

AGENDA
PUBLIC WORK'S COMMITTEE MEETING
Thursday July 16, 2015
7:00 A.M., Allouez Village Hall

NOTICE IS HEREBY GIVEN THAT ACTION BY THE COMMITTEE MAY BE TAKEN ON ANY OF THE ITEMS WHICH ARE DESCRIBED IN THIS AGENDA. ACTION TAKEN WOULD BE TO MAKE RECOMMENDATIONS TO VILLAGE BOARD FOR THEIR APPROVAL

1. MODIFY/ADOPT AGENDA
2. APPROVE MINUTES from the June 11th Meeting.

OLD BUSINESS:

3. DISCUSSION/ACTION: FIRE PROTECTION CHARGE FOR WATER UTILITY RATE CASE (DPW Berndt).

NEW BUSINESS:

4. DISCUSSION/ACTION: 2014 COMPLIANCE MAINTENANCE ANNUAL REPORT FOR SANITARY UTILITY (DPW Berndt).

DISCUSSION:

5. DISCUSSION: BROWN COUNTY SOLID WASTE RECYCLING REVENUE FOR 2016
6. DISCUSSION: TRAFFIC TEAM REPORT FOR EAST RIVER DRIVE (DEO Loppnow).
7. ADJOURNMENT

NOTE: It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above noticed meeting to gather information; no action will be taken by any governmental body at the above noticed meeting other than the governmental body specifically referred to above in this notice.

**MINUTES
PUBLIC WORK'S COMMITTEE MEETING
Thursday June 11, 2015
7:00 A.M., Allouez Village Hall**

PRESENT: Jim Genrich, Randy Gast, Lynn Green, Jim Rafter and Rick King
ALSO PRESENT: Craig Berndt and Brad Lange

1. MODIFY/ADOPT AGENDA

Motion by Green/Genrich to adopt the agenda. Motion carried.

2. APPROVE MINUTES from the May 14th Meeting.

Motion by Green/King to approve the May 14th minutes as presented. Motion carried.

OLD BUSINESS:

NEW BUSINESS:

3. DISCUSSION/ACTION: WEBSTER SCHOOL SRYS PUBLIC MEETING RESULTS (DPW Berndt).

Berndt gave an update of the results of the survey received as well as written comments (summary attached). The department will be working on a more detailed design which will include moving the sidewalk closer to the curb in some areas.

Gast – try to accommodate the residents' concerns.

Green – do we have a tree replacement plan? Suggest working with Chris Clark

Berndt – will evaluate placing sidewalks on both sides of Woodrow Way and will check on the impact the Historic Study has on the placement of the sidewalk.

Rafter – heard from some Webster School parents' concerned we are trying to keep them out of the loop. Not the case, surveys were sent to all parents.

Genrich – got an email asking if we were changing things.

No action taken at this time.

4. DISCUSSION/ACTION: RIVERSIDE DRIVE PROJECT CSS COSTS AND OPTIONS (DPW Berndt).

Berndt shared with the committee the preliminary cost for the Community Sensitive Solutions and recommended that the entire Village Board would need to decide on what we want.

Gast – What would be the timeline on this decision?

Berndt – July/August

Berndt – discussed the pedestrian overpass with the DOT and it was determined to be very expensive. It was also discussed that moving one crosswalk to the North on Riverside Drive was an option.

Nyberg – concerns of not having a Taft Street crossing would be addressed with moving the one crosswalk outlined by Berndt.

Gast – suggested inviting the DOT to attend the July 7th Village Board meeting at 5:45pm for a workshop.

Berndt – what are the thoughts on bike lanes?

No action taken.

5. DISCUSSION/ACTION: PARCEL AL-3 AT MONROE STREET AND RIVERSIDE DRIVE (DPW Berndt).

Berndt – discussed the memo regarding the interest in purchasing parcel AL-3.

Gast – suggested doing a cost analyses and have as a discussion in closed session on July 7th after the regular meeting.

6. DISCUSSION/ACTION: FIRE PROTECTION CHARGE FOR WATER UTILITY RATE CASE (DPW Berndt).

Berndt – provided a brief memo regarding the current Water Utility Rate Case and if the board is interested in placing the remaining fire protection charge onto the water bill as a way to fund additional street maintenance and repairs. This was for information only at this time. Additional street funding will be needed in the future to maintain and continue to repair village streets.

Green – what will be the impact of each household? Berndt will look into this and bring back at the next Public Works Committee meeting.

7. DISCUSSION/ACTION: STORMWATER ENGINEERING FOR RIVERSIDE DRIVE PROJECT (DPW Berndt).

Berndt – explained that due to the complexity of the storm water collection and treatment as part of the Riverside Drive project, extra funding was placed into the 2015 budget for assistance from McMahan. It may be recommended that this project be performed by an engineering firm rather than in-house due to the project size and complexity.

DISCUSSION:

8. DISCUSSION: GBMSD CUSTOMER QUARTERLY UPDATE

Berndt gave an update from the Green Bay Metropolitan Sewage District (attached). No action taken.

9. ADJOURNMENT

Motion by Green/Rafter to adjourn at 7:55am. Motion carried.

Minutes by B. Lange and C. Berndt, June 30, 2015

FIRE PROTECTION CHARGE AND PSC RATE CASE

The Allouez Water Utility rate case application will be submitted in mid to late August for consideration of a rate increase for 2016. Part of the rate case is continuing or making any change to the current Fire Protection Charge. Currently this charge is billed ½ direct bill to customers (\$3.57 per month) and the other half is on the tax levy. If a change is to be made to the second half of the fire protection charge it must be as part of the rate case.

Long-term it will be necessary for the village to increase the funding level for street maintenance and repairs. As the village has reconstructed streets and utilities, and as the street maintenance program has resurfaced many streets, it will be necessary to increase funding for continuing the maintenance program. Part of the reason the village was so far behind on the street maintenance program is the lack of funding (and therefore resurfacing projects) in the past. To maintain the new streets in the future additional funding is needed.

This is being brought up at this time because of the PSC rate case. This is a funding change that can be considered at this time.

With regard to street maintenance the village has over 50 miles of streets. At least one mile of street maintenance and resurfacing will be needed per year to keep up with the 50 miles of streets. This assumes that the street and utility reconstruction program continues as planned thru 2024 and the projects in plan are all completed. Even after 2024 there will still be reconstruction needed but the number of streets will be much less.

If the balance of the fire protection charge is changed to a direct bill (adding \$3.57 to the utility bill) and the tax levy remains as present, there will be an additional approximate \$275,000 for street maintenance. This would be used for reconstruction in the immediate future (as bonding options might be somewhat limited) and would help with the catch-up of poor streets. After perhaps 5 years this money will be focused on milling/overlay and reclaiming only. This is the long-term maintenance program.

This is brought up for consideration. This presents an opportunity to provide the street funding that will be needed in the future.

