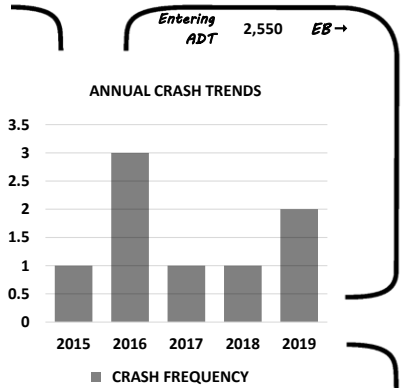


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	1	1	$ 4,000
2016	0	0	0	0	3	3	$ 12,000
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	0	0	1	1	$ 4,000
2019	0	0	0	0	2	2	$ 8,000
TOTAL	0	0	0	0	8	8	$ 32,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only

ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 4,000
SIDE-SWIPE-SAME	0	0	0	0	1	1	$ 4,000
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	2	2	$ 8,000
DRIVEWAY-RELATED	0	0	0	0	1	1	$ 4,000
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	3	3	$ 12,000
TOTAL	0	0	0	0	8	8	$ 32,000

ROAD CONDITIONS		
DRY	7	88%
WET	1	13%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	8	

LIGHT CONDITIONS		
DAY	5	63%
DARK	3	38%
TOT.	8	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	2	25%
SUMMER	2	25%
FALL	2	25%
WINTER	2	25%
TOT.	8	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	2	17%
NONE	1	8%
VERY MINOR	0	0%
MINOR	2	17%
MODERATE	4	33%
SEVERE	3	25%
VERY SEVERE	0	0%
TOTAL VEHICLES	12	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	WED	4
THU	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	FRI	2
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	1	1	0	0	0	2	0	TOT.	8

A2.17 Crash Data

Corresponds to Collision Diagram

Location:	**STH 145/Fond du Lac & Crusader Ct-Church St**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**5,500**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_a	C9L09FXHP0	4/3/2019	REAR-END	7 AM							
2	WB_a	C9L0F7HWS1	1/10/2019	SIDE-SWIPE-SAME	9 AM							Illegal pass on left
3	WB^d	LLFKFXV	6/17/2015	DRIVEWAY-RELATED	11 PM			DARK				WB Rear
4	M^f	C9L09FXHM7	9/19/2018	MISC. OTHER	11 PM			DARK				SSO from Diveway
5	SB_a	LLH8K6B	8/24/2016	FIXED-OBJECT	12 PM		UNKN	DAY				SBR, Sign
6	SB_a	C9L09CGFB5	1/20/2017	FIXED-OBJECT	1 PM		WET					Backing, Sign
7	M_a	LLH999F	5/6/2016	MISC. OTHER	6 PM							Trailer disconnected
8	M_a	LLHFQP5	9/13/2016	MISC. OTHER	7 PM			DARK				EBL, Sign

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes

A2.18 Intersection Collision Diagram

Location:	Pilgrim Rd & STH 145/Fond du Lac Ave	**From:**	1/1/2015	**Duration** 5	Years
Municipality:	Germantown	**To:**	12/31/2019	0	Months
County:	Washington	**AADT:**	8,250		MAP
Traffic Control:	All-Way Stop	**Area Type:**	Urban		
		GPS Coordinates:	43.227156, -88.103259		

TOTAL CRASHES: 7

AVG. CRASHES/YEAR: 1.4

CRASH RATE: 0.46 per MEV

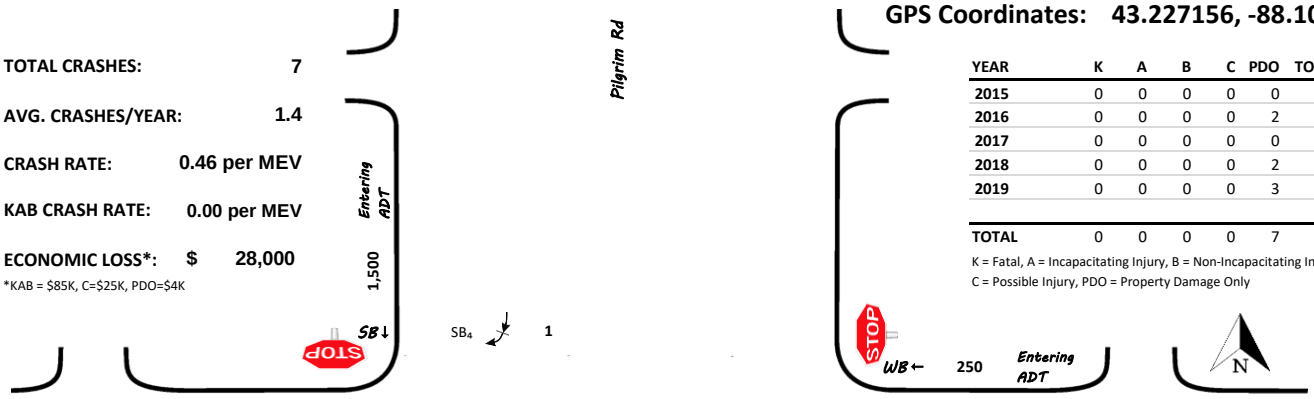
KAB CRASH RATE: 0.00 per MEV

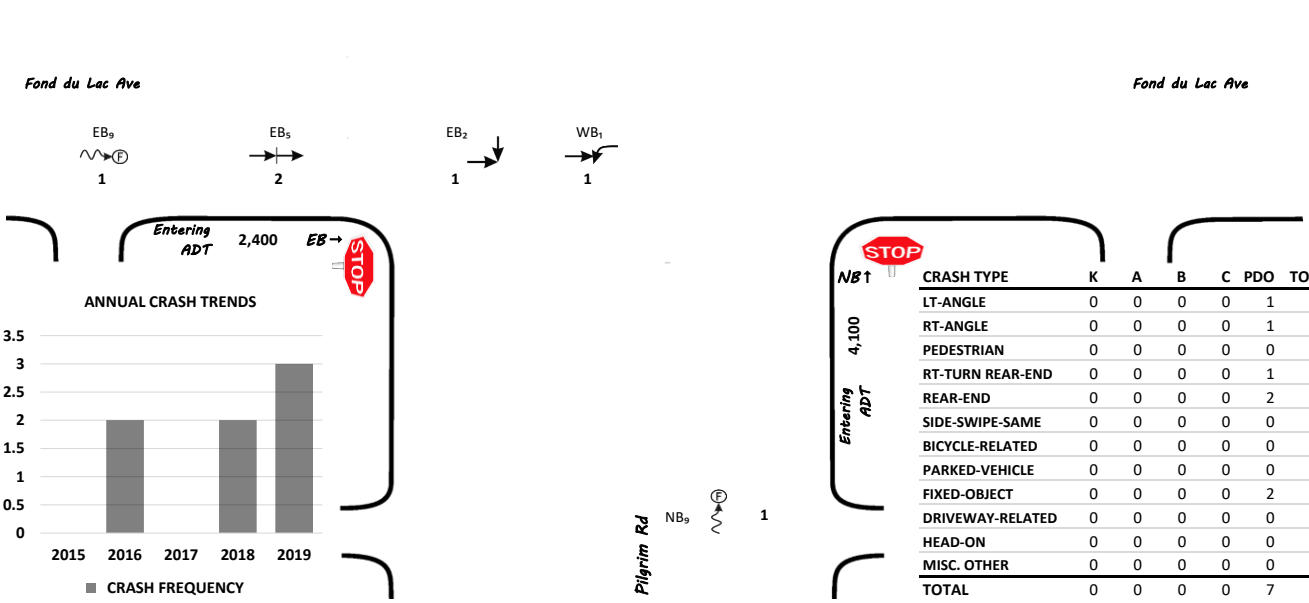
ECONOMIC LOSS*: $ 28,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	0	0	$ -
2016	0	0	0	0	2	2	$ 8,000
2017	0	0	0	0	0	0	$ -
2018	0	0	0	0	2	2	$ 8,000
2019	0	0	0	0	3	3	$ 12,000
TOTAL	0	0	0	0	7	7	$ 28,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only





ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	1	1	$ 4,000
RT-ANGLE	0	0	0	0	1	1	$ 4,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	1	1	$ 4,000
REAR-END	0	0	0	0	2	2	$ 8,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	2	2	$ 8,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	7	7	$ 28,000

ROAD CONDITIONS		
DRY	7	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	7	

LIGHT CONDITIONS		
DAY	6	86%
DARK	1	14%
TOT.	7	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	4	57%
SUMMER	0	0%
FALL	2	29%
WINTER	1	14%
TOT.	7	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

DISRGRD. CONTROL		
NB	0	0%
SB	1	14%
EB	1	14%
WB	0	0%
TBD	0	0%
TOT.	2	29%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	1	8%
VERY MINOR	1	8%
MINOR	4	33%
MODERATE	4	33%
SEVERE	2	17%
VERY SEVERE	0	0%
TOTAL VEHICLES	12	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	FRI	3
SAT	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	1	0	0	1	0	0	0	1	0	0	TOT.	7

A2.18 Crash Data

Corresponds to Collision Diagram

Location:	**Pilgrim Rd & STH 145/Fond du Lac Ave**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**8,250**	**5**	**Years**
Traffic Control:	**All-Way Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	C9L09JDKV5	10/13/2018	RT-ANGLE	7 AM			DAY				Iced windshield
2	EB_5	LLHD8B3	11/11/2016	REAR-END	6 AM			DAY				Foot slipped
3	EB_3	C9L09JDKT3	5/25/2018	REAR-END	2 PM							EBL backing
4	EB_9	C9L09CGFHP	5/5/2019	FIXED-OBJECT	1 PM							EBL, stop sign
5	WB_1	C9L0F1BQDJ	12/20/2019	LT-ANGLE	10 PM			DARK				
6	NB_9	LLHMNDQ	5/12/2016	FIXED-OBJECT	3 PM							NBR Utility Pole
7	SB_4	C9L0F1BQ89	3/11/2019	RT-TURN REAR-END	6 PM							

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes

A2.19 Intersection Collision Diagram

Location:	STH 145/Fond du Lac Ave & Country Aire Rd	**From:**	1/1/2015	**Duration** 5	Years
Municipality:	Germantown	**To:**	12/31/2019	0	Months
County:	Washington	**AADT:**	4,100		MAP
Traffic Control:	Minor Street Stop	**Area Type:**	Rural		
		GPS Coordinates:	43.212259, -88.083575		

TOTAL CRASHES: 4

AVG. CRASHES/YEAR: 0.8

CRASH RATE: 0.53 per MEV

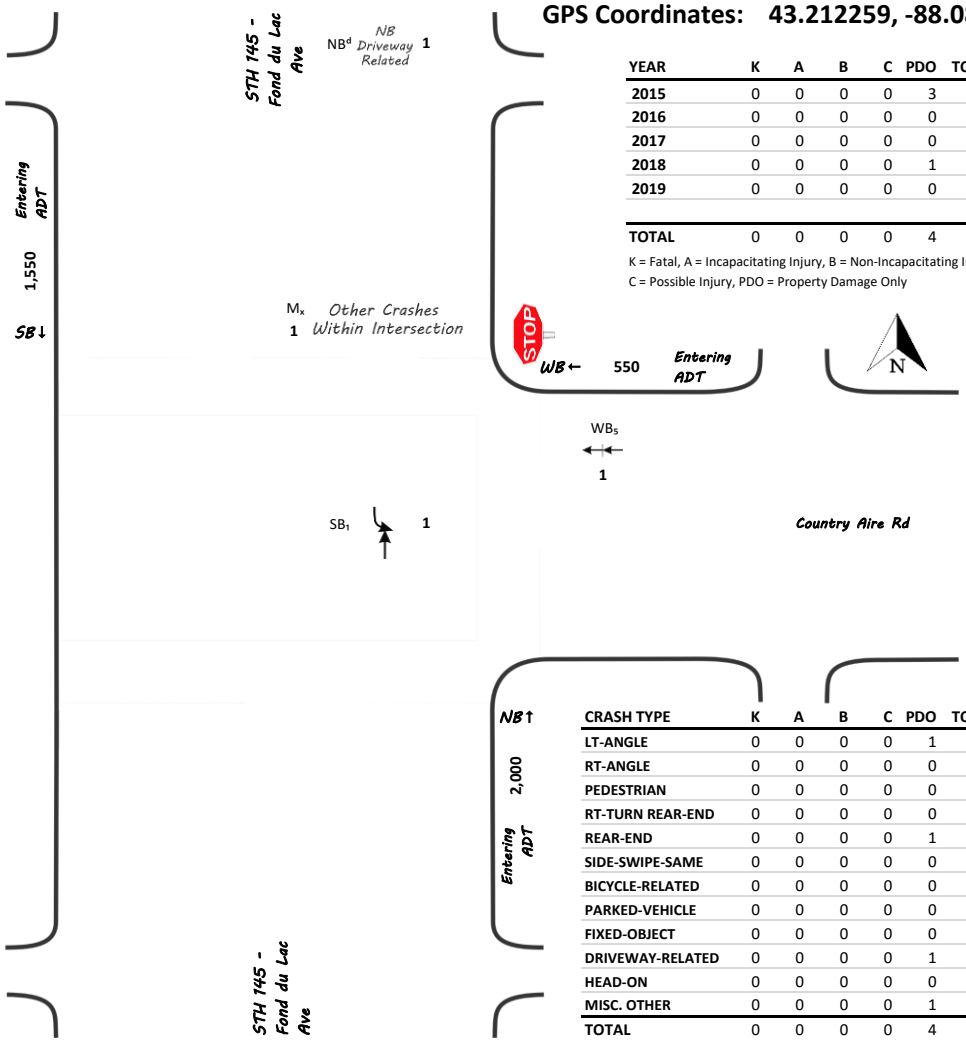
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 16,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	3	3	$ 12,000
2016	0	0	0	0	0	0	$ -
2017	0	0	0	0	0	0	$ -
2018	0	0	0	0	1	1	$ 4,000
2019	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	4	4	$ 16,000

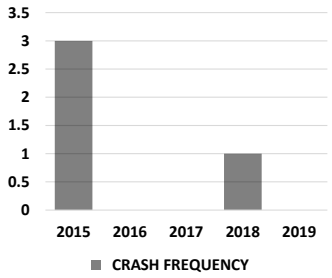
K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	1	1	$ 4,000
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 4,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	1	1	$ 4,000
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	0	0	4	4	$ 16,000

ANNUAL CRASH TRENDS



ROAD CONDITIONS		
DRY	2	50%
WET	2	50%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	4	

LIGHT CONDITIONS		
DAY	4	100%
DARK	0	0%
TOT.	4	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	2	50%
SUMMER	0	0%
FALL	1	25%
WINTER	1	25%
TOT.	4	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	1	25%
TOT.	1	25%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	2	29%
VERY MINOR	0	0%
MINOR	3	43%
MODERATE	1	14%
SEVERE	1	14%
VERY SEVERE	0	0%
TOTAL VEHICLES	7	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	TOT.	4

A2.19 Crash Data

Corresponds to Collision Diagram

Location:	**STH 145/Fond du Lac Ave & Country Aire Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**4,100**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_5	C9L09H5JQ9	3/5/2018	REAR-END	7 AM							
2	NB^4	LLHCHZT	12/23/2015	DRIVEWAY-RELATED	3 PM		WET					
3	SB_1	LLHFQMC	11/24/2015	LT-ANGLE	7 AM							
4	M_x	LLFPW41	4/9/2015	MISC. OTHER	5 PM		WET					Attempting U-turn

A2.20 Intersection Collision Diagram

Location:	**Pilgrim Rd & Freistadt Rd**		**From:**	**1/1/2015**	**Duration 5 Years**
Municipality:	**Germantown**		**To:**	**12/31/2019**	**0 Months**
County:	**Washington**		**AADT:**	**5,550**	MAP
Traffic Control:	**Minor Street Stop**		**Area Type:**	**Rural**	
			GPS Coordinates:	**43.235521, -88.103323**	

TOTAL CRASHES: 4

AVG. CRASHES/YEAR: 0.8

CRASH RATE: 0.39 per MEV

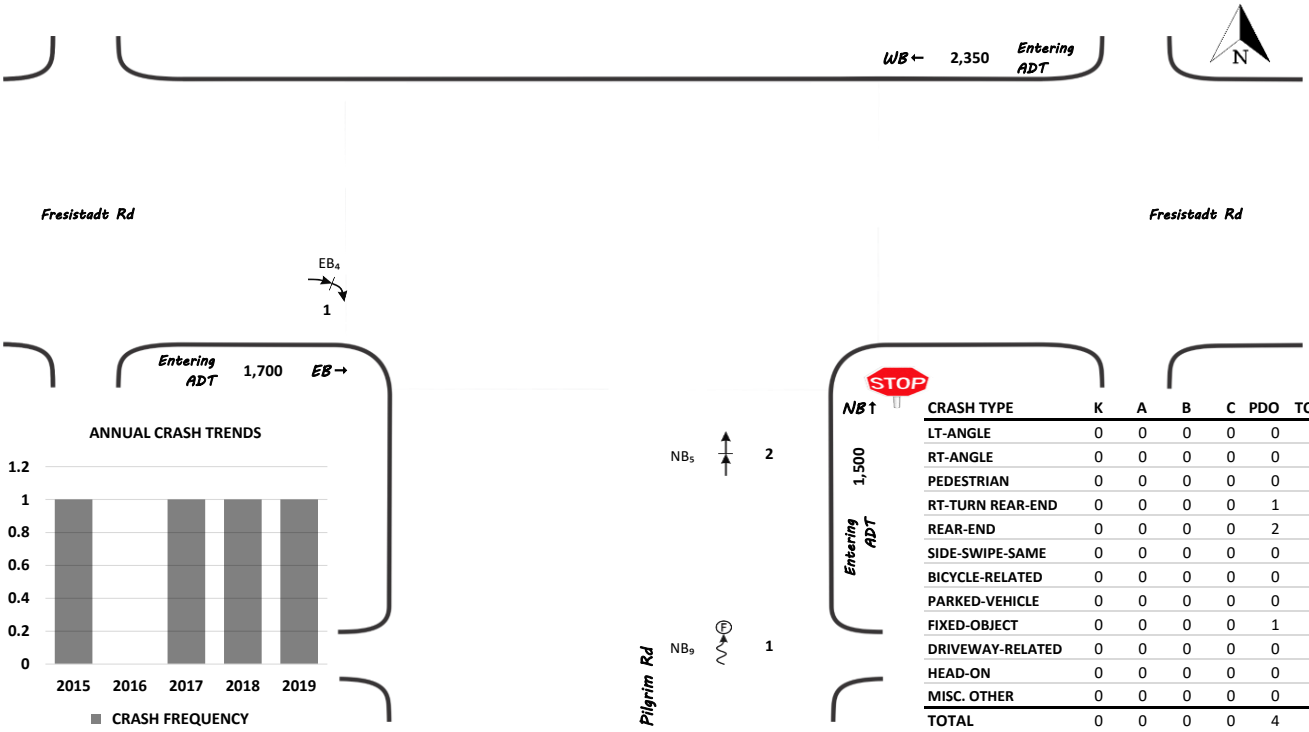
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 16,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	1	1	$ 4,000
2016	0	0	0	0	0	0	$ -
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	0	0	1	1	$ 4,000
2019	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	0	0	4	4	$ 16,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	1	1	$ 4,000
REAR-END	0	0	0	0	2	2	$ 8,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 4,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	4	4	$ 16,000

ROAD CONDITIONS		
DRY	4	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	4	

LIGHT CONDITIONS		
DAY	3	75%
DARK	1	25%
TOT.	4	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	2	50%
FALL	1	25%
WINTER	1	25%
TOT.	4	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	0	0%
MINOR	4	57%
MODERATE	3	43%
SEVERE	0	0%
VERY SEVERE	0	0%
TOTAL VEHICLES	7	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	2
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	TOT.	4

A2.20 Crash Data

Corresponds to Collision Diagram

Location:	**Pilgrim Rd & Freistadt Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**5,550**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_4	C9L09JDKTM	8/16/2018	RT-TURN REAR-END	5 PM							
2	NB_5	C9L09XQXX9	6/6/2017	REAR-END	5 PM							
3	NB_5	C9L09B7DFF	9/14/2019	REAR-END	9 AM							
4	NB_9	LLG3QSF	1/17/2015	FIXED-OBJECT	1 AM			DARK				

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes

A2.21 Intersection Collision Diagram

Location:	**Division Rd & Wendy Ln**		**From:**	**1/1/2015**	**Duration 5 Years**
Municipality:	**Germantown**		**To:**	**12/31/2019**	**0 Months**
County:	**Washington**		**AADT:**	**6,850**	MAP
Traffic Control:	**Minor Street Stop**		**Area Type:**	**Urban**	
			GPS Coordinates:	**43.195188, -88.122898**	

TOTAL CRASHES: 3

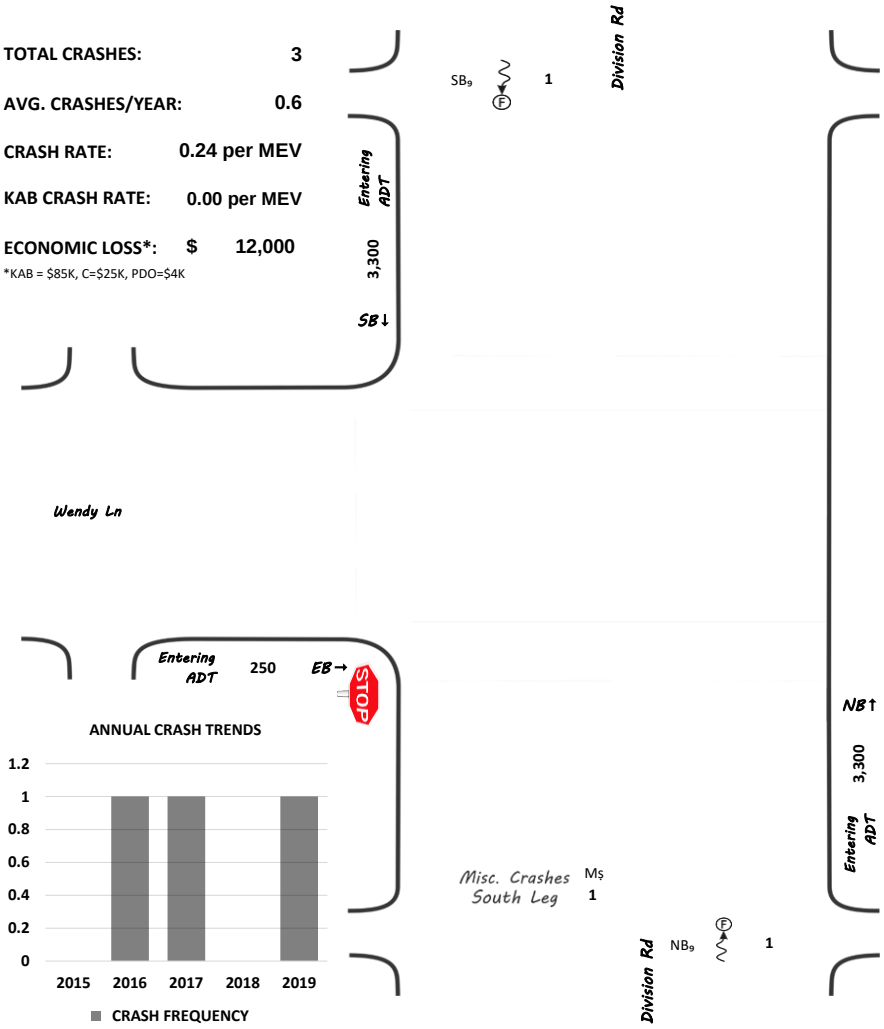
AVG. CRASHES/YEAR: 0.6

CRASH RATE: 0.24 per MEV

KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 12,000

*KAB = $85K, C=$25K, PDO=$4K



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	0	0	$ -
2016	0	0	0	0	1	1	$ 4,000
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	0	0	0	0	$ -
2019	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	0	0	3	3	$ 12,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury,
C = Possible Injury, PDO = Property Damage Only

N

ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	2	2	$ 8,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	0	0	3	3	$ 12,000

ROAD CONDITIONS		
DRY	0	0%
WET	1	33%
SNOW	2	67%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	1	33%
DARK	2	67%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	3	100%

SEASON		
SPRING	1	33%
SUMMER	0	0%
FALL	0	0%
WINTER	2	67%
TOT.	3	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	1	25%
NONE	0	0%
VERY MINOR	0	0%
MINOR	2	50%
MODERATE	0	0%
SEVERE	1	25%
VERY SEVERE	0	0%
TOTAL VEHICLES	4	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	TOT.	3

A2.21 Crash Data

Corresponds to Collision Diagram

Location:	**Division Rd & Wendy Ln**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**6,850**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	NB_9	LLGN1KV	3/4/2016	FIXED-OBJECT	9 PM		SNOW	DARK			Y	
2	M_5	C9L09DPGHM	1/28/2019	MISC. OTHER	10 AM		SNOW				Y	
3	SB_9	C9L0990C3C	1/17/2017	FIXED-OBJECT	2 AM		WET	DARK			Y	
4												
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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A2.22 Intersection Collision Diagram

Location:	Country Aire Dr & CTH M/Pioneer Rd		**From:**	1/1/2015	**Duration** 5 Years
Municipality:	Germantown		**To:**	12/31/2019	0 Months
County:	Washington		**AADT:**	2,610	MAP
Traffic Control:	All-Way Stop		**Area Type:**	Rural	
			GPS Coordinates:	43.279248, -88.083323	

TOTAL CRASHES: 3

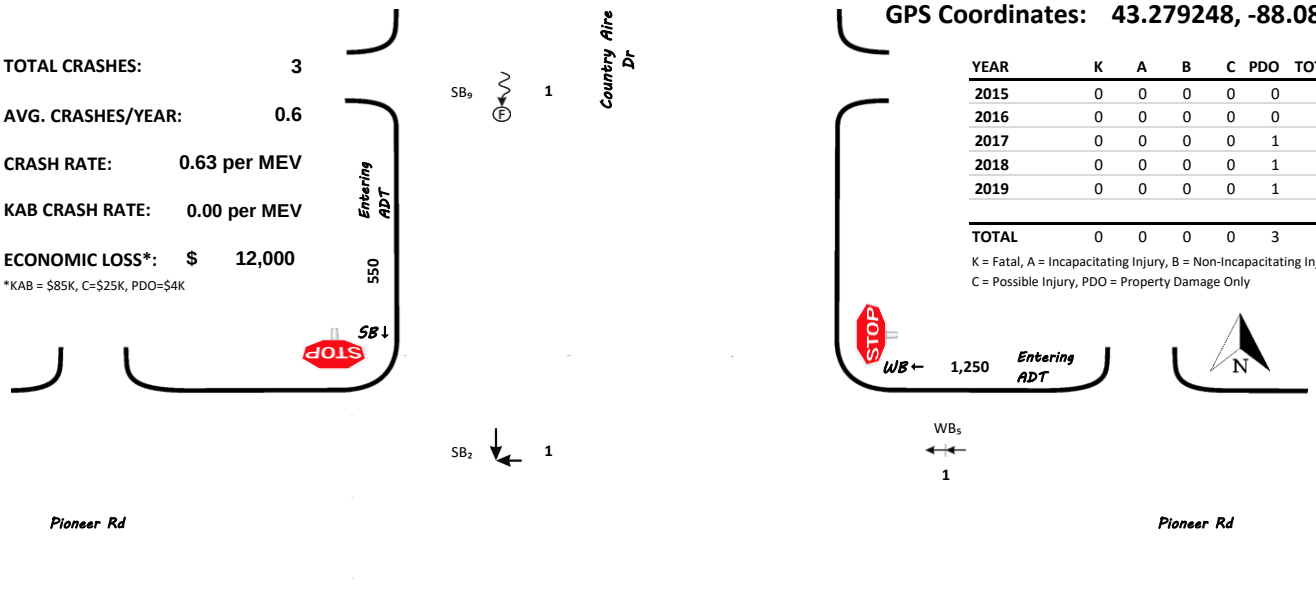
AVG. CRASHES/YEAR: 0.6

CRASH RATE: 0.63 per MEV

KAB CRASH RATE: 0.00 per MEV

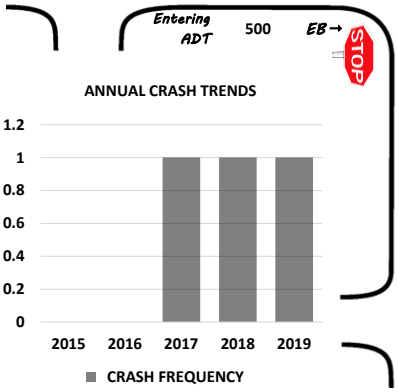
ECONOMIC LOSS*: $ 12,000

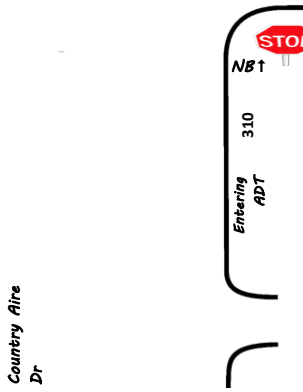
*KAB = $85K, C=$25K, PDO=$4K



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	0	0	$ -
2016	0	0	0	0	0	0	$ -
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	0	0	1	1	$ 4,000
2019	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	0	0	3	3	$ 12,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	1	1	$ 4,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 4,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 4,000
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	3	3	$ 12,000

ROAD CONDITIONS		
DRY	2	67%
WET	1	33%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	3	100%
DARK	0	0%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	1	33%

SEASON		
SPRING	0	0%
SUMMER	2	67%
FALL	1	33%
WINTER	0	0%
TOT.	3	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	1	33%
TOT.	1	33%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	1	20%
NONE	0	0%
VERY MINOR	0	0%
MINOR	0	0%
MODERATE	4	80%
SEVERE	0	0%
VERY SEVERE	0	0%
TOTAL VEHICLES	5	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	WED	2
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	TOT.	3

A2.22 Crash Data

Corresponds to Collision Diagram

Location:	**Country Aire Dr & CTH M/Pioneer Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**2,610**	**5**	**Years**
Traffic Control:	**All-Way Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_5	2SL148CTK5	8/26/2019	REAR-END	9 AM		WET				Y	
2	SB_2	2SL0KSK16X	11/14/2018	RT-ANGLE	7 AM							
3	SB_9	2SL0T5JN1T	6/7/2017	FIXED-OBJECT	10 PM			DAY				
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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A2.23 Intersection Collision Diagram

Location:	STH 145/Fond du Lac Ave & Park Ave		**From:**	1/1/2015	**Duration** 5 Years
Municipality:	Germantown		**To:**	12/31/2019	0 Months
County:	Washington		**AADT:**	5,250	MAP
Traffic Control:	Minor Street Stop		**Area Type:**	Urban	
			GPS Coordinates:	43.231739, -88.110593	

TOTAL CRASHES: 3

AVG. CRASHES/YEAR: 0.6

CRASH RATE: 0.31 per MEV

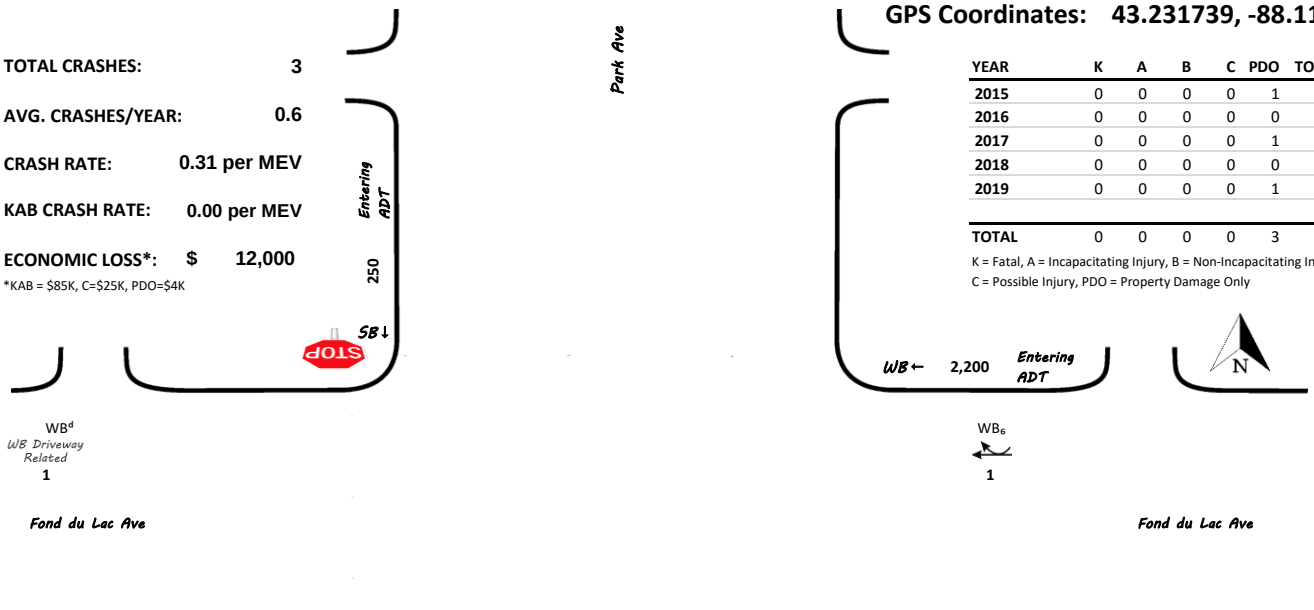
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 12,000

