NOTICE OF MEETING

VILLAGE OF FOX POINT
PLAN COMMISSION

SCHWEMER HALL - MUNICIPAL BLDG.
7200 N. SANTA MONICA BLVD
FOX POINT, WI 53217

Tuesday
September 3, 2024
5:45 P.M.

NOTE: the Plan Commission will be meeting in person at Village Hall, with a remote attendance option, per the hybrid meeting procedures further described in section 19-32 d. Of the Village code. This meeting is open to all citizens in person at Village Hall, or through the Zoom participant information shown below, subject to the following: no assurance is provided to those Plan Commission members and citizens intending to attend remotely that the technology will perform sufficiently to allow for their participation and the meeting will proceed regardless. Public officials and citizens wishing to ensure they can participate are encouraged to attend in person. Citizens are encouraged to submit any comments in writing in advance of the meeting to the Village Manager at sbotcher@villageoffoxpoint.com

Zoom Participant Information
https://us02web.zoom.us/j/84362564754
Dial: (312) 626-6799
Meeting ID: 843 6256 4754

AGENDA

1. **Roll Call.**

2. **Approval of the minutes of the June 3, 2024 Plan Commission meeting.** [Page 2-3]

3. **Consideration and Possible Action on an Ordinance to Repeal and Recreate Chapter 724 of the Village of Fox Point Village Code Relating to Floodplain Zoning*** [Page 4-49]

   The Village Plan Commission will consider and may act to recommend amendments to the Village floodplain zoning ordinance, to comply with requirements of State law as directed by the Wisconsin Department of Natural Resources.

4. **Consideration of St Augustine Prep Conditional Use Permit Application*** [Page 50-362]

   The Plan Commission consider the referral of a conditional use permit application for St. Augustine Prep on the former Cardinal Strich property, 6801 N Yates Road as required per Village Code Sections 745-10 and 745-20, and Wis. Stats. Section 62.23(7) (de) (3) and Wis. Stats. 61.35

5. **Adjourn.**

* NOTE: Items 3 and 4 on this agenda will be subjects of public hearings before the Village Board. Therefore, no public comments will be heard on these items at this meeting, to allow all public input to be presented to the Village Board at the public hearings.

NEXT PLAN COMMISSION MEETING: **Monday, October 7, 2024**

PLEASE NOTE: Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through sign language interpreters or other auxiliary aids. For additional information or to request these services, contact the Village Clerk at 351-8900. It is possible that members of, and possibly a quorum of members of, other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information; no action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.

Published and Posted August 29, 2024

VILLAGE OF FOX POINT
PLAN COMMISSION MEETING MINUTES
June 3, 2024

A meeting of the Fox Point Plan Commission was held on Monday, June 3, 2024. Village President Symchych called the meeting to order at 5:45 p.m. and noted there was a quorum of Plan Commission members present.

The Plan Commission roll call was taken by Village Clerk-Treasurer Sara Bruckman:

Plan Commission:	President Christine Symchych, Chairman
	Eric Fonstad, Commissioner – Absent
	Robert Smith, Commissioner
	Ted Durant, Commissioner
	Jay Craig, Commissioner
	William Langhoff, Commissioner - Absent
	Jake Wilson, Commissioner - Absent

Staff present included Village Manager Scott Botcher and Clerk-Treasurer Sara Bruckman.

Notice of the meeting was provided to the North Shore Now as necessary, and to all others as required by State open meetings laws and posted on the official bulletin board at 7200 N Santa Monica Boulevard, as well as the village website at www.villageoffoxpoint.com, as per 2015 Wisconsin Act 79 and as described in Village Ordinance Chapter 116-2, 116-2(C).

Approval of the Minutes of the May 6th, 2024 Plan Commission Meeting

Motion by Commissioner Durant, seconded by Commissioner Smith, and carried unanimously with a 4-0 vote, the Commission approved the minutes of the May 6th, 2024 Plan Commission meeting.

Consideration by Plan Commission RE: Conditional Use Permit for 7922 N Port Washington Road, Suite #2 – Story Makery, LLC dba Story Makery

Motion by Commissioner Craig, seconded by Commissioner Durant, and carried unanimously by roll call vote 4-0, the Commission recommended the Village Board approve the application pending resolving building issues identified by the Building Inspector Mike Rakow.

Adjourn

On motion of President Symchych, seconded by Commissioner Durant and carried unanimously by roll call vote 4-0, the Plan Commission meeting adjourned at 5:49 PM.

DRAFT

VILLAGE OF FOX POINT
PLAN COMMISSION MEETING MINUTES
June 3, 2024

Respectfully,

Sara A. Bruckman
Clerk-Treasurer

DRAFT

Municipal LAW
& LITIGATION GROUP

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DONALD S. MOLTER, JR. (Retired)
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ADAM J. MEYERS
SAVANNA M. GAIN

STEPHEN J. CENTINARIO, JR.
MICHAEL J. MORSE
JAMES P. WALSH

August 29, 2024

Scott Brandmeier, DPW Director
Village of Fox Point
7200 N Santa Monica Blvd.
Fox Point, WI 53217

Re: Floodplain Zoning Ordinance Update
Revised Draft

Dear Mr. Brandmeier:

I received your proposed changes to the floodplain ordinance and your request that I prepare a revised Ordinance in this regard. I have had an opportunity to carefully consider this matter.

Enclosed please find a revied draft of the ordinance that I prepared for your consideration. I have updated the ordinance to reflect the numbering of the Village Code. Please find a revised drafted marked to show certain changes and recommendations in this regard. I incorporated the changes recommended by Tanya Lourigan of the DNR. Please note that beginning on page 23, there is language related to 2019 Wisconsin Act 175 that the DNR describes as being optional to include. At this time, I incorporated this language into the draft ordinance. However, please note that I did not incorporate the language required for the Village to be subject to the Community Rating System, which is a voluntary federal program, and requires higher standards in the ordinance. I am also enclosing a clean copy for your use.

If you should have any questions or concerns regarding this matter, please do not hesitate to contact me.

Very truly yours,
MUNICIPAL LAW & LITIGATION GROUP, S.C.

Eric J. Larson

Eric J. Larson

EJL/BTC/em
Enclosure
cc: Scott Botcher, Village Manager
Sara Bruckman, Village Clerk/Treasurer

STATE OF WISCONSIN VILLAGE OF FOX POINT MILWAUKEE COUNTY

ORDINANCE NO. _____

AN ORDINANCE TO REPEAL AND RECREATE CHAPTER 724 RELATING TO FLOODPLAIN ZONING OF THE MUNICIPAL CODE OF THE VILLAGE OF FOX POINT. MILWAUKEE COUNTY, WISCONSIN

WHEREAS, the Director of Public Works has recommended that the Village of Fox Point Floodplain Ordinance be amended to be consistent with the Wisconsin Department of Natural Resources model floodplain ordinance, and the Village Attorney has drafted the enclosed ordinance to do so; and

WHEREAS, upon publication of a Class 2 Notice per Chapter 985 Wisconsin Statutes once each week for two consecutive weeks prior to the hearing, and upon at least 10 days prior written notice to the clerk of any municipality whose boundaries are within 1,000 feet of any lands included in the proposed Zoning Code territory as required by Wisconsin Statutes Section 62.23(7)(d), the Village Board held a public hearing regarding the tentative recommendations, on _____; and

WHEREAS, the Plan Commission has recommended the ordinance be adopted; and

WHEREAS, this ordinance will not take effect until it is approved by the State of Wisconsin Department of Natural Resources as described in Section NR 116.21(6)(e) of the Wisconsin Administrative Code; and

WHEREAS, upon careful consideration of all information received in the public hearing, the Plan Commission recommendation and being duly advised, the Village Board finds that the Village of Fox Point Floodplain should be repealed and re-created as shown herein.

NOW THEREFORE, the Village Board for the Village of Fox Point, Milwaukee County, Wisconsin does hereby ordain as follows:

SECTION 1: Chapter 724 of the Municipal Code of the Village of Fox Point entitled "Floodplain Zoning" is hereby repealed and re-created as follows.

CHAPTER 724: FLOODPLAIN ZONING

ARTICLE 1 GENERAL PROVISIONS

724-1 STATUTORY AUTHORIZATION

This ordinance is adopted pursuant to the authorization in §§ 61.35 and 62.23, Wis. Stats., and the requirements in § 87.30, Wis. Stats., as a code pursuant to § 66.0103, Wis. Stats.

724-2 FINDING OF FACT

Uncontrolled development and use of the floodplains and rivers of this municipality would impair the public health, safety, convenience, general welfare, and tax base.

724-3 STATEMENT OF PURPOSE

This ordinance is intended to regulate floodplain development to:

(1) Protect life, health and property;
(2) Minimize expenditures of public funds for flood control projects;
(3) Minimize rescue and relief efforts undertaken at the expense of the taxpayers;
(4) Minimize business interruptions and other economic disruptions;

(5) Minimize damage to public facilities in the floodplain;
(6) Minimize the occurrence of future flood blight areas in the floodplain;
(7) Discourage the victimization of unwary land and homebuyers;
(8) Prevent increases in flood heights that could increase flood damage and result in conflicts between property owners; and
(9) Discourage development in a floodplain if there is any practicable alternative to locate the activity, use or structure outside of the floodplain.

724-4 TITLE
This ordinance shall be known as the Floodplain Zoning Ordinance for the Village of Fox Point, Wisconsin.

724-5 AREAS TO BE REGULATED
This ordinance regulates all areas of special flood hazard identified as zones A, AO, AH, A1-30, AE, on the Flood Insurance Rate Map. Additional areas identified on maps approved by the Department of Natural Resources (DNR) and local community may also be regulated under the provisions of this ordinance, where applicable.

724-6 OFFICIAL MAPS & REVISIONS
Special Flood Hazard Areas (SFHA) are designated as zones A, A1-30, AE, AH, AO, VE, V1-30, or V, on the Flood Insurance Rate Maps (FIRMs) based on flood hazard analyses summarized in the Flood Insurance Study (FIS) listed in subd. (a) below. Additional flood hazard areas subject to regulation under this ordinance are identified on maps based on studies approved by the DNR and listed in subd. (b) below. These maps and revisions are on file in the office of the Village Director of Public Works of the Village of Fox Point.

(a) OFFICIAL MAPS: Based on the Flood Insurance Study (FIS):
1. Flood Insurance Rate Map (FIRM), panel number, 55079C0041F, 55079C0042F, 55079C0043F, and 55079C0044F dated October 24, 2024;

   Flood Insurance Study (FIS) for Milwaukee County, Volumes 55079CV001B, 55079CV002B, 55079CV003B, 55079CV004B, 55079CV005B, 55079CV006B, dated October 24, 2024.
   Approved by: The DNR and FEMA

(b) OFFICIAL MAPS: Based on other studies. Any maps referenced in this section must be approved by the DNR and be more restrictive than those based on the FIS at the site of the proposed development.

724-7 ESTABLISHMENT OF DISTRICTS
The flood hazard areas regulated by this ordinance are divided into districts as follows:

a) The Floodway District (FW), is the channel of a river or stream and those portions of the floodplain adjoining the channel required to carry the regional floodwaters, within AE Zones as shown on the FIRM, or within A Zones shown on the FIRM when determined according to Section 724-31 .

b) The Floodfringe District (FF) is that portion of a riverine special flood hazard area outside the floodway within AE Zones on the FIRM, or, when floodway limits have been determined according to Section 724-31, within A Zones shown on the FIRM.

c) The General Floodplain District (GFP) is those riverine areas that may be covered by floodwater during the regional flood in which a floodway boundary has not been delineated on the FIRM and also includes shallow flooding areas identified as AH and AO zones on the FIRM.

d) The Coastal Floodplain District (CFP) is an area of special flood hazard extending from offshore to the inland limit of a primary frontal dune along an open coast, and any other area subject to high velocity wave action from storms, including areas identified as zone V, V1-30, or VE on the FIRM. Where a riverine AE floodway extends into the CFP district, development within the floodway must comply with the regulations for both the FW and CFP districts. Where a riverine A zone or AE zone with no floodway determination abuts the CFP district, the riverine study's floodway limit must be determined based on standard floodway expansion principles within the CFP district and development within the floodway must comply with the standards for both the FW and CFP districts.

724-8 LOCATING FLOODPLAIN BOUNDARIES

Discrepancies between the exterior boundaries of zones A1-30, AE, AH, or A on the official floodplain zoning map and actual field conditions may be resolved using the criteria in subd (a) or (b) below. If a significant difference exists, the map shall be amended according to Article VIII *Amendments*. The Zoning Administrator can rely on a boundary derived from a profile elevation to grant or deny a land use permit, whether or not a map amendment is required. The Zoning Administrator shall be responsible for documenting actual pre-development field conditions and the basis upon which the district boundary was determined. Disputes between the Zoning Administrator and an applicant over the district boundary line shall be settled according to Section 724-38(3) and the criteria in (a) and (b) below**.** Where the flood profiles are based on established base flood elevations from a FIRM, FEMA must approve any map amendment or revision pursuant to Article VIII *Amendments*.

a) If flood profiles exist, the map scale and the profile elevations shall determine the district boundary. The regional or base flood elevations shall govern if there are any discrepancies.

b) Where flood profiles do not exist for projects, including any boundary of zone A, AO, the location of the boundary shall be determined by the map scale.

724-9 REMOVAL OF LANDS FROM FLOODPLAIN

a) Compliance with the provisions of this ordinance shall not be grounds for removing land from the floodplain unless it is filled at least two feet above the regional or base flood elevation, the fill is contiguous to land outside the floodplain, and the map is amended pursuant to Article VIII *Amendments.*

b) The delineation of any of the Floodplain Districts may be revised by the community where natural or man-made changes have occurred and/or where more detailed studies have been conducted. However, prior to any such change, approval must be obtained from the Wisconsin Department of Natural Resources and Federal Emergency Management Agency. A completed Letter of Map Revision is a record of this approval. The Zoning Administrator shall not sign a community acknowledgement form unless all criteria set forth in the following paragraphs are met:

1. The land and/or land around the structure must be filled at least two feet above the regional or base flood elevation;

2. The fill must be contiguous to land outside the floodplain; Applicant shall obtain floodplain development permit before applying for a LOMR or LOMR-F;

c) Removal of lands from the floodplain may also occur by operation of §87.30(1)(e), Wis. Stat. if a property owner has obtained a letter of map amendment from the federal emergency management agency under 44 C.F.R. 70.

724-10 COMPLIANCE

a) No structure or use within areas regulated by this ordinance shall hereafter be located, erected, constructed, reconstructed, repaired, extended, converted, enlarged, or altered without full compliance with the terms of these regulations and all other applicable regulations that apply to uses within the jurisdiction of these regulations.

b) Failure to obtain a floodplain development permit shall be a violation of these regulations and shall be punishable in accordance with Article IX .

c) Floodplain development permits issued on the basis of plans and applications approved by the Zoning Administrator authorize only the use, and arrangement, set forth in such approved plans and applications, or amendments thereto if approved by the Zoning Administrator. Use, arrangement, or construction contrary to that authorized shall be deemed a violation of these regulations and punishable in accordance with Article IX.

724-11 MUNICIPALITIES AND STATE AGENCIES REGULATED

Unless specifically exempted by law, all cities, villages, towns, and counties are required to comply with this ordinance and obtain all necessary permits. State agencies are required to comply if s. 13.48(13), Stats., applies. The construction, reconstruction, maintenance and repair of state highways and bridges by the Wisconsin Department of Transportation is exempt when s. 30.2022, Stats., applies. Although exempt from a local zoning permit and permit fees, DOT must provide sufficient project documentation and analysis to ensure that the community is in compliance with Federal, State, and local floodplain standards. If a local transportation project is located within a Zone A floodplain and is not a WisDOT project under s. 30.2022, then the road project design documents (including appropriate detailed plans and profiles) may be sufficient to meet the requirements for issuance of a local floodplain permit if the following apply: The applicant provides documentation to the Zoning Administrator that the proposed project is a culvert replacement or bridge replacement under 20’ span at the same location, the project is exempt from a DNR permit under s. 30.123(6)(d), the capacity is not decreased, the top road grade is not raised, and no floodway data is available from a federal, state, or other source. If floodway data is available in the impacted area from a federal, state, or other source that existing data must be utilized by the applicant in the analysis of the project site.

724-12 ABROGATION AND GREATER RESTRICTIONS

a) This ordinance supersedes all the provisions of any municipal zoning ordinance enacted under s. 61.35; or s. 87.30, Stats., which relate to floodplains. A more restrictive ordinance shall continue in full force and effect to the extent of the greater restrictions, but not otherwise.

b) This ordinance is not intended to repeal, abrogate, or impair any existing deed restrictions, covenants, or easements. If this ordinance imposes greater restrictions, the provisions of this ordinance shall prevail.

724-13 INTERPRETATION

In their interpretation and application, the provisions of this ordinance are the minimum requirements liberally construed in favor of the governing body and are not a limitation on or repeal of any other powers granted by the Wisconsin Statutes. If a provision of this ordinance, required by ch. NR 116, Wis. Adm. Code, is unclear, the provision shall be interpreted in light of the standards in effect on the date of the adoption of this ordinance or in effect on the date of the most recent text amendment to this ordinance.

724-14 WARNING AND DISCLAIMER OF LIABILITY

The flood protection standards in this ordinance are based on engineering experience and research. Larger floods may occur, or the flood height may be increased by man-made or natural causes. This ordinance does not imply or guarantee that non-floodplain areas or permitted floodplain uses will be free from flooding and flood damages. This ordinance does not create liability on the part of, or a cause of action against, the municipality or any officer or employee thereof for any flood damage that may result from reliance on this ordinance.

724-14.5 SEVERABILITY

Should any portion of this ordinance be declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected.

724-15 ANNEXED AREAS FOR CITIES AND VILLAGES

The Milwaukee County floodplain zoning provisions in effect on the date of annexation shall remain in effect and shall be enforced by the municipality for all annexed areas until the municipality adopts and enforces an ordinance which meets the requirements of ch. NR 116, Wis. Adm. Code and 44 CFR 59-72, *National Flood Insurance Program* (NFIP). These annexed lands are described on the municipality's official zoning map. County floodplain zoning provisions are incorporated by reference for the purpose of administering this section and are on file in the office of the municipal Zoning Administrator. All plats or maps of annexation shall show the regional flood elevation and the floodway location.

724-16 GENERAL DEVELOPMENT STANDARDS

The community shall review all permit applications to determine whether proposed building sites will be reasonably safe from flooding and assure that all necessary permits have been received from those governmental agencies whose approval is required by federal or state law.

1) If a proposed building site is in a flood-prone area, all new construction and substantial improvements shall:

   a. be designed and anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;

   b. be constructed with flood-resistant materials;

   c. be constructed by methods and practices that minimize flood damages; and

   d. Mechanical and utility equipment must be elevated to or above the flood protection elevation.

2) If a subdivision or other proposed new development is in a flood-prone area, the community shall assure that:

   a. such proposed subdivision or other proposed new development is consistent with the need to minimize flood damage within the flood-prone area;

   b. public utilities and facilities such as sewer, gas, electrical, and water systems are located and constructed to minimize or eliminate flood damage; and

   c. adequate drainage is provided to reduce exposure to flood hazards.

   All subdivision proposals (including manufactured home parks) shall include regional flood elevation and floodway data for any development that meets the subdivision definition of this ordinance and all other requirements in Section 724-36(2).

ARTICLE II: GENERAL STANDARDS APPLICABLE TO ALL FLOODPLAIN DISTRICTS
724-17 HYDRAULIC AND HYDROLOGIC ANALYSES

1) No floodplain development shall:

   a. Obstruct flow, defined as development which blocks the conveyance of floodwaters by itself or with other development, causing any increase in the regional flood height; or

   b. Cause any increase in the regional flood height due to floodplain storage area lost.

2) The Zoning Administrator shall deny permits if it is determined the proposed development will obstruct flow or cause any increase in the regional flood height, based on the officially adopted FIRM or other adopted map, unless the provisions of Article VIII *Amendments* are met.

724-18 WATERCOURSE ALTERATIONS

No land use permit to alter or relocate a watercourse in a mapped floodplain shall be issued until the local official has notified in writing all adjacent municipalities, the Department and FEMA regional offices, and required the applicant to secure all necessary state and federal permits. The standards of Section 724-17 must be met and the flood carrying capacity of any altered or relocated watercourse shall be maintained.

As soon as is practicable, but not later than six months after the date of the watercourse alteration or relocation and pursuant to Article VIII *Amendments,* the community shall apply for a Letter of Map Revision (LOMR) from FEMA. Any such alterations must be reviewed and approved by FEMA and the DNR through the LOMC process.

724-19 Development Requiring State Permit

Development which requires a permit from the Department, under chs. 30 and 31, Stats., such as docks, piers, wharves, bridges, culverts, dams, and navigational aids, may be allowed if the necessary permits are obtained and amendments to the floodplain zoning ordinance are made according to Article VIII *Amendments*.

724-20 PUBLIC OR PRIVATE CAMPGROUNDS

Public or private campgrounds shall have a low flood damage potential and shall meet the following provisions:

1) The campground is approved by the Department of Agriculture, Trade and Consumer Protection;

2) A land use permit for the campground is issued by the Zoning Administrator;

3) The character of the river system and the campground elevation are such that a 72-hour warning of an impending flood can be given to all campground occupants;

4) There is an adequate flood warning procedure for the campground that offers the minimum notice required under this section to all persons in the campground. This procedure shall include a written agreement between the campground owner, the floodplain zoning agency or Zoning Administrator, the municipal emergency government coordinator and the chief law enforcement official which specifies the flood elevation at which evacuation shall occur, personnel responsible for monitoring flood elevations, types of warning systems to be used and the procedures for notifying at-risk parties, and the methods and personnel responsible for conducting the evacuation;

5) This agreement shall be for no more than one calendar year, at which time the agreement shall be reviewed and updated - by the officials identified in sub. (4) - to remain in compliance with all applicable regulations, including those of the state Department of Agriculture, Trade and Consumer Protection and all other applicable regulations;

6) All mobile recreational vehicles placed on site must meet one of the following:

    a. Be fully licensed, if required, and ready for highway use; or

    b. Not occupy any site in the campground for more than 180 consecutive days, at which time the recreational vehicle must be removed from the floodplain for a minimum of 24 hours; or

    c. Meet the requirements in either Article III, IV, or V, or Section 724-31.5 or for the floodplain district in which the structure is located;

    A mobile recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect utilities and security devices and has no permanently attached additions.

7) All camping units that remain on site for more than 30 days shall be issued a limited authorization by the campground operator, a written copy of which is kept on file at the campground. Such authorization shall allow placement of a camping unit consistent with 724-20(6) and shall ensure compliance with all the provisions of this section;

8) The municipality shall monitor the limited authorizations issued by the campground operator to assure compliance with the terms of this section;

9) The campground shall have signs clearly posted at all entrances warning of the flood hazard and the procedures for evacuation when a flood warning is issued; and

10) All service facilities, including but not limited to refuse collection, electrical service, gas lines, propane tanks, sewage systems and wells shall be properly anchored and placed at or floodproofed to the flood protection elevation; and

11) Standards for structures in a campground:

a. All structures must comply with Section 724-20 or meet the applicable requirements in Article III, IV, V, Section 724-31.5 , or for the floodplain district in which the structure is located;

b. Deck/landing-a portable landing may be allowed for a camping unit for each entry provided that the landing is not permanently attached to the ground or camping unit, is no more than 200 square feet in size, shall be portable, contain no walls or roof, and can be removed from the campground by a truck and/or trailer. Sections of such portable landings may be placed together to form a single deck not greater than 200 square feet at one entry point. Provisions for the removal of these temporary landings during flood events must be addressed within the written agreement with the municipality compliant with Section 724-20(4) . Any such deck/landing structure may be constructed at elevations lower than the flood protection elevation but must not obstruct flow of flood waters or cause any increase in flood levels during the occurrence of the regional flood.

c. Decks/patios that are constructed completely at grade may be allowed but must also comply with applicable shoreland zoning standards.

d. Camping equipment and appurtenant equipment in the campground may be allowed provided that the equipment is not permanently attached to the ground or camping unit, is not used as a habitable structure, and must not obstruct flow of flood waters or cause any increase in flood levels during the occurrence of the regional flood. Provisions for the removal of this equipment during flooding events shall be addressed within the written agreement with the municipality compliant with Section 724-20(4) .

e. Once a flood warning in the written agreement has been issued for the campground, the campground owner or the designated operator shall ensure that all persons, camping units, decks, camping equipment and appurtenant equipment in the campground shall be evacuated within the timelines specified within the written agreement with the municipality compliant with Section 724-20(4) .

12) A land use permit shall be obtained as provided under Section 724-36(2) before any development; repair, modification, or addition to an existing structure; or change in the use of a building or structure, including sewer and water facilities, may be initiated.

ARTICLE III: FLOODWAY DISTRICT (FW)

724-21 APPLICABILITY

This section applies to all floodway areas on the floodplain zoning maps and those identified pursuant to Section 724-31 .

724-22 PERMITTED USES

The following open space uses are allowed in the Floodway District and the floodway areas of the General Floodplain District, if:

- they are not prohibited by any other ordinance;
- they meet the standards in Sections 724-23 and 724-24 ; and

- all permits or certificates have been issued according to Section 724-36.

1) Agricultural uses, such as: farming, outdoor plant nurseries, horticulture, viticulture, and wild crop harvesting.

2) Nonstructural industrial and commercial uses, such as loading areas, parking areas and airport landing strips.

3) Nonstructural recreational uses, such as golf courses, tennis courts, archery ranges, picnic grounds, boat ramps, swimming areas, parks, wildlife and nature preserves, game farms, fish hatcheries, shooting, trap, and skeet activities, hunting and fishing areas and hiking and horseback riding trails, subject to the fill limitations of Section 724-23(4).

4) Uses or structures accessory to open space uses or classified as historic structures that comply with Sections 724-23 and 724-24 .

5) Extraction of sand, gravel or other materials that comply with Section 723-23(4) .

6) Functionally water-dependent uses, such as docks, piers or wharves, dams, flowage areas, culverts, navigational aids and river crossings of transmission lines, and pipelines that comply with chs. 30 and 31, Stats.

7) Public utilities, streets and bridges that comply with Section 723-23(3) .

8) Portable latrines that are removed prior to flooding and systems associated with recreational areas and Department-approved campgrounds that meet the applicable provisions of local ordinances and Ch. SPS 383, Wis. Adm. Code.

9) Public or private wells used to obtain potable water for recreational areas that meet the requirements of local ordinances and chs. NR 811 and NR 812, Wis. Adm. Code.

10) Wastewater treatment ponds or facilities permitted under s. NR 110.15(3)(b), Wis. Adm. Code.

11) Sanitary sewer or water supply lines to service existing or proposed development located outside the floodway that complies with the regulations for the floodplain area occupied.

724-23 STANDARDS FOR DEVELOPMENT IN THE FLOODWAY

1) GENERAL

   a. Any development in the floodway shall comply with Section 724-16 and Article II and have a low flood damage potential.

   b. Applicants shall provide an analysis calculating the effects of this proposal on the regional flood height to determine the effects of the proposal according to Sections 724-17 and 724-36(2)(c) . The analysis must be completed by a registered professional engineer in the state of Wisconsin.

   c. Any encroachment in the regulatory floodway is prohibited unless the data submitted for Section 724-23(1)(b)) above demonstrates that the encroachment will cause no increase in flood elevations in flood events up to the base flood at any location or removes the encroached area from the regulatory floodway as provided in Section 724-9.

2) STRUCTURES

Structures accessory to permanent open space uses, including utility and sanitary facilities, or functionally dependent on a waterfront location may be allowed by permit if the structures comply with the following criteria:

a. Not designed for human habitation, does not have a high flood damage potential and is constructed to minimize flood damage;

b. Shall either have the lowest floor elevated to or above the flood protection elevation or shall meet all the following standards:

1. Have the lowest floor elevated to or above the regional flood elevation and be dry floodproofed so that the structure is watertight with walls substantially impermeable to the passage of water and completely dry to the flood protection elevation without human intervention during flooding;

2. Have structural components capable of meeting all provisions of Section 724-23(2)(g) and;

3. Be certified by a registered professional engineer or architect, through the use of a Federal Emergency Management Agency Floodproofing Certificate, that the design and methods of construction are in accordance with Section 724-23(2)(g) .

c. Must be anchored to resist flotation, collapse, and lateral movement;

d. Mechanical and utility equipment must be elevated to or above the flood protection elevation; and

e. Must not obstruct flow of flood waters or cause any increase in flood levels during the occurrence of the regional flood.

f. For a structure designed to allow the automatic entry of floodwaters below the Regional Flood Elevation, the applicant shall submit a plan that meets Sections 724-23(2)(a) through 724-23(2)(e) and meets or exceeds the following standards:

1. The lowest floor must be elevated to or above the regional flood elevation;

2. a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;

3. the bottom of all openings shall be no higher than one foot above the lowest adjacent grade; openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters, otherwise must remain open.

4. The use must be limited to parking, building access or limited storage.

g. Certification: Whenever floodproofing measures are required, a registered professional engineer or architect shall certify that the following floodproofing measures will be utilized, where appropriate, and are adequate to withstand the

flood depths, pressures, velocities, impact and uplift forces and other factors associated with the regional flood:

1. Reinforcement of floors and walls to resist rupture, collapse, or lateral movement caused by water pressures or debris buildup;

2. Construction of wells, water supply systems and waste treatment systems so as to prevent the entrance of flood waters in such systems and must be in accordance with provisions in Sections 723-24(4) 723-24(5) ;

3. Subsurface drainage systems to relieve external pressures on foundation walls and basement floors;

4. Cutoff valves on sewer lines or the elimination of gravity flow basement drains; and

5. Placement of utilities to or above the flood protection elevation.

3) PUBLIC UTILITIES, STREETS AND BRIDGES
Public utilities, streets and bridges may be allowed by permit, if:

a. Adequate floodproofing measures are provided to the flood protection elevation; and

b. Construction meets the development standards of Section 724-17.

4) FILLS OR DEPOSITION OF MATERIALS
Fills or deposition of materials may be allowed by permit, if:

a. The requirements of Section 724-17 are met;

b. No material is deposited in navigable waters unless a permit is issued by the Department pursuant to ch. 30, Stats., and a permit pursuant to s. 404 of the Federal Water Pollution Control Act, Amendments of 1972, 33 U.S.C. 1344 has been issued, if applicable, and all other requirements have been met;

c. The fill or other materials will be protected against erosion by riprap, vegetative cover, sheet piling or bulkheading; and

d. The fill is not classified as a solid or hazardous material.

724-24 PROHIBITED USES

All uses not listed as permitted uses in Section 724-22 are prohibited, including the following uses:

1) Habitable structures, structures with high flood damage potential, or those not associated with permanent open-space uses;

2) Storing materials that are buoyant, flammable, explosive, injurious to property, water quality, or human, animal, plant, fish or other aquatic life;

3) Uses not in harmony with or detrimental to uses permitted in the adjoining districts;

4) Any private or public sewage systems, except portable latrines that are removed prior to flooding and systems associated with recreational areas and Department-approved campgrounds that meet the applicable provisions of local ordinances and ch. SPS 383, Wis. Adm. Code;

5) Any public or private wells which are used to obtain potable water, except those for recreational areas that meet the requirements of local ordinances and chs. NR 811 and NR 812, Wis. Adm. Code;

6) Any solid or hazardous waste disposal sites;

7) Any wastewater treatment ponds or facilities, except those permitted under s. NR 110.15(3)(b), Wis. Adm. Code; and

8) Any sanitary sewer or water supply lines, except those to service existing or proposed development located outside the floodway which complies with the regulations for the floodplain area occupied.

ARTICLE IV: FLOODFRINGE DISTRICT (FF)

724-25 APPLICABILITY

This section applies to all floodfringe areas shown on the floodplain zoning maps and those identified pursuant to Section 724-31 .

724-26 PERMITTED USES

Any structure, land use, or development is allowed in the Floodfringe District if the standards in Section 724-27 are met, the use is not prohibited by this, or any other ordinance or regulation and all permits or certificates specified in Section 724-36 have been issued.

724-27 STANDARDS FOR DEVELOPMENT IN THE FLOODFRINGE

Section 724-16 shall apply in addition to the following requirements according to the use requested. Any existing structure in the floodfringe must meet the requirements of Article VI *Nonconforming Uses*;

(1) RESIDENTIAL USES

Any structure, including a manufactured home, which is to be newly constructed or moved into the floodfringe, shall meet or exceed the following standards;

a) All new construction, including placement of manufactured homes, and substantial improvement of residential structures, shall have the lowest floor elevated to or above the flood protection elevation on fill. The fill around the structure shall be one foot or more above the regional flood elevation extending at least 15 feet beyond the limits of the structure. No area may be removed from the floodfringe district unless it can be shown to meet Section 724-9.

b) Notwithstanding Section 724-27(1)(a) , a basement or crawlspace floor may be placed at the regional flood elevation if the basement or crawlspace is designed to make all portions of the structure below the flood protection elevation watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. No floor of any kind is allowed below the regional flood elevation;

c) Contiguous dryland access shall be provided from a structure to land outside of the floodplain, except as provided in subd. (d).

d) In developments where existing street or sewer line elevations make compliance with subd. (c) impractical, the municipality may permit new development and substantial improvements where roads are below the regional flood elevation, if:

1. The municipality has written assurance from police, fire and emergency services that rescue, and relief will be provided to the structure(s) by wheeled vehicles during a regional flood event; or

2. The municipality has a DNR-approved emergency evacuation plan that follows acceptable hazard mitigation planning guidelines.

(2) ACCESSORY STRUCTURES OR USES
In addition to Section 724-16 , new construction and substantial improvements of Accessory structures shall be constructed on fill with the lowest floor at or above the regional flood elevation.

(3) COMMERCIAL USES
In addition to Section 724-16 , any commercial structure which is erected, altered, or moved into the floodfringe shall meet the requirements of Section 724-27(1) . Subject to the requirements of Section 724-27(5) , storage yards, surface parking lots and other such uses may be placed at lower elevations if an adequate warning system exists to protect life and property.

(4) MANUFACTURING AND INDUSTRIAL USES
In addition to Section 724-16 , any manufacturing or industrial structure which is erected, altered, or moved into the floodfringe shall have the lowest floor elevated to or above the flood protection elevation or meet the floodproofing standards in Section 724-40 . Subject to the requirements of Section 724-27(5) , storage yards, surface parking lots and other such uses may be placed at lower elevations if an adequate warning system exists to protect life and property.

(5) STORAGE OF MATERIALS
Materials that are buoyant, flammable, explosive, or injurious to property, water quality or human, animal, plant, fish, or aquatic life shall be stored at or above the flood protection elevation or floodproofed in compliance with Section 724-40. Adequate measures shall be taken to ensure that such materials will not enter the water body during flooding.

(6) PUBLIC UTILITIES, STREETS AND BRIDGES
All utilities, streets and bridges shall be designed to be compatible with comprehensive floodplain development plans; and

a) When failure of public utilities, streets and bridges would endanger public health or safety, or where such facilities are deemed essential, construction or repair of such facilities shall only be permitted if they are designed to comply with Section 724-40.

b) Minor roads or non-essential utilities may be constructed at lower elevations if they are designed to withstand flood forces to the regional flood elevation.

(7) SEWAGE SYSTEMS

All sewage disposal systems shall be designed to minimize or eliminate infiltration of flood water into the system, pursuant to Section 724-40(3) , to the flood protection elevation and meet the provisions of all local ordinances and ch. SPS 383, Wis. Adm. Code.

(8) WELLS

All wells shall be designed to minimize or eliminate infiltration of flood waters into the system, pursuant to Section 724-40(3), to the flood protection elevation and shall meet the provisions of chs. NR 811 and NR 812, Wis. Adm. Code.

(9) SOLID WASTE DISPOSAL SITES

Disposal of solid or hazardous waste is prohibited in floodfringe areas.

(10) DEPOSITION OF MATERIALS

Any deposited material must meet all the provisions of this ordinance.

(11) MANUFACTURED HOMES

a) Owners or operators of all manufactured home parks and subdivisions shall provide adequate surface drainage to minimize flood damage, and prepare, secure approval, and file an evacuation plan, indicating vehicular access and escape routes, with local emergency management authorities.

b) In existing manufactured home parks, all new homes, replacement homes on existing pads, and substantially improved homes shall:

1. have the lowest floor elevated to the flood protection elevation; and

2. be anchored so they do not float, collapse, or move laterally during a flood;

c) Outside of existing manufactured home parks, including new manufactured home parks and all single units outside of existing parks, all new, replacement and substantially improved manufactured homes shall meet the residential development standards for the floodfringe in Section 724-27(1) .

(12) MOBILE RECREATIONAL VEHICLES

All mobile recreational vehicles must be on site for less than 180 consecutive days and be either:

a) fully licensed and ready for highway use; or

b) shall meet the elevation and anchoring requirements in Sections 724-27(11)(b) and (c) .

A mobile recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect utilities and security devices and has no permanently attached additions.

ARTICLE V: GENERAL FLOODPLAIN DISTRICT (GFP)

724-28 APPLICABILITY

The provisions for the General Floodplain District shall apply to development in all floodplains mapped as A, AO, AH, and in AE zones within which a floodway is not delineated on the Flood Insurance Rate Maps identified in Section 724-6(a) .

724-28.5 FLOODWAY BOUNDARIES

For proposed development in zone A, or in zone AE within which a floodway is not delineated on the Flood Insurance Rate Map identified in Section 724-6(a) , the boundaries of the regulatory floodway shall be determined pursuant to Section 724-31 . If the development is proposed to encroach upon the regulatory floodway, the development is subject to the standards of Article III . If the development is located entirely within the floodfringe, the development is subject to the standards of Article IV .

724-29 PERMITTED USES

Pursuant to Section 724-31 it shall be determined whether the proposed use is located within the floodway or floodfringe. Those uses permitted in the Floodway (Section 724-22) and Floodfringe (Section 724-26) Districts are allowed within the General Floodplain District, according to the standards of Section 724-30 provided that all permits or certificates required under Section 724-36 have been issued.

724-30 STANDARDS FOR DEVELOPMENT

Article III applies to floodway areas, determined to pursuant to Section 724-31 ; Article IV applies to floodfringe areas, determined to pursuant to Section 724-31 .

a) New construction and substantial improvement of structures in zone AO shall have the lowest floor, including basement, elevated:

    1. To or above the depth, in feet, as shown on the FIRM above the highest adjacent natural grade; or

    2. If the depth is not specified on the FIRM, two feet (2) above the highest adjacent natural grade or higher.

b) New Construction and substantial improvement of structures in zone AH shall have the lowest floor, including basement, elevated to or above the flood protection elevation.

c) In AO/AH zones, provide adequate drainage paths to guide floodwaters around structures.

d) All development in zones AO and zone AH shall meet the requirements of Article IV applicable to flood fringe areas.

724-31 DETERMINING FLOODWAY AND FLOOD-FRINGE LIMITS

Upon receiving an application for development within zone A, or within zone AE where a floodway has not been delineated on the Flood Insurance Rate Maps, the Zoning Administrator shall:

a) Require the applicant to submit two copies of an aerial photograph or a plan which shows the proposed development with respect to the general floodplain district limits, stream channel, and existing floodplain developments, along with a legal

description of the property, fill limits and elevations, building floor elevations and flood proofing measures and the flood zone as shown on the FIRM.

b) Require the applicant to furnish any of the following information deemed necessary by the Department to evaluate the effects of the proposal upon flood height and flood flows, regional flood elevation and to determine floodway boundaries.

1. A Hydrologic and Hydraulic Study as specified in Section724-36(2)(c).

2. Plan (surface view) showing elevations or contours of the ground; pertinent structure, fill or storage elevations; size, location, and layout of all proposed and existing structures on the site; location and elevations of streets, water supply, and sanitary facilities; soil types and other pertinent information.

3. Specifications for building construction and materials, floodproofing, filling, dredging, channel improvement, storage, water supply and sanitary facilities.

724-31.25 [Reserved]

724-31.5 COASTAL FLOODPLAIN DISTRICT (CFD)

(1) APPLICABILITY
The provisions of this section apply to all Coastal Floodplain Districts (CFD) shown on the floodplain zoning maps, which includes zones V, V1-30, and VE. Where a floodway shown on the floodplain zoning maps, or a floodway determined as explained Section 724-7(d) or a regulatory floodway identified pursuant to Section 724-31, extends into a Coastal Floodplain District, development shall comply with the standards of Article III and Section 724-31.5.

(2) STANDARDS FOR DEVELOPMENT IN THE COASTAL FLOODPLAIN DISTRICT
Development in the CFD district shall meet the requirements of Article II:

a. New construction shall be located landward of the Ordinary High-Water Mark.

b. Bulkheads, seawalls, revetments, and other erosion control measures shall not be connected to the foundation or superstructure of a building and shall be designed and constructed so as not to direct floodwaters or increase flood forces or erosion impacts on the foundation or superstructure of any building.

c. Man-made alterations of sand dunes are prohibited unless an engineering report documents that the alterations will not increase potential flood damage by reducing the wave and flow dissipation characteristics of the sand dunes.

d. The use of fill for structural support of buildings is prohibited.

1. Non-structural fill shall be permitted only if an engineering report demonstrates that the fill will not cause runup, ramping, or deflection of floodwaters that cause damage to buildings.

e. New construction and substantial improvement of buildings shall be elevated, consistent with SPS 321.34, on pilings or columns so that the bottom of the lowest horizontal structural member of the lowest floor (excluding the pilings or columns) is elevated to or above the FPE.

1. The pile or column foundation and structure attached thereto shall be anchored to resist flotation, collapse, and lateral movement due to the effects of wind and water loads acting simultaneously on all building components. Water loading values shall be those associated with the base flood. Wind loading values shall be those defined according to American Society of Civil Engineers 7-16 Minimum Design Loads and Associated Criteria for buildings and Other Structures, or other equivalent standard.

2. A registered professional engineer or architect shall develop or review the structural design, specifications, and plans for the construction, and shall certify that the design and methods of construction to be used are in accordance with accepted standards of practice for meeting the provisions of Section 724-31.5(2)(e).

f. New construction and substantial improvement of buildings shall have the space below the lowest floor either free of obstruction or constructed with non-supporting breakaway walls, open wood latticework, or insect screening intended to collapse without causing collapse, displacement, or other structural damage to the elevated portion of the building or supporting foundation system.

1. For the purpose of Section 724-31.5(2)(f), a breakaway wall shall have a design safe loading resistance of not less than 10 and not more than 20 pounds per square foot.

2. Use of breakaway walls which exceed a design safe loading resistance of 20 pounds per square foot (either by design or where so required by local or state codes) may be permitted only if a registered professional engineer or architect certifies that the designs proposed meet all of the following conditions:

a) Breakaway wall collapse shall result from a water load less than that which would occur during the base flood; and

b) The elevated portion of the building and supporting foundation system shall not be subject to collapse, displacement, or other structural damage due to the effects of wind and water loads acting simultaneously on all building components (structural and non-structural). Water loading values shall be those associated with the base flood. Wind loading values shall be those defined according to American Society of Civil Engineers 7-16 Minimum Design Loads and Associated Criteria for buildings and Other Structures, or equivalent standard.

3. All space enclosed by breakaway walls, open wood latticework, or insect screening below the lowest floor shall be used solely for parking, building access, or storage.

g. Require within flood-prone areas:

1. New and replacement water supply systems to be designed to minimize or eliminate infiltration of flood waters into the systems; and

2. New and replacement sanitary sewage systems to be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters and onsite waste disposal

systems to be located to avoid impairment to them or contamination from them during flooding.

h. All mobile recreation vehicles must be on site for less than 180 consecutive days and be either:

1. fully licensed and ready for highway use; or

2. shall meet the standards of Sections 724-31.5(2)(A) through Sections 724-31.5(2)(g) inclusive. A mobile recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices and has no permanently attached additions.

i. Manufactured homes placed or substantially improved within the Coastal Floodplain District shall meet the standards of Sections 724-31.5(2)(a) through 724-31.5(2)(g) inclusive

ARTICLE VI NONCONFORMING USES

724-32 GENERAL PROVISIONS

1) Applicability

a) The standards in this section shall apply to all uses and buildings that do not conform to the provisions contained within a floodplain zoning ordinance or with s. 87.30, Stats. and §§ NR 116.12-14, Wis. Adm. Code and 44 CFR 59-72., these standards shall apply to all modifications or additions to any nonconforming use or structure and to the use of any structure or premises which was lawful before the passage of this ordinance or any amendment thereto. A party asserting existence of a lawfully established nonconforming use or structure has the burden of proving that the use or structure was compliant with the floodplain zoning ordinance in effect at the time the use or structure was created.

b) As permit applications are received for additions, modifications, or substantial improvements to nonconforming buildings in the floodplain, municipalities shall develop a list of those nonconforming buildings, their present equalized assessed value, and a list of the costs of those activities associated with changes to those buildings.

2) The existing lawful use of a structure or its accessory use which is not in conformity with the provisions of this ordinance may continue subject to the following conditions:

a) No modifications or additions to a nonconforming use or structure shall be permitted unless they comply with this ordinance. The words "modification" and "addition" include, but are not limited to, any alteration, addition, modification, structural repair, rebuilding or replacement of any such existing use, structure or accessory structure or use. Maintenance is not considered a modification; this includes painting, decorating, paneling and other nonstructural components and the maintenance, repair or replacement of existing private sewage or water supply systems or connections to public utilities. Any costs associated with the repair of a damaged structure are not considered maintenance.

The construction of a deck that does not exceed 200 square feet and that is adjacent to the exterior wall of a principal structure is not an extension, modification, or

addition. The roof of the structure may extend over a portion of the deck in order to provide safe ingress and egress to the principal structure.

b) If a nonconforming use or the use of a nonconforming structure is discontinued for 12 consecutive months, it is no longer permitted and any future use of the property, and any structure or building thereon, shall conform to the applicable requirements of this ordinance;

c) The municipality shall keep a record which lists all nonconforming uses and nonconforming structures, their present equalized assessed value, the cost of all modifications or additions which have been permitted, and the percentage of the structure's total current value those modifications represent;

d) No modification or addition to any nonconforming structure or any structure with a nonconforming use, which over the life of the structure would equal or exceed 50% of its present equalized assessed value, shall be allowed unless the entire structure is permanently changed to a conforming structure with a conforming use in compliance with the applicable requirements of this ordinance. Contiguous dry land access must be provided for residential and commercial uses in compliance with Section 724-27(1) . The costs of elevating the lowest floor of a nonconforming building or a building with a nonconforming use to the flood protection elevation are excluded from the 50% provisions of this paragraph;

e) No maintenance on a per event basis to any nonconforming structure or any structure with a nonconforming use, the cost of which would equal or exceed 50% of its present equalized assessed value, shall be allowed unless the entire structure is permanently changed to a conforming structure with a conforming use in compliance with the applicable requirements of this ordinance. Contiguous dry land access must be provided for residential and commercial uses in compliance with Section 724-27(1) . Maintenance to any nonconforming structure, which does not exceed 50% of its present equalized assessed value on a per event basis, does not count against the cumulative calculations over the life of the structure for substantial improvement calculations.

f) If on a per event basis the total value of the work being done under (d) and (e) equals or exceeds 50% of the present equalized assessed value, the work shall not be permitted unless the entire structure is permanently changed to a conforming structure with a conforming use in compliance with the applicable requirements of this ordinance. Contiguous dry land access must be provided for residential and commercial uses in compliance with Section 724-27(1) .

g) Except as provided in subd. (h), if any nonconforming structure or any structure with a nonconforming use is destroyed or is substantially damaged, it cannot be replaced, reconstructed, or rebuilt unless the use and the structure meet the current ordinance requirements. A structure is considered substantially damaged if the total cost to restore the structure to its pre-damaged condition equals or exceeds 50% of the structure’s present equalized assessed value.

h) For nonconforming buildings that are substantially damaged or destroyed by a nonflood disaster, the repair or reconstruction of any such nonconforming building shall be permitted in order to restore it to the size and use in effect prior to the damage event, provided that the following minimum requirements are met, and all required permits have been granted prior to the start of construction:

1. Residential Structures

   a. Shall have the lowest floor, including basement, elevated to or above the base flood elevation using fill, pilings, columns, posts, or perimeter walls. Perimeter walls must meet the requirements of Section 724-40(2).

   b. Shall be anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy, and shall be constructed with methods and materials resistant to flood damage.

   c. Shall be constructed with electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities that are designed and/or elevated so as to prevent water from entering or accumulating within the components during conditions of flooding.

   d. In A Zones, obtain, review, and utilize any flood data available from a federal, state or other source.

   e. In AO Zones with no elevations specified, shall have the lowest floor, including basement, meet the standards in Section 724-30.

   f. in AO Zones, shall have adequate drainage paths around structures on slopes to guide floodwaters around and away from the structure.

2. Nonresidential Structures

   a. Shall meet the requirements of Section 724-32(2)(h)1a-f .

   b. Shall either have the lowest floor, including basement, elevated to or above the regional flood elevation; or, together with attendant utility and sanitary facilities, shall meet the standards in Sections 724-40(1) or (2).

   c. In AO Zones with no elevations specified, shall have the lowest floor, including basement, meet the standards in Section 724-30.

3) A nonconforming historic structure may be altered if the alteration will not preclude the structure's continued designation as a historic structure, the alteration will comply with Section 724-23(1) , flood resistant materials are used, and construction practices and floodproofing methods that comply with Section 724-40 are used. Repair or rehabilitation of historic structures shall be exempt from the development standards of Section 724-32(2)(h)1 if it is determined that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and is the minimum necessary to preserve the historic character and design of the structure.

4) Notwithstanding anything in this chapter to the contrary, modifications, additions, maintenance, and repairs to a nonconforming building shall not be prohibited based on cost and the building's nonconforming use shall be permitted to continue if:

   a) Any living quarters in the nonconforming building are elevated to be at or above the flood protection elevation;

   b) The lowest floor of the nonconforming building, including the basement, is elevated to or above the regional flood elevation;

c) The nonconforming building is permanently changed to conform to the applicable requirements of Article II;

d) If the nonconforming building is in the floodway, the building is permanently changed to conform to the applicable requirements of 724-23(1) , 724-23(2)(b) through (e), 724-23(3), 724-23(4), and 724-33. Any development that adds additional fill or creates an encroachment in the floodplain from beyond the original nonconforming structure's 3-D building envelope must determine the floodway in accordance with Section 724-31. If the encroachment is in the floodway, it must meet the standards in Section 724-23(4) ;

e) If the nonconforming building is in the floodfringe, the building is permanently changed to conform to the applicable requirements of 724-27 and 724-34;

f) Repair or reconstruction of nonconforming structures and substantial improvements of residential buildings in zones A1-30, AE, and AH must have the lowest floor (including basement) elevated to or above the base flood elevation;

g) Repair or reconstruction of nonconforming structures and substantial improvements of non-residential buildings in zones A1-30, AE, and AH must have the lowest floor (including basement) elevated to or above the base flood elevation, or (together with attendant utility and sanitary facilities) be designed so that below the base flood elevation the building is watertight with walls substantially impermeable to the passage of water and with structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy:

    i. Where a non-residential structure is intended to be made watertight below the base flood elevation, a registered professional engineer or architect must develop and/or review structural design, specifications, and plans for the construction, and must certify that the design and methods of construction are in accordance with accepted standards of practice for meeting the provisions of Section 724-32(4)(g) .

    ii. The community must maintain a record of such certification including the specific elevation to which each such structure is floodproofed;

h) Fully enclosed areas below the lowest floor of repair or reconstruction of nonconforming structures and substantial improvements in zones A1-30, AE, and AH that are usable solely for parking of vehicles, building access, or storage, must be designed to adequately equalize hydrostatic forces on exterior walls by allowing for the entry and exit of floodwaters. Subsequent improvements to repaired or reconstructed nonconforming structures must not increase the degree of their nonconformity. Designs for meeting this requirement must either be certified by a registered professional engineer or architect, or meet the following criteria:

    i. A minimum of two openings into each enclosed area must be located below the base flood elevation and provide a total net area of not less than one square inch for every square foot of enclosed area.

    ii. The bottom of all openings must be no higher than one foot above the adjacent grade.

iii. Openings may be equipped with screens, louvers, valves, or other coverings if they permit the automatic entry and exit of floodwaters;

i) Manufactured homes that are placed or substantially improved within zones A1-30, AE, and AH outside of a manufactured home park or subdivision, in a new manufactured home park or subdivision, in an expansion to an existing manufactured home park or subdivision, or in an existing manufactured home park or subdivision on which a manufactured home has incurred substantial damage as a result of flood, must be elevated on a permanent foundation such that the lowest floor of the manufactured home is at or above the base flood elevation, and be securely anchored to an adequately anchored foundation system to resist flotation, collapse, and lateral movement;

j) Manufactured homes that are placed or substantially improved within zones A1-30, AE, and AH on existing sites in an existing manufactured home park that is not undergoing expansion and on which a manufactured home has not incurred substantial damage as a result of flood must be elevated so that either the lowest floor of the manufactured home is at or above the base flood elevation, or the manufactured home chassis is supported by reinforced piers or other foundation elements of at least equivalent strength that are no less than 36 inches in height above grade, and be securely anchored to an adequately anchored foundation system to resist flotation, collapse, and lateral movement;

k) Recreational vehicles placed on sites within zones A1-30, AH, and AE must either:

i. Be on site for fewer than 180 consecutive days; or

ii. Be fully licensed and ready for highway use (a recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices, and has no permanently attached additions); or

iii. Meet the elevation and anchoring requirements for manufactured homes in Section 724-32(4)(i) above;

l) In a regulatory floodway that has been delineated on the FIRM in zone A1-30 or AE, encroachments, including repair or reconstruction of nonconforming structures, substantial improvement, or other development (including fill) must be prohibited unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment will not result in any increase in flood levels within the community during the occurrence of the base flood discharge. Subsequent improvements to repair or reconstructed nonconforming structures must not increase the degree of their nonconformity;

m) In zone A, the community must obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state, or other source as criteria for requiring repair or reconstruction of nonconforming structures, substantial improvement, and other development to meet Sections 724-32(4)(f) through (l) (inclusive) above. Any development that adds additional fill or creates an encroachment in the floodplain from beyond the original nonconforming structure's 3-D building envelope must determine the floodway in accordance with Section 724-31 . If the encroachment is in the floodway, it must meet the standards in Section 724-

23(4) . Subsequent improvements to repair or reconstructed nonconforming structures must not increase the degree of their nonconformity;

n) In zones A1-30 or AE where a regulatory floodway has not been delineated on the FIRM, repair or reconstruction of nonconforming structures, substantial improvement, or any development that adds additional fill or creates an encroachment in the floodplain from beyond the original nonconforming structure's 3-D building envelope must determine the floodway in accordance with Section 724-31 . If the encroachment is in the floodway, it must meet the standards in Section 724-23(4) . Subsequent improvements to repair or reconstructed nonconforming structures must not increase the degree of their nonconformity;

o) In zone AO, repair or reconstruction of nonconforming structures and substantial improvements of residential structures must have the lowest floor (including basement) elevated above the highest adjacent grade at least as high as the depth number specified in feet on the FIRM (at least two feet if no depth number is specified). Subsequent improvements to repair or reconstructed nonconforming structures must not increase the degree of their nonconformity; or

p) In zone AO, repair or reconstruction of nonconforming structures and substantial improvements of nonresidential structures must have the lowest floor (including basement) elevated above the highest adjacent grade at least as high as the depth number specified in feet on the FIRM (at least two feet if no depth number is specified), or (together with attendant utility and sanitary facilities) be structurally dry-floodproofed to that level according to the standard specified in Section 724-32(4)(g) above. Subsequent improvements to repair or reconstructed nonconforming structures must not increase the degree of their nonconformity.