C. Berndt
July 10, 2015

SUMMARY OF RESIDENTIAL CHARGES ON UTILITY BILLS											
Charges(1)	Ashwaubenon	Green Bay	Municipality Bellevue	Hobart	Lawrence	Lawrence	DePere	Allowez			
Water, \$/month	\$23.21	\$18.13	\$35.20	\$29.58	\$33.26	\$38.68	\$34.68	\$34.84			
Sewer, \$/month	\$26.82	\$17.37	\$29.20	\$33 (est)	\$40.69	\$30.07	\$30.08	\$34.58			
Storm ERU, \$/mo	\$4.17	\$5.87	\$4.00	\$4.05	\$5.00	\$2.85	\$5.58	\$7.50			
Fire Prot, \$/month	\$3.23	\$2.97	\$8.55	\$7.00	\$2.51	\$3.24	\$9.27	\$3.57			
Total	\$57.43	\$44.34	\$76.95	\$73.62	\$81.46	\$74.84	\$79.61	\$80.49			
Notes:	(1) All costs based on Allowez water use of 4,500 gals/month										

Compliance Maintenance Annual Report

Allouez Village

Last Updated: Reporting For:
7/9/2015 2014

Financial Management

<p>1. Provider of Financial Information</p> <p>Name: <input type="text" value="Craig Berndt"/></p> <p>Telephone: <input type="text" value="9204482800"/> (XXX) XXX-XXXX</p> <p>E-Mail Address (optional): <input type="text" value="craig@villageofallouez.com"/></p>																									
<p>2. Treatment Works Operating Revenues</p> <p>2.1 Are User Charges or other revenues sufficient to cover O&M expenses for your wastewater treatment plant AND/OR collection system ?</p> <p><input checked="" type="radio"/> Yes (0 points)</p> <p><input type="radio"/> No (40 points)</p> <p>If No, please explain:</p> <div style="border: 1px solid black; height: 20px; width: 100%;"></div> <p>2.2 When was the User Charge System or other revenue source(s) last reviewed and/or revised?</p> <p>Year: <input type="text" value="2014"/></p> <p><input checked="" type="radio"/> 0-2 years ago (0 points)</p> <p><input type="radio"/> 3 or more years ago (20 points)</p> <p><input type="radio"/> N/A (private facility)</p> <p>2.3 Did you have a special account (e.g., CWF required segregated Replacement Fund, etc.) or financial resources available for repairing or replacing equipment for your wastewater treatment plant and/or collection system?</p> <p><input checked="" type="radio"/> Yes (0 points)</p> <p><input type="radio"/> No (40 points)</p>	0																								
REPLACEMENT FUNDS [PUBLIC MUNICIPAL FACILITIES SHALL COMPLETE QUESTION 3]																									
<p>3. Equipment Replacement Funds</p> <p>3.1 When was the Equipment Replacement Fund last reviewed and/or revised?</p> <p>Year: <input type="text" value="2014"/></p> <p><input checked="" type="radio"/> 1-2 years ago (0 points)</p> <p><input type="radio"/> 3 or more years ago (20 points)</p> <p><input type="radio"/> N/A</p> <p>If N/A, please explain:</p> <div style="border: 1px solid black; height: 20px; width: 100%;"></div>																									
<p>3.2 Equipment Replacement Fund Activity</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">3.2.1 Ending Balance Reported on Last Year's CMAR</td> <td style="width: 5%;"></td> <td style="width: 5%; text-align: right;">\$</td> <td style="width: 30%; text-align: right;"><input type="text" value="262,381.00"/></td> </tr> <tr> <td>3.2.2 Adjustments - if necessary (e.g. earned interest, audit correction, withdrawal of excess funds, increase making up previous shortfall, etc.)</td> <td style="text-align: center;">+</td> <td style="text-align: right;">\$</td> <td style="text-align: right;"><input type="text" value="491.00"/></td> </tr> <tr> <td>3.2.3 Adjusted January 1st Beginning Balance</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: right;"><input type="text" value="262,872.00"/></td> </tr> <tr> <td>3.2.4 Additions to Fund (e.g. portion of User Fee, earned interest, etc.)</td> <td style="text-align: center;">+</td> <td style="text-align: right;">\$</td> <td style="text-align: right;"><input type="text" value="15,000.00"/></td> </tr> <tr> <td>3.2.5 Subtractions from Fund (e.g., equipment replacement, major repairs - use description box 3.2.6.1 below*)</td> <td style="text-align: center;">-</td> <td style="text-align: right;">\$</td> <td style="text-align: right;"><input type="text" value="0.00"/></td> </tr> <tr> <td>3.2.6 Ending Balance as of December 31st for CMAR Reporting Year</td> <td></td> <td style="text-align: right;">\$</td> <td style="text-align: right;"><input type="text" value="277,872.00"/></td> </tr> </table>	3.2.1 Ending Balance Reported on Last Year's CMAR		\$	<input type="text" value="262,381.00"/>	3.2.2 Adjustments - if necessary (e.g. earned interest, audit correction, withdrawal of excess funds, increase making up previous shortfall, etc.)	+	\$	<input type="text" value="491.00"/>	3.2.3 Adjusted January 1st Beginning Balance		\$	<input type="text" value="262,872.00"/>	3.2.4 Additions to Fund (e.g. portion of User Fee, earned interest, etc.)	+	\$	<input type="text" value="15,000.00"/>	3.2.5 Subtractions from Fund (e.g., equipment replacement, major repairs - use description box 3.2.6.1 below*)	-	\$	<input type="text" value="0.00"/>	3.2.6 Ending Balance as of December 31st for CMAR Reporting Year		\$	<input type="text" value="277,872.00"/>	
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Compliance Maintenance Annual Report

Allouez Village

Last Updated: Reporting For:
7/9/2015 2014

All Sources: This ending balance should include all Equipment Replacement Funds whether held in a bank account(s), certificate(s) of deposit, etc.

3.2.6.1 Indicate adjustments, equipment purchases, and/or major repairs from 3.2.5 above.

None in 2014. The replacement fund is intended to repair or replace the two wastewater pumping stations when that becomes necessary.

3.3 What amount should be in your Replacement Fund? \$

Please note: If you had a CFWP loan, this amount was originally based on the Financial Assistance Agreement (FAA) and should be regularly updated as needed. Further calculation instructions and an example can be found by clicking the HELP link under Info in the left-side menu.

0

3.3.1 Is the December 31 Ending Balance in your Replacement Fund above, (#3.2.6) equal to, or greater than the amount that should be in it (#3.3)?

- Yes
- No

If No, please explain.

4. Future Planning

4.1 During the next ten years, will you be involved in formal planning for upgrading, rehabilitating, or new construction of your treatment facility or collection system?

- Yes - If Yes, please provide major project information, if not already listed below.
- No

Project #	Project Description	Estimated Cost	Approximate Construction Year
1	Sanitary Relay-Reconstruction Miramar Drive-DuCharme to Webster Avenue	100000	2015
2	Sanitary Relay-Riverside Drive/Stambaugh/Brevort/Vista	750000	2017
3	Sanitary Relay-Taft/Bryan/Bordeaux Rue	500000	2020
4	Sanitary Relay-Oakwood/DuCharme/Longview/Briar Terrace	750000	2024

5. Financial Management General Comments

Allouez experiences a rate increase annually from the Green Bay Metro Sewerage District because of the solids handling project. This cost increase has been 10% per year. This requires the village to evaluate and adjust its sewer rate each year due to this cost increase. 2016 is expected to be the last GBMSD 10% rate increase for the solids handling project.

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	A

Compliance Maintenance Annual Report

Allouez Village

Last Updated: Reporting For:
7/9/2015 2014

Sanitary Sewer Collection Systems

1. CMOM Program

1.1 Do you have a Capacity, Management, Operation & Maintenance (CMOM) requirement in your WPDES permit?

- Yes
- No

1.2 Did you have a documented (written records/files, computer files, video tapes, etc.) sanitary sewer collection system operation & maintenance (O&M) or CMOM program last calendar year?

