

## BIKE PEDESTRIAN PLAN GROUP

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5/25/2001

## **PEDESTRIAN AND BICYCLE CRASH TYPE STATISTICS**

### **Federal Highway Administration (FHWA)**

#### PEDESTRIAN FACTS:

- Pedestrian deaths were 5,220 in 1998, down two percent from 1997. Since 1975, between 13 and 17% of motor vehicle deaths have been pedestrians.
- Pedestrian deaths per 100,000 people declined by 43% between 1975 and 1998.
- Pedestrian deaths per 100,000 for those under the age of 10 declined 76% between 1975 and 1998. Children of this age at one time had the second highest death rate but now have the lowest.
- Over half (52%) of pedestrians age 16 and over killed in nighttime crashes had blood alcohol concentrations of 0.10 or higher; only 37% had no alcohol in their blood.
- 17% of pedestrian deaths involved hit-and-run crashes.
- Over two-thirds (68%) of all pedestrian deaths were male.
- People age 65 and older have about twice the pedestrian death rate as younger groups.
- At age 80 and over, the pedestrian death rate increases to over three times that of younger age categories.

#### Where They Died:

- Over two-thirds (68%) occurred in urban areas; however, the ratio of deaths to injuries is higher in rural areas because of the higher impact speeds involved.
- 38% of pedestrian deaths among people age 65 and over occurred at intersections compared with only 14% for children age 4 and younger.

#### When They Died:

- Fatal crashes involving pedestrians and motor vehicles occur most often between 6 p.m. and 9 p.m.
- Fridays and Saturdays are the peak days for pedestrian deaths.

## BICYCLE FACTS:

- 758 bicyclists were killed in 1998, down 6% since 1997 and 24% since 1975.
- Bicycle deaths are most likely to occur in summer; peak hours for fatalities are between 3 p.m. and 9 p.m.
- 98% of bicyclists killed in 1998 reportedly were not wearing helmets.

### Age and Gender:

- 30% of bicyclists fatally injured in 1998 were younger than 16.
- About seven times as many male bicyclists as females are fatally injured each year.
- Bicycle death rates rise rapidly for males beginning at about 5 years of age and are highest for males age 13 and 14.
- 70% of bicycle deaths in 1998 were age 16 and over, compared to 32% in 1975.

### Where They Died:

- 63% of bicyclists were killed in urban areas and 37% in rural areas in 1998.
- 32% of bicycle fatalities in 1998 occurred at intersections.

### Road Types:

- 59% of 1998 bicycle deaths occurred on major roads and 36% on local roads.
- 52% of bicycle deaths among children younger than 13 and 28% of adult bicycle fatalities occurred on minor roads. Adult bicyclists are more likely than children to be killed on major roads, 66% to 45%.

## WisDOT Crash Data (1989-1998)

### Age:

- About 59% of bicyclists involved in crashes with a motor vehicle were under 16 years old; over 2/3 of these were between the ages of 10 to 15.
- Almost half of the fatally injured bicyclists were between the ages of 5 and 14; 8% were age 65 and over.
- About 2/3 of the seriously injured bicyclists were between the age of 5 and 20.

### Time of Year; Time of Day:

- Over 90% of bicycle crashes occurred during the warmer months (April through October); over half (53%) occurred during June, July, and August.
- About 83% of bike crashes occurred during daylight hours, 12% in the dark, and 5% during dusk/dawn. Bike crashes peaked between the hours of 3 p.m. and 7 p.m. (44% of total).

### Location (Rural vs. Urban):

- About 83% of all crashes involving bicycles occurred in incorporated communities larger than 5,000; however, only 43% of *fatal* crashes occurred there.
- Only 5% of crashes occurred on the state trunk highway system; however, 24% of *fatal* crashes occurred there.
- Only 3% of crashes occurred on county trunk highways; however, 19% of *fatal* crashes occurred there.
- By subtraction, an estimated 9% of crashes occurred on local rural roads resulting in 14% of *fatal* crashes. Note that for reporting purposes communities smaller than 5,000 are considered rural.

### Speed:

- Most crashes occurred on local urban streets where speed limits are low; 80% occurred where posted speed limits of 30 mph or less.
- As speed limits increase, the rates for severe injuries and fatalities increase dramatically.

### BICYCLE CRASH TYPE STATISTICS

	Number of Crashes	Percent of Total	Percent Serious Injury or Fatality	Est. Number Serious Injury or Fatality
Ride Out at Stop Sign	290	9.7	23	67
Drive Out at Stop Sign	277	9.3	10	28
Ride Out at Intersection - Other	211	7.1	16	34
Drive Out at Mid-block	207	6.9	7	14
Motorist Left Turn - Facing Bicyclist	176	5.9	24	42
Ride Out - Residential Driveway	153	5.1	24	37
Motorist Right Turn	143	4.7	11	16
Ride Out at Mid-block	132	4.4	20	26
Bicyclist Left Turn in Front of Traffic	130	4.3	28	36
Motorist Overtaking - Other	117	3.9	28	33
Non-Roadway	112	3.7	11	12
Right on Red	108	3.6	6	6
Wrong Way Bicyclist	81	2.7	32	26
Ride Out - Commercial Driveway	68	2.3	22	15
Controlled Intersection - Other	63	2.1	16	10
Motorist Overtaking - Coneractive Evasive Actions	59	2.0	22	13
Unknown	50	1.7	11	6
Backing	47	1.6	2	1
Drive Through	45	1.5	11	5
Bicyclist Right Turn	43	1.4	27	12
Bicyclist Strikes Parked Vehicle	43	1.4	10	4
Motorist Overtaking Failed to Detect	39	1.3	54	21
Bicyclist Overtaking	39	1.3	5	2
Motorist Overtaking - Misjudged Passing Space	37	1.2	22	8
Motorist Left Turn in Front of Bicyclist	36	1.2	9	3
Bicyclist Lost Control	35	1.2	33	12
Weird	34	1.1	22	7
Multiple Threat	27	0.9	15	4
Bicyclist Left Turn - Facing Traffic	25	0.8	26	7
Uncontrolled Intersection - Other	23	0.8	14	3
Ride Out from Sidewalk	21	0.7	18	4
Motorist Lost Control	19	0.6	37	7
Play Vehicle	16	0.5	28	4
Drive Out at Intersection - Other	16	0.5	9	1
Trapped	15	0.5	7	1
Drive Out from On-Street Parking	10	0.3	11	1
Motorist Overtaking - Bicyclist Path Obstructed	5	0.2	0	0
Wrong Way Motorist	3	0.1	33	1
	2955			530