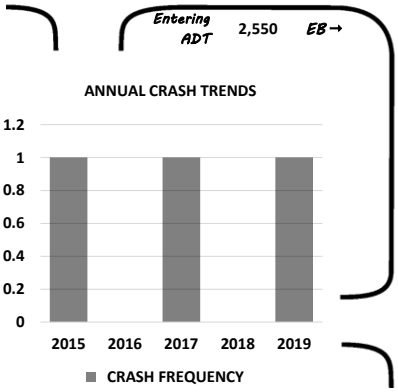
*KAB = $85K, C=$25K, PDO=$4K

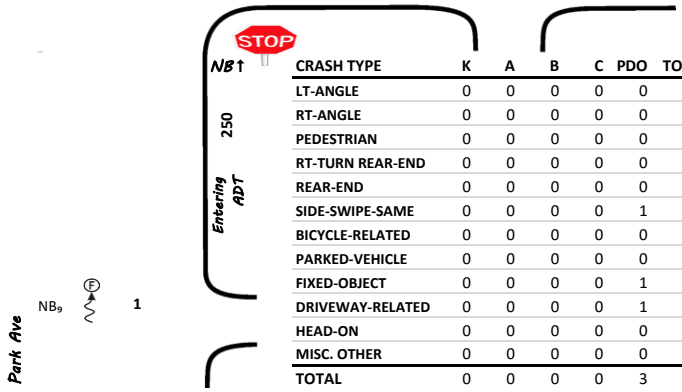
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	1	1	$ 4,000
2016	0	0	0	0	0	0	$ -
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	0	0	0	0	$ -
2019	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	0	0	3	3	$ 12,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE
> $500 K
> $400 K
> $300 K
> $200 K
> $100 K





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	1	1	$ 4,000
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 4,000
DRIVEWAY-RELATED	0	0	0	0	1	1	$ 4,000
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	3	3	$ 12,000

ROAD CONDITIONS		
DRY	2	67%
WET	0	0%
SNOW	1	33%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	2	67%
DARK	1	33%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	1	33%
DRUGS	0	0%
SPEED	2	67%

SEASON		
SPRING	2	67%
SUMMER	0	0%
FALL	0	0%
WINTER	1	33%
TOT.	3	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	0	0%
MINOR	1	25%
MODERATE	2	50%
SEVERE	1	25%
VERY SEVERE	0	0%
TOTAL VEHICLES	4	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	TOT.	3

A2.23 Crash Data

Corresponds to Collision Diagram

Location:	**STH 145/Fond du Lac Ave & Park Ave**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**5,250**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_8	C9L09H5JT4	4/8/2019	SIDE-SWIPE-SAME	11 AM							Construction
2	WB^4	LLG7FT8	1/21/2015	DRIVEWAY-RELATED	7 AM		SNOW				Y	
3	NB_9	C9L09XQXWB	3/24/2017	FIXED-OBJECT	2 AM			DARK	Y		Y	
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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A2.24 Intersection Collision Diagram

Location:	Maple Rd & Rockfield Rd		**From:**	1/1/2015	**Duration** 5 Years
Municipality:	Germantown		**To:**	12/31/2019	0 Months
County:	Washington		**AADT:**	3,000	MAP
Traffic Control:	Minor Street Stop		**Area Type:**	Rural	
			GPS Coordinates:	43.257290, -88.143000	

TOTAL CRASHES: 3

AVG. CRASHES/YEAR: 0.6

CRASH RATE: 0.55 per MEV

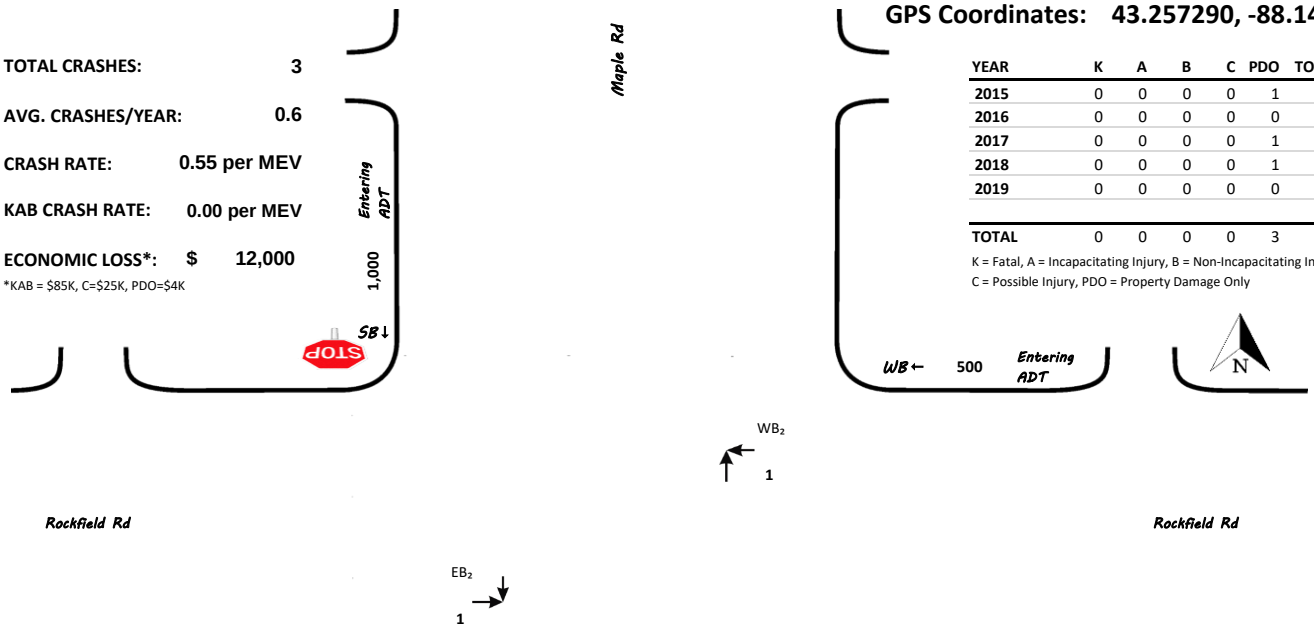
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 12,000

*KAB = $85K, C=$25K, PDO=$4K

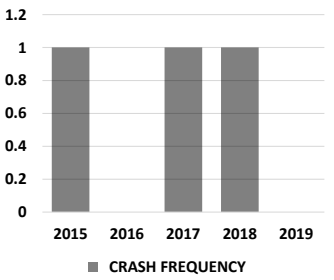
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	1	1	$ 4,000
2016	0	0	0	0	0	0	$ -
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	0	0	1	1	$ 4,000
2019	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	3	3	$ 12,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	2	2	$ 8,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	0	0	3	3	$ 12,000

ROAD CONDITIONS		
DRY	2	67%
WET	1	33%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	3	100%
DARK	0	0%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	2	67%
FALL	1	33%
WINTER	0	0%
TOT.	3	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	2	67%
TOT.	2	67%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	0	0%
MINOR	3	50%
MODERATE	3	50%
SEVERE	0	0%
VERY SEVERE	0	0%
TOTAL VEHICLES	6	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	SAT	2
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	TOT.	3

A2.24 Crash Data

Corresponds to Collision Diagram

Location:	**Maple Rd & Rockfield Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**3,000**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	LLG3QWC	10/24/2015	RT-ANGLE	1 PM		WET					
2	WB_2	2SL0Q0GSGC	6/17/2017	RT-ANGLE	12 PM							
3	M_5	C9L09JDKT5	6/4/2018	MISC. OTHER	4 PM							

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes

A2.25 Intersection Collision Diagram

Location:	**Division Rd & Cedar Ln**			**Duration**	
Municipality:	**Germantown**	**From:**	**1/1/2015**	**5**	**Years**
County:	**Washington**	**To:**	**12/31/2019**	**0**	**Months**
Traffic Control:	**Minor Street Stop**	**AADT:**	**5,250**		MAP
		Area Type:	**Rural**		
		GPS Coordinates:	**43.272167, -88.123075**		

TOTAL CRASHES: 2

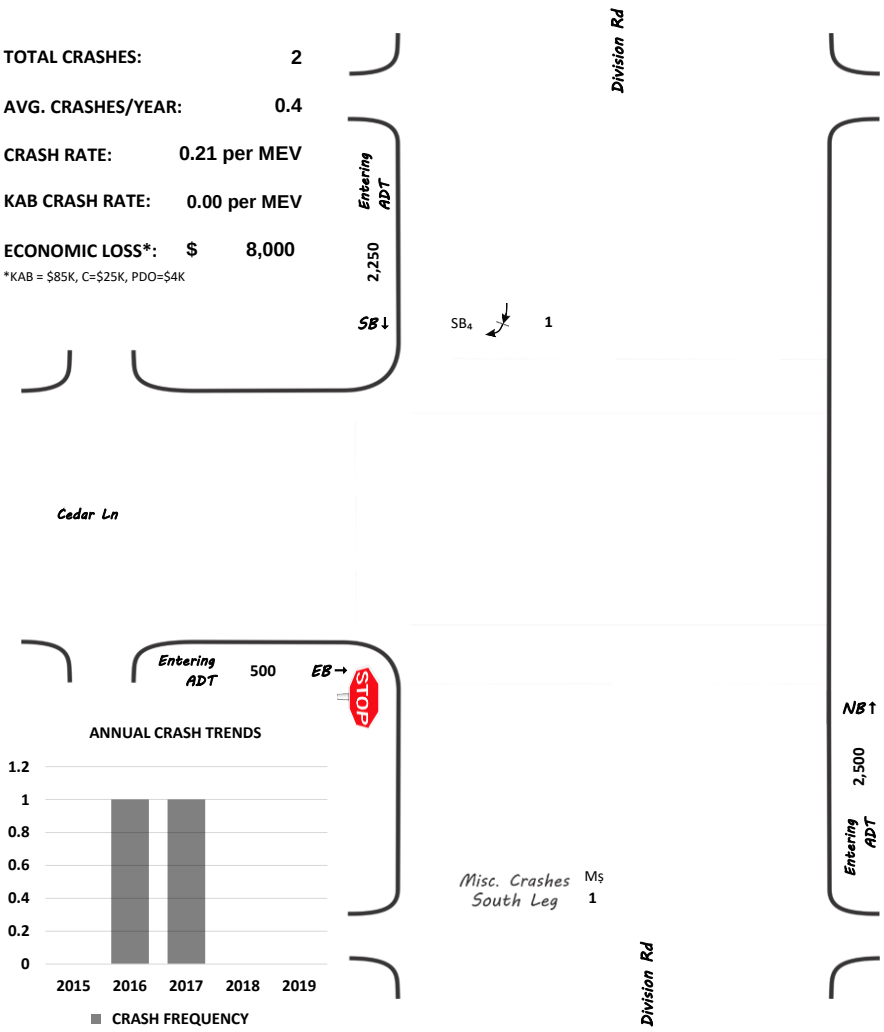
AVG. CRASHES/YEAR: 0.4

CRASH RATE: 0.21 per MEV

KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 8,000

*KAB = $85K, C=$25K, PDO=$4K



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	0	0	$ -
2016	0	0	0	0	1	1	$ 4,000
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	0	0	0	0	$ -
2019	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	2	2	$ 8,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only

N

ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	1	1	$ 4,000
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	0	0	2	2	$ 8,000

ROAD CONDITIONS		
DRY	1	50%
WET	1	50%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	2	

LIGHT CONDITIONS		
DAY	2	100%
DARK	0	0%
TOT.	2	

DRIVER BEHAVIOR		
ALCOHOL	1	50%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	2	100%
SUMMER	0	0%
FALL	0	0%
WINTER	0	0%
TOT.	2	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	1	33%
MINOR	1	33%
MODERATE	0	0%
SEVERE	1	33%
VERY SEVERE	0	0%
TOTAL VEHICLES	3	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	TOT.	2

A2.25 Crash Data

Corresponds to Collision Diagram

Location:	**Division Rd & Cedar Ln**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**5,250**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	Ms	C9L09V8VNS	4/30/2017	MISC. OTHER	7 PM		WET	DAY	Y			Ditch
2	SB_4	LLHLX63	5/18/2016	RT-TURN REAR-END	5 PM							

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes

A2.26 Intersection Collision Diagram

Location:	Division Rd & Donges Bay Rd		**From:**	1/1/2015	**Duration** 5 Years
Municipality:	Germantown		**To:**	12/31/2019	0 Months
County:	Washington		**AADT:**	6,700	MAP
Traffic Control:	Minor Street Stop		**Area Type:**	Urban	
			GPS Coordinates:	43.206463, -88.122917	

TOTAL CRASHES: 2

AVG. CRASHES/YEAR: 0.4

CRASH RATE: 0.16 per MEV

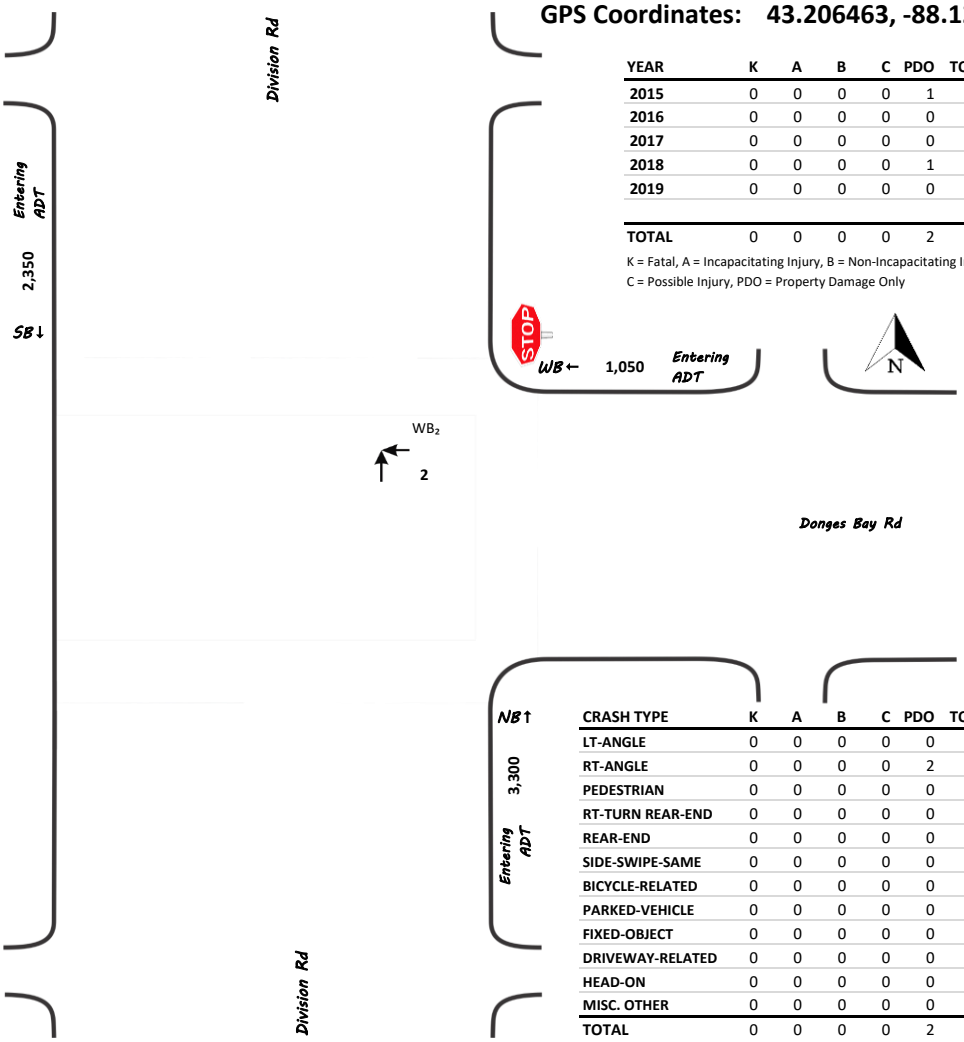
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 8,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	1	1	$ 4,000
2016	0	0	0	0	0	0	$ -
2017	0	0	0	0	0	0	$ -
2018	0	0	0	0	1	1	$ 4,000
2019	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	2	2	$ 8,000

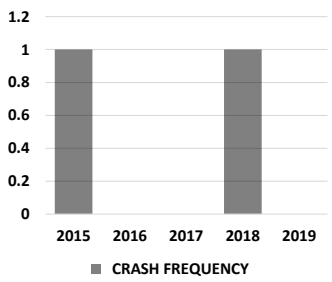
K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	2	2	$ 8,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	2	2	$ 8,000

ANNUAL CRASH TRENDS



ROAD CONDITIONS		
DRY	2	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	2	

LIGHT CONDITIONS		
DAY	2	100%
DARK	0	0%
TOT.	2	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	1	50%

SEASON		
SPRING	0	0%
SUMMER	1	50%
FALL	1	50%
WINTER	0	0%
TOT.	2	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	1	50%
TOT.	1	50%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	0	0%
MINOR	2	50%
MODERATE	2	50%
SEVERE	0	0%
VERY SEVERE	0	0%
TOTAL VEHICLES	4	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	TOT.	2

A2.26 Crash Data

Corresponds to Collision Diagram

Location:	**Division Rd & Donges Bay Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**6,700**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_2	LLFRCPC	10/14/2015	RT-ANGLE	7 AM							
2	WB_2	C9L09H5JRL	8/11/2018	RT-ANGLE	11 AM						Y	NBR lost control
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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A2.27 Intersection Collision Diagram

Location:	Country Aire Dr & CTH F/Freistadt Rd	**From:**	1/1/2015	**Duration** 5	Years
Municipality:	Germantown	**To:**	12/31/2019	0	Months
County:	Washington	**AADT:**	22,750		MAP
Traffic Control:	Minor Street Stop	**Area Type:**	Rural		
		GPS Coordinates:	43.235558, -88.083939		

TOTAL CRASHES: 1

AVG. CRASHES/YEAR: 0.2

CRASH RATE: 0.02 per MEV

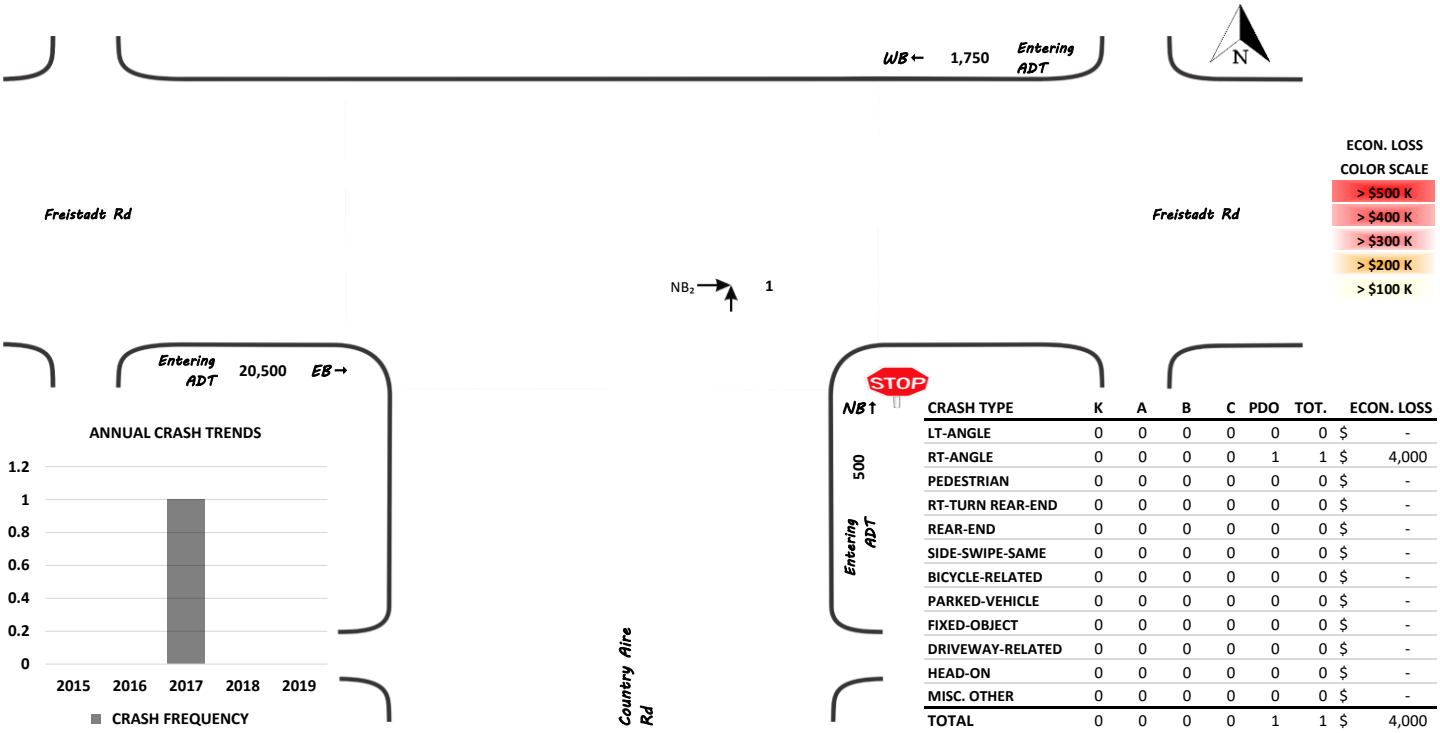
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 4,000

*KAB = $85K, C=$25K, PDO=$4K

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	0	0	$ -
2016	0	0	0	0	0	0	$ -
2017	0	0	0	0	1	1	$ 4,000
2018	0	0	0	0	0	0	$ -
2019	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	1	1	$ 4,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only



ECON. LOSS COLOR SCALE
- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	1	1	$ 4,000
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	1	1	$ 4,000

ROAD CONDITIONS		
DRY	1	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	1	

LIGHT CONDITIONS		
DAY	1	100%
DARK	0	0%
TOT.	1	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	0	0%
FALL	0	0%
WINTER	1	100%
TOT.	1	

FAILURE TO YIELD		
NB	1	100%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	100%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	0	0%
MINOR	0	0%
MODERATE	1	50%
SEVERE	1	50%
VERY SEVERE	0	0%
TOTAL VEHICLES	2	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOT.	1

A2.27 Crash Data

Corresponds to Collision Diagram

Location:	**Country Aire Dr & CTH F/Freistadt Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**22,750**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	NB_2	C9L09B7D6X	2/14/2017	RT-ANGLE	7 AM							
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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A2.28 Intersection Collision Diagram

Location:	Heritage Hills Pkwy & Donges Bay Rd		**From:**	1/1/2015	**Duration** 5 Years
Municipality:	Germantown		**To:**	12/31/2019	0 Months
County:	Washington		**AADT:**	2,450	MAP
Traffic Control:	Minor Street Stop		**Area Type:**	Urban	
			GPS Coordinates:	43.206486, -88.092099	

TOTAL CRASHES: 1

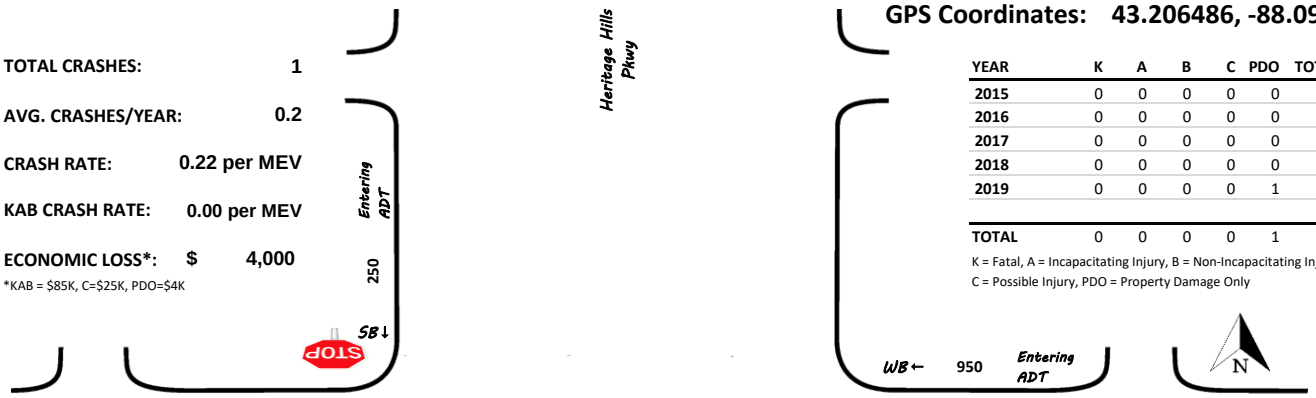
AVG. CRASHES/YEAR: 0.2

CRASH RATE: 0.22 per MEV

KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $ 4,000

*KAB = $85K, C=$25K, PDO=$4K



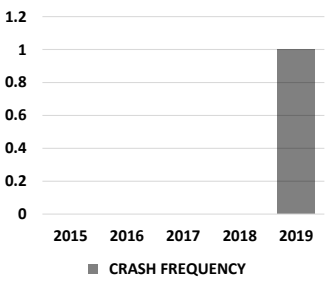
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	0	0	0	0	$ -
2016	0	0	0	0	0	0	$ -
2017	0	0	0	0	0	0	$ -
2018	0	0	0	0	0	0	$ -
2019	0	0	0	0	1	1	$ 4,000
TOTAL	0	0	0	0	1	1	$ 4,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury, C = Possible Injury, PDO = Property Damage Only

ECON. LOSS COLOR SCALE

- > $500 K
- > $400 K
- > $300 K
- > $200 K
- > $100 K

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 4,000
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	1	1	$ 4,000

ROAD CONDITIONS		
DRY	1	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	1	

LIGHT CONDITIONS		
DAY	0	0%
DARK	1	100%
TOT.	1	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	0	0%
FALL	0	0%
WINTER	1	100%
TOT.	1	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

DISRGRD. CONTROL		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
OTHER/UNK.	0	0%
NONE	0	0%
VERY MINOR	0	0%
MINOR	0	0%
MODERATE	0	0%
SEVERE	2	100%
VERY SEVERE	0	0%
TOTAL VEHICLES	2	

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	TOT.	1

A2.28 Crash Data

Corresponds to Collision Diagram

Location:	**Heritage Hills Pkwy & Donges Bay Rd**	**From:**	**1/1/2015**		
Municipality:	**Germantown**	**To:**	**12/31/2019**	**Duration**	
County:	**Washington**	**AADT:**	**2,450**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_5	C9L0FB002Q	12/11/2019	REAR-END	5 PM			DARK				
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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APPENDIX B

- APPENDIX B – CORRIDORS
  - B1 – Corridor Safety Analysis

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

APPENDIX B1

CORRIDOR SAFETY ANALYSIS

- B1.1 Pilgrim Road/STH 145 (Francese Dr to Fond du Lac Ave)

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

B1.1 Corridor Safety Analysis

Location:	Pilgrim Road (Francese Dr to Fond du Lac Ave)	**From:**	1/1/2015	**Duration** 5	Years
Municipality:	Germantown	**To:**	12/31/2019	0	Months
County:	Washington	**AADT:**	8,200		MAP
Length of Corridor:	0.3 miles	**Peer Group:**	Urban Streets		

GPS Coordinates (Start): 43.222432, -88.103192 **GPS Coordinates (End): 43.226849, -88.103246**

TOTAL CRASHES 22

AVG. CRASHES/YEAR: 4.4

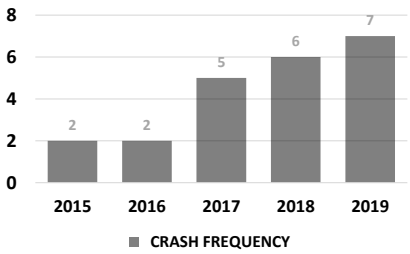
CRASH RATE: 490.0 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 111.4 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 514,000
*KAB = $85K, C=$25K, PDO=$4K

WI AVG. CRASH RATE & (UCL): 349.89, (438.17)
WI AVG. KAB CRASH RATE & (UCL): 39.9, (69.71)

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2015	0	0	1	0	1	2	$ 89,000
2016	0	1	0	0	1	2	$ 89,000
2017	0	0	0	0	5	5	$ 20,000
2018	0	1	1	1	3	6	$ 207,000
2019	0	0	1	0	6	7	$ 109,000
TOTAL	0	2	3	1	16	22	$ 514,000

K = Fatal, A = Incapacitating Injury, B = Non-Incapacitating Injury,
C = Possible Injury, PDO = Property Damage Only

RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Fixed-Object	0	0	0	0	1	1	$ 4,000
Other	0	0	0	0	1	1	$ 4,000
Tree	0	0	0	0	0	0	$ -
Ditch	0	0	0	0	0	0	$ -
Overturn	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Rear-End	0	1	1	0	5	7	$ 190,000
Right-Angle	0	1	1	0	4	6	$ 186,000
Left-Turn Angle	0	0	1	1	0	2	$ 110,000
Side-Swipe-Same	0	0	0	0	5	5	$ 20,000
Other	0	0	0	0	0	0	$ -
Head-On	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	0	0	0	0	0	$ -
Bicycle	0	0	0	0	0	0	$ -
ALL CRASH TYPES	0	2	3	1	16	22	$ 514,000

ROAD CONDITIONS		
DRY	18	82%
WET	4	18%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	22	

LIGHT CONDITIONS		
DAY	17	77%
DARK	5	23%
TOT.	22	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	8	36%
SUMMER	6	27%
FALL	5	23%
WINTER	3	14%
TOT.	22	

CURVE TYPE		
HORZ	0	0%
VERT	0	0%

INTERSECTION		
INT	11	50%

CAUSATION		
ROR	2	9%
FTY	7	32%
DTC	0	0%

ROR = RUN-OFF-ROAD
FTY = FAILURE TO YIELD
DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	2
VERY MINOR	1
MINOR	13
MODERATE	14
SEVERE	9
VERY SEVERE	1
TOTAL VEHICLES	40

NOTES:
Based on electronic data and not validated with hardcopies. Crashes occurring at Sylvan Circle have been validated.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	MON	3
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	TUE	2
WED	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	WED	4
THU	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	2	0	1	0	0	0	1	0	THU	8
FRI	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	FRI	4
SAT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	1	0	2	0	3	0	0	1	1	1	4	3	2	2	0	1	0	1	0	TOT.	22

AGREEMENT FOR ENGINEERING SERVICES

THIS AGREEMENT is entered into between **Village of Germantown** (Client) and **Traffic Analysis & Design, Inc.** (Engineer), based upon Client's intention to conduct a safety screening analysis in the Village of Germantown, Wisconsin (the Project) and Client's requirement for certain engineering services in connection with the Project (the Services) which Engineer is prepared to provide.

1. Engineer shall provide the Services described in Attachment A, "Scope of Services", according to Attachment A, "Schedule".

2. Client shall pay Engineer in accordance with Attachment A, "Compensation". Invoices shall be due and payable upon receipt. Invoice amounts not paid within 30 days after receipt shall accrue interest at the rate of 1.5% per month (or the maximum rate permitted by law, if less), with payments applied first to accrued interest and then to unpaid principal.

3. The same degree of care, skill, and diligence shall be exercised in the performance of the Services as is ordinarily possessed and exercised by a member of the same profession, currently practicing, under similar circumstances. No other warranty, express or implied, is included in this Agreement or in any drawing, specification, report, opinion, or other instrument of service, in any form or media, produced in connection with the Services.

4. Engineer shall not be liable to Client for any consequential damages resulting in any way from the performance of the Services. To the fullest extent permitted by law, Engineer's liability under this Agreement shall not exceed Engineer's total compensation actually received under this Agreement.

5. Engineer and Client waive all rights against each other for damages covered by property insurance during and after the completion of the Services.