- Yes (Continue with question 1)
- No (30 points) (Go to question 2)

1.3 Check the elements listed below that are included in your O&M or CMOM program.

Goals

Describe the specific goals you have for your collection system:

Reduce Infiltration and Inflow to the collection system by replacing sanitary sewers and sanitary laterals in poor condition, and eliminating cross-connected building drain sump pumps. Initiate a program to reduce illegal connections to the sanitary system (clear water). Inspect a portion of the sanitary sewer system each year and complete maintenance repairs to reduce I/I in these sections.

Organization

Do you have the following written organizational elements (check only those that apply)?

- Ownership and governing body description
- Organizational chart
- Personnel and position descriptions
- Internal communication procedures
- Public information and education program

Legal Authority

Do you have the legal authority for the following (check only those that apply)?

- Sewer use ordinance Last Revised Date (MM/DD/YYYY)
- Pretreatment/industrial control Programs
- Fat, oil and grease control
- Illicit discharges (commercial, industrial)
- Private property clear water (sump pumps, roof or foundation drains, etc.)
- Private lateral inspections/repairs
- Service and management agreements

Maintenance Activities (provide details in question 2)

Design and Performance Provisions

How do you ensure that your sewer system is designed and constructed properly?

- State plumbing code
- DNR NR 110 standards
- Local municipal code requirements
- Construction, inspection, and testing
- Others:

Overflow Emergency Response Plan:

Does your emergency response capability include (check only those that apply)?

- Alarm system and routine testing
- Emergency equipment
- Emergency procedures
- Communications/notifications (DNR, internal, public, media, etc.)

Compliance Maintenance Annual Report

Allouez Village

Last Updated: Reporting For:
7/9/2015 2014

Capacity Assurance:

How well do you know your sewer system? Do you have the following?

- Current and up-to-date sewer map
- Sewer system plans and specifications
- Manhole location map
- Lift station pump and wet well capacity information
- Lift station O&M manuals

Within your sewer system have you identified the following?

- Areas with flat sewers
- Areas with surcharging
- Areas with bottlenecks or constrictions
- Areas with chronic basement backups or SSOs
- Areas with excess debris, solids, or grease accumulation
- Areas with heavy root growth
- Areas with excessive infiltration/inflow (I/I)
- Sewers with severe defects that affect flow capacity
- Adequacy of capacity for new connections
- Lift station capacity and/or pumping problems
- Annual Self-Auditing of your O&M/CMOM Program to ensure above components are being implemented, evaluated, and re-prioritized as needed
- Special Studies Last Year (check only those that apply):
 - Infiltration/Inflow (I/I) Analysis
 - Sewer System Evaluation Survey (SSES)
 - Sewer Evaluation and Capacity Management Plan (SECAP)
 - Lift Station Evaluation Report
 - Others:

2. Operation and Maintenance

2.1 Did your sanitary sewer collection system maintenance program include the following maintenance activities? Complete all that apply and indicate the amount maintained.

Cleaning	<input type="text" value="30"/>	% of system/year
Root removal	<input type="text" value="2.5"/>	% of system/year
Flow monitoring	<input type="text" value="0"/>	% of system/year
Smoke testing	<input type="text" value="0"/>	% of system/year
Sewer line televising	<input type="text" value="5"/>	% of system/year
Manhole inspections	<input type="text" value="2.5"/>	% of system/year
Lift station O&M	<input type="text" value="50"/>	# per L.S./year
Manhole rehabilitation	<input type="text" value="2.5"/>	% of manholes rehabbed
Mainline rehabilitation	<input type="text" value="5"/>	% of sewer lines rehabbed
Private sewer inspections	<input type="text" value="2.5"/>	% of system/year
Private sewer I/I removal	<input type="text" value="2.5"/>	% of private services

Please include additional comments about your sanitary sewer collection system below:

Compliance Maintenance Annual Report

Allouez Village

Last Updated: Reporting For:
7/9/2015 2014

A private property sanitary lateral replacement program is implemented, with financing provided by the village, to replace failing private laterals in poor condition (due to age). This program was begun in 2012. This program is applied to all construction projects, and is being used by residents (over 60% of residents on streets being reconstructed use the program).

3. Performance Indicators

3.1 Provide the following collection system and flow information for the past year.

32.12	Total actual amount of precipitation last year in inches
29.19	Annual average precipitation (for your location)
61.35	Miles of sanitary sewer
2	Number of lift stations
0	Number of lift station failures
0	Number of sewer pipe failures
3	Number of basement backup occurrences
0	Number of complaints
2.106	Average daily flow in MGD (if available)
3.304	Peak monthly flow in MGD (if available)
	Peak hourly flow in MGD (if available)

3.2 Performance ratios for the past year:

0.00	Lift station failures (failures/year)
0.00	Sewer pipe failures (pipe failures/sewer mile/yr)
0.00	Sanitary sewer overflows (number/sewer mile/yr)
0.05	Basement backups (number/sewer mile)
0.00	Complaints (number/sewer mile)
1.6	Peaking factor ratio (Peak Monthly:Annual Daily Avg)
0.0	Peaking factor ratio (Peak Hourly:Annual Daily Avg)

4. Overflows

LIST OF SANITARY SEWER (SSO) AND TREATMENT FACILITY (TFO) OFERFLOWS REPORTED **

Date	Location	Cause	Estimated Volume (MG)
None reported			

** If there were any SSOs or TFOs that are not listed above, please contact the DNR and stop work on this section until corrected.

5. Infiltration / Inflow (I/I)

5.1 Was infiltration/inflow (I/I) significant in your community last year?

- Yes
- No

If Yes, please describe:

The Village believes that excessive I/I flow exists and can be reduced by routing investigation and sewer/manhole repairs, and replacement of sanitary sewers in poor condition. This repair work is resulting in an operating cost savings due to the reduced wastewater flow. On this basis it is believed that the continuing program to locate and reduce I/I will continue to reduce operating cost. The Street and Utility Reconstruction Projects Phase 1 and Phase 2A have been completed. The next major project is sanitary sewer replacement on Riverside Drive.

Compliance Maintenance Annual Report

Allouez Village

Last Updated: Reporting For:

7/9/2015

2014

5.2 Has infiltration/inflow and resultant high flows affected performance or created problems in your collection system, lift stations, or treatment plant at any time in the past year?

Yes

No

If Yes, please describe:

While the village does experience excess I/I it has been reduced so that sanitary overflows and basement backups have not occurred in recent years.

5.3 Explain any infiltration/inflow (I/I) changes this year from previous years:

The I/I flow is reduced from 2013 probably in large part to fewer peak rainfall events in 2014. The sanitary sewer and private lateral replacements in 2013 and 2014 also may have reduced the I/I by some small amount. It is encouraging that even though the I/I is likely excessive, the amount of Clearwater flow in the Allouez collection system is reduced from years ago when the monthly peaking factor was at or above 2.0.

5.4 What is being done to address infiltration/inflow in your collection system?

An annual I/I leak detection program via televising and manhole inspections, and sewer joint grouting and sealing program was initiated in 2009. This is now the 7th year of this program. The work area is the south end of the village because this is the area of excess flow. The private sanitary sewer lateral replacement program will reduce I/I and has been done for 4 years now.