724-33 FLOODWAY AREAS

1) No modification or addition shall be allowed to any nonconforming structure or any structure with a nonconforming use in the Floodway District, unless such modification or addition:

   a) Has been granted a permit or variance which meets all ordinance requirements;

   b) Meets the requirements of Section 724-32;

   c) Shall not increase the obstruction to flood flows or regional flood height;

   d) Any addition to the existing structure shall be floodproofed, pursuant to Section 724-40, by means other than the use of fill, to the flood protection elevation; and,

   e) If any part of the foundation below the flood protection elevation is enclosed, the following standards shall apply:

      1. The enclosed area shall be designed by a registered architect or engineer to allow for the efficient entry and exit of flood waters without human intervention. A minimum of two openings must be provided with a minimum net area of at least one square inch for every one square foot of the enclosed area. The lowest part of the opening can be no more than 12 inches above the adjacent grade;

      2. The parts of the foundation located below the flood protection elevation must be constructed of flood-resistant materials;

3. Mechanical and utility equipment must be elevated or floodproofed to or above the flood protection elevation; and

4. The use must be limited to parking, building access or limited storage.

2) No new on-site sewage disposal system, or addition to an existing on-site sewage disposal system, except where an addition has been ordered by a government agency to correct a hazard to public health, shall be allowed in the Floodway District. Any replacement, repair or maintenance of an existing on-site sewage disposal system in a floodway area shall meet the applicable requirements of all municipal ordinances, Section 724-40(3) and Ch. SPS 383, Wis. Adm. Code.

3) No new well or modification to an existing well used to obtain potable water shall be allowed in the Floodway District. Any replacement, repair, or maintenance of an existing well in the Floodway District shall meet the applicable requirements of all municipal ordinances, Section 724-40(3) and chs. NR 811 and NR 812, Wis. Adm. Code.

724-34 FLOOD-FRINGE AREAS

1) No modification or addition shall be allowed to any nonconforming structure or any structure with a nonconforming use unless such modification or addition has been granted a permit or variance by the municipality and meets the requirements of Section 724-27 except where Section 724-34(2) is applicable.

2) Where compliance with the provisions of subd. (1) would result in unnecessary hardship and only where the structure will not be used for human habitation or be associated with a high flood damage potential, the Board of Appeals, using the procedures established in Section 724-38, may grant a variance from those provisions of subd. (1) for modifications or additions using the criteria listed below. Modifications or additions which are protected to elevations lower than the flood protection elevation may be permitted if:

   a) No floor is allowed below the regional flood elevation for residential or commercial structures;

   b) Human lives are not endangered;

   c) Public facilities, such as water or sewer, shall not be installed;

   d) Flood depths shall not exceed two feet;

   e) Flood velocities shall not exceed two feet per second; and

   f) The structure shall not be used for storage of materials as described in Section 724-27(5) .

3) All new private sewage disposal systems, or addition to, replacement, repair or maintenance of a private sewage disposal system shall meet all the applicable provisions of all local ordinances, Section 724-40(3) and ch. SPS 383, Wis. Adm. Code.

4) All new wells, or addition to, replacement, repair, or maintenance of a well shall meet the applicable provisions of this ordinance, Section 724-40(3) and ch. NR 811 and NR 812, Wis. Adm. Code.

724-34.25 [Reserved]

724-34.5 6.5 COASTAL FLOODPLAIN DISTRICT (CFD)

1) New construction and substantial improvement shall meet the standards of Section 724-31.5.

2) No structural repairs, modifications or additions to an existing building, the cost of which exceeds, over the life of the existing building, 50% of its present equalized assessed value, may be allowed in a coastal floodplain area unless the entire building is permanently changed to conform with the standards prescribed in Section 724-31.5.

ARTICLE VII: ADMINISTRATION

724-35 GENERAL PROVISIONS.
Where a Zoning Administrator, planning agency or a board of appeals has already been appointed to administer a zoning ordinance adopted under ss. 59.69, 59.692 or 62.23(7), Stats., these officials shall also administer this ordinance.

724-36 ZONING ADMINISTRATOR

1) DUTIES AND POWERS
The Zoning Administrator is authorized to administer this ordinance and shall have the following duties and powers:

a) Advise applicants of the ordinance provisions, assist in preparing permit applications and appeals, and assure that the regional flood elevation for the proposed development is shown on all permit applications.

b) Issue permits and inspect properties for compliance with provisions of this ordinance and issue certificates of compliance where appropriate

c) Inspect and assess all damaged floodplain structures to determine if substantial damage to the structures has occurred.

d) Keep records of all official actions such as:

1. All permits issued, inspections made, and work approved;

2. Documentation of certified lowest floor and regional flood elevations;

3. Floodproofing certificates.

4. Water surface profiles, floodplain zoning maps and ordinances, nonconforming uses and structures including changes, appeals, variances and amendments.

5. All substantial damage assessment reports for floodplain structures.

6. List of nonconforming structures and uses.

7. In the Coastal Floodplain District, documentation of the certified elevation of the bottom of the lowest horizontal structural member of new construction and substantial improvements.

8. In the Coastal Floodplain District, certification by a licensed professional engineer or architect where required for new construction and substantial improvement under Section 724-31.5.

e) Submit copies of the following items to the Department Regional office:

1. Within 10 days of the decision, a copy of any decisions on variances, appeals for map or text interpretations, and map or text amendments;

2. Copies of case-by-case analyses and other required information.

3. Copies of substantial damage assessments performed and all related correspondence concerning the assessments.

f) Investigate, prepare reports, and report violations of this ordinance to the municipal zoning agency and attorney for prosecution. Copies of the reports shall also be sent to the Department Regional office.

g) Submit copies of amendments to the FEMA Regional office.

2) LAND USE PERMIT

A land use permit shall be obtained before any development; repair, modification, or addition to an existing structure; or change in the use of a building or structure, including sewer and water facilities, may be initiated. Application to the Zoning Administrator shall include:

a) GENERAL INFORMATION

1. Name and address of the applicant, property owner and contractor;

2. Legal description, proposed use, and whether it is new construction or a modification;

b) SITE DEVELOPMENT PLAN

A site plan drawn to scale shall be submitted with the permit application form and shall contain:

1. Location, dimensions, area and elevation of the lot;

2. Location of the ordinary highwater mark of any abutting navigable waterways;

3. Location of any structures with distances measured from the lot lines and street center lines;

4. Location of any existing or proposed on-site sewage systems or private water supply systems;

5. Location and elevation of existing or future access roads;

6. Location of floodplain and floodway limits as determined from the official floodplain zoning maps;

7. The elevation of the lowest floor of proposed buildings and any fill using the vertical datum from the adopted study – either National Geodetic Vertical Datum (NGVD) or North American Vertical Datum (NAVD);

8. Data sufficient to determine the regional flood elevation in NGVD or NAVD at the location of the development and to determine whether or not the requirements of Article III or Article IV are met; and

9. Data to determine if the proposed development will cause an obstruction to flow or an increase in regional flood height or discharge according to Section 724-17. This may include any of the information noted in Section 724-23 .

c) HYDRAULIC AND HYDROLOGIC STUDIES TO ANALYZE DEVELOPMENT
All hydraulic and hydrologic studies shall be completed under the direct supervision of a professional engineer registered in the State. The study contractor shall be responsible for the technical adequacy of the study. All studies shall be reviewed and approved by the Department.

1. Zone A floodplains and in AE zones within which a floodway is not delineated:
   a. Hydrology
      i. The appropriate method shall be based on the standards in ch. NR 116.07(3), Wis. Admin. Code, *Hydrologic Analysis: Determination of Regional Flood Discharge.*

   b. Hydraulic modeling
      The regional flood elevation shall be based on the standards in ch. NR 116.07(4), Wis. Admin. Code, *Hydraulic Analysis: Determination of Regional Flood Elevation* and the following:

      i. determination of the required limits of the hydraulic model shall be based on detailed study information for downstream structures (dam, bridge, culvert) to determine adequate starting WSEL for the study.

      ii. channel sections must be surveyed.

      iii. minimum four-foot contour data in the overbanks shall be used for the development of cross section overbank and floodplain mapping.

      iv. a maximum distance of 500 feet between cross sections is allowed in developed areas with additional intermediate cross sections required at transitions in channel bottom slope including a survey of the channel at each location.

      v. the most current version of HEC-RAS shall be used.

      vi. a survey of bridge and culvert openings and the top of road is required at each structure.

      vii. additional cross sections are required at the downstream and upstream limits of the proposed development and any necessary intermediate locations based on the length of the reach if greater than 500 feet.

      viii. standard accepted engineering practices shall be used when assigning parameters for the base model such as flow, Manning's N values, expansion and contraction coefficients or effective flow limits. The base model shall be calibrated to past flooding data such as high-water marks to determine the reasonableness of the model results. If no historical data is available, adequate justification shall be provided for any parameters outside standard accepted engineering practices.

      ix. the model must extend past the upstream limit of the difference in the existing and proposed flood profiles in order to provide a tie-in to existing

studies. The height difference between the proposed flood profile and the existing study profiles shall be no more than 0.00 feet.

c. Mapping
A work map of the reach studied shall be provided, showing all cross-section locations, floodway/floodplain limits based on best available topographic data, geographic limits of the proposed development and whether the proposed development is located in the floodway.

i. If the proposed development is located outside of the floodway, then it is determined to have no impact on the regional flood elevation.

ii. If any part of the proposed development is in the floodway, it must be added to the base model to show the difference between existing and proposed conditions. The study must ensure that all coefficients remain the same as in the existing model, unless adequate justification based on standard accepted engineering practices is provided.

2. Zone AE Floodplains
a. Hydrology
If the proposed hydrology will change the existing study, the appropriate method to be used shall be based on ch. NR 116.07(3), Wis. Admin. Code, *Hydrologic Analysis: Determination of Regional Flood Discharge.*

b. Hydraulic model
The regional flood elevation shall be based on the standards in ch. NR 116.07(4), Wis. Admin. Code, *Hydraulic Analysis: Determination of Regional Flood Elevation* and the following:
i. Duplicate Effective Model
The effective model shall be reproduced to ensure correct transference of the model data and to allow integration of the revised data to provide a continuous FIS model upstream and downstream of the revised reach. If data from the effective model is available, models shall be generated that duplicate the FIS profiles and the elevations shown in the Floodway Data Table in the FIS report to within 0.1 foot.

ii. Corrected Effective Model.
The Corrected Effective Model shall not include any man-made physical changes since the effective model date but shall import the model into the most current version of HEC-RAS for Department review.

iii. Existing (Pre-Project Conditions) Model.
The Existing Model shall be required to support conclusions about the actual impacts of the project associated with the Revised (Post-Project) Model or to establish more up-to-date models on which to base the Revised (Post-Project) Model.

iv. Revised (Post-Project Conditions) Model.
The Revised (Post-Project Conditions) Model shall incorporate the Existing Model and any proposed changes to the topography caused by the proposed development. This model shall reflect proposed conditions.

v. All changes to the Duplicate Effective Model and subsequent models must be supported by certified topographic information, bridge plans, construction plans and survey notes.

vi. Changes to the hydraulic models shall be limited to the stream reach for which the revision is being requested. Cross sections upstream and downstream of the revised reach shall be identical to those in the effective model and result in water surface elevations and top widths computed by the revised models matching those in the effective models upstream and downstream of the revised reach as required. The Effective Model shall not be truncated.

c. Mapping
Maps and associated engineering data shall be submitted to the Department for review which meet the following conditions:

i. Consistency between the revised hydraulic models, the revised floodplain and floodway delineations, the revised flood profiles, topographic work map, annotated FIRMs and/or Flood Boundary Floodway Maps (FBFMs), construction plans, bridge plans.

ii. Certified topographic map of suitable scale, contour interval, and a planimetric map showing the applicable items. If a digital version of the map is available, it may be submitted in order that the FIRM may be more easily revised.

iii. Annotated FIRM panel showing the revised 1% and 0.2% annual chance floodplains and floodway boundaries.

iv. If an annotated FIRM and/or FBFM and digital mapping data (GIS or CADD) are used, then all supporting documentation or metadata must be included with the data submission along with the Universal Transverse Mercator (UTM) projection and State Plane Coordinate System in accordance with FEMA mapping specifications.

v. The revised floodplain boundaries shall tie into the effective floodplain boundaries.

vi. All cross sections from the effective model shall be labeled in accordance with the effective map and a cross section lookup table shall be included to relate to the model input numbering scheme.

vii. Both the current and proposed floodways shall be shown on the map.

viii. The stream centerline, or profile baseline used to measure stream distances in the model shall be visible on the map.

d) EXPIRATION
All permits issued under the authority of this ordinance shall expire no more than 180 days after issuance. The permit may be extended for a maximum of 180 days for good and sufficient cause. If the permitted work has not started within 180 days of the permit date, the development must comply with any regulation, including any revision to the FIRM or FIS, that took effect after the permit date.

3) CERTIFICATE OF COMPLIANCE
No land shall be occupied or used, and no building which is hereafter constructed, altered, added to, modified, repaired, rebuilt, or replaced shall be occupied until a certificate of compliance is issued by the Zoning Administrator, except where no permit is required, subject to the following provisions:

a) The certificate of compliance shall show that the building or premises or part thereof, and the proposed use, conform to the provisions of this ordinance;

b) Application for such certificate shall be concurrent with the application for a permit;

c) If all ordinance provisions are met, the certificate of compliance shall be issued within 10 days after written notification that the permitted work is completed;

d) The applicant shall submit a certification signed by a registered professional engineer, architect, or land surveyor that the fill, lowest floor and floodproofing elevations are in compliance with the permit issued. Floodproofing measures also require certification by a registered professional engineer or architect that the requirements of Section 724-40 are met.

e) Where applicable pursuant to Section 724-30 , the applicant must submit a certification by a registered professional engineer or surveyor of the elevation of the bottom of the lowest horizontal structural member supporting the lowest floor (excluding pilings or columns), and an indication of whether the structure contains a basement.

f) Where applicable pursuant to Section 724-30 , the applicant must submit certifications by a registered professional engineer or architect that the structural design and methods of construction meet accepted standards of practice as required by Section 724-30 .

4) OTHER PERMITS
Prior to obtaining a floodplain development permit the applicant must secure all necessary permits from federal, state, and local agencies, including but not limited to those required by the U.S. Army Corps of Engineers under s. 404 of the Federal Water Pollution Control Act, Amendments of 1972, 33 U.S.C. 1344.

724-37 PLAN COMMISSION

1) The Village of Fox Point Plan Commission shall:

a) oversee the functions of the office of the Zoning Administrator; and

b) review and advise the governing body on all proposed amendments to this ordinance, maps, and text.

c) publish adequate notice pursuant to Ch. 985, Stats., specifying the date, time, place, and subject of the public hearing.

2) The Village of Fox Point Plan Commission shall not:

a) grant variances to the terms of the ordinance in place of action by the Board of Appeals; or

b) amend the text or zoning maps in place of official action by the governing body.

724-38 BOARD OF APPEALS

The Board of Appeals created under s. 62.23(7)(e), Stats., is hereby authorized or shall be appointed to act for the purposes of this ordinance. The Board shall exercise the powers conferred by Wisconsin Statutes and adopt rules for the conduct of business. The Zoning Administrator shall not be the secretary of the Board.

1) POWERS AND DUTIES
   The Board of Appeals shall:
   a) Appeals - Hear and decide appeals where it is alleged there is an error in any order, requirement, decision or determination made by an administrative official in the enforcement or administration of this ordinance;

   b) Boundary Disputes - Hear and decide disputes concerning the district boundaries shown on the official floodplain zoning map; and

   c) Variances - Hear and decide, upon appeal, variances from the ordinance standards.

2) APPEALS TO THE BOARD
   a) Appeals to the board may be taken by any person aggrieved, or by any officer or department of the municipality affected by any decision of the Zoning Administrator or other administrative officer. Such appeal shall be taken within 30 days unless otherwise provided by the rules of the board, by filing with the official whose decision is in question, and with the board, a notice of appeal specifying the reasons for the appeal. The official whose decision is in question shall transmit to the board all records regarding the matter appealed.

   b) NOTICE AND HEARING FOR APPEALS INCLUDING VARIANCES

      1. Notice - The board shall:

         a. Fix a reasonable time for the hearing;
         b. Publish adequate notice pursuant to Wisconsin Statutes, specifying the date, time, place, and subject of the hearing; and
         c. Assure that notice shall be mailed to the parties in interest and the Department Regional office and the Milwaukee Metropolitan Sewerage District at least 10 days in advance of the hearing.

      2. Hearing - Any party may appear in person or by agent. The board shall:
         a. Resolve boundary disputes according to Section 724-38(3);
         b. Decide variance applications according to Section 724-38(4); and
         c. Decide appeals of permit denials according to Section 724-39 .

   c) DECISION: The final decision regarding the appeal or variance application shall:

      1. Be made within a reasonable time;

      2. Be sent to the Department Regional office within 10 days of the decision;

      3. Be a written determination signed by the chairman or secretary of the Board;

      4. State the specific facts which are the basis for the Board's decision;

5. Either affirm, reverse, vary or modify the order, requirement, decision, or determination appealed, in whole or in part, dismiss the appeal for lack of jurisdiction or grant or deny the variance application; and

6. Include the reasons for granting an appeal, describing the hardship demonstrated by the applicant in the case of a variance, clearly stated in the recorded minutes of the Board proceedings.

3) BOUNDARY DISPUTES

The following procedure shall be used by the Board in hearing disputes concerning floodplain district boundaries:

a) If a floodplain district boundary is established by approximate or detailed floodplain studies, the flood elevations or profiles shall prevail in locating the boundary.

b) The person contesting the boundary location shall be given a reasonable opportunity to present arguments and technical evidence to the Board; and

c) If the boundary is incorrectly mapped, the Board should inform the zoning committee or the person contesting the boundary location to petition the governing body for a map amendment according to Article VIII *Amendments*.

4) VARIANCE

a) The Board may, upon appeal, grant a variance from the standards of this ordinance if an applicant convincingly demonstrates that:

1. Literal enforcement of the ordinance will cause unnecessary hardship;

2. The hardship is due to adoption of the floodplain ordinance and unique property conditions, not common to adjacent lots or premises. In such case the ordinance or map must be amended;

3. The variance is not contrary to the public interest; and

4. The variance is consistent with the purpose of this ordinance in Section 724-3 .

b) In addition to the criteria in subd. (a), to qualify for a variance under FEMA regulations, the Board must find that the following criteria have been met:

1. The variance shall not cause any increase in the regional flood elevation;

2. The applicant has shown good and sufficient cause for issuance of the variance;

3. Failure to grant the variance would result in exceptional hardship;

4. Granting the variance will not result in additional threats to public safety, extraordinary expense, create a nuisance, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances;

5. The variance granted is the minimum necessary, considering the flood hazard, to afford relief.

c) A variance shall not:

1. Grant, extend or increase any use prohibited in the zoning district;

2. Be granted for a hardship based solely on an economic gain or loss;

3. Be granted for a hardship which is self-created.

4. Damage the rights or property values of other persons in the area;

5. Allow actions without the amendments to this ordinance or map(s) required in Article VIII *Amendments*; and

6. Allow any alteration of an historic structure, including its use, which would preclude its continued designation as an historic structure.

d) When a floodplain variance is granted, the Board shall notify the applicant in writing that it may increase risks to life and property and flood insurance premiums could increase up to $25.00 per $100.00 of coverage. A copy shall be maintained with the variance record.

724-39 APPEALS OF PERMIT DENIALS

(1) The Board of Appeals shall review all data related to the appeal. This may include:

a. Permit application data listed in Section 724-36(2) ;

b. Floodway/floodfringe determination data in Section 724-31 ;

c. Data listed in Section 724-23(1)(b) where the applicant has not submitted this information to the Zoning Administrator; and

d. Other data submitted with the application or submitted to the Board of Appeals with the appeal.

(2) For appeals of all denied permits the Board of Appeals shall:

a. Follow the procedures of Section 724-38 ;

b. Consider zoning agency recommendations; and

c. Either uphold the denial or grant the appeal.

(3) For appeals concerning increases in regional flood elevation the Board of Appeals shall:

a. Uphold the denial where the Board of Appeals agrees with the data showing an increase in flood elevation. Increases may only be allowed after amending the flood profile and map and all appropriate legal arrangements are made with all adversely affected property owners as per the requirements of Article VIII *Amendments*; and

b. Grant the appeal where the Board of Appeals agrees that the data properly demonstrates that the project does not cause an increase provided no other reasons for denial exist.

724-40 FLOODPROOFING

(1) No permit or variance shall be issued for a non-residential structure designed to be watertight below the regional flood elevation until the applicant submits a plan certified by a registered professional engineer or architect that the floodproofing measures will protect the structure or development to or above the flood protection elevation and submits a FEMA Floodproofing Certificate. Floodproofing is not an alternative to the development standards in Articles II, III, IV, V, or Section 724-31.5 .

(2) For a structure designed to allow the entry of floodwaters, no permit or variance shall be issued until the applicant submits a plan either:

a. certified by a registered professional engineer or architect; or

b. meeting or exceeding the following standards:
   1. a minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding;
   2. the bottom of all openings shall be no higher than one foot above grade; and
   3. openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.

(3) Floodproofing measures shall be designed, as appropriate, to:

a. Withstand flood pressures, depths, velocities, uplift and impact forces and other regional flood factors;

b. Protect structures to the flood protection elevation;

c. Anchor structures to foundations to resist flotation and lateral movement;

d. Minimize or eliminate infiltration of flood waters;

e. Minimize or eliminate discharges into flood waters;

f. Placement of essential utilities to or above the flood protection elevation; and

g. If any part of the foundation below the flood protection elevation is enclosed, the following standards shall apply:

   1. The enclosed area shall be designed by a registered architect or engineer to allow for the efficient entry and exit of flood waters without human intervention. A minimum of two openings must be provided with a minimum net area of at least one square inch for every one square foot of the enclosed area. The lowest part of the opening can be no more than 12 inches above the adjacent grade;

   2. The parts of the foundation located below the flood protection elevation must be constructed of flood-resistant materials;

3. Mechanical and utility equipment must be elevated or floodproofed to or above the flood protection elevation; and

4. The use must be limited to parking, building access or limited storage.

724-41 PUBLIC INFORMATION

(1) Place marks on structures to show the depth of inundation during the regional flood.

(2) All maps, engineering data and regulations shall be available and widely distributed.

(3) Real estate transfers should show what floodplain district any real property is in.

ARTICLE VIII: AMENDMENTS

724-41.5 AMENDMENTS FOR OBSTRUCTIONS OR INCREASES

Obstructions or increases may only be permitted if amendments are made to this ordinance, the official floodplain zoning maps, floodway lines and water surface profiles, in accordance with Section 724-42 .

(1) In AE Zones with a mapped floodway, no obstructions or increases shall be permitted unless the applicant receives a Conditional Letter of Map Revision from FEMA and amendments are made to this ordinance, the official floodplain zoning maps, floodway lines and water surface profiles, in accordance with Section 724-42. Any such alterations must be reviewed and approved by FEMA and the DNR.

(2) In A Zones increases equal to or greater than 1.0 foot may only be permitted if the applicant receives a Conditional Letter of Map Revision from FEMA and amendments are made to this ordinance, the official floodplain maps, floodway lines, and water surface profiles, in accordance with Section 724-42.

724-42 ACTIONS REQUIRING AMENDMENT

The governing body shall change or supplement the floodplain zoning district boundaries and this ordinance in the manner outlined in Section 724-43 below. Actions which require an amendment to the ordinance and/or submittal of a Letter of Map Change (LOMC) include, but are not limited to, the following:

(1) Any fill or floodway encroachment that obstructs flow causing any increase in the regional flood height;

(2) Any change to the floodplain boundaries and/or watercourse alterations on the FIRM;

(3) Any changes to any other officially adopted floodplain maps listed in Section 724-6(b)

(4) Any floodplain fill which raises the elevation of the filled area to a height at or above the flood protection elevation and is contiguous to land lying outside the floodplain;

(5) Correction of discrepancies between the water surface profiles and floodplain maps;

(6) Any upgrade to a floodplain zoning ordinance text required by s. NR 116.05, Wis. Adm. Code, or otherwise required by law, or for changes by the municipality; and

(7) All channel relocations and changes to the maps to alter floodway lines or to remove an area from the floodway or the floodfringe that is based on a base flood elevation from a FIRM requires prior approval by FEMA.

724-43 **PROCEDURES**

Ordinance amendments may be made upon petition of any party according to the provisions of s. 62.23, Stats. The petitions shall include all data required by Section 724-31 and 724-36(2) . The Land Use Permit shall not be issued until a Letter of Map Revision is issued by FEMA for the proposed changes.

(1) The proposed amendment shall be referred to the zoning agency for a public hearing and recommendation to the governing body. The amendment and notice of public hearing shall be submitted to the Department Regional office for review prior to the hearing. The amendment procedure shall comply with the provisions of s. 62.23, Stats.

(2) No amendments shall become effective until reviewed and approved by the Department.

(3) All persons petitioning for a map amendment that obstructs flow causing any increase in the regional flood height, shall obtain flooding easements or other appropriate legal arrangements from all adversely affected property owners and notify local units of government before the amendment can be approved by the governing body.

ARTICLE IX: ENFORCEMENT AND PENALTIES

Any violation of the provisions of this ordinance by any person shall be unlawful and shall be referred to the Village Attorney who shall expeditiously prosecute all such violators. A violator shall, upon conviction, forfeit to the municipality a penalty of not more than $50.00 (fifty dollars), together with a taxable cost of such action. Each day of continued violation shall constitute a separate offense. Every violation of this ordinance is a public nuisance, and the creation may be enjoined, and the maintenance may be abated by action at suit of the municipality, the state, or any citizen thereof pursuant to s. 87.30, Stats.

ARTICLE X: TERMINOLOGY

724-45 WORD USAGE; DEFINITIONS. Unless specifically defined, words and phrases in this ordinance shall have their common law meaning and shall be applied in accordance with their common usage. Words used in the present tense include the future, the singular number includes the plural and the plural number includes the singular. The word "may" is permissive, "shall" is mandatory and is not discretionary.

B. For purposes of the chapter, the following terms shall be defined as follows:

1. A ZONES – Those areas shown on the Official Floodplain Zoning Map which would be inundated by the regional flood. These areas may be numbered or unnumbered A Zones. The A Zones may or may not be reflective of flood profiles, depending on the availability of data for a given area.

2. AH ZONE – See “AREA OF SHALLOW FLOODING”.

3. AO ZONE – See “AREA OF SHALLOW FLOODING”.

4. ACCESSORY STRUCTURE OR USE – A facility, structure, building or use which is accessory or incidental to the principal use of a property, structure or building. An accessory structure shall not be used for human habitation.

5. ALTERATION – An enhancement, upgrade or substantial change or modification other than an addition or repair to a dwelling or to electrical, plumbing, heating, ventilating, air conditioning and other systems within a structure.

6. AREA OF SHALLOW FLOODING – A designated AO, AH, AR/AO, AR/AH, or VO zone on a community's Flood Insurance Rate Map (FIRM) with a 1 percent or greater annual chance of flooding to an average depth of 1 to 3 feet where a clearly defined channel does not exist, where the path of flooding is unpredictable, and where velocity flood may be evident. Such flooding is characterized by ponding or sheet flow.

7. BASE FLOOD – Means the flood having a one percent chance of being equaled or exceeded in any given year, as published by FEMA as part of a FIS and depicted on a FIRM.

8. BASEMENT – Any enclosed area of a building having its floor sub-grade on all sides.

9. BREAKAWAY WALL – A wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces, without causing damage to the elevated portion of the building or supporting foundation system.

10. BUILDING – See STRUCTURE.

11. BULKHEAD LINE – A geographic line along a reach of navigable water that has been adopted by a municipal ordinance and approved by the Department pursuant to s. 30.11, Stats., and which allows limited filling between this bulkhead line and the original ordinary highwater mark, except where such filling is prohibited by the floodway provisions of this ordinance.

12. CAMPGROUND – Any parcel of land which is designed, maintained, intended, or used for the purpose of providing sites for nonpermanent overnight use by 4 or more camping units, or which is advertised or represented as a camping area.

13. CAMPING UNIT – Any portable device, no more than 400 square feet in area, used as a temporary shelter, including but not limited to a camping trailer, motor home, bus, van, pick-up truck, or tent that is fully licensed, if required, and ready for highway use.

14. CERTIFICATE OF COMPLIANCE – A certification that the construction and the use of land or a building, the elevation of fill or the lowest floor of a structure is in compliance with all of the provisions of this ordinance.

15. CHANNEL – A natural or artificial watercourse with definite bed and banks to confine and conduct normal flow of water.

16. COASTAL FLOODPLAIN – An area along the coast of Lake Michigan or Lake Superior which is inundated by the regional flood and which is also subject to additional hazard due to wave runup.

17. COASTAL HIGH HAZARD AREA – An area of special flood hazard extending from offshore to the inland limit of a primary frontal dune along an open coast, and any other area subject to high velocity wave action from storms.

18. CRAWLWAYS or CRAWL SPACE – An enclosed area below the first usable floor of a building, generally less than five feet in height, used for access to plumbing and electrical utilities.

19. DECK – An unenclosed exterior structure that has no roof or sides and has a permeable floor which allows the infiltration of precipitation.

20. DEPARTMENT – The Wisconsin Department of Natural Resources.

21. DEVELOPMENT – Any artificial change to improved or unimproved real estate, including, but not limited to, the construction of buildings, structures or accessory structures; the construction of additions or alterations to buildings, structures or accessory structures; the repair of any damaged structure or the improvement or renovation of any structure, regardless of percentage of damage or improvement; the placement of buildings or structures; subdivision layout and site preparation; mining, dredging, filling, grading, paving, excavation or drilling operations; the storage, deposition or extraction of materials or equipment; and the installation, repair or removal of public or private sewage disposal systems or water supply facilities.

22. DRYLAND ACCESS – A vehicular access route which is above the regional flood elevation, and which connects land located in the floodplain to land outside the floodplain, such as a road with its surface above regional flood elevation and wide enough for wheeled rescue and relief vehicles.

23. ENCROACHMENT – Any fill, structure, equipment, use or development in the floodway.

24. FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) – The federal agency that administers the National Flood Insurance Program.

25. FLOOD INSURANCE RATE MAP (FIRM) – A map of a community on which the Federal Insurance Administration has delineated both the floodplain and the risk premium zones applicable to the community. This map can only be amended by the Federal Emergency Management Agency.

26. FLOOD or FLOODING – A general and temporary condition of partial or complete inundation of normally dry land areas caused by one of the following conditions:
    - The overflow or rise of inland waters;
    - The rapid accumulation or runoff of surface waters from any source;
    - The inundation caused by waves or currents of water exceeding anticipated cyclical levels along the shore of Lake Michigan or Lake Superior; or
    - The sudden increase caused by an unusually high-water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, such as a seiche, or by some similarly unusual event.

27. FLOOD FREQUENCY – The probability of a flood occurrence which is determined from statistical analyses. The frequency of a particular flood event is usually expressed as occurring, on the average once in a specified number of years or as a percent (%) chance of occurring in any given year.

28. FLOODFRINGE – That portion of the floodplain outside of the floodway which is covered by flood waters during the regional flood and associated with standing water rather than flowing water.

29. FLOOD HAZARD BOUNDARY MAP – A map designating approximate flood hazard areas. Flood hazard areas are designated as unnumbered A-Zones and do not contain floodway lines or regional flood elevations. This map forms the basis for both the regulatory and insurance aspects of the National Flood Insurance Program (NFIP) until superseded by a Flood Insurance Study and a Flood Insurance Rate Map.

30. FLOOD INSURANCE STUDY – A technical engineering examination, evaluation, and determination of the local flood hazard areas. It provides maps designating those areas affected by the regional flood and provides both flood insurance rate zones and base flood elevations and may provide floodway lines. The flood hazard areas are designated as numbered and unnumbered A-Zones. Flood Insurance Rate Maps, that accompany the Flood Insurance Study, form the basis for both the regulatory and the insurance aspects of the National Flood Insurance Program.

31. FLOODPLAIN – Land which has been or may be covered by flood water during the regional flood. It includes the floodway and the floodfringe and may include other designated floodplain areas for regulatory purposes.

32. FLOODPLAIN ISLAND – A natural geologic land formation within the floodplain that is surrounded, but not covered, by floodwater during the regional flood.

33. FLOODPLAIN MANAGEMENT – Policy and procedures to ensure wise use of floodplains, including mapping and engineering, mitigation, education, and administration and enforcement of floodplain regulations.

34. FLOOD PROFILE – A graph or a longitudinal profile line showing the relationship of the water surface elevation of a flood event to locations of land surface elevations along a stream or river.

35. FLOODPROOFING – Any combination of structural provisions, changes or adjustments to properties and structures, water and sanitary facilities and contents of buildings subject to flooding, for the purpose of reducing or eliminating flood damage.

36. FLOOD PROTECTION ELEVATION – An elevation of two feet of freeboard above the Regional Flood Elevation. (Also see: FREEBOARD.)

37. FLOOD STORAGE – Those floodplain areas where storage of floodwaters has been taken into account during analysis in reducing the regional flood discharge.

38. FLOODWAY – The channel of a river or stream and those portions of the floodplain adjoining the channel required to carry the regional flood discharge.

39. FREEBOARD – A safety factor expressed in terms of a specified number of feet above a calculated flood level. Freeboard compensates for any factors that cause flood heights greater than those calculated, including ice jams, debris accumulation, wave action, obstruction of bridge openings and floodways, the effects of watershed urbanization, loss of flood storage areas due to development and aggregation of the river or stream bed.

40. HABITABLE STRUCTURE – Any structure or portion thereof used or designed for human habitation.

41. HEARING NOTICE – Publication or posting meeting the requirements of Ch. 985, Stats. For appeals, a Class 1 notice, published once at least one week (7 days) before the

hearing, is required. For all zoning ordinances and amendments, a Class 2 notice, published twice, once each week consecutively, the last at least a week (7 days) before the hearing. Local ordinances or bylaws may require additional notice, exceeding these minimums.

42. HIGH FLOOD DAMAGE POTENTIAL – Damage that could result from flooding that includes any danger to life or health or any significant economic loss to a structure or building and its contents.

43. HIGHEST ADJACENT GRADE – The highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

44. HISTORIC STRUCTURE – Any structure that is either:
    - Listed individually in the National Register of Historic Places or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
    - Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
    - Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of the Interior; or
    - Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either by an approved state program, as determined by the Secretary of the Interior; or by the Secretary of the Interior in states without approved programs.

45. INCREASE IN REGIONAL FLOOD HEIGHT – A calculated upward rise in the regional flood elevation greater than 0.00 foot, based on a comparison of existing conditions and proposed conditions which is directly attributable to development in the floodplain but not attributable to manipulation of mathematical variables such as roughness factors, expansion and contraction coefficients and discharge.

46. LAND USE – Any nonstructural use made of unimproved or improved real estate. (Also see DEVELOPMENT.)

47. LOWEST ADJACENT GRADE – Elevation of the lowest ground surface that touches any of the exterior walls of a building.

48. LOWEST FLOOR – The lowest floor of the lowest enclosed area (including basement). An enclosed space as provided in Section 724-31.5(2)(f), is not considered the building's lowest floor.

49. MAINTENANCE – The act or process of ordinary upkeep and repairs, including redecorating, refinishing, nonstructural repairs, or the replacement of existing fixtures, systems or equipment with equivalent fixtures, systems, or structures.

50. MANUFACTURED HOME – A structure transportable in one or more sections, which is built on a permanent chassis and is designed to be used with or without a permanent foundation when connected to required utilities. The term "manufactured home" includes a mobile home but does not include a "mobile recreational vehicle."

51. MOBILE/MANUFACTURED HOME PARK OR SUBDIVISION – A parcel (or contiguous parcels) of land, divided into two or more manufactured home lots for rent or sale.

52. MOBILE/MANUFACTURED HOME PARK OR SUBDIVISION, EXISTING – A parcel of land, divided into two or more manufactured home lots for rent or sale, on which the construction of facilities for servicing the lots is completed before the effective date of this ordinance. At a minimum, this would include the installation of utilities, the construction of streets and either final site grading or the pouring of concrete pads.

53. MOBILE/MANUFACTURED HOME PARK, EXPANSION TO EXISTING – The preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed. This includes installation of utilities, construction of streets and either final site grading, or the pouring of concrete pads.

54. MOBILE RECREATIONAL VEHICLE – A vehicle which is built on a single chassis, 400 square feet or less when measured at the largest horizontal projection, designed to be self-propelled, carried or permanently towable by a licensed, light-duty vehicle, is licensed for highway use if registration is required and is designed primarily not for use as a permanent dwelling, but as temporary living quarters for recreational, camping, travel or seasonal use. Manufactured homes that are towed or carried onto a parcel of land, but do not remain capable of being towed or carried, including park model homes, do not fall within the definition of "mobile recreational vehicles."

55. MODEL, CORRECTED EFFECTIVE – A hydraulic engineering model that corrects any errors that occur in the Duplicate Effective Model, adds any additional cross sections to the Duplicate Effective Model, or incorporates more detailed topographic information than that used in the current effective model.

56. MODEL, DUPLICATE EFFECTIVE – A copy of the hydraulic analysis used in the effective FIS and referred to as the effective model.

57. MODEL, EFFECTIVE – The hydraulic engineering model that was used to produce the current effective Flood Insurance Study.

58. MODEL, EXISTING (PRE-PROJECT) – A modification of the Duplicate Effective Model or Corrected Effective Model to reflect any man-made modifications that have occurred within the floodplain since the date of the effective model but prior to the construction of the project for which the revision is being requested. If no modification has occurred since the date of the effective model, then this model would be identical to the Corrected Effective Model or Duplicate Effective Model.

59. MODEL, REVISED (POST-PROJECT) – A modification of the Existing or Pre-Project Conditions Model, Duplicate Effective Model or Corrected Effective Model to reflect revised or post-project conditions.

60. MODERATE WAVE ACTION AREA (MoWA) – A special flood hazard area subject to the potential for breaking wave heights of greater than or equal to 1.5 feet, but less than 3 feet, where the primary source of flooding is astronomical tides, storm surges, seiches, and/or tsunamis. A MoWA is an area within zone AE on a FIRM that is between the inland limit of zone VE and a Limit of Moderate Wave Action, where identified. (Also known as “coastal A zone”)

61. MUNICIPALITY or MUNICIPAL – The Village of Fox Point, Milwaukee County, Wisconsin.

62. NAVD or NORTH AMERICAN VERTICAL DATUM – Elevations referenced to mean sea level datum, 1988 adjustment.

63. NGVD or NATIONAL GEODETIC VERTICAL DATUM – Elevations referenced to mean sea level datum, 1929 adjustment.

64. NEW CONSTRUCTION – Structures for which the start of construction commenced on or after the effective date of a floodplain zoning regulation adopted by this community and includes any subsequent improvements to such structures.

65. NON-FLOOD DISASTER – A fire, or an ice storm, tornado, windstorm, mudslide, or other destructive act of nature, but excludes a flood.

66. NONCONFORMING STRUCTURE – An existing lawful structure or building which is not in conformity with the dimensional or structural requirements of this ordinance for the area of the floodplain which it occupies. (For example, an existing residential structure in the floodfringe district is a conforming use. However, if the lowest floor is lower than the flood protection elevation, the structure is nonconforming.)

67. NONCONFORMING USE – An existing lawful use or accessory use of a structure or building which is not in conformity with the provisions of this ordinance for the area of the floodplain which it occupies. (Such as a residence in the floodway.)

68. OBSTRUCTION TO FLOW – Any development which blocks the conveyance of floodwaters such that this development alone or together with any future development will cause an increase in regional flood height.

69. OFFICIAL FLOODPLAIN ZONING MAP – That map, adopted and made part of this ordinance, as described in s. 1.5(2), which has been approved by the Department and FEMA.

70. OPEN SPACE USE – Those uses having a relatively low flood damage potential and not involving structures.

71. ORDINARY HIGHWATER MARK – The point on the bank or shore up to which the presence and action of surface water is so continuous as to leave a distinctive mark such as by erosion, destruction or prevention of terrestrial vegetation, predominance of aquatic vegetation, or other easily recognized characteristic.

72. PERSON – An individual, or group of individuals, corporation, partnership, association, municipality, or state agency.

73. PRIMARY FRONTAL DUNE – A continuous or nearly continuous mound or ridge of sand with relatively steep seaward and landward slopes immediately landward and adjacent to the beach and subject to erosion and overtopping from high tides and waves during major coastal storms. The inland limit of the primary frontal dune occurs at the point where there is a distinct change from a relatively steep slope to a relatively mild slope.

74. PRIVATE SEWAGE SYSTEM – A sewage treatment and disposal system serving one structure with a septic tank and soil absorption field located on the same parcel as the structure. It also means an alternative sewage system approved by the Department of Safety and Professional Services, including a substitute for the septic tank or soil absorption field, a holding tank, a system serving more than one structure, or a system located on a different parcel than the structure.

75. PUBLIC UTILITIES – Those utilities using underground or overhead transmission lines such as electric, telephone and telegraph, and distribution and collection systems such as water, sanitary sewer, and storm sewer.

76. REASONABLY SAFE FROM FLOODING – Means base flood waters will not inundate the land or damage structures to be removed from the floodplain and that any subsurface waters related to the base flood will not damage existing or proposed buildings.

77. REGIONAL FLOOD – A flood determined to be representative of large floods known to have occurred in Wisconsin. A regional flood is a flood with a one percent chance of being equaled or exceeded in any given year, and if depicted on the FIRM, the RFE is equivalent to the BFE.

78. SAND DUNES – Naturally occurring accumulations of sand in ridges or mounds landward of the beach.

79. START OF CONSTRUCTION – The date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition, placement, or other improvement was within 180 days of the permit date. The actual start means either the first placement of permanent construction on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond initial excavation, or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading, and filling, nor does it include the installation of streets and/or walkways, nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms, nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For an alteration, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

80. STRUCTURE – Any manmade object with form, shape and utility, either permanently or temporarily attached to, placed upon or set into the ground, stream bed or lakebed, including, but not limited to, roofed and walled buildings, gas or liquid storage tanks, bridges, dams and culverts.

81. SUBDIVISION – Has the meaning given in s. 236.02(12), Wis. Stats.

82. SUBSTANTIAL DAMAGE – Damage of any origin sustained by a structure, whereby the cost of restoring the structure to its pre-damaged condition would equal or exceed 50 percent of the equalized assessed value of the structure before the damage occurred.

83. SUBSTANTIAL IMPROVEMENT – Any repair, reconstruction, rehabilitation, addition or improvement of a building or structure, the cost of which equals or exceeds 50 percent of the equalized assessed value of the structure before the improvement or repair is started. If the structure has sustained substantial damage, any repairs are considered substantial improvement regardless of the work performed. The term does not include either any project for the improvement of a building required to correct existing health, sanitary or safety code violations identified by the building official and that are the minimum necessary to assure safe living conditions; or any alteration of a historic structure provided that the alteration will not preclude the structure’s continued designation as a historic structure.

84. UNNECESSARY HARDSHIP – Where special conditions affecting a particular property, which were not self-created, have made strict conformity with restrictions governing areas, setbacks, frontage, height, or density unnecessarily burdensome or unreasonable in light of the purposes of the ordinance.

85. VARIANCE – An authorization by the board of adjustment or appeals for the construction or maintenance of a building or structure in a manner which is inconsistent with dimensional standards (not uses) contained in the floodplain zoning ordinance.

86. VIOLATION – The failure of a structure or other development to be fully compliant with the floodplain zoning ordinance. A structure or other development without required permits, lowest floor elevation documentation, floodproofing certificates or required floodway encroachment calculations is presumed to be in violation until such time as that documentation is provided.

87. WATERSHED – The entire region contributing runoff or surface water to a watercourse or body of water.

88. WATER SURFACE PROFILE – A graphical representation showing the elevation of the water surface of a watercourse for each position along a reach of river or stream at a certain flood flow. A water surface profile of the regional flood is used in regulating floodplain areas.

89. WELL – means an excavation opening in the ground made by digging, boring, drilling, driving or other methods, to obtain groundwater regardless of its intended use.

90. ZONING ADMINISTRATOR – shall mean the individual with the powers and duties granted in Section 724-36.

SECTION 2: CONTINUATION OF EXISTING PROVISIONS.

The provisions of this ordinance, to the extent that they are substantively the same as those of the ordinances in force immediately prior to the enactment of this ordinance, are intended as a continuation of such ordinances and not as new enactments, and the effectiveness of such provisions shall date from the date of adoption of the prior ordinances. In addition, the adoption of this ordinance shall not affect any action, prosecution or proceeding brought for the enforcement of any right or liability established, accrued or incurred under any legislative provision prior to the effective date of this ordinance for the time that such provision was in effect, and the repeal of any such provisions is stayed pending the final resolution of such actions, including appeals.

SECTION 3: SEVERABILITY.

The several sections of this ordinance are declared to be severable. If any section or portion thereof shall be declared by a decision of competent jurisdiction to be invalid, unlawful or unenforceable, such decision shall apply only to the specific section of portion thereof directly specified in the decision, and shall not affect the validity of any other provisions, sections or portions thereof of the ordinance. The remainder of the ordinance shall remain in full force and effect. Any other ordinances whose terms are in conflict with the provisions of this ordinance are hereby repealed as to those terms that conflict.

SECTION 4: DNR REVIEW.

The Village Clerk is directed to refer this ordinance to the Wisconsin Department of Natural Resources for their review per NR 116.21(6) of the Wisconsin Administrative Code.

SECTION 5: EFFECTIVE DATE.

This ordinance shall take effect immediately upon passage and posting or publication as provided by law, upon the approval by the Village Board of the Village of Fox Point, Milwaukee County, Wisconsin as required by Wisconsin Statutes §61.50, immediately following approval of this ordinance by the State of Wisconsin Department of Natural Resources per Section NR 116.21 (6)(e) of the Wisconsin Administrative Code.

Passed and approved this _____ day of _____ 2024.

VILLAGE OF FOX POINT

By: _____
Christine Symchych, Village President

ATTEST:

_____
Sara Bruckman, Village Clerk/Treasurer

Municipal LAW
& LITIGATION GROUP

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July 29, 2024

Scott Botcher, Village Manager
Village of Fox Point
7200 N Santa Monica Blvd.
Fox Point, WI 53217

Re: St. Augustine Property
Public Hearing
Legal Recommendations

Dear Mr. Botcher:

I received a request that I provide guidance to the Plan Commission and ultimately the Village Board on the procedural aspects of the St. Augustine recreational facility application. I have had an opportunity to carefully consider this matter.

Based upon my research, I have the following comments, questions, concerns and recommendations in this regard.

1. **Legal Framework**. The St. Augustine property is zoned F Institutional. The property is, therefore, subject to the procedures described in § 745-20 of the Village of Fox Point Municipal Code.

   Per § 745-20(B)(4), the Village Board will be required to hold a public hearing on the application for the recreational facility.

   As the proposed development is an outdoor recreational area or facility, it is also subject to the procedures described in § 745-10(F) of the Village of Fox Point Municipal Code. The Plan Commission shall consider whether the proposed use is compatible with the surrounding area and whether the use will create a nuisance or hazard. The Commission will make its recommendation to the Village Board, and the Village Board shall reject, grant, or grant with modification the request.

2. **Quasi-Judicial Role Reminders**. In hearing matters regarding the St. Augustine recreational facility and in deciding whether or not to grant approval, the Plan Commission and the Village Board will be taking on a *quasi-judicial* role. In a *quasi-judicial* role, unlike in a *legislative* role, these bodies will be applying existing municipal law rather than creating new law. In this particular case, the Plan Commission and the Village Board will be determining whether

the proposed St. Augustine recreational facility complies with existing Village ordinances.

When acting quasi-judicially, the Plan Commission and the Village Board should keep the following points in mind:

a. Impartial Decision-Making. While local officials are permitted to act on their biases and viewpoints when making *legislative* decisions, they must be impartial when making *quasi-judicial* decisions.

   In *Marris v. City of Cedarburg*, the landmark Wisconsin case addressing impartial decision-making, the Supreme Court of Wisconsin determined that one of the Zoning Board members had prejudged the plaintiff's nonconforming use case and was, therefore, not acting as an impartial decision-maker. Before a final decision had even been made by the Board, one of the members had described the plaintiff's case as a loophole that needed to be closed. This comment led the Court to conclude that the Board did not act impartially when deciding whether to grant the plaintiff nonconforming status. The Court stated that "impartial decision-makers are needed to ensure both sound fact-finding and rational decision-making as well as to ensure public confidence in the decision-making process." 176 Wis. 2d 14, 25-26 (1993).

   This case demonstrates the importance reserving judgment until the evidence is presented at the public hearing. Also be careful not to make statements that may express prejudice or bias.

b. Recusal. Decision-makers who cannot act impartially in a quasi-judicial proceeding have the responsibility to recuse themselves. If they do not, they risk a similar situation to that in *Marris* - invalidating the decision of the body.

c. Ex Parte Communication. Communication (with members of the public or with other Commissioners or Board members) outside of a publicly noticed meeting about an issue that will be before the Commission or Board is called *ex parte communication*. This type of communication should be avoided because it can create situations in which some voting members have access to supplemental information about an issue while other members do not have access. Ex parte communication can also create the appearance of bias in the decision-making process.

3. **Upcoming Public Hearing**. In quasi-judicial matters before the Plan Commission and Village Board, interested parties must be given the opportunity to be heard. In this case, as a public hearing is already required by Village ordinance, the public hearing will provide the perfect opportunity for members of the community and interested parties to speak. To eliminate any perception of bias, I suggest the following:

   a. The Plan Commissioners and the Village Board members should not hear public comments outside of the scheduled hearing. Plan Commissioners and Village Board members should not engage with or respond to members of the public who attempt to share information with

them about the proposed recreational facility outside of the public hearing.

b. Plan Commissioners and Village Board members should not independently attempt to gather information on the issue outside of the public hearing. Doing so may lead to biased and partial decision-making.

c. All voting members should base their decision entirely on the evidence provided during the public hearing. Limiting the time for public comment to the public hearing itself ensures that all voting members have access to the same information when making the decision. It also ensures transparency in the decision-making process because the public also has access to all information used by the Board members in reaching a decision.

4. **Village of Fox Point Jurisdiction only Within Village Borders**. The St. Augustine property is unique in that it is situated on the municipal boundary between the Village of Fox Point and the City of Glendale. It is essential for the Village of Fox Point to stay within its jurisdiction by considering only the portion of the development that is on its own side of the municipal boundary. The Village may not consider or make approvals for any land uses or structures that fall within the City of Glendale.

If you have any questions or concerns regarding this matter, please do not hesitate to contact me.

Very truly yours,

MUNICIPAL LAW & LITIGATION GROUP, S.C.

Eric J. Larson

Eric J. Larson

EJL/RAO/em
Enclosure
cc: Sara Bruckman, Village Clerk
Kevin Ausman, Assistant Village Manager

Municipal LAW
& LITIGATION GROUP

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JAMES P. WALSH

July 10, 2024

Scott Botcher, Village Manager
Village of Fox Point
7200 N Santa Monica Blvd.
Fox Point, WI 53217

Re: St. Augustine Property
Applicant Plan Commission Submittal
Questions Raised

Dear Mr. Botcher:

I received your email message concerning the development plans at the St. Augustine project and your request that I review the proposed procedural process. I have had an opportunity to carefully consider this matter.

Based upon my review, I have the following comments, questions, concerns and recommendations in this regard. The outline proposed by the Developer is not consistent with our previous procedure outline we provided to the Village on or about November 10, 2023. Enclosed please find a copy of this previous correspondence. The relevant sections of the previous correspondence begin on page 4, in Subsection (c) entitled “Merging the Two Processes.” Please review the more complete outline included in the previous correspondence. In a nutshell, the process is as follows:

1. Applications must be submitted for both the recreational facilities and the F Institutional District request.

    a. The request for the recreational facilities must first be submitted to the Village Board, with the applicable documents, which is then referred to the Plan Commission for its study and recommendation.

    b. The F Institutional District Application shall be submitted to the Plan Commission by 4:00pm on the second Wednesday prior to the Plan Commission meeting.

2. If the applications and materials are submitted in a timely manner and the recreational facilities request is referred by the Village Board, both matters can appear on the same Plan Commission meeting agenda. The Plan Commission meets the first Monday of the month. Notice of the Plan Commission meeting shall conform to normal open meetings law requirements. The Plan Commission

can then consider both applications and make recommendations to the Village Board

3. A public hearing by the Village Board is required for the F Institutional District Application. This public hearing must be duly noticed by publication of class 2 notice in the Village newspaper, while I also recommend ordinary posting procedures be followed. In addition, owners who abut or live across the street shall receive a copy of the notice by mail at least 5-days prior to the public hearing. No public hearing is required for the recreational facilities application, unless it includes a request for a special exception.

4. At the Village Board meeting, the Village Board can grant, deny, or grant with modifications the request for recreational facilities. At the close of the public hearing for the F Institutional District Application, the Village Board can approve, deny, or condition its approval upon compliance with requirements it deems reasonably necessary to comply with applicable standards.

If you have any questions or concerns regarding this matter, please do not hesitate to contact me.

Very truly yours,

MUNICIPAL LAW & LITIGATION GROUP, S.C.

Eric J. Larson

Eric J. Larson

EJL/BTC/em
Enclosure
cc: Sara Bruckman, Village Clerk
Kevin Ausman, Assistant Village Manager

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JAMES P. WALSH

November 10, 2023

Scott Botcher, Village Manager
Village of Fox Point
7200 N Santa Monica Blvd.
Fox Point, WI 53217

Re: Cardinal Strich Property
Proposed Redevelopment Process
Legal Recommendations

Dear Mr. Botcher:

We had the opportunity to discuss this matter on our phone conference of November 7, 2023. I was directed to research the legal requirements impacting the timeline for the above-noted property redevelopment and proposed deadlines in preparation for a June 2024 groundbreaking. I have had an opportunity to carefully consider this matter.

Based upon my research, I have the following comments, questions, concerns and recommendations in this regard.

1. Background. The prior Cardinal Stritch campus has been purchased by Augustine Prep, who intends to renovate the existing campus to fit its needs for opening a K-12 school. As part of this process, Augustine Prep is working with the Village to determine any steps that it may have to follow to ensure it complies with the Village Code. I was asked to research and determine what processes under the Village Code would be applicable to Augustine Prep, based upon its preliminary plans.

2. Applicable Village Code Process. Augustine Prep will be required to apply for an outdoor recreational area and facility use, as well as applying for approval for the construction that will occur on the property pursuant to the requirements of the F Institutional District. It is my understanding the Village intends for these to occur simultaneously, so all applications can be considered and acted upon at the same meetings. I will outline the steps needed for each process below.

    a. Outdoor Recreational Areas and Facilities. Section 745-10 of the Village Code relates to these recreational facilities, and the introductory paragraph states the following:

> Swimming pools, tennis courts, athletic fields, and other buildings or grounds used for leisure-time activities of a predominantly outdoor nature shall be permitted in those districts and subject to such regulations as are hereinafter designated.

Augustine Prep is installing an athletic field and other similar facilities, so it is subject to the regulations of this Code Section. Section 745-10(B) of the Village Code then classifies these facilities in four categories, and Augustine Prep's facilities fall into one of the two following categories:

> (2) Private commercial. Facilities owned and operated by an individual or group for profit as a business, whether or not open to general public use.
>
> (3) Private noncommercial group. Facilities owned and operated by a group for exclusive use of the members of such group and their guests and not for profit as a business.

Private commercial facilities are permitted in Institutional Districts as an accessory use, and private noncommercial group facilities are permitted in any district as a principal or accessory use, but are both subject to the procedures of Section 745-10 of the Village Code. Section 745-10(F) of the Village Code is entitled "Procedure" and outlines what must occur prior to these facilities being permitted. That procedure is as follows:

- The request shall be made to the Village Board, with site, building, and operational plans, and it shall be referred to the Plan Commission for study and recommendation to the Village Board;
- All use areas or structures shall conform to the open area, height, and front, side, and rear setback requirements of the district it is located;
- No swimming pool, athletic field, or game court is permitted closer than 100 feet to an adjoining property line of a property in a residence district;
- The Plan Commission shall consider whether the use will create a nuisance, hazard, or otherwise have a substantial adverse effect on surrounding property values or on the enjoyment of such property, or if the use will be in any other way detrimental to the general public welfare;
- The Plan commission shall also consider whether the proposed use is compatible with the area, keeps the unique residential character of the community, and if it would result in substantial adverse effects on surrounding properties;
- The Plan Commission shall make its recommendation to the Village Board, and the Village Board shall reject, grant, or grant with modification the request.