Municipality	Comb Total			Bicycles			Pedestrians			Combined Bike/Peds					Comb Intersections	Combined Conditions						Municipality
	On	Off	Tot	On	Off	Tot	On	Off	Tot	1996	1997	1998	1999	2000		Dawn	Dayl	Dusk	Dark/L	Dark/U	Unkwn	
T Bear Creek	2		2	1		1	1		1				1	1			2					T Bear Creek
T Caledonia	2		2				2		2			1		1			1					T Caledonia
T Dayton	2		2				2		2			1	1				2					T Dayton
T Dupont																						T Dupont
T Farmington	4	1	5				4	1	5			1	3	1			3		2			T Farmington
T Fremont																						T Fremont
T Harrison																						T Harrison
T Helvetia																						T Helvetia
T Iola	1		1	1		1								1			1					T Iola
T Larrabee	1		1	1		1						1					1					T Larrabee
T Lebanon																						T Lebanon
T Lind		1	1					1	1					1			1					T Lind
T Little Wolf	1		1				1		1			1					1					T Little Wolf
T Matteson																						T Matteson
T Mukwa	1		1				1		1			1					1					T Mukwa
T Royalton	1		1				1		1					1			1					T Royalton
T St Lawrence																						T St Lawrence
T Scandinavia																						T Scandinavia
T Union																						T Union
T Waupaca		1	1					1	1				1				1					T Waupaca
T Weyauwega	1		1				1		1	1										1		T Weyauwega
T Wyoming																						T Wyoming
V Big Falls																						V Big Falls
V Embarrass																						V Embarrass
V Fremont	1		1	1		1						1					1					V Fremont
V Iola	3		3	1		1	2		2	1		1	1				3					V Iola
V Ogdensburg																						V Ogdensburg
V Scandinavia	1		1				1		1				1				1					V Scandinavia
C Clintonville	17	6	23	9		9	8	6	14	6	5	5	4	3			18		4	1		C Clintonville
C Manawa																						C Manawa
C Marion	2		2	1		1	1		1					2			2					C Marion
C New London	18	5	23	6	1	7	12	4	16	6	2	6	6	3			19		3		1	C New London
C Waupaca	33	8	41	15	3	18	18	5	23	6	8	10	6	11		1	31	1	8			C Waupaca
C Weyauwega	2		2				2		2		1	1					2					C Weyauwega
<b>Co. 5-yr Total</b>	<b>93</b>	<b>22</b>	<b>115</b>	<b>36</b>	<b>4</b>	<b>40</b>	<b>57</b>	<b>18</b>	<b>75</b>	<b>20</b>	<b>19</b>	<b>27</b>	<b>24</b>	<b>25</b>	<b>36</b>	<b>1</b>	<b>90</b>	<b>3</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>Co. 5-yr Total</b>

COMBINED BICYCLE AND PEDESTRIAN CRASHES IN WAUPACA COUNTY - 1996-2000

Municipality	Comb Total			Bicycles			Pedestrians			Bicycles					Bicycles Intersections	Conditions involving Bicyclists					Municipality	
	On	Off	Tot	On	Off	Tot	On	Off	Tot	1996	1997	1998	1999	2000		Dawn	Dayl	Dusk	Dark/L	Dark/U		Unkwn
T Bear Creek	2		2	1		1	1		1				1		1							T Bear Creek
T Caledonia	2		2				2		2													T Caledonia
T Dayton	2		2				2		2													T Dayton
T Dupont																						T Dupont
T Farmington	4	1	5				4	1	5													T Farmington
T Fremont																						T Fremont
T Harrison																						T Harrison
T Helvetia																						T Helvetia
T Iola	1		1	1		1							1		0		1					T Iola
T Larrabee	1		1	1		1					1				0		1					T Larrabee
T Lebanon																						T Lebanon
T Lind		1	1					1	1													T Lind
T Little Wolf	1		1				1		1													T Little Wolf
T Matteson																						T Matteson
T Mukwa	1		1				1		1													T Mukwa
T Royalton	1		1				1		1													T Royalton
T St Lawrence																						T St Lawrence
T Scandinavia																						T Scandinavia
T Union																						T Union
T Waupaca		1	1					1	1													T Waupaca
T Weyauwega	1		1				1		1													T Weyauwega
T Wyoming																						T Wyoming
V Big Falls																						V Big Falls
V Embarrass																						V Embarrass
V Fremont	1		1	1		1						1			0		1					V Fremont
V Iola	3		3	1		1	2		2			1			1		1					V Iola
V Ogdensburg																						V Ogdensburg
V Scandinavia	1		1				1		1													V Scandinavia
C Clintonville	17	6	23	9		9	8	6	14	1	3	2	1	2	5		6		2	1		C Clintonville
C Manawa																						C Manawa
C Marion	2		2	1		1	1		1				1		1		1					C Marion
C New London	18	5	23	6	1	7	12	4	16	4	1	2			4		6		1			C New London
C Waupaca	33	8	41	15	3	18	18	5	23	1	5	3	3	6	6		17		1			C Waupaca
C Weyauwega	2		2				2		2													C Weyauwega
<b>Co. 5-yr Total</b>	<b>93</b>	<b>22</b>	<b>115</b>	<b>36</b>	<b>4</b>	<b>40</b>	<b>57</b>	<b>18</b>	<b>75</b>	<b>6</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>10</b>	<b>18</b>	<b>0</b>	<b>34</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>Co. 5-yr Total</b>