Total Points Generated	0
Score (100 - Total Points Generated)	100
Section Grade	A

Compliance Maintenance Annual Report

Allouez Village

Last Updated: Reporting For:

7/9/2015

2014

Grading Summary

WPDES No: 0047341

SECTIONS	LETTER GRADE	GRADE POINTS	WEIGHTING FACTORS	SECTION POINTS
Financial	A	4	1	4
Collection	A	4	3	12
TOTALS			4	16
GRADE POINT AVERAGE (GPA) = 4				

Notes:

A = Voluntary Range (Response Optional)

B = Voluntary Range (Response Optional)

C = Recommendation Range (Response Required)

D = Action Range (Response Required)

F = Action Range (Response Required)

Compliance Maintenance Annual Report

Allouez Village

Last Updated: Reporting For:

7/9/2015

2014

Resolution or Owner's Statement

Name of Governing Body or Owner:

Village of Allouez

Date of Resolution or Action Taken:

8/4/2015

Resolution Number:

2015-

ACTIONS SET FORTH BY THE GOVERNING BODY OR OWNER RELATING TO SPECIFIC CMAR SECTIONS (Optional for grade A or B. Required for grade C, D, or F. Regardless of grade, required for Collection Systems if SSOs were reported):

Financial Management: Grade = A

Collection Systems: Grade = A

ACTIONS SET FORTH BY THE GOVERNING BODY OR OWNER RELATING TO THE OVERALL GRADE POINT AVERAGE AND ANY GENERAL COMMENTS (Optional for G.P.A. greater than or equal to 3.00, required for G.P.A. less than 3.00)

G.P.A. = 4

Craig Berndt

From: Walter, Mark A. <Walter_MA@co.brown.wi.us>
Sent: Friday, June 19, 2015 12:20 PM
To: Walter, Mark A.
Cc: Doverspike, Chad C.; Haen, Dean R.; McAllister, Sheri T.; Schraufnagel, Shelby M.; Gossen, Curtis M.; Blan, Chris H.; Schuldes, Karl A.; Ray, Alex E.; Wirtz, Craig S.; Tremel, Shelley M.
Subject: July 2015 Brown County MRF SS Tip Fees

July 2015 Update

After holding our pricing stable for the last several months, recycling markets have continued to drop the point where we need to make a change in our pricing for July. **We will be lowering our single stream recycling pricing for July by \$5.00.**

The outlook for many plastic continues to drop as oil prices remain low driving down the demand for recycled plastic. The price for aluminum and tin/steel has dropped as well. Glass markets are saturated enough that we have to pay to dispose of glass. Paper markets have also taken a slight downturn. Overall we have seen a 20% drop in our average price from the sale of commodities from May 2014 to May 2015.

It is worth noting that the drop in revenue of our recycling system is a market driven issue. The Tri-County Recycling Facility is one of the most efficient systems around and **being part of it** has helped to mitigate the drops we have seen.

A few facts about the Tri-County MRF:

- We are one of the largest publicly owned facilities in the country handling nearly 100,000 tons of material per year.
- The system has one of the lowest residual (garbage) rates in the industry which helps to keep our costs down.
- We have added new sorting and processing capabilities allowing us to take all plastic containers, bottles and tubs making it easier for the public to recycle more materials.
- The addition of a new baler created redundancy in the system that allows us to process more material, more efficiently.
- **Retained** revenue over the last several years has allowed us to pay for the \$1.8 million in upgrades without adding new debt.
- Our processing costs have remained stable even with the additional sorting and baling capabilities.
- We currently have agreements that cover more than 80% of our recycling tonnages ensuring the long-term stability of the facility.

Since 2009, Brown County has returned more than \$3,000,000 in revenue to our partner communities.

We are in the process of developing our 2016 Budget and are recommending that communities plan on a fee for recycling of \$10-\$15/ton in 2016. We will finalize this number as part of our budget process which begins with a review by our Solid Waste Board of a draft budget in July offering an opportunity to our partner communities to bring comments or concerns to the Board.

Other news:

- Remember that we are now accepting all **plastic containers, tubs and bottles** as well as **soup and juice cartons** but we **do NOT** accept **plastic bags** of any kind.



They get caught in the sorting equipment and cause significant maintenance issues.

- We are still seeing a lot of contamination in our system. Please let your drivers know that we will be requiring that they take the non-recyclable material with them. If we notice a high level of contamination in a recycling load, we may reject an entire load or make your drivers take the contaminated material back with them. You can help by making sure that you inform your customers that **we do not accept** material such as tires, wood, appliances, electronics, garden hoses and plastic furniture in the recycling. Garden hoses in particular seem to be a problem at this time of year.
- The 2015 Tri-County Recycle Guide has been printed and is available on our website www.BrownCountyRecycling.org
- If you would like digital copies of any of our educational materials for a newsletter or mailer or to post on your website, please let me know.

As always, please contact me if you have any questions.

MRF Tip Payment for July 2015

Pricing for July 2015 will drop by \$5.00.

Single Stream Payment/(Fee)	Per Ton
Partner	\$ (5.00) fee
Non-Partner w/Contract	\$ (10.00) fee
No Account, Non-Partner w/o Contract	\$ (15.00) fee

Single Stream Payment/(Fee) for Self Haul	Per Ton
Partner	\$ (2.00) fee

Mark A. Walter

Business Development Manager
Brown County Port & Resource Recovery
2561 S. Broadway
Green Bay, WI 54304
ph: (920) 492-4965
cell: (920) 621-2288
fax: (920) 492-4957
www.BrownCountyRecycling.org



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BROWN COUNTY SHERIFF'S OFFICE
TRAFFIC TEAM
(Traffic Study)

EAST RIVER DRIVE

(VILLAGE OF ALLOUEZ)
April 1, 2015 – April 20, 2015



REPORT BY:
DEPUTY D. PETERSON, #268
TRAFFIC TEAM SAFETY & ENFORCEMENT

East River Drive (Village of Allouez) Speed Statistics

Datasets:

Site: East River Dr. <25mph>
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 12:18 Wednesday, April 01, 2015 => 19:36 Monday, April 20, 2015
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 12:18 Wednesday, April 01, 2015 => 19:36 Monday, April 20, 2015
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 5 - 100 mph.
Direction: North, South (bound)
In profile: Vehicles = 20716 / 20742 (99.87%)

Speed Statistics

Filter time: 12:18 Wednesday, April 01, 2015 => 19:36 Monday, April 20, 2015

Vehicles = 20716

Posted speed limit = 25 mph, Exceeding = 14729 (71.10%), Mean Exceeding = 28.92 mph

Maximum = 52.1 mph, Minimum = 5.9 mph, Mean = 26.9 mph

85% Speed = 30.9 mph, 95% Speed = 33.1 mph, Median = 27.1 mph

10 mph Pace = 22 - 32, Number in Pace = 16796 (81.08%)

Variance = 18.21, Standard Deviation = 4.27 mph

Speed Bins (Partial days)