- If the request includes a request for a special exception, the Village Board shall hold a public hearing. Because I have been given no information that this will include a request for a special exception, I will not outline the procedures to hold a public hearing at this time.

There are also separate procedures for private residential facilities and swimming pools, but unless their application shows something other than we have been told to date, these do not apply.

b. F Institutional District. Section 745-20 of the Village Code is entitled "F Institutional District," and the introductory paragraph of the Section states the following:

> In the F Institutional District, no building or premises shall be used, nor shall any building be constructed or enlarged, and no exterior alterations shall be made to an existing building which is arranged, intended, or designed to be used for any purpose except in conformity with the following.

Based upon the preliminary document I received, it appears Augustine Prep will construct a track and soccer field, it will construct something to "enclose demo, screen loading, & storage for athletics," and it may be reconstructing the parking lots of the Cardinal Stritch campus, among other potential constructions, reconstructions, and/or interior or exterior changes to the buildings. These are changes to the premises that trigger the F-District approval process in my opinion. That approval process requires the following:

- An application accompanied by building plans, sketches, renderings, and site plans as reasonable necessary to form an opinion shall be submitted to the Plan Commission along with the appropriate filing fee;

- The Plan Commission shall study the application and make its report to the Village Board advising whether or not the standards have been met. The applicable standards are as follows:

    - Appropriate in the location proposed;

    - Compatible with the neighborhood;

    - Not detrimental to the property values of surrounding property; and

    - In keeping with the residential character and quality of the Village

- If the Plan Commission reports any one of the above standards have not been met, and the Village Board agrees, then the application shall be considered denied.

- If the Plan commission reports the standards have been met, or the Plan Commission has reported that in its opinion one of the standards have not been met and the Village Board does not agree with the Plan Commission, then the Village Board shall schedule a public hearing;

- Notice of the public hearing shall be given by publication at least once in the Village's official newspaper, and by mailing notice to all owners abutting the site or across the street from the site at least 5-days prior to the hearing.

- If after the public hearing the standards appear to have been met, the Village Board shall approve the application, and if they have not been met it shall be denied.

- The Plan Commission may also recommend the Village Board condition its approval upon the compliance with requirements as reasonably necessary to ensure compliance with the above-noted standards. The Village Board can also condition this approval whether or not the Plan Commission recommends this course of action.

c. Merging the Two Processes. As noted above, it is my understanding the Village wants the two applications to proceed on the same timeline. The timeline the ordinance requires are as follows:

- The request for the recreational facilities must be submitted to the Village Board with the applicable documents. This should be submitted to the Village prior to the agenda being created for the Village's regular meeting. There is not an applicable application found on the Village's website or in the Village Code which specifies a time period these materials must be submitted, though I believe the Village expects the complete application to be filed at least a week prior to the meeting date.

- The Village Board meets the 2nd Tuesday of the month. The Village Board refers the recreational facilities application to the Plan Commission.

- The Village, per its application form, requires the application for the F Institutional District to be submitted by 4:00pm on the second Wednesday prior to the Plan Commission meeting.

- Both applications can be shown on the same Plan Commission meeting agenda if they are timely received and referenced. Notice of the Plan Commission meeting shall conform to normal open meetings law requirements.

- The Plan Commission meets the first Monday of the month. At this meeting, assuming the foregoing is duly completed, the Plan Commission can consider and make its recommendations to the

Village Board for both the F Institutional District application and the recreational facilities request.

- A public hearing is required for the F Institutional District.[1] The notice requirements are as follows:
    - Publication of a class 2 notice in the Village newspaper. I recommend this also be posted per ordinary posting procedures.; and
    - Mailing a copy of such notice at least 5-days prior to the hearing to all property owners whose land abuts the site, or who lives across the street from the site.
- The agenda notice of the Village Board meeting shall conform to open meetings law requirements.
- The Village Board will then hold a public hearing for the F Institutional District and consider both of the Plan Commission's recommendations at the meeting, the 2nd Tuesday of the month for the F Institutional District application and the recreational facilities request.
- At its meeting, the Village Board can grant, deny, or grant with modification the request for the recreational facilities.

  After the public hearing, the Village Board can approve, deny, or condition its approval upon compliance with requirements it deems reasonably necessary to comply with the applicable standards.

d. Additional Timing Issues. We have discussed preparing a joint staff report and holding a joint Plan Commission meeting with Glendale. Those steps may create some delay in the review.

If you have any questions or concerns regarding this matter, please do not hesitate to contact me.

Very truly yours,

MUNICIPAL LAW & LITIGATION GROUP, S.C.

Eric J. Larson

Eric J. Larson

EJL/BTC/em
cc: Kelly Meyer, Village Clerk
Kevin Ausman, Assistant Village Manager

[1] This recommendation arises in part from Section 745-20 of the Village Code, and also from Section 62.23(7)(de), Wisconsin Statutes, because this is likely a special zoning permission pursuant to this new State law.

AUGUSTINE
PREP

July 10, 2024

The Village of Fox Point
Plan Commission and Village Board
7200 N Santa Monica Blvd.
Fox Point, WI 53217

RE: St. Augustine Preparatory Academy (Aug Prep)
6801 N Yates Rd, Fox Point, WI 53217
Proposed Outdoor Recreational Area and Facilities and Site Plan Changes

The proposed changes to the site include an introduction of track and field facilities that are accessory to the new private school learning environment being proposed on the adjacent property in Glendale, WI. Existing portions that are remaining from the prior owner include existing parking lots, walking paths, and landscaping. New elements include track and field facilities (as shown in the drawings), natural grass practice fields, paving, fencing, landscaping, select update drives, and new roadways to accommodate parent, staff, visitor, and emergency vehicular traffic.

We anticipate the following recreational activities on the site: all usual and customary track and field events including long jump/triple jump, shot put, and discus. In addition, the grass field could accommodate games of soccer, American football, flag football, field hockey, lacrosse, volleyball, badminton, ultimate frisbee, rugby, cross country, and outdoor physical education curriculum. The site might also be used for field events like tug-of-war, sack races and other fun outdoor activities.

The proposed change in premises includes preservation of many existing plantings, trees, pathways, and portions of existing parking lots. New track and field facilities, as well as new drives to accommodate parent and emergency vehicle circulation are proposed on the site. New buildings are not proposed.

The proposed track and field and additional open space replaces an abandoned building that was formerly owned and operated by Cardinal Stritch University. To the east of the new track, a berm with evergreen screening trees is proposed. Additional open space and the additional proposed evergreen trees is appropriate to the location because it enhances the quality of trees along Yates road. This also is supported by Goal 2 in the 2021 Fox Point Comprehensive Plan (Comp Plan).

The introduction of additional open space and landscaping improves the views along Yates Rd. The proposed plan replaces what were formerly unoccupied buildings with evergreen trees providing year round greenery. These gestures endeavor to improve the compatibility of this parcel with the surrounding park-like, residential quality of the neighborhood.

New quality-driven schools in neighborhoods generally have a positive effect on neighboring home values. While various studies and white papers have been published to this effect, none have been studied regarding Fox Point in particular. With the introduction of components consistent with the goal of the Comp Plan, and one of the highest rated K-12 learning environments in the state of Wisconsin (#2 K4-12 school in the State of Wisconsin), this school will likely draw families to the area and, at worst, have an inflationary increase in property value. An online community survey[1] which was advertised to village residents was conducted in late summer of 2019. Responses indicated a desire for strengthened partnerships with schools and faith based organizations, among others. Aug Prep has seen significant changes in its current neighborhood as area home prices have increased by close to 40% and crime rates have dropped by 43% since opening in 2017. We are excited to join the neighborhood starting in the fall of 2026.

Sincerely,



Matt Miller

President
St. Augustine Preparatory Academy
2607 South 5th Street - Milwaukee, WI 53207
augprep.org

[1] Refer to Appendix A in the Village of Fox Point Comprehensive Plan

August 6, 2024

The Village of Fox Point
Plan Commission and Village Board
7200 N Santa Monica Blvd.
Fox Point, WI 53217

RE: St. Augustine Preparatory Academy (Aug Prep)
6801 N Yates Rd, Fox Point, WI 53217
Outdoor Recreational Area and Facilities Operational Plan

Project Overview:

- Our new north campus location serves as an ideal setting for expanding our athletic facilities. The primary purpose of this track and field facility is to provide additional space for athletic programming, complementing our existing infrastructure and meeting the recreational needs of our community.

Facility Details:

- **Track and Field Programs:**
  - The facility will accommodate a wide range of track and field events, including long jump/triple jump, shot put, and discus. Additionally, the grass field will support sports such as soccer, American football, flag football, field hockey, lacrosse, volleyball, badminton, ultimate frisbee, rugby, and cross country.
- **Lighting and Sound:**
  - To minimize impact on the surrounding area, there are no plans for lighting or a sound system on the track or field. Lights on the parking lot to the north of the field would be replaced.
- **Scoreboard:**
  - There are no immediate plans for a permanent scoreboard.
- **Time of Use:**
  - The facility will be accessible during daylight hours only.
- **Irrigation:**
  - No irrigation system will be installed.
- **Parking:**
  - Convenient parking will be available directly north of the field and in the southwest corner of the property.

Community Impact:

- This facility will have a positive impact on our community by promoting physical activity and providing a venue for outdoor recreational activities and physical education curriculum. In certain cases we may allow rentals but would always have Aug Prep staff present while the rentals were occurring.
- Security personnel will be stationed on site 30 minutes before students and visitors arrive and will remain on site for 30 minutes after the departure of the last student and visitor.

Traffic Impact Analysis:

A comprehensive Traffic Impact Analysis (TIA) was conducted by Traffic Analysis & Design, Inc. for the proposed project. The analysis provides a detailed evaluation of the traffic flow and potential impacts on surrounding roads.

Key findings from the TIA indicate that:

- Yates Road will experience only 6% of the total traffic generated by the site.
- Port Washington Road is expected to accommodate 94% of the total traffic.

Student Drop-Off/Pick-Up Procedures

To effectively manage traffic and minimize congestion, student drop-off and pick-up will be directed through an access drive located on Port Washington Road. This approach is designed to:

- Centralize traffic flow and reduce the impact on Yates Street.
- Ensure smooth and organized operations during peak times, enhancing safety and efficiency for students, parents, and staff.

Implementation and Monitoring

- **Drop-Off/Pick-Up Configuration:** Refer to Exhibits C1 and C2 for detailed diagrams and configurations of the proposed drop-off and pick-up zones. These exhibits illustrate the layout and flow to ensure clarity in the operation.
- **Traffic Flow Management:** Traffic patterns and management strategies will be monitored continuously to address any unforeseen issues promptly. Adjustments will be made as necessary to maintain optimal traffic conditions.

Conclusion:

- In conclusion, the track and field facility at our north campus represents an exciting opportunity to enhance our recreational spaces. We look forward to your feedback and support as we move forward with this project.

VILLAGE OF FOX POINT

MILWAUKEE COUNTY

WISCONSIN

VILLAGE HALL
7200 N. SANTA MONICA BLVD.
FOX POINT WI 53217-3505
414-351-8900
FAX 414-351-8909
www.villageoffoxpoint.com

F INSTITUTIONAL DISTRICT APPLICATION DIRECTIONS

GENERAL INFORMATION:

In an area zoned F-Institutional, no building or premises shall be used, nor shall any building be constructed or enlarged, and no exterior alterations shall be made to an existing building without receiving F Institutional approval under Section 745-20B of the Village Code. Certain exceptions apply; see Sections 745-20A and 745-20C of the Village Code (located on the Village website).

TO APPLY FOR A PERMIT:

1. Complete all the information on the attached application. **Applications with incomplete or illegible information will not be accepted.**

2. All materials must be submitted on 8.5" x 11" paper. If larger scale plans are necessary for clarity, please bring to all meetings. (**Note:** All documents submitted will be in copied in black and white.)

3. A $300 non-refundable fee must accompany this application.

4. The application and all related materials must be submitted by **4:00 pm on the second Wednesday** prior to the Plan Commission meeting to be on the next meeting agenda. Applications and materials received after that time will be placed on the agenda of the meeting that follows the next meeting.

5. A Plan Commission meeting will be held on the first Monday of the month at 4:30 p.m. Applicants are required to attend the Plan Commission meeting to discuss the Application.

6. The Village Board will hold a Public Hearing and will consider the Plan Commission recommendation at the Village Board meeting on the second Tuesday of the month at 7:00 p.m. Applicants are also required to attend the Village Board meeting.

7. Agendas for the Village Board and Plan Commission meetings will be made available on the Village's website.

8. The applicant is responsible for obtaining other necessary permits and/or approvals.

F INSTITUTIONAL DISTRICT APPLICATION

Name of Property Owner or Institution: Cardinal Academy Inc.

Address: 2607 S 5th Street Milwaukee, WI 53207

Contact Person: Matt Miller

Telephone Number: (414) 810-1380

Email Address: matt.miller@augprep.org

- Attach a typed letter describing the project and explaining how the project meets the standards required in 745-20B(2). The standards to be applied are:

    a. Appropriate in the location proposed
    b. Compatible with the neighborhood
    c. Not detrimental to the property values of surrounding property
    d. In keeping with the residential character and quality of the Village

- Attach building plans, sketches, renderings, and site plans as necessary to describe the proposed use. The Plan Commission may require further submittals at a subsequent meeting if it determines more building plans, sketches, renderings and site plans are reasonably necessary to form an opinion.

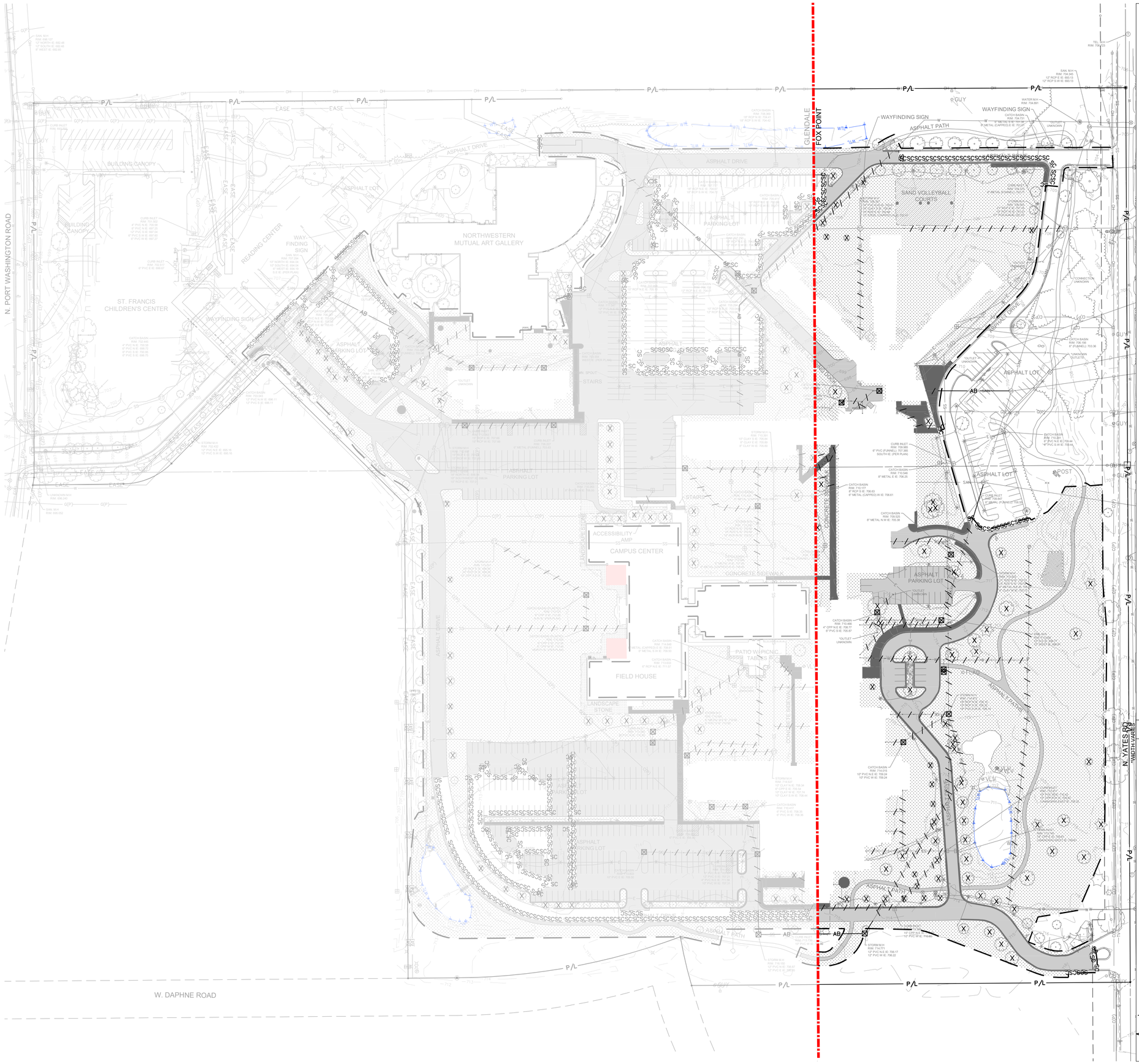
Signature of Property Owner or Authorized Institutional Representative

Matt Miller
Printed Name -Property Owner or Authorized Institutional Representative

July 10, 2024
Date

TO BE COMPLETED BY THE VILLAGE OF FOX POINT

Date Received: _____ Receipt No. _____



KEY INDEX

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PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
06/19/2024	PLAN COMMISSION SUBMITTAL

KEY PLAN

SHEET INFORMATION

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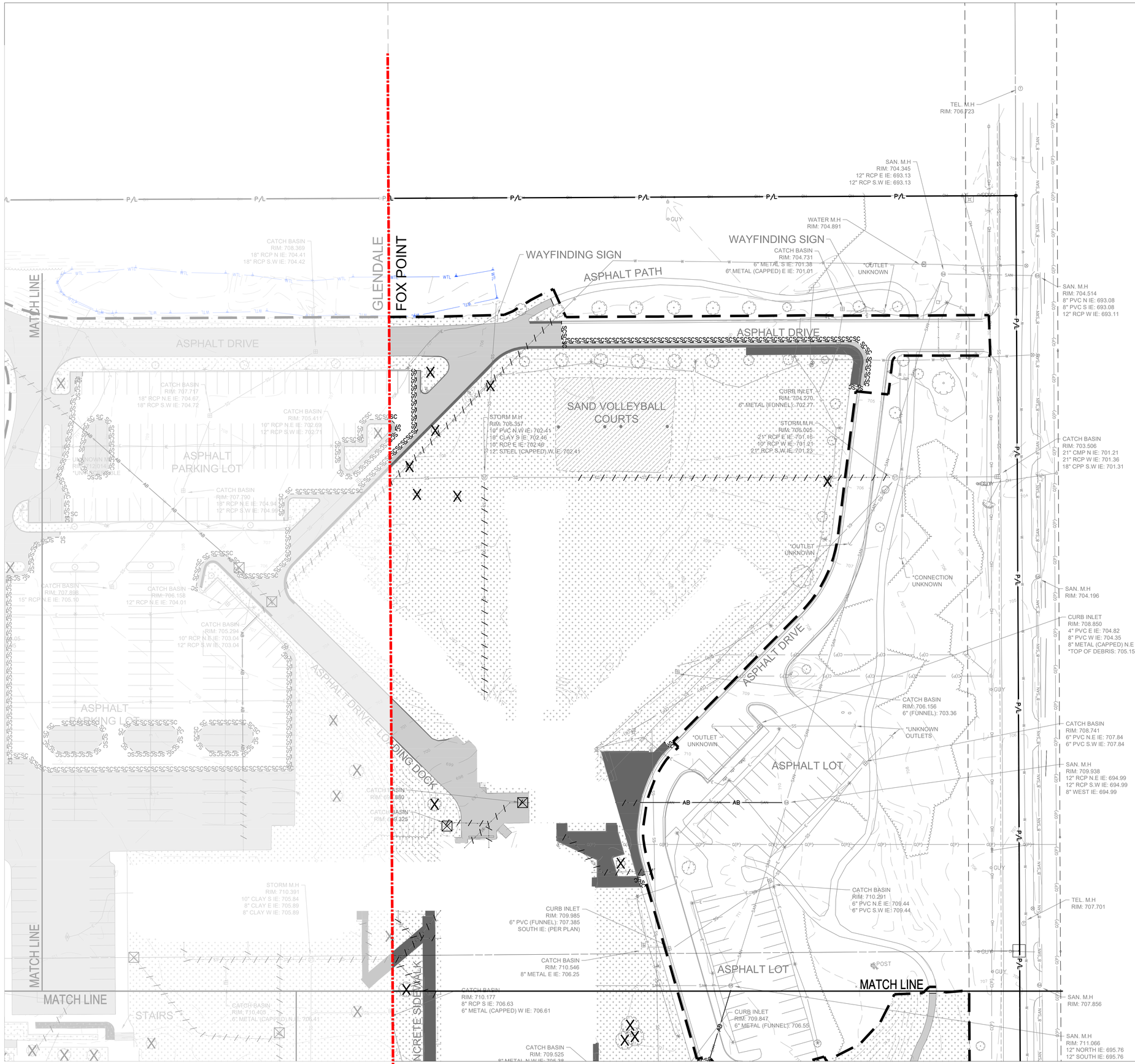
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PROJECT MANAGER PM
PROJECT NUMBER 323527-01

OVERALL SITE DEMOLITION PLAN

C101

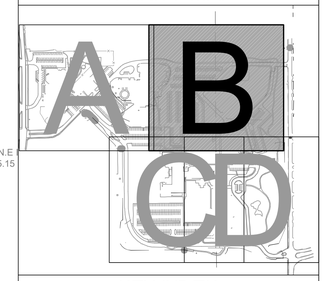
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VICINITY MAP



KEY INDEX

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- VEGETATION TO BE REMOVED & DISPOSED OF OFFSITE. IF SUITABLE FOR REUSE, TOPSOIL TO BE STOCKPILED. UNUSED & UNSUITABLE TOPSOIL TO BE REMOVED OFFSITE. TOPSOIL THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
- ASPHALT PAVEMENT & BASE MATERIAL TO BE REMOVED TO SUB-BASE & DISPOSED OF OFFSITE. PAVEMENT & BASE THICKNESS MAY VARY. REFER TO GEOTECHNICAL REPORT.
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- REMOVE AND DISPOSE OF EXISTING SAND FROM SAND VOLLEYBALL COURTS.
- SCSCSCSC — SAWCUT FULL DEPTH
- X — TREES & STUMPS TO BE REMOVED
- DENOTES UTILITIES TO BE ABANDONED & REMOVED.
- AB — DENOTES UTILITIES TO BE ABANDONED IN PLACE.
- CAUTION — KNOWN UTILITY AND POTENTIAL CONFLICT EXIST
- ~UTILITY STRUCTURE REMOVAL/ABANDONMENT

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PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

ISSUANCE AND REVISIONS

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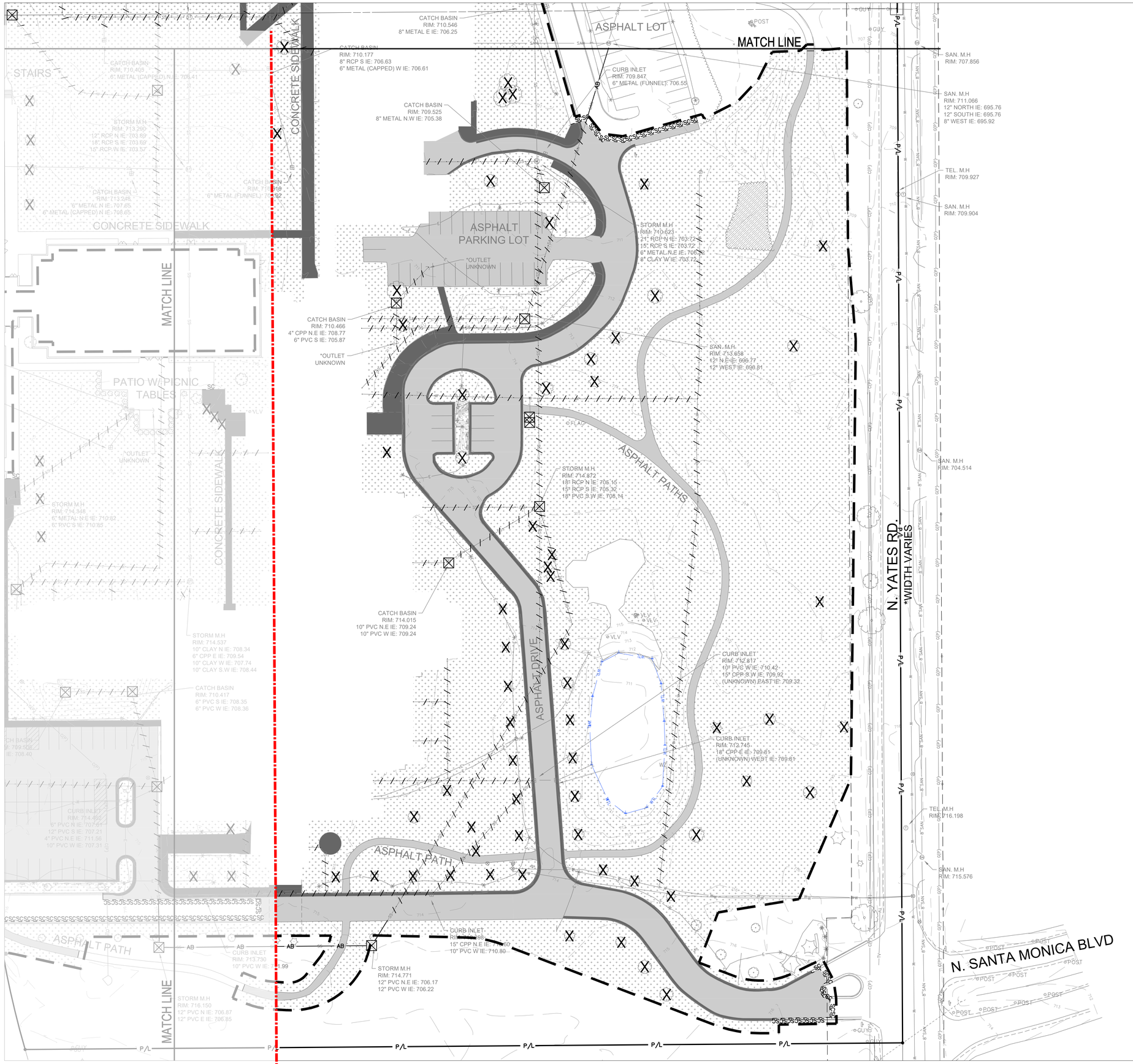
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PROJECT MANAGER	PM
PROJECT NUMBER	323527-01

SITE DEMOLITION PLAN - AREA B

C101B

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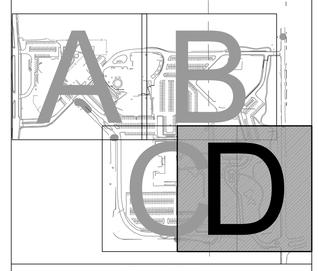
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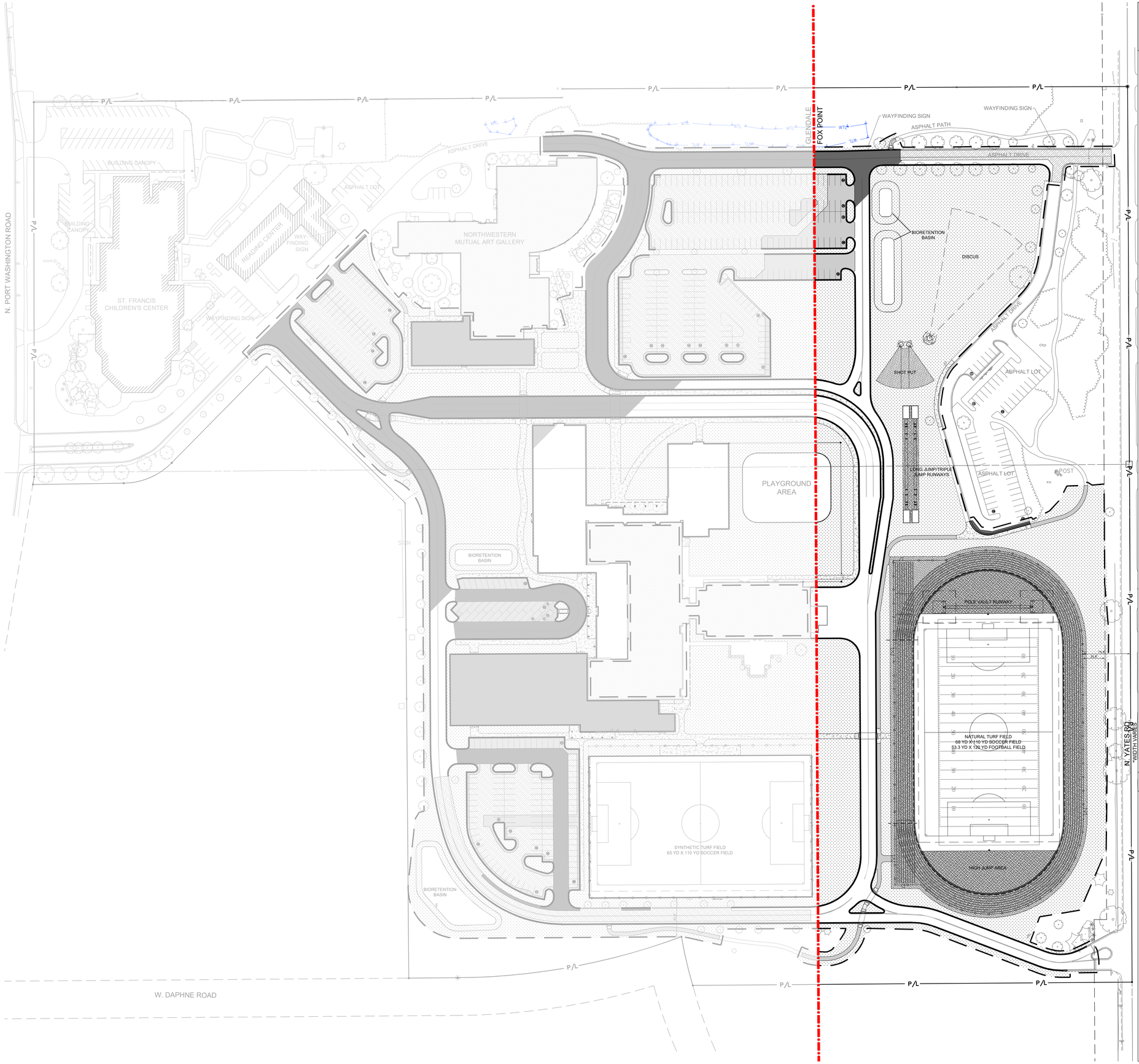
DATE	DESCRIPTION
06/19/2024	PLAN COMMISSION SUBMITTAL

PROJECT MANAGER	PM
PROJECT NUMBER	323527-01

SITE DEMOLITION PLAN - AREA D

C101D

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PARKING STALL NUMBERS
(EXCLUDES STALLS BY CHILDREN'S CENTER & READING CENTER)

PROPOSED STALLS: 445
EXISTING STALLS TO REMAIN: 62
TOTAL STALLS: 507

Scale:
0 30 60 120
Scale: 1" = 60'

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KEY INDEX

- PROJECT LIMITS
- P/L
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- WTL — WETLANDS DELINEATED BY WETLAND & WATERWAY CONSULTING, LLC ON 10/19/2023
- AREAS DISTURBED BY CONSTRUCTION (NOT SPECIFICALLY CALLED OUT ON THE LANDSCAPE PLANS) TO BE RESTORED WITH MINIMUM 4" TOPSOIL, SEED, FERTILIZER, & MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED.
- NEW ASPHALTIC CONCRETE (LIGHT DUTY)
- NEW ASPHALTIC CONCRETE (HEAVY DUTY)
- RESEAL/RESTRIPE EXISTING ASPHALTIC CONCRETE
- NEW CONCRETE SLAB
- NEW ASPHALTIC CONCRETE TRACK AND FIELD AREAS WITH SYNTHETIC SURFACE
- NEW ASPHALTIC CONCRETE TRACK AND FIELD AREAS WITHOUT SYNTHETIC SURFACE
- HIGH-SIDE CONCRETE CURB & GUTTER 18" BARRIER UNLESS OTHERWISE NOTED
- LOW-SIDE CONCRETE CURB & GUTTER 18" BARRIER UNLESS OTHERWISE NOTED
- DEPRESSED CONCRETE CURB & GUTTER 18" DEPRESSED UNLESS OTHERWISE NOTED
- CONCRETE CURBING BORDER FOR SYNTHETIC TURF SECTION. FASTEN 2"X4" LUMBER TO CURB FOR SYNTHETIC TURF PINS. 12" X 12" CURB ON WEST, SOUTH, AND EAST SIDES OF FIELD. 6" X 12" CURB ON NORTH SIDE OF FIELD.

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SAPA NORTH - K-8

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GLENDALE, WI 53217

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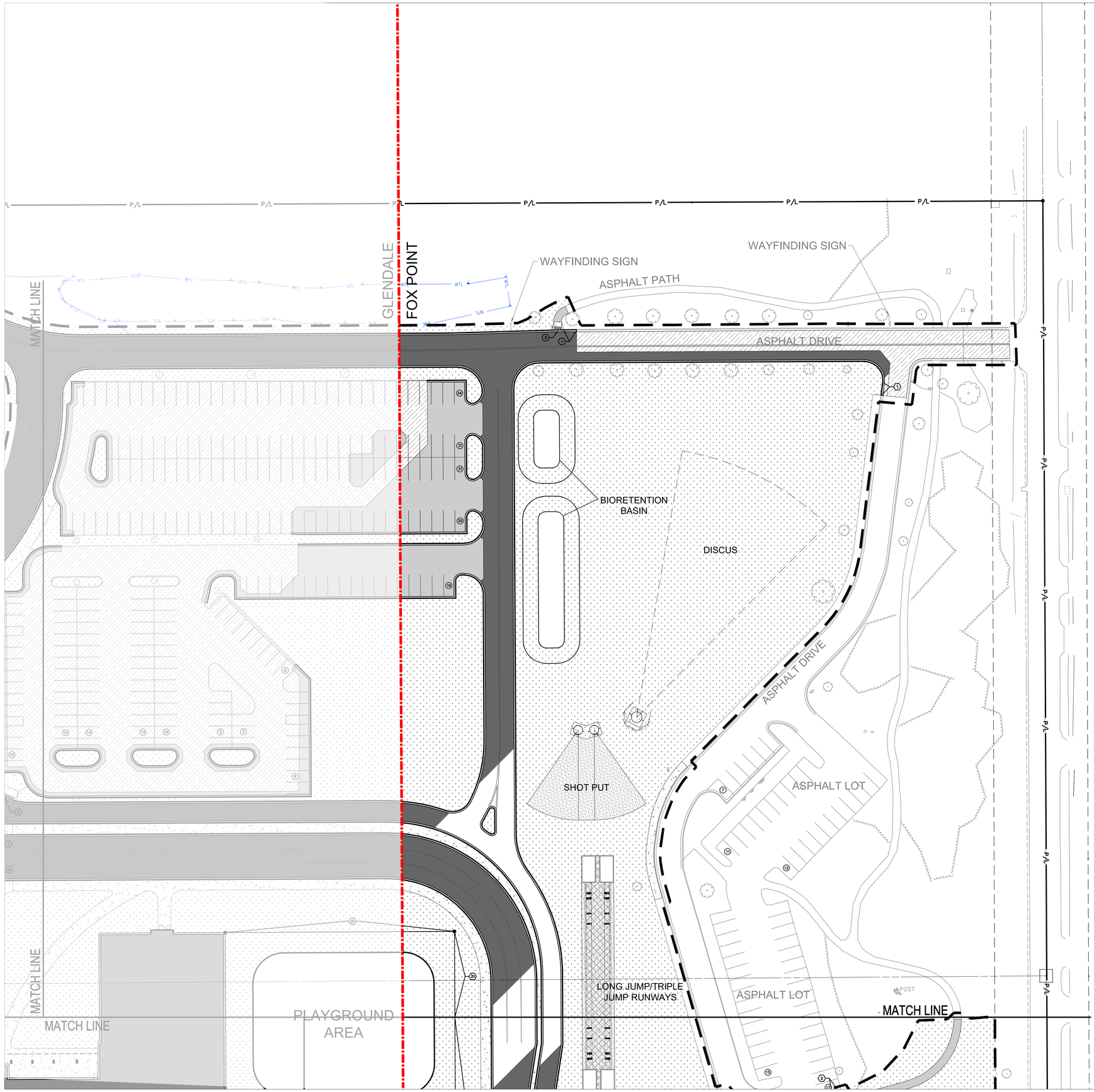
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PROJECT MANAGER PM
PROJECT NUMBER 323527-01

OVERALL SITE LAYOUT PLAN

C102

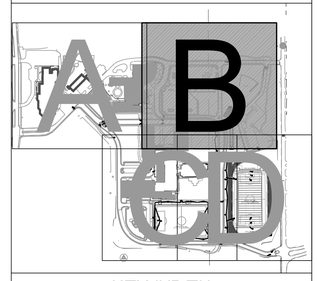
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- NEW ASPHALTIC CONCRETE (LIGHT DUTY)
- NEW ASPHALTIC CONCRETE (HEAVY DUTY)
- RESEAL/RESTRIPE EXISTING ASPHALTIC CONCRETE
- NEW CONCRETE SLAB
- NEW ASPHALTIC CONCRETE TRACK AND FIELD AREAS WITH SYNTHETIC SURFACE
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- HIGH-SIDE CONCRETE CURB & GUTTER 18" BARRIER UNLESS OTHERWISE NOTED
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1. TRANSITION FROM 18" BARRIER CURB & GUTTER TO 24" BARRIER CURB & GUTTER. LENGTH VARIES, SEE PLANS.
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4. NEW ACCESSIBILITY RAMP WITH TRUNCATED DOME DETECTABLE WARNING FIELDS
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16. 6" PVC SLEEVE UNDER TRACK SURFACE FOR ELECTRICAL CORDS
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20. NEW ELECTRONIC SCOREBOARD.
21. NEW 4'-0" HIGH STEEL ORNAMENTAL FENCE.
22. NEW 4'-0" HIGH STEEL ORNAMENTAL FENCE SWING GATE.

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PROJECT INFORMATION

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GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
06/19/2024	PLAN COMMISSION SUBMITTAL

KEY PLAN

SHEET INFORMATION

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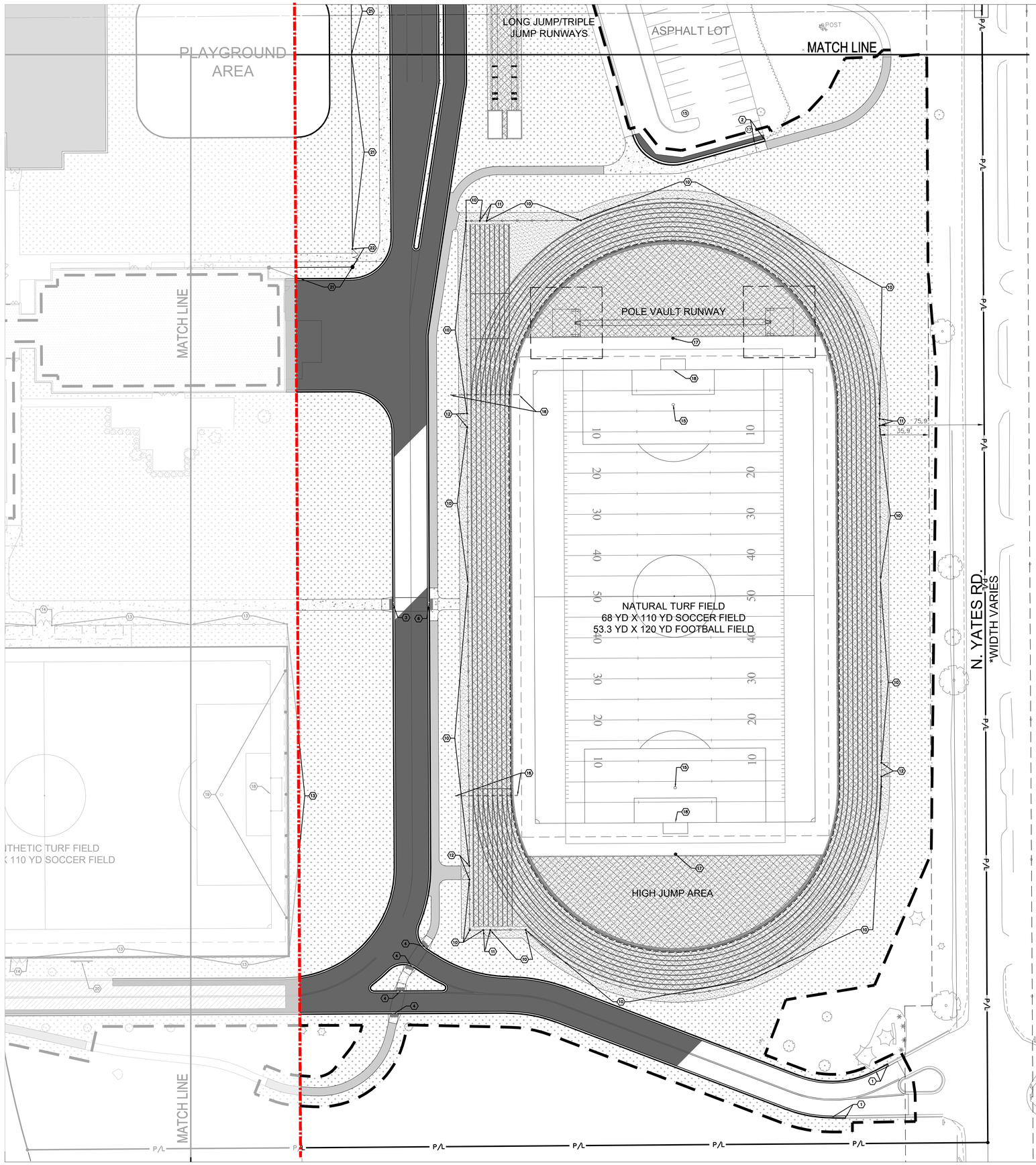
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PROJECT MANAGER PM
PROJECT NUMBER 323527-01

SITE LAYOUT PLAN - AREA B

C102B

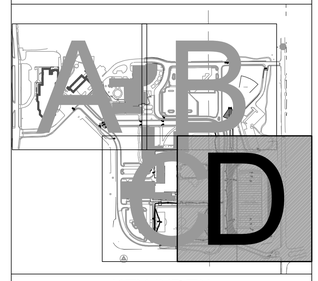
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Scale: 0 15 30 60
Scale: 1" = 30'

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VICINITY MAP



KEY INDEX

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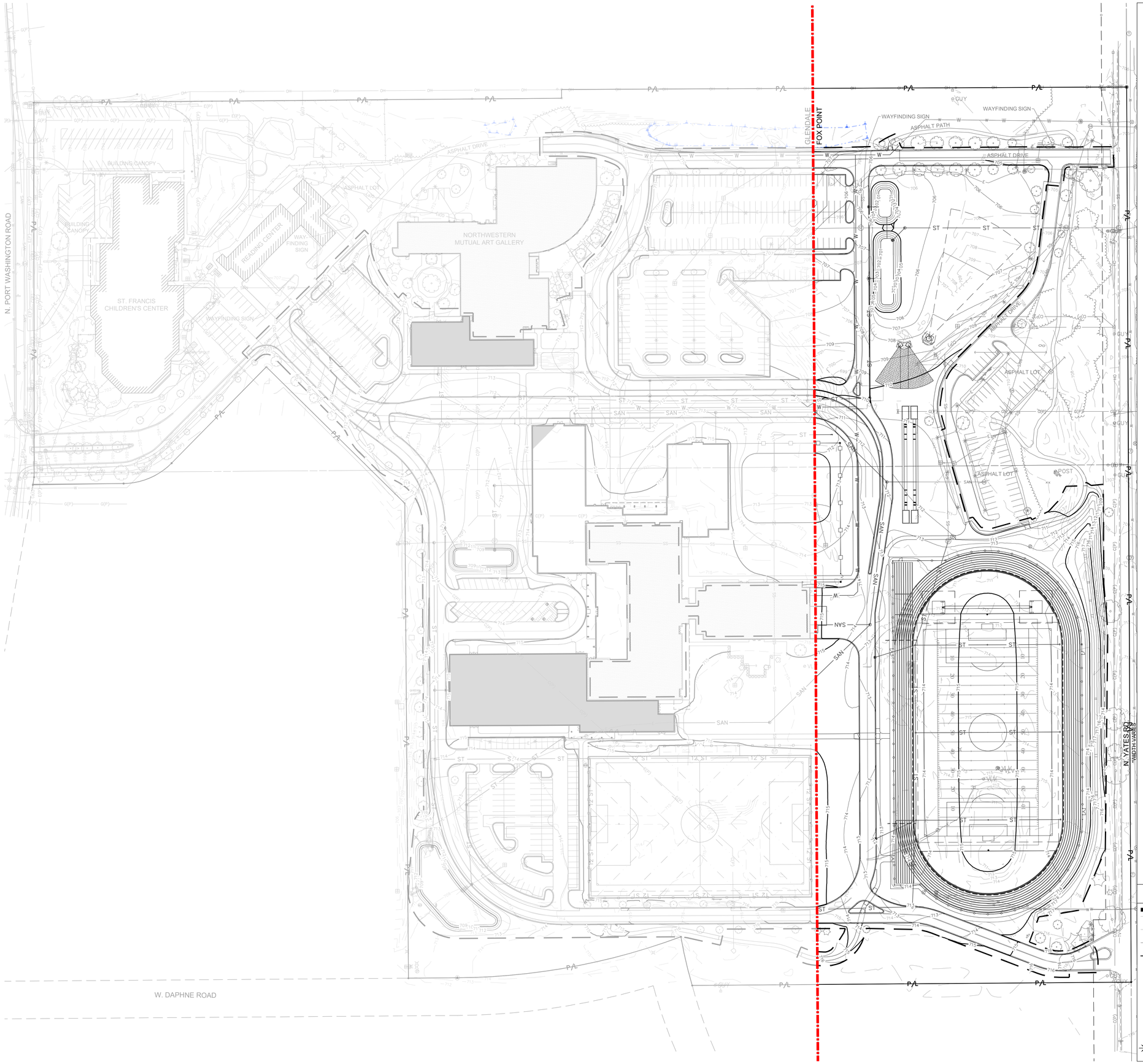
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PROJECT NUMBER 323527-01

SITE LAYOUT PLAN - AREA D

C102D

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KEY PLAN

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KEY INDEX

- PROJECT LIMITS
- 999 — EXISTING CONTOUR MINOR
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- TW970.00 BW965.00 — PROPOSED TOP OF WALL, PROPOSED BOTTOM OF WALL
- TW970.0± BW965.0± — MATCH EXISTING TOP OF WALL, MATCH EXISTING BOTTOM OF WALL
- DRAINAGE SWALE

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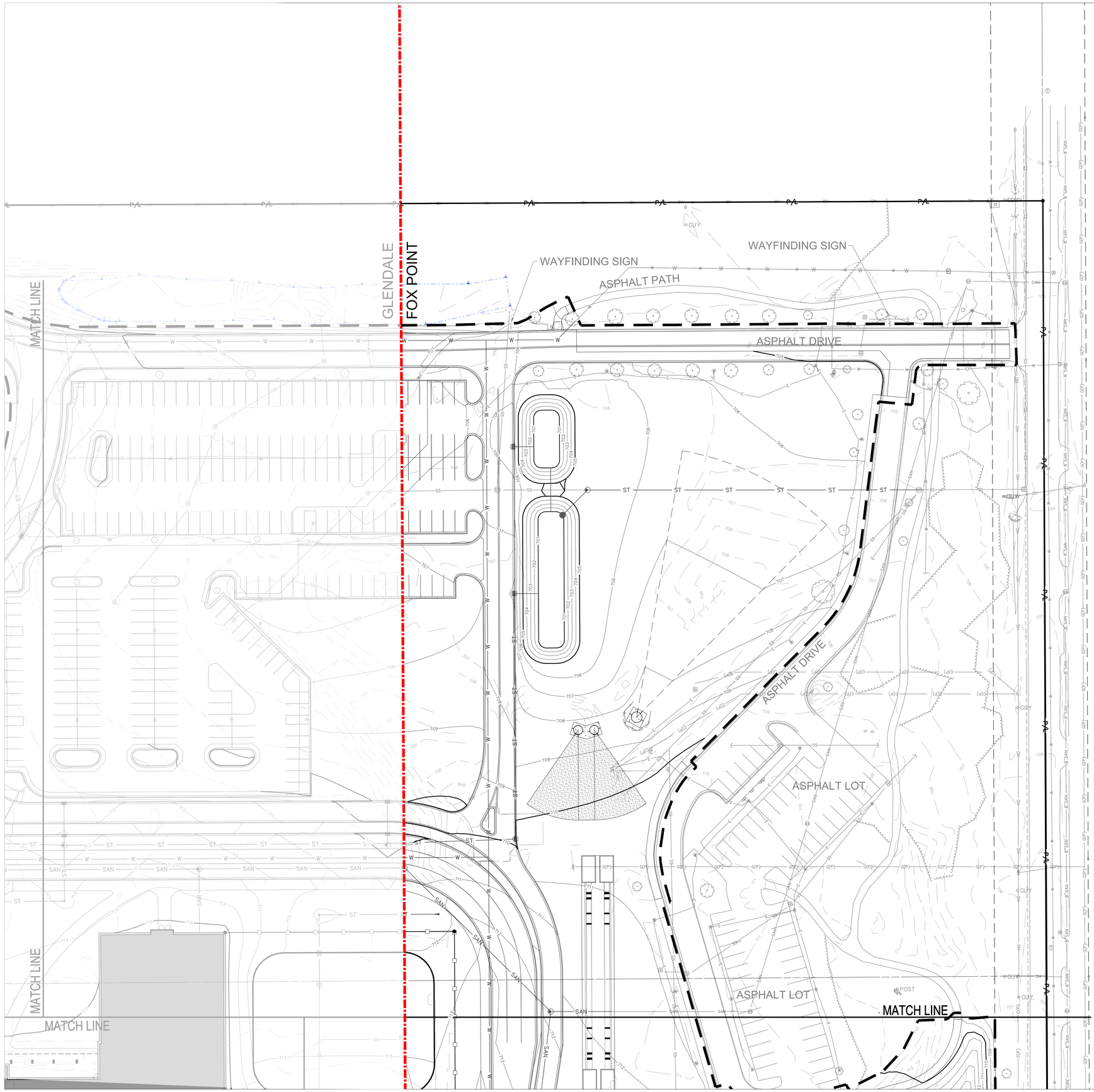
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PROJECT NUMBER 323527-01

OVERALL SITE GRADING PLAN

C104

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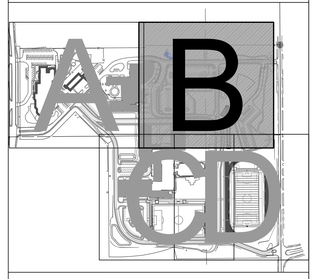
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VICINITY MAP



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KEY PLAN

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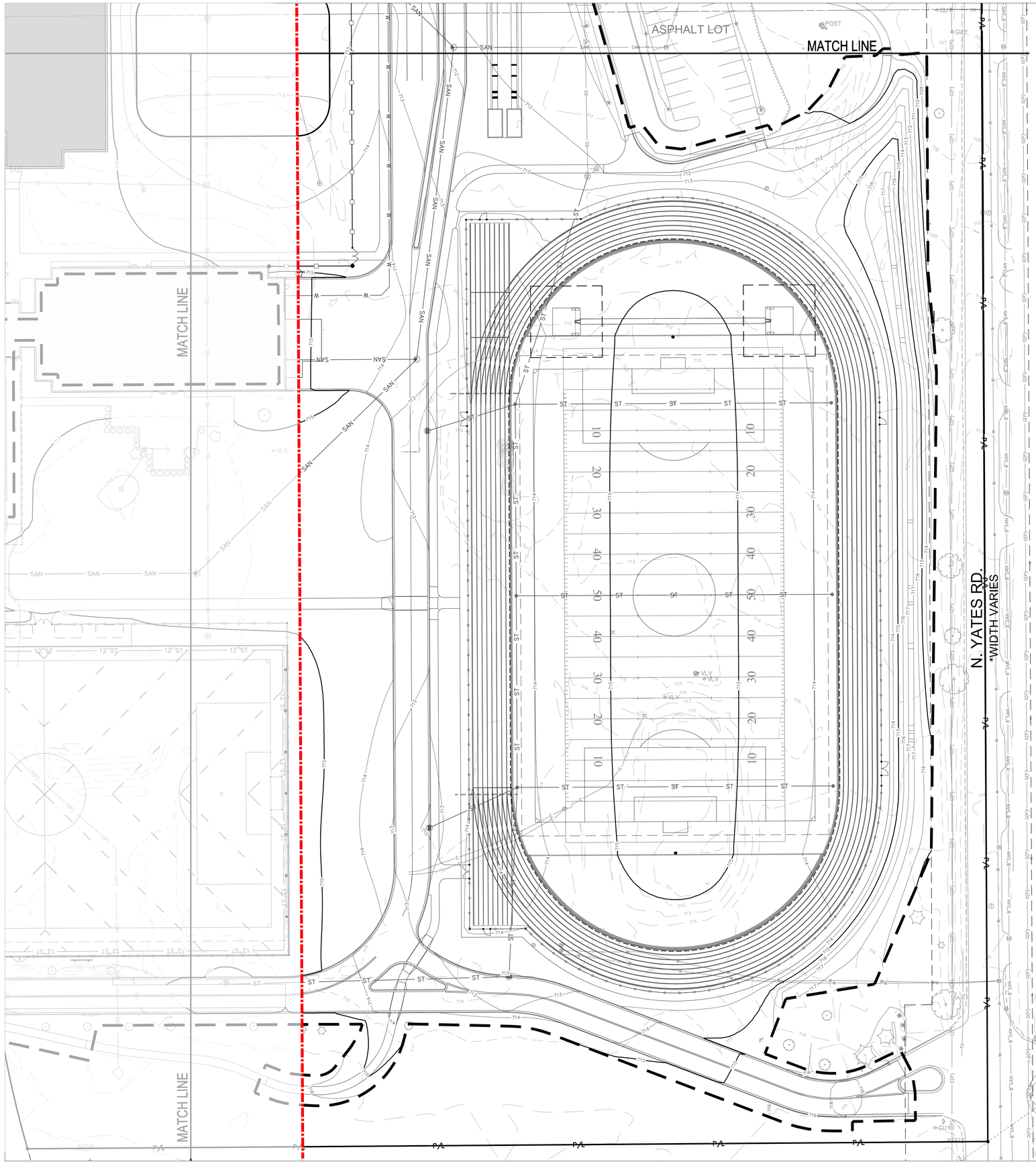
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PROJECT MANAGER	PM
PROJECT NUMBER	323527-01

SITE GRADING PLAN - AREA B

C104B

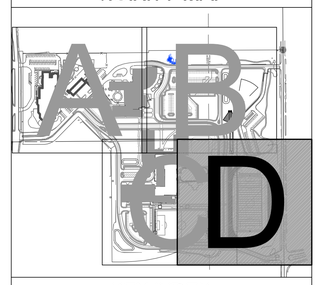
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Scale: 1" = 30'