CRASHES INVOLVING BICYCLES IN WAUPACA COUNTY - 1996-2000

Municipality	Comb Total			Bicycles			Pedestrians			Pedestrians					Pedestrians Intersections	Conditions involving Pedestrians						Municipality
	On	Off	Tot	On	Off	Tot	On	Off	Tot	1996	1997	1998	1999	2000		Dawn	Dayl	Dusk	Dark/L	Dark/U	Unkwn	
T Bear Creek	2		2	1		1	1		1					1		1						T Bear Creek
T Caledonia	2		2				2		2		1			1				1				T Caledonia
T Dayton	2		2				2		2			1	1			2						T Dayton
T Dupont																						T Dupont
T Farmington	4	1	5				4	1	5			1	3	1		3		2				T Farmington
T Fremont																						T Fremont
T Harrison																						T Harrison
T Helvetia																						T Helvetia
T Iola	1		1	1		1																T Iola
T Larrabee	1		1	1		1																T Larrabee
T Lebanon																						T Lebanon
T Lind		1	1					1	1					1		1						T Lind
T Little Wolf	1		1				1		1		1					1						T Little Wolf
T Matteson																						T Matteson
T Mukwa	1		1				1		1			1				1						T Mukwa
T Royalton	1		1				1		1					1		1						T Royalton
T St Lawrence																						T St Lawrence
T Scandinavia																						T Scandinavia
T Union																						T Union
T Waupaca		1	1					1	1			1				1						T Waupaca
T Weyauwega	1		1				1		1	1									1			T Weyauwega
T Wyoming																						T Wyoming
V Big Falls																						V Big Falls
V Embarrass																						V Embarrass
V Fremont	1		1	1		1																V Fremont
V Iola	3		3	1		1	2		2	1			1			2						V Iola
V Ogdensburg																						V Ogdensburg
V Scandinavia	1		1				1		1				1			1						V Scandinavia
C Clintonville	17	6	23	9		9	8	6	14	5	2	3	3	1		12		2				C Clintonville
C Manawa																						C Manawa
C Marion	2		2	1		1	1		1					1			1					C Marion
C New London	18	5	23	6	1	7	12	4	16	2	1	4	6	3		13		2		1		C New London
C Waupaca	33	8	41	15	3	18	18	5	23	5	3	7	3	5		14	1	7				C Waupaca
C Weyauwega	2		2				2		2		1	1				2						C Weyauwega
<b>Co. 5-yr Total</b>	<b>93</b>	<b>22</b>	<b>115</b>	<b>36</b>	<b>4</b>	<b>40</b>	<b>57</b>	<b>18</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>18</b>	<b>19</b>	<b>15</b>	<b>18</b>	<b>1</b>	<b>56</b>	<b>2</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>Co. 5-yr Total</b>

CRASHES INVOLVING PEDESTRIANS IN WAUPACA COUNTY - 1996-2000

TOTAL	Total Bike/Ped		Bicycles		Pedestrians	
	On-Road	Off-Road	On-Road	Off-Road	On-Road	Off-Road
January	10	1			10	1
February	3	0			3	0
March	4	0			4	0
April	2	2			2	2
May	10	3	6	1	4	2
June	10	3	6	2	4	1
July	8	1	5		3	1
August	16	3	9		7	3
September	12	3	3	1	9	2
October	7	2	4		3	2
November	7	3	2		5	3
December	4	1	1		3	1
<b>Co. 5-yr Total</b>	<b>93</b>	<b>22</b>	<b>36</b>	<b>4</b>	<b>57</b>	<b>18</b>

**BICYCLE AND PEDESTRIAN CRASHES BY MONTH**

**PRESENT COUNTY HIGHWAY ADEQUACY (Based on AADTs and Effective Pavement Width (EPW))**

Highway	Location	Segment ID	Length (Miles)	AADT	Pvmt Width	Left Shld*	Right Shld*	EPW	Present Adequacy
CTH B	T Little Wolf	13-030	0.10	1440	22	205	205	22	Maybe
CTH B	T Little Wolf	13-041	1.11	740	22	205	205	22	Yes
CTH B	T Little Wolf	13-042	0.93	1140	22	205	205	22	Maybe
CTH B	T Little Wolf	13-050	1.23	1630	22	205	205	22	No
CTH B	T Little Wolf	13-060	0.51	2050	22	205	205	22	No
CTH B	T Little Wolf	44-012	0.19	700	22	207	207	22	Yes
CTH B	T Royalton	19-010	0.35	2050	22	105	105	22	No
CTH B	T St. Lawrence	26-050	0.33	700	22	206	206	22	Yes
CTH B	T St. Lawrence	26-060	1.74	900	22	206	206	22	Maybe
CTH D	T Caledonia	17-010;17-030	2.02	2750	22	209	209	22	No
CTH D	T Caledonia	17-050	1.00	1920	22	209	209	22	No
CTH D	T Lebanon	14-010	0.06	860	24	208	208	24	Maybe
CTH D	T Lebanon	14-020;14-021	0.49	2870	24	210	210	24	No
CTH D	T Mukwa	13-072;13-071	0.12	4880	44	0	201	44	Maybe
CTH D	T Mukwa	13-081	0.38	3020	24	207	207	24	No
CTH D	T Mukwa	13-083;13-084	1.00	5190	24	207	207	24	No
CTH E	T Lind	2-010	0.37	700	20	102	102	20	Yes
CTH E	T St. Lawrence	10-030	2.19	1000	22	206	206	22	Maybe
CTH E	T Waupaca	17-010	2.60	1450	22	303	303	28	Maybe
CTH E	T Waupaca	17-011;17-012;17-013	2.02	1450	22	206	206	22	Maybe
CTH E	T Waupaca	7-021	0.15	700	22	207	207	22	Yes
CTH H	T Fremont	5-020	0.84	1410	22	103	103	22	Maybe
CTH H	T Fremont	7-040	0.17	700	22	204	204	22	Yes
CTH I	T Larrabee	42-010	1.10	750	21	203	203	21	Yes
CTH I	T Larrabee	42-020	0.13	750	21	203	203	21	Yes
CTH I	T Matteson	45-020	0.33	750	21	203	203	21	Yes
CTH I	T Matteson	45-030	1.29	750	21	203	203	21	Yes
CTH K	T Dayton	21-011;21-015	2.50	700	22	105	105	22	Yes
CTH K	T Farmington	26-010	0.22	700	20	104	104	20	Yes
CTH K	T Farmington	26-020	0.25	700	24	203	203	24	Maybe
CTH O	T Bear Creek	28-030	1.27	740	20	103	103	20	Maybe
CTH O	T Larrabee	47-020	1.27	740	20	104	104	20	Maybe
CTH Q	T Dayton	26-010	0.38	1060	20	103	103	20	Maybe
CTH Q	T Farmington	6-060	0.38	1060	32	0	0	32	Yes
CTH QQ	T Dayton	49-010	0.20	3835	24	202	202	24	No
CTH QQ	T Farmington	48-011;48-012	0.28	5000	24	303	303	30	No
CTH QQ	T Farmington	48-013	0.07	5000	24	303	0	27	No
CTH QQ	T Farmington	48-014	0.26	5000	29	0	0	29	No
CTH QQ	T Farmington	48-015	0.09	5630	24	303	303	30	No
CTH QQ	T Farmington	48-016	1.60	5520	22	303	303	28	No
CTH S	T DuPont	13-007	0.11	2650	38	0	206	38	Yes
CTH S	T DuPont	13-008	0.07	2650	24	206	206	24	No
CTH S	T DuPont	13-030	0.25	760	20	204	204	20	Maybe
CTH S	T Larrabee	70-010	0.05	1260	36	0	206	36	Yes
CTH W	T Caledonia	9-022	1.38	1000	22	204	204	22	Maybe
CTH W	T Caledonia	9-023	0.27	1000	24	103	103	24	Maybe
CTH W	T Mukwa	12-010	1.26	2140	34	305	305	44	Yes