6. Not withstanding anything to the contrary in any Attachments hereto, Engineer has no responsibility for (a) construction means, methods, techniques, sequences, procedures, or safety precautions and programs in connection with the Project; or (b) the failure of any contractor, subcontractor, vendor, or other Project participant, not under contract to Engineer, to fulfill contractual responsibilities to Client or to comply with federal, state, or local laws, regulations, and codes.

7. Engineer does not guarantee that proposals, bids, or actual Project costs will not vary from Engineer's cost estimates or that actual schedules will not vary from Engineer's projected schedules.

8. This Agreement may be terminated upon written notice at Client's convenience or by either party in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement. Engineer shall terminate performance of Services on a schedule acceptable to Client, and Client shall pay Engineer for all Services performed and reasonable termination expenses. Paragraphs 4 and 5 shall survive any termination or completion of this Agreement.

9. All documents prepared by Engineer pursuant to this Agreement are instruments of service in respect to the Project. Any use except for the specific purpose intended by this Agreement will be at the user's sole risk and without liability or legal exposure to Engineer. Engineer shall retain its ownership in its data bases, computer software, and other proprietary property. Intellectual property developed, utilized, or modified in the performance of the Services shall remain the property of Engineer.

10. The Services provided for in this Agreement are for the sole use and benefit of Client and Engineer. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than Client and Engineer.

11. Any notice required by this Agreement shall be made in writing to the address specified below:

Client: Village of Germantown
N112W17001 Mequon Road
Germantown, WI 53022
Attn: Kevin R. Driscoll, P.E., Village Engineer

Engineer: Traffic Analysis & Design, Inc.
PO Box 128
Cedarburg, WI 53012
Attn: John A. Bieberitz, P.E., PTOE

IN WITNESS WHEREOF, Client and Engineer have executed this Agreement, effective as of December 24, 2024.

Village of Germantown (Client)

By:_____

Title: _____

Date: _____

Traffic Analysis & Design, Inc. (Engineer)

By: _____
John A. Bieberitz, P.E., PTOE

Date: _____12/24/24_____

ATTACHMENT A

SCOPE OF SERVICES

Engineer will prepare a Safety Screening Analysis technical memorandum to document the crash history of intersections within the Village of Germantown. If there are intersections that have crash histories and improvement options that may be eligible for Highway Safety Improvement Program (HSIP) funding, those locations will be identified, and safety improvement options provided. Accepted projects in the HSIP program are eligible for a 90 percent Federal contribution with a 10 percent local match.

Task 1 – Data Retrieval and Analysis

Data Retrieval
Engineer will retrieve the lasts five complete years of electronic crash data (2020-2024) from the Wisconsin Department of Transportation (WisDOT) via the WisTransPortal for the Village of Germantown.

Sorting and Evaluation of Crash Data
Engineer will do an initial screening of intersections to share with the CLIENT for discussion.

Crash Statistics & Analysis
Engineer will compile crash statistics, analysis, collision diagrams, and a Google Map for up to 30 intersections and note if there are improvement options potentially eligible for the HSIP program. The analysis will be based on the electronic crash data provided through the WisTransPortal. Validation of crashes by reviewing their narratives is considered additional work and is not included in this contract.

Task 2 – Meetings

The Engineer will participate in one virtual meeting and attend one in-person meeting as part of this contract.

1. Meet virtually with CLIENT's engineering staff and if available, a representative from law enforcement, to discuss safety issues that the CLIENT is aware of in the Village of Germantown. Engineer will provide an initial data screening to help with the discussion. Jurisdictional boundaries and ownership of intersections will be discussed as well.
2. Meet in-person to present the results of the Safety Screening Analysis to the CLIENT and discuss recommendations, if applicable, for pursuing HSIP funding. If the potential for pursuing a HSIP project exists, Engineer will work with the CLIENT to devise a strategy for pursuing HSIP funding.

Task 3 – Technical Memorandum

Engineer will prepare a report summarizing the findings of the analysis in a technical memorandum which will include a table summarizing the potential for pursuing HSIP applications, potential improvements to consider, crash statistics, collision diagrams, and recommendations for the next steps.

ADDITIONAL WORK

The Safety Screening Analysis is a pre-curser to the actual preparation of a HSIP application, which would need to be covered under an additional contract or amendment. The preparation of HSIP applications is not covered in this scope.

SCHEDULE

Engineer will complete the Safety Screening Analysis within six weeks of authorization, or sooner if possible.

COMPENSATION

Compensation for the services described above, CLIENT shall pay Engineer a time and materials fee not to exceed Fourteen-Thousand Nine Hundred and Eighty-Two Dollars ($14,982.00). The Engineers fee schedule is shown below. All services not cited in Attachment A, Scope of Services, will be conducted as additional services under an Amendment to this Agreement.

TADI 2025 Staff Rates

Position Title	Hourly Rate*
Project Manager	$211.05
Senior Planning Specialist	$236.25
Senior Traffic Operations Engineer	$204.75
Senior Traffic Safety Engineer	$154.35
Traffic Safety Engineer	$110.25
Administrative Assistant	$121.28

Mileage Rate (2024)	$0.67	per mile
Mileage Rate (2025)	$0.67	per mile, unless updated by the Federal Government

Printing (Black/White)	$0.10	per page
Printing (Color)	$0.50	per page

** Rates are averages that may vary depending upon the staff assigned to the project.*
Updated 12-24-24

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Purchase of 2025 Highway Department patrol truck from Truck Country of Wisconsin / Burke Truck & Equipment for an amount not to exceed $311,874.38.

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

While the purchase of patrol trucks have been difficult to work through over the last few years, equipment availability seems to have become more stable. Despite previous difficulties, to date, the village has maintained our current replacement cycle. A patrol truck spends 14 years as a route vehicle, before spending roughly another 6 years as a spare. Our current patrol truck replacement cycle is 20 years. While well maintained during their life cycle, these trucks operate in a difficult environment and perform under extreme working conditions. It is crucial for winter operations that the village maintain our current replacement cycle, if not improve it over time.

Staff has solicited proposals from the two local Western Star Dealers, which fit within the budgeted amount of $295,000.00, and the results are listed below.

Truck Country of Wisconsin / Burke Truck & Equipment Inc.: $294,235.31

I State Truck Center / Burke Truck & Equipment Inc.: $297,133.31

Brine continues to become an industry standard, and staff is seeking to expand the use of brine within the village. Staff is offering an alternative price outlined below, which will allow the expanded used sooner rather than later. Listed below is the alternative price, which does come in higher than our original approved capital budget. Should the Public Works Committee and Village Board approve of the alternative, the funds necessary could be added to the capital borrowing for 2025.

Optional equipment Truck Country of Wisconsin / Burke Truck & Equipment Inc.: $311,874.38

ATTACHMENT:

1. Truck Country Spec. and pricing
2. Burke Build Quote Within Budget
3. Burke Build With Additonal Anti-icing Equipment
4. I state patrol truck quote

STAFF RECOMMENDATION:

Staff recommends the purchase of a highway patrol truck from Truck Country of Wisconsin / Burke Truck & Equipment not to exceed $311,874.38, and to forward this request onto the Village Board with a positive recommendation. If approved, the funds shall be allocated from Highway capital account: 40562000-592200.

ACTION BY Committee:

No action due to the budget amendment not passing.

Prepared for:
Matt Kolbow
GERMANTOWN VILLAGE OF
N112 W17001 Mequon Road
Germantown, WI 53022
Phone: 262-384-0497

Prepared by:
Ryan Danbrea
TRUCK COUNTRY OF WISCONSIN
9202 N. 107TH STREET
MILWAUKEE, WI 53224
Phone:

A proposal for
GERMANTOWN VILLAGE OF

Prepared by
TRUCK COUNTRY OF WISCONSIN
Ryan Danbrea

Dec 22, 2023

Western Star 47X

Components shown may not reflect all spec'd options and are not to scale

Prepared for:
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Phone:

S P E C I F I C A T I O N P R O P O S A L

Data Code	Description	Weight Front	Weight Rear	Retail Price
Price Level				
PRL-28X	WST 47X/49X PRL-28X (EFF:MY25 ORDERS)			STD
Data Version				
DRL-023	SPECPRO21 DATA RELEASE VER 023			N/C
Vehicle Configuration				
001-470	WESTERN STAR 47X	9,050	6,525	$224,378.00
004-225	2025 MODEL YEAR SPECIFIED			STD
002-003	SET FORWARD AXLE - TRUCK	-480	480	N/C
019-004	STRAIGHT TRUCK PROVISION, NON-TOWING			STD
003-001	LH PRIMARY STEERING LOCATION			STD
General Service				
AA1-002	TRUCK CONFIGURATION			STD
AA6-002	DOMICILED, USA (EXCLUDING CALIFORNIA AND CARB OPT-IN STATES)			N/C
99D-027	EPA EMISSIONS CERTIFICATION FOR REGISTRATION OUTSIDE CARB STATES - EPA CLEAN IDLE (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD OF DRIVER DOOR)			N/C
AF2-998	NO STATE/PROVINCE INITIAL REGISTRATION SELECTED			N/C
A85-010	UTILITY/REPAIR/MAINTENANCE SERVICE			N/C
A84-1GM	GOVERNMENT BUSINESS SEGMENT			N/C
AA4-010	DIRT/SAND/ROCK COMMODITY			STD
AA5-002	TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS			STD
AB1-008	MAXIMUM 8% EXPECTED GRADE			STD
AB5-001	SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE			STD
995-1A5	WESTERN STAR VOCATIONAL WARRANTY			STD
A66-99D	EXPECTED FRONT AXLE(S) LOAD : 20000.0 lbs			

	Data Code	Description	Weight Front	Weight Rear	Retail Price
	A68-99D	EXPECTED REAR DRIVE AXLE(S) LOAD : 23000.0 lbs			
	A67-99D	EXPECTED PUSHER AXLE(S) LOAD : 0.0 lbs			
	A63-99D	EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 43000.0 lbs			
Truck Service					
	AA3-018	FRONT PLOW/END DUMP BODY			N/C
	AF3-1M6	CASPERS TRUCK EQUIPMENT			N/C
Engine					
	101-3CV	DETROIT DD13 GEN 5 12.8L 370 HP @ 1625 RPM, 1900 GOV RPM, 1250 LB/FT @ 975 RPM			($570.00)
Electronic Parameters					
	79A-065	65 MPH ROAD SPEED LIMIT			N/C
	79B-000	CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT			N/C
	79F-013	FLEET MANAGEMENT - DAILY ENGINE USAGE ENABLED			N/C
	79G-012	15 MINUTES IDLE SHUTDOWN WITH CLUTCH AND SERVICE BRAKE OVERRIDE			N/C
	79K-014	PTO MODE ENGINE RPM LIMIT - 1800 RPM			N/C
	79L-022	PTO MODE PTO 1 THROTTLE OVERRIDE ENABLED			N/C
	79P-032	PTO RPM CONTROL WITH STEERING WHEEL SWITCHES			N/C
	79T-001	PTO MODE RPM INCREMENT - 25 RPM			N/C
	79U-002	PTO GOVERNOR RAMP RATE - 50 RPM PER SECOND			N/C
	79V-001	FUEL DOSING OF AFTERTREATMENT ENABLED IN PTO MODE-CLEANS HYDROCARBONS AT HIGH TEMPERATURES ONLY			N/C
	79W-008	ONE DASH MOUNTED PTO SPEED WITH PTO SWITCH ENGAGEMENT			N/C
	79X-005	PTO SPEED 1 SETTING - 900 RPM			N/C
	80C-102	ENGINE BRAKES ON WITH VEHICLE SPEED ABOVE RSL/CSL - 2 MPH			N/C
*	80P-998	NO FLEET SPEC FOR PARAMETERIZATION			N/C
	80G-001	PTO MINIMUM RPM - 600			STD
	80L-003	ENABLE DPF REGEN ZONE 1 WITH AUTO ENGINE RPM ELEVATE FOR EXTENDED IDLE			N/C
	80W-001	MAINTENANCE SYSTEM WITH NO POP-UPS AND NO MENU IN CLUSTER			STD

Prepared for:
Matt Kolbow
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Germantown, WI 53022
Phone: 262-384-0497

Prepared by:
Ryan Danbrea
TRUCK COUNTRY OF
WISCONSIN
9202 N. 107TH STREET
MILWAUKEE, WI 53224
Phone:

Data Code	Description	Weight Front	Weight Rear	Retail Price
80S-004	PTO 1, DASH SWITCH, ENGAGE WHILE DRIVING			N/C
Engine Equipment				
99C-024	EPA 2010/GHG 2024 CONFIGURATION			STD
13E-001	STANDARD OIL PAN			N/C
105-001	ENGINE MOUNTED OIL CHECK AND FILL			STD
014-111	SIDE OF HOOD AIR INTAKE WITH ENGINE MOUNTED AIR CLEANER, WITH INSIDE/OUTSIDE AIR AND SNOW DOOR			$759.00
124-1DJ	DR 12V 160 AMP 36-SI BRUSHLESS QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE			$105.00
292-222	(3) DTNA GENUINE, HIGH TEMP AGM STARTING AND CYCLING, MIN 2775CCA, 570RC, THREADED STUD BATTERIES			STD
290-1AC	PASSENGER SEAT BATTERY BOX VENTED TO OUTSIDE OF CAB			STD
282-013	BATTERY BOX MOUNTED UNDER PASSENGER SEAT			STD
291-017	WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN			STD
289-006	PLASTIC BATTERY BOX COVER			STD
293-058	POSITIVE LOAD DISCONNECT WITH CAB MOUNTED CONTROL SWITCH MOUNTED OUTBOARD DRIVER SEAT	2		$261.00
295-029	POSITIVE AND NEGATIVE POSTS FOR JUMPSTART LOCATED ON FRAME NEXT TO STARTER	2		$118.00
107-046	BW MODEL FE-921 19.0 CFM SINGLE CYLINDER AIR COMPRESSOR WITH SAFETY VALVE			STD
152-041	ELECTRONIC ENGINE INTEGRAL SHUTDOWN PROTECTION SYSTEM			STD
128-002	JACOBS COMPRESSION BRAKE			STD
016-1C2	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE			STD
28F-015	ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD ACTIVE REGENERATION AND VIRTUAL REGENERATION REQUEST SWITCH IN CLUSTER AND DASH MOUNTED INHIBIT SWITCH			STD
239-003	90 DEG STACK AND B-PILLAR PIPE WITH MINIMUM STACK PROTRUSION ABOVE CAB			$12.00
237-1CR	RH CURVED VERTICAL TAILPIPE B-PILLAR MOUNTED ROUTED FROM STEP			STD

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Phone:

Data Code	Description	Weight Front	Weight Rear	Retail Price
23U-027	8 GALLON DIESEL EXHAUST FLUID TANK			STD
23Z-005	UNPOLISHED ALUMINUM WST DIESEL EXHAUST FLUID TANK COVER			STD
43X-001	LH HEAVY DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION			STD
43Y-001	STANDARD DIESEL EXHAUST FLUID TANK CAP			STD
242-001	STAINLESS STEEL AFTERTREATMENT DEVICE/MUFFLER/TAILPIPE SHIELD			STD
273-058	AIR POWERED ON/OFF ENGINE FAN CLUTCH			($301.00)
276-002	AUTOMATIC FAN CONTROL WITH DASH SWITCH AND INDICATOR LIGHT, NON ENGINE MOUNTED			$10.00
110-068	DDC SUPPLIED ENGINE MOUNTED FUEL FILTER/FUEL WATER SEPARATOR WITH WATER-IN-FUEL INDICATOR			STD
118-001	FULL FLOW OIL FILTER			STD
266-107	1400 SQUARE INCH VOCATIONAL RADIATOR			STD
103-039	ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT			STD
171-002	SILICONE COOLANT HOSES - WHERE POSSIBLE			$103.00
261-001	STANDARD CHARGE AIR COOLER PLUMBING			STD
270-023	HDEP FIXED RATIO COOLANT PUMP AND RADIATOR DRAIN VALVE			STD
168-002	LOWER RADIATOR GUARD			STD
138-005	PHILLIPS-TEMRO 1500 WATT/115 VOLT BLOCK HEATER	4		$30.00
140-022	CHROME ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR			$80.00
155-075	MITSUBISHI 12V MOD 3.175-DP60 STARTER WITH INTEGRATED MAGNETIC SWITCH			STD
Transmission				
342-582	ALLISON 3000 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION	-230	-130	($13,887.00)
Transmission Equipment				
343-339	ALLISON VOCATIONAL PACKAGE 223 - AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODELS RDS, HS, MH AND TRV			STD
84B-012	ALLISON VOCATIONAL RATING FOR ON/OFF HIGHWAY APPLICATIONS AVAILABLE WITH ALL PRODUCT FAMILIES			STD

Data Code	Description	Weight Front	Weight Rear	Retail Price
84C-023	PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY			STD
84D-020	SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 3, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY			N/C
84E-013	S1 PERFORMANCE PRIMARY SHIFT SCHEDULE, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY			N/C
84F-012	S1 PERFORMANCE SECONDARY SHIFT SCHEDULE, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY			N/C
84G-009	1800 RPM PRIMARY MODE SHIFT SPEED			N/C
84H-009	1800 RPM SECONDARY MODE SHIFT SPEED			N/C
84N-200	FUEL SENSE 2.0 DISABLED - PERFORMANCE - TABLE BASED			N/C
85F-031	MAXIMUM ENGINE SPEED FOR PTO OPERATION 1850 RPM			N/C
85G-087	MAXIMUM OUTPUT SPEED FOR PTO ENGAGEMENT 2200 RPM			N/C
85H-159	MAXIMUM OUTPUT SPEED FOR PTO OPERATION 4000 RPM - ALLISON 5TH GEN TRANSMISSIONS			N/C
353-075	QUICKFIT BODY LIGHTING CONNECTOR AT END OF FRAME, WITH CAP			$200.00
34C-011	ELECTRONIC TRANSMISSION WIRING TO CUSTOMER INTERFACE CONNECTOR			$84.00
362-823	CUSTOMER INSTALLED CHELSEA 280 SERIES PTO			STD
363-001	PTO MOUNTING, LH SIDE OF MAIN TRANSMISSION ALLISON			STD
341-018	MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN			STD
345-078	HEAVY DUTY ELECTRONIC TRANSMISSION SHIFT CONTROL, COLUMN MOUNTED			STD
370-006	WATER TO OIL TRANSMISSION COOLER			STD
346-003	TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK			STD
35T-001	SYNTHETIC TRANSMISSION FLUID (TES-295 COMPLIANT)			STD
Front Axle and Equipment				
400-1BB	DETROIT DA-F-20.0-5 20,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE	190		$1,732.00

	Data Code	Description	Weight Front	Weight Rear	Retail Price
	418-058	CONMET PRESET PLUS PREMIUM ALUMINUM FRONT HUBS			($620.00)
*	402-030	MERITOR 16.5X6 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES	10		($278.00)
	403-002	NON-ASBESTOS FRONT BRAKE LINING			STD
	419-023	CONMET CAST IRON FRONT BRAKE DRUMS			$336.00
	427-001	FRONT BRAKE DUST SHIELDS	5		($3.00)
	409-006	FRONT OIL SEALS			STD
	408-001	VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL			STD
	405-002	MERITOR AUTOMATIC FRONT SLACK ADJUSTERS			$115.00
	536-104	DUAL POWER STEERING GEARS, BENDIX 16-20K	80		$1,542.00
	534-003	4 QUART POWER STEERING RESERVOIR	5		N/C
	533-001	OIL/AIR POWER STEERING COOLER	5		N/C
	40T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE			STD
Front Suspension					
	620-025	20,000# TAPERLEAF FRONT SUSPENSION	145		$748.00
	619-005	MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION			STD
	410-001	FRONT SHOCK ABSORBERS			STD
Rear Axle and Equipment					
	420-051	RS-23-160 23,000# R-SERIES SINGLE REAR AXLE		-2,260	($6,689.00)
	450-060	CONMET PRESET PLUS PREMIUM IRON REAR HUBS		30	($2,056.00)
	421-489	4.89 REAR AXLE RATIO			N/C
	424-001	IRON REAR AXLE CARRIER WITH STANDARD AXLE HOUSING			STD
	386-073	MXL 17T MERITOR EXTENDED LUBE MAIN DRIVELINE WITH HALF ROUND YOKES	-60	-60	($543.00)
	388-998	NO INTERAXLE (#3) DRIVELINE			($518.00)
	452-001	DRIVER CONTROLLED TRACTION DIFFERENTIAL - SINGLE REAR AXLE		20	$734.00
	878-018	(1) DRIVER CONTROLLED DIFFERENTIAL LOCK REAR VALVE FOR SINGLE DRIVE AXLE			N/C
	87B-008	INDICATOR LIGHT FOR EACH DIFFERENTIAL LOCKOUT SWITCH			N/C

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9202 N. 107TH STREET
MILWAUKEE, WI 53224
Phone:

Data Code	Description	Weight Front	Weight Rear	Retail Price
423-019	MERITOR 16.5X8.62 Q+ CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES			($1,428.00)
433-002	NON-ASBESTOS REAR BRAKE LINING			STD
434-005	BRAKE CAMS AND CHAMBERS ON FORWARD SIDE OF DRIVE AXLE(S) WITH AUXILIARY SUPPORT BRACKETS			N/C
451-023	CONMET CAST IRON REAR BRAKE DRUMS			$361.00
425-002	REAR BRAKE DUST SHIELDS		5	($25.00)
440-006	REAR OIL SEALS			STD
426-100	WABCO TRISTOP D LONGSTROKE 1-DRIVE AXLE SPRING PARKING CHAMBERS		-20	($322.00)
428-002	MERITOR AUTOMATIC REAR SLACK ADJUSTERS			$124.00
41T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE			N/C
42T-001	STANDARD REAR AXLE BREATHER(S)			STD
Rear Suspension				
622-216	AIRLINER 23,000# REAR SUSPENSION WITH CHAIN CLEARANCE		100	($1,569.00)
621-108	9.5 INCH NOMINAL RIDE HEIGHT (460MM GLOBAL REFERENCE HEIGHT)			N/C
431-001	STANDARD AXLE SEATS IN AXLE CLAMP GROUP			N/C
888-078	IGNITION CONTROLLED ELECTRIC DUMP SWITCH FOR AIR SUSPENSION WITH STATE RETENTION AND GAUGE			STD
87D-012	REAR AIR SUSPENSION DUMP VALVE AUTOFILL >5 MPH WITH INDICATOR LIGHT			STD
910-004	DUAL AIR REAR SUSPENSION LEVELING VALVES			$137.00
623-002	TRANSVERSE CONTROL RODS			STD
439-004	REAR SHOCK ABSORBERS - ONE AXLE (AIR RIDE SUSPENSION)			N/C
Pusher / Tag Equipment				
429-998	NO PUSHER/TAG BRAKE DUST SHIELDS			STD
Brake System				
490-1AU	WABCO 4S/4M ABS WITH TRACTION CONTROL WITH ATC SHUT OFF SWITCH			($383.00)
871-001	REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES			STD

Data Code	Description	Weight Front	Weight Rear	Retail Price
432-003	RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE			STD
480-088	WABCO SYSTEM SAVER HP WITH INTEGRAL AIR GOVERNOR AND HEATER			N/C
483-004	WABCO OIL COALESCING FILTER FOR AIR DRYER			STD
479-004	AIR DRYER MOUNTED OUTBOARD ON LH RAIL			N/C
460-001	STEEL AIR BRAKE RESERVOIRS			STD
477-004	PULL CABLES ON ALL AIR RESERVOIR(S)			STD
Wheelbase & Frame				
545-098	4390MM (173 INCH) WHEELBASE, SFA ONLY			N/C
546-1C3	11.0MM X 85.0MM X 287.0MM STEEL FRAME (0.43X3.35X11.30 INCH) 120 KSI	-100	240	$1,193.00
548-803	TEM TO EVALUATE AND INSTALL FRAME RAIL REINFORCEMENT AS NEEDED FOR FRONT FRAME MOUNTED EQUIPMENT			N/C
552-018	1625MM (64 INCH) REAR FRAME OVERHANG			N/C
55W-006	FRAME OVERHANG RANGE: 61 INCH TO 70 INCH	-30	80	N/C
549-002	24 INCH INTEGRAL FRONT FRAME EXTENSION	100		$187.00
AC8-99D	CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 91.34 in			
AE4-99D	CALC'D FRAME LENGTH - OVERALL : 289.43 in			
ZF1-99D	FRAME HEIGHT TOP FRONT UNLADEN : 44.8 in			
ZF2-99D	FRAME HEIGHT TOP FRONT LADEN : 40.95 in			
ZF3-99D	FRAME HEIGHT TOP REAR UNLADEN : 41.84 in			
ZF4-99D	FRAME HEIGHT TOP REAR LADEN : 40.27 in			
553-001	SQUARE END OF FRAME			STD
559-001	STANDARD WEIGHT ENGINE CROSSMEMBER			STD
561-015	STANDARD CAST ALUMINUM CROSSMEMBER BACK OF TRANSMISSION			STD
562-063	STANDARD CAST ALUMINUM MIDSHIP			STD
572-082	STANDARD CAST ALUMINUM REARMOST CROSSMEMBER			STD
565-020	STANDARD CAST ALUMINUM FORWARD CROSSMEMBER			STD
568-012	CAST ALUMINUM REAR SUSPENSION CROSSMEMBER			STD
Chassis Equipment				
025-001	UNPOLISHED ALUMINUM WST EQUIPMENT COVERS			STD

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	Data Code	Description	Weight Front	Weight Rear	Retail Price
*	6CF-001	1 MID CHASSIS COMPONENT LOCATION REQUEST			$200.00
		, , , LOCATE AIR TANKS SAME AS UZ8788 NO TES			
	556-800	TEMPORARY STEEL BUMPER	-40		($629.00)
	558-998	NO FRONT TOW HOOKS	-15		N/C
	574-998	NO LICENSE PLATE MOUNTING			N/C
	551-034	CLASS 10.9 THREADED METRIC FASTENERS			STD
	44Z-005	EXTERIOR HARNESSES WRAPPED IN ABRASION TAPE, SECONDARY COVERING, & CONNECTOR PROTECTION			$1,103.00
Fuel Tanks					
	204-151	60 GALLON/227 LITER ALUMINUM FUEL TANK - LH	-5		($86.00)
	218-006	25 INCH DIAMETER FUEL TANK(S)			STD
	215-007	PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH POLISHED STAINLESS STEEL BANDS			$155.00
	212-007	FUEL TANK(S) FORWARD			STD
	664-001	PLAIN STEP FINISH			STD
	205-001	FUEL TANK CAP(S)			STD
	216-020	EQUIFLO INBOARD FUEL SYSTEM			STD
	202-016	HIGH TEMPERATURE REINFORCED NYLON FUEL LINE			STD
Tires					
	093-1YU	CONTINENTAL HAU 3 WT 315/80R22.5 20 PLY RADIAL FRONT TIRES	100		$482.00
	094-12V	CONTINENTAL HDR2+ 11R22.5 16 PLY RADIAL REAR TIRES		92	($300.00)
Wheels					
	502-664	ALCOA ULTRA ONE 89U63X 22.5X9.00 10-HUB PILOT 3.12 INSET 10-HD ALUMINUM FRONT WHEELS	-44		$170.00
	505-766	ALCOA ULA18X 22.5X8.25 10-HUB PILOT ALUMINUM DISC REAR WHEELS		-124	STD
	496-011	FRONT WHEEL MOUNTING NUTS			STD
	497-011	REAR WHEEL MOUNTING NUTS			STD
	498-011	NYLON WHEEL GUARDS FRONT AND REAR ALL INTERFACES			$32.00
Cab Exterior					
	829-053	111.6 INCH BBC CONVENTIONAL ALUMINUM CAB			STD

Data Code	Description	Weight Front	Weight Rear	Retail Price
82A-028	STAINLESS STEEL CAB ACCENT MOLDING			STD
667-001	FRONT FENDERS			STD
754-017	BOLT-ON MOLDED FLEXIBLE FENDER EXTENSIONS	10		$115.00
678-066	INTERIOR GRAB HANDLES WITH ADDED LOWER LH AND RH A PILLAR GRAB HANDLES AND LH AND RH EXTERIOR NON-SLIP GRAB HANDLES			STD
65X-010	BRIGHT HOOD MOUNTED AIR INTAKE GRILLE, BLACK SCREEN, WITH LED ACCENT LIGHTS			STD
640-016	X-SERIES STEEL REINFORCED ALUMINUM CAB			STD
644-048	X-SERIES VOCATIONAL HOOD			STD
67U-001	HOOD OPENING ASSIST WITH LOCKING STRUT			STD
652-016	WESTERN STAR NAMEPLATES			STD
727-012	DUAL HADLEY SD-978 26 INCH RECTANGULAR AIR HORNS			STD
726-001	SINGLE ELECTRIC HORN			STD
575-001	REAR LICENSE PLATE MOUNT END OF FRAME			STD
312-095	DUAL STAGE INTELLIGENT LED HEADLIGHTS WITH HEATED LENS SYSTEM			STD
302-073	VISOR MOUNTED LED MARKER LIGHTS			N/C
314-824	WIRING AND SWITCH FOR CUSTOMER FURNISHED SNOW PLOW LAMPS WITH DUAL CONNECTIONS AT BUMPER			$162.00
311-001	DAYTIME RUNNING LIGHTS			STD
294-1AY	INTEGRAL LED STOP/TAIL/BACKUP LIGHTS			STD
300-043	LED SIDE TURN SIGNAL			STD
744-105	C-BAR MIRROR SYSTEM WITH DUAL HEATED MIRRORS WITH INTEGRAL HEATED CONVEX, DUAL REMOTE, STAINLESS STEEL BACK COVER, AND BRIGHT C-BAR	20		$13.00
796-001	102 INCH EQUIPMENT WIDTH			STD
743-209	LH AND RH CONVEX MIRRORS INTEGRAL WITH PRIMARY MIRRORS			STD
74A-001	RH DOWN VIEW MIRROR			STD
64A-998	NO HOOD MOUNTED BUG DEFLECTOR			STD
729-001	STANDARD SIDE/REAR REFLECTORS			STD
677-098	UNPOLISHED ALUMINUM WST AFTERTREATMENT SYSTEM COVER			STD
764-020	STAINLESS STEEL EXTERIOR SUN VISOR WITH INTEGRAL MARKER LIGHTS	16		$538.00
768-064	SINGLE SOLAR TINTED REAR WINDOW, (1) 31 INCH X 20 INCH			STD

	Data Code	Description	Weight Front	Weight Rear	Retail Price
	663-019	1-PIECE ROPED-IN SOLAR GREEN GLASS WINDSHIELD			STD
	659-006	8 LITER (2 GAL) WINDSHIELD WASHER RESERVOIR, CAB MOUNTED, WITH FLUID LEVEL INDICATOR			STD
Cab Interior					
	055-016	X-SERIES PREMIUM INTERIOR TRIM LEVEL PACKAGE			N/C
	707-1C4	CHARCOAL BLACK VINYL UP LEVEL INTERIOR			$186.00
	70K-017	CARBON WITH PREMIUM TEAK ACCENT			$87.00
	772-035	BLACK MATS WITH ADDED FLOOR HEAT AND NOISE INSULATION			$126.00
	785-014	(2) DASH MOUNTED POWER OUTLETS AND COIN TRAY			STD
	691-001	FORWARD ROOF MOUNTED CONSOLE			STD
	693-019	LH AND RH DOOR STORAGE POCKETS INTEGRATED INTO MOLDED DOOR PANELS			STD
	741-015	(2) COAT HOOKS ON BACKWALL OF CAB			STD
	738-021	DIGITAL ALARM CLOCK IN DRIVER DISPLAY			STD
*	720-078	5 LB. FIRE EXTINGUISHER SHIPPED LOOSE			$60.00
	170-015	STANDARD HEATER PLUMBING			STD
	698-001	RADIATOR MOUNTED AIR CONDITIONER CONDENSER			STD
	739-034	PREMIUM INSULATION			$83.00
	324-1B2	PREMIUM LED CAB LIGHTING			$130.00
	787-004	REMOTE KEYLESS ENTRY AND 2 TRANSMITTERS			STD
	657-138	ALL UNIT (S) KEYED ALIKE WITH CUSTOMER SPECIFIED KEY NUMBER FT1041			$43.00
	78G-003	KEY QUANTITY OF 3			$9.00
	655-028	LH AND RH ELECTRIC DOOR LOCKS WITH AUTO UNLOCK FEATURE WHEN DOOR IS SET FROM OPEN TO CLOSED POSITION			STD
	64C-002	BRIGHT DOOR HANDLES			$11.00
	722-028	TRIANGULAR REFLECTORS KIT WITHOUT FLARES SHIPPED LOOSE IN CAB	10		$24.00
	756-1J6	PREMIUM 2.0 HIGH BACK AIR SUSPENSION DRIVER SEAT WITH 2 AIR LUMBAR, INTEGRATED CUSHION EXTENSION, TILT AND ADJUSTABLE SHOCK	20		$23.00
	760-294	BATTERY BOX MID BACK NON SUSPENSION PASSENGER SEAT			STD