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VICINITY MAP



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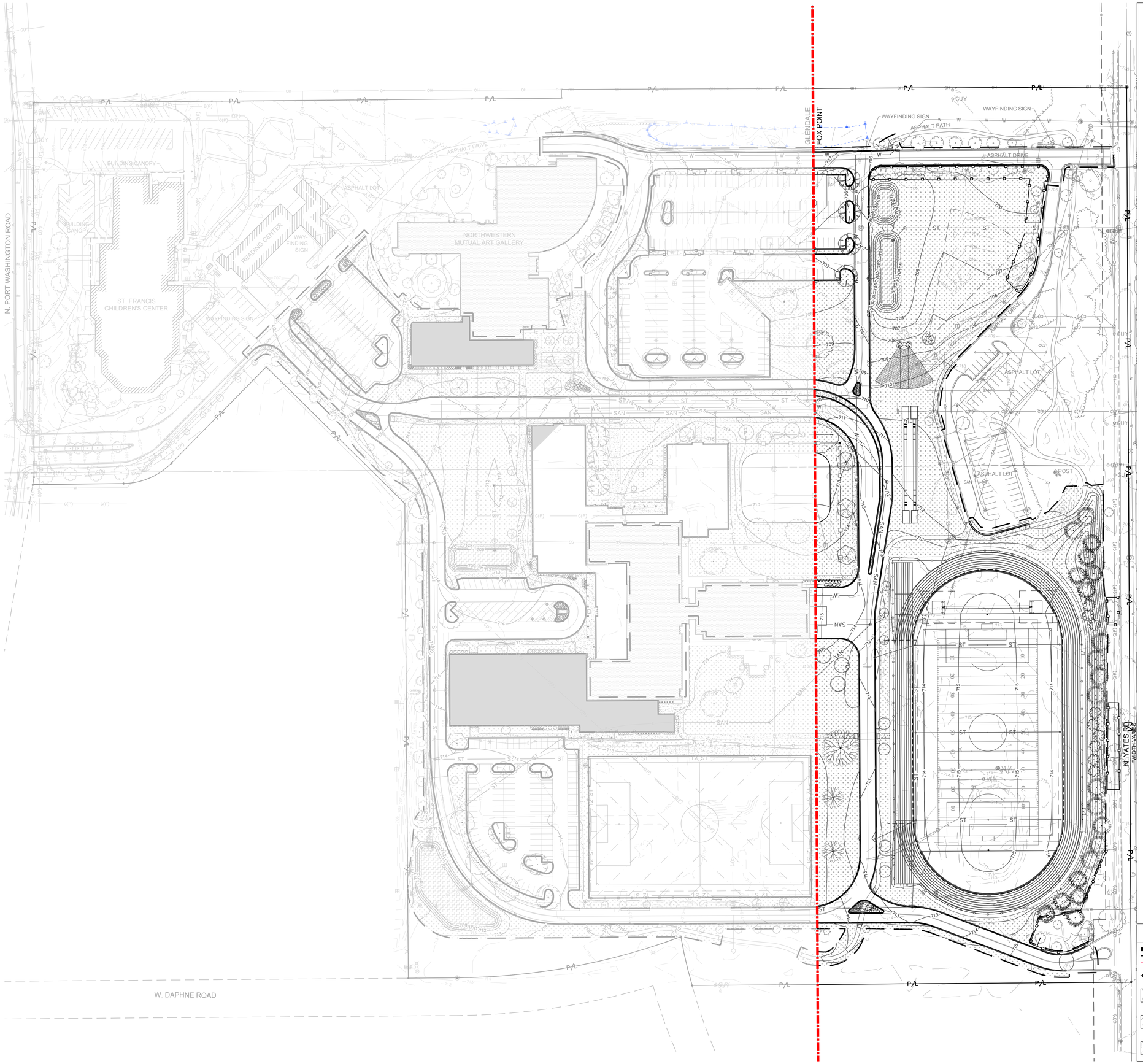
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PROJECT NUMBER 323527-01

SITE GRADING PLAN - AREA D

C104D

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HATCH LEGEND

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- TEMPORARY TREE PROTECTION FENCE (5 / L201)
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Scale: 0 30 60 120
Scale: 1" = 60'

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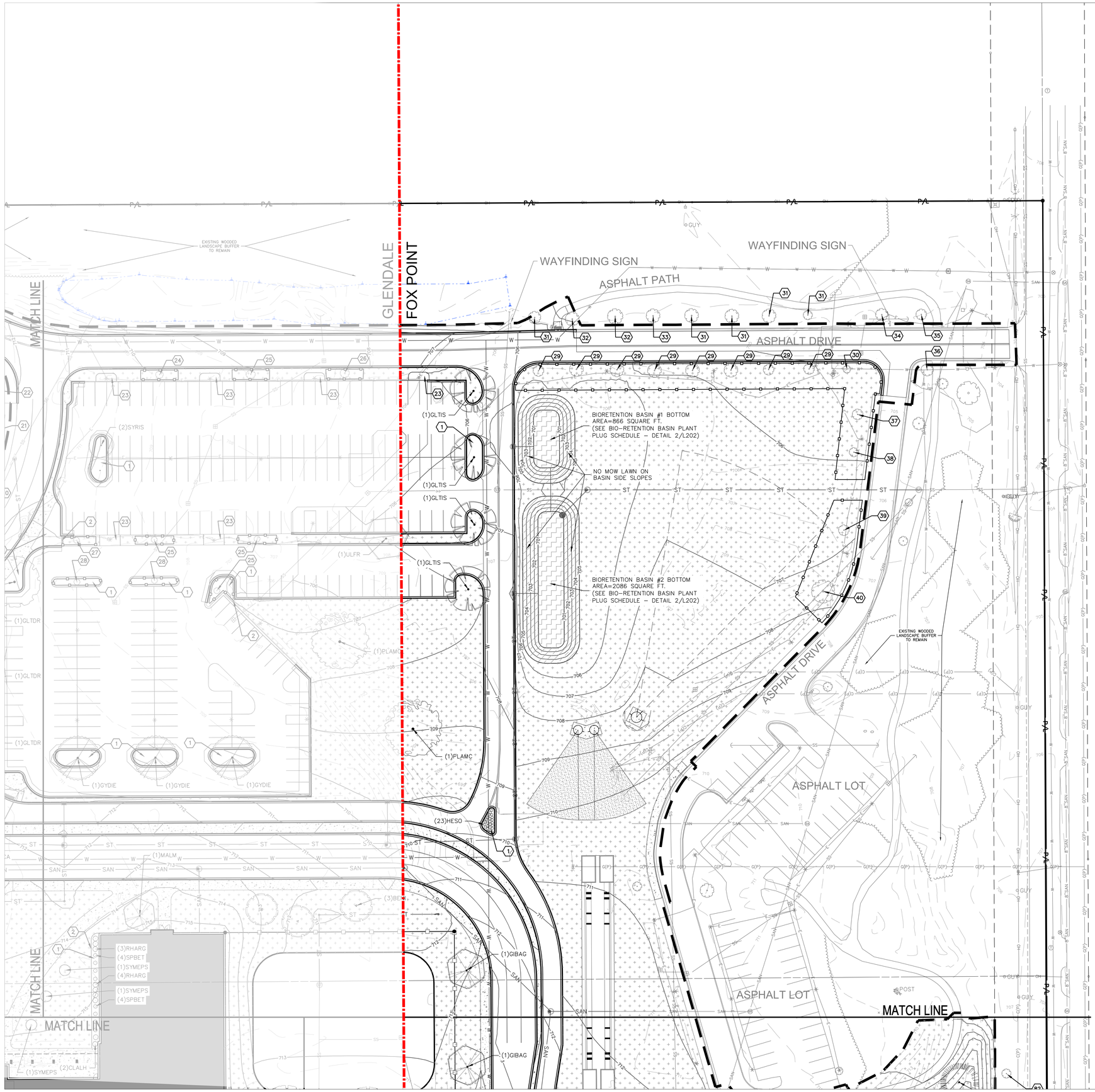
PROJECT MANAGER PM

PROJECT NUMBER 323527-01

OVERALL SITE LANDSCAPE PLAN

L101

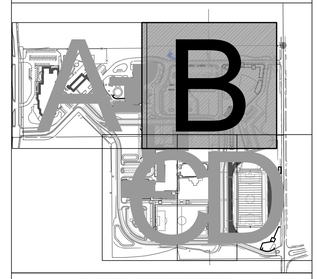
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VICINITY MAP



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- (10)HEPM — PLANT "CODE" REFERENCES TO THE PLANT SCHEDULE; QUANTITY OF PLANTS IN THE PLANT GROUPING; LEADER LINE; PLANT SYMBOL (SYMBOL VARIES)

KEY INDEX

1	SHREDDED HARDWOOD MULCH	1 / L202
2	ALUMINUM EDGING AT PLANTING BED	2 / L202
3	EXISTING MONUMENT SIGN	
23	EX. DAYLILIES (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION) (REMOVE WEEDS & TOPDRESS WITH MULCH)	
24	EXISTING 7" DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
25	EXISTING 8" DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
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27	EXISTING 9" DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
28	EXISTING UNKNOWN DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
29	EXISTING APPROX. 12"-15" DBH ELM (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
30	EXISTING UNKNOWN DBH LINDEN (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
31	EXISTING 12" DBH ELM (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
32	EXISTING 14" DBH ELM (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
33	EXISTING 15" DBH ELM (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
34	EXISTING 9" DBH LINDEN (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
35	EXISTING 7" DBH LINDEN (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
36	EXISTING 10" DBH LINDEN (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
37	EXISTING 8" DBH OAK (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
38	EXISTING 6" DBH OAK (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
39	EXISTING 12" DBH OAK (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
40	EXISTING 18" DBH PINE (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	

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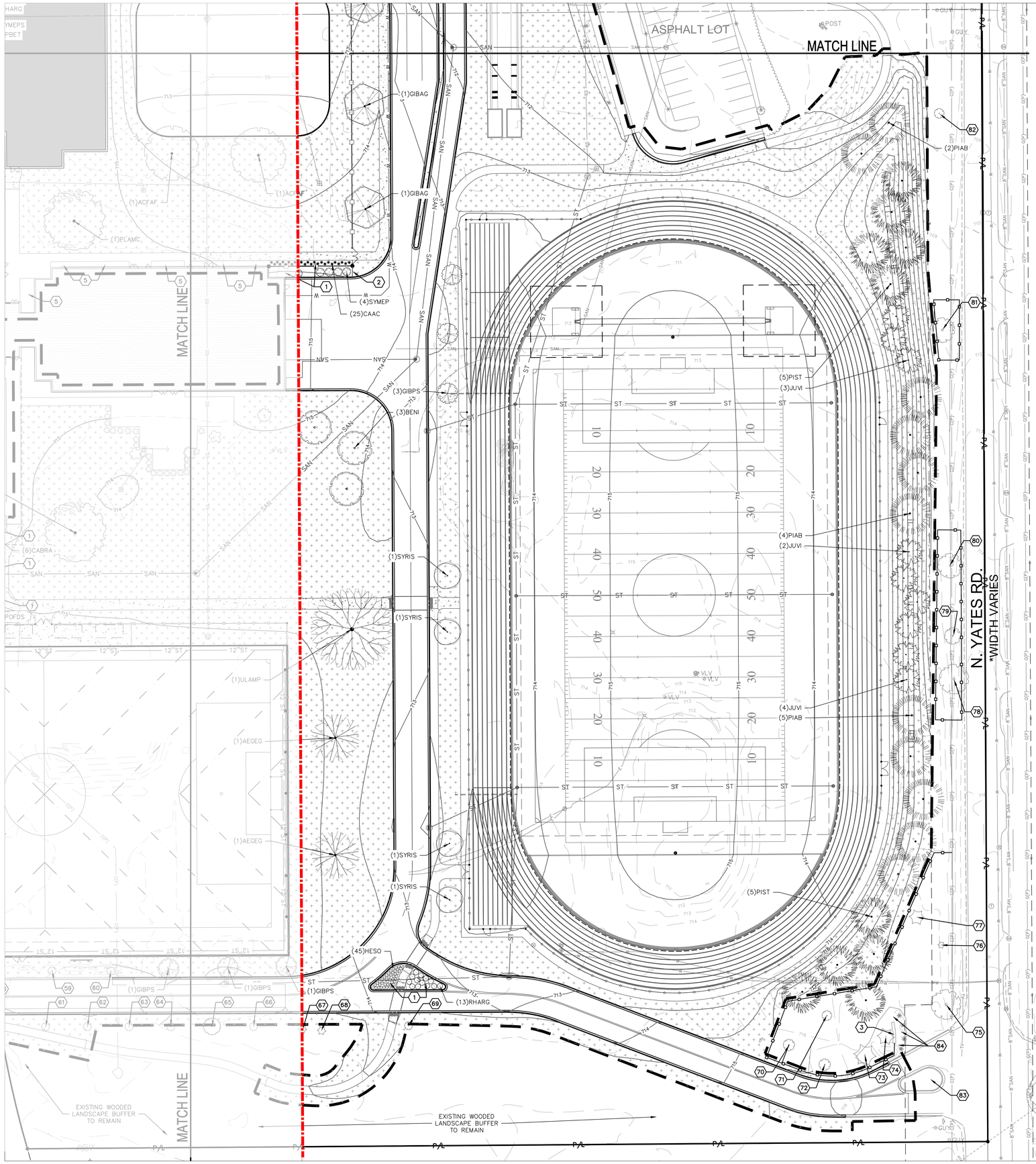
PROJECT NUMBER 323527-01

SITE LANDSCAPE PLAN - AREA B

L101B

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1 2 3 4 5 6 7
E D C B A


MATCH LINE
ASPHALT LOT
N. YATES RD.
*WIDTH VARIES
N. SANTA MONICA BLVD
EXISTING WOODED LANDSCAPE BUFFER TO REMAIN
(1)GIBAG
(1)GIBAG
(1)ACFAF
(1)PLAMC
(4)SYMEP
(25)CAAC
(3)GIBPS
(3)BENI
(1)SYRIS
(6)CABRA
(1)ULAMP
(1)AEGEG
(1)SYRIS
(1)SYRIS
(45)HESO
(1)GIBPS
(1)GIBPS
(13)RHARG
(5)PIST
(3)JUVI
(4)PIAB
(2)JUVI
(4)JUVI
(5)PIAB
(5)PIST
(2)PIAB
(1)SYRIS
(1)SYRIS
(1)GIBPS
(1)GIBPS
(1)GIBP

Plant Schedule

Code	Scientific Name	Common Name	Quantity	Spacing	Install Size	Mature Size (Height/Spread)
Canopy Trees: (Install in accordance with detail 6/L201)						
ACFAF	Acer x freemanii 'Autumn Fantasy'	Autumn Fantasy Maple	9	Per Plan	2.5" caliper B&B	50'/40'
AEGEG	Aesculus glabra 'JN Select'	Early Glow Buckeye	2	Per Plan	2.5" caliper B&B	35'/35'
GIBAG	Ginko biloba 'Autumn Gold'	Autumn Gold Ginko (male)	7	Per Plan	2.5" caliper B&B	50'/30'
GIBPS	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo (male)	6	Per Plan	2.5" caliper B&B	40'/15'
GLTDR	Gleditsia triacanthos 'Draves'	Street Keeper Honeylocust	3	Per Plan	2.5" caliper B&B	45'/20'
GLTIS	Gleditsia tricanthos 'Shademaster' PP1,515	Shademaster Honeylocust	6	Per Plan	2.5" caliper B&B	60'/35'
GYDIE	Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffee Tree	6	Per Plan	2.5" caliper B&B	50'/35'
PLAMC	Platanus x acerfolia 'Morton Circle'	Exclamation London Planetree	5	Per Plan	2.5" caliper B&B	60'/45'
POTPG	Populus tremeloides 'NE-Arb'	Prairie Gold Quaking Aspen	8	Per Plan	2.5" caliper B&B	30'/15'
ULAMP	Ulmus americana 'Princeton'	Princeton Elm	1	Per Plan	2.5" caliper B&B	60'-80'/40'-60'
ULFR	Ulmus 'Frontier'	Frontier Elm	4	Per Plan	2.5" caliper B&B	40'-50'/25-35'
Ornamental Trees: (Install in accordance with detail 6/L201)						
BENI	Betula nigra	River Birch	6	Per Plan	8' multi-stem B&B	40'-70'/35'-50'
CECA	Cercis canadensis	Eastern Redbud	3	Per Plan	8' multi-stem B&B	20'-30'/25'-35'
MALM	Magnolia x loebneri 'Leonard Messel'	Leonard Messel Magnolia	1	Per Plan	2.5" caliper B&B	15'-20'/20'-25'
MASS	Malus x 'Spring Snow'	Spring Snow Crabapple	5	Per Plan	2.5" caliper B&B	20-25'/15-20'
SYMEPS	Syringa meyeri 'Palibin' on standard	Meyer Lilac on standard	3	Per Plan	8' tall Pot	6'-12'/6'-9'
SYRIS	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	11	Per Plan	2.5" caliper B&B	25'/15'
Evergreen Trees: (Install in accordance with detail 7/L201)						
JUVI	Juniperus virginiana	Eastern Red Cedar	9	Per Plan	6' tall B&B	30'-40'/15'-20'
PIAB	Picea aibes	Norway Spruce	11	Per Plan	6' tall B&B	50'-70'/25'-30'
PIST	Pinus strobus	Eastern White Pine	10	Per Plan	6' tall B&B	50'-80'/20'-40'
Deciduous Shrubs: (Install in accordance with detail 8/L201)						
CLALH	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet	9	Per Plan	18" tall pot	3'-5'/3'-4'
PHOPS	Physocarpus opulifolius 'Seward'	Summer Wine Ninebark	5	Per Plan	24" tall pot	5'-6'/4'-5'
POFDS	Potentilla fruticosa 'Dakota Sunspot'	Dakota Sunspot Potentilla	12	Per Plan	18" tall pot	2.5'-3'/3'-4'
RHARG	Rhus aromatica 'Gro-Low'	Gro-Low Sumac	44	Per Plan	18" spread pot	2'-3'/6'-8'
RIALG	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	20	Per Plan	18" tall pot	3'-5'/3'-5'
SPBET	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	31	Per Plan	18" tall pot	2'-3'/3'
SPFRA	Spiraea x fritschiana 'JN Select A'	Pink-a-licious Fritsch Spirea	19	Per Plan	18" tall pot	2'-3'/2'-3'
SYMEP	Syringa meyeri 'Palibin'	Meyer Lilac (Dwarf Korean Lilac)	17	Per Plan	24" tall pot	4'-5'/5'-7'
SYPJU	Syringa patula 'JN Upright Select' PPAF	Violet Uprising Lilac	7	Per Plan	24" tall pot	4'-6'/4'-5'
Perennials and Ornamental Grasses: (Install in accordance with detail 9/L201)						
ALSPB	Allium x 'Summer Peek-a-Boo'	Summer Peek-a-Boo Globe Lily	44	Per Plan	#1 cont.	8"-12"/18"-24"
CAAC	Calamagrostis x acutiflora Karl Foerster	Karl Foerster Reed Grass	68	Per Plan	#1 cont.	5'-6'/18"-24"
CABRA	Calamagrostis brachytricha	Fall Blooming Feather Reed Grass	6	Per Plan	#1 cont.	36"-60"/24"
ECPWB	Echinacea purpurea 'PowWow Wild Berry'	PowWow Wild Berry Coneflower	13	Per Plan	#1 cont.	18"-24"/12"-16"
HESO	Hemerocallis 'Stella De Oro'	Stella De Oro Daylily	159	Per Plan	#1 cont.	16"-18"/16"-24"
NEJW	Nepeta x 'Junior Walker'	Junior Walker Catmint	89	Per Plan	#1 cont.	15"-18"/30"-36"
PANO	Panicum virgatum 'Northwinds'	Northwinds Switch Grass	7	Per Plan	#1 cont.	4'-5'/24"-30"
PEALS	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	17	Per Plan	#1 cont.	24"-30"/18"-24"

NOTE: Plant quantities indicated in the plant schedule are for convenience only. Installation contractor is responsible for verifying plant count on the landscape plan. When discrepancies between the plant schedule, labels and the landscape plan occur, the quantity drawn on the landscape plan shall be the official quantity.

1 / L201 PLANT SCHEDULE
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

Bio-Retention Basin Plant Plug Schedule

Code	Scientific Name	Common Name	Bio #1 Quantity	Bio #2 Quantity	Bio #3 Quantity	Bio #4 Quantity	Soldier Spacing	Install Size	Mature Size (Height/Spread)
Bio-mix: (Space according to detail 3/L202									
BIOMIX 1	Aster ericoides	Heath Aster	50	124	130	410	12" o.c.	3" plug	18"-24"/12"-18"
BIOMIX 1	Aster novae-angliae	New England Aster	50	124	130	410	12" o.c.	3" plug	48"-60"/18"-24"
BIOMIX 1	Physostegia virginiana	Obedient Plant	50	124	130	410	12" o.c.	3" plug	24"-48"/18"-24"
BIOMIX 1	Verbena hastata	Blue Vervain	50	124	130	410	12" o.c.	3" plug	36"-48"/18"-24"
BIOMIX 1	Liatris spicata	Marsh Blazing Star	50	124	130	410	12" o.c.	3" plug	36"-48"/12"-24"
BIOMIX 1	Monarda fistulosa	Wild Bergamot	50	124	130	410	12" o.c.	3" plug	36"-48"/24"-36"
BIOMIX 1	Rudbeckia hirta	Black-eyed Susan	50	124	130	410	12" o.c.	3" plug	36"-48"/12"-18"
BIOMIX 1	Solidago rugosa 'Fireworks'	Fireworks Goldenrod	50	124	130	410	12" o.c.	3" plug	42"-48"/18"-24"
BIOMIX 1	Tradescanta ohiensis	Spiderwort	50	124	130	410	12" o.c.	3" plug	24"-36"/12"-18"
BIOMIX 1	Ratibida pinnata	Yellow Coneflower	50	124	130	410	12" o.c.	3" plug	36"-48"/12"-18"
BIOMIX 1	Carex bebbi	Bebb's Sedge	83	175	182	426	12" o.c.	3" plug	12"-24"/8"-12"
BIOMIX 1	Bromus ciliatus	Fringed Brome Grass	50	124	130	410	12" o.c.	3" plug	20"-40"/12"-18"
BIOMIX 1	Panicum virgatum	Switch Grass	50	124	130	410	12" o.c.	3" plug	60"-108"/24"-36"
BIOMIX 1	Elymus canadensis	Canada Wild Rye	50	124	130	410	12" o.c.	3" plug	24"-48"/10"-12"
BIOMIX 1	Elymus virginius	Virginia Wild Rye	50	124	130	410	12" o.c.	3" plug	24"-48"/18"-24"
BIOMIX 1	Carex vulpinoidea	Fox Sedge	83	175	182	426	12" o.c.	3" plug	12"-36"/24"-36"

NOTE: Plant quantities indicated in the plant schedule are for convenience only. Installation contractor is responsible for verifying plant count on the landscape plan. When discrepancies between the plant schedule, labels and the landscape plan occur, the quantity drawn on the landscape plan shall be the official quantity.

2 / L201 BIO-RETENTION BASIN PLANT PLUG SCHEDULE
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

LANDSCAPE CALCULATIONS

Village of Glendale Landscaping Requirements

Site Zoning: S-1 Special (Institutional) District

	Required	Provided
Parking Lot Landscaping		
Amount required		
Accessory Landscape Area: All public and private off-street parking areas which serve four (4) vehicles or more, are located within fifteen (15) feet of any lot line or public right-of-way and are created or redesigned and rebuilt subsequent to the adoption of this Code shall be provided with accessory landscape areas totaling not less than ten percent (10%) of the surfaced areas. The minimum size of each landscape area shall not be less than one hundred (100) square feet.	All parking lots are greater than fifteen (15) feet from any lot line or public right-of-way. Parking lot landscape areas not required.	Parking lot landscape areas area not required but are still provided. The parking lot landscape islands that are provided are all greater than 100 square feet.
Special residential requirements: Those parking areas for five (5) or more vehicles if adjoining a residential use shall be screened from such use by a solid wall, fence, evergreen planting of equivalent visual density or other effective means, built and maintained at a minimum height of five (5) feet. Where a solidly constructed decorative fence is provided along the interior lot line, the minimum setback for the parking area shall be five (5) feet from said lot line. Said fence shall be located a minimum of one (1) foot from the said lot line.	Parking lot buffer required at the north and south sides of the site where parking lots are near residential uses.	A dense existing vegetative buffer with an approximate 70'-90' width is present along the north property line to screen the north parking lot from adjacent residential uses. A dense existing vegetative buffer with an approximate 40'-60' width is present along the south property line to screen the south parking lot from adjacent residential uses.

3 / L201 LANDSCAPE CALCULATIONS
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

1. ALL PLANT MATERIAL SHALL BE OBTAINED FROM A NURSERY LOCATED IN ZONE 5, CONFORM TO APPLICABLE REQUIREMENTS OF THE CURRENT EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, AND BOTANICAL NAMES SHALL BE ACCORDING TO THE CURRENT EDITION OF "STANDARDIZED PLANT NAMES" PREPARED BY THE AMERICAN JOINT COMMITTEE ON HORTICULTURE NOMENCLATURE.
2. CONTRACTOR TO PROVIDE TO THE LANDSCAPE ARCHITECT SAMPLES OF ALL BARK AND MINERAL/STONE MULCHES, DECORATIVE GRAVELS, MAINTENANCE STRIP STONE, OR OTHER GROUND COVER MATERIALS FOR APPROVAL PRIOR TO INSTALLATION.
3. BARK MULCH TO BE FRESHLY ACQUIRED HARDWOOD SHREDDED BARK MULCH. DOUBLE MILLED, EXCESSIVE DIRT AND DUST LIKE MATERIAL OR OLD MATERIAL IS NOT ACCEPTABLE.
4. LANDSCAPE EDGING TO BE ALUMINUM EDGING. REFER TO SPECIFICATION 32 93 00 PLANTS FOR ADDITIONAL INFORMATION.
5. ALL PLANTING AREAS TO RECEIVE A 3–INCH THICK LAYER OF HARDWOOD SHREDDED BARK MULCH OVER TYPAR WEED FABRIC WITH EDGING. EDGING TO BE INSTALLED BETWEEN DIFFERENT TYPES OF MULCHES, BETWEEN MULCHES AND TURF, AND/OR WHERE SPECIFICALLY NOTED ON THE PLAN. REFER TO SPECIFICATION 32 93 00 PLANTS FOR ADDITIONAL INFORMATION.
6. INSTALL SHOVEL CUT EDGE AROUND ALL INDIVIDUAL TREES AND SHRUBS IN LAWN AREAS AND ALONG PAVEMENT WHERE PLANTING AREAS ABUT TO PREVENT HARDWOOD SHREDDED BARK MULCH FROM SPILLING OUT OF PLANTING AREA.
7. CONTRACTOR RESPONSIBLE FOR MAINTENANCE OF PLANT MATERIAL FOR 90 DAYS FROM INSTALLATION, INCLUDING WATERING, WEEDING, ETC. CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF SEEDED AREAS FOR 60 DAYS FROM INSTALLATION, INCLUDING WATERING, WEEDING, ETC. CONTRACTOR TO PROVIDE AND REVIEW MAINTENANCE INSTRUCTIONS WITH THE OWNER PRIOR TO THE COMPLETION OF THESE MAINTENANCE PERIODS. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
8. CLEANLY PRUNE AND REMOVE DAMAGED BRANCHES, DEAD WOOD, AND ROOTS IMMEDIATELY PRIOR TO PLANTING. DO NOT CUT LEADERS OR LEAVE "V" CROTCHES OR DOUBLE LEADERS UNLESS A MULTI–STEM TREE IS SPECIFIED.
9. REMOVE BURLAP, WIRE BASKET, ROPE, TWINE, AND ALL SYNTHETIC MATERIAL FROM THE ROOTS, TRUNK, OR CROWN OF PLANT.
10. REMOVE EXCESS SOIL ABOVE ROOT COLLAR.
11. PLANT TREES AND SHRUBS SO THAT THE ROOT COLLAR IS 2" ABOVE FINISHED GRADE OR SEVERAL INCHES ABOVE GRADE IF PLANT IS INSTALLED IN POOR SOILS.
12. PLANT TREES AND SHRUBS WITH SAME ORIENTATION AS WHEN HARVESTED FROM THE NURSERY OR TO SHOWCASE THE MOST AESTHETIC VIEW.
13. PLANT ALL TREES WITH THREE SLOW RELEASE FERTILIZER PACKETS, SPACED EQUIDISTANT AROUND THE EDGE OF THE ROOT BALL.
14. PLANT ALL SHRUBS WITH ONE SLOW RELEASE FERTILIZER PACKET, PLACED BELOW THE ROOTING SYSTEM.
15. WATER AND TAMP BACKFILL AND ROOTS OF ALL NEWLY SET PLANT MATERIAL SO THE SOIL AND ROOTS ARE THOROUGHLY SOAKED AND AIR POCKETS ARE REMOVED.
16. FOR INDIVIDUAL TREES & SHRUBS PLANTED IN TURF AREAS, PROVIDE CONTINUOUS 3" SOIL SAUCER TO CONTAIN WATER & MULCH. (TREES ON SLOPES SHALL BE SAUCERED ON THE DOWNHILL SIDE)
17. INSTALL 3" THICK SHREDDED HARDWOOD BARK MULCH RING 3'–0" DIA. FOR DECIDUOUS TREES AND ALL INDIVIDUAL SHRUBS IN LAWN AREAS, 5'–0" DIA. FOR EVERGREEN TREES. KEEP MULCH 2" AWAY FROM TRUNKS.
18. STAKING – ONLY STAKE EVERGREEN TREES 5'–0" OR GREATER IN HEIGHT OR TREES THAT ARE UNABLE TO REMAIN UPRIGHT AFTER PLANTING. TREES WILL BECOME STRONGER FASTER WHEN THE TOP 2/3 OF THE TREE IS FREE TO SWAY. DO NOT ATTACH WIRE DIRECTLY TO TREES OR THROUGH HOSES – UTILIZE GROMMETED, SYNTHETIC STRAPS AT LEAST 2" WIDE AROUND THE TREE, ATTACH STRAPPING TO STAKE WITH WIRE. STAKE ONLY WHEN NECESSARY. STAKES SHOULD BE DRIVEN DEEPLY INTO THE GROUND TO PREVENT DISLODGING. CHECK AT LEAST EVERY THREE MONTHS FOR BINDING OR OTHER PROBLEMS. STAKES AND TIES SHOULD BE REMOVED SIX MONTHS TO ONE YEAR AFTER PLANTING.
19. CONTRACTOR TO VERIFY LOCATIONS OF EXISTING TREES AND SHRUBS TO REMAIN AND CLEARLY TAG THEM WITH MARKING TAPE AND 4' TALL ORANGE CONSTRUCTION FENCE TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION. TREE PROTECTION FENCE SHALL BE PLACE A MINIMUM OF 1 FOOT FOR EACH DIAMETER AT BREAST HEIGHT (DBH) OF THE TREE TO BE PROTECTED.
20. REFER TO SPECIFICATIONS 32 93 00 PLANTS AND 32 92 00 TURF AND GRASSES FOR ADDITIONAL INFORMATION.

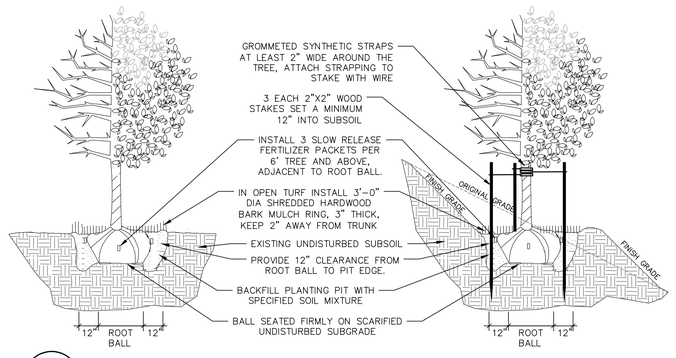
4 / L201 LANDSCAPE NOTES
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

TREE PROTECTION NOTES:

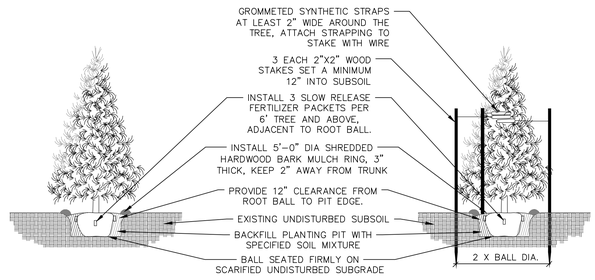
DURING CONSTRUCTION, REASONABLE STEPS NECESSARY TO PREVENT THE DESTRUCTION OR DAMAGING OF TREES (OTHER THAN THOSE SPECIFIED TO BE REMOVED) SHALL BE TAKEN, INCLUDING, BUT NOT LIMITED TO THE FOLLOWING.

1. TO PROTECT AND PRESERVE THE TREES INDICATED TO REMAIN, THE CONTRACTOR SHALL INSTALL ORANGE CONSTRUCTION FENCE NO CLOSER TO THE TRUNK THAN 1 FOOT FOR EVERY 1 DBH (TREE DIAMETER AT BREAST HEIGHT) OF TREE TO REMAIN OR AS INDICATED ON THE LANDSCAPE PLAN. ADDITIONALLY, SIGNS SHALL BE POSTED INFORMING THE PUBLIC AND SITE WORKERS THAT THE AREA FENCED IS A PROTECTED ZONE AND THE ZONE SHALL BE LEFT UNDISTURBED. THE GRADE SHALL NOT BE CHANGED IN THE PROTECTED ZONE. NO TREE PROTECTION FENCE IS REQUIRED WHERE EXISTING PAVEMENT IS WITHIN THE PROTECTED AREA.
2. NO CONSTRUCTION ACTIVITY, MOVEMENT AND/OR PLACEMENT OF EQUIPMENT PARKING OF VEHICLES OR MATERIAL OR SPOILS STORAGE SHALL BE PERMITTED WITHIN THE TREE PRESERVATION AREA. NO EXCESS SOIL, ADDITIONAL FILL, LIQUIDS, OR CONSTRUCTION DEBRIS SHALL BE PLACED WITHIN THE CRITICAL ROOT ZONE (CRZ) OF ANY TREE THAT IS INDICATED TO BE PRESERVED.
3. ALL REQUIRED PROTECTIVE FENCING (PLASTIC ORANGE CONSTRUCTION FENCING) OR OTHER PHYSICAL BARRIER MUST BE IN PLACE AROUND THE TREE PRESERVATION AREA AND/OR TREES PRIOR TO BEGINNING CONSTRUCTION. THE FENCING OR OTHER PHYSICAL BARRIER MUST REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. ALL FENCING MUST BE SECURED TO METAL POSTS DRIVEN INTO THE GROUND DEEP ENOUGH TO REMAIN VERTICAL AND PLUMB, AND SHALL BE SPACED NO FURTHER THAN TEN FEET (10') APART.
4. NO ATTACHMENTS, FENCES OR WIRES, OTHER THAN THOSE APPROVED FOR BRACING, GUYING OR WRAPPING, SHALL BE ATTACHED TO TREES DURING THE CONSTRUCTION PERIOD.
5. DRAINAGE OF THE SITE SHALL BE DESIGNED SO THAT AFTER CONSTRUCTION, THE SAME AMOUNT OF WATER AND RATE OF DISCHARGE WILL REACH THE TREES AS IT DID PRIOR TO CONSTRUCTION.
6. WHEN TRENCHING ALONGSIDE EXISTING TREES IS UNAVOIDABLE, THE TRENCH MUST BE 1 FOOT FOR EVERY 1 INCH DBH AWAY FROM THE BASE OF THE EXISTING TREE TO BE PROTECTED.
7. CONSTRUCTION PRUNING AND ROOT PRUNING OF TREES DIRECTLY IMPACTED BY CONSTRUCTION MAY BE REQUIRED FOR PRESERVATION OF EXISTING TREES.
8. REMOVE TEMPORARY TREE PROTECTION FENCE WHEN ALL CONSTRUCTION IS COMPLETE.

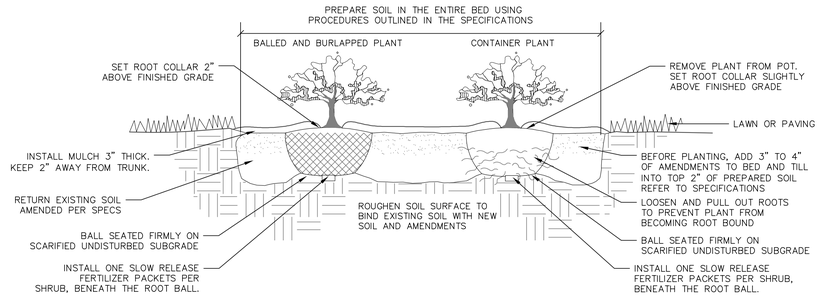
5 / L201 TREE PROTECTION NOTES



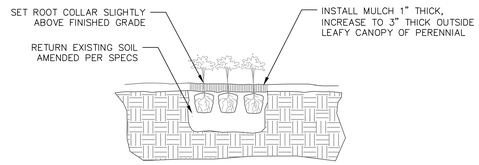
6 / L201 DECIDUOUS TREE PLANTING, STAKING, & PLANTING ON A SLOPE
N.T.S.



7 / L201 EVERGREEN TREE PLANTING & STAKING
N.T.S.



8 / L201 DECIDUOUS & EVERGREEN SHRUB PLANTING
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9 / L202 PERENNIAL PLANTING
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PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
06/19/2024	PLAN COMMISSION SUBMITTAL

KEY PLAN

SHEET INFORMATION

PROGRESS DOCUMENTS NOT FOR CONSTRUCTION

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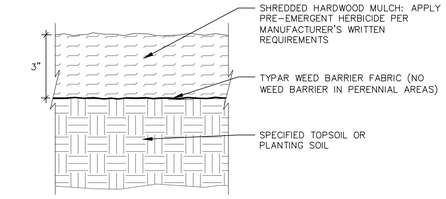
PROJECT MANAGER PM

PROJECT NUMBER 323527-01

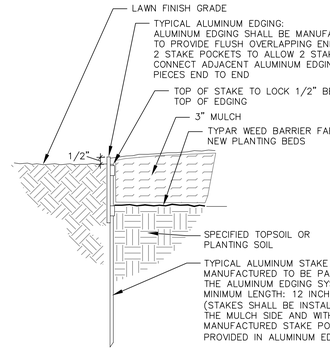
SITE LANDSCAPE DETAILS

L201

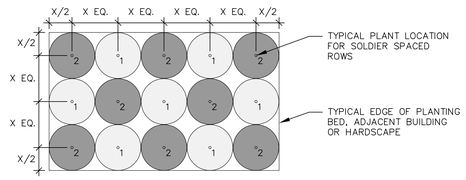
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1 / L202 SHREDDED HARDWOOD MULCH SECTION
N.T.S.



2 / L202 ALUMINUM EDGING AT PLANTING BED SECTION
N.T.S.



NOTE:
1. X IS EQUAL TO ON CENTER SPACING. SEE LANDSCAPE SCHEDULE FOR SPACING PER PLANT.
2. ALTERNATION SEQUENCE WHEN TWO (2) PLANT SPECIES OCCUR IN THE SAME AREA.

3 / L202 PERENNIALS AND GROUNDCOVERS SPACING: SOLDIER
N.T.S.

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PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
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PROJECT MANAGER PM

PROJECT NUMBER 323527-01

SITE LANDSCAPE DETAILS

L202

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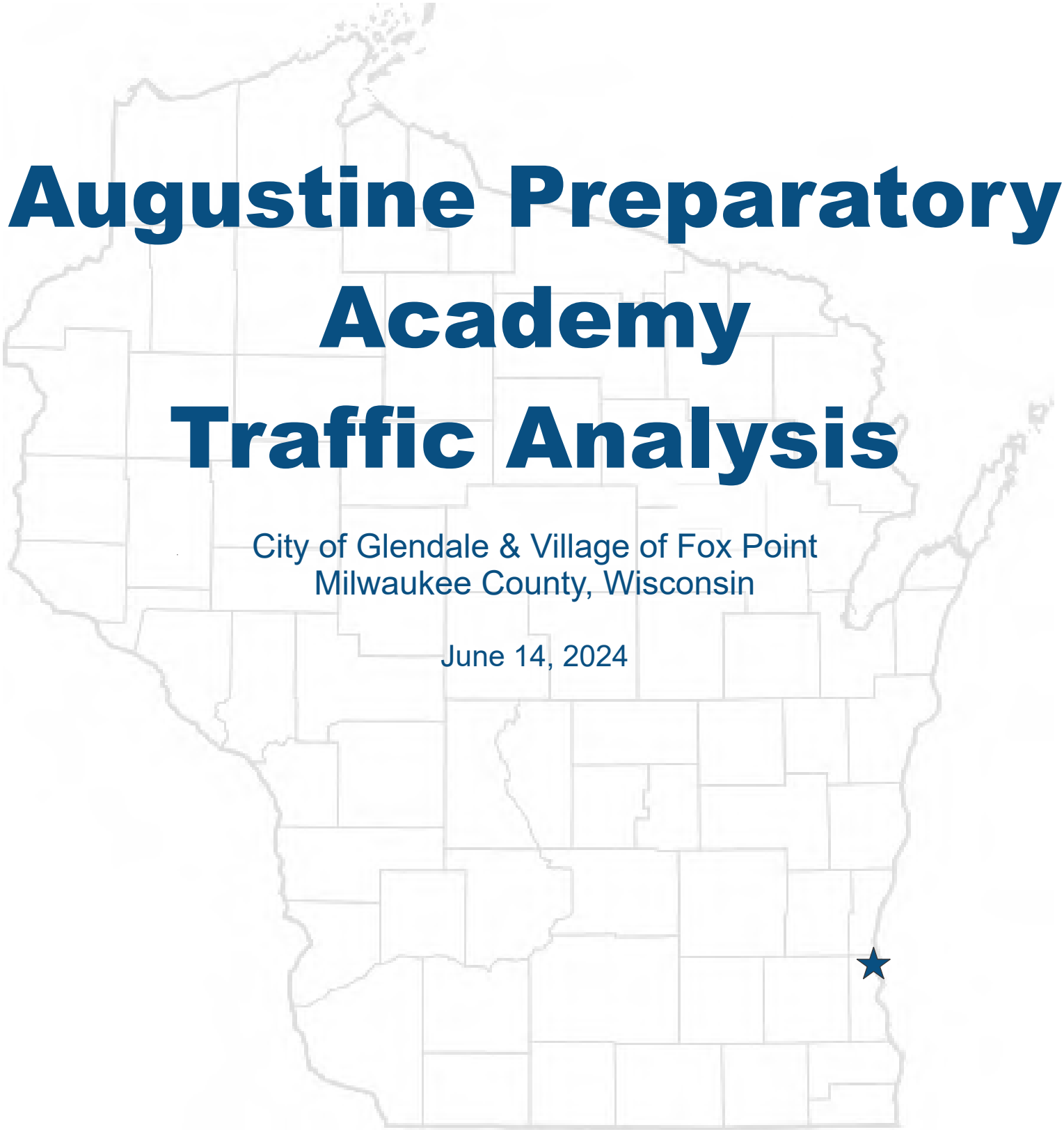
TRAFFIC ANALYSIS & DESIGN, INC.

P.O. Box 128
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800.605.3091
www.tadi-us.com

Augustine Preparatory Academy Traffic Analysis

City of Glendale & Village of Fox Point
Milwaukee County, Wisconsin

June 14, 2024



TRAFFIC IMPACT STUDY FOR:

AUGUSTINE PREPARATORY ACADEMY
NORTH CAMPUS

CITY OF GLENDALE AND VILLAGE OF FOX POINT, MILWAUKEE COUNTY, WISCONSIN

DATE SUBMITTED: June 14, 2024

PREPARED FOR:
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W233 N2847 Roundy Circle West
Pewaukee, WI 53072
Phone: (262) 542-9000
Contact Person: Ben Bergles

PREPARED BY:
Traffic Analysis & Design, Inc.
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Phone: (800) 605-3091
Contact Person: Donald J. Lee, P.E. (WisDOT TIA Certification # SE05-804-046)
John Bieberitz, P.E., PTOE (WisDOT TIA Certification # SE05-804-044)

"I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering."

_____
Donald J. Lee, P.E.
Wisconsin Registration #35214-006
Traffic Analysis & Design, Inc.

Augustine Preparatory Academy North Campus
Traffic Impact Analysis
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CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

Augustine Preparatory Academy is proposing to demolish several buildings on the former Cardinal Stritch University campus to make way for the construction of two new school buildings (High School and Elementary School) within the City of Glendale and Village of Fox Point. The new school buildings, which are expected to include classrooms for K4 through 12th grade are proposed to be located on the 43.5-acre site, located between Port Washington Road and North Yates Road, immediately south of the existing North Access Road. A music/fine arts facility, a field house and sports/track fields are also proposed as part of the overall site plan.

TADI conducted this traffic impact analysis (TIA) to determine the expected weekday morning arrival and weekday afternoon dismissal peak hour operating conditions and recommendations at the study area intersections for the Existing traffic operating conditions and the Full Build traffic operating conditions. Even though the school is expected to accommodate about 320 students during the opening year, a Full Build analysis was completed assuming the projected maximum capacity of 1,020 students. If the student population would increase beyond this projection, additional expansion would be required which would likely trigger an additional future study. Two additional peak periods were analyzed as part of this study including a Wednesday evening sporting event (soccer game) and a Friday evening theater event.

This report documents the procedures, findings, and conclusions of the TIA. The analysis identifies recommended modifications based on existing intersection geometrics, existing traffic volumes, and additional traffic expected to be generated by the proposed Augustine Preparatory Academy school.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, description of the proposed development and conclusions based on the findings of the TIA.

B1. Location of Study Site with Respect to Area Roadway Network

A street map illustrating the location of the proposed Augustine Preparatory Academy campus is shown in Exhibit 1-1 at the end of this chapter. A copy of the preliminary site plan is shown in Exhibit 1-2. As discussed with the City of Glendale and the Village of Fox Point, the study area for the proposed school includes the following existing intersections:

- Port Washington Road & North Access Road (traffic signal control)
- North Yates Road & North Access Road (one-way stop control)
- North Yates Road & South Access Road/Santa Monica Boulevard (two-way stop control)

The proposed development site is located within the previous Cardinal Stritch University campus. The site is bordered by commercial uses to the west and northwest along both sides of Port Washington Road and residential neighborhoods to the north, south, and east. The North Shore Library and a non-profit children's facility are located immediately to the west of the site at the Port Washington Road signalized intersection with an apartment complex located immediately south of the library. IH-43 exists further to the west with access ramps to the freeway located about ½-mile north of the site along Good Hope Road and about 1-½ miles to the south at Silver Spring Road.

B2. On-Site Development Description

Augustine Preparatory Academy is proposing to provide academics for K4-12th grade with the initial student population of 317 students made up of about 217 elementary (K4 through 6th grade) students and 100 high school (9th grade) students. Under future projected capacity, the school could provide for 1,020 students (projected at 334 elementary students, 275 middle school students and 411 high school students). Based on estimates provided by school administration:

- School doors open at 7:20am with staggered class starting times of 7:40am and 8:00am for the middle/high school and elementary school classes, respectively.
- School dismissal is also staggered with end times ranging between 2:45pm and 3:15pm.
- After school programs are expected to be provided.
- The campus is expected to draw from the greater Milwaukee area; however, with an existing south campus located near South 6th Street and West Harrison Avenue, the majority of the school population is expected to draw from the northern Milwaukee area.

The high school and music/fine arts facility are proposed on the northern portion of the site and the elementary school and field house are proposed on the southern portion of the site. An outdoor track facility is proposed along the eastern portion of the site and a turf soccer field is proposed to the south of the elementary school. Parking is proposed throughout the site with the current site plan consisting of about 476 overall parking spaces made up of 250 parking spaces at the high school (northeast lot), 38 parking spaces at the high school for student drivers (northwest lot), 62 spaces near the sports facility (west lot), 44 spaces at the elementary school (east lot) and 82 spaces at the elementary school (southeast lot). There is room near the southeast lot to expand parking spaces in the future as the school population increases.

B3. Off-Site Development Description

The area surrounding the Augustine Preparatory Academy is built out. No known off-site development is expected to occur.

B4. Site Generated Traffic

The daily vehicular traffic volumes expected to be generated by the Augustine Preparatory Academy are estimated based on trip rates as published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. On a typical weekday (24-hour period) with school in session, the Augustine Preparatory Academy (assuming maximum projected capacity) is expected to generate approximately 2,530 new vehicle trips (1,265 in/1,265 out) under the projected full build out.

Based on the assumptions above, the Augustine Preparatory Academy is expected to generate about 815 vehicular trips (515 in/300 out) during the weekday morning arrival peak hour and 545 vehicular trips (225 in/320 out) during the weekday afternoon dismissal peak hour under Full Build (maximum capacity) conditions. Note that the ITE trip generation volumes do take into account teacher and staff trips.

In addition to the weekday peak periods, to analyze the typical school events at the proposed facility, the Augustine Preparatory Academy is expected to generate about 340 vehicular trips (250 in/90 out) during the Wednesday sporting event peak hour and 145 vehicular trips (125 in/20 out) during the Friday theater event peak hour under typical event peak hour conditions.

B5. Proposed Access to Augustine Preparatory Academy

Access points to the site are expected to remain as they previously operated for the Cardinal Stritch Campus with the main access to/from the site at the Port Washington Road signalized intersection with the North Access Road. Two additional access points to the east along Yates Road are also expected to remain. Specifically, the Yates Road intersection with the North Access Road and the Yates Road intersection with the South Access Road/Santa Monica Boulevard. Due to the site's proximity to the City of Milwaukee's transportation grid and to IH-43, a high percentage of traffic to/from the site is expected via the Port Washington Road signalized intersection with the North Access Road. In addition, with much of the anticipated school population expected from the northern neighborhoods within the City of Milwaukee, a large portion of the new traffic is expected to utilize the IH-43 ramps at Good Hope Road, located about ½-mile north of the site, as a route to the site.

B6. Recommended Modifications

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) *6th Edition*. Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are included for the Existing and Full Build traffic conditions and have been shown for the following two scenarios:

- "Existing Traffic" – These modifications are expected to be necessary to accommodate the Existing traffic volumes under current conditions, without the proposed school.
- "Full Build Traffic" – These modifications are expected to be necessary to accommodate the Full Build traffic volumes, which includes the full build-out of the Augustine Preparatory Academy.

The analysis was conducted using existing intersection geometrics and traffic control. The following modifications, as shown in Exhibit 1-3, are recommended to accommodate the Existing and Full Build traffic volumes. *Modifications are for jurisdictional consideration and are not legally binding. The City of Glendale and Village of Fox Point reserves the right to determine alternative solutions.*

General

- *Full Build Traffic:*
    - Sign and enforce (with a dedicated staff person during peak morning and afternoon periods) a no stopping or waiting requirement in the queue lanes of the drop-off/pick-up lanes at each of the new school front doors during school arrival and dismissal periods. Vehicles would be required to drop-off or pick-up students and continue driving through the zone. This recommendation is made to encourage turnover in the drop-off/pick-up zone.
    - Utilize the pick-up program "pikmykid" (or similar) which allows parents to announce that they've arrived and are ready to pick up their elementary student and allows teachers to dismiss the students in a timely manner.

Node 100: Port Washington Road intersection with North Access Road

- *Existing Traffic:* No modifications.
- *Full Build Traffic:*
    - Close the median opening, located within the limits of the southbound left-turn lane. The existing left-turn movements using this median opening will be required to U-turn at the signalized intersection to access the existing driveway to the business located in the northeast quadrant of the intersection.
    - Update traffic signal timings.

Node 200: North Yates Road intersection with North Access Road

- *Existing Traffic:* No modifications.
- *Full Build Traffic:* No modifications.

Node 300: North Yates Road intersection with South Access Road/Santa Monica Blvd.

- *Existing Traffic:* No modifications.
- *Full Build Traffic:* No modifications.

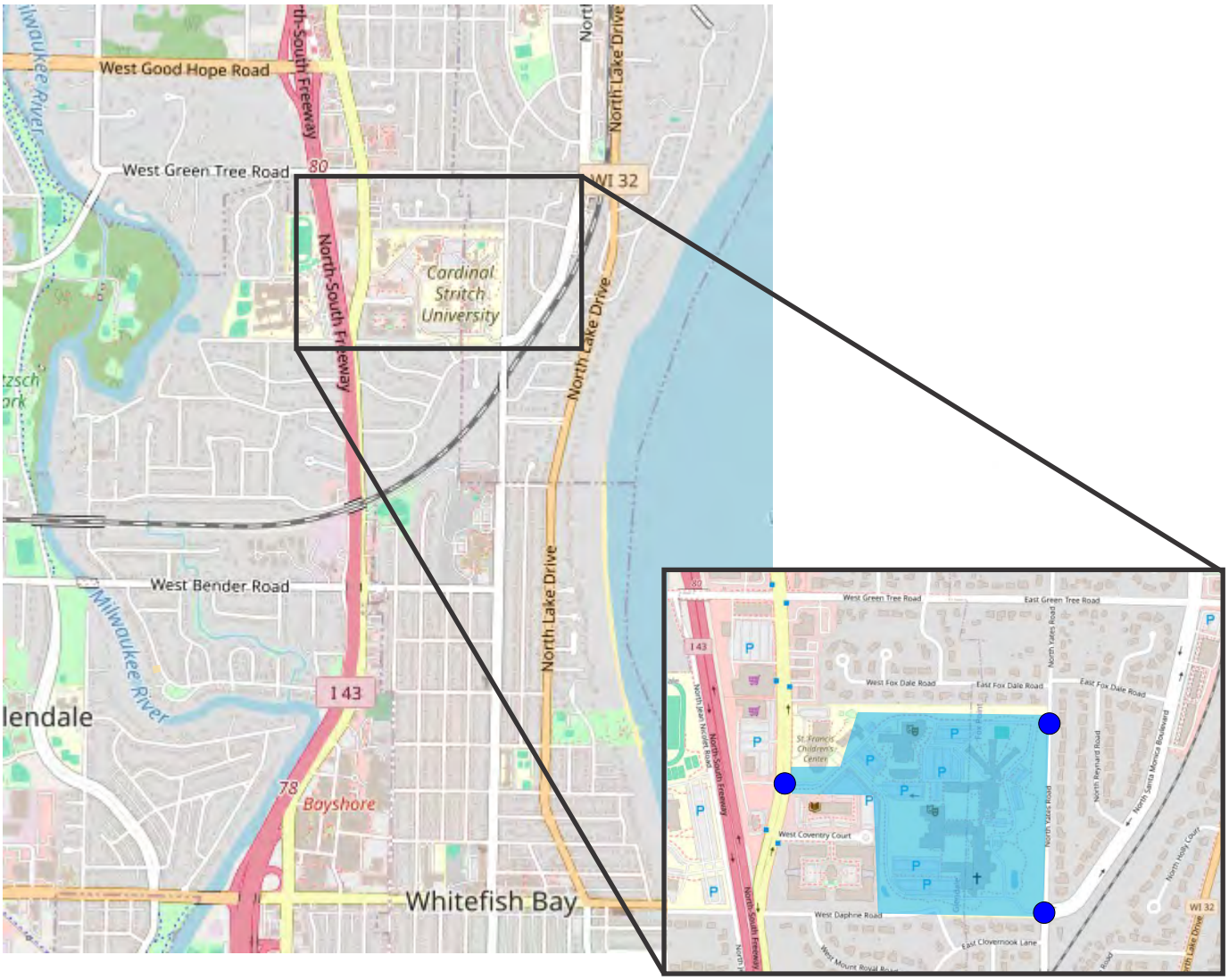
All intersections are expected to operate acceptably with the proposed build out of the Augustine Preparatory Academy campus with the recommended modifications. Without the recommended modifications, longer queues are expected for the southbound left-turn movements and the eastbound right-turn movements at the signalized Port Washington Road intersection with the North Access Road. To alleviate the expected longer delays and queue lengths, signal timing modifications as listed above are recommended at the intersection. With the modifications, all movements are expected to operate safely with moderate queue lengths.