**PRESENT COUNTY HIGHWAY ADEQUACY (Based on AADTs and Effective Pavement Width (EPW))**

Highway	Location	Segment ID	Length (Miles)	AADT	Pvmt Width	Left Shld*	Right Shld*	EPW	Present Adequacy
CTH W	T Mukwa	12-011	0.28	1070	24	203	203	24	Maybe
CTH W	T Mukwa	12-020	2.28	1070	24	206	206	24	Maybe
CTH X	T Mukwa	18-011	0.98	1220	22	203	203	22	Maybe
CTH X	T Mukwa	18-012	1.57	1220	22	206	206	22	Maybe
CTH X	T Mukwa	18-013	1.87	1800	22	206	206	22	<b>No</b>
CTH X	T Mukwa	18-014	2.29	3890	24	305	305	34	Maybe
CTH X	T Royalton	38-020	0.12	700	22	203	203	22	Yes
CTH X	T Royalton	38-030	2.96	740	22	203	203	22	Yes
CTH X	T Royalton	38-040	1.28	1220	22	203	203	22	Maybe
CTH X	T Weyauwega	19-010	2.06	910	20	203	203	20	Maybe
CTH X	T Weyauwega	19-011	0.26	2570	36	0	204	36	Yes
CTH X	T Weyauwega	19-020	0.16	2570	20	202	202	20	<b>No</b>
CTH Y	T Matteson	12-010	0.35	1380	24	205	205	24	Maybe

**51.37**

\*Shoulder Code: 203

First digit = Shoulder type

0=curb/gutter

1=grass

2=gravel

3=paved

Last two digits = shoulder width in feet

03=3' wide shoulder

Thus 203=3' wide gravel shoulder

Source: WisDOT Local Road Database; April 2002

**PRESENT TOWN ROAD ADEQUACY (Based on AADTs and Effective Pavement Width (EPW))**

Jurisdiction	Road Name	Segment ID	Length (Miles)	AADT	Pvmt Width	Left Shld*	Right Shld*	EPW	Present Adequacy
T Dayton	Cleghorn Rd	12-011	0.90	600	20	102	102	20	Yes
T Dayton	Cleghorn Rd	12-013;12020	0.94	600	18	102	102	18	Maybe
T Dayton	Whispering Pines Rd	31-010	0.67	365	16	102	102	16	Yes
T Dayton	Whispering Pines Rd	31-011	0.33	365	20	201	201	20	Yes
T Dayton	Rural Rd	36-010	0.97	570	20	102	102	20	Yes
T Dayton	Rural Rd	36-011	1.95	570	19	101	101	19	Yes
T Farmington	Rural Rd	124-010	0.15	500	20	202	202	20	Yes
T Farmington	Hartman Creek Rd	43-010;43020	1.62	390	22	208	208	22	Yes
T Farmington	King Rd	53-010	1.61	1900	20	202	202	20	No
T Farmington	King Rd	53-020	0.19	1900	24	206	206	24	Maybe
T Farmington	Cleghorn Rd	9-010	0.08	600	20	102	102	20	Yes
T Fremont	Old 49	10-010	0.79	1575	24	204	204	24	Maybe
T Fremont	Desert Rd	22-021	0.17	375	24	204	204	24	Maybe
T Larrabee	7th St	40-010;40-030	0.25	700	20	203	203	20	Yes
T Lebanon	Church St	18-010	0.23	330	24	102	102	24	Yes
T Lebanon	Church St	18-020	0.03	410	22	102	204	22	Yes
T Lebanon	Spurr Rd	29-011;29-020	0.18	700	24	102	102	24	Maybe
T Little Wolf	Garrity Rd	42-020	0.96	350	20	103	103	20	Yes
T Little Wolf	Butternut Rd	43-010	1.27	440	20	203	203	20	Yes
T Mukwa	Beckert Rd	34-020	0.46	1520	32	0	206	32	Yes
T Royalton	Manor Dr	27-010	0.13	300	22	206	206	22	Yes
T Waupaca	Constance Rd	13-010;13-030	0.39	580	22	204	204	22	Yes
T Waupaca	Elm Valley Rd	5-010	1.19	700	22	102	102	22	Yes
T Waupaca	Apple Tree Ln	57-060	0.12	750	40	0	0	40	Yes
T Weyauwega	Reek Rd	1-020	0.24	700	20	102	102	20	Yes