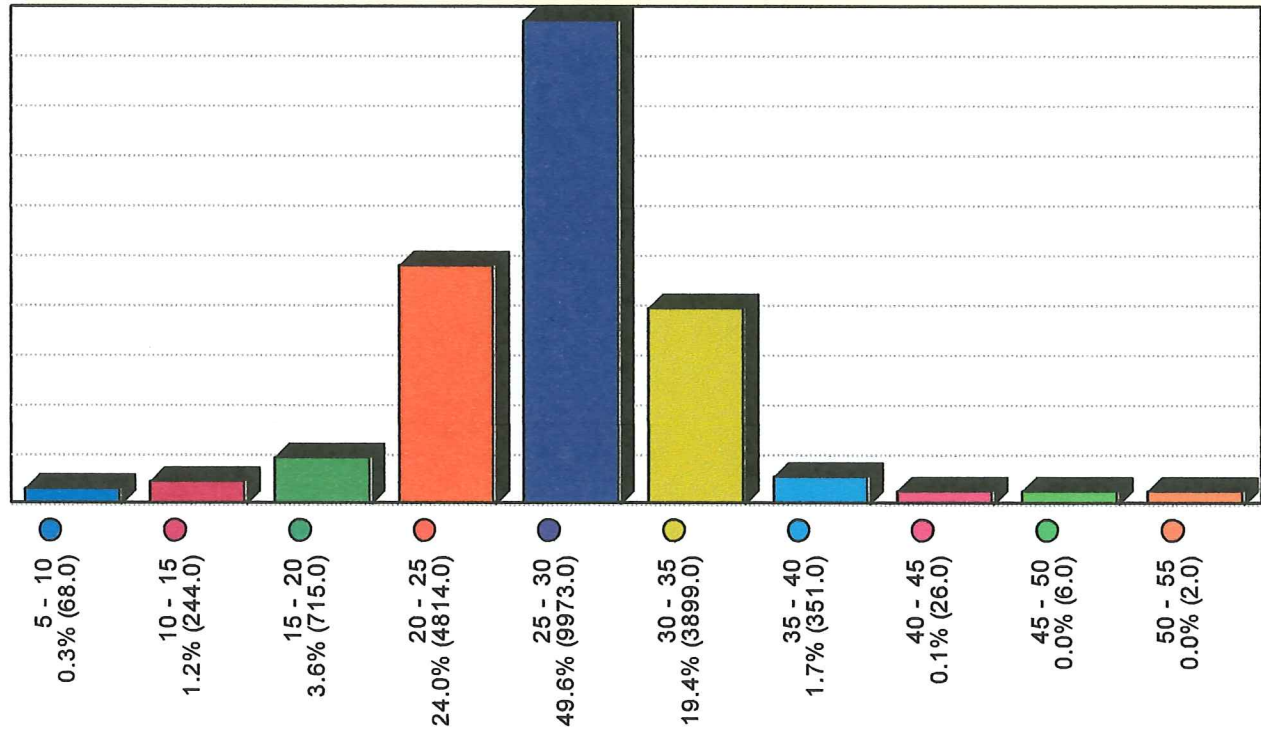
Speed	Bin	Below	Above	Energy	vMult	n * vMult
0 - 5	0 0.0%	0 0.0%	20716 100.0%	0.00	0.00	0.00
5 - 10	70 0.3%	70 0.3%	20646 99.7%	0.00	0.00	0.00
10 - 15	245 1.2%	315 1.5%	20401 98.5%	0.00	0.00	0.00
15 - 20	740 3.6%	1055 5.1%	19661 94.9%	0.00	0.00	0.00
20 - 25	4932 23.8%	5987 28.9%	14729 71.1%	0.00	0.00	0.00
25 - 30	10274 49.6%	16261 78.5%	4455 21.5%	0.00	0.00	0.00
30 - 35	4047 19.5%	20308 98.0%	408 2.0%	0.00	0.00	0.00
35 - 40	371 1.8%	20679 99.8%	37 0.2%	0.00	0.00	0.00
40 - 45	28 0.1%	20707 100.0%	9 0.0%	0.00	0.00	0.00
45 - 50	7 0.0%	20714 100.0%	2 0.0%	0.00	0.00	0.00
50 - 55	2 0.0%	20716 100.0%	0 0.0%	0.00	0.00	0.00
55 - 60	0 0.0%	20716 100.0%	0 0.0%	0.00	0.00	0.00
60 - 65	0 0.0%	20716 100.0%	0 0.0%	0.00	0.00	0.00
65 - 70	0 0.0%	20716 100.0%	0 0.0%	0.00	0.00	0.00
70 - 75	0 0.0%	20716 100.0%	0 0.0%	0.00	0.00	0.00
75 - 80	0 0.0%	20716 100.0%	0 0.0%	0.00	0.00	0.00
80 - 85	0 0.0%	20716 100.0%	0 0.0%	0.00	0.00	0.00
85 - 90	0 0.0%	20716 100.0%	0 0.0%	0.00	0.00	0.00
90 - 95	0 0.0%	20716 100.0%	0 0.0%	0.00	0.00	0.00
95 - 100	0 0.0%	20716 100.0%	0 0.0%	0.00	0.00	0.00

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed Bin Chart

SpeedBin-226 (Non metric) Site: East River Dr..0SN
Description: East River Dr. <25mph>
Filter time: 1:00 Thursday, April 02, 2015 => 19:36 Monday, April 20, 2015
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(5,100) Headway(>0)
Scheme: Vehicle classification (ARX)
 Total=20098



Speed Bins

Speed	Bin	vMult	n * vMult
0 - 5	-	-	-
5 - 10	68 0.3%	0.00	0.00
10 - 15	244 1.2%	0.00	0.00
15 - 20	715 3.6%	0.00	0.00
20 - 25	4814 24.0%	0.00	0.00
25 - 30	9973 49.6%	0.00	0.00
30 - 35	3899 19.4%	0.00	0.00
35 - 40	351 1.7%	0.00	0.00
40 - 45	26 0.1%	0.00	0.00
45 - 50	6 0.0%	0.00	0.00
50 - 55	2 0.0%	0.00	0.00
55 - 60	0 0.0%	0.00	0.00
60 - 65	0 0.0%	0.00	0.00
65 - 70	0 0.0%	0.00	0.00
70 - 75	0 0.0%	0.00	0.00
75 - 80	0 0.0%	0.00	0.00

Individual Vehicles

Datasets:

Site: East River Dr. <25mph>
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 12:18 Wednesday, April 01, 2015 => 19:36 Monday, April 20, 2015

Profile:

Filter time: 5:00 Thursday, April 02, 2015 => 19:36 Monday, April 20, 2015
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 40 - 100 mph.