A constraining factor, which cannot be accounted for in the typical intersection analysis, is on-site traffic flow patterns and management of vehicles within the overall campus during the typical school day condensed "surge" time frames, specifically during the weekday morning school drop-off peak period and the weekday afternoon school discharge peak period. These surge periods can last anywhere from 15- to 30-minutes. The best way to alleviate safety issues during these time periods is to provide adequate stacking space for parents to queue while waiting to drop-off or pick-up their children. Based on the trip generation calculations completed for this study, the weekday morning peak period is expected to accommodate the school arrival drop-off peak period. In addition, with a staggered school discharge schedule, utilizing two of the three lanes near the front doors of both schools and queueing back to and near the end of the internal north/south driveway at the driveway's intersection with the South Access Road, the provided queueing distance is expected to accommodate the anticipated queueing distances needed for the discharge peak period under full capacity conditions for both schools. Even if all parents arrive prior to bell discharge, queueing is still expected to be accommodated within the overall site, with a small number of cars possibly spilling onto the South Access Road; however, no spillback onto any of the adjacent corridors adjacent to the school is expected.

B7. Conclusion

Traffic estimates and impacts for schools are amongst the most difficult to estimate for traffic engineers, as most schools have operations and arrival/departure behaviors that are unique. The recommendations provided in this study maximize the use of on-site and off-site measures in an

effort to maximize safety and efficiency while minimizing impacts to the livability of surrounding neighborhoods.





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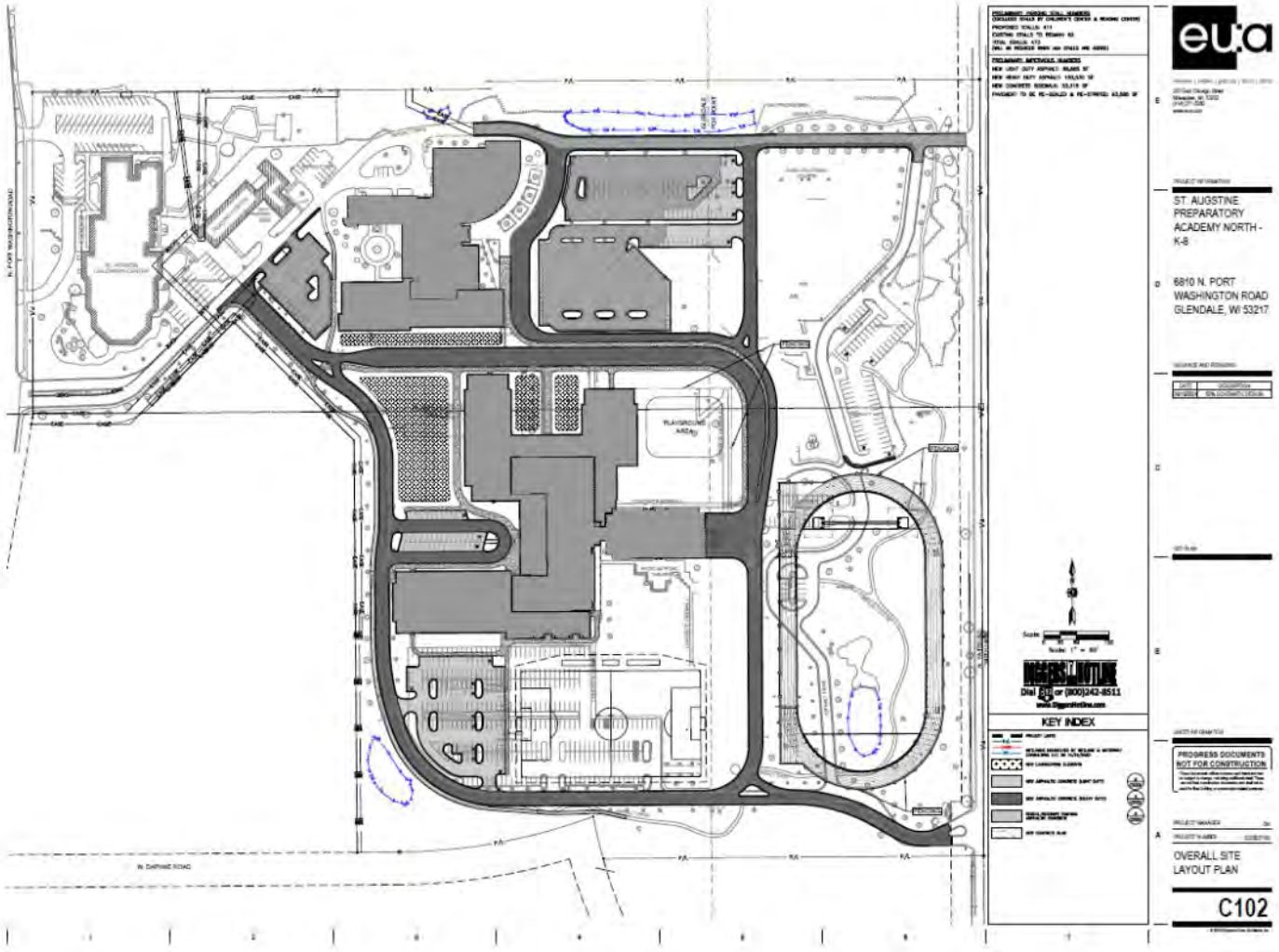
- Study Intersection
- Proposed School Site

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EXHIBIT 1-1
PROJECT LOCATION MAP

MILWAUKEE, WISCONSIN

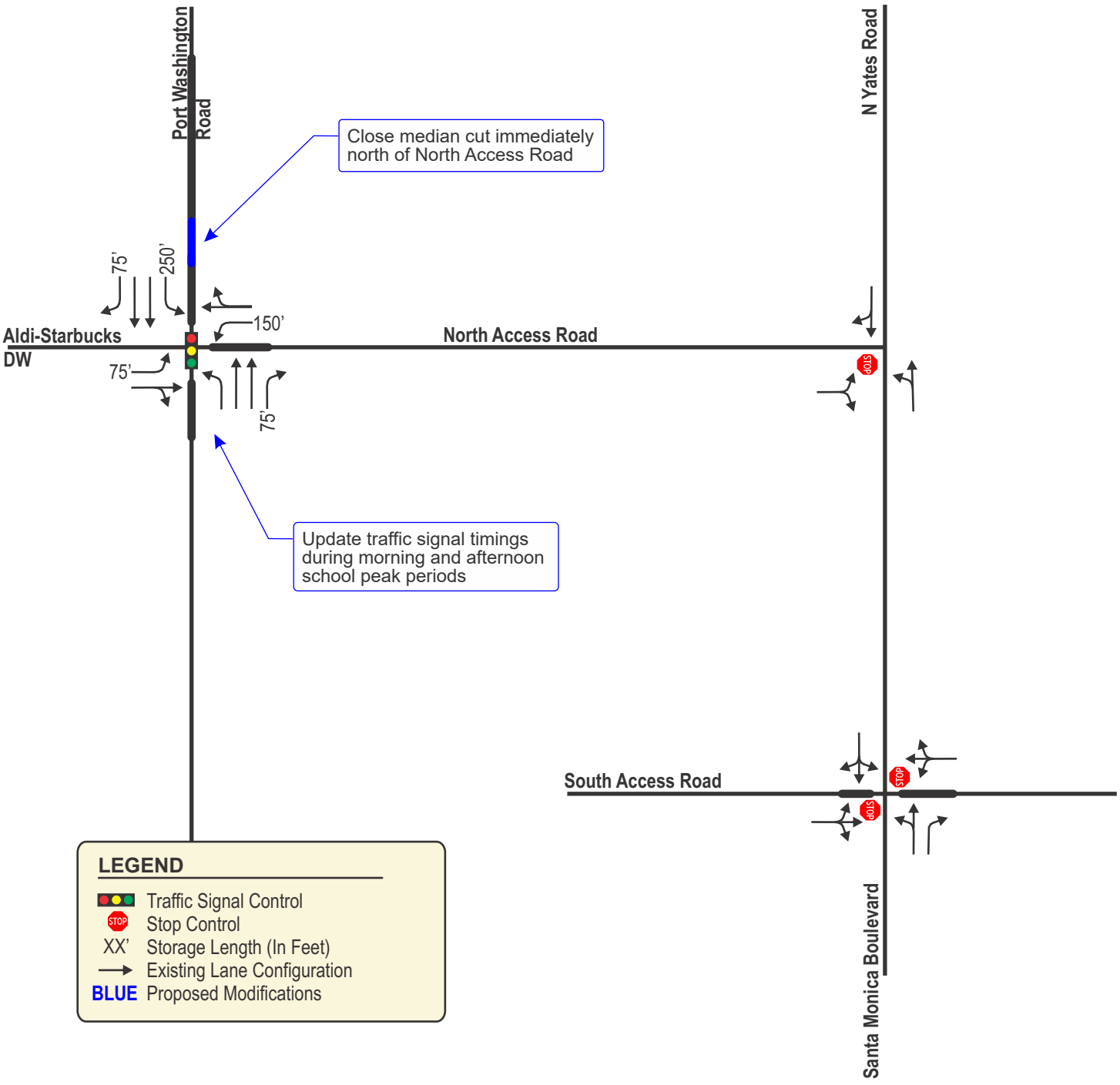


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EXHIBIT 1-2
PRELIMINARY SITE PLAN

MILWAUKEE, WISCONSIN



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EXHIBIT 1-3
RECOMMENDED MODIFICATIONS

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CHAPTER II – PROPOSED DEVELOPMENT

PART A – ON-SITE DEVELOPMENT

A1. Development Site Location

Augustine Preparatory Academy is proposing to demolish several buildings on the former Cardinal Stritch University campus to make way for the construction of two new school buildings (High School and Elementary School) within the City of Glendale and Village of Fox Point. The new school buildings, which are expected to include classrooms for K4 through 12th grade are proposed to be located on the 43.5-acre site, located between Port Washington Road and North Yates Road, immediately south of the existing North Access Road. A street map illustrating the location of the proposed Augustine Preparatory Academy is shown in Exhibit 2-1 at the end of this chapter. A copy of the preliminary site plan is shown in Exhibit 2-2.

A2. Surrounding Land Use

The proposed development site is located within the previous Cardinal Stritch University campus. The site is bordered by commercial uses to the west and northwest along both sides of Port Washington Road and residential neighborhoods to the north, south, and east. The North Shore Library and a non-profit children's facility are located immediately to the west of the site at the Port Washington Road signalized intersection with an apartment complex located immediately south of the library. IH-43 exists further to the west with access ramps to the freeway located about ½-mile north of the site along Good Hope Road and about 1-½ miles to the south at Silver Spring Road.

A3. On-Site Development Description

Augustine Preparatory Academy is proposing to provide academics for K4-12th grade with the initial student population of 317 students made up of Under future projected capacity, the school could provide for 1,020 students (projected at 334 elementary students, 275 middle school students and 411 high school students). Based on estimates provided by school administration:

- School doors open at 7:20am with staggered class starting times of 7:40am and 8:00am for the middle/high school and elementary school classes, respectively.
- School dismissal is also staggered with end times ranging between 2:45pm and 3:15pm.
- After school programs are expected to be provided.
- The campus is expected to draw from the greater Milwaukee area; however, with an existing south campus located near South 6th Street and West Harrison Avenue, the majority of the school population is expected to draw from the northern Milwaukee area.

The high school and music/fine arts facility are proposed on the northern portion of the site and the elementary school and field house are proposed on the southern portion of the site. An outdoor track facility is proposed along the eastern portion of the site and a turf soccer field is proposed to the south of the elementary school. Parking is proposed throughout the site with the current site plan consisting of about 476 overall parking spaces made up of 250 parking spaces at the high school (northeast lot), 38 parking spaces at the high school for student drivers (northwest lot), 62 spaces near the sports facility (west lot), 44 spaces at the elementary school (east lot) and 82 spaces at the elementary school (southeast lot). There is room near the southeast lot to expand parking spaces in the future as the school population increases.

A4. On-Site Development Access

Access points to the site are expected to remain as they previously operated for the Cardinal Stritch Campus with the main access to/from the site at the Port Washington Road signalized intersection with the North Access Road. Two additional access points to the east along Yates Road are also expected to remain. Specifically, the Yates Road intersection with the North Access Road and the Yates Road intersection with the South Access Road/Santa Monica Boulevard. Due to the site's proximity to the City of Milwaukee's transportation grid and to IH-43, a high percentage of traffic to/from the site is expected via the Port Washington Road signalized intersection with the North Access Road.

As shown in Exhibit 2-2, drop-off and pick-up lanes are provided at the entrance doors to both schools. Three lanes are provided for each school building with the lanes tapering down to a single lane to the south as the driveways bend to the south and merge as they continue to a point where the driveway intersects with the South Access Road.

PART B – STUDY AREA

B1. Influence Area

The campus is expected to draw from the greater Milwaukee area; however, with an existing south campus located near South 6th Street and West Harrison Avenue, the majority of the school population is expected to draw from the northern Milwaukee area. With much of the anticipated school population expected from the northern neighborhoods within the City of Milwaukee, a large portion of the new traffic is expected to utilize the IH-43 ramps at Good Hope Road, located about ½-mile north of the site, as a route to the site. As such, the area of primary influence for Augustine Preparatory Academy is the surrounding north side neighborhoods in the City of Milwaukee.

B2. Area of Significant Traffic Impact

As discussed with the City of Glendale and Village of Fox Point, the study area includes the following existing intersections:

- Port Washington Road & North Access Road (traffic signal control)
- North Yates Road & North Access Road (one-way stop control)
- North Yates Road & South Access Road/Santa Monica Boulevard (two-way stop control)

PART C – OFF-SITE LAND USE AND DEVELOPMENT

The area surrounding the Augustine Preparatory Academy is built out. No known off-site development is expected to occur.

PART D – SITE ACCESSIBILITY

D1. Study Area Roadways

The study area roadways are discussed below:

Port Washington Road (CTH W) is a north-south four-lane divided Principal Arterial with a posted speed limit of 35-mph. The Year 2019 WisDOT annual average daily traffic (AADT) volumes on Port Washington Road were approximately 14,600 vehicles per day (vpd) north of Green Tree Road and 11,000-vpd south of Coventry Court. Sidewalks are provided along both sides of Port Washington Road within the limits of the North Access Road signalized intersection.

North Yates Road is a north-south two-lane undivided Major Collector with a posted speed limit of 25-mph. The Year 2019 WisDOT AADT volumes on North Yates Road were approximately 1,500-vpd north of Santa Monica Boulevard. Sidewalks are not currently provided along either side of North Yates Road within the limits of the study area.

Santa Monica Boulevard is a north-south two-lane undivided Major Collector south of North Yates Road that angles to the east at its intersection with North Yates Road. The posted speed limit along Santa Monica Boulevard is 25-mph. The Year 2019 WisDOT AADT volumes on North Yates Road were approximately 2,500-vpd south of North Yates Road and 1,400-vpd (2010 count) north of North Yates Road. Sidewalks are not currently provided along either side of Santa Monica Boulevard within the limits of the study area.

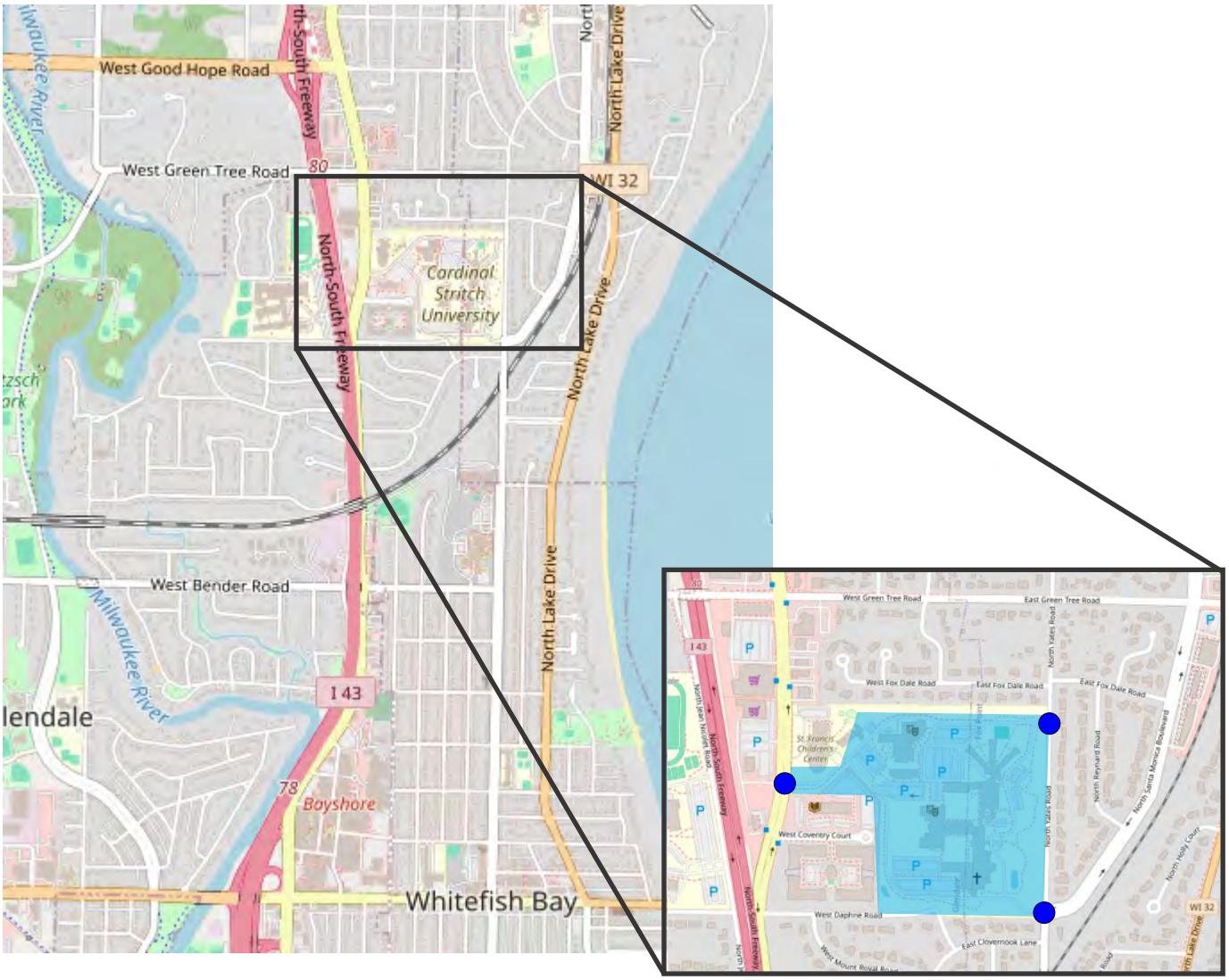
North Access Road is an east-west two-lane undivided private local roadway that provides access to and within the overall campus site. The posted speed limit on the North Access Road is 15-mph. There are currently no WisDOT AADT volumes collected along North Access Road. Sidewalks are provided along only the south side of North Access Road from Port Washington Road to the east for about 450 feet to the roadway's intersection with the South Access Road.

South Access Road is a northwest-southeast two-lane undivided private local roadway that provides access to and within the overall campus site. The posted speed limit on the South Access Road is 15-mph. There are currently no WisDOT AADT volumes collected along South Access Road. Sidewalks are not currently provided along either side of South Access Road within the limits of the study area.

D2. Existing Alternative Modes of Transportation

Pedestrian sidewalks are currently provided along some of the study area corridors as described above. Marked on- and off-street bicycle facilities are not currently provided.

The Milwaukee County Transit System (MCTS) operates Route 68 – Port Washington Road, along Port Washington Road between Capitol Drive and the Brown Deer Road Park n' Ride with 30-minute headways during the weekday morning and afternoon peak periods. Transfers to other bus lines are available along Capitol Drive. Bus stops are located along Port Washington Road at the northwest and southeast corners of the West Coventry Court intersection, which is located one block south of the signalized Port Washington Road intersection with the North Access Road.





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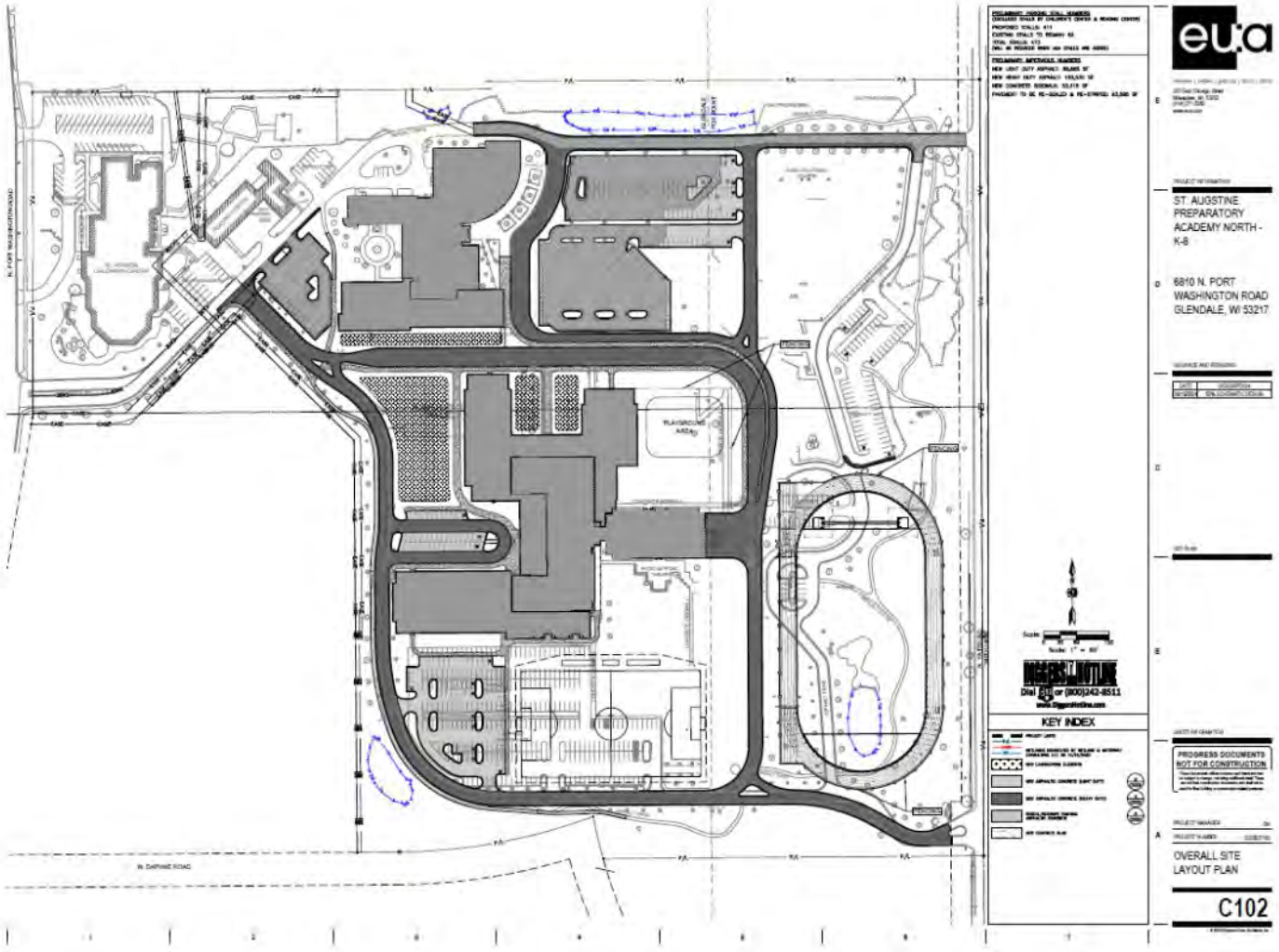
- Study Intersection
- Proposed School Site

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EXHIBIT 2-1
PROJECT LOCATION MAP

MILWAUKEE, WISCONSIN



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EXHIBIT 2-2
PRELIMINARY SITE PLAN

MILWAUKEE, WISCONSIN

CHAPTER III – ANALYSIS OF EXISTING CONDITIONS

PART A – EXISTING PHYSICAL CHARACTERISTICS

Exhibit 3-1 shows the existing transportation detail for the study area intersections. More specifically, the exhibit illustrates intersection lane configurations, intersection traffic controls, posted speed limits, and approximate intersection spacing.

PART B – EXISTING TRAFFIC VOLUMES

The weekday morning school arrival and weekday afternoon school discharge peak hours are expected to drive the improvements needed to adequately accommodate the proposed school, as they represent the highest trip generation for the site. In addition, since school events can attract a high attendance during non-typical school peak hours, a typical weekday evening sporting event and a typical Friday evening theater event were also considered. Therefore, in late November and early December of 2023, TADI conducted weekday morning arrival (6:00 to 9:00 am), weekday afternoon/evening (2:00 to 9:00 pm) and Friday evening (6:00 to 9:00 pm) turning movement traffic counts at the study area intersections. The weekday school day turning movement count hours were chosen to coincide with the expected school bell schedules.

Based on the turning movement counts and the expected staggered bell schedules, the weekday morning and weekday afternoon peak school hours were identified as being 7:15 to 8:15 am and 2:30 to 3:30 pm; respectively. These peak hours coincide with the expected school start and end times for the elementary and high schools of 7:40 to 8:00 am and 2:45 to 3:15 pm; respectively. A separate Wednesday evening sporting event (soccer game) peak hour, identified as 6:00 to 7:00 pm, and a separate Friday evening theater event peak hour, identified as 6:00 to 7:00 pm, were also evaluated as part of the study. Copies of the existing traffic counts and related calculations are included in Appendix A. The Existing (Typical School Day) traffic volumes are shown in Exhibit 3-2A, and the Existing (School Event) traffic volumes are shown in Exhibit 3-2B.

PART C – EXISTING CAPACITY LEVEL OF SERVICE

C1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) *6th Edition*. Intersection operation is defined by "level of service." Level of service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purpose of this study, LOS D was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are as follows:

> **LOS A** is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.
>
> **LOS B** represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.
>
> **LOS C** still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

C2. Existing Traffic Operations

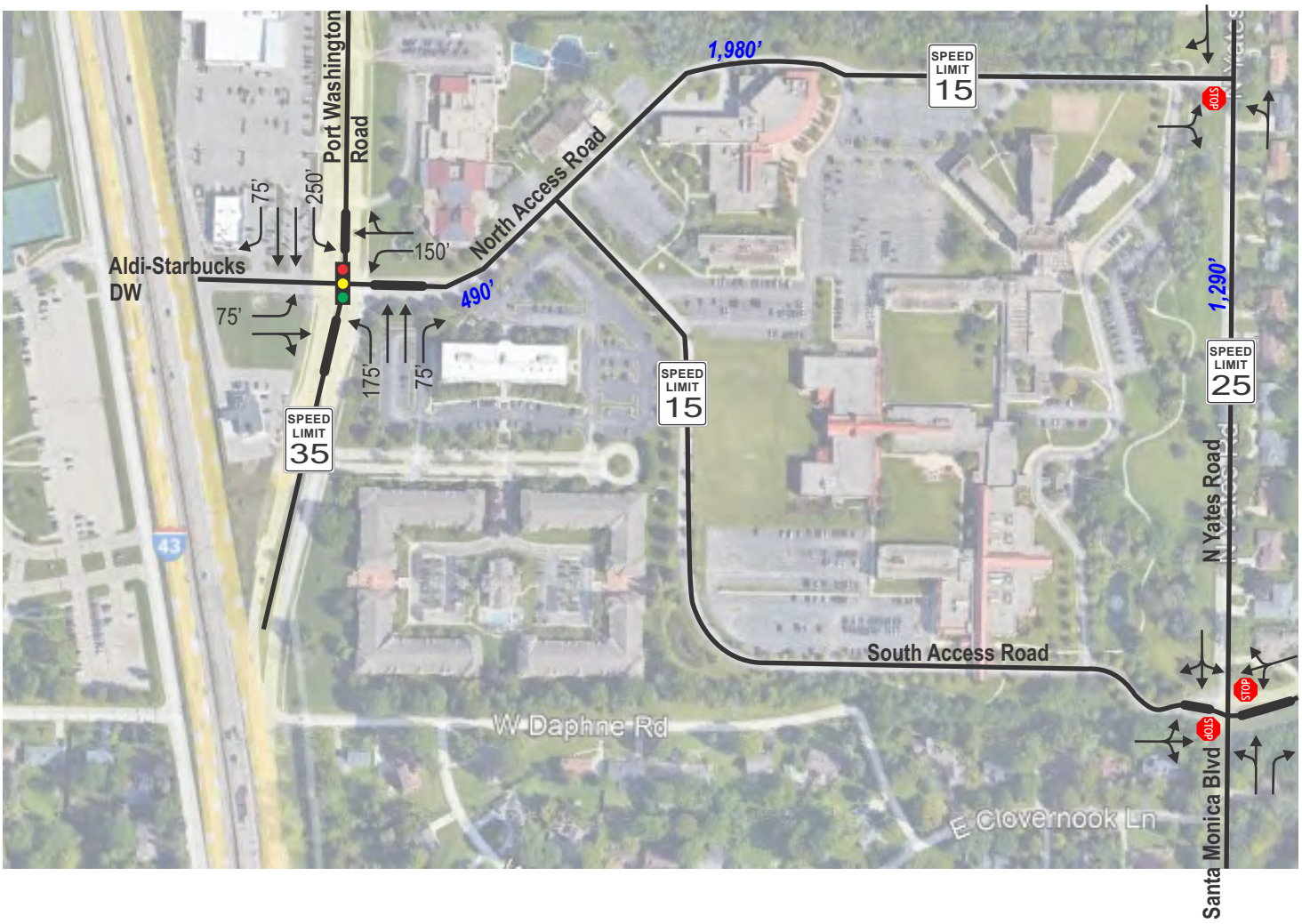
Exhibits 3-3A&B show the Existing traffic peak hour operating conditions at the study area intersections for the typical school day and the typical school event peak hour, respectively. The Existing traffic analysis was conducted using the existing lane configurations shown in Exhibit 3-1 and the Existing traffic volumes shown in Exhibits 3-2A&B.

As shown in Exhibits 3-3A&B, all movements at the study area intersections are currently operating acceptably with LOS B or better conditions during the typical weekday morning arrival, weekday afternoon discharge, Wednesday evening sporting event and Friday evening theater event peak hours.

PART D – SOURCES OF DATA

The following sources of data were obtained for use in conducting this traffic study:

- Turning movement traffic counts – TADI
- Existing transportation detail – TADI
- On-site development information – Augustine Preparatory Academy
- Transit information – Milwaukee County Transit Service via http://www.ridemcts.com



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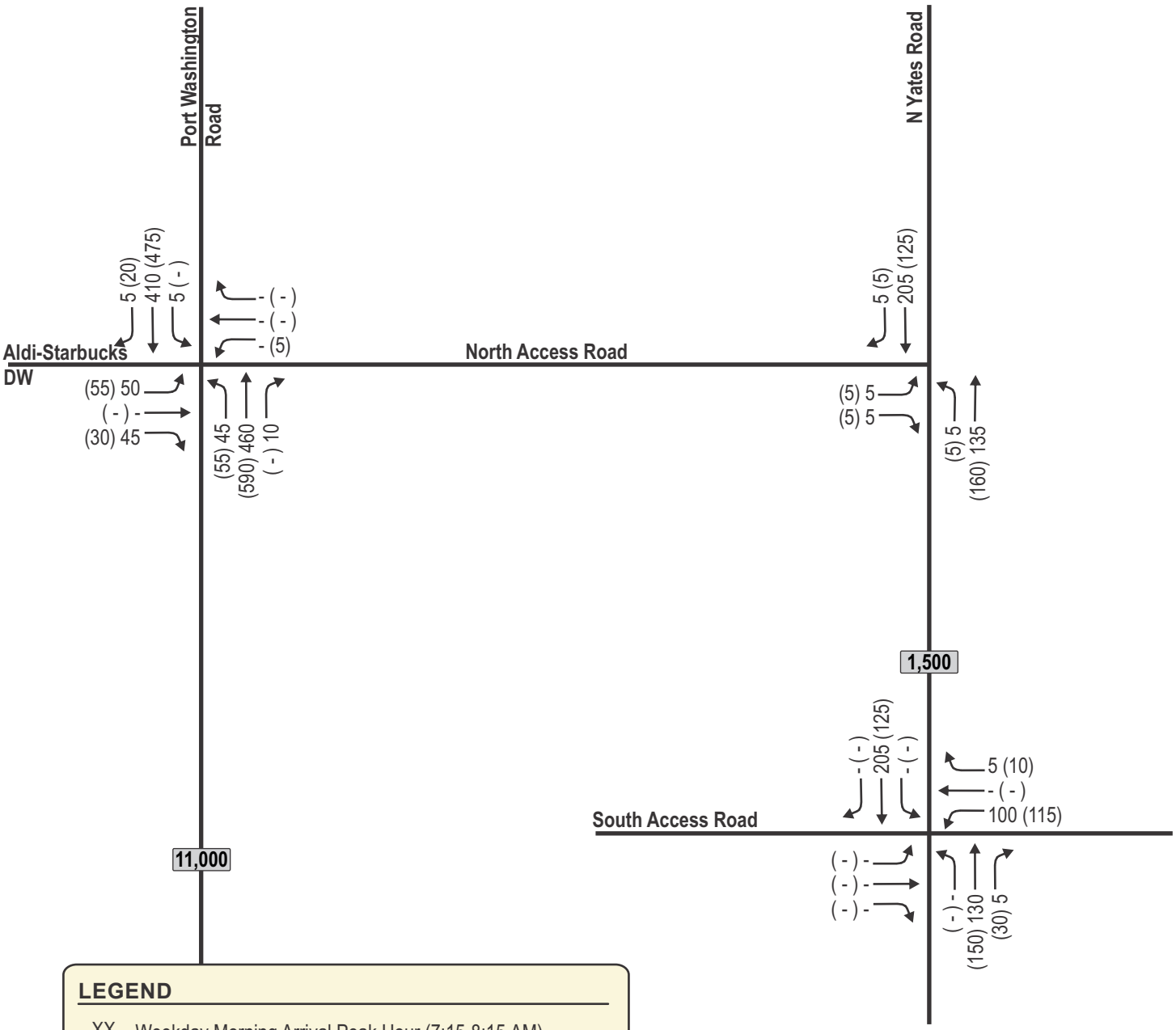
- Traffic Signal Control
- Stop Control
- Existing Lane Configuration
- XX' Existing Storage Length (in Feet)
- *XX'* Distance Between Roadways (in Feet)
- Divided Roadway Median

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EXHIBIT 3-1
EXISTING TRANSPORTATION DETAIL

MILWAUKEE, WISCONSIN



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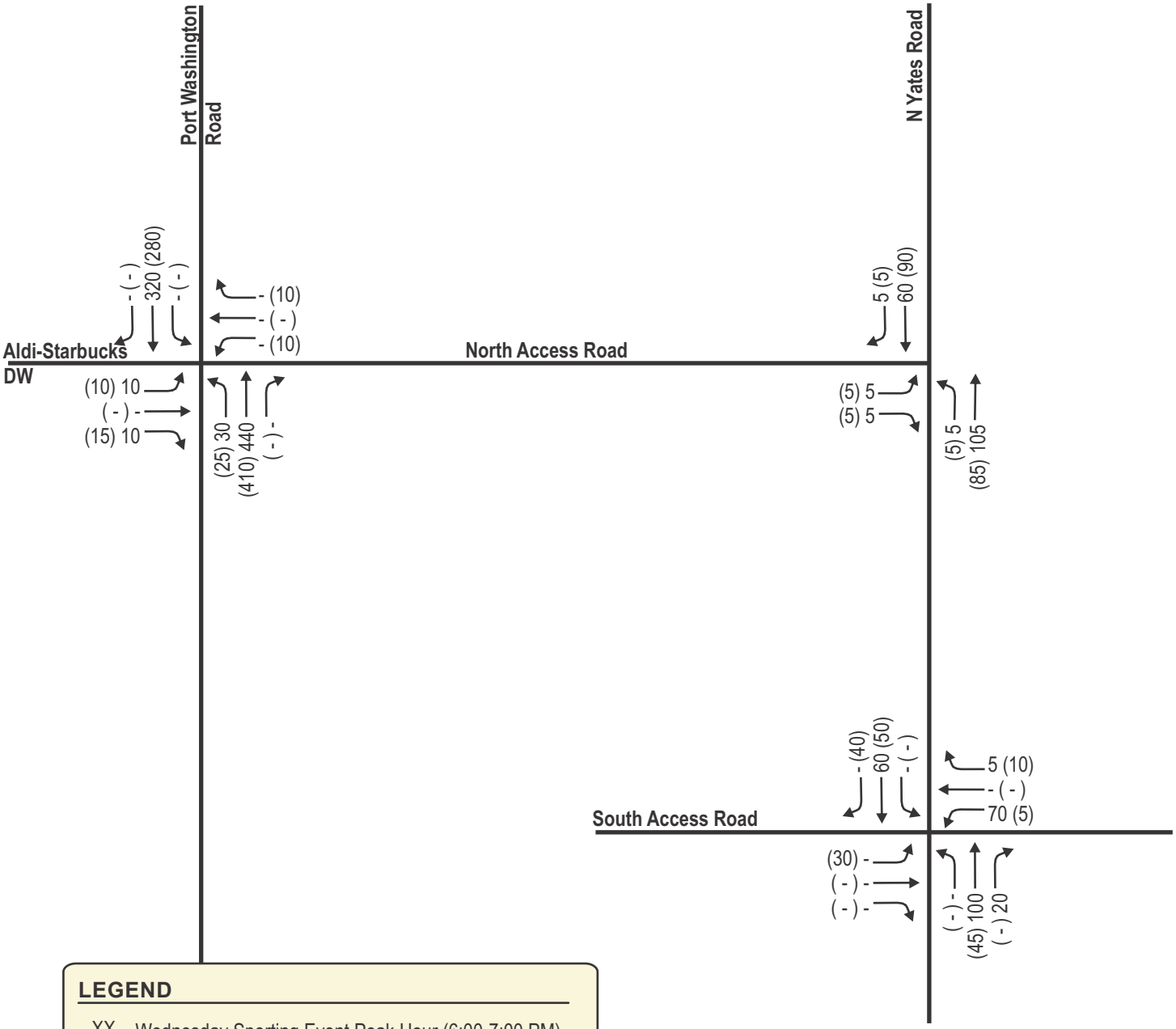
XX	Weekday Morning Arrival Peak Hour (7:15-8:15 AM)
(XX)	Weekday Afternoon Discharge Peak Hour (2:30 PM-3:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)
X,XXX	2019 Annual Average Daily Traffic (AADT)

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EXHIBIT 3-2A
YEAR 2024 EXISTING TRAFFIC VOLUMES
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN



LEGEND

XX	Wednesday Sporting Event Peak Hour (6:00-7:00 PM)
(XX)	Friday Theater Event Peak Hour Volumes (5:30-6:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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EXHIBIT 3-2B
YEAR 2024 EXISTING TRAFFIC VOLUMES
SCHOOL EVENT

MILWAUKEE, WISCONSIN

Table 3-3A
Year 2024 Existing (Typical School Day) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*		*Lanes->*	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
	AM	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	12.3	12.3		12.6	11.7		6.5	7.4	6.0	5.2	4.7	4.0	6.7
		Queue	40'	35'		25'	25'		25'	85'	25'	25'	40'	25'	
	PM	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	12.3	12.0		12.3	11.7		6.3	7.4	5.7	5.2	4.7	3.9	6.6
		Queue	45'	30'		25'	25'		30'	110'	25'	25'	50'	25'	
Node 200: Yates Road & North Access Road *One-Way Stop Control*		*Lanes->*	*1*			-			*1*		-	-	*1*		
	AM	LOS	B			-			A		-	-	*		
		Delay	10.7			-			7.8		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	B			-			A		-	-	*		
		Delay	10.1			-			7.6		-	-	*		
		Queue	25'			-			25'		-	-	*		
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*		*1*	*1*			
	AM	LOS	B			B			A		*	A			
		Delay	11.3			14.2			7.8		*	7.6			
		Queue	25'			25'			25'		*	25'			
	PM	LOS	B			B			A		*	A			
		Delay	10.8			13.3			7.6		*	7.7			
		Queue	25'			30'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Table 3-3B
Year 2024 Existing (School Event) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	Wed	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	13.5	13.6		13.5	13.3		4.2	4.9	4.0	3.4	2.8	2.4	4.3
		Queue	25'	25'		25'	25'		25'	80'	25'	25'	35'	25'	
	Fri	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	13.3	13.5		13.5	13.1		4.3	4.9	4.2	3.5	2.8	2.5	4.5
		Queue	25'	25'		25'	25'		25'	75'	25'	25'	30'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	Wed	LOS	A			-			A		-	-	*		
		Delay	9.3			-			7.4		-	-	*		
		Queue	25'			-			25'		-	-	*		
	Fri	LOS	A			-			A		-	-	*		
		Delay	9.4			-			7.5		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	Wed	LOS	A			B			A		*	A			
		Delay	9.7			10.5			7.4		*	7.5			
		Queue	25'			25'			25'		*	25'			
	Fri	LOS	A			A			A		*	A			
		Delay	9.8			9.0			7.4		*	7.3			
		Queue	25'			25'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

CHAPTER IV – DEVELOPMENT TRAFFIC

PART A – DEVELOPMENT TRAFFIC FORECASTING

To address future traffic impacts along study area roadways and at the intersections adjacent to the development, it is necessary to identify the hourly and daily volume of traffic generated by the development. The expected traffic volumes generated by the Augustine Preparatory Academy are based on the type and size of the proposed land use and on daily trip rates as published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. The ITE land use type "Private School K-12" was utilized for this study.

Augustine Preparatory Academy is proposing to provide academics for K4-12th grade with the initial student population of 317 students made up of about 217 elementary (K4 through 6th grade) students and 100 high school (9th grade) students. Under future projected capacity, the school could provide for 1,020 students (projected at 334 elementary students, 275 middle school students and 411 high school students). Based on estimates provided by school administration:

- School doors open at 7:20am with staggered class starting times of 7:40am and 8:00am for the middle/high school and elementary school classes, respectively.
- School dismissal is also staggered with end times ranging between 2:45pm and 3:15pm.
- After school programs are expected to be provided.
- The campus is expected to draw from the greater Milwaukee area; however, with an existing south campus located near South 6th Street and West Harrison Avenue, the majority of the school population is expected to draw from the northern Milwaukee area.

Since school events can attract a high attendance during the non-typical school peak hours, a typical weekday evening sporting event and a typical Friday evening theater event were also considered. For the sporting event a typical soccer game is expected to draw about 200 spectators on a typical Wednesday evening. However, to provide for a high attendance event, a maximum 400 spectators were utilized in the study. For the theater event, a typical Friday night event is expected to draw about 200 spectators.

A1. Trip Generation & Distribution

The trip generation and distribution for the Augustine Preparatory Academy typical weekday school day is shown in Exhibit 4-3A and the trip generation and distribution for the special events is shown in Exhibit 4-3B. The trip distribution for the proposed school, which is listed below, and shown graphically in Exhibit 4-4A, was determined based on the location of surrounding populated areas as well as the site's proximity to IH-43. Due to the site's proximity to the City of Milwaukee's transportation grid and to IH-43, a high percentage of traffic to/from the site is expected via the Port Washington Road signalized intersection with the North Access Road. In addition, with much of the anticipated school population expected from the northern neighborhoods within the City of Milwaukee, a large portion of the new traffic is expected to utilize the IH-43 ramps at Good Hope Road, located about ½-mile north of the site, as a route to the site.

- 80-percent to/from the north on Port Washington Road
- 14-percent to/from the south on Port Washington Road
- 2-percent to/from the north on Yates Road

- 4-percent to/from the south on Santa Monica Boulevard

As shown in Exhibit 4-3A, on a typical weekday (24-hour period) with school in session, the Augustine Preparatory Academy (assuming maximum projected capacity) is expected to generate approximately 2,530 new vehicle trips (1,265 in/1,265 out) under the projected full build out.

Based on the assumptions above, the Augustine Preparatory Academy is expected to generate about 815 vehicular trips (515 in/300 out) during the weekday morning arrival peak hour and 545 vehicular trips (225 in/320 out) during the weekday afternoon dismissal peak hour under Full Build (maximum capacity) conditions. Note that the ITE trip generation volumes do take into account teacher and staff trips.

For the identified typical school event at the proposed facility, the Augustine Preparatory Academy is expected to generate about 340 vehicular trips (250 in/90 out) during the Wednesday sporting event peak hour and 145 vehicular trips (125 in/20 out) during the Friday theater event peak hour under typical event peak hour conditions.

As previously stated, a high percentage of traffic to/from the site is expected via the Port Washington Road signalized intersection with the North Access Road. Since the Augustine Preparatory Academy campus provides for K4 through 12th grade students and the proposed campus is expected to house K4 through 8th grade in the southern building and 9th grade through 12th grade in the north building, the drop-off/pick-up lanes for the two areas are designed to separate the traffic flow via a north/south internal driveway off of the South Access Road where the driveway splits near its north end to accommodate each of the separate school drop-off/pick-up areas. Exhibit 4-4B shows the anticipated traffic routes for the drop-off/pick-up areas for the two school buildings.

A2. Mode Split

The trip generation above provides estimates of vehicular traffic based on the assumptions provided by the Augustine Preparatory Academy as well as the ITE trip generation rates for the private school land use. It is noted that other than the MCTS bus route along Port Washington Road, no other private busing is expected to be provided for the school.

A3. Determination of Linked and Pass-by Trip Traffic

Linked trips occur when a patron or employee visits more than one land use within a site without leaving the site. Since the school is the only use on-site, no linked trips are expected.

Pass-by trips occur when motorists on the adjacent roadway system stop off at a development prior to continuing on their intended route. For example, a motorist southbound on Port Washington Road stops at Augustine Preparatory Academy prior to continuing southbound on Port Washington Road. Due to the proposed land use, no pass-by trips were assumed as part of this study.

A4. Trip Assignment

New trips expected to be generated by Augustine Preparatory Academy were assigned based on the trip distribution shown in tabular format in Exhibits 4-3A and 4-3B and graphically in Exhibit 4-4A. As shown in the tables at the bottom of the two trip generation exhibits, new trips were assigned and broken out for the typical school day and for the typical school events. The Augustine Preparatory Academy new trips under full build out are shown in Exhibits 4-5A and 4-5B, respectively.

PART B – DETERMINATION OF BUILD TRAFFIC

B1. Full Build Traffic –Typical School Day

Full Build (Typical School Day) traffic volumes assume the full build-out of the Augustine Preparatory Academy. Full Build traffic volumes were determined by adding the Existing (Typical School Day) traffic volumes (Exhibit 3-2A) to the Augustine Preparatory Academy campus new trips (Exhibit 4-5A). The Full Build (Typical School Day) traffic volumes are shown in Exhibit 4-11A.

B2. Full Build Traffic – School Event

Full Build (School Event) traffic volumes assume the full build-out of the Augustine Preparatory Academy. Full Build traffic volumes were determined by adding the Existing (School Event) traffic volumes (Exhibit 3-2B) to the Augustine Preparatory Academy campus new trips (Exhibit 4-5B). The Full Build (School Event) traffic volumes are shown in Exhibit 4-11B.

Exhibit 4-3A
Augustine Preparatory Academy Full Build (Typical School Day) Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Private School (K-12): K-8 students	532	609 Students	1,510 (2.48)	305 (63%)	180 (37%)	485 (0.80)	135 (42%)	190 (58%)	325 (0.53)
Private School (K-12): 9-12 students	532	411 Students	1,020 (2.48)	210 (63%)	120 (37%)	330 (0.80)	90 (42%)	130 (58%)	220 (0.53)
Total New Trips			**2,530**	**515**	**300**	**815**	**225**	**320**	**545**

[1] *ITE Trip Rates (X.XX) for student populations are from the ITE Trip Generation Manual, 11th Edition. Peak hour of generator used for calculations. Peak hour of generator used instead of peak hour of adjacent street traffic due to proposed land use.*

TRIP DISTRIBUTION (New Trips)

North on Port Washington Road	80%	2025	410	240	180	255	
South on Port Washington Road	14%	355	75	45	30	45	
North on Yates Road	2%	50	10	5	5	5	
South on Yates Road	4%	100	20	10	10	15	
	100%	***2530***	***515***	***300***	***225***	***320***	

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EXHIBIT 4-3A
AUGUSTINE PREPARATORY ACADEMY FULL BUILD
TRIP GENERATION & DISTRIBUTION TABLES
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN

Exhibit 4-3B
Augustine Preparatory Academy Full Build (School Event) Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	Sport Event Peak Hour			Theater Peak Hour		
				In	Out	Total	In	Out	Total
Wednesday night Soccer game[2]	TADI	400 Capacity		250	90	340			
Friday night theater event[3]	TADI	200 Attendance					125	20	145
Total New Trips				**250**	**90**	**340**	**125**	**20**	**145**

[2] *Wed evening soccer game assumes high attended event (400), even though typical expected to be 200 atteendees, 1.6 pp/car, start time expected at 7:00 pm with JV ending around 6:30. Assumed 30% of entering traffic will exit between JV and Varisty events.*

[3] *Friday evening theater event assumes 200 typical attendance, 1.6 pp/car, event start at 7:00, Peak hour used was 6:00-7:00 due to higher adjacent traffic during this peak hour instead of lower volume adjacent street exiting traffic. Assume 15% drop offs for exiting traffic.*

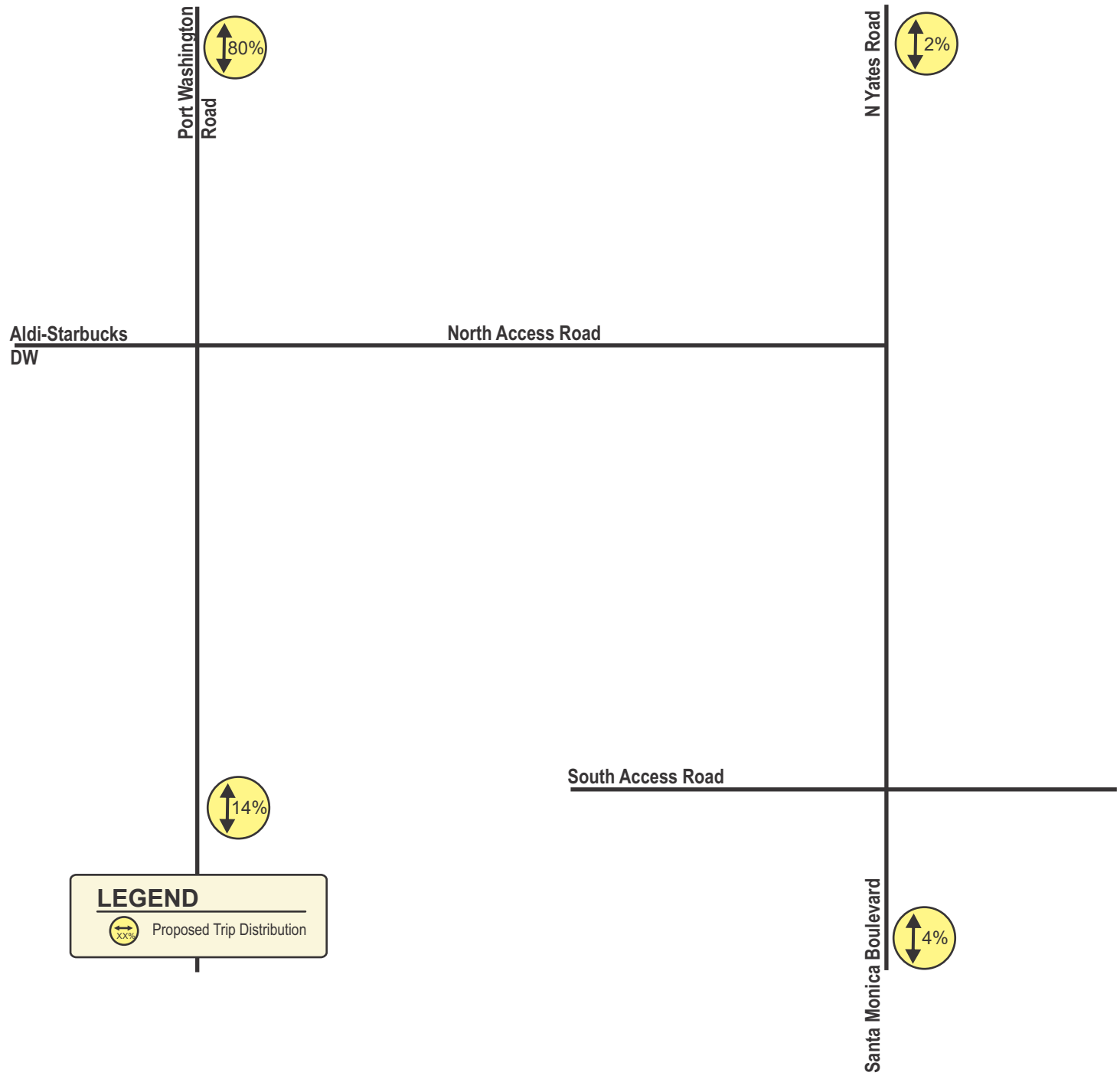
TRIP DISTRIBUTION (New Trips)

North on Port Washington Road	80%	200	70		100	15
South on Port Washington Road	14%	35	15		20	5
North on Yates Road	2%	5	0		5	0
South on Yates Road	4%	10	5		0	0
	100%	***250***	***90***		***125***	***20***

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EXHIBIT 4-3B
AUGUSTINE PREPARATORY ACADEMY FULL BUILD
TRIP GENERATION & DISTRIBUTION TABLES
SCHOOL EVENT