**15.82**

\*Shoulder Code: 203

First digit = Shoulder type

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3=paved

Last two digits = shoulder width in feet

03=3' wide shoulder

Thus 203=3' wide gravel shoulder

**HEAVILY TRAFFICKED LOCAL STREETS  
(Not on State or Federal Highway System)**

Jurisdiction	Street Name	From	To	Length		Pvmt Width	Left Shld*	Right Shld*	EPW
				(Miles)	AADT				
V Embarrass	Main St	0.10 E of High St	N CPL	0.88	1380	36	303	303	42
V Embarrass	Main St	Grand Ave	0.10 E of High St	0.34	1780	36	0	0	36
V Fremont	E Main St	River St	High St	0.16	8120	24	202	202	24
V Fremont	E Main St	High St	STH 110	0.16	8120	24	204	204	24
V Fremont	Tustin Rd	Main St	S CPL	0.34	1410	22	0	0	22
V Fremont	W Main St	STH 110	Wolf River Dr	0.11	1120	44	0	0	44
V Fremont	Wolf River Dr	Fillmore St	Main St	0.22	1720	48	0	0	48
V Fremont	Wolf River Dr	Main St	So End	0.14	1680	22	0	0	22
V Fremont	Wolf River Dr	East St	Fillmore St	0.47	1095	22	102	102	22
V Iola	Pierce St	E State St	0.15 E of Pine Tree Ln	0.40	840	20	103	103	20
V Iola	Water St	Main St	0.57 N of Sunset Dr	1.05	1510	55	0	0	55
V Ogdensburg	Fulton St	Water St	E CPL	0.51	1370	22	206	206	22
V Ogdensburg	Main St	Franklin St	Water St	0.15	890	64	0	0	64
V Ogdensburg	Main St	Begin Sdwk	Water St	0.06	810	55	0	0	55
V Ogdensburg	Main St	Humbolt St	Franklin St	0.12	800	38	102	102	38
V Ogdensburg	Main St	Frankfort St	Begin Sdwk	0.12	810	28	0	0	28
V Ogdensburg	Main St	Scandinavia Rd	W CPL	0.25	730	20	101	101	20
V Ogdensburg	Scandinavia Rd	0.05 E of W CPL	Humbolt St	0.21	1130	30	101	101	30
V Ogdensburg	Scandinavia Rd	W CPL	0.05 E of W CPL	0.05	1130	22	205	205	22
V Ogdensburg	Water St	Main St	RR Xing	0.12	990	44	0	0	44
V Ogdensburg	Water St	RR Xing	Moore St	0.04	990	40	203	203	40
V Ogdensburg	Water St	Fulton St	Main St	0.13	990	34	204	0	34
V Ogdensburg	Water St	S CPL	Fulton St	0.25	900	22	206	206	22
V Scandinavia	Amherst St	W CPL	Main St	0.26	1060	20	0	0	20
V Scandinavia	Industrial Park Dr	High St	End	0.34	2090	44	102	102	44
V Scandinavia	Main St	High St	North Shore Dr	0.18	2090	44	0	0	44
C Clintonville	15th St	Anne St	Main St	0.06	1090	44	0	0	44
C Clintonville	15th St	Anne St	Roberts St	0.24	900	38	0	0	38
C Clintonville	15th St	Roberts St	River St	0.24	800	31	103	103	31
C Clintonville	16th St	Main St	Anne St	0.08	1460	44	0	0	44
C Clintonville	16th St	Anne St	0.03 E of Roberts St	0.29	1100	40	0	0	40
C Clintonville	6th St	Main St	Stewart St	0.21	1760	37	0	0	37
C Clintonville	6th St	Ilo St	Stewart St	0.08	1060	31	0	0	31
C Clintonville	7th St	Main St	Auto St	0.14	3480	46	0	0	46
C Clintonville	7th St	Auto St	E CPL	0.66	1510	24	204	204	24
C Clintonville	7th St	E CPL	0.13 E of E CPL	0.13	1200	20	104	104	20
C Clintonville	7th St	0.23 E of Airport Rd	0.33 E of Airport Rd	0.10	730	20	203	203	20
C Clintonville	7th St	Airport Rd	0.12 E of Airport Rd	0.12	730	20	203	203	20
C Clintonville	CTH D	Golf Club Rd	Green Tree Rd	0.23	1170	20	205	205	20
C Clintonville	CTH I	0.12 W of Buelow Rd	0.32 E of Buelow Rd	0.44	1320	21	203	203	21
C Clintonville	E 12th St	N 12th St	Main St	0.12	4420	44	0	0	44
C Clintonville	E 12th St	Main St	Anne St	0.07	2172	44	0	0	44
C Clintonville	E 12th St	Anne St	Lyon St	0.25	1795	34	0	0	34
C Clintonville	E 12th St	Lyon St	River St	0.16	1580	28	204	204	28
C Clintonville	E 1st St	Main St	Morning Glory Dr	0.20	840	37	0	0	37