Data Code	Description	Weight Front	Weight Rear	Retail Price
757-001	BLACK SUSPENSION COVER FOR AIR DRIVER SEAT	2		$50.00
759-007	DUAL DRIVER SEAT ARMRESTS, NO PASSENGER SEAT ARMRESTS			STD
758-135	BLACK MORDURA CLOTH DRIVER SEAT COVER WITH EMBROIDERED LOGO			STD
761-138	BLACK MORDURA CLOTH PASSENGER SEAT COVER WITH NO LOGO			STD
763-1AA	3 POINT ADJUSTABLE D-RING RETRACTOR DRIVER AND FIXED D-RING RETRACTOR PASSENGER SEAT BELTS			STD
532-002	ADJUSTABLE TILT AND TELESCOPING STEERING COLUMN			STD
540-070	4-SPOKE 18 INCH (450MM) LEATHER WRAPPED STEERING WHEEL WITH CHROME SWITCH BEZELS			$129.00
765-002	DRIVER AND PASSENGER INTERIOR SUN VISORS			STD
Instruments & Controls				
185-004	STANDARD FOOT PEDAL SYSTEM			STD
106-002	ELECTRONIC ACCELERATOR CONTROL			STD
870-002	BRIGHT ARGENT FINISH GAUGE BEZELS			$29.00
734-018	STANDARD CENTER INSTRUMENT PANEL			STD
840-001	DUAL NEEDLE PRIMARY AND SECONDARY AIR PRESSURE GAUGE			STD
198-035	ELECTRONIC AIR RESTRICTION INDICATOR DISPLAYED IN DRIVER DISPLAY			$32.00
149-015	ELECTRONIC CRUISE CONTROL WITH CONTROLS ON STEERING WHEEL SPOKES			STD
156-007	KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY			STD
811-044	PREMIUM INSTRUMENT CLUSTER WITH 5.0 INCH TFT COLOR DISPLAY			STD
81B-003	DIGITAL PANEL LAMP DIMMER SWITCH IN DRIVER DISPLAY			STD
160-045	HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR WITH DUST CAP LOCATED BELOW LH DASH			STD
844-001	2 INCH ELECTRIC FUEL GAUGE			STD
845-011	FUEL FILTER RESTRICTION INDICATOR			STD
148-074	ENGINE REMOTE INTERFACE NOT CONFIGURED			$134.00

Data Code	Description	Weight Front	Weight Rear	Retail Price
856-001	ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE			STD
854-001	ENGINE OIL TEMPERATURE GAUGE			STD
852-002	ELECTRIC ENGINE OIL PRESSURE GAUGE			STD
864-001	2 INCH TRANSMISSION OIL TEMPERATURE GAUGE			STD
867-004	ELECTRONIC OUTSIDE TEMPERATURE SENSOR DISPLAY IN DRIVER MESSAGE CENTER			STD
830-017	ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY			STD
372-123	PTO CONTROLS FOR ENHANCED VEHICLE ELECTRIC/ELECTRONIC ARCHITECTURE			STD
736-998	NO OBSTACLE DETECTION SYSTEM			($4,324.00)
73K-998	NO SIDE OBJECT DETECTION SYSTEM			STD
72J-998	NO DR ASSIST SYSTEM			($32.00)
49B-998	NO VEHICLE STABILITY ADVISOR OR CONTROL			($354.00)
73B-998	NO LANE DEPARTURE WARNING SYSTEM			($1,080.00)
35M-010	QUICKFIT PROGRAMMABLE INTERFACE MODULE	10		$154.00
6TS-005	TMC RP1226 ACCESSORY CONNECTOR LOCATED BEHIND PASSENGER SIDE REMOVEABLE DASH PANEL			STD
746-135	AM/FM/WB WORLD TUNER RADIO WITH SIRIUSXM, BLUETOOTH, IPOD INTERFACE, USB AND AUXILIARY INPUTS, J1939			N/C
747-001	DASH MOUNTED RADIO			STD
750-041	STANDARD SPEAKER SYSTEM			STD
753-998	NO AM/FM RADIO ANTENNA			($11.00)
748-006	POWER AND GROUND WIRING PROVISION OVERHEAD			STD
749-001	ROOF/OVERHEAD CONSOLE CB RADIO PROVISION			STD
751-001	SINGLE REMOTE SPEAKER WITH LEAD FOR 2-WAY RADIO			STD
752-004	SINGLE FIBERGLASS LH MIRROR MOUNTED CB ANTENNA WITH BRACKET AND LEAD			STD
75W-001	HEADLINER MULTI-BAND ANTENNA: AM/FM/WEATHERBAND, WIFI/BLUETOOTH, GNSS/GPS			$75.00
78C-003	INTEROPERABLE SDAR ANTENNA			$91.00

	Data Code	Description	Weight Front	Weight Rear	Retail Price
	810-027	ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER			STD
	812-032	ELECTRONIC 2500 RPM TACHOMETER			STD
	813-1C8	DETROIT CONNECT PLATFORM HARDWARE			STD
	8D1-205	5 YEARS DETROIT CONNECT BASE PACKAGE (FEATURES VARY BY MODEL) DETROIT CONNECT PLATFORM			STD
	162-002	IGNITION SWITCH CONTROLLED ENGINE STOP			STD
	81Y-005	PRE-TRIP INSPECTION FEATURE FOR EXTERIOR LAMPS ONLY			STD
	842-006	DIGITAL TURBO AIR PRESSURE IN DRIVER DISPLAY			($23.00)
	836-015	DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY			STD
	304-030	ROTARY HEADLAMP SWITCH, MARKER LIGHTS/HEADLIGHTS SWITCH WITH PULL OUT FOR OPTIONAL FOG/ROAD LAMPS			N/C
	882-018	ONE VALVE PARKING BRAKE SYSTEM WITH DASH VALVE CONTROL AUTONEUTRAL AND WARNING INDICATOR			$45.00
	299-020	SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, HEADLAMP FLASH, WASH/WIPE/INTERMITTENT			STD
	4E1-013	PROGRAMMABLE SWITCHES/INDICATORS LOCATED IN AUXILIARY PANEL			N/C
	48H-001	QUICKFIT POWERTRAIN INTERFACE CONNECTOR LOCATED BETWEEN SEATS WITH CAPS			$77.00
*	4CG-007	7 EXTRA PROGRAMMABLE SWITCHES/INDICATORS			N/C
		$A1A0230ZZ,A1B0231ZZ,A1C0191ZZ,A1D0071ZZ,A1E0154ZZ,A1F0082ZZ,A2A0069ZZ			
	48C-001	QUICKFIT PROGRAMMABLE INTERFACE CONNECTOR(S) BETWEEN SEATS WITH CAP			N/C
Design					
	065-000	PAINT: ONE SOLID COLOR			STD
Color					
	980-6KK	CAB COLOR A: L6389EY OMAHA ORANGE ELITE EY			N/C
	986-020	BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT			STD
Certification / Compliance					

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	Data Code	Description	Weight Front	Weight Rear	Retail Price
	996-001	U.S. FMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS			STD
Secondary Factory Options					
	999-014	DEALER HAS BEEN ADVISED OF AND ACCEPTED RESPONSIBILITY FOR MODIFICATIONS DUE TO POSSIBLE PTO/CHASSIS INTERFERENCE			N/C
*	84J-000	ENGINE BRAKE RANGE PRESELECT RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE			N/C
*	84K-000	ENGINE BRAKE RANGE ALTERNATE PRESELECT RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE			N/C
*	97G-004	TRANSMISSION PROGNOSTICS - ENABLED 2013			N/C
*	84U-000	DRIVER SWITCH INPUT - DEFAULT - NO SWITCHES			N/C
Sales Programs					
	PMY-3X2	STARQUOTE 47X/49X SALES PROGRAM			N/C

T O T A L V E H I C L E S U M M A R Y

Adjusted List Price

Adjusted List Price **	$201,886.00

Weight Summary

	Weight Front	Weight Rear	Total Weight
Factory Weight+	8782 lbs	4978 lbs	13760 lbs
Total Weight+	8782 lbs	4978 lbs	13760 lbs

I T E M S N O T I N C L U D E D I N A D J U S T E D L I S T P R I C E

Other Factory Charges

RAU-025	MY25 ESCALATOR	$2,750.00
RD1-205	5 YRS DETROIT CONNECT BASE PKG (FEATURES VARY BY MODEL) DETROIT CONNECT PLATFORM	STD
RFY-022	FRONT TIRE SURCHARGE	$60.00
RFU-022	REAR TIRE SURCHARGE	$120.00
P73-2WS	STANDARD DESTINATION CHARGE	$3,375.00

Extended Warranty

WAI-5HR	EW4: DD13 VOC $0 DED 7 YEARS/100,000 MILES/161,000 KM FEX APPLIES	$4,985.00
WA2-049	WIRING: HD MODERATE 5 YEAR/200,000 MILES/322,000 KM EXTENDED COVERAGE FEX APPLIES	$800.00
	Currency Exchange Rate	1.0000
	Total Extended Warranty (Local Currency)	$5,785.00

(+) Weights shown are estimates only.
If weight is critical, contact Customer Application Engineering.
(**) Prices shown do not include taxes, fees, etc… “Net Equipment Selling Price” is located on the Quotation Details Proposal Report.

(***) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.

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Q U O T A T I O N

WESTERN STAR 47X

SET FORWARD AXLE - TRUCK
DETROIT DD13 GEN 5 12.8L 370 HP @ 1625 RPM, 1900 GOV RPM, 1250 LB/FT @ 975 RPM
ALLISON 3000 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION
RS-23-160 23,000# R-SERIES SINGLE REAR AXLE
AIRLINER 23,000# REAR SUSPENSION WITH CHAIN CLEARANCE
DETROIT DA-F-20.0-5 20,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE
20,000# TAPERLEAF FRONT SUSPENSION
111.6 INCH BBC CONVENTIONAL ALUMINUM CAB
4390MM (173 INCH) WHEELBASE, SFA ONLY
11.0MM X 85.0MM X 287.0MM STEEL FRAME (0.43X3.35X11.30 INCH) 120 KSI
1625MM (64 INCH) REAR FRAME OVERHANG
TEM TO EVALUATE AND INSTALL FRAME RAIL REINFORCEMENT AS NEEDED FOR FRONT FRAME MOUNTED EQUIPMENT

			PER UNIT		TOTAL
VEHICLE PRICE	**TOTAL # OF UNITS (1)**	$	139,285	$	139,285
EXTENDED WARRANTY		$	5,785	$	5,785
DEALER INSTALLED OPTIONS		$	0	$	0
CUSTOMER PRICE BEFORE TAX		**$**	***145,070***	**$**	***145,070***
TAXES AND FEES					
TAXES AND FEES		$	0	$	0
OTHER CHARGES		$	0	$	0
TRADE-IN					
TRADE-IN ALLOWANCE		$	(0)	$	(0)
BALANCE DUE	**(LOCAL CURRENCY)**	**$**	**145,070**	**$**	**145,070**

COMMENTS:
Projected delivery on ___ / ___ / ___ provided the order is received before ___ / ___ / ___.

APPROVAL:
Please indicate your acceptance of this quotation by signing below:

Customer: X_____ Date: ___ / ___ / ___.

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12/30/24

Prepared for the Village of Germantown

2007 international pictured

2024 Single Axle Patrol Truck Package

Accessory Equipment Summary

- J-Craft 5-yd dump body.
- Burke Road Tamer 12-ft moldboard plow with trip moldboard.
- Burke Snow Patrol 9-ft wing.
- J-Craft tailgate spreader with 6-inch auger.
- Force America Hydraulics.
- Burke Sealed electrical system.

ACCESSORY EQUIPMENT SPECS

J-Craft Stainless Steel Dump Body

Capacity	5-yd
Length	10-ft, 24” sides, 36” head sheet, 32” tailgate
Structural	Unibody design (no cross members, very low mounting height); 8” I-beam longitudinal on underbody hoist; 12” clearance with 10’ UB hoist; 4” structural channel subframe; 10-gauge sides of 201 stainless steel; one-piece ¼” AR400 steel floor; full-height front corner post; one intermediate horizontal side brace on each side; 5-3/4” X 12” full-depth rear corner post tied to an 8” structural channel rear apron; manual double-over-center tailgate release mechanism; tailgate with full perimeter boxing and sloped horizontal brace and top rail; 4” structural channel subframe with 6” X 4” X 3/8” structural angle rear hinge; 1-1/2” diameter 303 stainless steel rear hinge pins with greaseable pivot points.

Hydraulic	Underbody hoist
Coating	Body chemically cleaned with a phosphate solution before underside of body and subframe primed and painted black
Rear Hitch	**Rear hitch plate only with d-rings**
Plug	**seven pin ROUND**
Side boards	2x12 plastic
Under coat	**Du Pont bake on system**

Transmission selector Mounted on left side of consol. Contact village for location

Burke Road Tamer 2000 Plow

<u>Burke Road Tamer 12-ft moldboardPlow with Trip moldboard</u>

Plow	12-ft X 42”, 7-gauge broke (not rolled), with 8 vertical ribs, 5 hinge points,.
Table	1 adjustable parking stand, two 4 x 13 D.A. cylinders with 2” nitrided rods. All connecting points from table to moldboard have poly bushings
Hitch	**Wausau 225C drop pin**
Hydraulic cylinder	The 4” x 10” cylinder is custom-made to Burke specifications and exceeds cylinder size and capacity needed for snowplowing equipment.
Hydraulic hook-up	series 72 couplers.
Blades	**JOMA**
Flap	12” flap mounted to top of plow moldboard
Parking stand	**weld on round mount on wing side plate for storage.**
Accumulator	**To be installed on plow hitch to cushion plow when in carry position** **Provided by village**

Burke WING

<u>Burke Snow Patrol 10-ft Wing</u>

Wing	10-ft right moldboard overall with 9-ft trip cutting edge with 4 torsion springs of at least 7/8” (not double panel); wing moldboard is broke (not rolled) 10-ga; face 28” high at the toe end and 35” high at the heel.**3/4”x6”**
Blades	**JOMA** grade 9 plow bolts on a standard highway punch.
Front post	Patented A-ARM LIFT SYSTEM and at least 18” free travel and a minimum of 15” ground clearance; toe cylinder 3 ½ ” X 10” S.A. cylinder with 2” nitrided rod; heel cylinder 4” X 20” with 2” nitrided rod and De-Cell.
Rear brace tube	**Burke power teletube.**
Hydraulic cylinders	all plow cylinders are custom-made to Burke specifications and exceed cylinder size and capacity needed for snowplowing equipment. All rods are nitrided. **½” Hose to toe cylinder.**
Rope light	**outlining wing**
Timbren	**Right front**

<u>HI-WAY Equipment 304 Stainless Steel SA-6 Tailgate Spreader with 6 inch Auger</u>

Auger	6” auger 3/8” auger fighting, heavy-duty 2-3/8” schedule 80 pipe; easy cleanout and access to auger from top and bottom.
Spinner	18” poly spinner. **mounted in CENTER DROP**
Salter plates	**designed to hold gate open and protect operator**
Controls	Force 6100
Drive	All-hydraulic direct drive.
<u>Pre-wet</u>	100 gallon side mount (hydraulic)

Hydraulic System

Spreader control Force 6100 With GPS **Floor mount**
Pump Force America load sensing
Capacity 60 gallon per minute.
Valve bank Force America Add-A-Stack
Reservoir Stainless Steel tank and valve encloser in one
Hoses Two (2) wire hydraulic hose used throughout entire system. Stainless steel tubing bracketed to the rear and front of truck.

Electrical System

Wiring: All wiring is double jacketed with ethylene-propylene rubber to seal out moisture and to protect against damage. In addition to the double jacket, all wires that are in an abrasion area are covered with vinyl tubing for additional protection. All electrical connections are sealed against moisture. All electrical junction boxes are waterproof. All lights are grounded through the wiring system, not to mounting bolts. All junction boxes are grounded to the chassis in addition to the wiring system. All bulbs and electrical plugs are coated with dielectric grease to seal out moisture. Wiring harnesses are securely fastened to prevent damage.

Controls: **Force America Patrol Commander Ultra with 6100 spreader control Floor mounted. With temp sensor**

Plow Lights: The plow lights are **Speaker LED** with stainless steel hardware for corrosion resistance. They include bright, sealed, halogen headlight beams with built-in parking and turn signal lights.

Tail/Stop Lights: These 6-inch LED oval lights are mounted in cutouts on the rear of the dump box. These lights on the box are in addition to the standard tail/stop/turn lights that are mounted to the truck chassis.

Side Marker Lights: The side/marker lights are 2 ½"LED round lights that are sealed and installed in cutouts in the dump box sides.

Identification Lights: These are the three LED red lights below the dump box on the rear of the truck. The identification lights are 2 ½" round lights that are sealed and installed in a bracket welded to the truck chassis.

Hot Lights: These are the flashing LED warning lights on the dump box cab guard. The hot lights are 6" oval alternating flashing lights that are mounted in a swinging bracket on the dump box cab guard.

Emergency Warning Light: Dual LED lights mounted on cab shield not on light bar

Dash switches use marked as follows wing, salter, beacon, strobs

Screen See pictures for 6100 control screen location.

Village of Germantown
N112W17001 Mequon Rd.
Germantown, WI 53022

Attn: Village Board

Subject: Equipment Pricing

Dear Village Board, thank you for the opportunity to quote you on the equipment listed in this specification. If there are any questions or changes that need to be addressed, please feel free to contact me.

Total equipment package……$145,313.00

Optional Equipment

1. 790 gallon wedge tank with gravity feed in lieu of side mounted pre-wet system, add……..$23,200.00

Burke Truck is pleased to offer the Village of Germantown a 1 ½% discount if they Pay one half of equipment package at the time of order, with the balance due after delivery of the completed truck.

Total package price……..……..……$145,313.00
First half payment…….....$72,656.50
1 ½% discount…….....$2,179.69
Second half payment……....$70,476.81
Total package price after discount……..$143,133.31

Sincerely

Jeff Smith
Burke Truck & Equipment Inc.

BURKE TRUCK & EQUIPMENT, INC.

5337 REINER RD., MADISON, WISCONSIN 53718

888-249-9788 / 608-249-9788 / FAX: 608-837-7530

Email: sales@burketruck.com/ Web: www.burketruck.com

12/30/24

Prepared for the Village of Germantown

2007 international pictured

2025 Single Axle Patrol Truck Package

Accessory Equipment Summary

- Burke Road Tamer 12-ft moldboard plow with trip moldboard.
- Burke Snow Patrol 9-ft wing.
- SaltDogg dual auger vee-box spreader
- Force America Hydraulics.
- Burke Sealed electrical system.

ACCESSORY EQUIPMENT SPECS

Coating	Body chemically cleaned with a phosphate solution before underside of body and subframe primed and painted black
Rear Hitch	**Rear hitch plate only with d-rings**
Plug	**seven pin ROUND**
Side boards	2x12 plastic
Under coat	**Du Pont bake on system**

Transmission selector Mounted on left side of console. Contact village for location

SaltDogg Dual Auger Vee-Box Spreader

Capacity	7 cubic yards
Spread range	2-30 feet
Feed mechanism	Dual 7 inch diameter, variable-pitch hard faced augers
Construction	304 stainless steel
Spill plate	stainless steel spill shield/cab shiel
Ladder	folding stainless steel
Motors	Two independent, direct drive hydraulic motors
Pre-wet	two 210 gallon (420 gallons total) poly tanks (gravity Feed)
Chute lift kit	crank up spinner assembly
Light bar	rear mounted light bar Led stop/turn, strobe and marker lights
Additional features	Adjustable height spinner chut Hinged top screens with 4 inch peak, 3/8 inch bars on 2-1/2 inch openings Quick release hinged chute (no tools needed) Stainless steel inverted vee 18 inch poly spinner

Burke Road Tamer 2000 Plow

<u>Burke Road Tamer 12-ft moldboardPlow with Trip moldboard</u>

Plow	12-ft X 42”, 7-gauge broke (not rolled), with 8 vertical ribs, 5 hinge points,.
Table	1 adjustable parking stand, two 4 x 13 D.A. cylinders with 2” nitrided rods. All connecting points from table to moldboard have poly bushings
Hitch	**Wausau 225C drop pin**
Hydraulic cylinder	The 4” x 10” cylinder is custom-made to Burke specifications and exceeds cylinder size and capacity needed for snowplowing equipment.
Hydraulic hook-up	series 72 couplers.
Blades	**JOMA**
Flap	12” flap mounted to top of plow moldboard
Parking stand	**weld on round mount on wing side plate for storage.**
Accumulator	**To be installed on plow hitch to cushion plow when in carry position** **Provided by village**

Burke WING

<u>Burke Snow Patrol 10-ft Wing</u>

Wing	10-ft right moldboard overall with 9-ft trip cutting edge with 4 torsion springs of at least 7/8” (not double panel); wing moldboard is broke (not rolled) 10-ga; face 28” high at the toe end and 35” high at the heel.**3/4”x6”**
Blades	**JOMA** grade 9 plow bolts on a standard highway punch.
Front post	Patented A-ARM LIFT SYSTEM and at least 18” free travel and a minimum of 15” ground clearance; toe cylinder 3 ½ ” X 10” S.A. cylinder with 2” nitrided rod; heel cylinder 4” X 20” with 2” nitrided rod and De-Cell.
Rear brace tube	**Burke power teletube.**
Hydraulic cylinders	all plow cylinders are custom-made to Burke specifications and exceed cylinder size and capacity needed for snowplowing equipment. All rods are nitrided. **½” Hose to toe cylinder.**
Rope light	**outlining wing**
Timbren	**Right front**

Hydraulic System

Spreader control	Force 6100 With GPS **Floor mount**
Pump	Force America load sensing
Capacity	60 gallon per minute.
Valve bank	Force America Add-A-Stack
Reservoir	Stainless Steel tank and valve encloser in one

Hoses Two (2) wire hydraulic hose used throughout entire system. Stainless steel tubing bracketed to the rear and front of truck.

Electrical System

Wiring: All wiring is double jacketed with ethylene-propylene rubber to seal out moisture and to protect against damage. In addition to the double jacket, all wires that are in an abrasion area are covered with vinyl tubing for additional protection. All electrical connections are sealed against moisture. All electrical junction boxes are waterproof. All lights are grounded through the wiring system, not to mounting bolts. All junction boxes are grounded to the chassis in addition to the wiring system. All bulbs and electrical plugs are coated with dielectric grease to seal out moisture. Wiring harnesses are securely fastened to prevent damage.

Controls: **Force America Patrol Commander Ultra with 6100 spreader control Floor mounted. With temp sensor**

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Identification Lights: These are the three LED red lights below the dump box on the rear of the truck. The identification lights are 2 ½" round lights that are sealed and installed in a bracket welded to the truck chassis.

Hot Lights: These are the flashing **Amber/Green** LED warning lights on the dump box cab guard. The hot lights are 6" oval alternating flashing lights that are mounted in a swinging bracket on the dump box cab guard.

Emergency Warning Light: Dual LED lights mounted on cab shield not on light bar

Dash switches use marked as follows wing, salter, beacon, strobs

Screen See pictures for 6100 control screen location.

Village of Germantown
N112W17001 Mequon Rd.
Germantown, WI 53022

Attn: Village Board

Subject: Equipment Pricing

Dear Village Board, thank you for the opportunity to quote you on the equipment listed in this specification. If there are any questions or changes that need to be addressed, please feel free to contact me.

Total equipment package……$152,975.00

Optional Equipment

1. Vee box Stand, add……..$4,996.25
2. 150 gallon tailgate mount Pre-Wet tank with a high-capacity slurry power unit, add……..$10,092.00

Burke Truck is pleased to offer the Village of Germantown a 1 ½% discount if they Pay one half of equipment package at the time of order, with the balance due after delivery of the completed truck.

Total package price (without option 1 or 2)……..……..……$152,975.00
First half payment…….....$76,487.50
1 ½% discount…….....$2,294.62
Second half payment……....$74,192.88
Total package price after discount……..$150,680.38

Sincerely

Jeff Smith
Burke Truck & Equipment Inc.

Matt
As per Quote / Specs dated 12-11-23 for a 2026 Western Star 47X
Current price is now $154,000.00.
I have available slots in July- Aug time frame.
As of today, this is current but is subject to Parts availability and Allocation at time of order.
Any questions, please call.
John

John Kotek | Local Sales Manager | Istate Truck Center, Inc.
6303 Pepsi Way Windsor, WI 53598
C: 608-712-5773 O: 608-846-0680 F: 608-246-0682
www.istatetruck.com
"Pride in Service"

John Kotek
Sales Manager

6303 Pepsi Way
Windsor, WI 53598
john.kotek@istatetruck.com
IStateTruck.com

Main: 608-846-0680
Toll-Free: 608-846-0680

Pride in Service

Prepared for:
Matt Kolbow
GEMANTOWN VILLAGE OF
N122 W17177Fodd du Lac
Germantown, WI 53022
Phone: 262-39-0497

Prepared by:
Craig Potter
I-STATE TRUCK CENTER
MARSHFIELD
1505 S. CENTRAL AVE.
MARSHFIELD, WI 54449
Phone: 608-228-1177

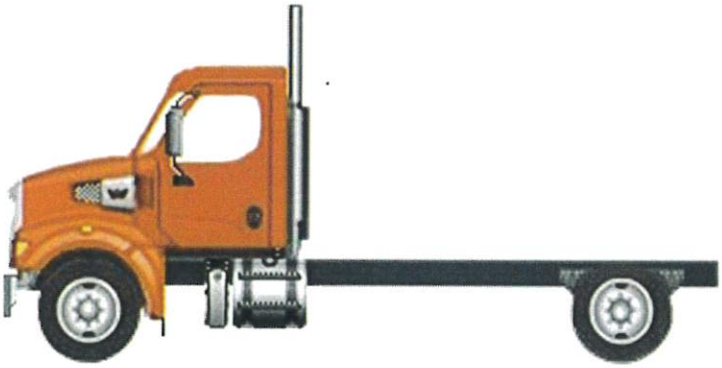
A proposal for
GEMANTOWN VILLAGE OF

Prepared by
I-STATE TRUCK CENTER MARSHFIELD
Craig Potter

Dec 11, 2023

2026

~~2025~~Western Star 47XSF
Price includes EW4 & Wiring Extended Warranty



Components shown may not reflect all spec'd options and are not to scale

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Preliminary design for Division Road including typical sections and specific improvements.

SUBMITTED BY: Matthew Mortwedt, Public Works Director

SUMMARY EXPLANATION:

DPW-Engineering is in preliminary design for Division Road reconstruction. We are presenting the following typical sections and improvements as our recommendations.

Typical Sections
TS1. Typical section - Roadway (12' lane typical) and path (8' typical with some realignment)
TS2. Typical section - Intersection

Specific Improvements (Issue addressed - location):
SI1. Path Connectivity and Safety - Installation of a path on the west side of Division Road from Wendy Lane to Dotty Way
SI2. Right of Way Acquisition for Access - NWC of Donges Bay Road
SI3. Safety - Installation of stormwater infrastructure on the west side of Division Road from Lilac Lane to the Jefferson Ditch.
SI4. Path Connectivity and Safety - Extend the path on the west side of Division Road to Lilac Lane.

Driveway Connection Strategy:
On the north leg of the project, we will include an alternate bid item to break out the cost of culvert replacement, backfill, asphalt work and restoration for private driveways. We will offer that price to affected businesses/residents as an option to replace at their cost in coordination with the project.

DPW-Engineering will proceed with additional design effort, professional services contracts, as needed, to continue the design process. As necessary those contracts will come before the PWHC and Village Board for approval. A large portion of design is being conducted in-house.

ATTACHMENT:

1. 3a - Lilac (Storm)
2. 5 - Wendy-Dotty
3. 4 - Donges Bay Rd
4. 2 - Virginia-
5. 1 - 11 x 17 Portrait_combined ROW

STAFF RECOMMENDATION:

A motion supporting staff progress, or a motion to direct staff to change their strategy on a specific item or items.