MILWAUKEE, WISCONSIN

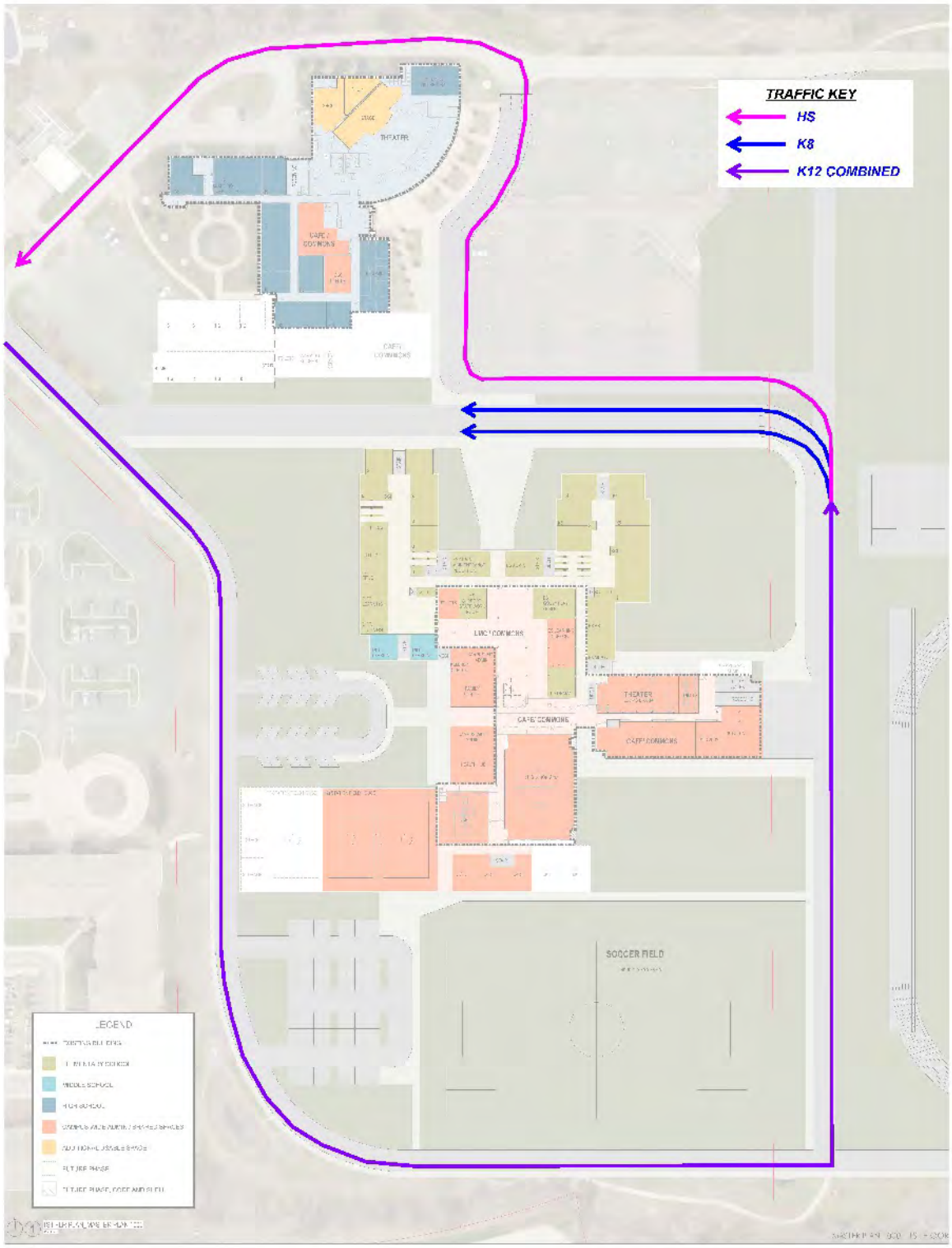


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N
NOT TO SCALE

EXHIBIT 4-4A
TRIP DISTRIBUTION

MILWAUKEE, WISCONSIN

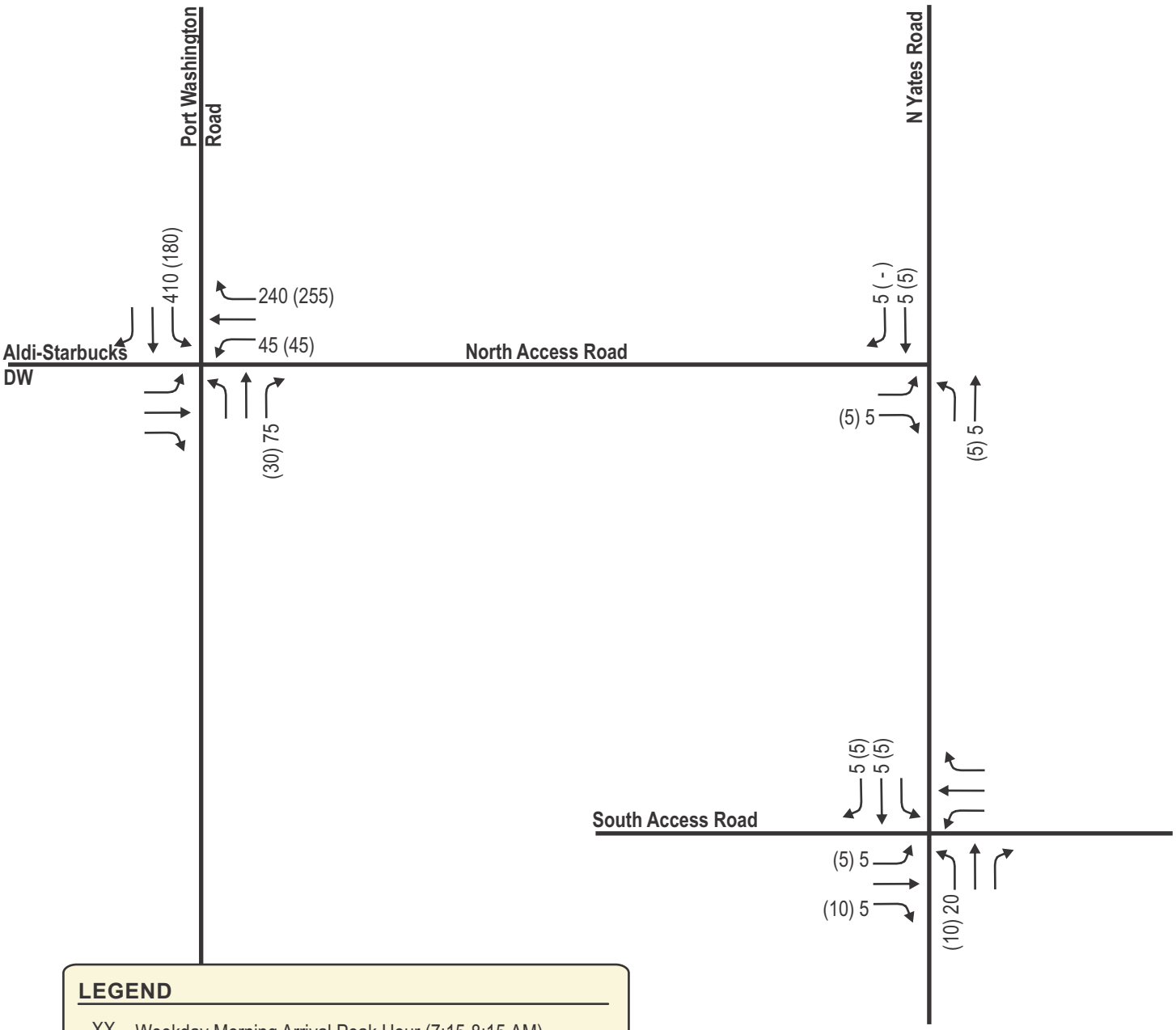


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EXHIBIT 4-4B
DROP-OFF/PICK-UP ROUTES

MILWAUKEE, WISCONSIN



LEGEND

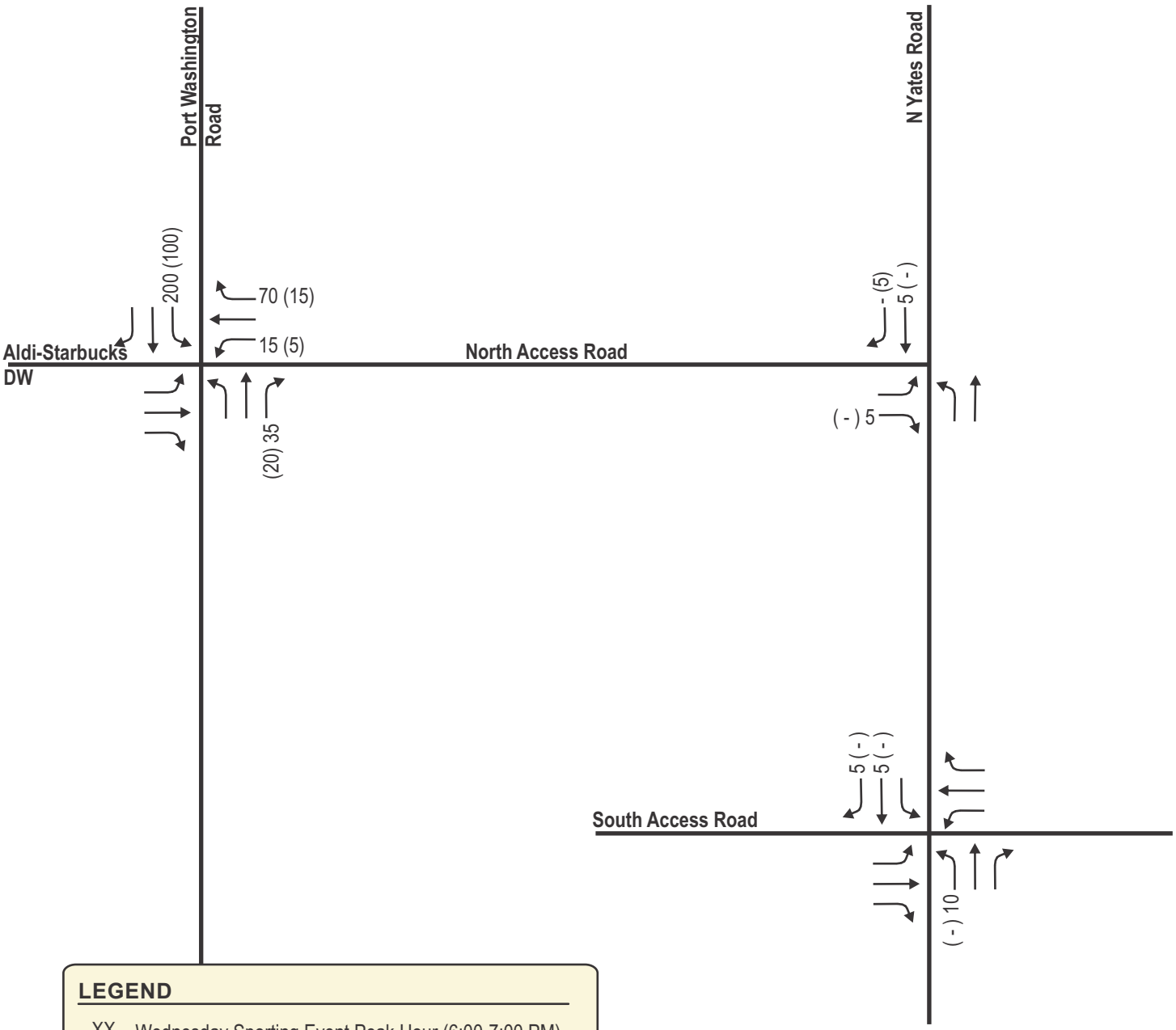
XX	Weekday Morning Arrival Peak Hour (7:15-8:15 AM)
(XX)	Weekday Afternoon Discharge Peak Hour (2:30 PM-3:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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N
NOT TO SCALE

EXHIBIT 4-5A
NEW TRIPS
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN



LEGEND

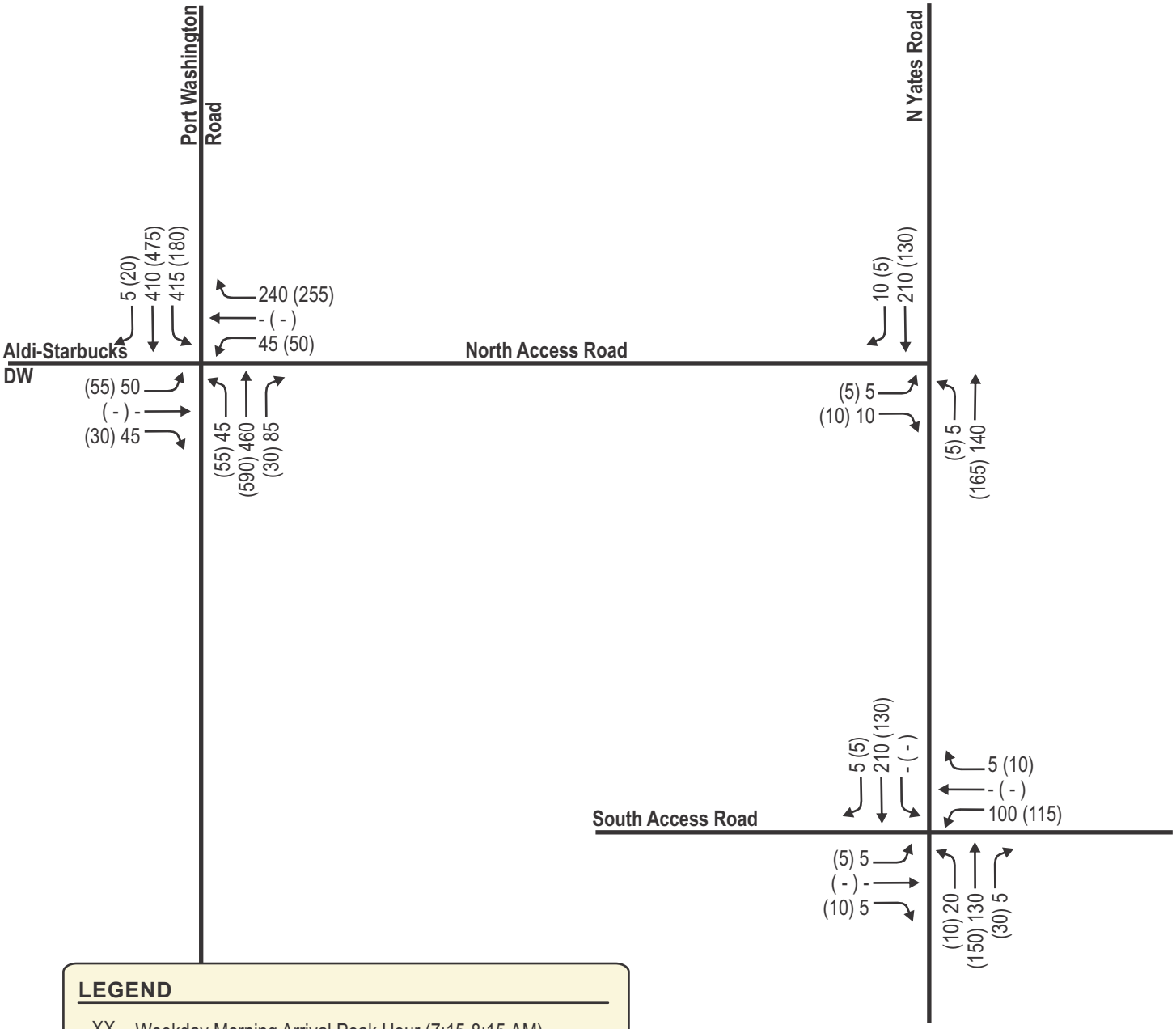
XX	Wednesday Sporting Event Peak Hour (6:00-7:00 PM)
(XX)	Friday Theater Event Peak Hour Volumes (5:30-6:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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N
NOT TO SCALE

EXHIBIT 4-5B
NEW TRIPS
SCHOOL EVENT

MILWAUKEE, WISCONSIN



LEGEND

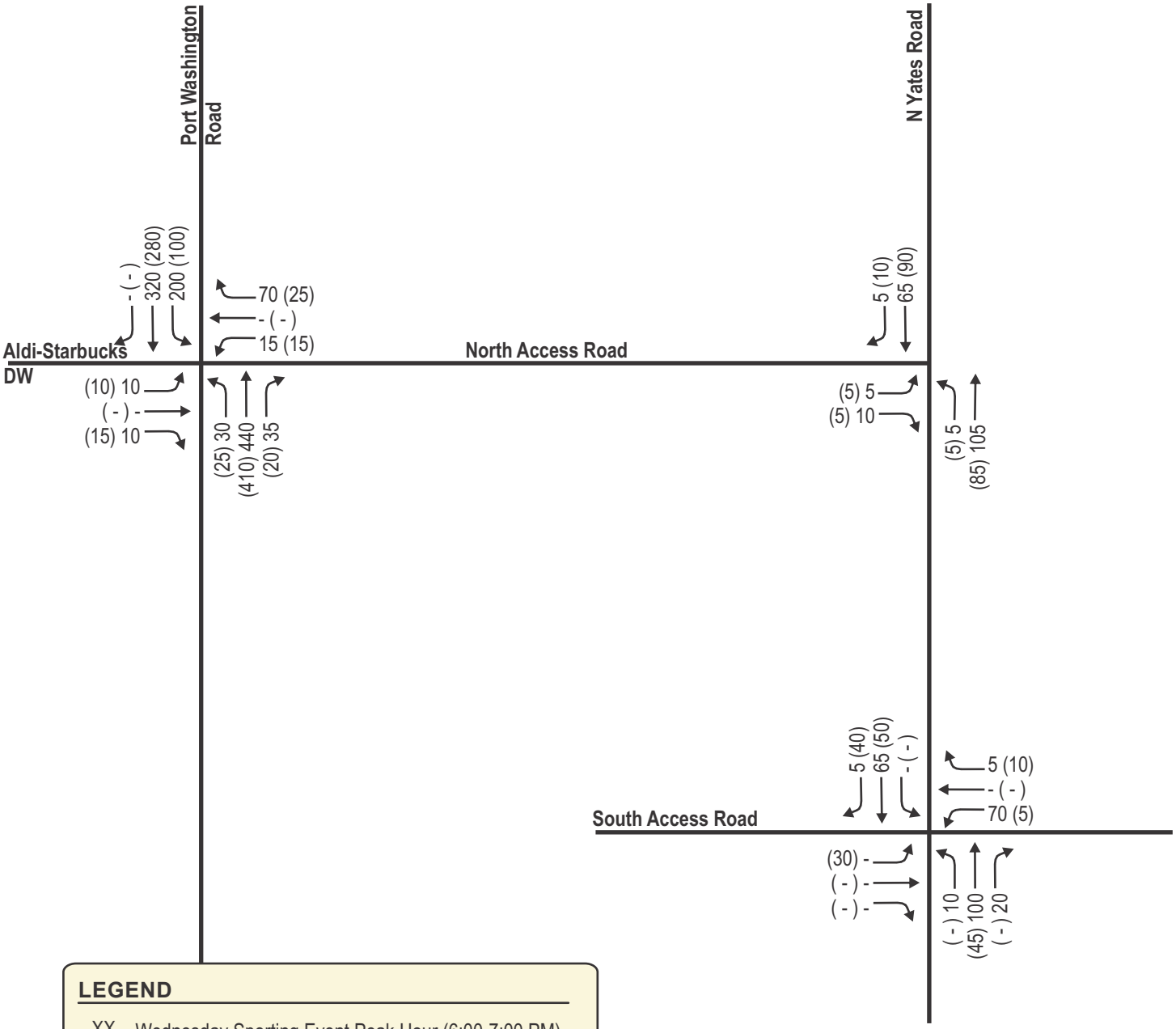
XX	Weekday Morning Arrival Peak Hour (7:15-8:15 AM)
(XX)	Weekday Afternoon Discharge Peak Hour (2:30 PM-3:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.
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N
NOT TO SCALE

EXHIBIT 4-11A
FULL BUILD TRAFFIC VOLUMES
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN



LEGEND

XX	Wednesday Sporting Event Peak Hour (6:00-7:00 PM)
(XX)	Friday Theater Event Peak Hour Volumes (5:30-6:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

TRAFFIC ANALYSIS & DESIGN, INC.
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N
NOT TO SCALE

EXHIBIT 4-11B
FULL BUILD TRAFFIC VOLUMES
SCHOOL EVENT

MILWAUKEE, WISCONSIN

CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS

PART A – FUTURE CAPACITY LEVEL OF SERVICE

A1. Full Build Traffic Operating Conditions – Typical School Day

Exhibit 5-1A shows the Full Build (Typical School Day) traffic peak hour operating conditions at the study area intersections without modifications.

Based on the analysis, the study area intersections are expected to continue to operate acceptably at LOS C or better conditions during the typical weekday morning arrival and weekday afternoon discharge peak hours under Full Build (Typical School Day) traffic peak hour operating conditions noting that even though the delays are expected to be acceptable for all movements, the queue lengths for the southbound left-turn movement at the Port Washington Road intersection with the North Access Road are expected to be relatively long during the typical weekday morning arrival peak hour.

A2. Full Build Traffic Operating Conditions – School Event

Exhibit 5-1B shows the Full Build (School Event) traffic peak hour operating conditions at the study area intersections without modifications.

Based on the analysis, the study area intersections are expected to continue to operate acceptably at LOS B or better conditions during the typical Wednesday evening sporting event and Friday evening theater event peak hours under Full Build (School Event) traffic peak hour operating conditions.

A3. Full Build Traffic Operating Conditions – *With Recommended Modifications*

To accommodate the longer queueing expected during the typical weekday school day, modifications to accommodate the Full Build traffic volumes are summarized in *Chapter VI – Recommendations and Conclusion*. As shown in Exhibit 5-2A and 5-2B, with the recommended modifications, all movements are expected to operate at LOS C or better conditions during the typical weekday morning arrival, weekday afternoon discharge, Wednesday evening sporting event and Friday evening theater event peak hours.

PART B – QUEUEING ANALYSIS

To estimate storage length requirements for turn bays at the study area intersections with modifications, a queuing analysis has been conducted. Note that the 50th percentile and 95th percentile probable queue lengths were used for the design of turn bays at traffic signal and stop sign-controlled intersections. The following is a list of where the results of the queuing analysis can be found.

- Existing (Typical School Day) Traffic – Exhibit 3-3A
- Existing (School Event) Traffic – Exhibit 3-3B
- Full Build (Typical School Day) Traffic – Exhibit 5-2A
- Full Build (School Event) Traffic – Exhibit 5-2B

PART C – DROP-OFF/PICK-UP OPERATION

A constraining factor, which cannot be accounted for in the typical intersection analysis, is on-site traffic flow patterns and management of vehicles within the overall campus during a condensed "surge" time frames, specifically during the weekday morning drop-off peak period and the weekday afternoon discharge peak period. These surge periods can last anywhere from

15- to 30-minutes. The best way to alleviate safety issues during these time periods is to provide adequate stacking space for parents to queue while waiting to drop-off or pick-up their children. For most schools, the morning drop-off peak period typically operates more fluidly than the afternoon pick-up time period since the drop-off occurs over a longer time period. However, because many parents arrive well before the final school bell (for some schools up to 45 minutes prior to the bell) during the afternoon pick-up peak period, providing adequate storage is essential during this peak period.

Based on the trip generation calculations completed for this study, about 135 elementary school parent vehicles and about 90 high school parent vehicles are expected to arrive and queue up during the weekday afternoon discharge peak period. Based on other school studies completed, it is expected that around 50-percent of those vehicles are expected to arrive at the end of the day prior to the school bell during a typical weekday dismissal peak period which equates to about 70 elementary school parent vehicles and about 45 high school parent vehicles. Based on the site plan, the elementary school lanes can accommodate about 110 vehicles utilizing two of the three lanes near the front doors and queueing back to the end of the north/south driveway at the driveway's intersection with the South Access Road. In addition, the high school lanes can accommodate about 90 vehicles utilizing two of the three lanes near the front doors and queueing back to the end of the north/south driveway at the driveway's intersection with the South Access Road. For both the elementary school and the high school, the provided queueing distance is expected to accommodate the anticipated queueing distances needed for the discharge peak period. Even if 75-percent of the parents arrived before the discharge bells, there is adequate queueing distance expected to accommodate the anticipated queueing. If 100-percent arrive prior to bell discharge, queueing is still expected to be accommodated within the overall site along the South Access Road without any spillback onto any of the adjacent corridors adjacent to the school.

In order to provide for optimal operations during school arrival and discharge peak periods, the following measures are recommended:

- Sign and enforce (with a dedicated staff person during peak morning and afternoon periods) a no stopping or waiting requirement in the queue lanes of the drop-off/pick-up lanes at each of the new school front doors during school arrival and dismissal periods. Vehicles would be required to drop-off or pick-up students and continue driving through the zone. This recommendation is made to encourage turnover in the drop-off/pick-up zone.
- Utilize the pick-up program "pikmykid" (or similar) which allows parents to announce that they've arrived and are ready to pick up their elementary student and allows teachers to dismiss the students in a timely manner.

Table 5-1A
Full Build (Typical School Day) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	AM	LOS	C	B		B	B		B	B	B	B	A	A	B
		Delay	24.7	15.7		17.0	19.6		16.4	19.0	16.1	15.0	6.6	5.6	15.1
		Queue	50'	40'		40'	185'		45'	155'	45'	#260'	85'	25'	
	PM	LOS	C	B		B	B		B	B	B	A	A	A	B
		Delay	21.5	13.2		14.2	16.9		12.7	15.1	11.8	8.9	6.9	5.8	12.4
		Queue	50'	30'		45'	185'		50'	190'	25'	80'	95'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	AM	LOS	B			-			A		-	-	*		
		Delay	10.5			-			7.9		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	A			-			A		-	-	*		
		Delay	9.9			-			7.6		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	AM	LOS	B			C			A		*	A			
		Delay	11.6			15.8			7.9		*	7.6			
		Queue	25'			30'			25'		*	25'			
	PM	LOS	B			B			A		*	A			
		Delay	10.3			14.2			7.6		*	7.7			
		Queue	25'			30'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Table 5-1B
Full Build (School Event) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	Wed	LOS	B	B		B	B		A	B	A	A	A	A	A
		Delay	16.4	14.5		14.8	15.5		9.6	11.1	9.4	6.0	4.3	3.7	8.6
		Queue	25'	25'		25'	50'		25'	85'	25'	45'	35'	25'	
	Fri	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	15.1	14.6		14.9	14.7		7.8	8.9	7.6	4.6	3.5	3.2	7.1
		Queue	25'	25'		25'	25'		25'	75'	25'	25'	30'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	Wed	LOS	A			-			A		-	-	*		
		Delay	9.2			-			7.4		-	-	*		
		Queue	25'			-			25'		-	-	*		
	Fri	LOS	A			-			A		-	-	*		
		Delay	9.4			-			7.5		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	Wed	LOS	A			B			A		*	A			
		Delay	9.9			10.9			7.4		*	7.5			
		Queue	25'			25'			25'		*	25'			
	Fri	LOS	A			A			A		*	A			
		Delay	9.8			9.0			7.4		*	7.3			
		Queue	25'			25'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Table 5-2A
Full Build (Typical School Day) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	AM	LOS	C	B		B	B		B	B	B	B	A	A	B
		Delay	24.9	15.8		17.1	19.7		16.5	19.1	16.1	11.8	6.6	5.6	14.4
		Queue	50'	45'		45'	200'		50'	165'	50'	190'	70'	25'	
	PM	LOS	C	B		B	B		B	B	B	A	A	A	B
		Delay	21.5	13.2		14.2	16.9		12.7	15.1	11.8	8.9	6.9	5.8	12.4
		Queue	50'	30'		45'	185'		50'	190'	25'	80'	95'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	AM	LOS	B			-			A		-	-	*		
		Delay	10.5			-			7.9		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	A			-			A		-	-	*		
		Delay	9.9			-			7.6		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	AM	LOS	B			C			A		*	A			
		Delay	11.6			15.8			7.9		*	7.6			
		Queue	25'			30'			25'		*	25'			
	PM	LOS	B			B			A		*	A			
		Delay	10.3			14.2			7.6		*	7.7			
		Queue	25'			30'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

Table 5-2B
Full Build (School Event) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	Wed	LOS	B	B		B	B		A	B	A	A	A	A	A
		Delay	16.4	14.5		14.8	15.5		9.6	11.1	9.4	6.0	4.3	3.7	8.6
		Queue	25'	25'		25'	50'		25'	85'	25'	45'	35'	25'	
	Fri	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	15.1	14.6		14.9	14.7		7.8	8.9	7.6	4.6	3.5	3.2	7.1
		Queue	25'	25'		25'	25'		25'	75'	25'	25'	30'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	Wed	LOS	A			-			A		-	-	*		
		Delay	9.2			-			7.4		-	-	*		
		Queue	25'			-			25'		-	-	*		
	Fri	LOS	A			-			A		-	-	*		
		Delay	9.4			-			7.5		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	Wed	LOS	A			B			A		*	A			
		Delay	9.9			10.9			7.4		*	7.5			
		Queue	25'			25'			25'		*	25'			
	Fri	LOS	A			A			A		*	A			
		Delay	9.8			9.0			7.4		*	7.3			
		Queue	25'			25'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

CHAPTER VI – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDATIONS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) *6th Edition*. Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are included for the Existing and Full Build traffic conditions and have been shown for the following two scenarios:

- "Existing Traffic" – These modifications are expected to be necessary to accommodate the Existing traffic volumes under current conditions, without the proposed school.
- "Full Build Traffic" – These modifications are expected to be necessary to accommodate the Full Build traffic volumes, which includes the full build-out of the Augustine Preparatory Academy.

The analysis was conducted using existing intersection geometrics and traffic control. The following modifications, as shown in Exhibit 1-3, are recommended to accommodate the Existing and Full Build traffic volumes. *Modifications are for jurisdictional consideration and are not legally binding. The City of Glendale and Village of Fox Point reserves the right to determine alternative solutions.*

General

- *Full Build Traffic:*
    - Sign and enforce (with a dedicated staff person during peak morning and afternoon periods) a no stopping or waiting requirement in the queue lanes of the drop-off/pick-up lanes at each of the new school front doors during school arrival and dismissal periods. Vehicles would be required to drop-off or pick-up students and continue driving through the zone. This recommendation is made to encourage turnover in the drop-off/pick-up zone.
    - Utilize the pick-up program "pikmykid" (or similar) which allows parents to announce that they've arrived and are ready to pick up their elementary student and allows teachers to dismiss the students in a timely manner.

Node 100: Port Washington Road intersection with North Access Road

- *Existing Traffic:* No modifications.
- *Full Build Traffic:*
    - Close the median opening, located within the limits of the southbound left-turn lane. The existing left-turn movements using this median opening will be required to U-turn at the signalized intersection to access the existing driveway to the business located in the northeast quadrant of the intersection.
    - Update traffic signal timings.

Node 200: North Yates Road intersection with North Access Road

- *Existing Traffic:* No modifications.
- *Full Build Traffic:* No modifications.

Node 300: North Yates Road intersection with South Access Road/Santa Monica Blvd.

- *Existing Traffic:* No modifications.
- *Full Build Traffic:* No modifications.

All intersections are expected to operate acceptably with the proposed build out of the Augustine Preparatory Academy campus with the recommended modifications. Without the recommended modifications, longer queues are expected for the southbound left-turn movements and the eastbound right-turn movements at the signalized Port Washington Road intersection with the North Access Road. To alleviate the expected longer delays and queue lengths, signal timing modifications as listed above are recommended at the intersection. With the modifications, all movements are expected to operate safely with moderate queue lengths.

A constraining factor, which cannot be accounted for in the typical intersection analysis, is on-site traffic flow patterns and management of vehicles within the overall campus during the typical school day condensed "surge" time frames, specifically during the weekday morning school drop-off peak period and the weekday afternoon school discharge peak period. These surge periods can last anywhere from 15- to 30-minutes. The best way to alleviate safety issues during these time periods is to provide adequate stacking space for parents to queue while waiting to drop-off or pick-up their children. Based on the trip generation calculations completed for this study, the weekday morning peak period is expected to accommodate the school arrival drop-off peak period. In addition, with a staggered school discharge schedule, utilizing two of the three lanes near the front doors of both schools and queueing back to and near the end of the internal north/south driveway at the driveway's intersection with the South Access Road, the provided queueing distance is expected to accommodate the anticipated queueing distances needed for the discharge peak period under full capacity conditions for both schools. Even if all parents arrive prior to bell discharge, queueing is still expected to be accommodated within the overall site, with a small number of cars possibly spilling onto the South Access Road; however, no spillback onto any of the adjacent corridors adjacent to the school is expected.

PART B – CONCLUSION

Traffic estimates and impacts for schools are amongst the most difficult to estimate for traffic engineers, as most schools have operations and arrival/departure behaviors that are unique. The recommendations provided in this study maximize the use of on-site and off-site measures in an effort to maximize safety and efficiency while minimizing impacts to the livability of surrounding neighborhoods.

Appendix A
Traffic

Existing Turning Movement Counts

Saturation Flow Rate Calculations

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Base Information, Observed (10) Hour and Estimated (24) Hour Volume Summaries

Major St: **Port Washington Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Port Washington Road & Cardinal Stritch DW*** **IX_ID:**

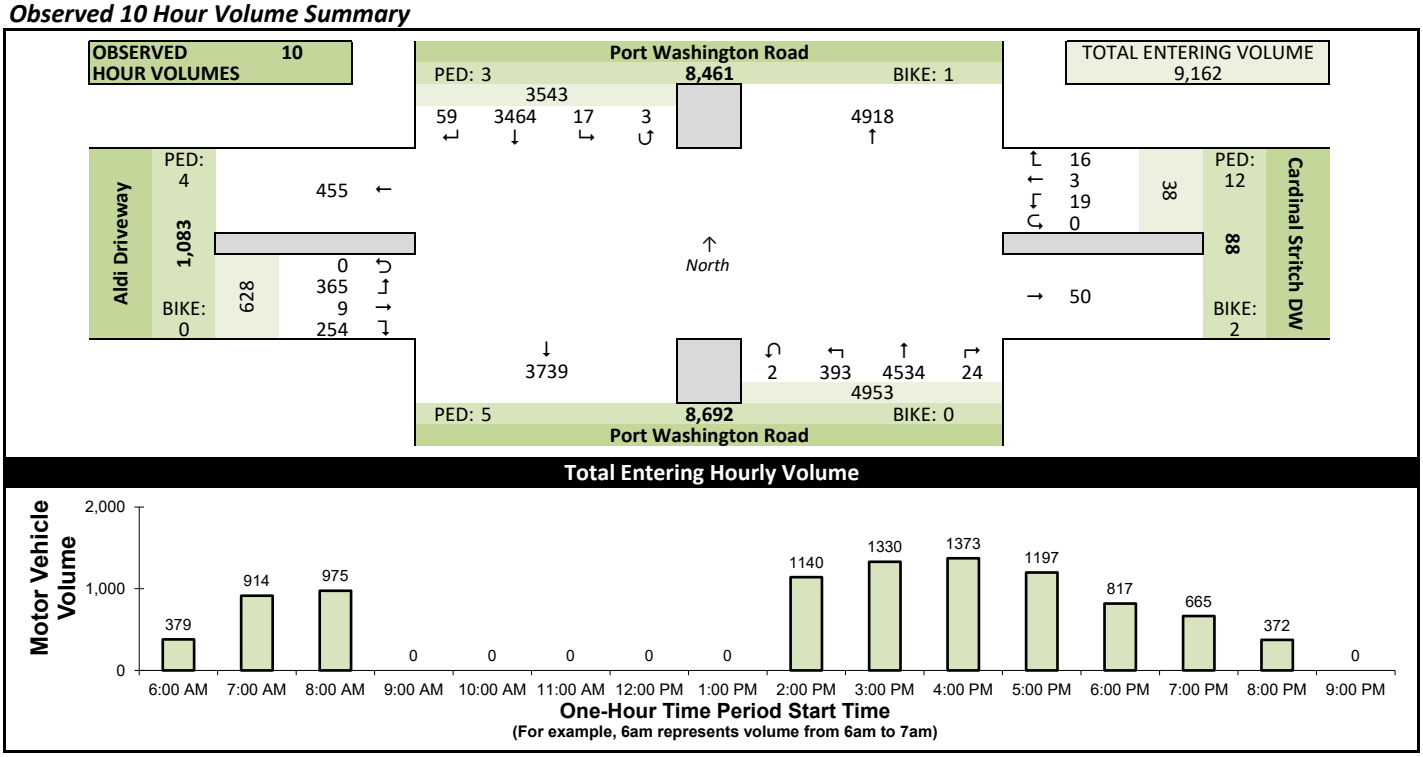
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Port Washington Road		
East Leg	Cardinal Stritch DW		
South Leg	Port Washington Road		
West Leg	Aldi Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

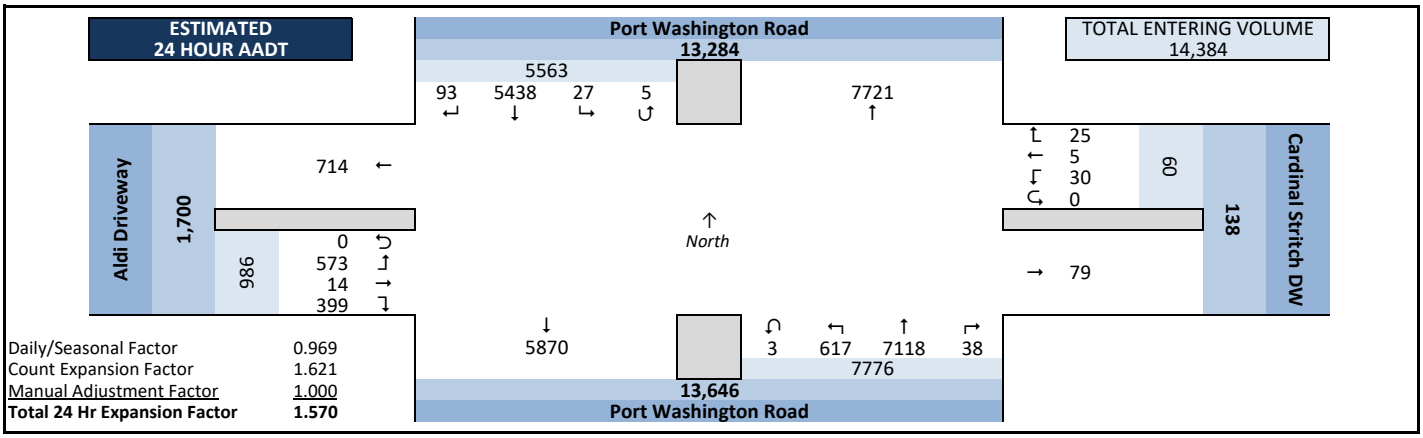
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 02:00 PM-09:00 PM				
1st Day of Count	Wednesday, November 29, 2023			Weather	
AM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Midday Peak Period	Thursday, November 30, 2023			Clear & Dry	
PM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	3:45-4:45pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.969	Count Expansion Factor	1.621		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Amy Scheuerlein			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 10 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

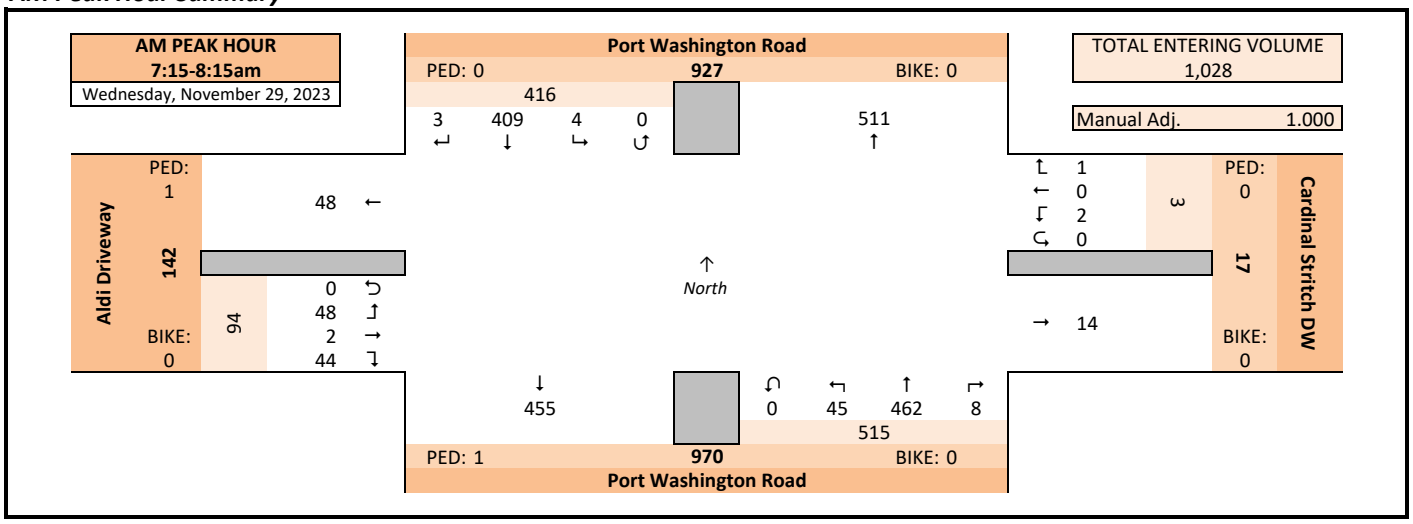
Port Washington Road & Cardinal Stritch DW

Count Basics			*Page 2 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

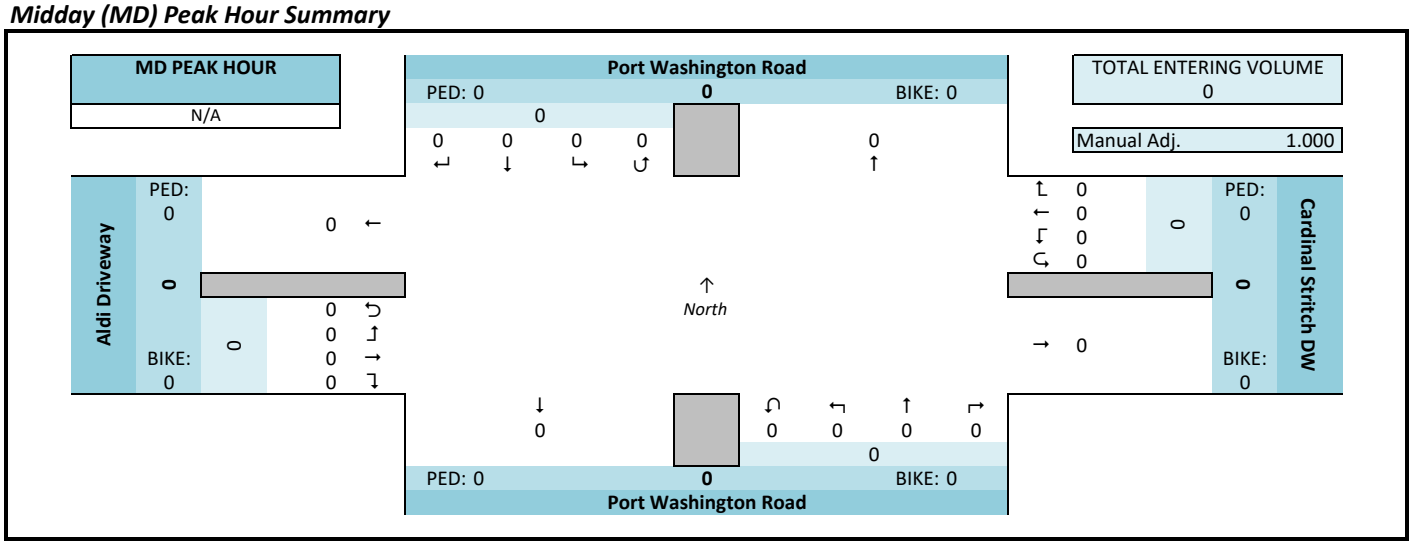
All Motor Vehicles



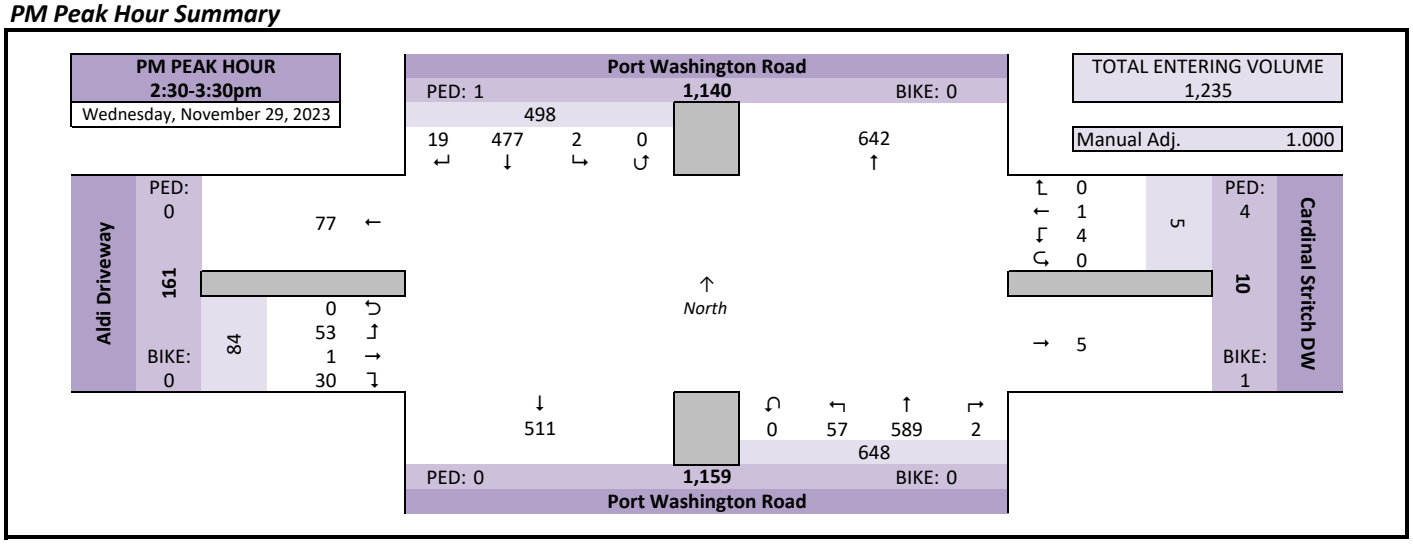
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Peak Hour Volume Summary

Port Washington Road & Cardinal Stritch DW

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, November 29, 2023		From North					From East					From South					From West					
	AM Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	1	63	0	0	64	0	0	1	0	1	2	96	14	0	112	11	0	14	0	25	202
	7:30 AM	0	87	1	0	88	1	0	0	0	1	4	121	7	0	132	8	0	10	0	18	239
	7:45 AM	1	127	3	0	131	0	0	0	0	0	2	121	13	0	136	11	0	11	0	22	289
	8:00 AM	1	132	0	0	133	0	0	1	0	1	0	124	11	0	135	14	2	13	0	29	298
	Peak Hour Volume	3	409	4	0	416	1	0	2	0	3	8	462	45	0	515	44	2	48	0	94	1028
	Rounded Hourly Volume	5	410	5	0	420	0	0	0	0	0	10	460	45	0	515	45	0	50	0	95	1030
	% Single Unit Trucks	0.0	6.6	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	12.5	11.7	2.2	0.0	10.9	4.5	0.0	0.0	0.0	2.1	8.3
	% Heavy Trucks	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	6.8	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	12.5	11.9	2.2	0.0	11.1	4.5	0.0	0.0	0.0	2.1	8.5
	Peak Hour Factor (PHF)	0.75	0.77	0.33	0.00	0.78	0.25	0.00	0.50	0.00	0.75	0.50	0.93	0.80	0.00	0.95	0.79	0.25	0.86	0.00	0.81	0.86

N/A		From North					From East					From South					From West					
	MD Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, November 29, 2023		From North					From East					From South					From West					
	PM Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	2:30 PM	6	102	1	0	109	0	0	1	0	1	0	140	18	0	158	9	0	10	0	19	287
	2:45 PM	4	103	1	0	108	0	1	1	0	2	2	141	12	0	155	8	1	12	0	21	286
	3:00 PM	5	130	0	0	135	0	0	2	0	2	0	147	13	0	160	5	0	12	0	17	314
	3:15 PM	4	142	0	0	146	0	0	0	0	0	0	161	14	0	175	8	0	19	0	27	348
	Peak Hour Volume	19	477	2	0	498	0	1	4	0	5	2	589	57	0	648	30	1	53	0	84	1235
	Rounded Hourly Volume	20	475	0	0	495	0	0	5	0	5	0	590	55	0	645	30	0	55	0	85	1230
	% Single Unit Trucks	0.0	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	5.1
	% Heavy Trucks	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	5.5	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	5.3
	Peak Hour Factor (PHF)	0.79	0.84	0.50	0.00	0.85	0.00	0.25	0.50	0.00	0.62	0.25	0.91	0.79	0.00	0.93	0.83	0.25	0.70	0.00	0.78	0.89

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	1	0	1	1	0	1	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	2:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	3
	Total	1	0	1	4	1	5	0	0	0	0	0	0	6

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

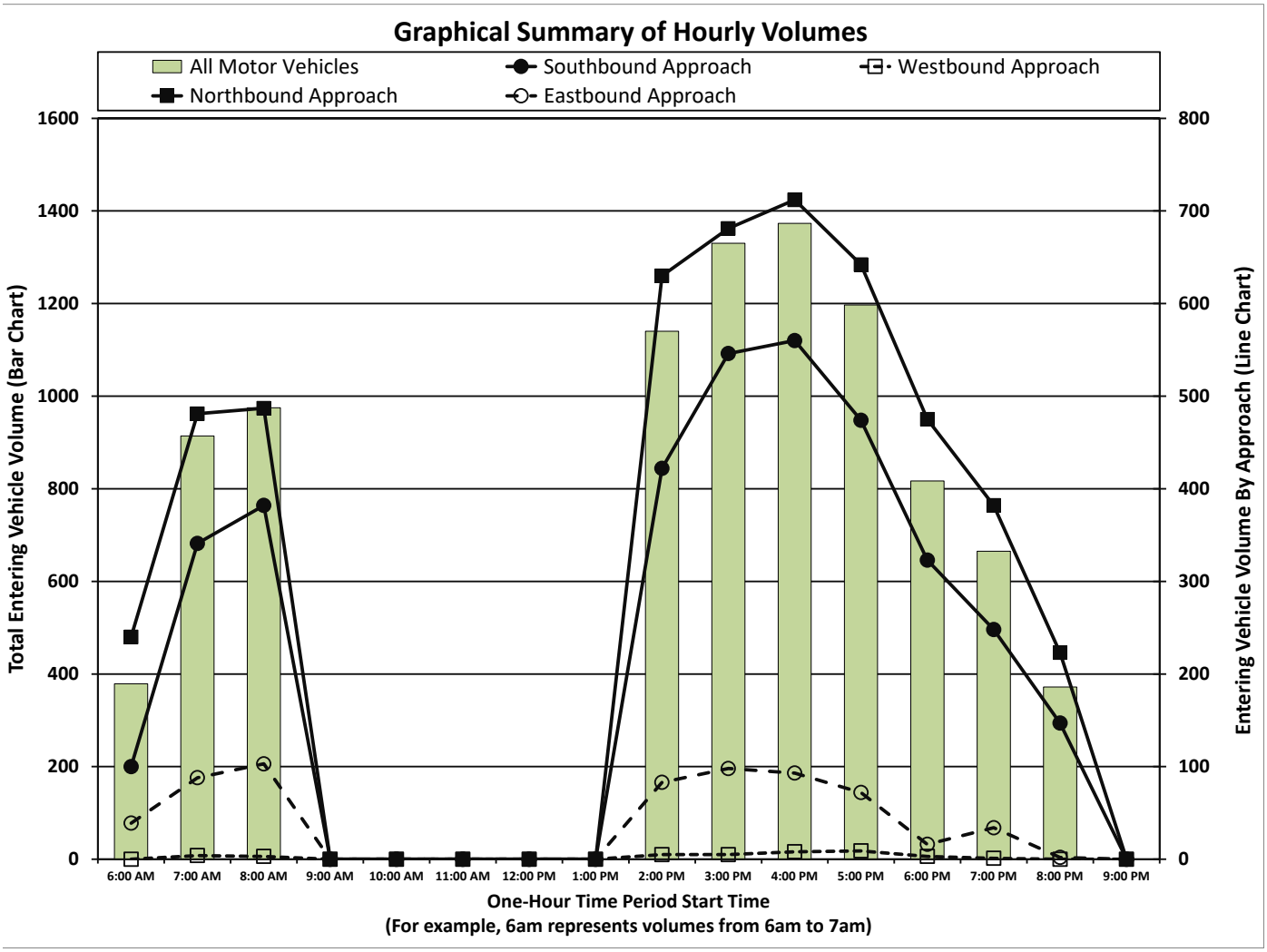
Port Washington Road & Cardinal Stritch DW

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	2	97	1	0	100	0	0	0	0	0	2	222	16	0	240	20	0	19	0	39	379	39	340
AM	7:00 AM	3	331	7	0	341	2	0	2	0	4	11	426	44	0	481	38	1	49	0	88	914	92	822
AM	8:00 AM	4	377	1	0	382	2	0	1	0	3	1	444	42	0	487	50	2	51	0	103	975	106	869
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	12	406	4	0	422	1	1	3	0	5	5	565	60	0	630	30	3	50	0	83	1140	88	1052
PM	3:00 PM	16	529	0	1	546	1	1	3	0	5	0	609	71	1	681	31	0	67	0	98	1330	103	1227
PM	4:00 PM	12	545	2	1	560	6	0	2	0	8	1	650	61	0	712	31	2	60	0	93	1373	101	1272
PM	5:00 PM	5	468	1	0	474	3	0	6	0	9	1	592	48	1	642	33	1	38	0	72	1197	81	1116
PM	6:00 PM	2	320	1	0	323	1	1	1	0	3	1	442	32	0	475	8	0	8	0	16	817	19	798
PM	7:00 PM	3	245	0	0	248	0	0	1	0	1	1	362	19	0	382	12	0	22	0	34	665	35	630
PM	8:00 PM	0	146	0	1	147	0	0	0	0	0	1	222	0	0	223	1	0	1	0	2	372	2	370
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		59	3464	17	3	3543	16	3	19	0	38	24	4534	393	2	4953	254	9	365	0	628	9162	666	8496

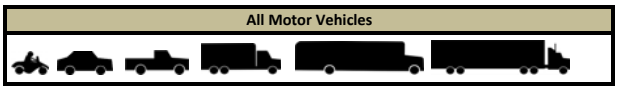


Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

Port Washington Road & Cardinal Stritch DW



15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	12	1	0	13	0	0	0	0	0	0	39	2	0	41	3	0	1	0	4	58	379	0.70
	6:15 AM	0	14	0	0	14	0	0	0	0	0	1	48	4	0	53	5	0	3	0	8	75	505	0.69
	6:30 AM	2	35	0	0	37	0	0	0	0	0	1	56	5	0	62	1	0	11	0	12	111	632	0.78
	6:45 AM	0	36	0	0	36	0	0	0	0	0	0	79	5	0	84	11	0	4	0	15	135	760	0.79
	7:00 AM	1	54	3	0	58	1	0	1	0	2	3	88	10	0	101	8	1	14	0	23	184	914	0.79
	7:15 AM	1	63	0	0	64	0	0	1	0	1	2	96	14	0	112	11	0	14	0	25	202	1028	0.86
	7:30 AM	0	87	1	0	88	1	0	0	0	1	4	121	7	0	132	8	0	10	0	18	239	1057	0.89
	7:45 AM	1	127	3	0	131	0	0	0	0	0	2	121	13	0	136	11	0	11	0	22	289	1045	0.88
	8:00 AM	1	132	0	0	133	0	0	1	0	1	0	124	11	0	135	14	2	13	0	29	298	975	0.82
	8:15 AM	0	90	0	0	90	0	0	0	0	0	1	103	13	0	117	9	0	15	0	24	231		
	8:30 AM	0	88	0	0	88	2	0	0	0	2	0	105	8	0	113	15	0	9	0	24	227		
	8:45 AM	3	67	1	0	71	0	0	0	0	0	0	112	10	0	122	12	0	14	0	26	219		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	112	1	0	113	1	0	0	0	1	3	149	16	0	168	5	2	12	0	19	301	1140	0.95
	2:15 PM	2	89	1	0	92	0	0	1	0	1	0	135	14	0	149	8	0	16	0	24	266	1153	0.92
	2:30 PM	6	102	1	0	109	0	0	1	0	1	0	140	18	0	158	9	0	10	0	19	287	1235	0.89
	2:45 PM	4	103	1	0	108	0	1	1	0	2	2	141	12	0	155	8	1	12	0	21	286	1257	0.90
	3:00 PM	5	130	0	0	135	0	0	2	0	2	0	147	13	0	160	5	0	12	0	17	314	1330	0.93
	3:15 PM	4	142	0	0	146	0	0	0	0	0	0	161	14	0	175	8	0	19	0	27	348	1366	0.95
	3:30 PM	3	114	0	1	118	0	0	0	0	0	0	145	21	1	167	10	0	14	0	24	309	1339	0.93
	3:45 PM	4	143	0	0	147	1	1	1	0	3	0	156	23	0	179	8	0	22	0	30	359	1386	0.97
	4:00 PM	2	133	1	0	136	2	0	1	0	3	1	170	13	0	184	4	0	23	0	27	350	1373	0.96
	4:15 PM	3	129	1	1	134	3	0	0	0	3	0	149	15	0	164	8	0	12	0	20	321	1329	0.93
	4:30 PM	5	138	0	0	143	0	0	0	0	0	0	168	22	0	190	11	0	12	0	23	356	1336	0.94
	4:45 PM	2	145	0	0	147	1	0	1	0	2	0	163	11	0	174	8	2	13	0	23	346	1279	0.92
	5:00 PM	2	125	1	0	128	1	0	4	0	5	0	142	13	1	156	11	0	6	0	17	306	1197	0.91
	5:15 PM	0	131	0	0	131	2	0	0	0	2	0	161	18	0	179	8	0	8	0	16	328	1144	0.87
	5:30 PM	2	106	0	0	108	0	0	1	0	1	1	158	8	0	167	8	1	14	0	23	299	1026	0.86
	5:45 PM	1	106	0	0	107	0	0	1	0	1	0	131	9	0	140	6	0	10	0	16	264	921	0.87
	6:00 PM	2	95	0	0	97	1	1	0	0	2	0	133	16	0	149	2	0	3	0	5	253	817	0.81
	6:15 PM	0	76	0	0	76	0	0	1	0	1	0	123	3	0	126	4	0	3	0	7	210	772	0.92
	6:30 PM	0	84	1	0	85	0	0	0	0	0	1	99	6	0	106	2	0	1	0	3	194	739	0.89
	6:45 PM	0	65	0	0	65	0	0	0	0	0	0	87	7	0	94	0	0	1	0	1	160	700	0.84
	7:00 PM	2	75	0	0	77	0	0	1	0	1	1	112	8	0	121	3	0	6	0	9	208	665	0.80
	7:15 PM	0	74	0	0	74	0	0	0	0	0	0	92	4	0	96	2	0	5	0	7	177	561	0.79
	7:30 PM	1	63	0	0	64	0	0	0	0	0	0	74	4	0	78	7	0	6	0	13	155	477	0.77
	7:45 PM	0	33	0	0	33	0	0	0	0	0	0	84	3	0	87	0	0	5	0	5	125	413	0.83
	8:00 PM	0	43	0	1	44	0	0	0	0	0	0	58	0	0	58	1	0	1	0	2	104	372	0.89
	8:15 PM	0	37	0	0	37	0	0	0	0	0	1	55	0	0	56	0	0	0	0	0	93		
	8:30 PM	0	38	0	0	38	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	91		
	8:45 PM	0	28	0	0	28	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	84		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		59	3464	17	3	3543	16	3	19	0	38	24	4534	393	2	4953	254	9	365	0	628	9162		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	3	409	4	0	416	1	0	2	0	3	8	462	45	0	515	44	2	48	0	94	1028	0.86
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:30 PM	19	477	2	0	498	0	1	4	0	5	2	589	57	0	648	30	1	53	0	84	1235	0.89