C Clintonville	<b>E Madison St</b>	0.10 W of S Madison St	S Madison St	0.10	<b>1260</b>	50	0	0	<b>50</b>
C Clintonville	<b>E Madison St</b>	0.14 E of Auto St	0.19 E of Maize	0.31	<b>810</b>	40	0	0	<b>40</b>
C Clintonville	<b>E Madison St</b>	S Madison St	Auto	0.07	<b>1260</b>	35	0	204	<b>35</b>
C Clintonville	<b>E Madison St</b>	Auto	0.14 E of Auto St	0.14	<b>810</b>	20	203	203	<b>20</b>
C Clintonville	<b>Green Tree Rd</b>	0.06 W of STH 22	STH 22	0.06	<b>1020</b>	20	102	102	<b>20</b>
C Clintonville	<b>Hemlock St</b>	8th St	12th St	0.25	<b>4500</b>	44	0	0	<b>44</b>
C Clintonville	<b>Hemlock St</b>	Waupaca St	8th St	0.15	<b>1870</b>	35	0	0	<b>35</b>
C Clintonville	<b>Industrial Ave</b>	0.07 N of Spring St	STH 156	0.26	<b>710</b>	24	204	204	<b>24</b>
C Clintonville	<b>Lyon St</b>	E 12th St	7th St	0.21	<b>2020</b>	24	204	204	<b>24</b>
C Clintonville	<b>Memorial Cir</b>	0.19 S of 12th St	Main St	0.09	<b>1300</b>	68	0	0	<b>68</b>
C Clintonville	<b>Memorial Cir</b>	12th St	0.19 S of 12th St	0.19	<b>1300</b>	40	103	103	<b>40</b>
C Clintonville	<b>N 12th St</b>	18th St	Hemlock St	0.50	<b>3150</b>	44	0	0	<b>44</b>
C Clintonville	<b>N 12th St</b>	Begin C&G R	18th St	0.07	<b>2020</b>	33	0	208	<b>33</b>
C Clintonville	<b>N 12th St</b>	Gree Tree Rd	Begin C&G R	0.13	<b>2020</b>	22	208	208	<b>22</b>
C Clintonville	<b>Stewart St</b>	6th St	Waupaca St	0.10	<b>1710</b>	30	0	0	<b>30</b>
C Clintonville	<b>W 1st St</b>	Main St	W CPL	0.45	<b>770</b>	30	0	204	<b>30</b>
C Clintonville	<b>Waupaca St</b>	Begin C&G	Hemlock St	0.12	<b>1180</b>	40	0	0	<b>40</b>
C Clintonville	<b>Waupaca St</b>	West CPL	Begin C&G	0.15	<b>1180</b>	22	204	204	<b>22</b>
C Manawa	<b>4th St</b>	Mill St	S Bridge St	0.06	<b>1310</b>	44	0	0	<b>44</b>
C Manawa	<b>4th St</b>	Grove St	Mill St	0.19	<b>1310</b>	38	0	0	<b>38</b>
C Manawa	<b>Beech St</b>	E Howard St	0.10 S of Howard St	0.10	<b>1150</b>	22	102	102	<b>22</b>
C Manawa	<b>CTH B</b>	Depot St	W CPL	0.07	<b>1000</b>	20	0	0	<b>20</b>
C Manawa	<b>S Bridge St</b>	Bridge St (N)	High St	0.17	<b>2140</b>	40	0	0	<b>40</b>
C Manawa	<b>S Bridge St</b>	High St	Euclid Ave	0.20	<b>2140</b>	36	0	0	<b>36</b>
C Manawa	<b>S Bridge St</b>	Euclid Ave	0.09 S of Euclid Ave	0.09	<b>2140</b>	28	102	102	<b>28</b>
C Manawa	<b>S Bridge St</b>	0.09 S of Euclid Ave	E Howard St	0.14	<b>2140</b>	22	102	102	<b>22</b>
C Manawa	<b>Union St</b>	N Bridge St	Factory St	0.13	<b>1040</b>	47	0	0	<b>47</b>
C Manawa	<b>Union St</b>	Factory St	Clark St	0.32	<b>1040</b>	36	0	0	<b>36</b>
C Marion	<b>CTH S</b>	Ramsdell St	E CPL	0.12	<b>2650</b>	24	210	210	<b>24</b>
C Marion	<b>E Ramsdell St</b>	CTH SS	E CPL	0.17	<b>2650</b>	22	207	207	<b>22</b>
C Marion	<b>Ramsdell St</b>	SW 1st St	Main St	0.06	<b>1260</b>	49	0	0	<b>49</b>
C Marion	<b>Ramsdell St</b>	Main St	Parkview Ave	0.23	<b>2650</b>	46	0	0	<b>46</b>
C Marion	<b>Ramsdell St</b>	0.28 W of SW 1st St	SW 1st St	0.28	<b>1260</b>	42	0	0	<b>42</b>
C Marion	<b>Ramsdell St</b>	Parkview Ave	0.21 E of Parkview Ave	0.21	<b>2650</b>	37	0	0	<b>37</b>
C Marion	<b>Ramsdell St</b>	0.21 E of Parkview Ave	E Ramsdell St	0.71	<b>2650</b>	24	207	207	<b>24</b>
C Marion	<b>Ramsdell St</b>	Bowers Rd	Mid Pt on CPL	0.24	<b>1260</b>	20	204	204	<b>20</b>
C Marion	<b>Ramsdell St</b>	W CPL L	0.28 W of SW 1st St	0.20	<b>1260</b>	20	203	203	<b>20</b>
C New London	<b>Beacon Ave</b>	Division St	Pearl St	0.14	<b>6500</b>	36	0	0	<b>36</b>
C New London	<b>Beacon Ave</b>	Oshkosh St	Werner Allen Blvd	0.24	<b>1320</b>	32	0	0	<b>32</b>
C New London	<b>Beacon Ave</b>	Wyman St	Shawano St	0.11	<b>1710</b>	30	0	0	<b>30</b>
C New London	<b>Beacon Ave</b>	Pearl St	Wyman St	0.17	<b>1470</b>	30	0	0	<b>30</b>
C New London	<b>Beacon Ave</b>	Shawano St	Oshkosh St	0.08	<b>1320</b>	30	0	0	<b>30</b>
C New London	<b>Beckert Rd</b>	Pershing Rd	Begin 32' bitum	0.27	<b>1190</b>	44	0	0	<b>44</b>
C New London	<b>Beckert Rd</b>	Begin 32' bitum	Mid Pt on S CPL	0.24	<b>880</b>	32	0	206	<b>32</b>
C New London	<b>Division St</b>	Jennings St	Beacon Ave	0.51	<b>5550</b>	44	0	0	<b>44</b>
C New London	<b>Division St</b>	0.03 N of Cook St	Wolf River Ave	0.09	<b>4490</b>	36	0	0	<b>36</b>
C New London	<b>Jennings St</b>	Werner Allen Blvd	Dexter St	0.36	<b>1430</b>	44	0	0	<b>44</b>
C New London	<b>Jennings St</b>	Wyman St	Smith St	0.12	<b>1180</b>	36	0	0	<b>36</b>
C New London	<b>Jennings St</b>	Dexter St	Wyman St	0.08	<b>1060</b>	36	0	0	<b>36</b>
C New London	<b>N Pearl St</b>	Park St	Waupaca St	0.05	<b>5330</b>	43	0	0	<b>43</b>
C New London	<b>N Pearl St</b>	Water St	Park St	0.05	<b>5330</b>	36	0	0	<b>36</b>
C New London	<b>N Shawano St</b>	STH 54	RR Xing	0.35	<b>12230</b>	48	0	0	<b>48</b>
C New London	<b>N Shawano St</b>	0.04 N of Ridge Rd	STH 54	0.53	<b>6500</b>	48	0	0	<b>48</b>