ACTION BY Committee:

Village of Germantown GIS

Division Road - Storm Sewer Work

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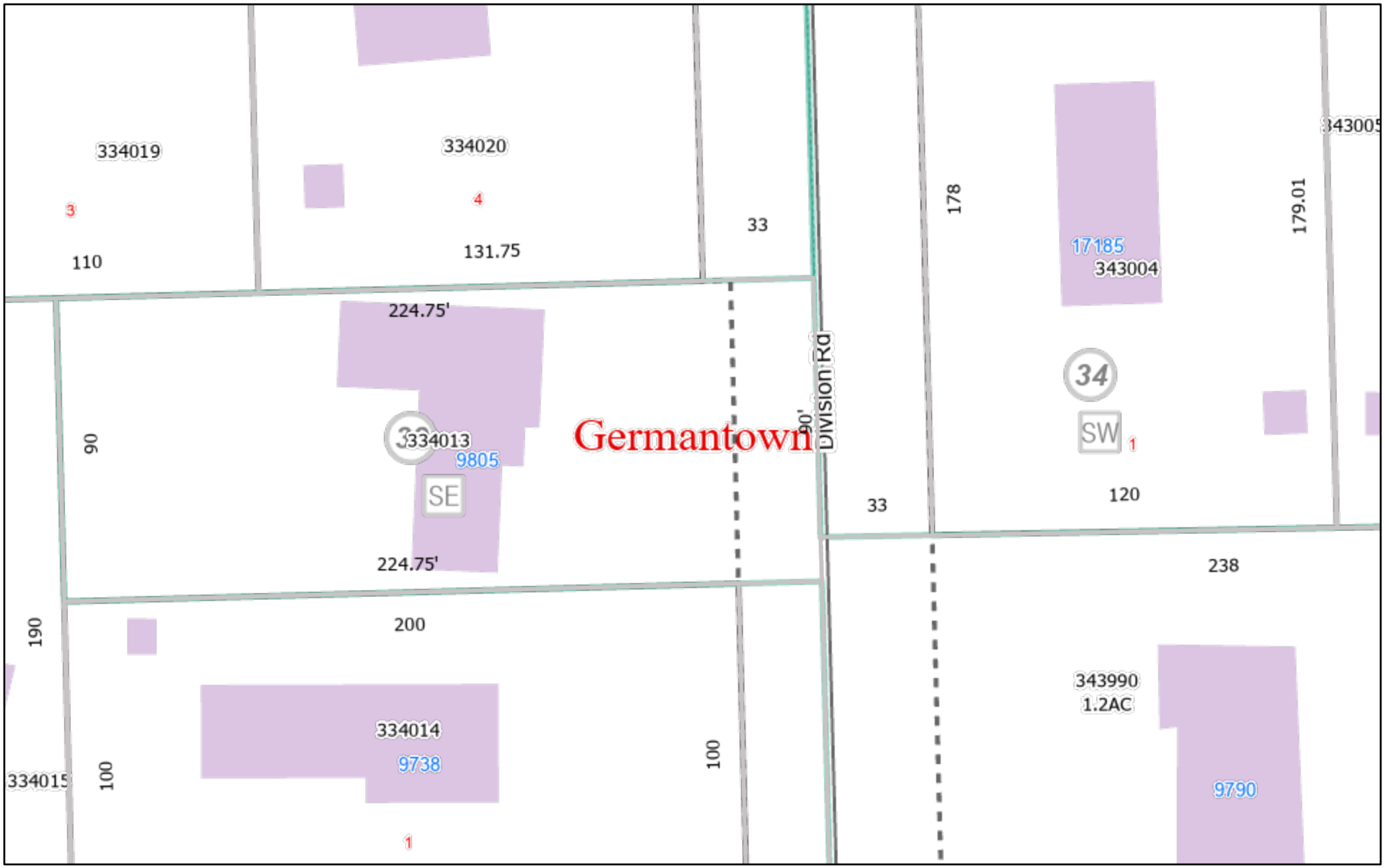
Village of Germantown

Village Of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4700

SCALE: 1 = 200'

Print Date: 1/2/2025

Washington County, Wisconsin



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0 0.01 0.01 0.02 km

Washington County GIS

Current Parcel
Address Point
Lot Number
Subdivision Name
Parcel Taxkey & Acreage
PLSS Boundary
PLSS Section
PLSS Quarter
Lot
Plat
Assessor Plat; Cemetery Plat; Subdivision
Right-of-Way
Municipality
Local Road Labels
Local Road

Washington County GIS

Washington County GIS | Washington County | Southeast Wisconsin Regional Planning Commission | Calvin Lawrence, Dennis Weise, Nina Rihn | Washington County, US Census Bureau |

Village of Germantown GIS
W172 N9805 DIVISION RD

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Village of Germantown

SCALE: 1 = 100'

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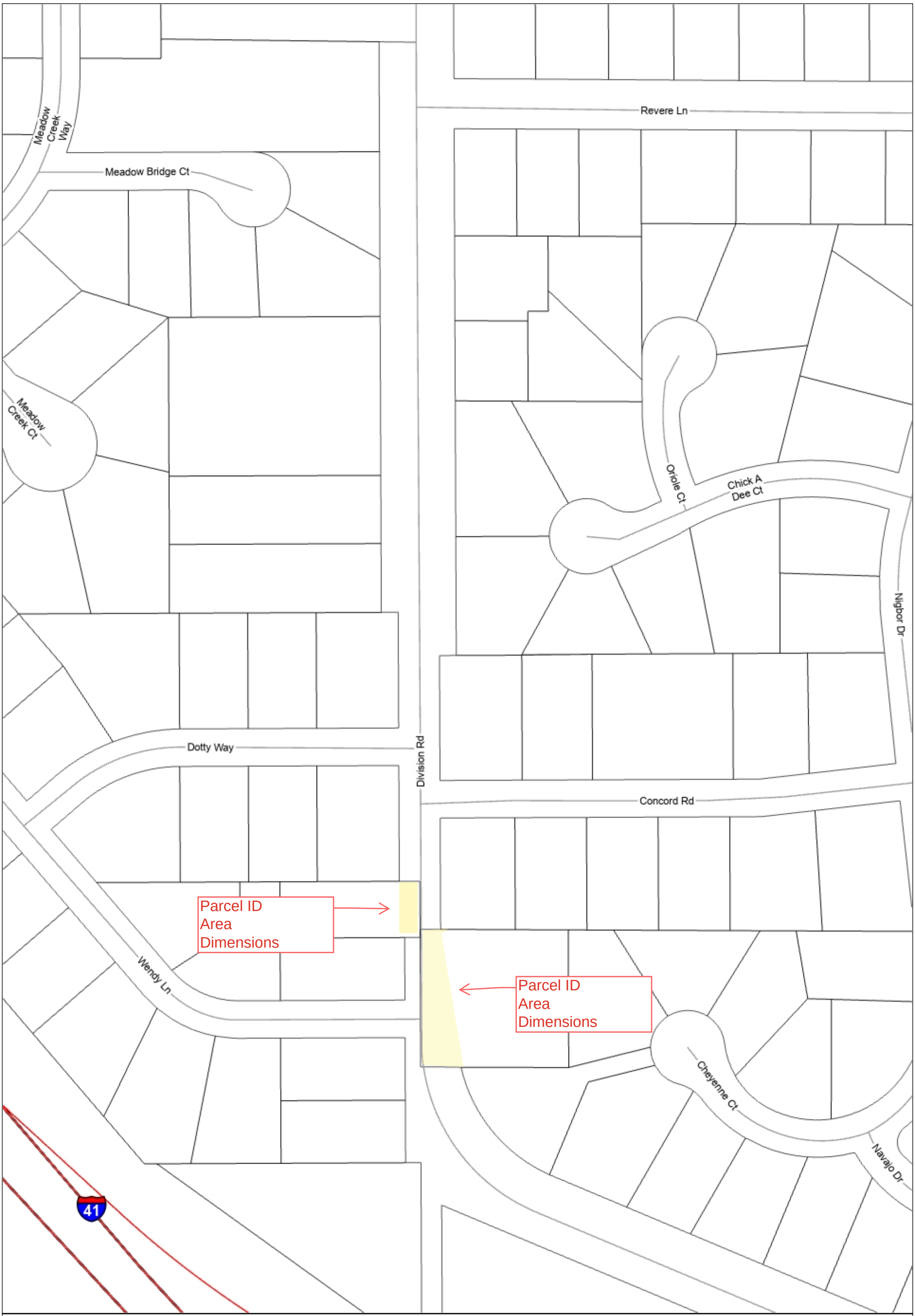
Germantown, WI 53022
262-250-4700

Print Date: 5/23/2024



Village of Germantown GIS
Division Road Right of Way

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Village of Germantown

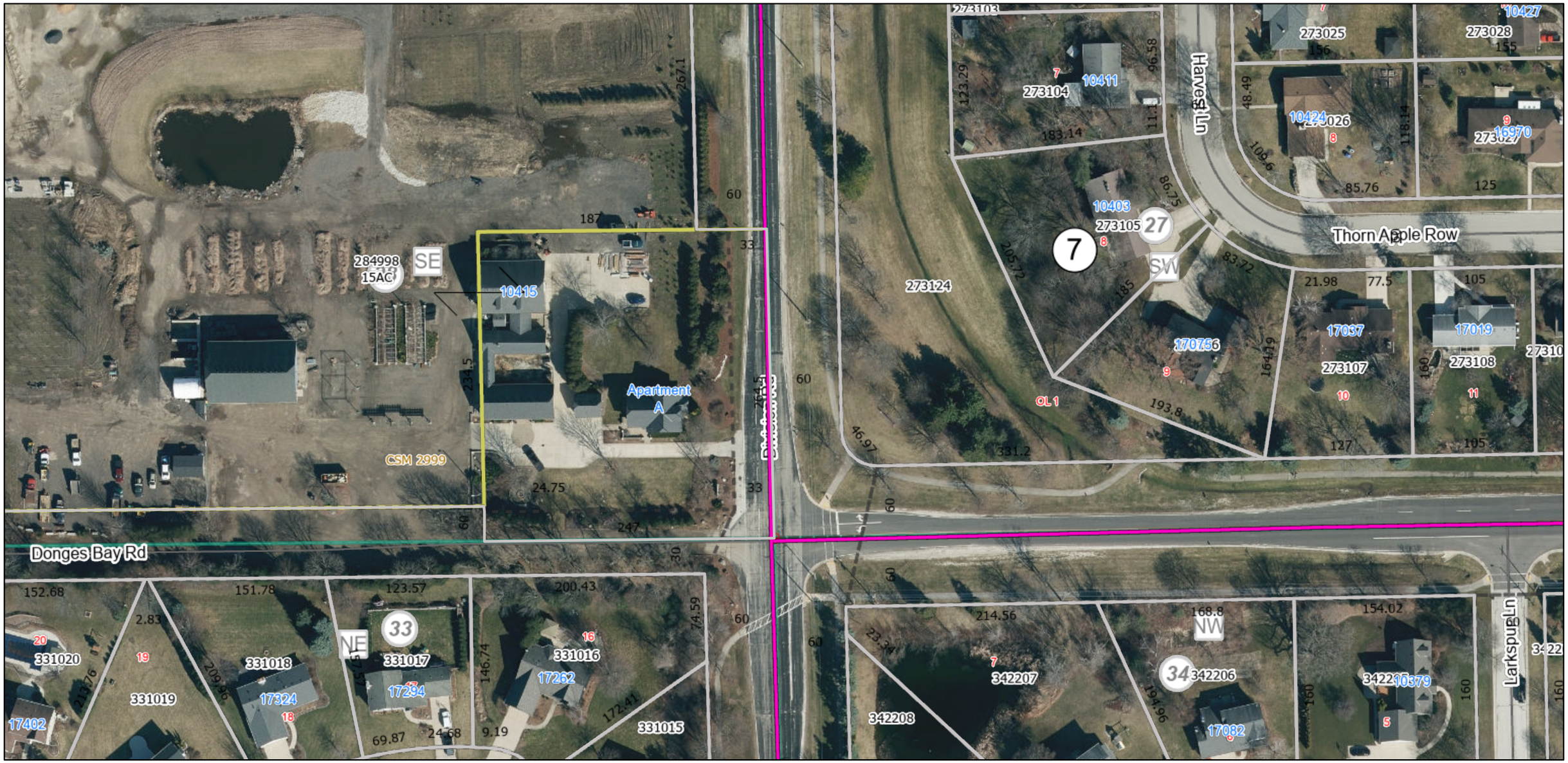
Village Of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4700

Print Date: 12/4/2024

Division Road Trail Plan

Germantown Trail Master Plan

Washington County, Wisconsin



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Current Parcel

Address Point

Existing on Street Path

Sidepath

Lot Number

Certified Survey Number

Subdivision Name

Leader Lines

Parcel Taxkey & Acreage

PLSS Boundary

PLSS Section

PLSS Quarter

Lot

Plat

Certified Survey Map

Assessor Plat; Cemetery Plat; Subdivision

Right-of-Way

Municipality

Local Road Labels

Local Road

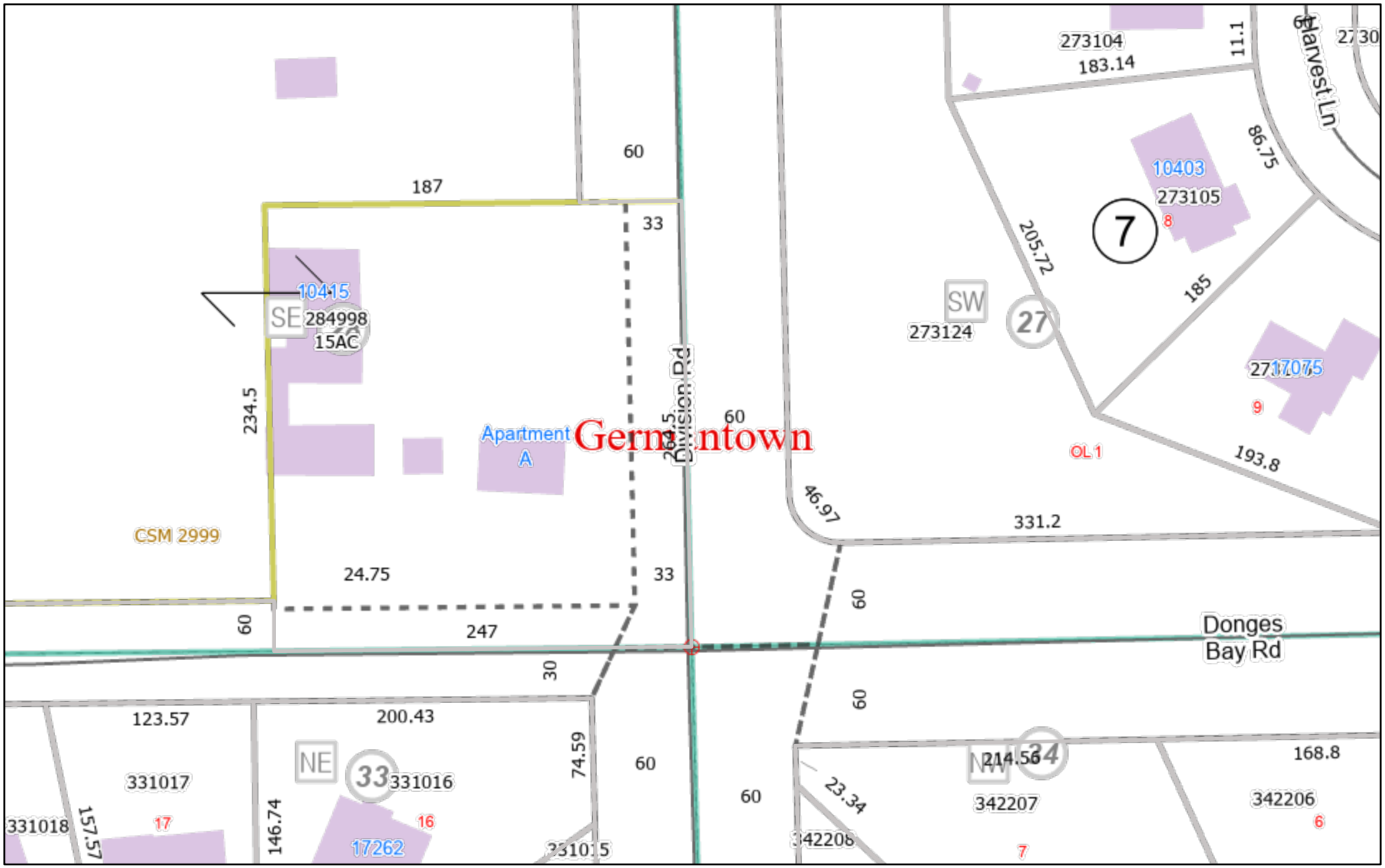
PLSS Monument

Landhook

Washington County GIS

Washington County | Southeast Wisconsin Regional Planning Commission | Calvin Lawrence, Dennis Weise, Nina Rihn | Washington County, US Census Bureau |

Washington County, Wisconsin



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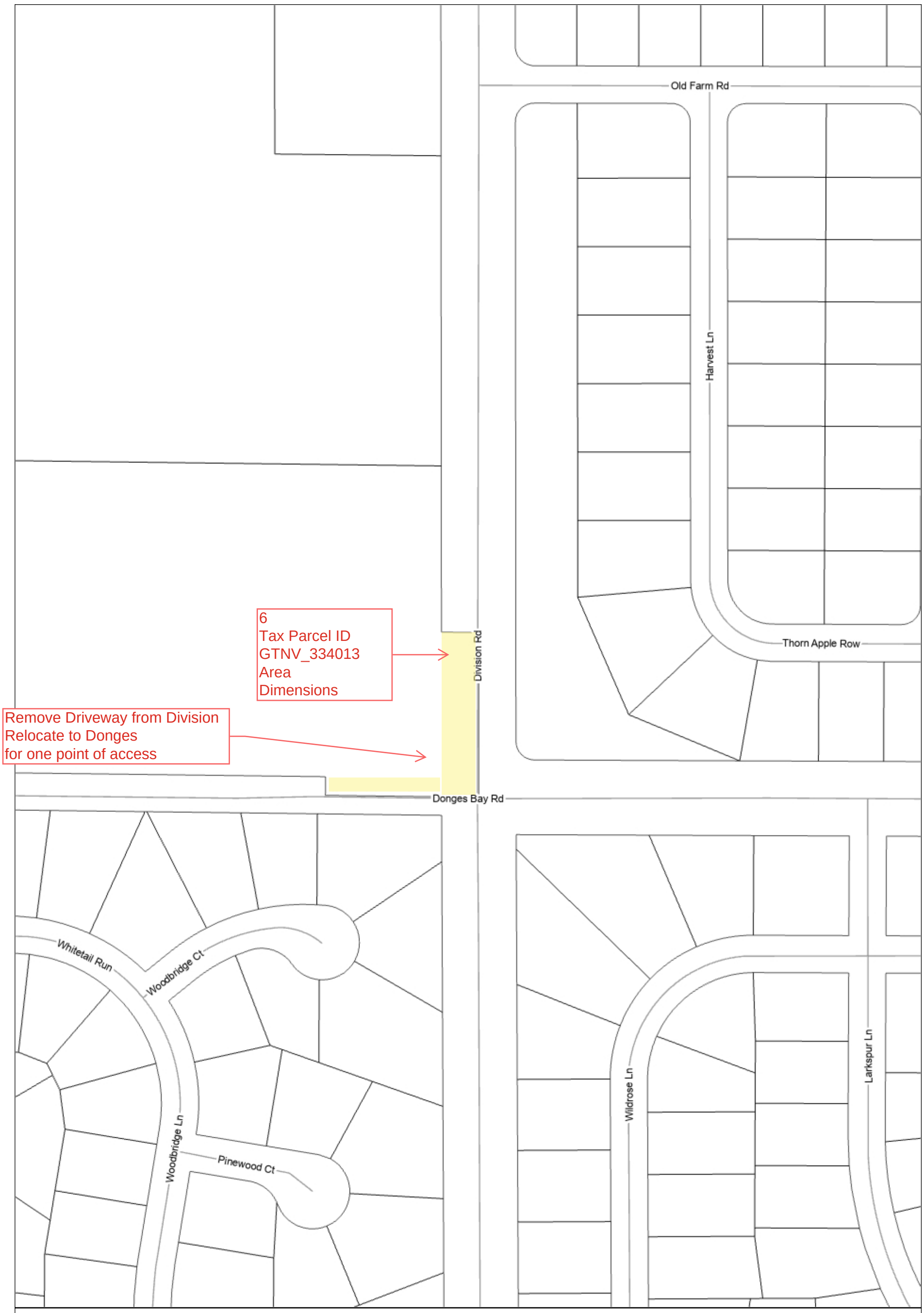
Washington County GIS

Current Parcel
Address Point
Lot Number
Certified Survey Number
Subdivision Name
Leader Lines
Parcel Taxkey & Acreage
PLSS Boundary
PLSS Section
PLSS Quarter
Lot
Plat
Certified Survey Map
Assessor Plat; Cemetery Plat; Subdivision
Right-of-Way
Municipality
Local Road Labels
Local Road
PLSS Monument
Landhook

Washington County GIS

Washington County GIS | Washington County | Southeast Wisconsin Regional Planning Commission | Calvin Lawrence, Dennis Weise, Nina Rihn | Washington County, US Census Bureau |



Village of Germantown GIS
Division Road Right of Way

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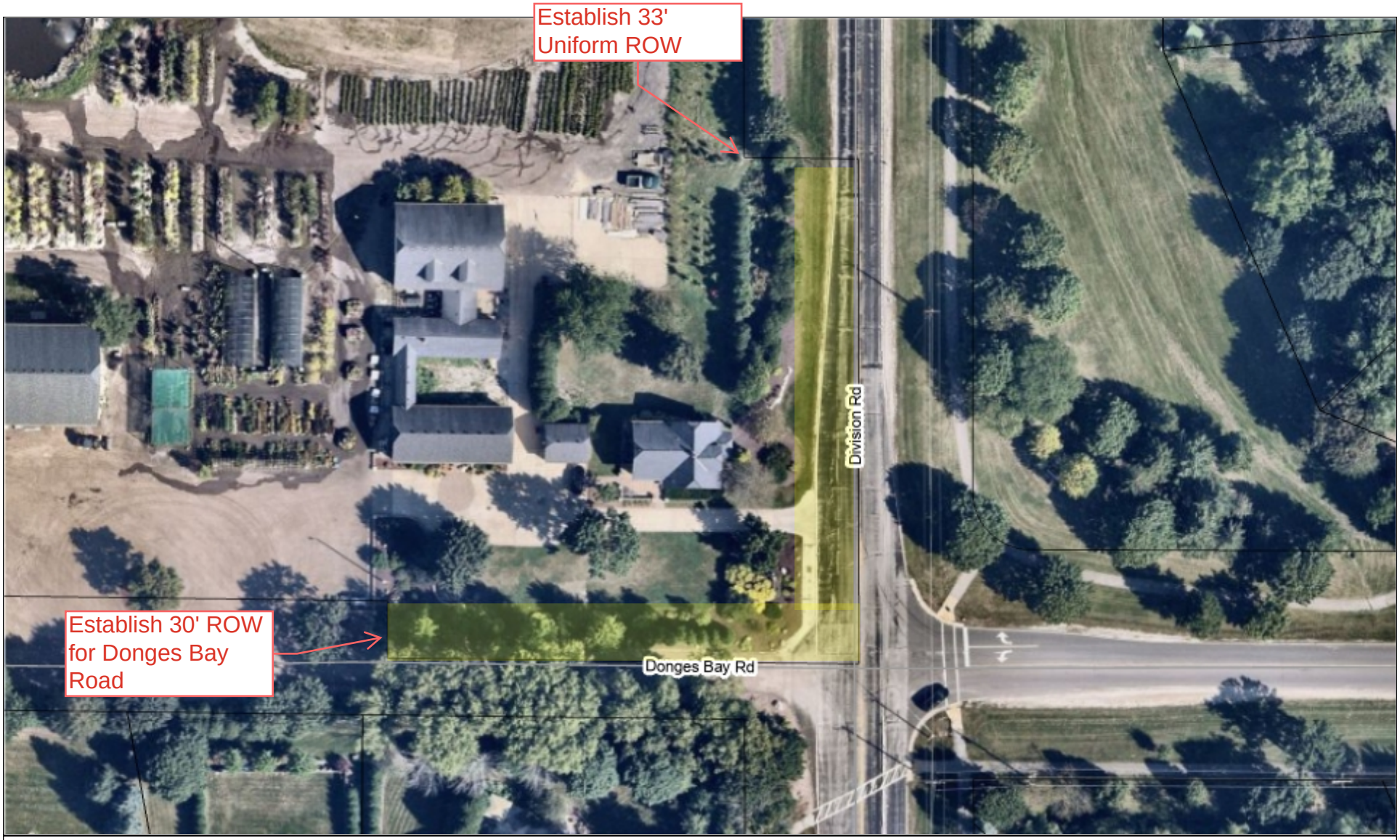
SCALE: 1 = 200'

Village Of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4700

Print Date: 12/4/2024



Village of Germantown GIS
Donges Bay Road at Division Road

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SCALE: 1 = 100'

Village of Germantown

Village Of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4700

Print Date: 12/26/2024

Village of Germantown GIS

SAFETY IMPROVEMENT
Donges Bay Road at Division Road

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Village of Germantown

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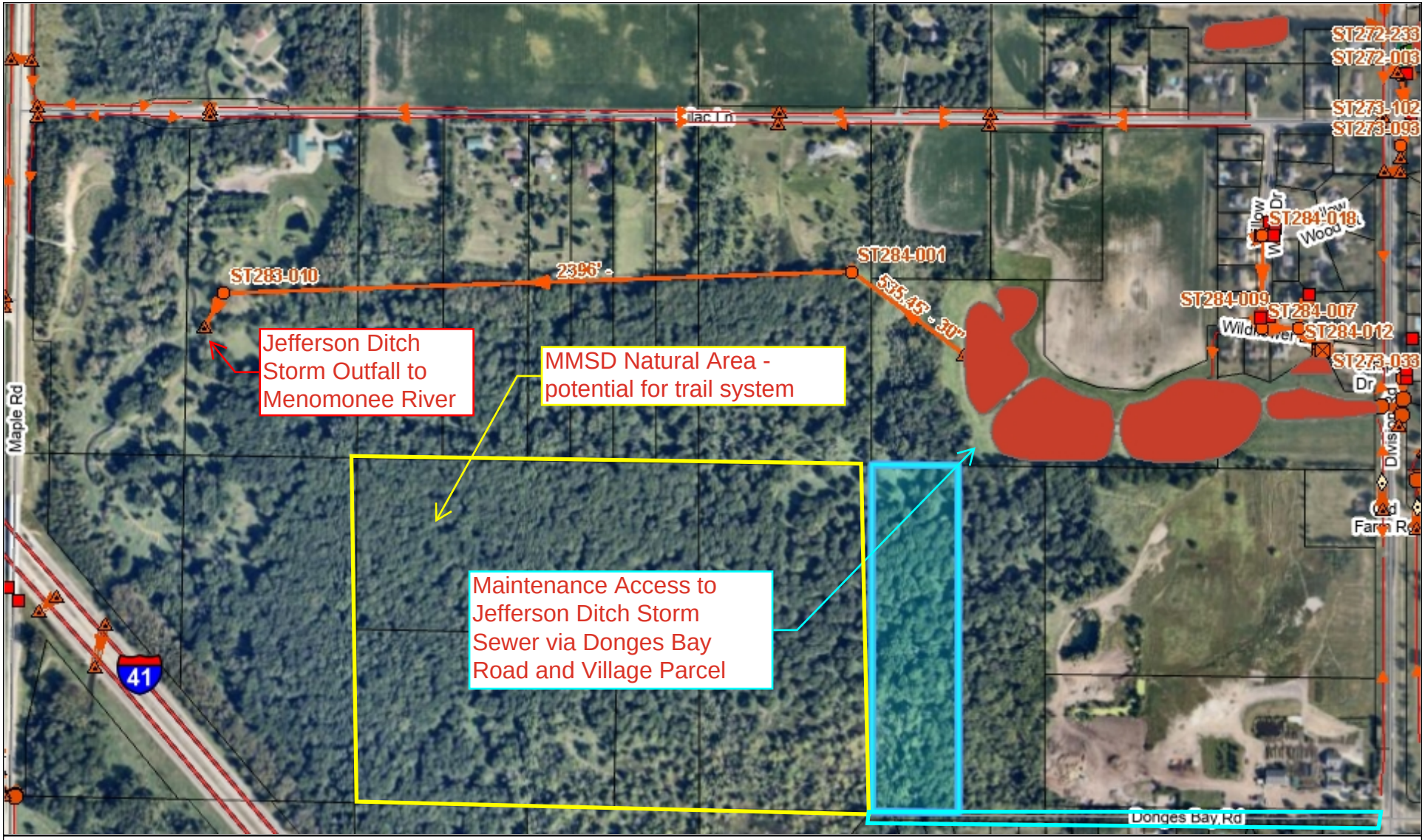
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4700

Print Date: 12/26/2024



Village of Germantown GIS

Village of Germantown

Village Of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4700

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SCALE: 1 = 740'

Print Date: 12/27/2024

Washington County, Wisconsin

12/27/2024, 2:39:34 AM

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0 125 250 500 ft

0 37.5 75 150 m

Current Parcel

Address Point

Lot Number

Certified Survey Number

Subdivision Name

Parcel Taxkey & Acreage

PLSS Boundary

PLSS Section

PLSS Quarter

Lot

Plat

Certified Survey Map

Assessor Plat; Cemetery Plat; Subdivision

Right-of-Way

Municipality

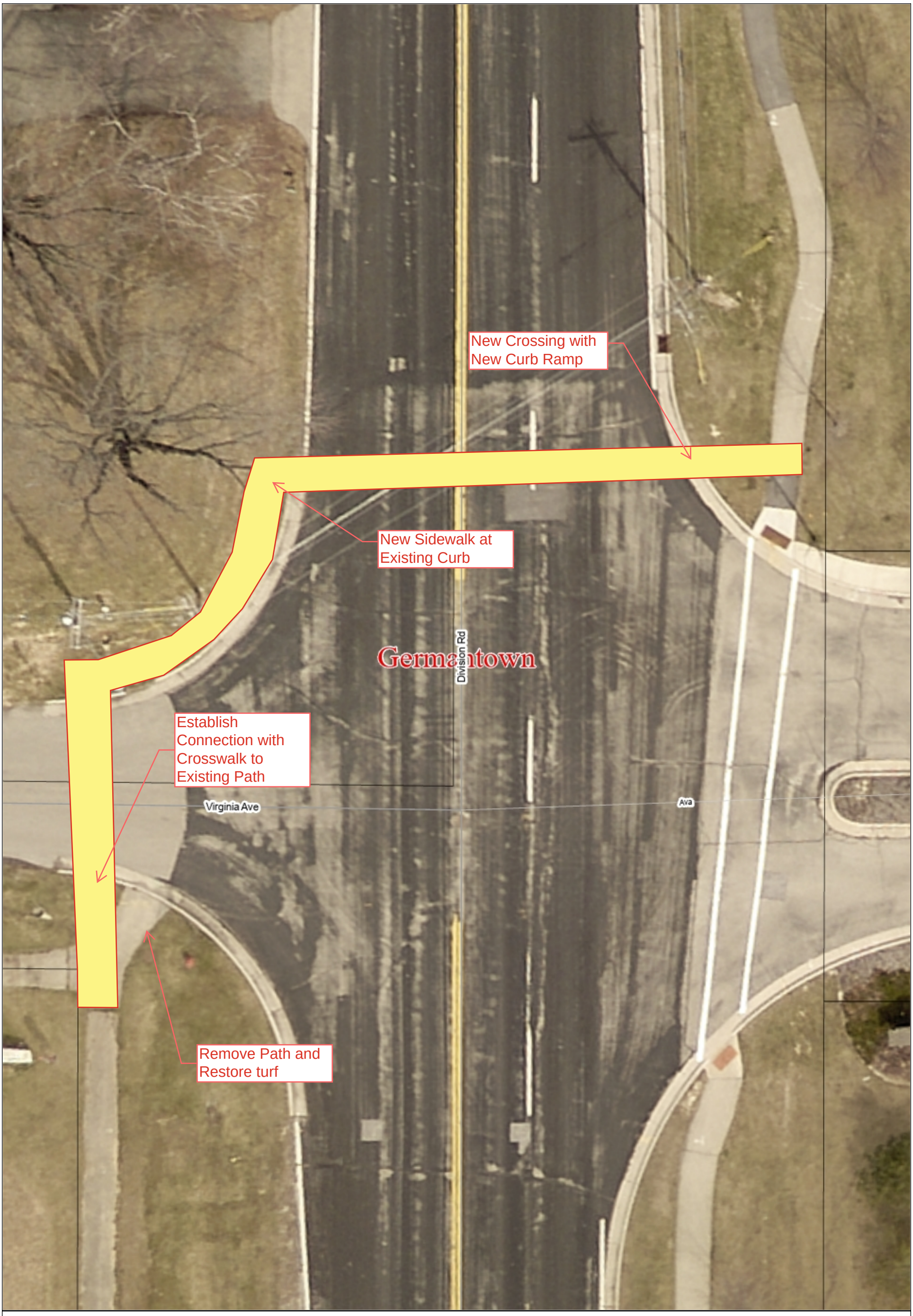
Local Road Labels

Local Road

PLSS Monument

Washington County GIS

Washington County | Southeast Wisconsin Regional Planning Commission | Calvin Lawrence, Dennis Weise, Nina Rihn | Washington County, US Census Bureau |



Village of Germantown GIS
Division at Virginia

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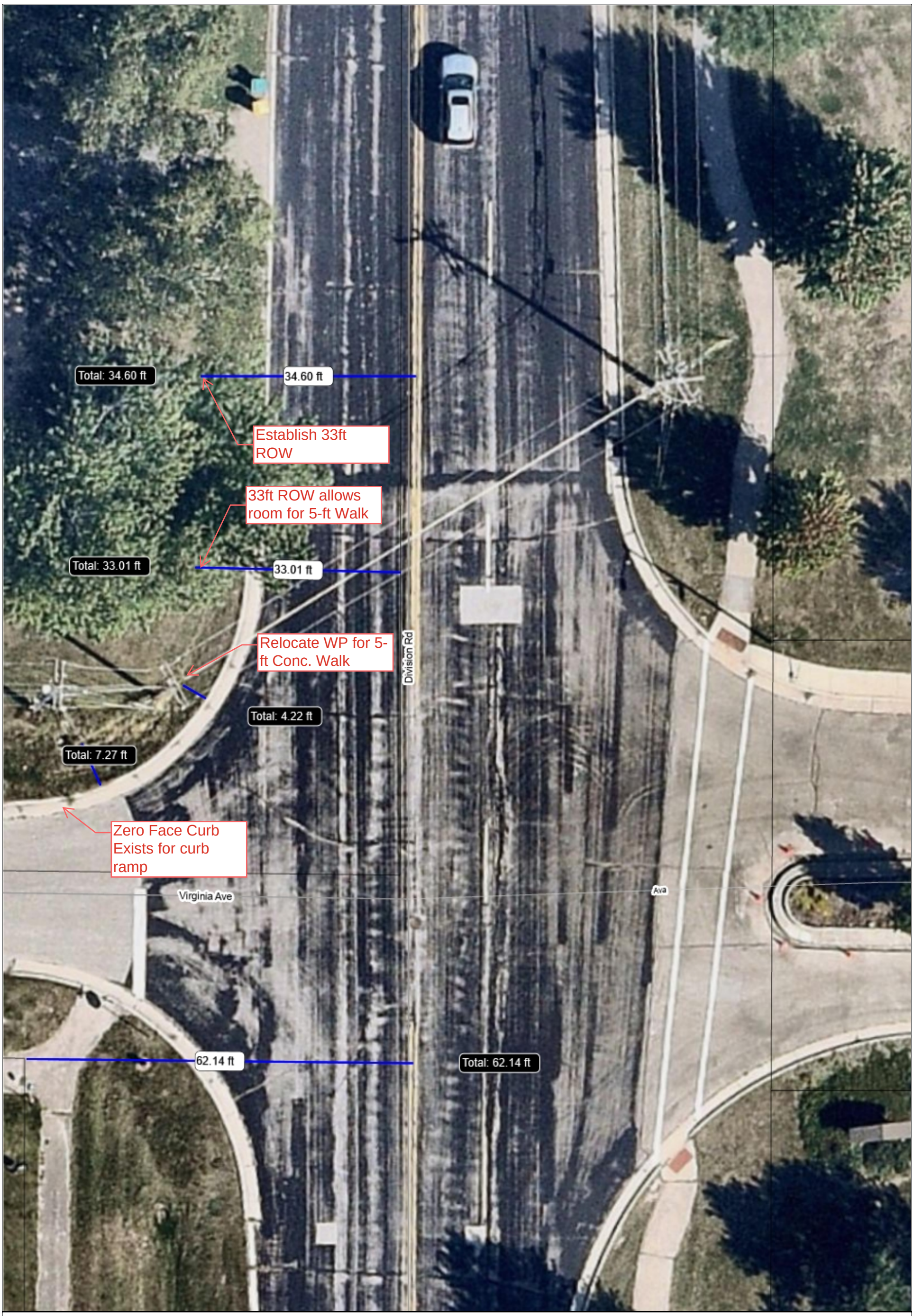
SCALE: 1 = 20'