Intersection Traffic Volume Report

Count Basics		Page 6 of 13
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Automobile Data

Port Washington Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	12	1	0	13	0	0	0	0	0	0	39	2	0	41	3	0	1	0	4	58	355
	6:15 AM	0	14	0	0	14	0	0	0	0	0	1	46	4	0	51	5	0	3	0	8	73	466
	6:30 AM	2	33	0	0	35	0	0	0	0	0	0	55	5	0	60	1	0	11	0	12	107	580
	6:45 AM	0	31	0	0	31	0	0	0	0	0	0	66	5	0	71	11	0	4	0	15	117	698
	7:00 AM	1	50	3	0	54	1	0	1	0	2	3	77	10	0	90	8	1	14	0	23	169	849
	7:15 AM	1	61	0	0	62	0	0	1	0	1	2	84	14	0	100	10	0	14	0	24	187	941
	7:30 AM	0	81	1	0	82	1	0	0	0	1	3	114	7	0	124	8	0	10	0	18	225	973
	7:45 AM	1	121	3	0	125	0	0	0	0	0	2	108	12	0	122	10	0	11	0	21	268	966
	8:00 AM	1	118	0	0	119	0	0	1	0	1	0	101	11	0	112	14	2	13	0	29	261	905
	8:15 AM	0	88	0	0	88	0	0	0	0	0	1	93	13	0	107	9	0	15	0	24	219	
	8:30 AM	0	86	0	0	86	2	0	0	0	2	0	98	8	0	106	15	0	9	0	24	218	
	8:45 AM	3	63	1	0	67	0	0	0	0	0	0	104	10	0	114	12	0	14	0	26	207	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	109	1	0	110	1	0	0	0	1	3	141	15	0	159	5	2	12	0	19	289	1094
	2:15 PM	1	88	1	0	90	0	0	1	0	1	0	133	14	0	147	8	0	14	0	22	260	1100
	2:30 PM	6	97	1	0	104	0	0	1	0	1	0	134	18	0	152	9	0	10	0	19	276	1169
	2:45 PM	4	95	1	0	100	0	1	1	0	2	2	132	12	0	146	8	1	12	0	21	269	1191
	3:00 PM	5	121	0	0	126	0	0	2	0	2	0	137	13	0	150	5	0	12	0	17	295	1265
	3:15 PM	4	138	0	0	142	0	0	0	0	0	0	146	14	0	160	8	0	19	0	27	329	1310
	3:30 PM	3	109	0	1	113	0	0	0	0	0	0	139	21	1	161	10	0	14	0	24	298	1293
	3:45 PM	4	135	0	0	139	1	1	1	0	3	0	149	22	0	171	8	0	22	0	30	343	1346
	4:00 PM	2	130	1	0	133	2	0	1	0	3	1	165	13	0	179	4	0	21	0	25	340	1343
	4:15 PM	3	125	1	1	130	3	0	0	0	3	0	144	15	0	159	8	0	12	0	20	312	1303
	4:30 PM	5	137	0	0	142	0	0	0	0	0	0	164	22	0	186	11	0	12	0	23	351	1314
	4:45 PM	2	142	0	0	144	1	0	1	0	2	0	160	11	0	171	8	2	13	0	23	340	1258
	5:00 PM	2	124	1	0	127	1	0	4	0	5	0	137	13	1	151	11	0	6	0	17	300	1179
	5:15 PM	0	129	0	0	129	2	0	0	0	2	0	158	18	0	176	8	0	8	0	16	323	1129
	5:30 PM	2	104	0	0	106	0	0	1	0	1	1	156	8	0	165	8	1	14	0	23	295	1015
	5:45 PM	1	104	0	0	105	0	0	1	0	1	0	130	9	0	139	6	0	10	0	16	261	913
	6:00 PM	2	92	0	0	94	1	1	0	0	2	0	133	16	0	149	2	0	3	0	5	250	811
	6:15 PM	0	76	0	0	76	0	0	1	0	1	0	122	3	0	125	4	0	3	0	7	209	768
	6:30 PM	0	83	1	0	84	0	0	0	0	0	1	99	6	0	106	2	0	1	0	3	193	733
	6:45 PM	0	65	0	0	65	0	0	0	0	0	0	86	7	0	93	0	0	1	0	1	159	694
	7:00 PM	2	74	0	0	76	0	0	1	0	1	1	112	8	0	121	3	0	6	0	9	207	660
	7:15 PM	0	72	0	0	72	0	0	0	0	0	0	91	4	0	95	2	0	5	0	7	174	556
	7:30 PM	1	62	0	0	63	0	0	0	0	0	0	74	4	0	78	7	0	6	0	13	154	474
	7:45 PM	0	33	0	0	33	0	0	0	0	0	0	84	3	0	87	0	0	5	0	5	125	410
	8:00 PM	0	43	0	1	44	0	0	0	0	0	0	57	0	0	57	1	0	1	0	2	103	369
	8:15 PM	0	37	0	0	37	0	0	0	0	0	1	54	0	0	55	0	0	0	0	0	92	
	8:30 PM	0	38	0	0	38	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	90	
	8:45 PM	0	28	0	0	28	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	84	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		58	3348	17	3	3426	16	3	19	0	38	22	4330	390	2	4744	252	9	361	0	622	8830	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	3	381	4	0	388	1	0	2	0	3	7	407	44	0	458	42	2	48	0	92	941
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	19	451	2	0	472	0	1	4	0	5	2	549	57	0	608	30	1	53	0	84	1169

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

Port Washington Road & Cardinal Stritch DW

Count Basics			*Page 7 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



15-Minute Single Unit (SU) Truck & Bus Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	37
	6:30 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	50
	6:45 AM	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	18	61
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14	63
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	15	85
	7:30 AM	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	14	81
	7:45 AM	0	6	0	0	6	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1	20	75
	8:00 AM	0	13	0	0	13	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	36	67
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	2	0	0	2	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	10	43
	2:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6	50
	2:30 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	63
	2:45 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17	64
	3:00 PM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17	62
	3:15 PM	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	19	52
	3:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	42
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15	36
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	27
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	26
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	22
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	21
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	18
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	15
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	11
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	8
	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	7:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	5
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	111	0	0	112	0	0	0	0	0	2	197	2	0	201	2	0	2	0	4	317	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	27	0	0	27	0	0	0	0	0	1	54	1	0	56	2	0	0	0	2	85
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	24	0	0	24	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	63

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Port Washington Road & Cardinal Stritch DW



15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	3
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	5	0	0	5	0	0	0	0	0	0	7	1	0	8	0	0	2	0	2	15	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3

Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Port Washington Road & Cardinal Stritch DW



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	39
	6:30 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4	52
	6:45 AM	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	18	62
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15	65
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	15	87
	7:30 AM	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	14	84
	7:45 AM	0	6	0	0	6	0	0	0	0	0	0	13	1	0	14	1	0	0	0	1	21	79
	8:00 AM	0	14	0	0	14	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	37	70
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	12	46
	2:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6	53
	2:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	66
	2:45 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17	66
	3:00 PM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19	65
	3:15 PM	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	19	56
	3:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	46
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	16	40
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	10	30
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	26
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	22
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	21
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	18
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	15
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	11
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	8
	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	7:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	5
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	116	0	0	117	0	0	0	0	0	2	204	3	0	209	2	0	4	0	6	332	

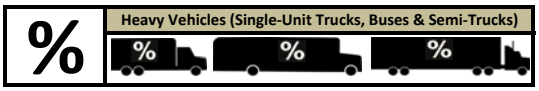
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	28	0	0	28	0	0	0	0	0	1	55	1	0	57	2	0	0	0	2	87
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	26	0	0	26	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	66

Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Port Washington Road & Cardinal Stritch DW

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	2.7	7.7
	6:30 AM	0.0	5.7	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	100.0	1.8	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3.6	8.2
	6:45 AM	0.0	13.9	0.0	0.0	13.9	0.0	0.0	0.0	0.0	0.0	0.0	16.5	0.0	0.0	15.5	0.0	0.0	0.0	0.0	0.0	13.3	8.2
	7:00 AM	0.0	7.4	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.9	0.0	0.0	0.0	0.0	0.0	8.2	7.1
	7:15 AM	0.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.7	9.1	0.0	0.0	0.0	4.0	7.4	8.5
	7:30 AM	0.0	6.9	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	25.0	5.8	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	5.9	7.9
	7:45 AM	0.0	4.7	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	10.7	7.7	0.0	10.3	9.1	0.0	0.0	0.0	4.5	7.3	7.6
	8:00 AM	0.0	10.6	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	12.4	7.2
	8:15 AM	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	5.2	
	8:30 AM	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	4.0	
	8:45 AM	0.0	6.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	5.5	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5.4	6.3	0.0	5.4	0.0	0.0	0.0	0.0	0.0	4.0	4.0
	2:15 PM	50.0	1.1	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.3	0.0	0.0	12.5	0.0	8.3	2.3	4.6
	2:30 PM	0.0	4.9	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3.8	5.3
	2:45 PM	0.0	7.8	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	5.9	5.3
	3:00 PM	0.0	6.9	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.1	4.9
	3:15 PM	0.0	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	5.5	4.1
	3:30 PM	0.0	4.4	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.6	3.4
	3:45 PM	0.0	5.6	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	4.5	4.3	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.5	2.9
	4:00 PM	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	8.7	0.0	7.4	2.9	2.2
	4:15 PM	0.0	3.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.8	2.0
	4:30 PM	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.4	1.6
	4:45 PM	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.7	1.6
	5:00 PM	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	2.0	1.5
	5:15 PM	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.5	1.3
	5:30 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.3	1.1
	5:45 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.1	0.9
	6:00 PM	0.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.7
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.5	0.5
	6:30 PM	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.6	0.9
	7:00 PM	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8
	7:15 PM	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.7	0.9
	7:30 PM	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.0	0.8
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.1	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.1	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		1.7	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	8.3	4.5	0.8	0.0	4.2	0.8	0.0	1.1	0.0	1.0	3.6	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	6.8	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	12.5	11.9	2.2	0.0	11.1	4.5	0.0	0.0	0.0	2.1	8.5
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:30 PM	0.0	5.5	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	5.3

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Port Washington Road & Cardinal Stritch DW

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	15-Min Totals	Hourly Sum
AM Peak Period	6:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	6:15 AM	0	0	0	1	0	1	1	0	1	1	0	1	3	3
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	2	0	2	1	0	1	0	0	0	0	0	0	3	7
	2:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	2:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	6
	2:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	8
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	3	7
	3:30 PM	0	0	0	1	0	1	1	0	1	1	0	1	3	4
	3:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:30 PM	0	1	1	1	1	2	0	0	0	0	0	0	3	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	2
	6:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	1	4	12	2	14	5	0	5	4	0	4	27	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway				
	Start Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	1		1	0		0	0		0	1	4
	6:15 AM	0		0	1		1	1		1	1		1	3	3
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	2
	7:00 AM	0		0	0		0	0		0	0		0	0	2
	7:15 AM	0		0	0		0	0		0	0		0	0	2
	7:30 AM	0		0	0		0	1		1	1		1	2	2
	7:45 AM	0		0	0		0	0		0	0		0	0	2
	8:00 AM	0		0	0		0	0		0	0		0	0	2
	8:15 AM	0		0	0		0	0		0	0		0	0	2
	8:30 AM	0		0	0		0	1		1	1		1	2	2
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	3
	1:30 PM	0		0	0		0	0		0	0		0	0	4
	1:45 PM	0		0	0		0	0		0	0		0	0	5
PM Peak Period	2:00 PM	2		2	1		1	0		0	0		0	3	7
	2:15 PM	0		0	1		1	0		0	0		0	1	4
	2:30 PM	0		0	1		1	0		0	0		0	1	5
	2:45 PM	1		1	1		1	0		0	0		0	2	7
	3:00 PM	0		0	0		0	0		0	0		0	0	6
	3:15 PM	0		0	2		2	0		0	0		0	2	6
	3:30 PM	0		0	1		1	1		1	1		1	3	4
	3:45 PM	0		0	1		1	0		0	0		0	1	2
	4:00 PM	0		0	0		0	0		0	0		0	0	1
	4:15 PM	0		0	0		0	0		0	0		0	0	1
	4:30 PM	0		0	1		1	0		0	0		0	1	1
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	1
	5:15 PM	0		0	0		0	0		0	0		0	0	2
	5:30 PM	0		0	0		0	0		0	0		0	0	2
	5:45 PM	0		0	0		0	1		1	0		0	1	2
	6:00 PM	0		0	1		1	0		0	0		0	1	1
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**3**	**0**	**3**	**12**	**0**	**12**	**5**	**0**	**5**	**4**	**0**	**4**	**24**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Bicyclists


15-Minute Bicycle Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Base Information, Observed (10) Hour and Estimated (24) Hour Volume Summaries

Major St: **Port Washington Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Port Washington Road & Cardinal Stritch DW*** **IX_ID:**

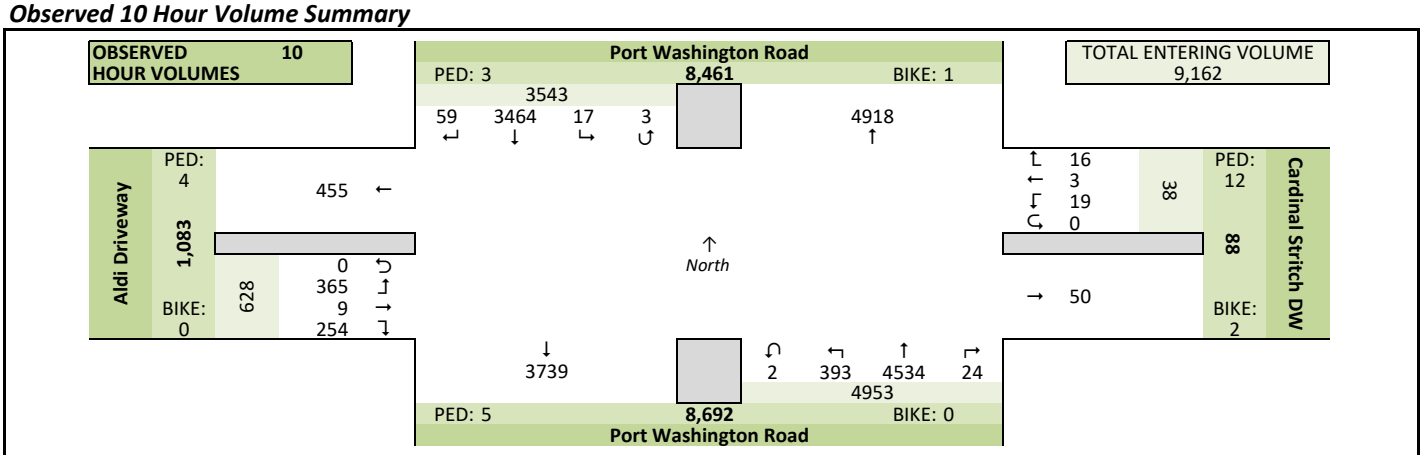
Site Information

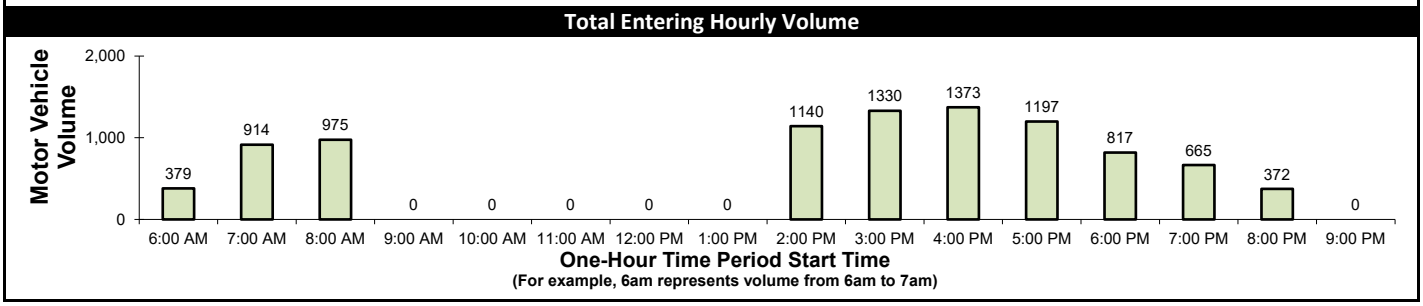
Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Port Washington Road		
East Leg	Cardinal Stritch DW		
South Leg	Port Washington Road		
West Leg	Aldi Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

Count Information

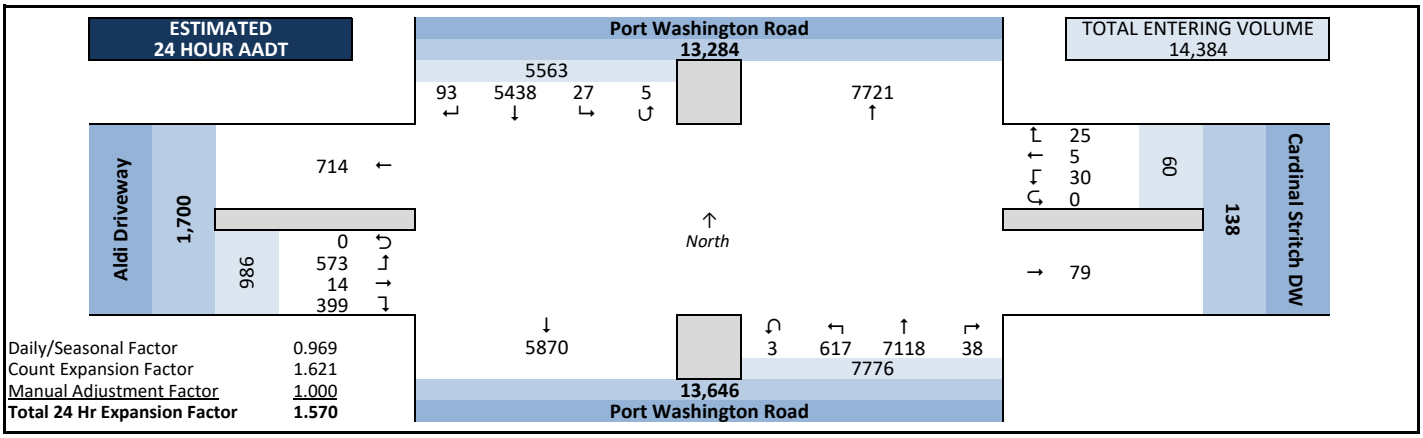
Hrs Counted:	06:00 AM-09:00 AM and 02:00 PM-09:00 PM				
1st Day of Count	Wednesday, November 29, 2023			Weather	
AM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Midday Peak Period	Thursday, November 30, 2023			Clear & Dry	
PM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	3:45-4:45pm
Peak Hours Selected for Analysis					
AM		MD		PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.969	Count Expansion Factor	1.621		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Amy Scheuerlein			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 10 Hour Volume Summary





Estimated 24 Hour AADT



Daily/Seasonal Factor	0.969
Count Expansion Factor	1.621
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.570**

Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

Port Washington Road & Cardinal Stritch DW

Count Basics			*Page 2 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

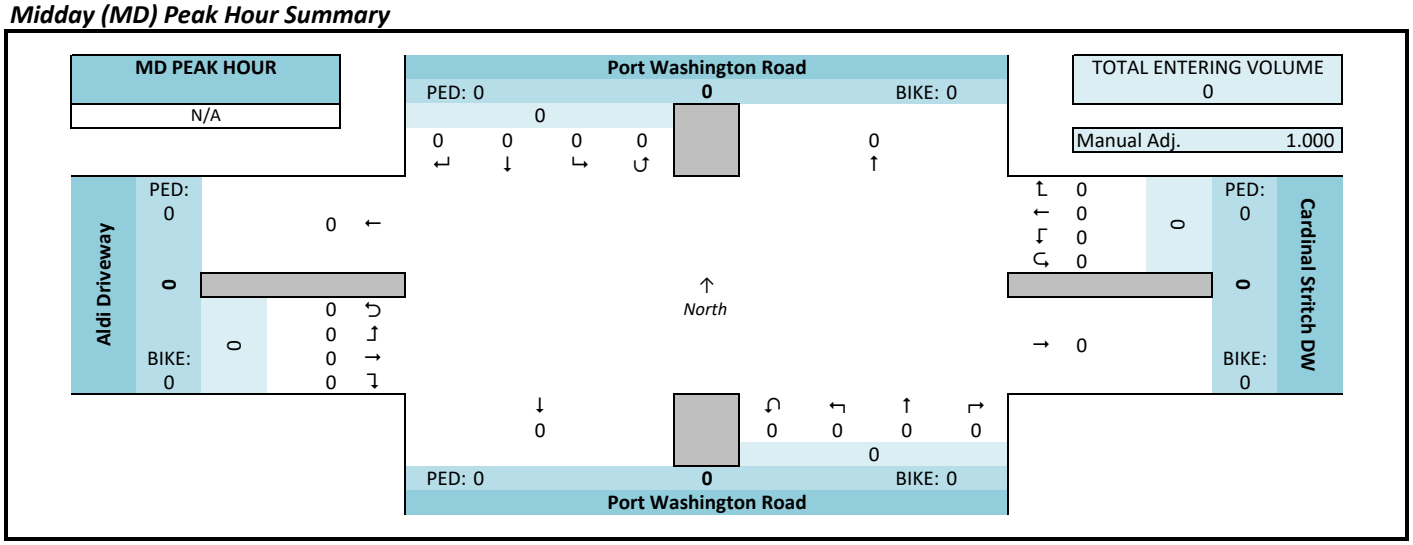
All Motor Vehicles



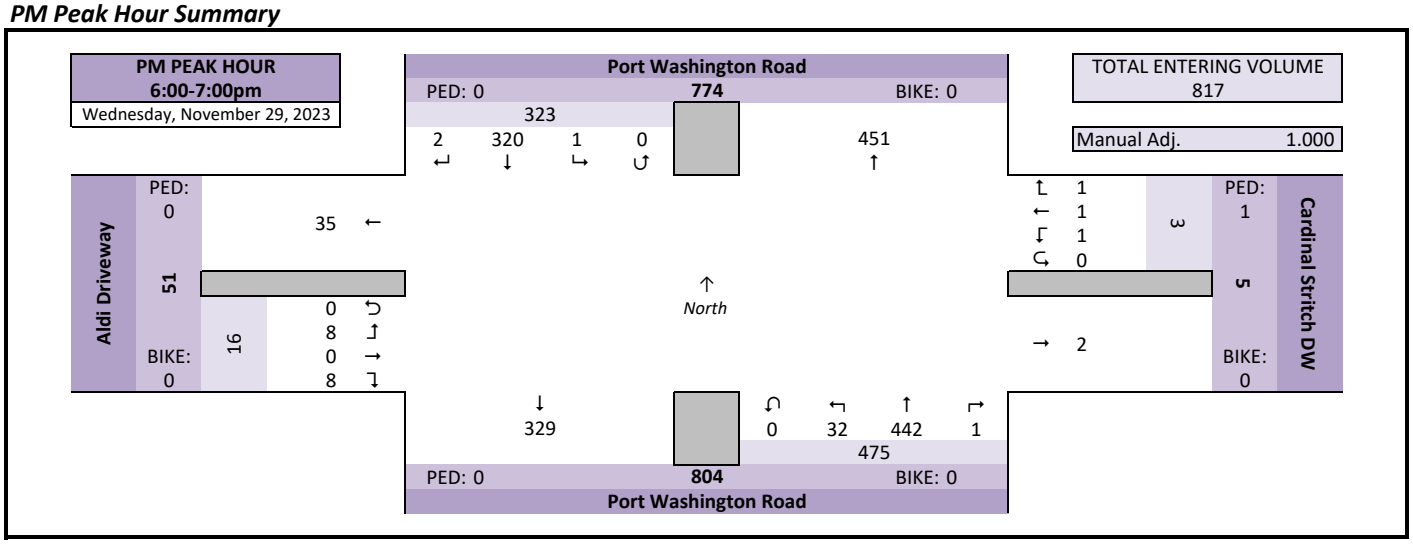
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Peak Hour Volume Summary

Port Washington Road & Cardinal Stritch DW

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs



N/A		From North					From East					From South					From West					
	MD Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
Midday (MD) Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, November 29, 2023		From North					From East					From South					From West					
	PM Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	6:00 PM	2	95	0	0	97	1	1	0	0	2	0	133	16	0	149	2	0	3	0	5	253
	6:15 PM	0	76	0	0	76	0	0	1	0	1	0	123	3	0	126	4	0	3	0	7	210
	6:30 PM	0	84	1	0	85	0	0	0	0	0	1	99	6	0	106	2	0	1	0	3	194
	6:45 PM	0	65	0	0	65	0	0	0	0	0	0	87	7	0	94	0	0	1	0	1	160
	Peak Hour Volume	2	320	1	0	323	1	1	1	0	3	1	442	32	0	475	8	0	8	0	16	817
	Rounded Hourly Volume	0	320	0	0	320	0	0	0	0	0	0	440	30	0	470	10	0	10	0	20	810
	% Single Unit Trucks	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.7
	Peak Hour Factor (PHF)	0.25	0.84	0.25	0.00	0.83	0.25	0.25	0.25	0.00	0.37	0.25	0.83	0.50	0.00	0.80	0.50	0.00	0.67	0.00	0.57	0.81

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	1	0	1	1	0	1	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	1	0	1	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

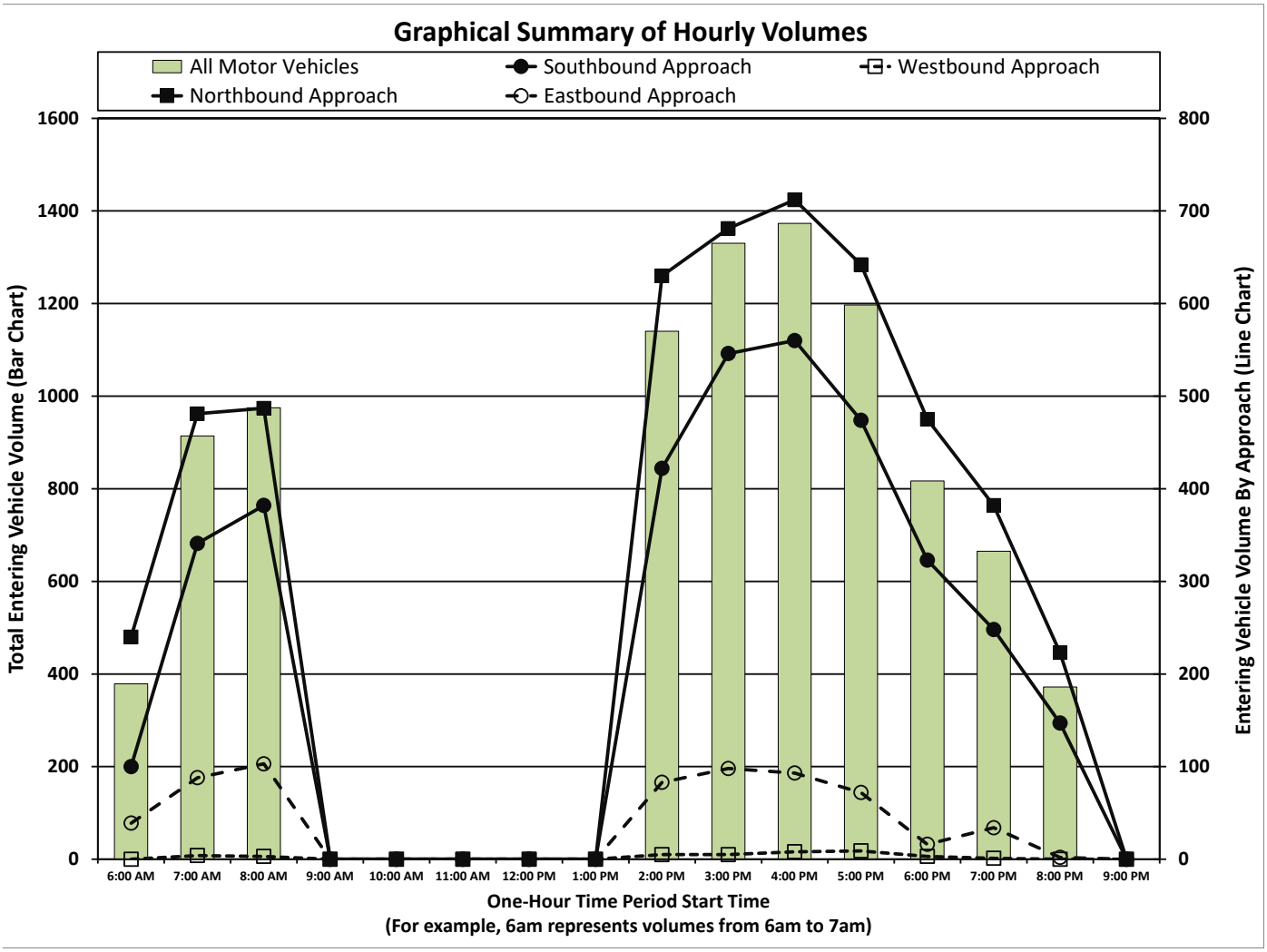
Port Washington Road & Cardinal Stritch DW

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	2	97	1	0	100	0	0	0	0	0	2	222	16	0	240	20	0	19	0	39	379	39	340
AM	7:00 AM	3	331	7	0	341	2	0	2	0	4	11	426	44	0	481	38	1	49	0	88	914	92	822
AM	8:00 AM	4	377	1	0	382	2	0	1	0	3	1	444	42	0	487	50	2	51	0	103	975	106	869
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	12	406	4	0	422	1	1	3	0	5	5	565	60	0	630	30	3	50	0	83	1140	88	1052
PM	3:00 PM	16	529	0	1	546	1	1	3	0	5	0	609	71	1	681	31	0	67	0	98	1330	103	1227
PM	4:00 PM	12	545	2	1	560	6	0	2	0	8	1	650	61	0	712	31	2	60	0	93	1373	101	1272
PM	5:00 PM	5	468	1	0	474	3	0	6	0	9	1	592	48	1	642	33	1	38	0	72	1197	81	1116
PM	6:00 PM	2	320	1	0	323	1	1	1	0	3	1	442	32	0	475	8	0	8	0	16	817	19	798
PM	7:00 PM	3	245	0	0	248	0	0	1	0	1	1	362	19	0	382	12	0	22	0	34	665	35	630
PM	8:00 PM	0	146	0	1	147	0	0	0	0	0	1	222	0	0	223	1	0	1	0	2	372	2	370
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		59	3464	17	3	3543	16	3	19	0	38	24	4534	393	2	4953	254	9	365	0	628	9162	666	8496



Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Port Washington Road & Cardinal Stritch DW

All Motor Vehicles



15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	12	1	0	13	0	0	0	0	0	0	39	2	0	41	3	0	1	0	4	58	379	0.70
	6:15 AM	0	14	0	0	14	0	0	0	0	0	1	48	4	0	53	5	0	3	0	8	75	505	0.69
	6:30 AM	2	35	0	0	37	0	0	0	0	0	1	56	5	0	62	1	0	11	0	12	111	632	0.78
	6:45 AM	0	36	0	0	36	0	0	0	0	0	0	79	5	0	84	11	0	4	0	15	135	760	0.79
	7:00 AM	1	54	3	0	58	1	0	1	0	2	3	88	10	0	101	8	1	14	0	23	184	914	0.79
	7:15 AM	1	63	0	0	64	0	0	1	0	1	2	96	14	0	112	11	0	14	0	25	202	1028	0.86
	7:30 AM	0	87	1	0	88	1	0	0	0	1	4	121	7	0	132	8	0	10	0	18	239	1057	0.89
	7:45 AM	1	127	3	0	131	0	0	0	0	0	2	121	13	0	136	11	0	11	0	22	289	1045	0.88
	8:00 AM	1	132	0	0	133	0	0	1	0	1	0	124	11	0	135	14	2	13	0	29	298	975	0.82
	8:15 AM	0	90	0	0	90	0	0	0	0	0	1	103	13	0	117	9	0	15	0	24	231		
	8:30 AM	0	88	0	0	88	2	0	0	0	2	0	105	8	0	113	15	0	9	0	24	227		
	8:45 AM	3	67	1	0	71	0	0	0	0	0	0	112	10	0	122	12	0	14	0	26	219		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	112	1	0	113	1	0	0	0	1	3	149	16	0	168	5	2	12	0	19	301	1140	0.95
	2:15 PM	2	89	1	0	92	0	0	1	0	1	0	135	14	0	149	8	0	16	0	24	266	1153	0.92
	2:30 PM	6	102	1	0	109	0	0	1	0	1	0	140	18	0	158	9	0	10	0	19	287	1235	0.89
	2:45 PM	4	103	1	0	108	0	1	1	0	2	2	141	12	0	155	8	1	12	0	21	286	1257	0.90
	3:00 PM	5	130	0	0	135	0	0	2	0	2	0	147	13	0	160	5	0	12	0	17	314	1330	0.93
	3:15 PM	4	142	0	0	146	0	0	0	0	0	0	161	14	0	175	8	0	19	0	27	348	1366	0.95
	3:30 PM	3	114	0	1	118	0	0	0	0	0	0	145	21	1	167	10	0	14	0	24	309	1339	0.93
	3:45 PM	4	143	0	0	147	1	1	1	0	3	0	156	23	0	179	8	0	22	0	30	359	1386	0.97
	4:00 PM	2	133	1	0	136	2	0	1	0	3	1	170	13	0	184	4	0	23	0	27	350	1373	0.96
	4:15 PM	3	129	1	1	134	3	0	0	0	3	0	149	15	0	164	8	0	12	0	20	321	1329	0.93
	4:30 PM	5	138	0	0	143	0	0	0	0	0	0	168	22	0	190	11	0	12	0	23	356	1336	0.94
	4:45 PM	2	145	0	0	147	1	0	1	0	2	0	163	11	0	174	8	2	13	0	23	346	1279	0.92
	5:00 PM	2	125	1	0	128	1	0	4	0	5	0	142	13	1	156	11	0	6	0	17	306	1197	0.91
	5:15 PM	0	131	0	0	131	2	0	0	0	2	0	161	18	0	179	8	0	8	0	16	328	1144	0.87
	5:30 PM	2	106	0	0	108	0	0	1	0	1	1	158	8	0	167	8	1	14	0	23	299	1026	0.86
	5:45 PM	1	106	0	0	107	0	0	1	0	1	0	131	9	0	140	6	0	10	0	16	264	921	0.87
	6:00 PM	2	95	0	0	97	1	1	0	0	2	0	133	16	0	149	2	0	3	0	5	253	817	0.81
	6:15 PM	0	76	0	0	76	0	0	1	0	1	0	123	3	0	126	4	0	3	0	7	210	772	0.92
	6:30 PM	0	84	1	0	85	0	0	0	0	0	1	99	6	0	106	2	0	1	0	3	194	739	0.89
	6:45 PM	0	65	0	0	65	0	0	0	0	0	0	87	7	0	94	0	0	1	0	1	160	700	0.84
	7:00 PM	2	75	0	0	77	0	0	1	0	1	1	112	8	0	121	3	0	6	0	9	208	665	0.80
	7:15 PM	0	74	0	0	74	0	0	0	0	0	0	92	4	0	96	2	0	5	0	7	177	561	0.79
	7:30 PM	1	63	0	0	64	0	0	0	0	0	0	74	4	0	78	7	0	6	0	13	155	477	0.77
	7:45 PM	0	33	0	0	33	0	0	0	0	0	0	84	3	0	87	0	0	5	0	5	125	413	0.83
	8:00 PM	0	43	0	1	44	0	0	0	0	0	0	58	0	0	58	1	0	1	0	2	104	372	0.89
	8:15 PM	0	37	0	0	37	0	0	0	0	0	1	55	0	0	56	0	0	0	0	0	93		
	8:30 PM	0	38	0	0	38	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	91		
	8:45 PM	0	28	0	0	28	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	84		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		59	3464	17	3	3543	16	3	19	0	38	24	4534	393	2	4953	254	9	365	0	628	9162		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	8:00 AM	4	377	1	0	382	2	0	1	0	3	1	444	42	0	487	50	2	51	0	103	975	0.82
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	6:00 PM	2	320	1	0	323	1	1	1	0	3	1	442	32	0	475	8	0	8	0	16	817	0.81

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Automobile Data

Port Washington Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	12	1	0	13	0	0	0	0	0	0	39	2	0	41	3	0	1	0	4	58	355
	6:15 AM	0	14	0	0	14	0	0	0	0	0	1	46	4	0	51	5	0	3	0	8	73	466
	6:30 AM	2	33	0	0	35	0	0	0	0	0	0	55	5	0	60	1	0	11	0	12	107	580
	6:45 AM	0	31	0	0	31	0	0	0	0	0	0	66	5	0	71	11	0	4	0	15	117	698
	7:00 AM	1	50	3	0	54	1	0	1	0	2	3	77	10	0	90	8	1	14	0	23	169	849
	7:15 AM	1	61	0	0	62	0	0	1	0	1	2	84	14	0	100	10	0	14	0	24	187	941
	7:30 AM	0	81	1	0	82	1	0	0	0	1	3	114	7	0	124	8	0	10	0	18	225	973
	7:45 AM	1	121	3	0	125	0	0	0	0	0	2	108	12	0	122	10	0	11	0	21	268	966
	8:00 AM	1	118	0	0	119	0	0	1	0	1	0	101	11	0	112	14	2	13	0	29	261	905
	8:15 AM	0	88	0	0	88	0	0	0	0	0	1	93	13	0	107	9	0	15	0	24	219	
	8:30 AM	0	86	0	0	86	2	0	0	0	2	0	98	8	0	106	15	0	9	0	24	218	
	8:45 AM	3	63	1	0	67	0	0	0	0	0	0	104	10	0	114	12	0	14	0	26	207	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	109	1	0	110	1	0	0	0	1	3	141	15	0	159	5	2	12	0	19	289	1094
	2:15 PM	1	88	1	0	90	0	0	1	0	1	0	133	14	0	147	8	0	14	0	22	260	1100
	2:30 PM	6	97	1	0	104	0	0	1	0	1	0	134	18	0	152	9	0	10	0	19	276	1169
	2:45 PM	4	95	1	0	100	0	1	1	0	2	2	132	12	0	146	8	1	12	0	21	269	1191
	3:00 PM	5	121	0	0	126	0	0	2	0	2	0	137	13	0	150	5	0	12	0	17	295	1265
	3:15 PM	4	138	0	0	142	0	0	0	0	0	0	146	14	0	160	8	0	19	0	27	329	1310
	3:30 PM	3	109	0	1	113	0	0	0	0	0	0	139	21	1	161	10	0	14	0	24	298	1293
	3:45 PM	4	135	0	0	139	1	1	1	0	3	0	149	22	0	171	8	0	22	0	30	343	1346
	4:00 PM	2	130	1	0	133	2	0	1	0	3	1	165	13	0	179	4	0	21	0	25	340	1343
	4:15 PM	3	125	1	1	130	3	0	0	0	3	0	144	15	0	159	8	0	12	0	20	312	1303
	4:30 PM	5	137	0	0	142	0	0	0	0	0	0	164	22	0	186	11	0	12	0	23	351	1314
	4:45 PM	2	142	0	0	144	1	0	1	0	2	0	160	11	0	171	8	2	13	0	23	340	1258
	5:00 PM	2	124	1	0	127	1	0	4	0	5	0	137	13	1	151	11	0	6	0	17	300	1179
	5:15 PM	0	129	0	0	129	2	0	0	0	2	0	158	18	0	176	8	0	8	0	16	323	1129
	5:30 PM	2	104	0	0	106	0	0	1	0	1	1	156	8	0	165	8	1	14	0	23	295	1015
	5:45 PM	1	104	0	0	105	0	0	1	0	1	0	130	9	0	139	6	0	10	0	16	261	913
	6:00 PM	2	92	0	0	94	1	1	0	0	2	0	133	16	0	149	2	0	3	0	5	250	811
	6:15 PM	0	76	0	0	76	0	0	1	0	1	0	122	3	0	125	4	0	3	0	7	209	768
	6:30 PM	0	83	1	0	84	0	0	0	0	0	1	99	6	0	106	2	0	1	0	3	193	733
	6:45 PM	0	65	0	0	65	0	0	0	0	0	0	86	7	0	93	0	0	1	0	1	159	694
	7:00 PM	2	74	0	0	76	0	0	1	0	1	1	112	8	0	121	3	0	6	0	9	207	660
	7:15 PM	0	72	0	0	72	0	0	0	0	0	0	91	4	0	95	2	0	5	0	7	174	556
	7:30 PM	1	62	0	0	63	0	0	0	0	0	0	74	4	0	78	7	0	6	0	13	154	474
	7:45 PM	0	33	0	0	33	0	0	0	0	0	0	84	3	0	87	0	0	5	0	5	125	410
	8:00 PM	0	43	0	1	44	0	0	0	0	0	0	57	0	0	57	1	0	1	0	2	103	369
	8:15 PM	0	37	0	0	37	0	0	0	0	0	1	54	0	0	55	0	0	0	0	0	92	
	8:30 PM	0	38	0	0	38	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	90	
	8:45 PM	0	28	0	0	28	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	84	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		58	3348	17	3	3426	16	3	19	0	38	22	4330	390	2	4744	252	9	361	0	622	8830	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	4	355	1	0	360	2	0	1	0	3	1	396	42	0	439	50	2	51	0	103	905
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	2	316	1	0	319	1	1	1	0	3	1	440	32	0	473	8	0	8	0	16	811

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

Port Washington Road & Cardinal Stritch DW

Count Basics			*Page 7 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



15-Minute Single Unit (SU) Truck & Bus Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	37
	6:30 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	50
	6:45 AM	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	18	61
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14	63
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	15	85
	7:30 AM	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	14	81
	7:45 AM	0	6	0	0	6	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1	20	75
	8:00 AM	0	13	0	0	13	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	36	67
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	2	0	0	2	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	10	43
	2:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6	50
	2:30 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	63
	2:45 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17	64
	3:00 PM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17	62
	3:15 PM	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	19	52
	3:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	42
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15	36
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	27
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	26
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	22
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	21
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	18
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	15
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	11
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	8
	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	7:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	5
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	111	0	0	112	0	0	0	0	0	2	197	2	0	201	2	0	2	0	4	317	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	21	0	0	21	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	67
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6

Intersection Traffic Volume Report

Count Basics			Page 8 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Port Washington Road & Cardinal Stritch DW

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	3
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	5	0	0	5	0	0	0	0	0	0	7	1	0	8	0	0	2	0	2	15	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Port Washington Road & Cardinal Stritch DW



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	39
	6:30 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4	52
	6:45 AM	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	18	62
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15	65
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	15	87
	7:30 AM	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	14	84
	7:45 AM	0	6	0	0	6	0	0	0	0	0	0	13	1	0	14	1	0	0	0	1	21	79
	8:00 AM	0	14	0	0	14	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	37	70
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	12	46
	2:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6	53
	2:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	66
	2:45 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17	66
	3:00 PM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19	65
	3:15 PM	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	19	56
	3:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	46
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	16	40
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	10	30
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	26
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	22
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	21
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	18
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	15
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	11
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	8
	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	7:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	5
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	116	0	0	117	0	0	0	0	0	2	204	3	0	209	2	0	4	0	6	332	

Peak Hour Heavy Vehicle Volume Summary

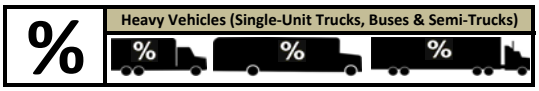
Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	22	0	0	22	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	70
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Port Washington Road & Cardinal Stritch DW

Count Basics			*Page 10 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	2.7	7.7
	6:30 AM	0.0	5.7	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	100.0	1.8	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3.6	8.2
	6:45 AM	0.0	13.9	0.0	0.0	13.9	0.0	0.0	0.0	0.0	0.0	0.0	16.5	0.0	0.0	15.5	0.0	0.0	0.0	0.0	0.0	13.3	8.2
	7:00 AM	0.0	7.4	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.9	0.0	0.0	0.0	0.0	0.0	8.2	7.1
	7:15 AM	0.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.7	9.1	0.0	0.0	0.0	4.0	7.4	8.5
	7:30 AM	0.0	6.9	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	25.0	5.8	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	5.9	7.9
	7:45 AM	0.0	4.7	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	10.7	7.7	0.0	10.3	9.1	0.0	0.0	0.0	4.5	7.3	7.6
	8:00 AM	0.0	10.6	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	12.4	7.2
	8:15 AM	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	5.2	
	8:30 AM	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	4.0	
	8:45 AM	0.0	6.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	5.5	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5.4	6.3	0.0	5.4	0.0	0.0	0.0	0.0	0.0	4.0	4.0
	2:15 PM	50.0	1.1	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.3	0.0	0.0	12.5	0.0	8.3	2.3	4.6
	2:30 PM	0.0	4.9	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3.8	5.3
	2:45 PM	0.0	7.8	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	5.9	5.3
	3:00 PM	0.0	6.9	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.1	4.9
	3:15 PM	0.0	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	5.5	4.1
	3:30 PM	0.0	4.4	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.6	3.4
	3:45 PM	0.0	5.6	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	4.5	4.3	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.5	2.9
	4:00 PM	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	8.7	0.0	7.4	2.9	2.2
	4:15 PM	0.0	3.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.8	2.0
	4:30 PM	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.4	1.6
	4:45 PM	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.7	1.6
	5:00 PM	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	2.0	1.5
	5:15 PM	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.5	1.3
	5:30 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.3	1.1
	5:45 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.1	0.9
	6:00 PM	0.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.7
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.5	0.5
	6:30 PM	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.6	0.9
	7:00 PM	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8
	7:15 PM	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.7	0.9
	7:30 PM	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.0	0.8
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.1	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.1	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		1.7	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	8.3	4.5	0.8	0.0	4.2	0.8	0.0	1.1	0.0	1.0	3.6	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	5.8	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	10.8	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	7.2
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	6:00 PM	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.7

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Port Washington Road & Cardinal Stritch DW

Pedestrians and Bicyclists


15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway				
Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	6:15 AM	0	0	0	1	0	1	1	0	1	1	0	1	3	3
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	2	0	2	1	0	1	0	0	0	0	0	0	3	7
	2:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	2:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	6
	2:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	8
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	3	7
	3:30 PM	0	0	0	1	0	1	1	0	1	1	0	1	3	4
	3:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:30 PM	0	1	1	1	1	2	0	0	0	0	0	0	3	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	2
	6:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	1	4	12	2	14	5	0	5	4	0	4	27	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Adults & Children



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway				
Start Time		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	1		1	0		0	0		0	1	4
	6:15 AM	0		0	1		1	1		1	1		1	3	3
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	2
	7:00 AM	0		0	0		0	0		0	0		0	0	2
	7:15 AM	0		0	0		0	0		0	0		0	0	2
	7:30 AM	0		0	0		0	1		1	1		1	2	2
	7:45 AM	0		0	0		0	0		0	0		0	0	2
	8:00 AM	0		0	0		0	0		0	0		0	0	2
	8:15 AM	0		0	0		0	0		0	0		0	0	2
	8:30 AM	0		0	0		0	1		1	1		1	2	2
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	3
	1:30 PM	0		0	0		0	0		0	0		0	0	4
	1:45 PM	0		0	0		0	0		0	0		0	0	5
PM Peak Period	2:00 PM	2		2	1		1	0		0	0		0	3	7
	2:15 PM	0		0	1		1	0		0	0		0	1	4
	2:30 PM	0		0	1		1	0		0	0		0	1	5
	2:45 PM	1		1	1		1	0		0	0		0	2	7
	3:00 PM	0		0	0		0	0		0	0		0	0	6
	3:15 PM	0		0	2		2	0		0	0		0	2	6
	3:30 PM	0		0	1		1	1		1	1		1	3	4
	3:45 PM	0		0	1		1	0		0	0		0	1	2
	4:00 PM	0		0	0		0	0		0	0		0	0	1
	4:15 PM	0		0	0		0	0		0	0		0	0	1
	4:30 PM	0		0	1		1	0		0	0		0	1	1
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	1
	5:15 PM	0		0	0		0	0		0	0		0	0	2
	5:30 PM	0		0	0		0	0		0	0		0	0	2
	5:45 PM	0		0	0		0	1		1	0		0	1	2
	6:00 PM	0		0	1		1	0		0	0		0	1	1
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		3	0	3	12	0	12	5	0	5	4	0	4	24	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Bicyclists


15-Minute Bicycle Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

Major St: **Port Washington Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Port Washington Road & Cardinal Stritch DW*** **IX_ID:**

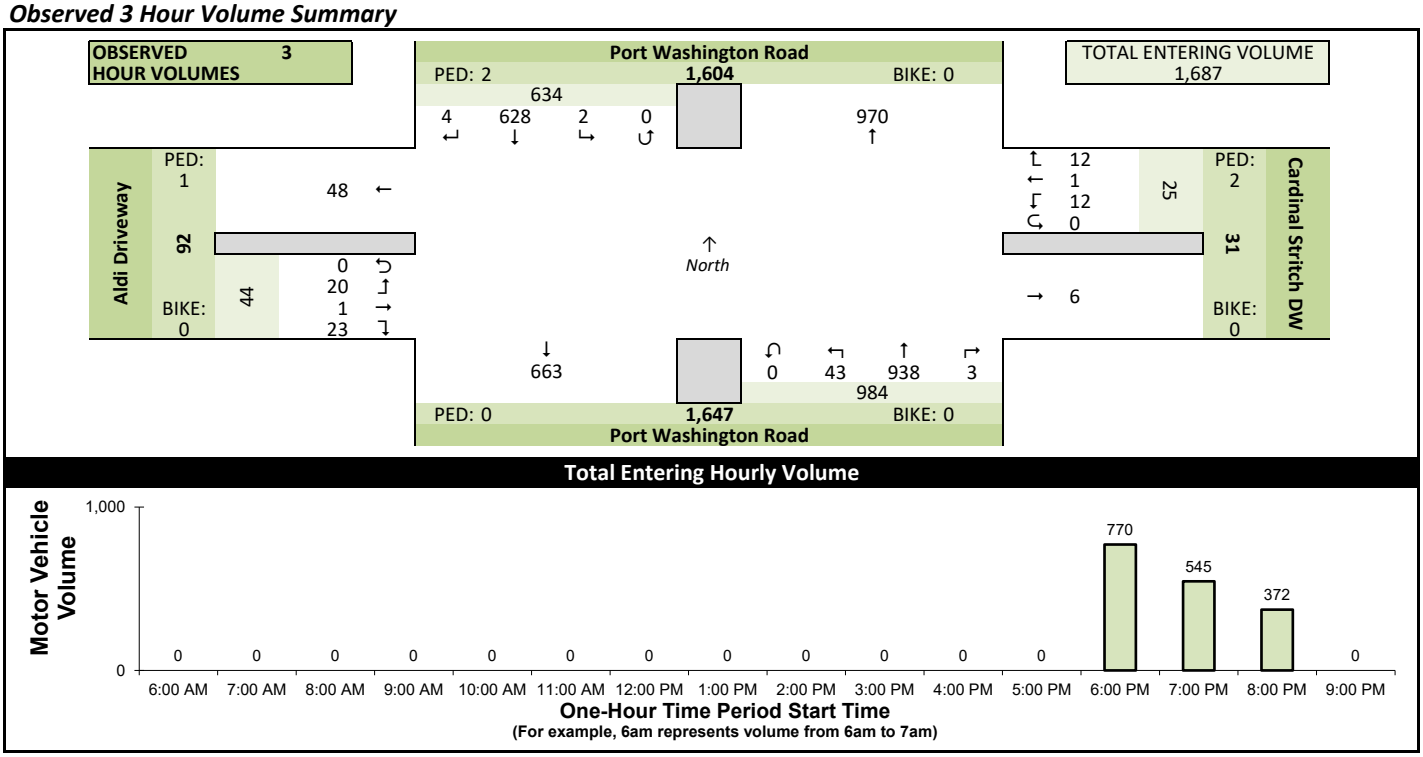
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Port Washington Road		
East Leg	Cardinal Stritch DW		
South Leg	Port Washington Road		
West Leg	Aldi Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

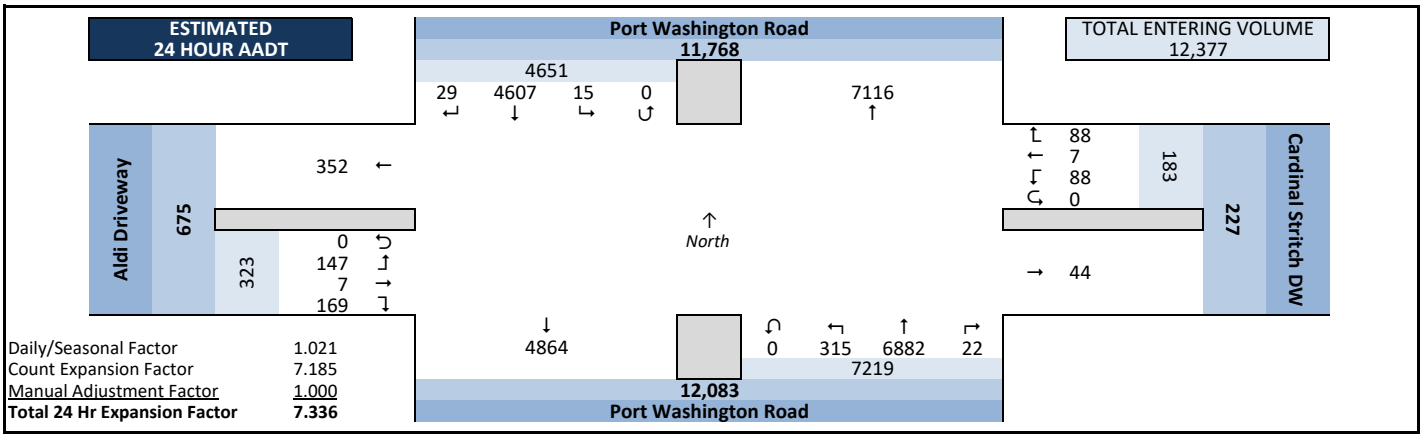
Count Information

Hrs Counted:	06:00 PM-09:00 PM				
1st Day of Count	Friday, December 1, 2023			Weather	
AM Peak Period	Friday, December 1, 2023			Clear & Dry	
Midday Peak Period	Friday, December 1, 2023			Clear & Dry	
PM Peak Period	Friday, December 1, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	6:00-7:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.021	Count Expansion Factor	7.185		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Amy Scheuerlein				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