DS	Axle	Num	Ht	YYYY-MM-DD	hh:mm:ss	Dr	Speed	Wb	Hdwy	Gap	Ax	Gp	Rho	Cl	Nm	Vehicle
00	00000e02	04		2015-04-02	10:06:03	BA	40.2	9.0	79.5	79.3	2	2	1.00	2	00000010	SV o o
00	000026ca	04		2015-04-03	15:57:38	AB	43.3	8.5	45.6	45.4	2	2	1.00	2	00000010	SV o o
00	00002efd	05		2015-04-04	07:52:00	AB	41.3	8.3	182.7	182.4	2	2	1.00	2	00000110	SV o o
00	000039d8	04		2015-04-04	16:51:59	AB	43.0	8.3	194.9	194.7	2	2	1.00	2	00000010	SV o o
00	00003e43	04		2015-04-04	21:29:04	AB	45.4	8.4	680.7	680.4	2	2	1.00	2	00000010	SV o o
00	00004179	04		2015-04-05	10:10:41	AB	42.7	8.9	71.6	71.4	2	2	1.00	2	00000010	SV o o
00	00005557	04		2015-04-06	15:56:11	AB	40.7	9.5	71.3	71.1	2	2	1.00	2	00000010	SV o o
00	0000555b	04		2015-04-06	15:56:42	BA	41.6	11.6	33.9	33.6	2	2	1.00	4	00000010	TB2 o o
00	00005608	04		2015-04-06	16:36:36	BA	50.0	8.9	85.2	84.8	2	2	1.00	2	00000010	SV o o
00	00006630	04		2015-04-07	15:29:47	AB	40.3	8.9	12.7	12.5	2	2	1.00	2	00000010	SV o o
00	000068e0	04		2015-04-07	16:49:48	AB	41.0	9.4	62.1	61.5	2	2	1.00	2	00000010	SV o o
00	0000778a	04		2015-04-08	14:41:11	AB	50.7	8.2	68.8	68.6	2	2	1.00	2	00000010	SV o o
00	000077d3	04		2015-04-08	15:00:04	AB	41.4	8.6	80.2	79.9	2	2	1.00	2	00000010	SV o o
00	00009934	04		2015-04-10	17:13:53	BA	40.2	9.2	37.4	37.1	2	2	1.00	2	00000010	SV o o
00	00009dfa	04		2015-04-10	22:47:37	BA	41.4	9.1	20.7	20.4	2	2	1.00	2	00000010	SV o o
00	00009e0f	04		2015-04-10	22:59:20	AB	43.2	8.0	212.4	212.2	2	2	1.00	2	00000010	SV o o
00	00009ea3	05		2015-04-11	03:34:17	BA	42.4	8.0	333.3	333.0	2	2	1.00	2	00000110	SV o o
00	0000be27	04		2015-04-12	14:54:22	BA	40.8	9.2	247.2	246.9	2	2	1.00	2	00000010	SV o o
00	0000dd15	04		2015-04-14	11:16:30	BA	40.5	9.1	32.7	32.5	2	2	1.00	2	00000010	SV o o
00	0000f642	04		2015-04-15	14:24:49	AB	40.5	10.7	69.6	69.4	2	2	1.00	4	00000010	TB2 o o
00	00010177	04		2015-04-16	08:07:55	AB	40.3	8.1	36.8	36.1	2	2	1.00	2	00000010	SV o o
00	00010f3c	04		2015-04-16	18:30:17	AB	41.9	8.5	29.0	28.8	2	2	1.00	2	00000010	SV o o
00	00011c48	04		2015-04-17	14:56:20	BA	40.3	8.9	6.4	6.2	2	2	1.00	2	00000010	SV o o
00	0001269f	04		2015-04-17	23:00:28	AB	48.6	8.5	125.9	125.7	2	2	1.00	2	00000010	SV o o
00	00012771	04		2015-04-18	06:01:14	AB	45.7	10.5	1247.7	1247.5	2	2	1.00	4	00000010	TB2 o o
00	000128d0	04		2015-04-18	08:52:01	BA	40.9	9.0	2.9	2.7	2	2	1.00	2	00000010	SV o o
00	00012adf	04		2015-04-18	10:17:19	AB	40.0	8.7	394.9	394.7	2	2	1.00	2	00000010	SV o o
00	0001363c	04		2015-04-18	15:38:24	AB	40.1	9.1	3.0	2.8	2	2	1.00	2	00000010	SV o o
00	00013acb	04		2015-04-18	18:23:21	BA	41.0	7.9	27.9	27.7	2	2	1.00	2	00000010	SV o o
00	00013ba2	04		2015-04-18	18:58:33	BA	42.1	8.6	76.5	76.2	2	2	1.00	2	00000010	SV o o
00	00013ec5	04		2015-04-18	22:57:33	AB	46.6	8.3	89.2	88.9	2	2	1.00	2	00000020	SV o o
00	0001441d	04		2015-04-19	11:57:52	BA	52.1	8.9	102.8	102.5	2	2	1.00	2	00000010	SV o o
00	00014636	05		2015-04-19	13:28:50	AB	41.3	8.3	71.4	71.1	2	2	1.00	2	00000110	SV o o
00	00014a4e	04		2015-04-19	16:10:32	AB	45.3	8.2	14.2	14.1	2	2	1.00	2	00000010	SV o o

In profile: Vehicles = 34 / 20742 (0.16%)

**** NORTHBOUND TRAFFIC ONLY ****

Profile: **Direction:** **North (bound)**

DS	Axle Num	Ht	YYYY-MM-DD	hh:mm:ss	Dr	Speed	Wb	Hdwy	Gap	Ax	Gp	Rho	Cl	Nm	Vehicle
00	000026ca	04	2015-04-03	15:57:38	AB	43.3	8.5	45.6	45.4	2	2	1.00	2	00000010	SV o o
00	00002efd	05	2015-04-04	07:52:00	AB	41.3	8.3	182.7	182.4	2	2	1.00	2	00000110	SV o o
00	000039d8	04	2015-04-04	16:51:59	AB	43.0	8.3	194.9	194.7	2	2	1.00	2	00000010	SV o o
00	00003e43	04	2015-04-04	21:29:04	AB	45.4	8.4	680.7	680.4	2	2	1.00	2	00000010	SV o o
00	00004179	04	2015-04-05	10:10:41	AB	42.7	8.9	71.6	71.4	2	2	1.00	2	00000010	SV o o
00	00005557	04	2015-04-06	15:56:11	AB	40.7	9.5	71.3	71.1	2	2	1.00	2	00000010	SV o o
00	00006630	04	2015-04-07	15:29:47	AB	40.3	8.9	12.7	12.5	2	2	1.00	2	00000010	SV o o
00	000068e0	04	2015-04-07	16:49:48	AB	41.0	9.4	62.1	61.5	2	2	1.00	2	00000010	SV o o
00	0000778a	04	2015-04-08	14:41:11	AB	50.7	8.2	68.8	68.6	2	2	1.00	2	00000010	SV o o
00	000077d3	04	2015-04-08	15:00:04	AB	41.4	8.6	80.2	79.9	2	2	1.00	2	00000010	SV o o
00	00009e0f	04	2015-04-10	22:59:20	AB	43.2	8.0	212.4	212.2	2	2	1.00	2	00000010	SV o o
00	0000f642	04	2015-04-15	14:24:49	AB	40.5	10.7	69.6	69.4	2	2	1.00	4	00000010	TB2 o o
00	00010177	04	2015-04-16	08:07:55	AB	40.3	8.1	36.8	36.1	2	2	1.00	2	00000010	SV o o
00	00010f3c	04	2015-04-16	18:30:17	AB	41.9	8.5	29.0	28.8	2	2	1.00	2	00000010	SV o o
00	0001269f	04	2015-04-17	23:00:28	AB	48.6	8.5	125.9	125.7	2	2	1.00	2	00000010	SV o o
00	00012771	04	2015-04-18	06:01:14	AB	45.7	10.5	1247.7	1247.5	2	2	1.00	4	00000010	TB2 o o
00	00012adf	04	2015-04-18	10:17:19	AB	40.0	8.7	394.9	394.7	2	2	1.00	2	00000010	SV o o
00	0001363c	04	2015-04-18	15:38:24	AB	40.1	9.1	3.0	2.8	2	2	1.00	2	00000010	SV o o
00	00013ec5	04	2015-04-18	22:57:33	AB	46.6	8.3	89.2	88.9	2	2	1.00	2	00000020	SV o o
00	00014636	05	2015-04-19	13:28:50	AB	41.3	8.3	71.4	71.1	2	2	1.00	2	00000110	SV o o
00	00014a4e	04	2015-04-19	16:10:32	AB	45.3	8.2	14.2	14.1	2	2	1.00	2	00000010	SV o o

In profile: Vehicles = 21 / 20742 (0.10%)