Village Of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4700

Print Date: 12/3/2024



Village of Germantown GIS
Virginia Ave

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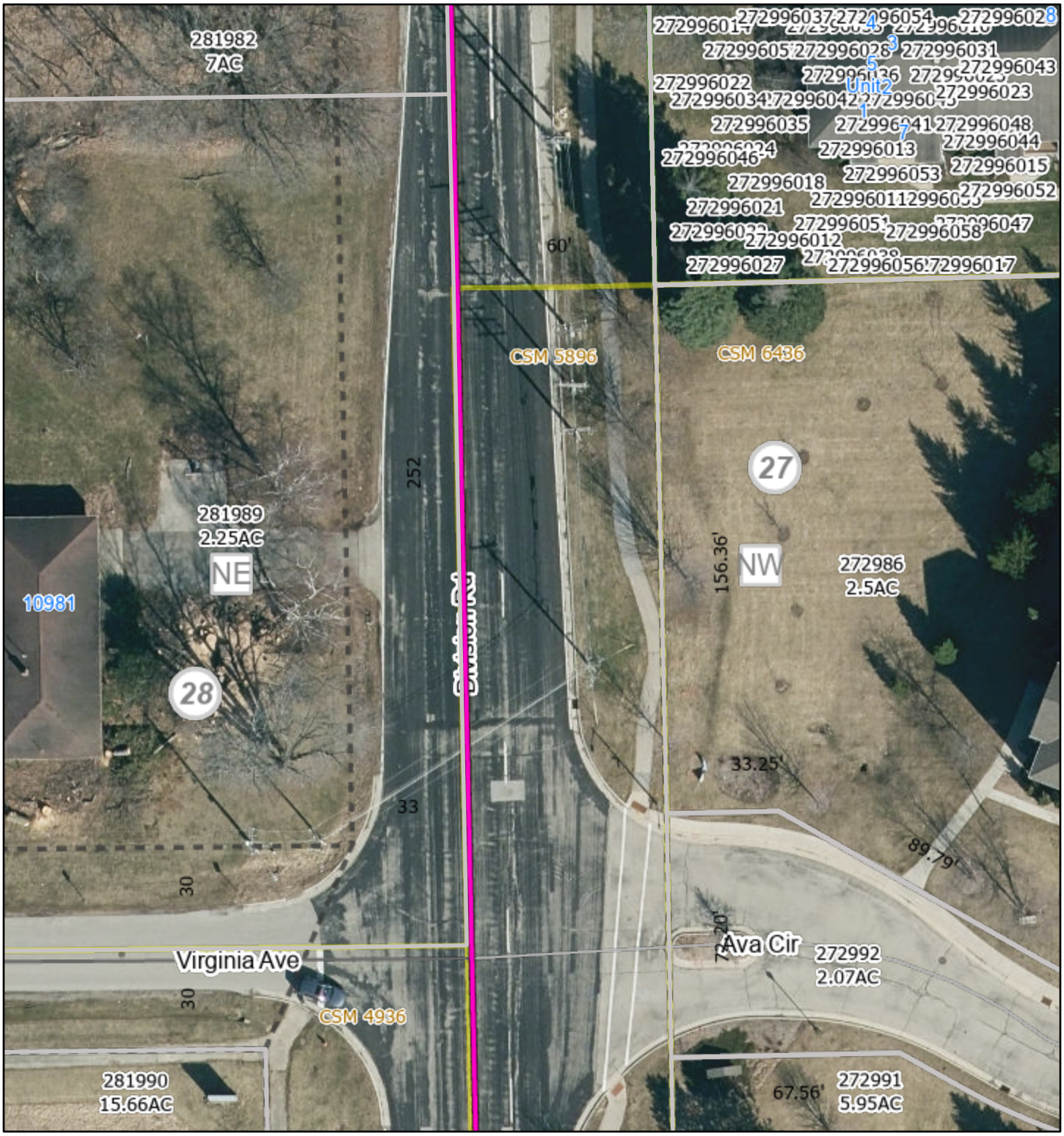
SCALE: 1 = 20'

Village Of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4700

Print Date: 12/26/2024

Washington County, Wisconsin



12/27/2024, 2:30:12 AM

1:500

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Current Parcel

Address Point

Existing on Street Path

Sidepath

Lot Number

Certified Survey Number

Condominium Name

Parcel Taxkey & Acreage

PLSS Boundary

PLSS Section

PLSS Quarter

Lot

Plat

Certified Survey Map

Condominium

Right-of-Way

Municipality

Local Road Labels

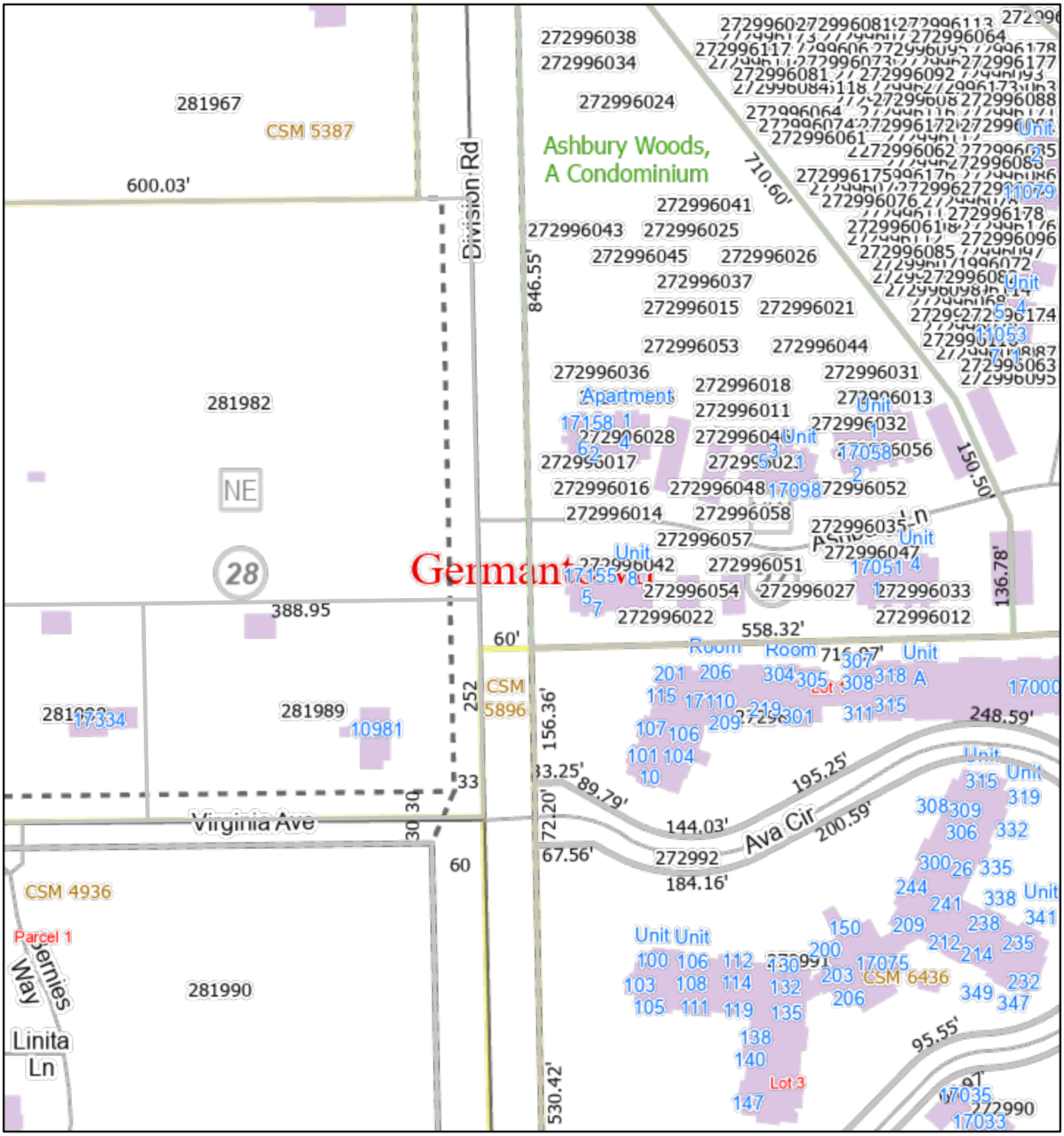
Local Road

Named Private Drive

Washington County GIS

Washington County | Southeast Wisconsin Regional Planning Commission | Calvin Lawrence, Dennis Weise, Nina Rihn | Washington County, U.S. Census Bureau

Washington County, Wisconsin



12/27/2024, 2:21:11 AM

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0 0.03 0.05 0.1 km

Current Parcel

Address Point

Lot Number

Certified Survey Number

Condominium Name

Parcel Taxkey & Acreage

PLSS Boundary

PLSS Section

PLSS Quarter

Lot

Plat

Certified Survey Map

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Village of Germantown GIS
Division Road Right of Way

DISCLAIMER:

This map is not a survey of the actual boundary of any property this map depicts.

The Village of Germantown Does not guarantee the accuracy of the material contained here in and is not responsible for any misuse or misrepresentation of this information or its derivatives.

SCALE: 1 = 200'

Village Of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4700

Print Date: 12/4/2024

Village of Germantown GIS
Division Road Right of Way

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N112 W17001 Mequon Road
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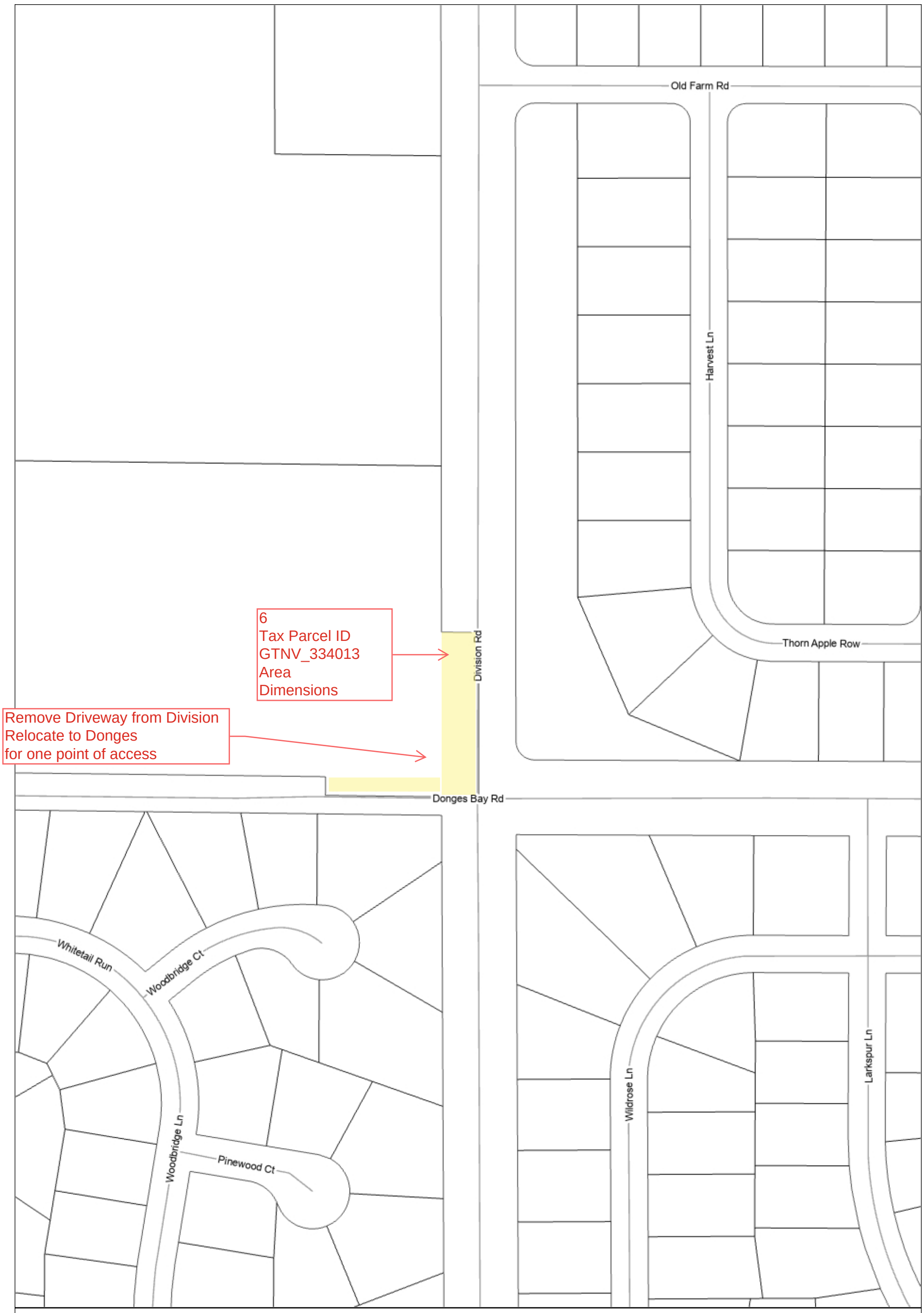
Print Date: 12/4/2024



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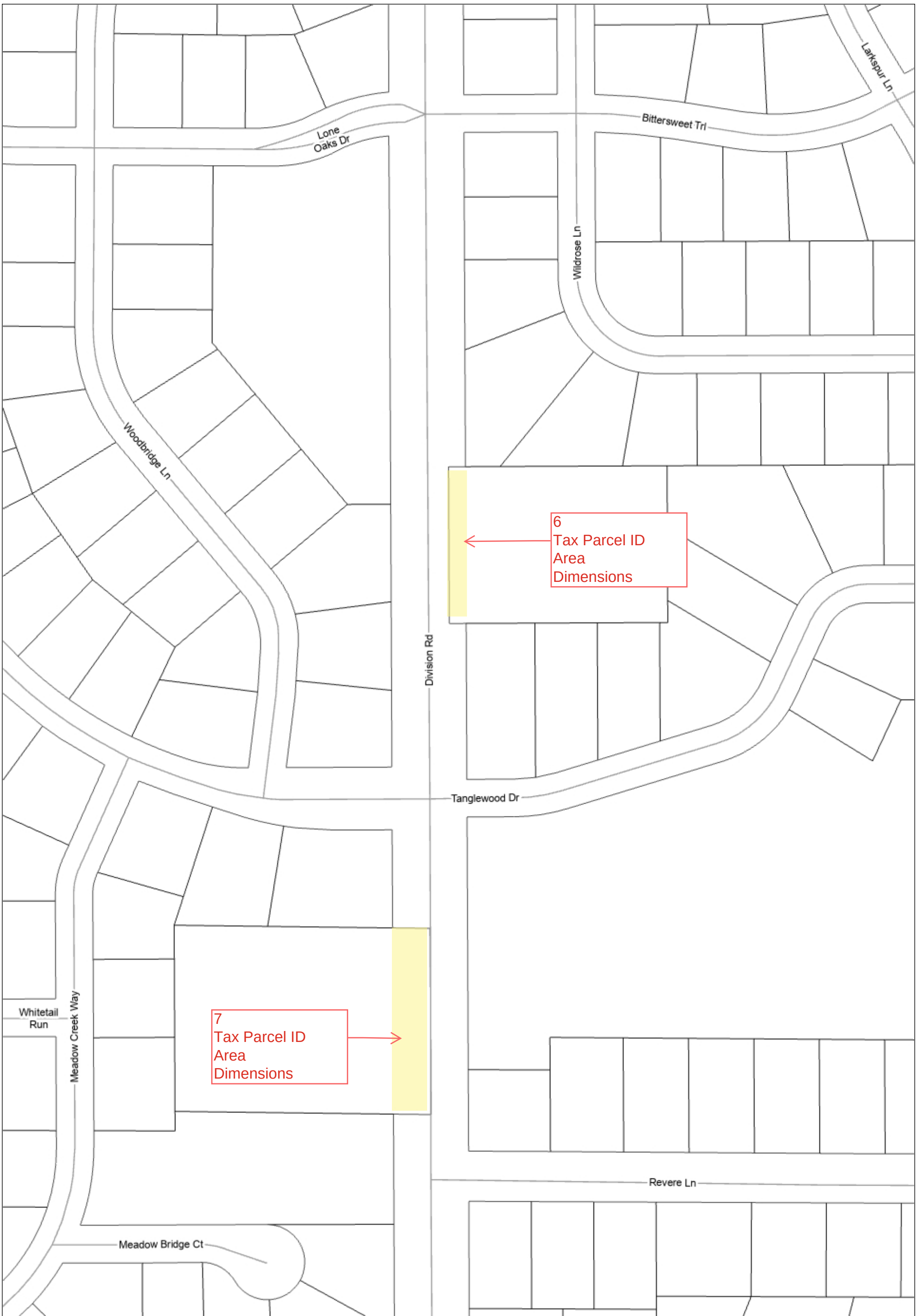

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Division Road Right of Way

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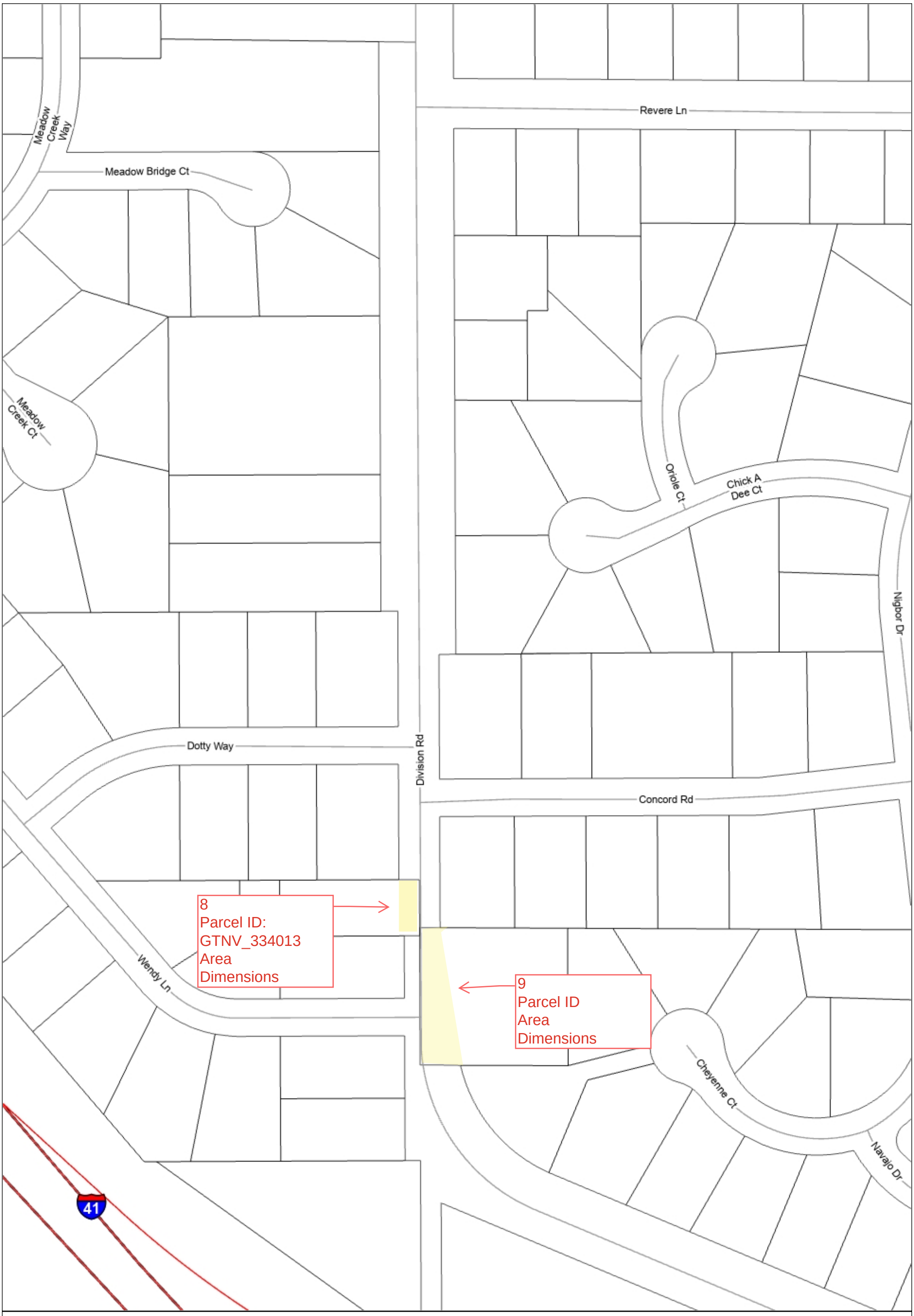

Village of Germantown GIS
Division Road Right of Way

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Village Of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
262-250-4700

Print Date: 12/4/2024

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Inadvertent application of summer sewer service credit to 4th quarter 2024 sewer bills

SUBMITTED BY: Steve Kreklow, Administrator

SUMMARY EXPLANATION:

Utility bills for the 4th quarter of 2024 were finalized and distributed the last week of January. Customers who receive their bills by mail probably received them sometime during the first week of January. While processing in-person payments, the utility billing clerk received a customer complaint on Friday of that week that their bill had been calculated incorrectly. The clerk reviewed the bill and told the customer she would relay his concerns to the Finance Director.

The Finance Director was taking a vacation day Friday January 3rd, so the clerk was unable to pass the information on to the Finance Director until Monday morning. When the Finance Director reviewed the bill, he concurred that the bill was incorrect. The Finance Department had not received any other similar complaints at that time. He informed Tyler Munis of the issue, asking them to trouble shoot, and began checking other bills to determine the extent of the problem. The Finance Director continued researching the issue into this evening to determine the extent of the issue so that he had information before he informed me.

After further research we were able to confirm that the summer sewer service credit was incorrectly applied to 1,625 bills out of our approximately 5,000 residential customers. No households were overbilled. On average these customers were underbilled by $30.57. The total underbilled amount was approximately $49,000. The table below shows the distribution of the amount of the error on these bills:

Unbilled Amount	**Number of Accounts**
$0-$10	655
$10-$50	686
$50-$100	189
$150-$250	86
$250	9

We have two options for addressing the error. 1. We could inform each of the 1,625 accounts that were underbilled of the amount that they were underbilled and add that amount to their 1st quarter 2025 bill that is sent out in late March. 2. We could write the loss off and forgive each account for the amount they were underbilled. The $49,000 loss would not be a material loss to the sewer utility.

Staff is also working with Tyler Munis to identify the cause of the billing error to take steps to ensure that error does not occur again. In our initial review of the 4th quarter billing process, we have not identified any human errors that could have led to incorrect application of the summer sewer service credit. As of the posting of this Village Board agenda packet, Tyler Munis had not completed their review to help identify the cause. We will update the Board as soon as a determination of a cause is identified.

ATTACHMENT:

STAFF RECOMMENDATION:

No recommendation.

ACTION BY Committee:

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: An Ordinance Amending Section 14 (Building Code), Section (17 (Zoning Code), and Section 18 (Subdivision & Platting Code) of the Village of Germantown Municipal Code.

SUBMITTED BY: Jeff Retzlaff, Community Dev. Director

SUMMARY EXPLANATION:

The following proposed text amendments to various sections in the Building Code, Zoning Code, and Subdivision Code correspond to the sections and page numbers in the attached draft ordinance. The text amendments are relatively minor in nature and are intended to update and/or clarify provisions in our development codes based on changes to development application processing procedures, changes in state statutes or administrative codes, and recent proposals in the Village that have revealed the need to streamline or clarify certain provisions and eliminate ambiguity.

Amendment #1 *(see Section 1; page 1)*
The proposed amendment to Section 14.05(1) updates Wis. Admin. Code references and adds a notice to building permit applicants that advises them about their responsibility for complying with wetland, floodplain and other environmental code requirements. The notice also advises that applicants may be required to provide a wetland or other environmental feature survey as part of the application materials if construction is located near such features.
Amendment #2 *(see Section 2; page 1)*
The amendment to Section 14.06(1) codifies current building inspection procedures regarding the issuance of temporary occupancy permits.
Amendment #3 *(see Section 3; page 2)*
The amendment to Section 14.075 codifies current building inspection procedures regarding requirements for “as-built” surveys during construction to certify code compliance where/when construction occurs at or near the limits of the “building envelop” with respect to minimum building setbacks and maximum building height.
Amendment #4 *(see Section 4; page 2)*
The amendments to Section 17.12(1) and 17.12(2) move the “wind and solar energy conversion” land use from the “Permitted” to the “Conditional Use” category. Because Wis. Stats. 66.0401 severely limits the Village’s ability to regulate wind and solar energy facilities, for all intents and purposes this amendment is a “distinction without a difference” and only affects what Village applications are required for a wind or solar energy conversion system proposal (CUP vs. Site Plan) and how we process those applications. This amendment will require both Plan Commission AND Village Board review vs. only the Plan Commission review under the current procedure (as was the case with the OneEnergy solar farm proposal).

Amendment #5 *(see Section 5; beginning on page 2)*

The amendment to Section 17.12(8) clarifies how accessory buildings in the A-1 Zoning District can be used and when they can be constructed.

Amendment #6 *(see Section 6; page 3)*

The amendment to Section 17.33(3)(a) removes “yards and structures for the temporary storage or holding of animals not for slaughter” from the list of conditional use allowed in the M-1: Limited Industrial District.

Amendment #7 *(see Section 7; page 3)*

The amendment to Section 17.34(3)(c) clarifies what “solid and other waste disposal and recycling” related uses may be allowed in the M-2: General Industrial District. This amendment is consistent with the November, 2024, action by the Plan Commission that determined the Harter’s Lakeside Disposal operation is similar in character to this use in the M-2 District. This amendment specifically adds that type of use to the M-2 District as a conditional use and eliminates the uncertainty surrounding and need to process these types of uses from the “unclassified use” procedures under Section 17.07 in the Zoning Code.

Amendment #8 *(see Section 8; page 4)*

The amendment to Section 17.50(2(f)6. regarding fences in and easements clarifies the conditions under which fences in utility and drainage easements require Plan Commission approval and what conditions of approval may be imposed.

Amendment #9 *(see Section 9; page 5)*

The amendment to Section 17.50(2)(g) regarding fences in non-residential districts moves fences in agricultural districts into a separate section of the code.

Amendment #10 *(see Section 10; beginning on page 5)*

The amendment creates Section 17.50(h) specifically for fences in agricultural districts clarifies what types of fences can be installed on property in agricultural districts.

Amendment #11 *(see Section 11; page 6)*

The amendments to Section 18.07 of the Subdivision & Platting Code clarify the additional lot width requirement for “corner lots” in a subdivision and adds a perimeter buffer requirement around subdivisions and adjacent to public streets.

ATTACHMENT:

1. STAFF REPORT-ZONING CODE TEXT AMENDMENTS-1-10-25
2. ORDINANCE-ZONING CODE TEXT AMENDMENTS-1-10-25
3. PH NOTICE-ZONING CODE TEXT AMENDMENTS-1-13-25
4. EXCERPT FROM PLAN COMMISSION MINUTES 1-13-25

STAFF RECOMMENDATION:

ACTION BY Committee:

Following a public hearing of the proposed text amendments at their January 13, 2025 meeting, the Plan Commission recommendation is to **APPROVE** the proposed text amendments as presented in the draft ordinance.

ZONNG CODE TEXT AMENDMENTS

1/13/25 Plan Commission Meeting

Germantown Community Development Department

Village Staff Report & Recommendation ***Germantown, Wisconsin***

Summary

The Community Development Department (Planning & Zoning Services) is proposing a series of text amendments to Section 14 (Building Code), Section 17 (Zoning Code), and Section 18 (Subdivision & Platting Code) in the Germantown Municipal Zoning Code.

While only amendments to the Zoning Code require a public hearing before the Plan Commission, it is/has been our practice to bring development-related code amendments to the Plan Commission for review and recommendation. The following proposed text amendments to the various sections in the Building Code, Zoning Code, and Subdivision Code correspond to the attached draft ordinance:

Amendment #1 *(see Section 1; page)*
The proposed amendment to Section 14.05(1) updates Wis. Admin. Code references and adds a notice to building permit applicants that advises them about their responsibility for complying with wetland, floodplain and other environmental code requirements. The notice also advises that applicants may be required to provide a wetland or other environmental feature survey as part of the application materials if construction is located near such features.

Amendment #2 *(see Section 2; page 1)*
The amendment to Section 14.06(1) codifies current building inspection procedures regarding the issuance of temporary occupancy permits.

Amendment #3 *(see Section 3; page 2)*
The amendment to Section 14.075 codifies current building inspection procedures regarding requirements for “as-built” surveys during construction to certify code compliance where/when construction occurs at or near the limits of the “building envelop” with respect to minimum building setbacks and maximum building height.

Amendment #4 *(see Section 4; page 2)*
The amendments to Section 17.12(1) and 17.12(2) move the “wind and solar energy conversion” land use from the “Permitted” to the “Conditional Use” category. Because Wis. Stats. 66.0401 severely limits the Village’s ability to regulate wind and solar energy facilities, for all intents and purposes this amendment is a “distinction without a difference” and only affects what Village applications are required for a wind or solar energy conversion system proposal (CUP vs. Site Plan) and how we process those applications. This amendment will require both Plan Commission AND Village Board review vs. only the Plan Commission review under the current procedure (as was the case with the OneEnergy solar farm proposal).

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The amendment to Section 17.12(8) clarifies how accessory buildings in the A-1 Zoning District can be used and when they can be constructed.

Amendment #6 *(see Section 6; page 3)*
The amendment to Section 17.33(3)(a) removes "yards and structures for the temporary storage or holding of animals not for slaughter" from the list of conditional use allowed in the M-1: Limited Industrial District.

Amendment #7 *(see Section 7; page 3)*
The amendment to Section 17.34(3)(c) clarifies what "solid and other waste disposal and recycling" related uses may be allowed in the M-2: General Industrial District. This amendment is consistent with the November, 2024, action by the Plan Commission that determined the Harter's Lakeside Disposal operation is similar in character to this use in the M-2 District. This amendment specifically adds that type of use to the M-2 District as a conditional use and eliminates the uncertainty surrounding and need to process these types of uses from the "unclassified use" procedures under Section 17.07 in the Zoning Code.

Amendment #8 *(see Section 8; page 4)*
The amendment to Section 17.50(2(f)6. regarding fences in and easements clarifies the conditions under which fences in utility and drainage easements require Plan Commission approval and what conditions of approval may be imposed.

Amendment #9 *(see Section 9; page 5)*
The amendment to Section 17.50(2)(g) regarding fences in non-residential districts moves fences in agricultural districts into a separate section of the code.

Amendment #10 *(see Section 10; beginning on page 5)*
The amendment creates Section 17.50(h) specifically for fences in agricultural districts clarifies what types of fences can be installed on property in agricultural districts.

Amendment #11 *(see Section 11; page 6)*
The amendments to Section 18.07 of the Subdivision & Platting Code clarify the additional lot width requirement for "corner lots" in a subdivision and adds a perimeter buffer requirement around subdivisions and adjacent to public streets.

VILLAGE STAFF RECOMMENDATION

A recommendation from the Plan Commission is necessary to move the proposed code amendments to the Village Board for consideration and action. The recommendation is to **APPROVE** the proposed text amendments as presented in the draft ordinance (copy attached) and summarized herein.

ORDINANCE NO. xx-2025

AN ORDINANCE AMENDING SECTION 14 (BUILDING), SECTION 17 (ZONING) AND SECTION 18 (SUBDIVISION & PLATTING) OF THE VILLAGE OF GERMANTOWN MUNICIPAL CODE

THE VILLAGE BOARD FOR THE VILLAGE OF GERMANTOWN, WASHINGTON COUNTY, WISCONSIN, ORDAINS AS FOLLOWS:

SECTION 1. That Section 14.05 (BUILDING PERMITS AND INSPECTION) is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

14.05(5) PLANS.