C New London	<b>N Shawano St</b>	0.04 N of Ridge Rd	Spurr Rd	0.40	<b>4550</b>	48	208	208	<b>48</b>
C New London	<b>N Shawano St</b>	RR Xing	N Water St	0.35	<b>6500</b>	36	0	0	<b>36</b>
C New London	<b>N Water St</b>	Shawano St	S Pearl St	0.28	<b>6500</b>	45	0	0	<b>45</b>
C New London	<b>N Water St</b>	S Pearl St	Waup/Out Co line	0.15	<b>2340</b>	32	0	0	<b>32</b>
C New London	<b>Oshkosh St</b>	Wolf River Ave	Spring St	0.05	<b>2100</b>	40	0	0	<b>40</b>
C New London	<b>Oshkosh St</b>	Washington St	Pine St	0.14	<b>2660</b>	36	0	0	<b>36</b>
C New London	<b>Oshkosh St</b>	Jennings St	Pershing St	0.20	<b>2570</b>	36	0	0	<b>36</b>
C New London	<b>Oshkosh St</b>	Cook St	Washington St	0.17	<b>2070</b>	32	0	0	<b>32</b>
C New London	<b>Oshkosh St</b>	Pine St	Jennings St	0.25	<b>2070</b>	32	0	0	<b>32</b>
C New London	<b>Oshkosh St</b>	Spring St	Cook St	0.06	<b>2100</b>	30	0	0	<b>30</b>
C New London	<b>Pershing Rd</b>	S CPL	Wyman St	0.81	<b>3630</b>	44	0	0	<b>44</b>
C New London	<b>S Pearl St</b>	N Water St	Beacon Ave	0.30	<b>6500</b>	45	0	0	<b>45</b>
C New London	<b>S Pearl St</b>	Quincy St	Pine St	0.08	<b>1200</b>	36	0	0	<b>36</b>
C New London	<b>S Pearl St</b>	Pine St	Millard St	0.11	<b>1000</b>	36	0	0	<b>36</b>
C New London	<b>S Pearl St</b>	Millard St	Minerva St	0.53	<b>800</b>	36	0	0	<b>36</b>
C New London	<b>S Pearl St</b>	Beacon Ave	Quincy St	0.17	<b>1580</b>	30	0	0	<b>30</b>
C New London	<b>S Shawano St</b>	Buck St	Washington St	0.06	<b>1970</b>	43	0	0	<b>43</b>
C New London	<b>S Shawano St</b>	N Water St	Wolf River Ave	0.14	<b>10250</b>	35	0	0	<b>35</b>
C New London	<b>S Shawano St</b>	Wolf River Ave	Buck St	0.23	<b>3070</b>	35	0	0	<b>35</b>
C New London	<b>Saint John St</b>	N Water St	Alley (S)	0.03	<b>910</b>	43	0	0	<b>43</b>
C New London	<b>Saint John St</b>	N Water St	Waupaca St	0.10	<b>910</b>	32	0	0	<b>32</b>
C New London	<b>Spurr Rd</b>	Shawano St	0.06 E Shawano St	0.06	<b>1420</b>	22	0	0	<b>22</b>
C New London	<b>State St</b>	N wWater St	0.07 N of N Water St	0.07	<b>840</b>	40	0	0	<b>40</b>
C New London	<b>Washington St</b>	Werner Allen Blvd	Oshkosh St	0.24	<b>1640</b>	44	0	0	<b>44</b>
C New London	<b>Washington St</b>	Oshkosh St	Wyman St	0.19	<b>910</b>	36	0	0	<b>36</b>
C New London	<b>Waupaca St</b>	Shawano St	Lincoln St	0.19	<b>5660</b>	43	0	0	<b>43</b>
C New London	<b>Waupaca St</b>	Lincoln St	Pearl St	0.12	<b>5660</b>	33	0	0	<b>33</b>
C New London	<b>Werner Allen Blvd</b>	Washington St	Jennings St	0.40	<b>1480</b>	48	0	0	<b>48</b>
C New London	<b>Werner Allen Blvd</b>	Wolf River Ave	Washington St	0.27	<b>1360</b>	48	0	0	<b>48</b>
C New London	<b>Wisconsin St</b>	N Water St	0.01 S of Shiocton St	0.07	<b>2170</b>	36	0	0	<b>36</b>
C New London	<b>Wolf River Ave</b>	Werner Allen Blvd	Oshkosh St	0.24	<b>3750</b>	44	0	0	<b>44</b>
C New London	<b>Wolf River Ave</b>	Shawano St	Wyman St	0.11	<b>8480</b>	40	0	0	<b>40</b>
C New London	<b>Wolf River Ave</b>	Wyman St	Pearl St	0.17	<b>5520</b>	40	0	0	<b>40</b>
C New London	<b>Wolf River Ave</b>	Oshkosh St	Shawano St	0.08	<b>3580</b>	40	0	0	<b>40</b>
C New London	<b>Wolf River Ave</b>	0.18 E of W CPL	Werner Allen Blvd	0.10	<b>3890</b>	38	0	0	<b>38</b>
C New London	<b>Wolf River Ave</b>	Pearl St	Division St	0.14	<b>3350</b>	38	0	0	<b>38</b>
C New London	<b>Wolf River Ave</b>	W CPL	0.18 E of W CPL	0.18	<b>3890</b>	34	0	208	<b>34</b>
C New London	<b>Wyman St</b>	Pershing St	Cameron St	0.02	<b>2870</b>	44	0	0	<b>44</b>
C New London	<b>Wyman St</b>	Cameron St	Wolf River Ave	0.73	<b>3340</b>	30	0	0	<b>30</b>
C Waupaca	<b>Badger St</b>	Main St	State St	0.18	<b>8970</b>	42	0	0	<b>42</b>
C Waupaca	<b>Badger St</b>	Washington St	Main St	0.06	<b>2460</b>	40	0	0	<b>40</b>
C Waupaca	<b>Badger St</b>	Franklin St	Washington St	0.06	<b>2460</b>	32	0	0	<b>32</b>
C Waupaca	<b>Berlin St</b>	Lake St	Shadow Lake Rd	0.57	<b>2950</b>	38	0	0	<b>38</b>
C Waupaca	<b>Berlin St</b>	Shadow Lake Rd	S CPL	0.26	<b>2150</b>	20	0	0	<b>20</b>
C Waupaca	<b>Bowlby Ln</b>	Western Ave	0.02 E of Western Ave	0.02	<b>1500</b>	26	0	0	<b>26</b>
C Waupaca	<b>CTH K</b>	Shadow Rd (N jct)	Washington St	0.41	<b>3780</b>	28	0	202	<b>28</b>
C Waupaca	<b>CTH K</b>	STH 22 W	Shadow Rd (N jct)	0.34	<b>3780</b>	24	0	0	<b>24</b>
C Waupaca	<b>CTH QQ</b>	STH 54	S CPL	0.15	<b>5630</b>	22	204	204	<b>22</b>
C Waupaca	<b>E Fulton St</b>	State St	Oborn St	0.32	<b>890</b>	36	0	0	<b>36</b>
C Waupaca	<b>Elm St</b>	Holbeck St	Water St	0.20	<b>1860</b>	38	0	0	<b>38</b>
C Waupaca	<b>Elm St</b>	Harrison St	Holbeck St	0.51	<b>1390</b>	24	203	203	<b>24</b>
C Waupaca	<b>Evans St</b>	Berlin St	Churchill St	0.55	<b>1055</b>	26	202	202	<b>26</b>
C Waupaca	<b>Granite St</b>	Harrison St	Main St	0.40	<b>3040</b>	38	0	0	<b>38</b>