**** SOUTHBOUND TRAFFIC ONLY ****

DS	Axle Num	Ht	YYYY-MM-DD	hh:mm:ss	Dr	Speed	Wb	Hdwy	Gap	Ax	Gp	Rho	Cl	Nm	Vehicle
00	00000e02	04	2015-04-02	10:06:03	BA	40.2	9.0	79.5	79.3	2	2	1.00	2	00000010	SV o o
00	0000555b	04	2015-04-06	15:56:42	BA	41.6	11.6	33.9	33.6	2	2	1.00	4	00000010	TB2 o o
00	00005608	04	2015-04-06	16:36:36	BA	50.0	8.9	85.2	84.8	2	2	1.00	2	00000010	SV o o
00	00009934	04	2015-04-10	17:13:53	BA	40.2	9.2	37.4	37.1	2	2	1.00	2	00000010	SV o o
00	00009dfa	04	2015-04-10	22:47:37	BA	41.4	9.1	20.7	20.4	2	2	1.00	2	00000010	SV o o
00	00009ea3	05	2015-04-11	03:34:17	BA	42.4	8.0	333.3	333.0	2	2	1.00	2	00000110	SV o o
00	0000be27	04	2015-04-12	14:54:22	BA	40.8	9.2	247.2	246.9	2	2	1.00	2	00000010	SV o o
00	0000dd15	04	2015-04-14	11:16:30	BA	40.5	9.1	32.7	32.5	2	2	1.00	2	00000010	SV o o
00	00011c48	04	2015-04-17	14:56:20	BA	40.3	8.9	6.4	6.2	2	2	1.00	2	00000010	SV o o
00	000128d0	04	2015-04-18	08:52:01	BA	40.9	9.0	2.9	2.7	2	2	1.00	2	00000010	SV o o
00	00013acb	04	2015-04-18	18:23:21	BA	41.0	7.9	27.9	27.7	2	2	1.00	2	00000010	SV o o
00	00013ba2	04	2015-04-18	18:58:33	BA	42.1	8.6	76.5	76.2	2	2	1.00	2	00000010	SV o o
00	0001441d	04	2015-04-19	11:57:52	BA	52.1	8.9	102.8	102.5	2	2	1.00	2	00000010	SV o o

In profile: Vehicles = 13 / 20742 (0.06%)

Weekly Vehicle Counts

Datasets:

Site: East River Dr. <25mph>
Direction: 7 - North bound A>B, South bound B>A., Lane: 0
Survey Duration: 12:18 Wednesday, April 01, 2015 => 19:36 Monday, April 20, 2015
Filter time: 0:00 Thursday, April 02, 2015 => 19:36 Monday, April 20, 2015
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 38 - 100 mph.
In profile: Vehicles = 86 / 20742 (0.41%)

Hour	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Averages	
	02 Apr	03 Apr	04 Apr	05 Apr	06 Apr	07 Apr	08 Apr	1 - 5	1 - 7
0000-0100	0	0	0	0	0	0	0	0.0	0.0
0100-0200	0	0	0	1	0	0	0	0.0	0.1
0200-0300	0	0	0	0	0	0	0	0.0	0.0
0300-0400	0	0	0	0	0	0	0	0.0	0.0
0400-0500	0	0	0	0	0	0	0	0.0	0.0
0500-0600	0	0	0	0	0	0	0	0.0	0.0
0600-0700	0	0	0	0	0	0	0	0.0	0.0
0700-0800	0	0	1<	0	0	0	0	0.0	0.1
0800-0900	0	0	0	0	0	0	0	0.0	0.0
0900-1000	1	2<	0	0	0	0	0	0.6	0.4
1000-1100	1<	0	0	1<	0	0	0	0.2	0.3
1100-1200	0	1	0	0	1<	0<	1<	0.6<	0.4<
1200-1300	0	0	0	0	0	0	0	0.0	0.0
1300-1400	0	0	1	1<	1	0	0	0.2	0.4
1400-1500	0	1	0	0	0	0	1	0.4	0.3
1500-1600	0	1	1	0	3<	1	1<	1.2<	1.0
1600-1700	1<	1	3<	0	1	1<	0	0.8	1.0<
1700-1800	0	0	0	0	0	0	0	0.0	0.0
1800-1900	0	1	0	0	0	0	0	0.2	0.1
1900-2000	0	1<	0	0	0	0	0	0.2	0.1
2000-2100	0	0	0	0	0	0	0	0.0	0.0
2100-2200	0	0	1	0	0	0	0	0.0	0.1
2200-2300	0	0	0	0	0	0	0	0.0	0.0
2300-2400	0	0	0	0	0	0	0	0.0	0.0
Totals									
0700-1900	3	7	6	2	6	2	3	4.2	4.1
0600-2200	3	8	7	2	6	2	3	4.4	4.4
0600-0000	3	8	7	2	6	2	3	4.4	4.4
0000-0000	3	8	7	3	6	2	3	4.4	4.6
AM Peak	1000	0900	0700	1000	1100	1100	1100		
	1	2	1	1	1	0	1		
PM Peak	1600	1900	1600	1300	1500	1600	1500		
	1	1	3	1	3	1	1		

* - No data.

Weekly Vehicle Counts

Description:

East River Dr. <25mph>

Filter time:

0:00 Thursday, April 02, 2015 => 19:36 Monday, April 20, 2015

Hour	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Averages	
	09 Apr	10 Apr	11 Apr	12 Apr	13 Apr	14 Apr	15 Apr	1 - 5	1 - 7
0000-0100	0	0	0	0	0	0	0	0.0	0.0
0100-0200	0	0	0	0	0	0	0	0.0	0.0
0200-0300	1	0	0	0	0	0	0	0.2	0.1
0300-0400	0	0	1	0	0	0	0	0.0	0.1
0400-0500	0	0	0	0	0	0	0	0.0	0.0
0500-0600	0	0	0	0	0	0	0	0.0	0.0
0600-0700	0	0	0	0	0	0	0	0.0	0.0
0700-0800	0	0	0	0	0	0	0	0.0	0.0
0800-0900	0	1	1<	0	0	0	0	0.2	0.3
0900-1000	0	0	0	1	0	1	0	0.2	0.3
1000-1100	2<	1<	0	1	0	0	0	0.6<	0.6<
1100-1200	0	0	0	1<	0<	1<	0<	0.2	0.3
1200-1300	0	0	0	0	0	0	1	0.2	0.1
1300-1400	0	0	0	0	2<	0	0	0.4	0.3
1400-1500	0	1	0	1<	0	1	1<	0.6	0.6
1500-1600	0	2	0	0	0	1<	0	0.6	0.4
1600-1700	0	1	0	0	0	0	0	0.2	0.1
1700-1800	1<	2	1<	0	0	0	0	0.6<	0.6<
1800-1900	0	1	0	0	0	0	0	0.2	0.1
1900-2000	0	0	0	0	0	0	0	0.0	0.0
2000-2100	0	0	0	0	0	0	0	0.0	0.0
2100-2200	0	1	0	0	0	0	0	0.2	0.1
2200-2300	0	2<	0	0	0	0	0	0.4	0.3
2300-2400	0	0	0	0	0	0	0	0.0	0.0
Totals									
0700-1900	3	9	2	4	2	4	2	4.0	3.7
0600-2200	3	10	2	4	2	4	2	4.2	3.9
0600-0000	3	12	2	4	2	4	2	4.6	4.1
0000-0000	4	12	3	4	2	4	2	4.8	4.4
AM Peak	1000	1000	0800	1100	1100	1100	1100		
	2	1	1	1	0	1	0		
PM Peak	1700	2200	1700	1400	1300	1500	1400		
	1	2	1	1	2	1	1		

* - No data.