(1) With such application there shall be submitted a complete set of plans and specifications, including a plot plan showing the location of the proposed building and driveway with respect to adjoining roads, highways, streets, alleys, lot lines and buildings. Plans for buildings involving the State Building Code shall bear the stamp of approval of the State Department of Safety and Professional Service (DSPS) or designated municipal agent ~~Industry, Labor and Human Relations~~. One plan shall be submitted which shall remain on file in the office of the Building Inspector. All plans and specifications shall be signed by the designer. Plans for all new one-family and 2-family dwellings shall comply with the provisions of all applicable building codes (see Section 14.07) ~~Wis. Adm. Code ILHR 20.09(4)~~.

(2) Each applicant is responsible for complying with all Village, state, and federal laws concerning the construction near or on wetlands, lakes, navigable waterways, and floodplains. If construction is proposed on a property that is known to contain any of these features or has soils that are general indicators of the presence of one or more of these features, the Building Inspector may require a wetland delineation or other survey prepared by a professional surveyor that clearly delineates the location of said features relative to the proposed construction, existing buildings and structures, property lines, setback lines, etc., to ensure applicable code requirements are met. Failure to comply may result in the required removal or modification of any construction that violates applicable codes and other penalties and costs.

SECTION 2. That Section 14.06 (OCCUPANCY PERMIT REQUIRED; ISSUANCE AND REVOCATION) is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

(1) No new building shall be occupied or otherwise used prior to the issuance of an occupancy permit. ~~The permit may be revoked at the discretion of the Building Inspector upon 30-day notice to the user or occupant of the building.~~

(a) A temporary occupancy permit may be issued by the Building Inspector for purposes of occupying only a portion of a building or for a limited period of time not to thirty (30) days provided the building area subject of the temporary occupancy permit has satisfied all health & safety requirements in the applicable building, electrical, plumbing, HVAC, and fire safety codes, all permit fees have been paid, and the required occupancy bond has been submitted to the Village. A new or separate temporary occupancy permit may be required for each area of a building subject of a temporary occupancy permit or each 30-day time period.

(b) An occupancy ~~The~~ permit may be revoked at the discretion of the Building Inspector upon 30-day notice to the user or occupant of the building.

SECTION 3. That Section 14.075 is created where words that are underlined are to be added:

14.075 "AS-BUILT" CERTIFICATION SURVEY.

(1) If a building or structure is permitted to be constructed at or within three (3) feet of the minimum setback distance from a property line, right-of-way line, or other building required under the Village's Zoning Code, the Building Inspector may require a survey that is prepared by a professional land surveyor or engineer that certifies in writing that said minimum required setback has been met prior to issuance of an occupancy permit.

(2) If a building or structure is permitted to be constructed at or within three (3) feet of the maximum building height allowed under the Village's Zoning Code, the Building Inspector may require a survey prepared by a professional land surveyor or engineer that certifies in writing that said maximum building height has not been exceeded prior to issuance of an occupancy permit.

SECTION 4. That Section 17.12 (A-1: Agricultural District) is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

17.12(1) PERMTTED USES.

~~(r) Wind energy conversion systems and solar energy conversion systems.~~
~~(s) Single-family dwellings, not farm related, with attached or detached garages, at facilities densities not greater than 0.1 dwelling unit per net acre.~~

17.12(2) CONDITIONAL USES.

(jj) Wind energy conversion systems and solar energy conversion systems consistent with and only to the extent allowed under Wis. Stat. § 66.0401

SECTION 5. That Section 17.12 (A-1: Agricultural District) is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

17.12(8) ACCESSORY BUILDINGS AND STRUCTURES.

(1) All new construction of accessory buildings in the A-1 or A-2 District shall only be permitted if the parcel contains 10 acres or more. Any parcels less than 10 acres shall follow the accessory building regulations, including height, size and setbacks established for the Rs-1 and Rs-2 Zoning Districts, section 17.41(1)(a).

(2) An accessory building is allowed to be constructed and used on property in the A-1 District if it is used specifically for the purpose of and is an integral part of an agricultural use of the property that is also the primary use of the property intended to produce an income or livelihood consistent with the permitted uses under 17.12(1) above and the provisions of Wis.

Stats. Chapter 91.01(2). Accessory buildings and structures may include, but are not limited to, facilities on a farm used to store or process raw agricultural commodities produced on the farm, keep livestock, keep or service vehicles or equipment used on the farm for an agricultural purpose, provide veterinary services to livestock on the farm, or store or process product inputs for agricultural uses on the farm. Such buildings and structures may also include greenhouses, roadside stands selling or utilizing agricultural products produced on the farm, as well as facilities to produce energy primarily from the farm's products or for use on the farm, such as wind turbines, solar energy structures, manure digesters, or bio-fuel facilities. Animal waste storage or processing facilities on the farm may also be considered an accessory use or structure.

(3) Construction of an accessory building is not allowed to occur before the primary building is in place or the primary use of the property has commenced. Accessory buildings in the A-1 District are not allowed to be used for a non-farm or non-agricultural use unless such use is allowed under Section 17.12(2) above and has been authorized through the issuance of a conditional use permit.

SECTION 6. That Section 17.33 (M-1: LIMITED INDUSTRIAL DISTRICT) is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

17.33(3) CONDITIONAL USES.

~~(a) Yards and structures used for the temporary storage or holding of animals not for slaughter.~~

SECTION 7. That Section 17.34 (M-2: GENERAL INDUSTRIAL DISTRICT) is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

17.34(3) CONDITIONAL USES.

(a) The manufacturing, fabricating or underground storage of chemicals, explosives, flammable liquids and gaseous or vaporous substances
(b) Two or more aboveground storage tanks (over 5,000 gallon capacity) for storage of flammable materials, subject to compliance with section 11.071 of this Code.
(c) Solid waste landfills, transfer stations, and ~~solid and~~ other waste disposal and recovery uses, including waste hauling vehicle operations & maintenance facilities, dumpster and other waste & recycling container storage & transportation operations

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SECTION 8. That Section 17.50(2)(f)6. (Fences, Retaining Walls and Berms in Residential Zoning Districts) is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

6. Fences and Easements.
   - i. Fences should ~~shall~~ not be located within any type of utility or private easement unless written authorization to install said fence is provided to the Village at the time a building permit is submitted by the utility owner and/or beneficiary of the easement.~~, provided however, the~~
   - ii. The Plan~~ning~~ Commission may authorize the installation of a fence in ~~encroachment by a fence into~~ a publicly owned and maintained drainage easement where the owner of the land encumbered by the easement shows to the satisfaction of the Plan~~ning~~ Commission that, considering the proposed location, design and materials of the proposed fence, the encroachment of the fence into the easement will not materially interfere with drainage flow within the easement, and, in the case of a subdivision, the homeowners association consents in writing to the encroachment, or if not in a subdivision, the adjacent landowners consent in writing.
   - iii. If the Plan~~ning~~ Commission deems it necessary in order to make its decision to authorize an encroachment into a drainage easement by a fence, it may require that the applicant provide a report by a professional engineer providing an opinion that the encroachment will not impair drainage flow within the easement.
   - iv. Should it be necessary and in the public interest for the Village or its designee to remove a fence installed in a publicly owned and maintained easement or right-of-way, all costs (materials and labor) shall be borne by the owner of the fence.
   - v. If the installation of a fence in a public drainage easement is approved, the Plan Commission may require as a condition of approval that the property owner enter into an agreement with the Village that the property owner assumes responsibility for removing and/or replacing the fence and any other damages or costs if access to or maintenance of the easement is required by the Village.
   - vi. If the applicant whose property abuts the drainage way shall be aggrieved by the decision of the Plan~~ning~~ Commission, such aggrieved person may appeal the decision to the Village's Board of Zoning Appeals by filing an appeal within thirty (30) days after the date of the Plan~~ning~~ Commission's decision.

SECTION 9. That Section 17.50(2)(g) (Fences, Retaining Walls and Berms in Commercial, Industrial, Institutional and Agricultural Districts) is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

17.50(2)(g) Fences, Retaining Walls and Berms in Commercial, Industrial, and Institutional ~~and Agricultural~~ Districts.

1. All fences shall be subject to review and approval by the Building Inspector prior to the issuance of a building permit.
2. Fences in rear and/or side yards may be up to 10 feet in height.
3. Fences in front of the building or within the front yard setback are only permitted after approval by the Plan Commission.
4. Fences shall be constructed using the following methods and materials:
   i. Naturally resistant or treated wood
   ii. Brick, masonry or natural stone
   iii. Wrought iron, aluminum or galvanized metal (coated and noncoated)
   iv. Vinyl (rigid PVC)
   v. Other material of comparable quality must be approved by the Zoning Administrator.
   vi. Fences that contain a finished side and an unfinished side, shall be installed in a manner in which the finished side faces the adjacent property. In case of a discrepancy, the Village Zoning Administrator shall determine which side of the fence is the finished side.
5. Fences and Easements. See Section 17.50(2)(f)6. above.
6. It is the property owner's responsibility for any lawn maintenance of lands that lie between a fence and the property line.
7. ~~Agricultural Fences.~~
   ~~i. Agricultural fences are permitted in all agricultural zoning districts pursuant to Chapter 90, Wis. Stats.~~
8. Retaining Walls. See Section 17.41(6).
9. Berms. See Section 17.57.

SECTION 10. That Section 17.50(2)(h) is created as follows where words that are underlined are to be added:

17.50(2)(h) Fences, Retaining Walls and Berms in Agricultural Districts.

1. Agricultural Fences.
   i. Except as provided in subsection ii below, fences are permitted in all agricultural zoning districts provided they meet the requirements under pursuant to Chapter 90, Wis. Stats.
   ii. Fences meeting the residential fence requirements under Section 17.50(2)(f) may be installed on property in an agricultural district along a

property line that abuts a residential district. A minimum setback of twenty-five (25) feet or the minimum distance necessary to provide adequate sight vision along a public street, whichever is greater, shall be maintained a public street right-of-way.

iii. Fences meeting the fence requirements under Section 17.50(2)(g) may be installed on property in an agricultural district along a property line that abuts a commercial, industrial, or institutional district. A minimum setback of twenty-five (25) feet or the minimum distance necessary to provide adequate sight vision along a public street, whichever is greater, shall be maintained a public street right-of-way.

2. It is the property owner's responsibility for any lawn maintenance of lands that lie between a fence and the property line.
3. Fences and Easements. See Section 17.50(2)(f)6. above.
4. Retaining Walls. See Section 17.41(6).
5. Berms. See Section 17.57.

SECTION 11. That Section 18.07 (DESIGN STANDARDS) is revised as follows where words that are ~~stricken~~ are deleted and words that are underlined are to be added:

18.07(6) LOTS. The size, shape and orientation of lots shall be appropriate for the location of the subdivision and for the type of development and use contemplated. The lots should be designed to provide an aesthetically pleasing building site and a proper architectural setting for the buildings contemplated. In addition:

(h) Internal corner lots shall have an additional width of ten (10) feet to permit adequate building setbacks from the side streets and corner lots located at the subdivision entrance(s) and abutting an exterior public street shall have an additional width of twenty (20) feet to accommodate the perimeter buffer requirement under Section 18.07(16).

18.07(16) PERIMETER LANDSCAPED BUFFER. All subdivisions shall contain a landscaped buffer around the perimeter of the subdivision and along all exterior streets (excluding internal streets that provide direct access to subdivision lots). Said buffer shall be a minimum of twenty (20) feet in width and contain a combination of berms, fencing, and/or plantings that provides an adequate visual screening from the adjacent roadway(s) and other land uses. This buffer should be part of an open space outlot maintained by a homeowner's association but may be included as part of the subdivision lots provided the minimum buffer width is in addition to the lot area (see Section 18.07(6). A landscape plan for the perimeter buffer shall be prepared and submitted for Plan Commission approval as part of the required construction plans under Section 18.09.

AN ORDINANCE AMENDING SECTION 14 (BUILDING), SECTION 17 (ZONING) AND SECTION 18 (SUBDIVISION & PLATTING) OF THE VILLAGE OF GERMANTOWN MUNICIPAL CODE

SECTION 12. This ordinance shall take effect and be in full force the day after its passage and publication, as provided by law.

Introduced by Trustee: _____
Adopted: _____, 2025

Vote: Ayes: _____
Nays: _____

_____
Dean Wolter, Village President

ATTEST:

_____
Donna Ott, Village Clerk

APPROVED AS TO FORM:

_____
Brian Sajdak, Attorney

Published:

DRAFT

NOTICE OF PUBLIC HEARING
VILLAGE OF GERMANTOWN

NOTICE is hereby given that a Public Hearing will be held before the Village of Germantown Plan Commission at the Germantown Village Hall located at N112W17001 Mequon Road, Germantown, Wisconsin and virtually through the WebEx platform on the following date and at the time noted below (or soon thereafter):

DATE: Monday, December 9th, 2024
TIME: 6:30 pm or later

The purpose of said hearing will be to hear all parties, their attorneys or agents, for or against the petition filed by the Village of Germantown Community Development Department for proposed text amendments to Section 14 (Building), Section (17 (Zoning), and Section 18 (Subdivision & Platting) of the Village of Germantown Municipal Code.

A copy of the proposed text amendments is on file at the Community Development Department-Planning & Zoning Services office in the Germantown Village Hall.

Citizens wishing to submit any public comments should do so by sending them by email to: comments@germantownwi.gov no later than 4:00 pm on the meeting date listed above.

Donna Ott, Village Clerk
Dated this 13th day of November 2024

To Be Published On: November 20 and November 27, 2024

EXCERPT FROM PLAN COMMISSION MEETING MINUTES 1/13/25:

A. Village of Germantown Community Development Department - Proposed Text Amendments to Section 14 (Building Code), Section (17 (Zoning Code), and Section 18 (Subdivision & Platting Code) of the Village of Germantown Municipal Code.(TABLED FROM DECEMBER 9, 2024; PUBLIC HEARING AND ACTION)

Director Retzlaff reviewed all of the 11 proposed text amendments.

Staff recommends the approval of the 11 proposed text amendments as presented.
Chairman Wolter opened the Public Hearing at 6:39pm.
Residents that spoke include:
Brian Randall spoke in support of #7
Melanie Smythe spoke in support of Amendments #4 & #7.
Public Hearing closed at 6:43pm.
Motion: Approve as presented
Motioned By: David Baum
Seconded By: Josh Tarantino
Yes: Dean Wolter, David Baum, Josh Tarantino, Robert Williams, William Shadid, Bridget Henk
No: None
Abstain: None
Motion Passed (Yes 6, No 0, Abstained 0)

DRAFT

DRAFT

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Strategy Concerning Acquisition of Properties Located Generally at the Southeast Corner of Mequon and Pilgrim Road in the Village's Village Center District. The Village Board may convene into Closed Session per Wis. Stat. § 19.85(1)(e) for the purpose of deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session, and then may reconvene into open session to take such action as it deems appropriate.

SUBMITTED BY:

SUMMARY EXPLANATION:

ATTACHMENT:

STAFF RECOMMENDATION:

ACTION BY Committee:

BUSINESS OF THE VILLAGE BOARD

MEETING DATE: January 20, 2025

PLACEMENT: Action Item

ITEM TITLE: Exchange Agreement between Blackstone Creek, LLC and the Village for Tax Key No GTNV 211-979, GTNV 211-999 and GTNV 211-9983 located in the Village's Village Center District (generally in the area of Division Road and Main Street). The Village Board may convene into Closed Session per Wis. Stat. § 19.85(1)(e) for the purpose of deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session, and then may reconvene into open session to take such action as it deems appropriate.

SUBMITTED BY:

SUMMARY EXPLANATION:

Blackstone Creek LLC by The Heist Group, Inc. has approached the Village about exchanging certain parcels of land owned by Blackstone Creek for certain lands owed by the Village for the purposes of completing a mixed-use development in the area. As they note in their submittal, they have identified the first step as being a determination if the Village would consider the exchange. The purpose of the closed session would be to allow the Village Board to discuss potential negotiating strategies if there is a desire to enter into an exchange agreement.

ATTACHMENT:

1. Heimat Germantown_CL Exchange Agreement 250114

STAFF RECOMMENDATION:

ACTION BY Committee:

HEIMAT

January 10, 2025

Village of Germantown
c/o Dean Wolter, Steve Kreklow and Jeff Retzlaff
N112 W17001 Mequon Road
Germantown, WI 53022

RE: Proposed Exchange Agreement

Dear Messrs. Wolter, Kreklow and Retzlaff,

On behalf of Blackstone Creek LLC, a development affiliate of The Heimat Group Inc., we are presenting the attached Exchange Agreement to the Village of Germantown for consideration. It is our intent to work with the Village to exchange various parcels of land in and around the existing Blackstone Creek Golf Course to assemble, plan and develop a mixed-use community generally consistent with the vision for the Village Center District as adopted in the Village of Germantown 2050 Comprehensive Plan.

With the closure and relocation of the Village Recycling Center at the end of 2024, there is an opportunity to incorporate some of that land into adjacent development parcels along Main Street., fostering an activity center at the West end of Main Street and enabling public access to the Menomonee River. The proposed Exchange Agreement, if properly executed, would enable the assemblage of potential development parcels while providing an opportunity for the Village to expand and re-imagine Haupt Strasse Park taking advantage of river access and bringing much needed population to the Village Center District via Main Street to support revitalization efforts.

Once the development parcels are assembled, we would collaborate with Village Planning staff to further our intended conceptual design while incorporating the Village Center District design intent for Main Street, expansion of Haupt Strasse Park and activation of the Menomonee River and much of Blackstone Creek as open space and public park land. Our preliminary conceptual planning calls for a mixed-use, mixed housing development with approximately 350 to 425 residential units that would unfold in several phases over a number of years. The land at the intersection of Mequon Road and Division Road is intended to be a mix of commercial and residential uses, focusing commercial uses along Mequon Road and transitioning to residential uses as the site moves to the North. The residential housing uses will generally consist of a mix of market rate rental residences in varying types including two-story garden style units, row-style townhome units and traditional multi-story apartment buildings. The housing will be high quality, market rate units of varying sizes, styles and price points in order to attract and satisfy a range of housing demand that continues to exist within the Village. The newly planned community will offer residents onsite amenities but will also leverage the proximity of the intended public park and Village Center amenities. Site design will incorporate connectivity with planned Village bike/walking paths in and about the expanded Haupt Strasse Park and proximal infrastructure.

It is still very early in our planning efforts but in order to advance those efforts, it is important that we explore and determine the Village's interest in pursuing this Exchange Agreement to assemble the development parcels. This is the first step in a long planning and review process and we look forward to your thoughts on moving this forward. Please review the attached and let us know if you have further questions. Thank you in advance for your consideration of this request.

Sincerely,

BLACKSTONE CREEK LLC.
By THE HEIMAT GROUP INC.

Jim Sedgwick
Principal

Joseph F. Lak II
Principal

EXCHANGE AGREEMENT

This Exchange Agreement (the ***"Agreement"***) is entered into by and between Blackstone Creek, LLC, a Wisconsin limited liability company (***"Blackstone"***) and the Village of Germantown, Wisconsin (the ***"Village"***) as of the Effective Date.

RECITALS:

A. Blackstone is the fee simple owner of that certain real property, and any and all rights and interests appurtenant thereto, identified as parcel number 211979 situated in the Village of Germantown, Washington County, Wisconsin, and consisting of approximately 153.94 acres, more or less, of land (the ***"Existing Blackstone Property"***), as the same is generally depicted on the attached and incorporated Exhibit A.

B. An up to 20 acre portion of the Existing Blackstone Property, as generally depicted on the attached and incorporated Exhibit A and as further described in the ROFO Agreement (the "***PHW ROFO Property***"), is subject to that ROFO Waiver Agreement dated August 8, 2022, as subsequently amended (the "***PHW ROFO Agreement***"), by and between Blackstone (as successor in interest to The Heimat Group, a Wisconsin limited liability company) and PHW Germantown, Inc., a Wisconsin nonstock corporation ("***PHW***"), which grants certain rights to PHW to purchase the PHW ROFO Property for purposes of facilitating PHW seeking approval for an increased number of age restricted housing units on its property in compliance with density requirements under applicable zoning ordinances.

C. The Village is the fee simple owner of that certain real property, and any and all rights and interests appurtenant thereto, identified as parcel number 211999 (consisting of approximately 10.5 acres, more or less, of land) and parcel number 222983 (consisting of a total of approximately 12.7 acres, more or less, of land) situated in the Village of Germantown, Washington County, Wisconsin (the ***"Existing Village Property"***), as the same is generally depicted on the attached and incorporated Exhibit A. Together, the Existing Blackstone Property and the Existing Village Property may be referred to herein as the ***"Existing Properties"***.

D. Blackstone and the Village have agreed to exchange portions of the Existing Properties, and the Village has agreed to pay the difference in value between the portions of the Existing Properties being exchanged, all upon the terms and conditions set forth herein.

E. Blackstone intends to develop the Blackstone Property (defined below) after completion of the Exchange (as defined below) into a mixed use, mixed housing commercial/residential community generally consistent with the Village Center District guidelines as adopted in the Village of Germantown 2050 Comprehensive Plan as further described herein.

NOW THEREFORE, in consideration of the promises and the mutual benefits derived under this Agreement, the parties hereby agree as set forth below.

1. Recitals. The recitals set forth above are true and correct and incorporated herein.

2. Exchange. At Closing (defined below), Blackstone shall convey fee simple title to

the Village of that certain portion of the Existing Blackstone Property that is generally depicted as the "Blackstone Exchange Parcel" on the attached and incorporated Exhibit B, including, only to the extent applicable as provided herein, the PHW ROFO Property subject to the PHW ROFO Agreement (the ***"Blackstone Exchange Parcel"***), pursuant to the terms and conditions set forth herein. In direct exchange for its receipt of the Blackstone Exchange Parcel, the Village shall convey fee simple title to Blackstone at Closing of that certain portion of the Existing Village Property that is generally depicted as the "Village Exchange Parcel" on the attached and incorporated Exhibit B (the ***"Village Exchange Parcel"***) (together, the Blackstone Exchange Parcel and the Village Exchange Parcel may be referred to herein as the ***"Exchange Parcels"***), pursuant to the terms and conditions set forth herein (the exchange of the Blackstone Exchange Parcel for the Village Exchange Parcel may be referred to herein as the ***"Exchange"***). The final acreage, configuration and boundaries of the Village Exchange Parcel and Blackstone Exchange Parcel shall be determined as described in Section 5 below. The parties acknowledge and agree that the Exchange Parcels will not be equal in size or similar in general configuration and are not equal in value. The value of the Exchange Parcels shall be determined as outlined in Section 3 below. At Closing, the Village shall pay Blackstone the difference between the appraised value of the Village Exchange Parcel and the Blackstone Exchange Parcel in immediately available funds (the ***"Purchase Price"***). The parties acknowledge and agree that as a result of the consummation of the transactions described in this Agreement: (i) Blackstone will be the fee simple owner of the property generally depicted as the "Blackstone Property" on the attached and incorporated Exhibit C (the "***Blackstone Property***); and (ii) the Village will be the fee simple owner of the property generally depicted as the "Village Property" on the attached and incorporated Exhibit C (the "***Village Property***"). The Village acknowledges and agrees that to the extent PHW has not purchased the PHW ROFO Property at or prior to the Closing Date, the Blackstone Exchange Parcel shall include the PHW ROFO Property, and the Village shall take title to that portion of the Blackstone Exchange Parcel subject to the PHW ROFO Agreement and PHW's rights thereunder. To the extent that PHW purchases less than all of the PHW ROFO Property prior to the Closing Date, the Blackstone Exchange Parcel shall include the remainder of the PHW ROFO Property not purchased by PHW.

3. Appraisal. The fair market value of the Exchange Parcels in their current "as-is" condition shall be determined by an MAI appraisal performed by an appraiser mutually agreed upon in writing by Blackstone and the Village within [30] days after the Effective Date, which appraisal shall be prepared and delivered to the parties within [90] days after the Effective Date ("***First Appraisal***"). If either party reasonably objects to the value of the Exchange Parcels as determined by the First Appraisal, the objecting party shall have the right to select a second appraiser to prepare and deliver a second appraisal ("***Second Appraisal***") at the objecting party's cost, by giving written notice to the non-objecting party within ten (10) days of the party's receipt of the First Appraisal. If the value of the Exchange Parcels as determined by the Second Appraisal is within ten percent (10%) of the value of the First Appraisal, then fair market value of the Exchange Parcels shall be the average of the First Appraisal and Second Appraisal. If the Second Appraisal is not within ten percent (10%) of the value of the First Appraisal, the first appraiser and second appraiser shall select a third appraiser to prepare and deliver a third appraisal ("***Third Appraisal***") and the fair market value of the Exchange Parcels shall be the average of the two closest Appraisals. The cost of the First Appraisal and Third Appraisal shall be shared equally by the parties.

4. Contingencies.

A. Blackstone's Contingencies. Blackstone's obligation to proceed with the Exchange is conditioned upon satisfaction or waiver of each of "***Blackstone's Contingencies***" set forth below in this Section 4.A. Blackstone shall have the right to terminate this Agreement for any reason, or for no reason at all, as determined in Blackstone's sole and absolute discretion, exercised by written notice given to the Village on, or prior to, one hundred eighty (180) days after the Effective Date ("***Blackstone's Due Diligence Period***"). Blackstone shall have two (2) options, in Blackstone's sole and absolute discretion, to extend the Blackstone's Due Diligence Period for an additional sixty (60) days each (each an "***Extension Period***") by providing written notice to the Village on or prior to the expiration of the Blackstone's Due Diligence Period or the first Extension Period, as applicable. If Blackstone fails to give the Village notice terminating this Agreement prior to the expiration of Blackstone's Due Diligence Period, as may be extended, Blackstone shall be deemed to have satisfied Blackstone's Contingencies.

i. Document Inspection. Blackstone may review all documents and items related to the Village Exchange Parcel and confirm they are acceptable to Blackstone in all respects and that it is feasible and financially viable to develop and operate the Village Exchange Parcel for Blackstone's intended use. Within ten (10) business days after the Effective Date, Village shall deliver to Blackstone all documents, reports, and materials related to the Village Exchange Parcel in Village's possession or reasonably obtainable by Village.

ii. Environmental Review. Blackstone shall have the right, at its sole cost and expense, to review the environmental condition of the Village Exchange Parcel and to engage consultants of Blackstone's choice to prepare a Phase I Environmental Site Assessment, and any other environmental review, inspection, or testing of the Village Exchange Parcel which Blackstone may deem necessary or appropriate, confirming all improvements on the Village Exchange Parcel and the soils, groundwater and surface waters on, in or under the Village Exchange Parcel do not contain hazardous substances. Village shall provide to Blackstone commercially reasonably access to the Existing Village Property for the purposes of this Environmental Review contingency.

iii. Physical Inspection. Blackstone may obtain, at its sole cost and expense, one or more physical inspections or tests of the Village Exchange Parcel by a qualified consultant of Blackstone's choice which concludes the Village Exchange Parcel is suitable in all respects for Blackstone's intended use of the Village Exchange Parcel. Village shall provide to Blackstone commercially reasonably access to the Existing Village Property for the purposes of this Physical Inspection contingency.

iv. Condition of Title.

1. Within fifteen (15) days after the Effective Date, Blackstone shall

obtain, at Village's expense, a title commitment issued by the offices of First American Title Insurance Company NCS downtown Milwaukee, WI (the "***Title Company***") committing to provide an ALTA owner's policy of title insurance, together with copies of all documents listed as exceptions to title (collectively, "***Title Commitment***"), showing good and marketable fee simple title vested in the Village, free and clear of all easements, security interests, title defects, mortgages, pledges, leases, rights of way, liens or other encumbrances of any nature (collectively, "***Encumbrances***") except mortgages and related Encumbrances which the Village shall satisfy and cause to be released at or before Closing, and real property taxes and special assessments being prorated or paid at Closing under this Agreement.

2. Prior to the expiration of the Blackstone's Due Diligence Period, as may be extended, Blackstone shall give Village written notice objecting to any condition shown on the Title Commitment ("***Blackstone's Title Notice***"). In the event Village is unable or unwilling to cure any or all of the objections contained within Blackstone's Title Notice, or cause Title Company to insure over at Closing, Village shall so notify Blackstone in writing within five (5) days of receipt of Blackstone's Title Notice ("***Village's Title Response***"). Blackstone may terminate this Agreement by delivering written notice thereof to Village not later than five (5) days after receipt of Village's Title Response ("***Blackstone's Title Approval Date***"). If Blackstone does not terminate this Agreement, due to a title issue, then this contingency shall be satisfied, but if Village does not cause any of Blackstone's title objections to be removed or otherwise cured to Blackstone's satisfaction by the Closing Date in accordance with Village's Title Response, Blackstone may either (A) terminate this Agreement, or (B) waive the objection and close on the Exchange.

3. Any exceptions to the Title Commitment not objected to, approved, or waived by Blackstone pursuant to this Section shall be deemed "Permitted Exceptions" provided, however, the following shall not be included in Permitted Exceptions (and Blackstone shall not be required to object to any of the following): (A) mortgages and related Encumbrances, which Village shall satisfy and cause to be released at or before Closing, (B) real property taxes and special assessments which are required to be prorated or paid at Closing under this Agreement, (C) standard exceptions which can be removed by one or more affidavits of Village to the Title Company, which Village shall be required to provide at Closing, and (D) standard exceptions that are not matters of record title.

v. Zoning, Governmental Approvals, Permits and Licensing. Blackstone's ability to confirm that Blackstone's intended use of the Blackstone Property does not conflict with or violate any applicable zoning ordinances, laws, regulations, or private restrictions which the Blackstone Property is, or may become, subject to, and Blackstone's ability to obtain all governmental reviews, permits and approvals (collectively, the "***Governmental Approvals***") necessary for Blackstone's development and intended use of the Blackstone Property, including, but not limited to, general development plan approval, development agreement (including tax incremental financing) approval, and land division/reconfiguration approval. Village agrees to cooperate with Blackstone in obtaining Government Approvals including, without limitation: (i) joining in and/or signing any documents, instruments, applications or petitions required of the owner of the Village Exchange Property related to the Governmental Approvals sought by Blackstone, and (ii) upon the request of the Blackstone, appearing at any hearing in person or by agent to support Blackstone's efforts to obtain Governmental Approvals.

vi. Financing. Blackstone's ability to obtain debt and equity financing in any form or multiple forms, and in an amount(s) and on terms and conditions acceptable to Blackstone, for the redevelopment/conversion, and operation of the Blackstone Property for Blackstone's intended use.

vii. Blackstone's Intended Use. Blackstone's determination that Blackstone's plan to develop the Blackstone Property for Blackstone's intended use is financially feasible, and that such development will comply with all applicable codes, laws, rules and regulations, in a manner that is financially feasible.

B. Village Contingencies. The Village's obligation to proceed with the Exchange is conditioned upon satisfaction or waiver of each of "***Village's Contingencies***" set forth below in this Section 4.B. The Village shall have the right to terminate this Agreement for any reason, or for no reason at all, or if any of Village's Contingencies are unsatisfactory, determined in Village's sole and absolute discretion, exercised by written notice given to Blackstone on, or prior to, ninety (90) days after the Effective Date ("***Village's Due Diligence Period***"). If the Village fails to give Blackstone notice terminating this Agreement pursuant to any of Village's Contingencies prior to expiration of Village's Due Diligence Period, the Village shall be deemed to have satisfied Village's Contingencies.

i. Document Inspection. The Village may review all documents and items related to the Blackstone Exchange Parcel and confirm they are acceptable to the Village in all respects, and that it is feasible and financially viable to operate the Blackstone Exchange Parcel for the Village's intended use. Within ten (10) business days after the Effective Date, Blackstone shall deliver to the Village all documents, reports, and materials related to the Blackstone Exchange Parcel in Blackstone's possession or reasonably obtainable by Blackstone.

ii. Environmental Review. The Village shall have the right, at its sole cost and

expense, to review the environmental condition of the Blackstone Exchange Parcel and to engage consultants of the Village's choice to prepare a Phase I Environmental Site Assessment, and any other environmental review, inspection, or testing of the Blackstone Exchange Parcel which the Village may deem necessary or appropriate, confirming all improvements on the Blackstone Exchange Parcel and the soils, groundwater and surface waters on, in or under the Blackstone Exchange Parcel do not contain hazardous substances.

iii. Physical Inspection. The Village may obtain, at its sole cost and expense, one or more physical inspections of the Blackstone Exchange Parcel by a qualified consultant of the Village's choice which concludes the Blackstone Exchange Parcel is suitable in all respects for the Village's intended use of the Blackstone Exchange Parcel. Access to the Blackstone Exchange Parcel by the Village or any Village agent for purposes of the Village's Contingencies under this Section 4.B. shall require and be subject to commercially reasonable advance notice to, and reasonable coordination with, Blackstone and the current golf course tenant occupying the Blackstone Exchange Parcel.

iv. Condition of Title.