C Waupaca	<b>Granite St</b>	Morton St	Harrison St	0.11	<b>1780</b>	34	0	0	<b>34</b>
C Waupaca	<b>High St</b>	Fulton Ave	0.26 S of Fulton Ave	0.26	<b>815</b>	36	0	0	<b>36</b>
C Waupaca	<b>High St</b>	0.26 S of Fulton Ave	0.49 S of Fulton Ave	0.23	<b>815</b>	23	104	104	<b>23</b>
C Waupaca	<b>High St</b>	0.49 S of Fulton Ave	CTH K	0.24	<b>815</b>	20	104	104	<b>20</b>
C Waupaca	<b>Hillcrest St</b>	Fulton St	Harrison St	0.33	<b>2500</b>	23	202	202	<b>23</b>
C Waupaca	<b>Junction St</b>	Washington St	Main St	0.02	<b>3010</b>	24	0	0	<b>24</b>
C Waupaca	<b>Lake St</b>	State St	Berlin St	0.04	<b>5920</b>	32	0	0	<b>32</b>
C Waupaca	<b>Lake St</b>	Main St	State St	0.19	<b>3630</b>	32	0	0	<b>32</b>
C Waupaca	<b>Lake St</b>	Berlin St	School St	0.21	<b>1790</b>	32	0	0	<b>32</b>
C Waupaca	<b>Mill St</b>	Division St	State St	0.06	<b>5110</b>	40	0	0	<b>40</b>
C Waupaca	<b>Mill St</b>	State St	Oak St	0.21	<b>5420</b>	38	0	0	<b>38</b>
C Waupaca	<b>N Division St</b>	Mill St	End	0.15	<b>2270</b>	34	0	0	<b>34</b>
C Waupaca	<b>N Main St</b>	Fulton St	Water St	0.12	<b>4050</b>	60	0	0	<b>60</b>
C Waupaca	<b>Oak St</b>	0.08 N of Mill St	0.04 N of Redfield St	0.06	<b>990</b>	44	0	0	<b>44</b>
C Waupaca	<b>Oak St</b>	Mill St	0.08 N of Mill St	0.08	<b>990</b>	38	0	0	<b>38</b>
C Waupaca	<b>Oak St</b>	Ware St	Mill St	0.10	<b>2245</b>	36	0	0	<b>36</b>
C Waupaca	<b>Oak St</b>	0.04 N of Redfield St	0.12 N of Redfield St	0.08	<b>990</b>	36	0	204	<b>36</b>
C Waupaca	<b>Oak St</b>	0.12 N of Redfield St	Ogdensburg Rd	0.09	<b>990</b>	28	203	203	<b>28</b>
C Waupaca	<b>Oborn St</b>	Shearer St	Ware St	0.23	<b>1190</b>	30	202	202	<b>30</b>
C Waupaca	<b>Ogdensburg Rd</b>	Oak St	E CPL	0.77	<b>1380</b>	22	205	205	<b>22</b>
C Waupaca	<b>Royalton St</b>	Churchill St	School St	0.09	<b>13900</b>	44	0	0	<b>44</b>
C Waupaca	<b>Royalton St</b>	School St	Berlin St	0.31	<b>980</b>	30	0	0	<b>30</b>
C Waupaca	<b>S Main St</b>	Badger St	W Fulton St	0.13	<b>7920</b>	63	0	0	<b>63</b>
C Waupaca	<b>S Main St</b>	Deer St	Badger St	0.09	<b>4140</b>	38	0	0	<b>38</b>
C Waupaca	<b>S Main St</b>	Lake St	Deer St	0.15	<b>3900</b>	36	0	0	<b>36</b>
C Waupaca	<b>S Main St</b>	Junction St	Lake St	0.20	<b>3700</b>	29	0	0	<b>29</b>
C Waupaca	<b>School St</b>	State St	0.12 SE of Van St	0.32	<b>10500</b>	48	0	0	<b>48</b>
C Waupaca	<b>School St</b>	0.12 SE of Van St	Royalton St	0.15	<b>9340</b>	44	0	0	<b>44</b>
C Waupaca	<b>Shearer St</b>	Oborn St	0.10 S of Oborn St	0.10	<b>1080</b>	28	102	102	<b>28</b>
C Waupaca	<b>Shearer St</b>	0.10 S of Oborn St	Van St	0.14	<b>1080</b>	26	202	202	<b>26</b>
C Waupaca	<b>State St</b>	Badger St	E Fulton St	0.14	<b>3500</b>	43	0	0	<b>43</b>
C Waupaca	<b>State St</b>	E Fulton St	Hill St	0.19	<b>2460</b>	35	0	0	<b>35</b>
C Waupaca	<b>State St</b>	Lake St	Badger St	0.23	<b>1110</b>	30	0	0	<b>30</b>
C Waupaca	<b>Tower Rd</b>	0.04 N of STH 54	Ware St	0.50	<b>2160</b>	36	0	0	<b>36</b>
C Waupaca	<b>W Fulton St</b>	Washington St	Main St	0.06	<b>9450</b>	47	0	0	<b>47</b>
C Waupaca	<b>W Fulton St</b>	Harrison St	Washington St	0.32	<b>9450</b>	42	0	0	<b>42</b>
C Waupaca	<b>Ware St</b>	Oborn St	0.12 E of Oborn St	0.12	<b>1690</b>	38	0	0	<b>38</b>
C Waupaca	<b>Ware St</b>	Oak St	Oborn St	0.12	<b>2245</b>	36	0	0	<b>36</b>
C Waupaca	<b>Ware St</b>	0.12 E of Oborn St	Tower Rd	0.64	<b>1690</b>	22	204	204	<b>22</b>
C Waupaca	<b>Water St</b>	Main St	Division St	0.13	<b>4990</b>	50	0	0	<b>50</b>
C Waupaca	<b>Western Ave</b>	0.14 N of Fulton St	Smith St	0.24	<b>1000</b>	40	0	0	<b>40</b>
C Weyauwega	<b>Alfred St</b>	Pine St	Lincoln St	0.54	<b>1840</b>	38	0	0	<b>38</b>
C Weyauwega	<b>Alfred St</b>	Lincoln St	0.27 E of Lincoln St	0.27	<b>1570</b>	22	203	203	<b>22</b>
C Weyauwega	<b>Alfred St</b>	Main St	Pine St	0.32	<b>1330</b>	20	102	102	<b>20</b>
C Weyauwega	<b>Ann St</b>	Lincoln St	Elizabeth St	0.09	<b>1670</b>	41	0	0	<b>41</b>
C Weyauwega	<b>Ann St</b>	Elizabeth St	Harlon St	0.31	<b>1670</b>	38	0	0	<b>38</b>
C Weyauwega	<b>CTH X</b>	Industrial Dr	0.08 N of Industrial Dr	0.08	<b>1770</b>	22	203	203	<b>22</b>
C Weyauwega	<b>CTH X</b>	Mills St	0.11 E of Mills St	0.11	<b>1770</b>	18	0	0	<b>18</b>
C Weyauwega	<b>Main St</b>	Mary St	Mills St	0.11	<b>2570</b>	50	0	0	<b>50</b>
C Weyauwega	<b>Main St</b>	W CPL	Mary St	0.32	<b>2570</b>	42	0	0	<b>42</b>

\*Shoulder Code: 203

First digit = Shoulder type

0=curb/gutter

1=grass

2=gravel

3=paved

Last two digits = shoulder width in feet

03=3' wide shoulder

Thus 203=3' wide gravel shoulder

Source: WisDOT Local Road Database; April 2002