Weekly Vehicle Counts

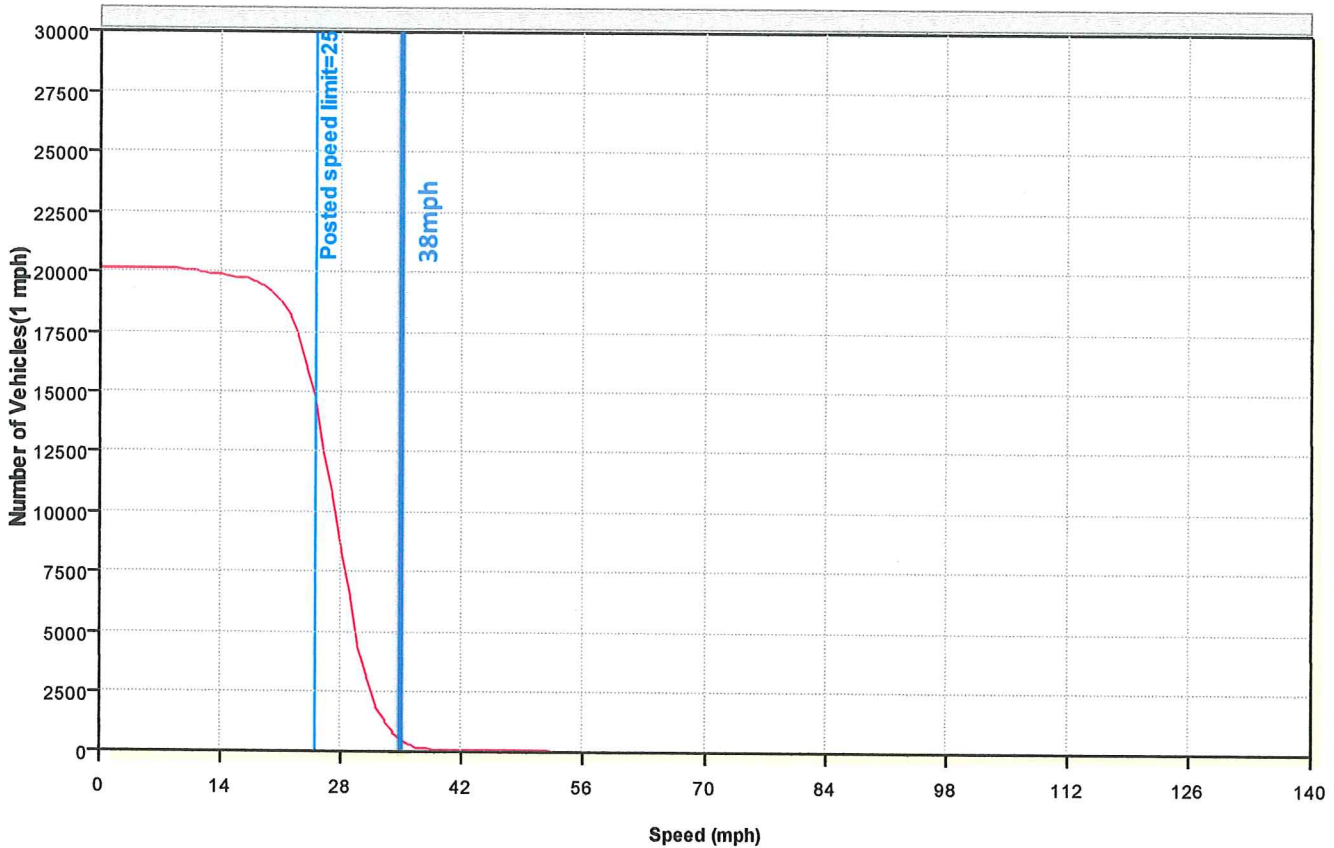
Description: East River Dr. <25mph>
Filter time: 0:00 Thursday, April 02, 2015 => 19:36 Monday, April 20, 2015

Hour	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Averages	
	16 Apr	17 Apr	18 Apr	19 Apr	20 Apr	21 Apr	22 Apr	1 - 5	1 - 7
0000-0100	0	1<	0	0	0	*	*	0.3	0.2
0100-0200	0	0	0	0	0	*	*	0.0	0.0
0200-0300	0	0	0	0	0	*	*	0.0	0.0
0300-0400	0	0	0	0	0	*	*	0.0	0.0
0400-0500	0	0	0	0	0	*	*	0.0	0.0
0500-0600	0	0	0	0	0	*	*	0.0	0.0
0600-0700	0	0	1	1	0	*	*	0.0	0.4
0700-0800	0	0	0	0	0	*	*	0.0	0.0
0800-0900	1	0	1	0	0	*	*	0.3	0.4
0900-1000	0	0	0	1	0	*	*	0.0	0.2
1000-1100	0	0	1<	0	0	*	*	0.0	0.2
1100-1200	1<	0	0	1<	0<	*	*	0.3<	0.4<
1200-1300	0	0	0	0	0	*	*	0.0	0.0
1300-1400	0	0	0	1	0	*	*	0.0	0.2
1400-1500	0	1	0	0	1	*	*	0.7	0.4
1500-1600	0	1	1	0	0	*	*	0.3	0.4
1600-1700	0	0	0	1<	0	*	*	0.0	0.2
1700-1800	1	0	0	0	1	*	*	0.7<	0.4
1800-1900	1<	0	3<	0	0	*	*	0.3	0.8<
1900-2000	0	0	0	0	0	*	*	0.0	0.0
2000-2100	0	0	0	0	*	*	*	0.0	0.0
2100-2200	0	0	0	0	*	*	*	0.0	0.0
2200-2300	0	0	1	0	*	*	*	0.0	0.3
2300-2400	0	1<	0	0	*	*	*	0.5	0.3
Totals									
0700-1900	4	2	6	4	2	*	*	2.7	3.6
0600-2200	4	2	7	5	*	*	*	2.7	4.0
0600-0000	4	3	8	5	*	*	*	3.2	4.5
0000-0000	4	4	8	5	*	*	*	3.5	4.7
AM Peak	1100	0000	1000	1100	1100	*	*		
	1	1	1	1	0	*	*		
PM Peak	1800	2300	1800	1600	*	*	*		
	1	1	3	1	*	*	*		

* - No data.

Notional Speed Limit

SpeedLimit-230 (Non metric) Site: East River Dr..0SN
Description: East River Dr. <25mph>
Filter time: 0:00 Thursday, April 02, 2015 => 19:36 Monday, April 20, 2015
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(5,100) Headway(>0)
Scheme: Vehicle classification (ARX)



April 2015 Survey:

Speed range: 38 - 100 mph.
Direction: North, South (bound)
Separation: All - (Headway)
Units: Non metric (ft, mi, f/s, mph, lb, ton)
In profile: Vehicles = 86 / 20742 (0.41%)

**Percentage dropped
from 2013 by .34%**

Sept 2013 Survey:

Site: East River Dr. <25mph>
Direction: 8 - North bound A>B, South bound B>A., Lane: 0
Filter time: 14:35 Sunday, September 22, 2013 => 17:52 Saturday, October 05, 2013
Speed range: 38 - 100 mph.
In profile: Vehicles = 116 / 15403 (0.75%)

///---END OF REPORT---///