1. Within fifteen (15) days after the Effective Date, the Village shall obtain, at Blackstone's expense, a title commitment issued by the Title Company committing to provide an ALTA owner's policy of title insurance, together with copies of all documents listed as exceptions to title (collectively, "***Title Commitment***"), showing good and marketable fee simple title vested in Blackstone, free and clear of all easements, security interests, title defects, mortgages, pledges, leases, rights of way, liens or other encumbrances of any nature (collectively, "***Encumbrances***") except mortgages and related Encumbrances which Blackstone shall satisfy and cause to be released at or before Closing, the PHW ROFO Agreement, and real property taxes and special assessments being prorated or paid at Closing under this Agreement.

2. Prior to the expiration of the Village's Due Diligence Period, the Village shall give Blackstone written notice objecting to any condition shown on the Title Commitment ("***Village's Title Notice***"). In the event Blackstone is unable or unwilling to cure any or all of the objections contained within Village's Title Notice, or cause Title Company to insure over at Closing, Blackstone shall so notify the Village in writing within five (5) days of receipt of Village's Title Notice ("***Blackstone's Title Response***"). The Village may terminate this Agreement by delivering written notice thereof to Blackstone not later than five (5) days after receipt of Blackstone's Title Response ("***Village's Title Approval Date***"). If the Village does not terminate this Agreement, then this contingency

shall be satisfied, but if Blackstone does not cause any of the Village's title objections to be removed or otherwise cured to the Village's satisfaction by the Closing Date in accordance with Blackstone's Title Response, the Village may either (A) terminate this Agreement, or (B) waive the objection and close on the Exchange.

3. Any exceptions to the Title Commitment not objected to, approved, or waived by the Village pursuant to this Section shall be deemed "Permitted Exceptions" provided, however, the following shall not be included in Permitted Exceptions (and the Village shall not be required to object to any of the following): (A) mortgages and related Encumbrances, which Blackstone shall satisfy and cause to be released at or before Closing, (B) real property taxes and special assessments which are required to be prorated or paid at Closing under this Agreement, (C) standard exceptions which can be removed by one or more affidavits of Blackstone to the Title Company, which Blackstone shall be required to provide at Closing, and (D) standard exceptions that are not matters of record title.

5. Land Division/Reconfiguration. The parties acknowledge and agree that to complete the Exchange, the parties must complete one or more land divisions/reconfigurations of the Existing Properties in accordance with all applicable laws, rules, and regulations (the "***Land Division***"). Within [30] days after the Effective Date, Blackstone shall engage a Wisconsin licensed land surveyor/engineer to prepare a certified survey map, subdivision plat, lot line adjustment or other legally acceptable land division/reconfiguration instrument (the "***Land Division Instrument***") which divides/reconfigures the Existing Property in substantially the same configuration as depicted in the attached and incorporated Exhibit C, subject to reasonable modifications consistent with Blackstone's plans to develop the Blackstone Property, in a manner reasonably acceptable to both parties in order to facilitate the Exchange. The Land Division Instrument shall be prepared, agreed upon, and approved by the Village on or before the expiration of Blackstone's Due Diligence Period, as may be extended. The parties shall reasonably cooperate to obtain all necessary approvals required to complete the Land Division, which approval shall be a condition precedent to each party's obligation to proceed to Closing. The parties shall equally share all costs associated with the preparation and approval of the Land Division Instrument.

6. Conditions Precedent. Each party's obligation to proceed to Closing is conditioned upon its respective conditions precedent below being met or satisfied on or before the Closing Date, as determined in such party's reasonable discretion. If any of the following conditions are not met as of the Closing Date, the party which such unmet condition benefits may (i) terminate this Agreement by written notice to the other party and upon such termination neither party shall have any further rights, obligations, or liabilities under this Agreement except for those that expressly survive the termination of this Agreement; or (ii) waive such unmet condition and proceed to Closing.

A. Blackstone Conditions Precedent:

i. The Land Division being completed and recorded pursuant to the Land Division Instrument at or prior to Closing, as further provided in Section 5 above.

ii. The parties evaluating and entering into a mutually acceptable public/private partnership agreement for the funding of public infrastructure and other eligible costs utilizing Tax Incremental Financing ("***TIF***") or other funding sources for the development of the Blackstone Property.

iii. The parties entering into a mutually acceptable Development Agreement for the development of the Blackstone Property.

iv. The Village shall not be in breach or default under this Agreement as of the Closing Date.

v.The Village shall have cured Blackstone's Title Commitment objections which the Village agreed to cure as provided in Section 4.A.iv.2 above.

vi. The Village's representations and warranties in this Agreement shall be true and correct as of the Closing Date.

B. Village Conditions Precedent.

i. The Land Division being completed and recorded pursuant to the Land Division Instrument at or prior to Closing, as further provided in Section 5 above.

ii. Blackstone shall not be in breach or default under this Agreement as of the Closing Date.

iii. Blackstone shall have cured the Village's Title Commitment objections which Blackstone agreed to cure as provided in Section 4.B.iv.2 above.

iv. Blackstone's representations and warranties in this Agreement shall be true and correct as of the Closing Date.

7. Closing.

A. Closing. The closing of the Exchange (the ***"Closing"***) shall occur within thirty (30) days following the satisfaction or earlier waiver of the last of (i) the Village's Contingencies and (ii) Blackstone's Contingencies (the ***"Closing Date"***) at the offices of the Title Company through a standard escrow closing process (whether in person or by mail/fax/email/overnight delivery), unless another date or place is mutually agreed to in writing.

B. Closing Prorations. The parties acknowledge and agree that other than real estate taxes, there are no rents, private or municipal charges, assessments or other outstanding costs or expenses that affect the Existing Properties. Blackstone shall pay any outstanding real estate taxes assessed for the Existing Blackstone Property for the years prior to the year of Closing

and the Village shall pay any outstanding real estate taxes assessed for the Existing Village Property for the years prior to the year of Closing. With regard to the year of Closing real estate taxes, the parties shall prorate the real estate taxes based upon the most recent year's real estate tax bill as of the Closing Date.

C. Blackstone Closing Deliveries. At Closing, Blackstone shall deliver the following to the Title Company:

1. Special Warranty Deed transferring the Blackstone Exchange Parcel to the Village, subject only to the Permitted Exceptions described in Section 4.B.iv.3, as well as completing the Wisconsin Real Estate Transfer Return information with regard thereto (and cooperate with completing the Wisconsin Real Estate Transfer Return information with regard to the Special Warranty Deed to be provided by the Village pursuant to Section 7.D.2 below);

2. Blackstone's counterpart signature to the Land Division Instrument pursuant to Section 5;

3. Blackstone's counterpart signature to the TIF Agreement pursuant to Section 6.A.ii.;

4. Blackstone's counterpart signature to the Development Agreement pursuant to Section 6.A.iii.

5. A non-foreign certificate in accordance with the provisions of Section 1445 of the Internal Revenue Code;

6. An owner's affidavit as to possession and liens, and a GAP indemnity, in the form(s) required by the Title Company;

7. A signed counterpart of the Closing Statement setting forth the Purchase Price as well as any adjustments, prorations and expenses related to the Exchange as described in this Agreement, and as otherwise required to consummate the transactions contemplated herein; and

8. Such other documents as may be reasonably necessary to consummate the transactions contemplated by this Agreement; provided none of said additional documents imposes any cost or obligation upon Blackstone not otherwise specifically imposed upon Blackstone pursuant to the terms of this Agreement.

D. Village Closing Deliveries. At Closing, the Village shall deliver the following to the Title Company:

1. Payment of the Purchase Price (subject to any prorations or adjustments set forth herein) in the form of cash, by certified or cashier's check or by a wire transfer;

2. Special Warranty Deed transferring the Village Exchange Parcel to Blackstone, subject only to the permitted exceptions described in Section 4.A.iv.3, as well as completing the Wisconsin Real Estate Transfer Return information with regard thereto (and cooperate with completing the Wisconsin Real Estate Transfer Return information with regard to the Special Warranty Deed to be provided by Blackstone pursuant to Section 7.C.2 above);

3. The Village's counterpart signature to the TIF Agreement pursuant to Section 6.A.ii.;

4. The Village's counterpart signature to the Development Agreement pursuant to Section 6.A.iii.

5. The Village's counterpart signature to the Land Division Instrument pursuant to Section 5;

6. A non-foreign certificate in accordance with the provisions of Section 1445 of the Internal Revenue Code;

7. An owner's affidavit as to possession and liens, and a GAP indemnity, in the form(s) required by the Title Company;

8. A signed counterpart of the Closing Statement setting forth the Purchase Price as well as any adjustments, prorations and expenses related to the Exchange as described in this Agreement, and as otherwise required to consummate the transactions contemplated herein; and

9. Such other documents as may be reasonably necessary to consummate the transactions contemplated by this Agreement; provided none of said additional documents imposes any cost or obligation upon the Village not otherwise specifically imposed upon the Village pursuant to the terms of this Agreement.

E. Closing Costs and Expenses. In addition to any other costs and expenses described elsewhere in this Agreement, each party shall bear its own legal expenses related to this transaction; each party shall pay conveyance and transfer taxes, recording fees, and the premium for an owner's policy of title insurance for the property it is conveying to the other party; and each party shall pay one-half of any escrow fee charged by the Title Company.

8. Leases; Possession; Additional Covenants.

A. Leases. Each party represents and warrants to the other that there are no leasehold interests that affect its respective property, except for the Lease between Blackstone and Blackstone Creek Golf Club, Ltd. ("***Current Blackstone Tenant***") dated September 26, 2022, on the Existing Blackstone Parcel. Notwithstanding the current lease between Blackstone and Current Blackstone Tenant, or any extensions thereof, neither party shall enter into any new leases affecting its respective property prior to the Closing Date unless the other party first consents to same in writing.

B. Possession. Blackstone shall deliver possession of Blackstone Exchange Parcel to the Village at Closing free of all debris, refuse, and personal property except for personal property belonging to current tenants, or sold to the Village or left with the Village's consent, and subject to tenant's rights, if any, and the PHW ROFO Agreement, if applicable. Village shall deliver possession of the Village Exchange Parcel to Blackstone at Closing free of all debris, refuse, and personal property except for personal property sold to Blackstone or left with Blackstone's consent, if any. The Village shall also remove all existing structures and improvements on the Village Exchange Parcel prior to or no later than Closing in a manner reasonably acceptable to Blackstone. Each party shall have the right to perform a walkthrough of the Exchange Parcels within three (3) days of Closing to confirm the condition of the Exchange Parcels is reasonable acceptable to each party.

C. Additional Covenants Prior to Closing. Following the Effective Date and up to and including the date of Closing, neither party shall, without first obtaining the other parties written consent: (i) permit any additional liens or encumbrances to be recorded against its respective property that is subject to this transaction, or (ii) initiate or consent to the change in any zoning and/or any other governmental law, permit, license, ordinance or regulation applicable to the use, occupation or operation of its respective property that is subject to this transaction, unless otherwise expressly provided herein.

9. Representations and Warranties. In order to induce the parties to submit to this Agreement, each party hereby makes the following representations and warranties to the other party, each of which shall be deemed to be independently material and relied upon by the party to which the same is made, regardless of any investigation made by, or information known to, such party, and upon which such party has relied and without which such party would not have submitted to this Agreement. Each party covenants and agrees that each of the representations are true and correct on the Effective Date and, as a condition precedent to each party's obligation to close, each party shall affirm that each of these representations continue to be true and correct on the Closing Date, and that such representations and warranties shall survive Closing.

A. The Exchange to be consummated pursuant to this Agreement is not in violation of any provision of any agreement to which either party is bound. Each party has complete power and authority to enter into and perform the transactions contemplated by this Agreement according to its terms, and the execution and delivery of this Agreement and the consummation thereof have been duly authorized by all required action. The person or those persons signing below on behalf of each party warrant that they have the authority to act as the agent or agents of the respective party in the Exchange transaction to be consummated pursuant to this Agreement.

B. There are no legal actions, condemnation proceedings, suits or other legal or administrative proceedings pending, or to the respective knowledge of each party, threatened, against each party's respective property that is subject to this Agreement, and there are no governmental agency or court orders requiring repairs, alterations or corrections of any existing conditions on each party's respective property.

C. Except for the PHW ROFO Agreement, neither party has entered into any other contracts for the sale of its portion of the Exchange Parcels, nor are there any rights of first

refusal or options to purchase either party's portion of the Exchange Parcel or any other rights of others that might prevent the consummation of this Agreement.

D. Except for the PHW ROFO Agreement, neither party is a party to, and such party's portion of the Exchange Parcels is not subject to, any contracts or agreements of any kind whatsoever that would be binding upon such portion of the Exchange Parcels or the other party after Closing.

E. Neither party has made a commitment to any governmental authority, utility body, property association or other organization, group, entity or individual relating to its portion of the Exchange Parcels that would impose an obligation upon the other party to install or maintain any improvements of a public or private nature on or off such portion of the Exchange Parcels, or that would limit or adversely affect the permitted uses of such portion of the Exchange Parcels.

F. Other than those warranties and representations specifically set forth in this Agreement, and in the special warranty deeds conveying title to the respective properties, the parties make no other representations or warranties as to the respective properties. Notwithstanding anything contained in this Agreement to the contrary, the consummation of the Exchange at the Closing shall constitute conclusive evidence that the parties are satisfied with the condition of the properties subject thereto. In closing and completing this transaction, the parties have relied exclusively upon their own inspection and reviews, not upon any representation or warranty of the other party or their agents or employees (except as otherwise set forth herein), and shall accept the respective properties in **"AS-IS/WHERE-IS"** condition with all present and future faults or defects and without representation or warranty by either party. The terms and conditions of this Section shall survive the Closing of the transactions contemplated in this Agreement.

10. Default and Remedies. If either party fails to perform its obligations in accordance with the terms of this Agreement, and such failure continues for thirty (30) days following written notice, or such reasonable period thereafter provided the defaulting party is diligently pursuing remedy, the non-defaulting party may (i) terminate this Agreement, without further liability; (ii) enforce specific performance of this Agreement to cause the defaulting party to perform its obligations under this Agreement; and/or (iii) sue for damages incurred due to the other party's default.

11. Notices. All notices or directions desired or required to be given under this Agreement shall be in writing and personally delivered, sent by commercial overnight courier, or email and directed as follows:

If to Blackstone: Blackstone Creek, LLC
12075 Corporate Pkwy, Ste 250
Mequon, WI 53092
c/o: The Heimat Group, Inc.
Email: joe.lak@theheimatgroup.com
jim.sedgwick@theheimatgroup.com

with a copy to: Carlson Black O'Callaghan & Battenberg LLP
222 W. Washington Ave., Ste. 705

Madison, WI 53703
Attn: Steve Battenberg
Email: steve.battenberg@carlsonblack.com

If to the Village: Village of Germantown
N112 W17001 Mequon Road
Germantown, WI 53022
Attn: _____
Email: _____

with a copy to: _____
_____
_____
Attn: _____
Email:

Notices personally delivered shall be deemed received when given. Notices sent by email shall be deemed received when given, provided confirmation of receipt of any sent email is received from the recipient himself or herself. Notices or demands sent by commercial overnight courier shall be deemed received on the next business day following deposit.

12. Dates and Deadlines. Unless otherwise specifically provided herein, in the computation of any period of time which shall be required or permitted hereunder or under any law for any notice or other communication or for the performance of any term, condition, covenant or obligation, the day from which such period runs shall be excluded and the last day of such period shall be included unless it is a Saturday, Sunday or legal holiday, in which case the period shall be deemed to run until the end of the next day which is not a Saturday, Sunday or legal holiday.

13. Governing Law. This Agreement will be governed by and construed in accordance with the laws of the State of Wisconsin without regard to conflicts of laws principles.

14. Further Assurances. The parties each agree to do, execute, acknowledge and deliver all such further acts, instruments and assurances and to take all such further action before or after the Closing as shall be necessary or desirable to fully carry out the terms of this Agreement and to fully consummate the transaction contemplated hereby.

15. Severability. In the event any term or provision of this Agreement shall be held illegal, invalid or unenforceable, or inoperative as a matter of law, the remaining terms and provisions of this Agreement shall not be affected thereby but each such term and provision shall be valid and shall remain in full force and effect.

16. Attorney's Fees. If either party commences an action to enforce the terms of, or to resolve a dispute concerning, this Agreement, the substantially prevailing party in any such action shall be entitled to recover from the substantially non-prevailing party all costs and expenses incurred in connection with such action, including, but not limited to, reasonable attorney's fees and court costs.

17. Time of the Essence. Time is of the essence with respect to all dates and deadlines contemplated by this Agreement.

18. Legal Representation. Each party hereto has been represented by legal counsel in connection with the negotiation of the transactions herein contemplated and the drafting and negotiation of this Agreement. Each party hereto and its counsel has had an opportunity to review and suggest revisions to the language of this Agreement. Accordingly, no provision of this Agreement shall be construed for or against or interpreted to the benefit or disadvantage of any party by reason of any party having or being deemed to have structured or drafted such provision.

19. Entire Agreement; Modifications. This Agreement supersedes all prior agreements between the parties with respect to its subject matter and includes a complete and exclusive statement of the terms of the agreement among the parties with respect to is subject matter. This Agreement may not be amended except by a written agreement executed by the party to be charged with any such amendment.

20. Assignment. No party may assign this Agreement or any of their rights under this Agreement to any third party without the prior written consent of the other party; *provided, however,* that the parties may assign this Agreement or any of its rights hereunder to any entity (including a trust) controlled by or under common control with the party in question. Notwithstanding each party's assignment rights under this Section 20, the original parties hereto shall remain obligated to transfer each party's respective property as necessary to complete the Exchange. This Agreement shall inure to the benefit of and be binding upon the parties hereto and their permitted successors and assigns.

21. Waiver. Any waiver with respect to any provision of the Agreement shall not be effective unless in writing and signed by the party against whom it is asserted. The waiver of any provision of this Agreement by a party shall not be construed as a waiver of a subsequent breach or failure of the same term or condition or as a waiver of any other provision of this Agreement.

22. Counterparts; Electronic Delivery. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original and all such counterparts together shall constitute one original instrument. Signatures transmitted by facsimile or PDF by electronic mail (i.e., email) shall be deemed to be original signatures for all purposes.

23. Broker Commissions. Blackstone and the Village represent to one another that neither party has engaged any broker or real estate agent or salesperson in connection with this transaction. Blackstone and the Village shall indemnify and hold each other harmless from and against any and all liability and cost, which either party may suffer in connection with any real estate brokers claiming by, through or under the indemnifying party seeking any commission, fee or payment in connection with this transaction.

24. Force Majeure. Time is of the essence for this Agreement; provided, however, a party shall not be deemed in material breach of this Agreement with respect to any obligations of this Agreement on such party's part to be performed if such party fails to timely perform the same and such failure is due in whole or in part to any strike, lock-out, labor trouble (whether legal or illegal), civil disorder, inability to procure materials, wet soil conditions, failure or interruptions of

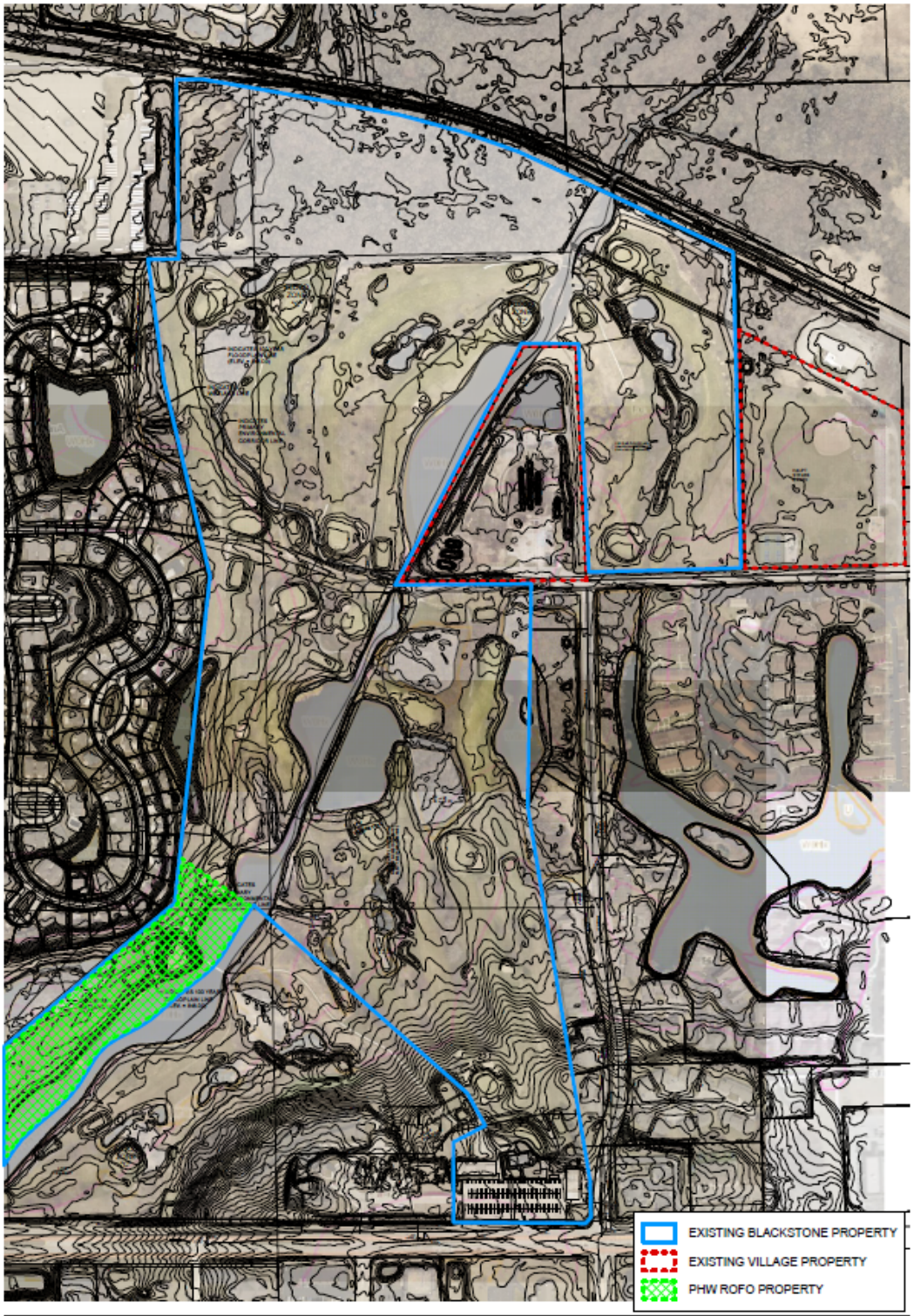
power, restrictive governmental laws and regulations, condemnations, riots, insurrections, war, fuel shortages, accidents, casualties, floods, earthquakes, fires, acts of God, epidemics, quarantine restrictions, freight embargos, acts caused directly or indirectly by the other party (or the party's agents, employees, or invitees), or similar causes beyond the reasonable control of such party ("***Force Majeure***"). If one of the foregoing events shall occur or any party shall claim that such an event shall have occurred, the other party shall investigate same and consult with the other and the party making such claim regarding the same and the party to whom such claim is made shall grant any extension for the performance of the unsatisfied obligation equal to the period of delay, which period shall commence to run from the time of the commencement of the Force Majeure; provided, however, that failure of performance was reasonably caused by such Force Majeure.

[signatures on following page]

IN WITNESS WHEREOF, the parties have caused this Agreement to be effective as of the date upon which this agreement is fully executed by the parties (the "***Effective Date***").

BLACKSTONE CREEK, LLC:	**VILLAGE OF GERMANTOWN:**
By:_____	By:_____
Name:_____	Name:_____
Title:_____	Title:_____
Date:_____	Date:_____

EXHIBIT A - Depiction of Existing Properties



TKWA

The Kubala Washatko Architects, Inc.
W61 N617 Mequon Avenue
Cedarburg, WI 53012
p: 262.377.6039 | f: 262.377.2954

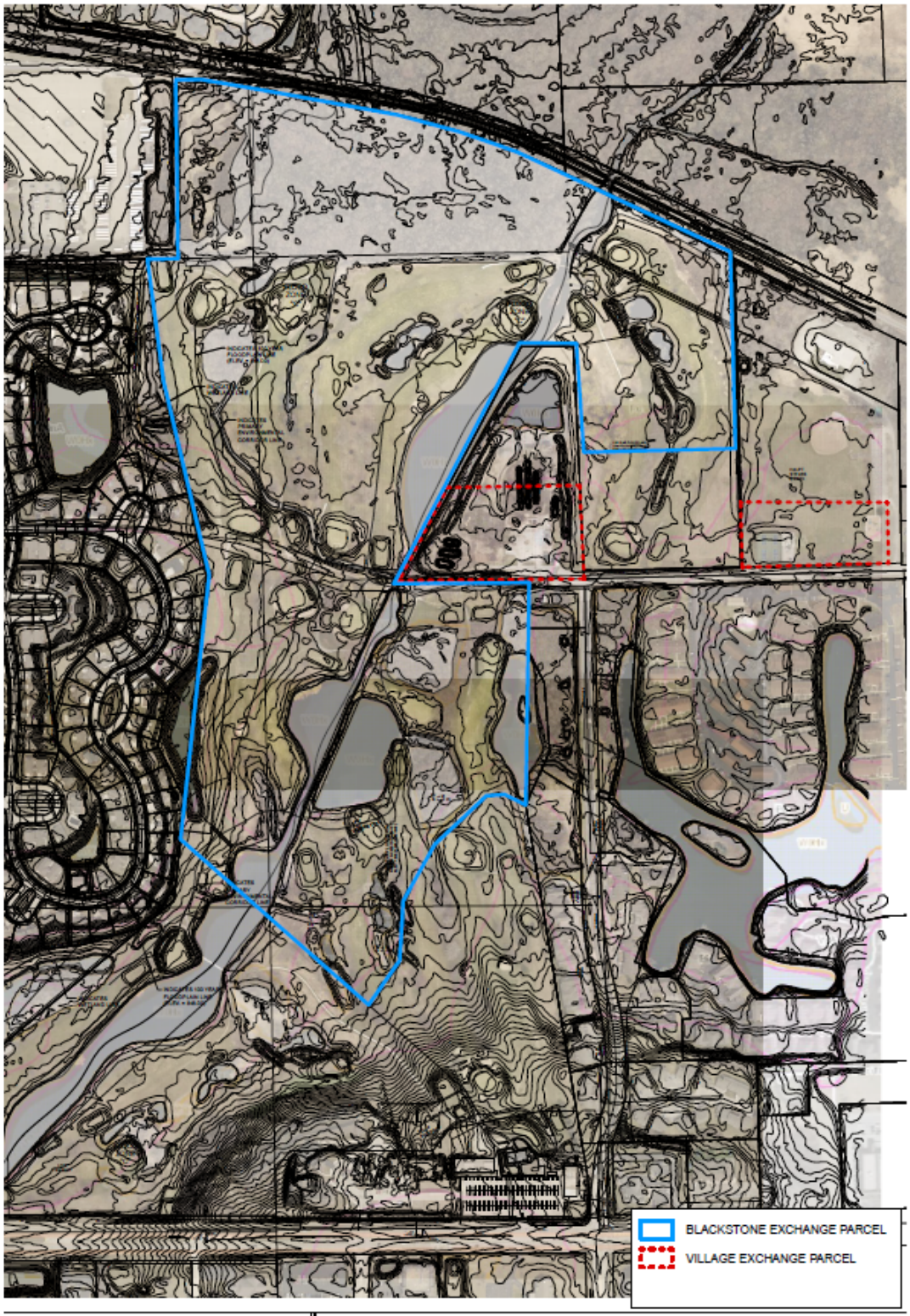
BLACKSTONE CREEK
SCALE: 1" = 350'-0"

237120
JANUARY 10, 2025

ALL INFORMATION SHOWN IS FOR ILLUSTRATIVE PURPOSES ONLY.
ACTUAL EXTENTS AND LIMITS TO BE VERIFIED PER CERTIFIED SURVEY MAPPING.

EX-A

EXHIBIT B - Depiction of Exchange Parcels



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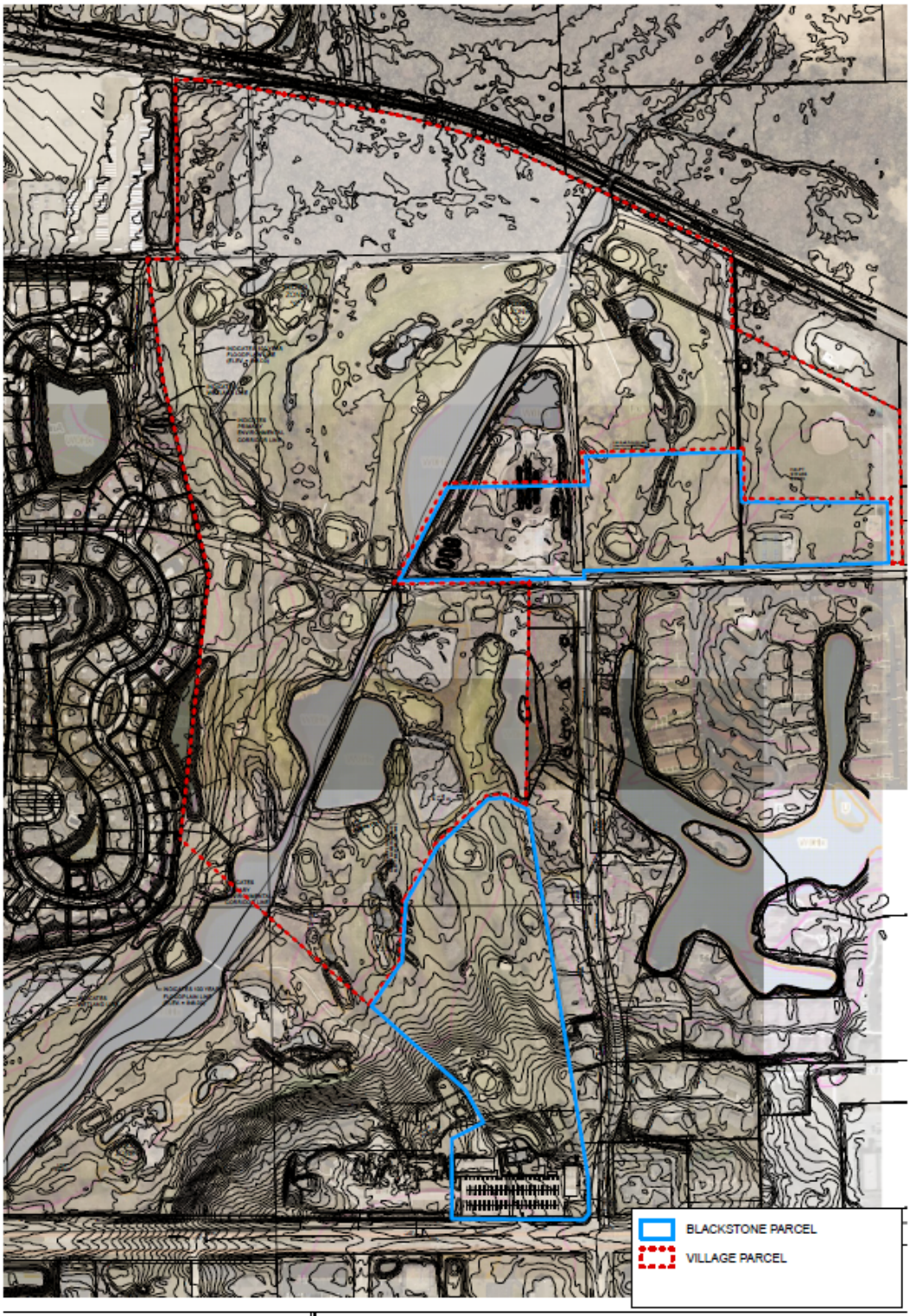
EX-B

EXHIBIT C - Depiction of Final Property Boundaries



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JANUARY 10, 2025

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EX-C