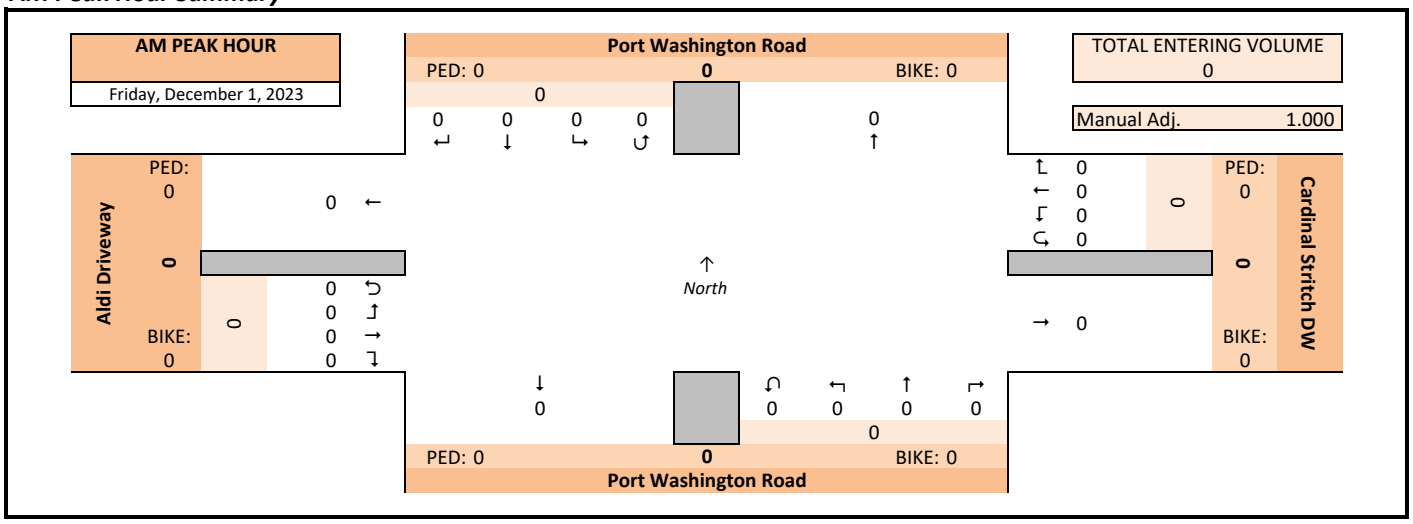
Port Washington Road & Cardinal Stritch DW

Count Basics			*Page 2 of 13*
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

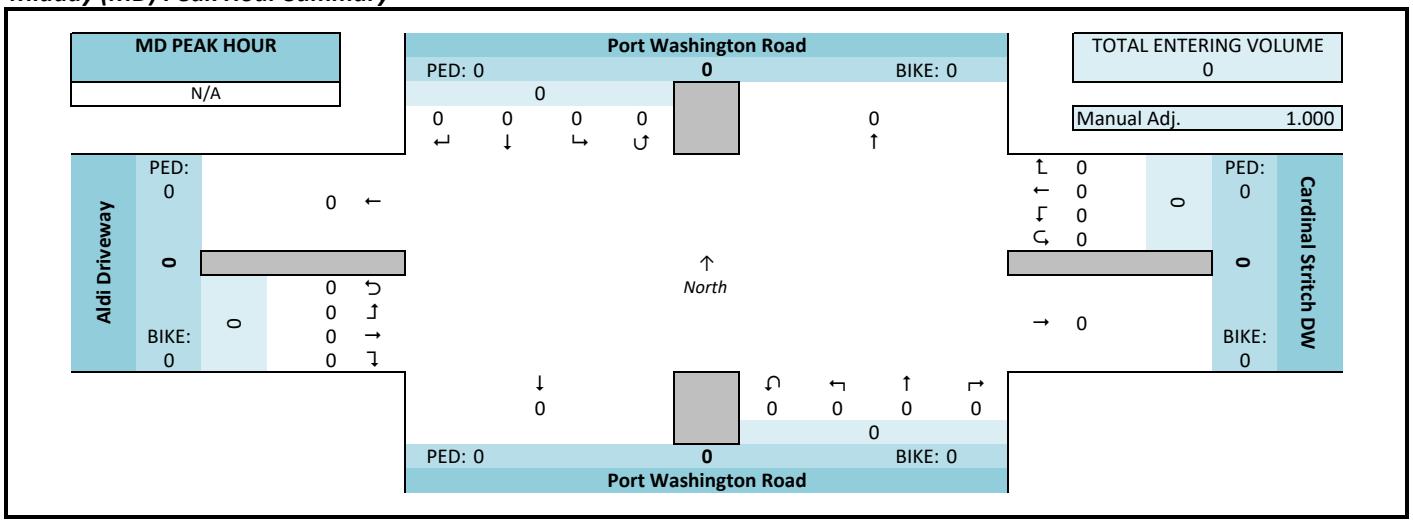
All Motor Vehicles



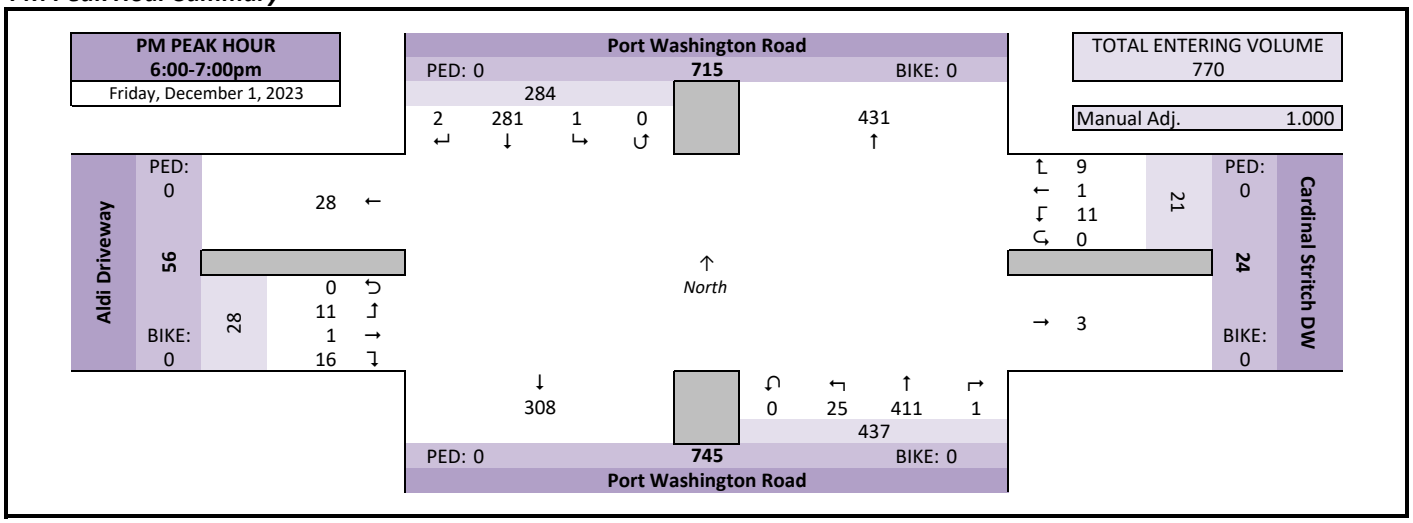
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

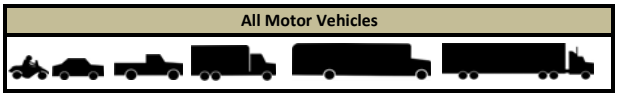


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

Port Washington Road & Cardinal Stritch DW



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, December 1, 2023		From North					From East					From South					From West					
	AM Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
	MD Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Friday, December 1, 2023		From North					From East					From South					From West					
	PM Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	6:00 PM	2	80	0	0	82	2	0	4	0	6	0	125	6	0	131	4	1	3	0	8	227
	6:15 PM	0	70	0	0	70	4	1	4	0	9	0	96	13	0	109	5	0	2	0	7	195
	6:30 PM	0	63	0	0	63	1	0	3	0	4	1	106	5	0	112	6	0	4	0	10	189
	6:45 PM	0	68	1	0	69	2	0	0	0	2	0	84	1	0	85	1	0	2	0	3	159
	Peak Hour Volume	2	281	1	0	284	9	1	11	0	21	1	411	25	0	437	16	1	11	0	28	770
	Rounded Hourly Volume	0	280	0	0	280	10	0	10	0	20	0	410	25	0	435	15	0	10	0	25	760
	% Single Unit Trucks	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.2
	Peak Hour Factor (PHF)	0.25	0.88	0.25	0.00	0.87	0.56	0.25	0.69	0.00	0.58	0.25	0.82	0.48	0.00	0.83	0.67	0.25	0.69	0.00	0.70	0.85

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

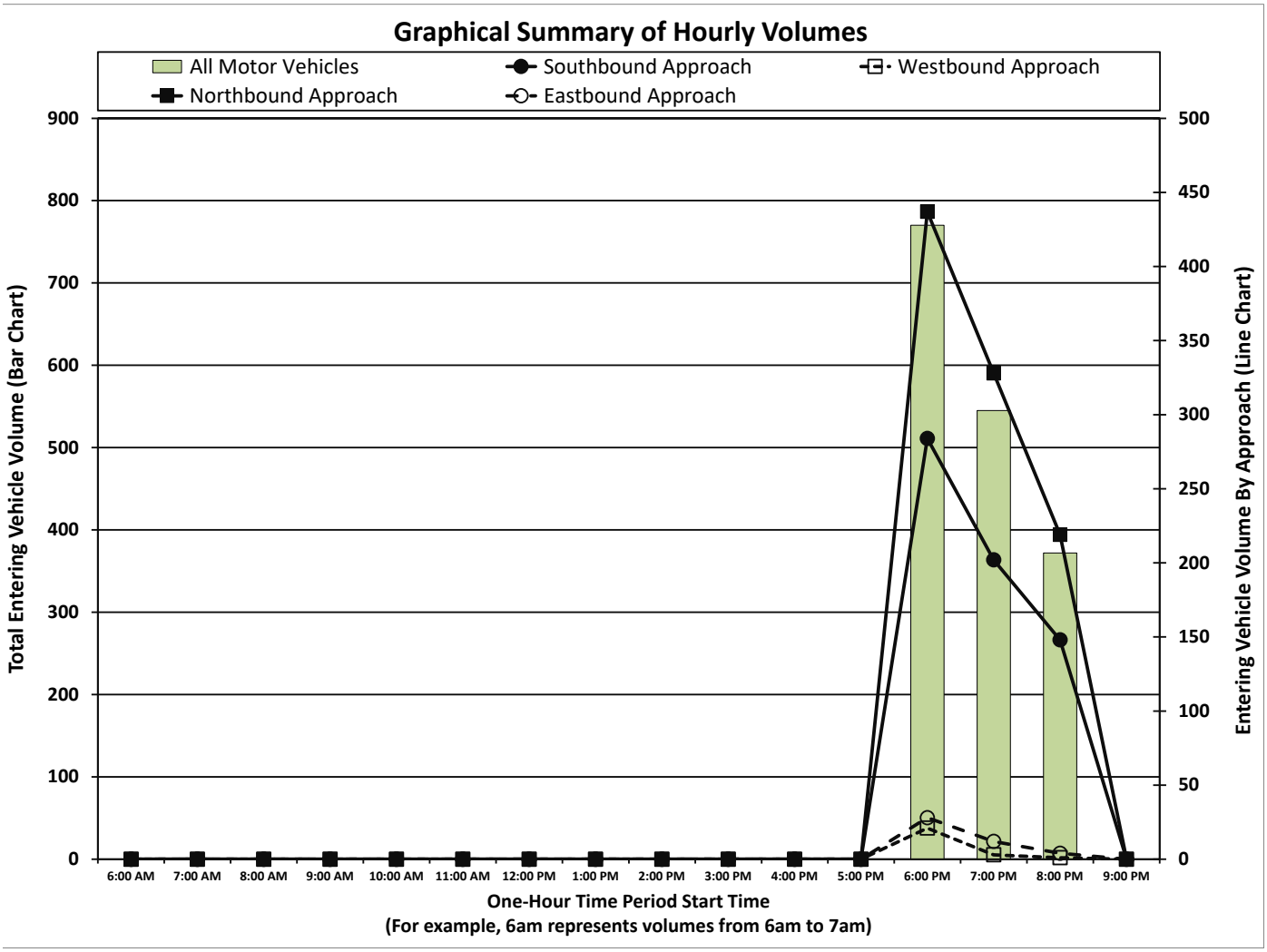
Port Washington Road & Cardinal Stritch DW

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	2	281	1	0	284	9	1	11	0	21	1	411	25	0	437	16	1	11	0	28	770	49	721
	7:00 PM	2	199	1	0	202	2	0	1	0	3	1	310	17	0	328	5	0	7	0	12	545	15	530
	8:00 PM	0	148	0	0	148	1	0	0	0	1	1	217	1	0	219	2	0	2	0	4	372	5	367
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		4	628	2	0	634	12	1	12	0	25	3	938	43	0	984	23	1	20	0	44	1687	69	1618



Intersection Traffic Volume Report

Count Basics		
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Port Washington Road & Cardinal Stritch DW

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	2	80	0	0	82	2	0	4	0	6	0	125	6	0	131	4	1	3	0	8	227	770	0.85
	6:15 PM	0	70	0	0	70	4	1	4	0	9	0	96	13	0	109	5	0	2	0	7	195	711	0.91
	6:30 PM	0	63	0	0	63	1	0	3	0	4	1	106	5	0	112	6	0	4	0	10	189	660	0.87
	6:45 PM	0	68	1	0	69	2	0	0	0	2	0	84	1	0	85	1	0	2	0	3	159	590	0.88
	7:00 PM	0	63	0	0	63	1	0	1	0	2	1	90	8	0	99	1	0	3	0	4	168	545	0.81
	7:15 PM	1	54	0	0	55	0	0	0	0	0	0	78	4	0	82	3	0	4	0	7	144	469	0.81
	7:30 PM	0	44	1	0	45	1	0	0	0	1	0	68	5	0	73	0	0	0	0	0	119	427	0.90
	7:45 PM	1	38	0	0	39	0	0	0	0	0	0	74	0	0	74	1	0	0	0	1	114	392	0.86
	8:00 PM	0	39	0	0	39	1	0	0	0	1	1	49	0	0	50	1	0	1	0	2	92	372	0.91
	8:15 PM	0	37	0	0	37	0	0	0	0	0	0	64	1	0	65	0	0	0	0	0	102		
	8:30 PM	0	36	0	0	36	0	0	0	0	0	0	47	0	0	47	0	0	1	0	1	84		
	8:45 PM	0	36	0	0	36	0	0	0	0	0	0	57	0	0	57	1	0	0	0	1	94		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		4	628	2	0	634	12	1	12	0	25	3	938	43	0	984	23	1	20	0	44	1687		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	6:00 PM	2	281	1	0	284	9	1	11	0	21	1	411	25	0	437	16	1	11	0	28	770	0.85

Intersection Traffic Volume Report

Count Basics		Page 6 of 13
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Automobile Data

Port Washington Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	2	80	0	0	82	2	0	4	0	6	0	123	6	0	129	4	1	3	0	8	225	761
	6:15 PM	0	68	0	0	68	4	1	4	0	9	0	93	13	0	106	5	0	2	0	7	190	702
	6:30 PM	0	62	0	0	62	1	0	3	0	4	1	106	5	0	112	6	0	4	0	10	188	655
	6:45 PM	0	68	1	0	69	2	0	0	0	2	0	83	1	0	84	1	0	2	0	3	158	584
	7:00 PM	0	62	0	0	62	1	0	1	0	2	1	89	8	0	98	1	0	3	0	4	166	540
	7:15 PM	1	54	0	0	55	0	0	0	0	0	0	77	4	0	81	3	0	4	0	7	143	466
	7:30 PM	0	42	1	0	43	1	0	0	0	1	0	68	5	0	73	0	0	0	0	0	117	425
	7:45 PM	1	38	0	0	39	0	0	0	0	0	0	74	0	0	74	1	0	0	0	1	114	392
	8:00 PM	0	39	0	0	39	1	0	0	0	1	1	49	0	0	50	1	0	1	0	2	92	371
	8:15 PM	0	37	0	0	37	0	0	0	0	0	0	64	1	0	65	0	0	0	0	0	102	
	8:30 PM	0	36	0	0	36	0	0	0	0	0	0	47	0	0	47	0	0	1	0	1	84	
	8:45 PM	0	36	0	0	36	0	0	0	0	0	0	56	0	0	56	1	0	0	0	1	93	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		4	622	2	0	628	12	1	12	0	25	3	929	43	0	975	23	1	20	0	44	1672	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	2	278	1	0	281	9	1	11	0	21	1	405	25	0	431	16	1	11	0	28	761

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

Count Basics		*Page 7 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

Port Washington Road & Cardinal Stritch DW

Single Unit (SU) Trucks & Buses



15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		↓ From North					← From East					↑ From South					→ From West					15-Min	Hourly
		Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway						
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	9
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	9
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	4
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		↓ From North					← From East					↑ From South					→ From West					Total Hourly
		Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9

Intersection Traffic Volume Report

Count Basics		Page 8 of 13
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Port Washington Road & Cardinal Stritch DW

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Page 9 of 13
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Port Washington Road & Cardinal Stritch DW

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	9
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	9
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	5
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	7:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15	

Peak Hour Heavy Vehicle Volume Summary

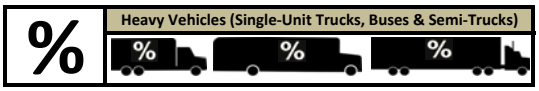
	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Port Washington Road & Cardinal Stritch DW

Count Basics		*Page 10 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

15-Minute Time Period		↓ From North					← From East					↑ From South					→ From West					Total Heavy Vehicle	Hourly Heavy Vehicle
		Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway						
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.9	1.2
	6:15 PM	0.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.6	1.3
	6:30 PM	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.6	1.0
	7:00 PM	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.2	0.9
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.7	0.6
	7:30 PM	0.0	4.5	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.5
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.1	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.9	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		↓ From North					← From East					↑ From South					→ From West					Hourly Heavy Vehicle
		Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	6:00 PM	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.2

Intersection Traffic Volume Report

Count Basics			
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Port Washington Road & Cardinal Stritch DW

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:30 PM	2	0	2	2	0	2	0	0	0	0	0	0	4	4
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**2**	**0**	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**5**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time		Crossing North Approach Port Washington Road			Crossing East Approach Cardinal Stritch DW			Crossing South Approach Port Washington Road			Crossing West Approach Aldi Driveway			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	4
	7:00 PM	0		0	0		0	0		0	0		0	0	4
	7:15 PM	0		0	0		0	0		0	0		0	0	4
	7:30 PM	2		2	2		2	0		0	0		0	4	4
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	1
	8:15 PM	0		0	0		0	0		0	0		0	0	1
	8:30 PM	0		0	0		0	0		0	0		0	0	1
	8:45 PM	0		0	0		0	0		0	1		1	1	1
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**2**	**0**	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**5**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Base Information, Observed (10) Hour and Estimated (24) Hour Volume Summaries

Major St: **Yates Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Yates Road & Cardinal Stritch DW*** **IX_ID:**

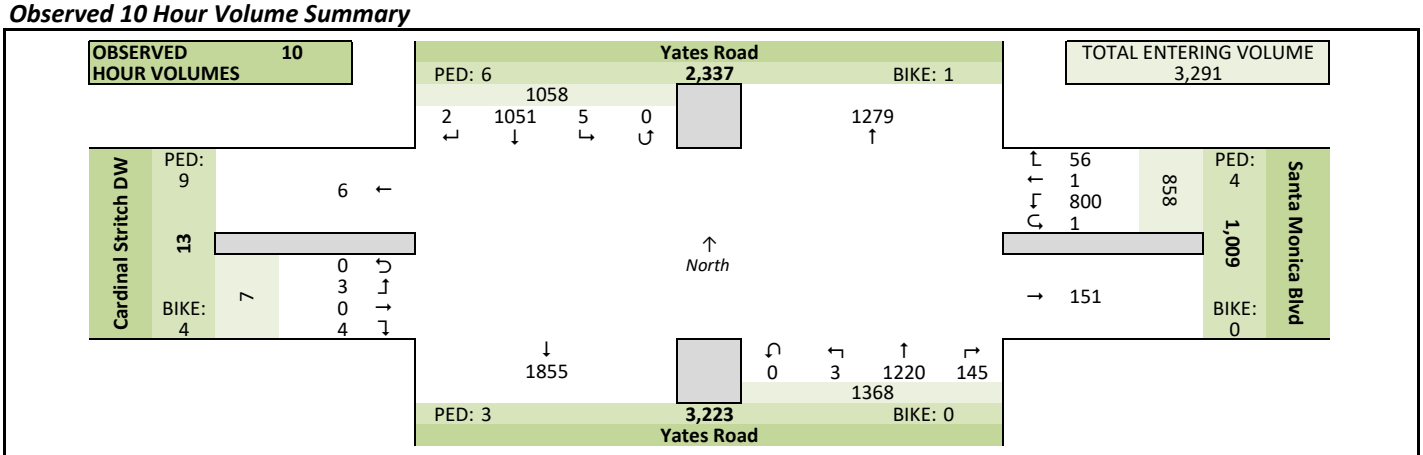
Site Information

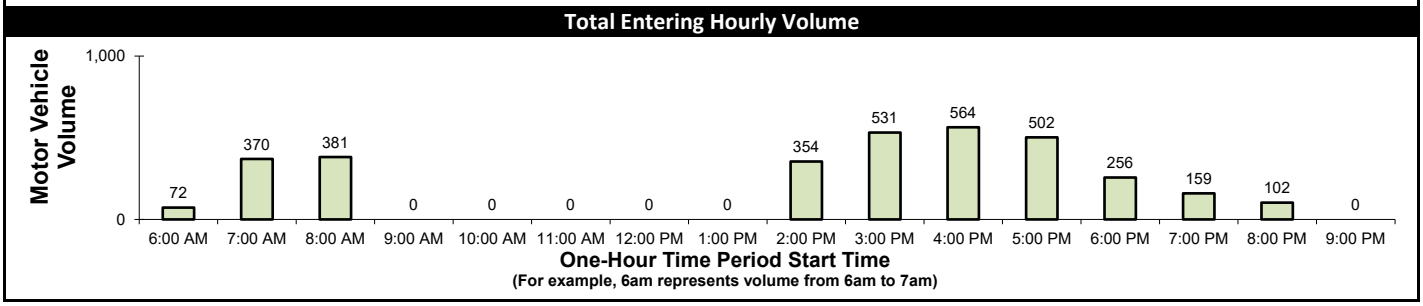
Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Yates Road		
East Leg	Santa Monica Blvd		
South Leg	Yates Road		
West Leg	Cardinal Stritch DW		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

Count Information

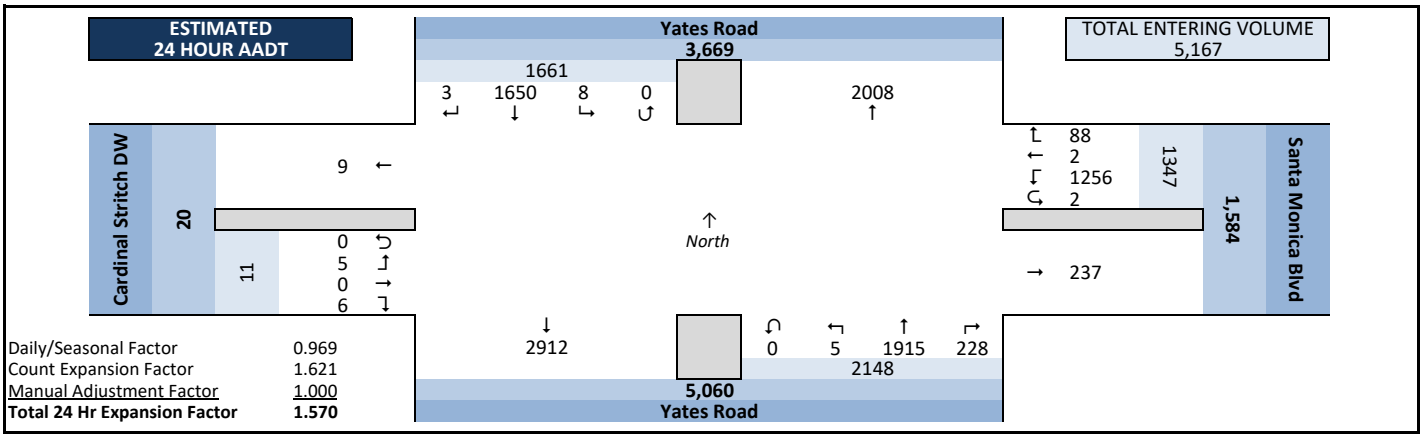
Hrs Counted:	06:00 AM-09:00 AM and 02:00 PM-09:00 PM				
1st Day of Count	Wednesday, November 29, 2023			Weather	
AM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Midday Peak Period	Thursday, November 30, 2023			Clear & Dry	
PM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.969	Count Expansion Factor	1.621		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	Wendy Picard			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	Jane Fait			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 10 Hour Volume Summary





Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

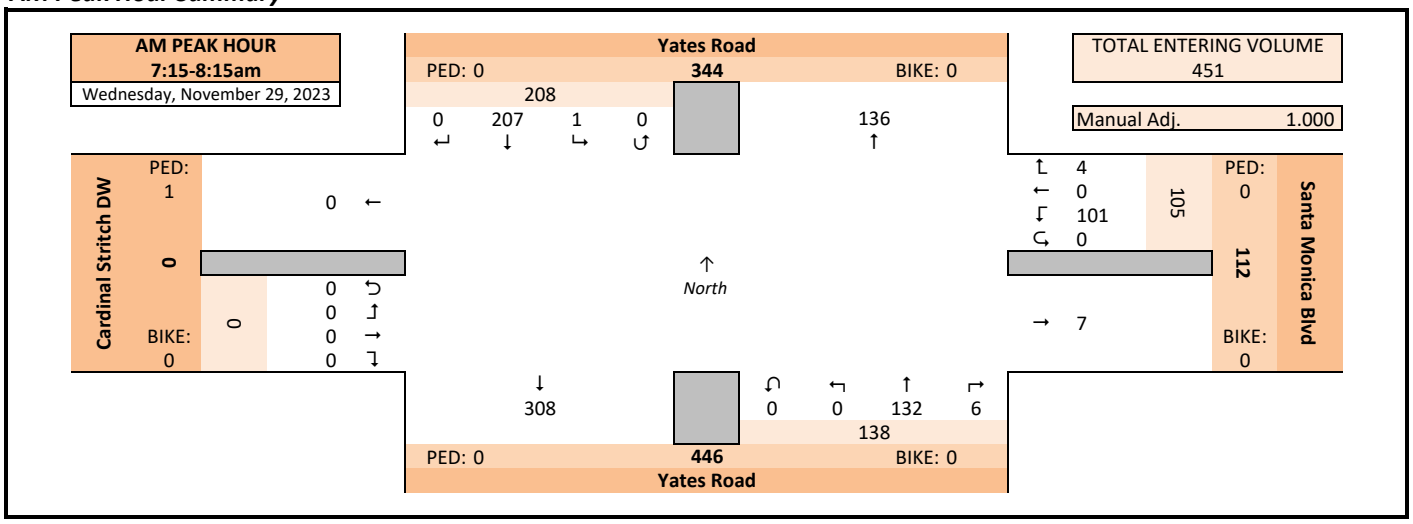
Yates Road & Cardinal Stritch DW

Count Basics			*Page 2 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

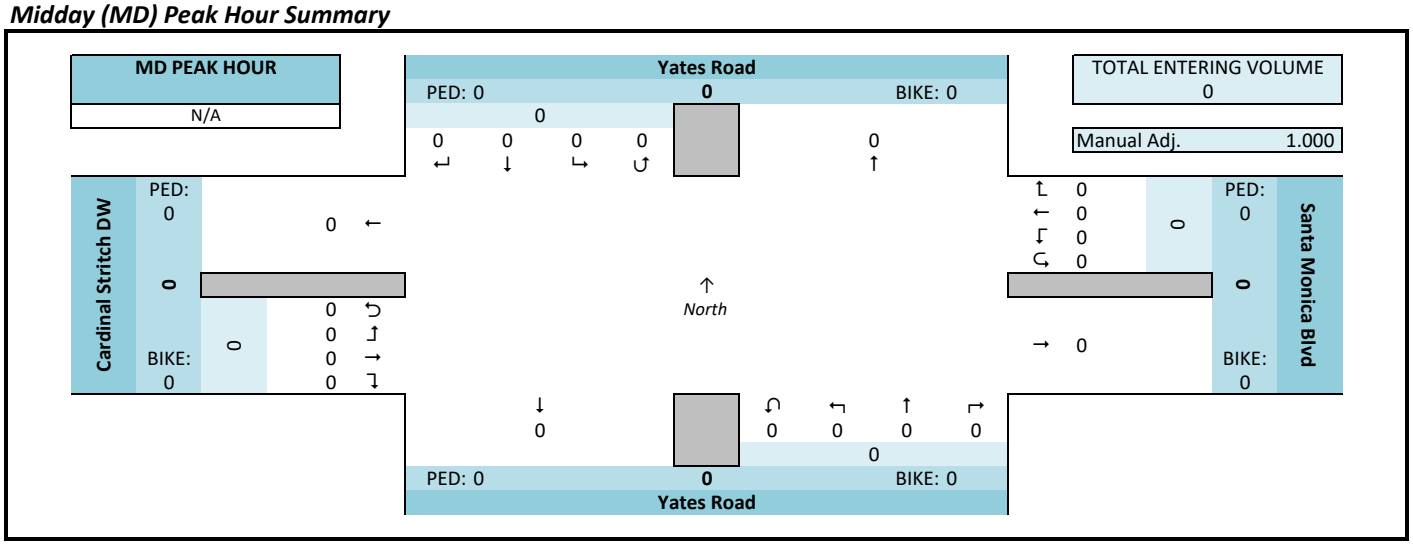
All Motor Vehicles



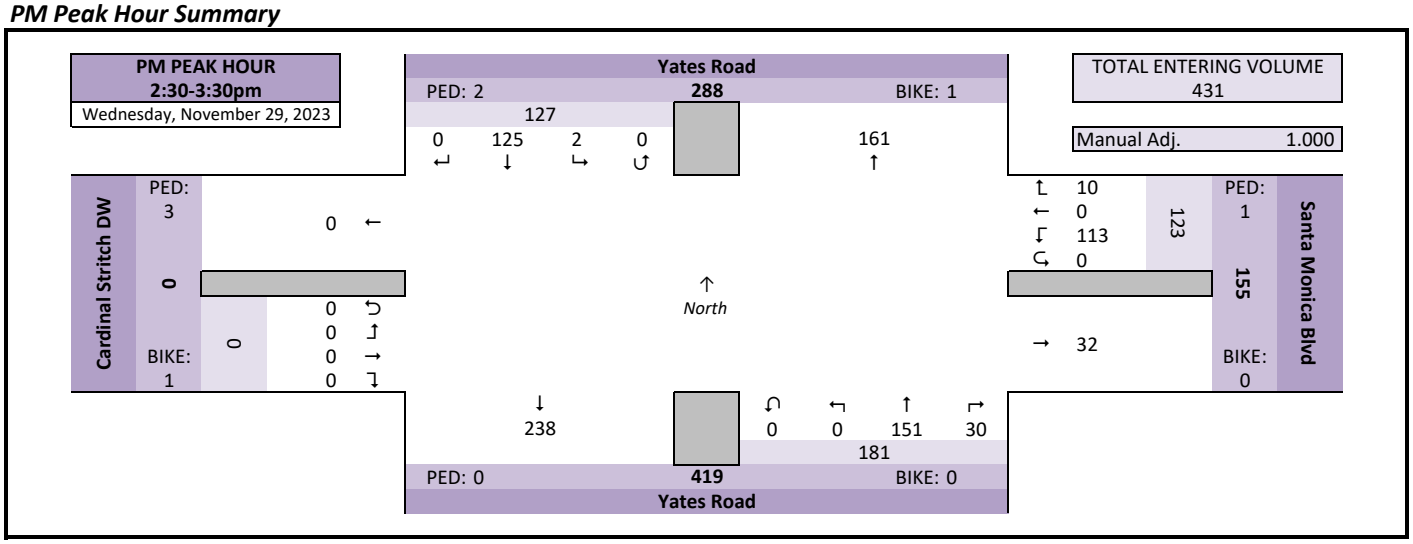
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Peak Hour Volume Summary

Yates Road & Cardinal Stritch DW

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, November 29, 2023		From North					From East					From South					From West					
	AM Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	0	33	0	0	33	1	0	18	0	19	2	22	0	0	24	0	0	0	0	0	76
	7:30 AM	0	48	0	0	48	0	0	30	0	30	1	27	0	0	28	0	0	0	0	0	106
	7:45 AM	0	73	0	0	73	2	0	32	0	34	2	37	0	0	39	0	0	0	0	0	146
	8:00 AM	0	53	1	0	54	1	0	21	0	22	1	46	0	0	47	0	0	0	0	0	123
	Peak Hour Volume	0	207	1	0	208	4	0	101	0	105	6	132	0	0	138	0	0	0	0	0	451
	Rounded Hourly Volume	0	205	0	0	205	5	0	100	0	105	5	130	0	0	135	0	0	0	0	0	445
	% Single Unit Trucks	0.0	1.0	0.0	0.0	1.0	50.0	0.0	2.0	0.0	3.8	0.0	3.8	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	2.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	1.0	0.0	0.0	1.0	50.0	0.0	2.0	0.0	3.8	0.0	3.8	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	2.4
	Peak Hour Factor (PHF)	0.00	0.71	0.25	0.00	0.71	0.50	0.00	0.79	0.00	0.77	0.75	0.72	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.77

N/A		From North					From East					From South					From West					
	MD Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, November 29, 2023		From North					From East					From South					From West					
	PM Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	2:30 PM	0	14	1	0	15	2	0	14	0	16	8	34	0	0	42	0	0	0	0	0	73
	2:45 PM	0	35	0	0	35	4	0	32	0	36	7	36	0	0	43	0	0	0	0	0	114
	3:00 PM	0	23	1	0	24	2	0	31	0	33	8	42	0	0	50	0	0	0	0	0	107
	3:15 PM	0	53	0	0	53	2	0	36	0	38	7	39	0	0	46	0	0	0	0	0	137
	Peak Hour Volume	0	125	2	0	127	10	0	113	0	123	30	151	0	0	181	0	0	0	0	0	431
	Rounded Hourly Volume	0	125	0	0	125	10	0	115	0	125	30	150	0	0	180	0	0	0	0	0	430
	% Single Unit Trucks	0.0	6.4	0.0	0.0	6.3	0.0	0.0	0.9	0.0	0.8	6.7	1.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	3.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	6.4	0.0	0.0	6.3	0.0	0.0	0.9	0.0	0.8	6.7	1.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	3.0
	Peak Hour Factor (PHF)	0.00	0.59	0.50	0.00	0.60	0.62	0.00	0.78	0.00	0.81	0.94	0.90	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.00	0.79

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	1	0	1	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	1	1	0	0	0	0	0	0	0	1	1	2
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	3:15 PM	2	0	2	0	0	0	0	0	0	3	0	3	5
	Total	2	1	3	1	0	1	0	0	0	3	1	4	8

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

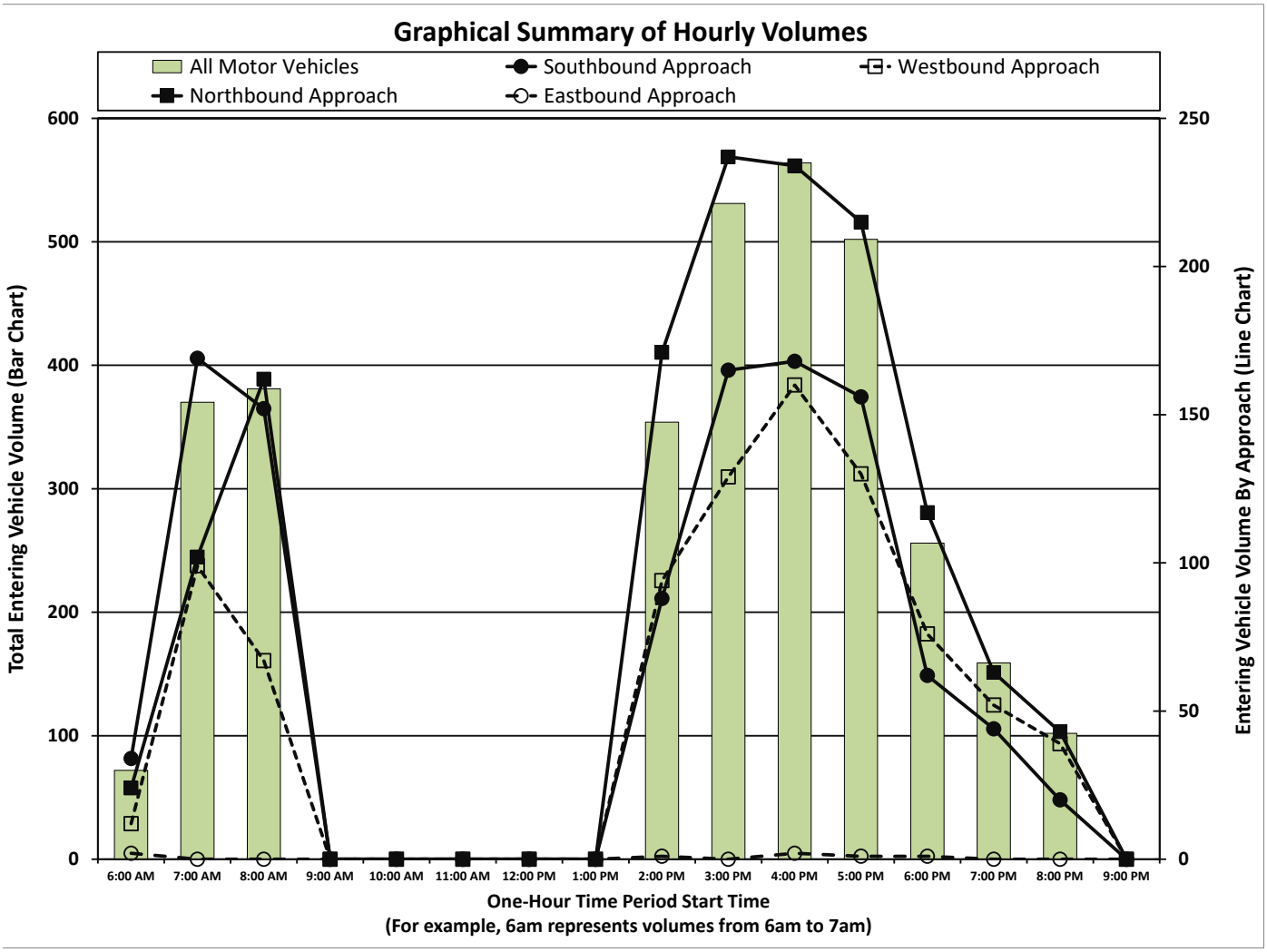
Yates Road & Cardinal Stritch DW

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	34	0	0	34	0	0	12	0	12	5	17	2	0	24	1	0	1	0	2	72	14	58
AM	7:00 AM	0	169	0	0	169	3	0	96	0	99	7	95	0	0	102	0	0	0	0	0	370	99	271
AM	8:00 AM	0	151	1	0	152	2	0	65	0	67	9	153	0	0	162	0	0	0	0	0	381	67	314
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	87	1	0	88	7	0	87	0	94	22	148	1	0	171	0	0	1	0	1	354	95	259
PM	3:00 PM	0	163	2	0	165	8	0	121	0	129	26	211	0	0	237	0	0	0	0	0	531	129	402
PM	4:00 PM	1	167	0	0	168	16	1	143	0	160	29	205	0	0	234	1	0	1	0	2	564	162	402
PM	5:00 PM	1	155	0	0	156	6	0	123	1	130	18	197	0	0	215	1	0	0	0	1	502	131	371
PM	6:00 PM	0	62	0	0	62	6	0	70	0	76	18	99	0	0	117	1	0	0	0	1	256	77	179
PM	7:00 PM	0	44	0	0	44	4	0	48	0	52	7	56	0	0	63	0	0	0	0	0	159	52	107
PM	8:00 PM	0	19	1	0	20	4	0	35	0	39	4	39	0	0	43	0	0	0	0	0	102	39	63
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		2	1051	5	0	1058	56	1	800	1	858	145	1220	3	0	1368	4	0	3	0	7	3291	865	2426



Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Yates Road & Cardinal Stritch DW

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min Totals	Hourly Sum	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	6	0	0	6	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	12	72	0.56
	6:15 AM	0	5	0	0	5	0	0	4	0	4	0	2	0	0	2	0	0	0	0	0	11	102	0.61
	6:30 AM	0	8	0	0	8	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	17	167	0.55
	6:45 AM	0	15	0	0	15	0	0	3	0	3	3	7	2	0	12	1	0	1	0	2	32	256	0.60
	7:00 AM	0	15	0	0	15	0	0	16	0	16	2	9	0	0	11	0	0	0	0	0	42	370	0.63
	7:15 AM	0	33	0	0	33	1	0	18	0	19	2	22	0	0	24	0	0	0	0	0	76	451	0.77
	7:30 AM	0	48	0	0	48	0	0	30	0	30	1	27	0	0	28	0	0	0	0	0	106	475	0.81
	7:45 AM	0	73	0	0	73	2	0	32	0	34	2	37	0	0	39	0	0	0	0	0	146	452	0.77
	8:00 AM	0	53	1	0	54	1	0	21	0	22	1	46	0	0	47	0	0	0	0	0	123	381	0.77
	8:15 AM	0	46	0	0	46	0	0	14	0	14	2	38	0	0	40	0	0	0	0	0	100		
	8:30 AM	0	27	0	0	27	0	0	19	0	19	4	33	0	0	37	0	0	0	0	0	83		
	8:45 AM	0	25	0	0	25	1	0	11	0	12	2	36	0	0	38	0	0	0	0	0	75		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	20	0	0	20	1	0	20	0	21	3	42	0	0	45	0	0	0	0	0	86	354	0.78
	2:15 PM	0	18	0	0	18	0	0	21	0	21	4	36	1	0	41	0	0	1	0	1	81	375	0.82
	2:30 PM	0	14	1	0	15	2	0	14	0	16	8	34	0	0	42	0	0	0	0	0	73	431	0.79
	2:45 PM	0	35	0	0	35	4	0	32	0	36	7	36	0	0	43	0	0	0	0	0	114	495	0.90
	3:00 PM	0	23	1	0	24	2	0	31	0	33	8	42	0	0	50	0	0	0	0	0	107	531	0.89
	3:15 PM	0	53	0	0	53	2	0	36	0	38	7	39	0	0	46	0	0	0	0	0	137	579	0.93
	3:30 PM	0	48	1	0	49	1	0	25	0	26	6	56	0	0	62	0	0	0	0	0	137	571	0.92
	3:45 PM	0	39	0	0	39	3	0	29	0	32	5	74	0	0	79	0	0	0	0	0	150	564	0.91
	4:00 PM	1	46	0	0	47	7	0	34	0	41	8	58	0	0	66	0	0	1	0	1	155	564	0.91
	4:15 PM	0	39	0	0	39	3	0	30	0	33	11	46	0	0	57	0	0	0	0	0	129	562	0.92
	4:30 PM	0	43	0	0	43	3	1	35	0	39	2	46	0	0	48	0	0	0	0	0	130	575	0.94
	4:45 PM	0	39	0	0	39	3	0	44	0	47	8	55	0	0	63	1	0	0	0	1	150	563	0.92
	5:00 PM	1	46	0	0	47	3	0	34	0	37	6	62	0	0	68	1	0	0	0	1	153	502	0.82
	5:15 PM	0	43	0	0	43	1	0	42	1	44	3	52	0	0	55	0	0	0	0	0	142	432	0.76
	5:30 PM	0	40	0	0	40	2	0	25	0	27	4	47	0	0	51	0	0	0	0	0	118	363	0.77
	5:45 PM	0	26	0	0	26	0	0	22	0	22	5	36	0	0	41	0	0	0	0	0	89	293	0.82
	6:00 PM	0	19	0	0	19	1	0	21	0	22	4	38	0	0	42	0	0	0	0	0	83	256	0.77
	6:15 PM	0	9	0	0	9	2	0	23	0	25	6	33	0	0	39	0	0	0	0	0	73	231	0.79
	6:30 PM	0	21	0	0	21	0	0	12	0	12	2	12	0	0	14	1	0	0	0	1	48	200	0.86
	6:45 PM	0	13	0	0	13	3	0	14	0	17	6	16	0	0	22	0	0	0	0	0	52	185	0.80
	7:00 PM	0	15	0	0	15	2	0	20	0	22	3	18	0	0	21	0	0	0	0	0	58	159	0.69
	7:15 PM	0	10	0	0	10	2	0	18	0	20	1	11	0	0	12	0	0	0	0	0	42	142	0.85
	7:30 PM	0	7	0	0	7	0	0	7	0	7	1	18	0	0	19	0	0	0	0	0	33	129	0.79
	7:45 PM	0	12	0	0	12	0	0	3	0	3	2	9	0	0	11	0	0	0	0	0	26	117	0.71
	8:00 PM	0	4	0	0	4	1	0	19	0	20	3	14	0	0	17	0	0	0	0	0	41	102	0.62
	8:15 PM	0	7	0	0	7	1	0	8	0	9	0	13	0	0	13	0	0	0	0	0	29		
	8:30 PM	0	3	1	0	4	2	0	7	0	9	1	7	0	0	8	0	0	0	0	0	21		
	8:45 PM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		2	1051	5	0	1058	56	1	800	1	858	145	1220	3	0	1368	4	0	3	0	7	3291		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly Volume	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:15 AM	0	207	1	0	208	4	0	101	0	105	6	132	0	0	138	0	0	0	0	0	451	0.77
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:30 PM	0	125	2	0	127	10	0	113	0	123	30	151	0	0	181	0	0	0	0	0	431	0.79

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Automobile Data

Yates Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	6	0	0	6	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	12	72
	6:15 AM	0	5	0	0	5	0	0	4	0	4	0	2	0	0	2	0	0	0	0	0	11	101
	6:30 AM	0	8	0	0	8	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	17	163
	6:45 AM	0	15	0	0	15	0	0	3	0	3	3	7	2	0	12	1	0	1	0	2	32	248
	7:00 AM	0	14	0	0	14	0	0	16	0	16	2	9	0	0	11	0	0	0	0	0	41	361
	7:15 AM	0	33	0	0	33	0	0	18	0	18	2	20	0	0	22	0	0	0	0	0	73	440
	7:30 AM	0	47	0	0	47	0	0	28	0	28	1	26	0	0	27	0	0	0	0	0	102	467
	7:45 AM	0	73	0	0	73	1	0	32	0	33	2	37	0	0	39	0	0	0	0	0	145	444
	8:00 AM	0	52	1	0	53	1	0	21	0	22	1	44	0	0	45	0	0	0	0	0	120	373
	8:15 AM	0	46	0	0	46	0	0	14	0	14	2	38	0	0	40	0	0	0	0	0	100	
	8:30 AM	0	26	0	0	26	0	0	19	0	19	1	33	0	0	34	0	0	0	0	0	79	
	8:45 AM	0	25	0	0	25	1	0	10	0	11	2	36	0	0	38	0	0	0	0	0	74	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	20	0	0	20	1	0	19	0	20	3	40	0	0	43	0	0	0	0	0	83	340
	2:15 PM	0	18	0	0	18	0	0	21	0	21	4	36	1	0	41	0	0	1	0	1	81	363
	2:30 PM	0	10	1	0	11	2	0	14	0	16	7	32	0	0	39	0	0	0	0	0	66	418
	2:45 PM	0	33	0	0	33	4	0	31	0	35	6	36	0	0	42	0	0	0	0	0	110	486
	3:00 PM	0	22	1	0	23	2	0	31	0	33	8	42	0	0	50	0	0	0	0	0	106	525
	3:15 PM	0	52	0	0	52	2	0	36	0	38	7	39	0	0	46	0	0	0	0	0	136	573
	3:30 PM	0	47	1	0	48	1	0	23	0	24	6	56	0	0	62	0	0	0	0	0	134	563
	3:45 PM	0	39	0	0	39	3	0	28	0	31	5	74	0	0	79	0	0	0	0	0	149	558
	4:00 PM	1	45	0	0	46	7	0	34	0	41	8	58	0	0	66	0	0	1	0	1	154	555
	4:15 PM	0	38	0	0	38	3	0	29	0	32	11	45	0	0	56	0	0	0	0	0	126	554
	4:30 PM	0	43	0	0	43	3	1	35	0	39	2	45	0	0	47	0	0	0	0	0	129	570
	4:45 PM	0	38	0	0	38	3	0	44	0	47	8	52	0	0	60	1	0	0	0	1	146	559
	5:00 PM	1	46	0	0	47	3	0	34	0	37	6	62	0	0	68	1	0	0	0	1	153	502
	5:15 PM	0	43	0	0	43	1	0	42	1	44	3	52	0	0	55	0	0	0	0	0	142	432
	5:30 PM	0	40	0	0	40	2	0	25	0	27	4	47	0	0	51	0	0	0	0	0	118	363
	5:45 PM	0	26	0	0	26	0	0	22	0	22	5	36	0	0	41	0	0	0	0	0	89	293
	6:00 PM	0	19	0	0	19	1	0	21	0	22	4	38	0	0	42	0	0	0	0	0	83	256
	6:15 PM	0	9	0	0	9	2	0	23	0	25	6	33	0	0	39	0	0	0	0	0	73	231
	6:30 PM	0	21	0	0	21	0	0	12	0	12	2	12	0	0	14	1	0	0	0	1	48	200
	6:45 PM	0	13	0	0	13	3	0	14	0	17	6	16	0	0	22	0	0	0	0	0	52	185
	7:00 PM	0	15	0	0	15	2	0	20	0	22	3	18	0	0	21	0	0	0	0	0	58	159
	7:15 PM	0	10	0	0	10	2	0	18	0	20	1	11	0	0	12	0	0	0	0	0	42	142
	7:30 PM	0	7	0	0	7	0	0	7	0	7	1	18	0	0	19	0	0	0	0	0	33	129
	7:45 PM	0	12	0	0	12	0	0	3	0	3	2	9	0	0	11	0	0	0	0	0	26	117
	8:00 PM	0	4	0	0	4	1	0	19	0	20	3	14	0	0	17	0	0	0	0	0	41	102
	8:15 PM	0	7	0	0	7	1	0	8	0	9	0	13	0	0	13	0	0	0	0	0	29	
	8:30 PM	0	3	1	0	4	2	0	7	0	9	1	7	0	0	8	0	0	0	0	0	21	
	8:45 PM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	1035	5	0	1042	54	1	791	1	847	140	1206	3	0	1349	4	0	3	0	7	3245	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	205	1	0	206	2	0	99	0	101	6	127	0	0	133	0	0	0	0	0	440
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	117	2	0	119	10	0	112	0	122	28	149	0	0	177	0	0	0	0	0	418

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

Yates Road & Cardinal Stritch DW

Count Basics			*Page 7 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	7:30 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4	8
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	8
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	
	8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	14
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	2:30 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7	13
	2:45 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4	9
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	8
	3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	4:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	16	0	0	16	2	0	9	0	11	5	14	0	0	19	0	0	0	0	0	46	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	2	0	0	2	2	0	2	0	4	0	5	0	0	5	0	0	0	0	0	11
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	8	0	0	8	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	13

Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Yates Road & Cardinal Stritch DW

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Yates Road & Cardinal Stritch DW

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	7:30 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4	8
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	8
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	
	8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	14
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	2:30 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7	13
	2:45 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4	9
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	8
	3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	4:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	16	0	0	16	2	0	9	0	11	5	14	0	0	19	0	0	0	0	0	46	

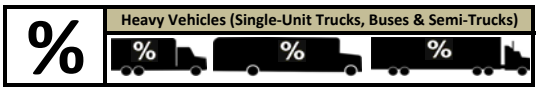
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	2	0	0	2	2	0	2	0	4	0	5	0	0	5	0	0	0	0	0	11
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	8	0	0	8	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	13

Intersection Traffic Volume Report

Count Basics			Page 10 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Yates Road & Cardinal Stritch DW

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
	7:00 AM	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.4
	7:15 AM	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	5.3	0.0	9.1	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	3.9	2.4
	7:30 AM	0.0	2.1	0.0	0.0	2.1	0.0	0.0	6.7	0.0	6.7	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.8	1.7
	7:45 AM	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.8
	8:00 AM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.4	2.1
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	4.8	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	4.8	0.0	4.8	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	3.5	4.0
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
	2:30 PM	0.0	28.6	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	12.5	5.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9.6	3.0
	2:45 PM	0.0	5.7	0.0	0.0	5.7	0.0	0.0	3.1	0.0	2.8	14.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	3.5	1.8
	3:00 PM	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	1.1
	3:15 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.0
	3:30 PM	0.0	2.1	0.0	0.0	2.0	0.0	0.0	8.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	1.4
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.1
	4:00 PM	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.6
	4:15 PM	0.0	2.6	0.0	0.0	2.6	0.0	0.0	3.3	0.0	3.0	0.0	2.2	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	2.3	1.4
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.8	0.9
	4:45 PM	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	2.7	0.7
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.5	0.0	0.0	1.5	3.6	0.0	1.1	0.0	1.3	3.4	1.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	1.0	0.0	0.0	1.0	50.0	0.0	2.0	0.0	3.8	0.0	3.8	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	2.4
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:30 PM	0.0	6.4	0.0	0.0	6.3	0.0	0.0	0.9	0.0	0.8	6.7	1.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	3.0

Intersection Traffic Volume Report

15-Minute Pedestrian and Bicyclist Data

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Yates Road & Cardinal Stritch DW

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	2	0	2	0	0	0	0	1	1	3	7
	2:15 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	5
	2:30 PM	0	1	1	0	0	0	0	0	0	0	1	1	2	8
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	12
	3:15 PM	2	0	2	0	0	0	0	0	0	3	0	3	5	14
	3:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	9
	3:45 PM	3	0	3	0	0	0	0	0	0	2	0	2	5	8
	4:00 PM	0	0	0	0	0	0	1	0	1	2	0	2	3	4
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	2
	5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	1	7	4	0	4	3	0	3	9	4	13	27	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW				
	Start Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	1
	7:00 AM	0		0	0		0	0		0	0		0	0	1
	7:15 AM	0		0	0		0	0		0	0		0	0	1
	7:30 AM	0		0	0		0	0		0	1		1	1	1
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	2
	8:15 AM	0		0	0		0	0		0	0		0	0	2
	8:30 AM	0		0	0		0	0		0	0		0	0	2
	8:45 AM	0		0	1		1	1		1	0		0	2	2
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	2
	1:30 PM	0		0	0		0	0		0	0		0	0	4
	1:45 PM	0		0	0		0	0		0	0		0	0	4
PM Peak Period	2:00 PM	0		0	2		2	0		0	0		0	2	4
	2:15 PM	1		1	0		0	0		0	1		1	2	3
	2:30 PM	0		0	0		0	0		0	0		0	0	6
	2:45 PM	0		0	0		0	0		0	0		0	0	6
	3:00 PM	0		0	1		1	0		0	0		0	1	11
	3:15 PM	2		2	0		0	0		0	3		3	5	13
	3:30 PM	0		0	0		0	0		0	0		0	0	8
	3:45 PM	3		3	0		0	0		0	2		2	5	8
	4:00 PM	0		0	0		0	1		1	2		2	3	3
	4:15 PM	0		0	0		0	0		0	0		0	0	1
	4:30 PM	0		0	0		0	0		0	0		0	0	1
	4:45 PM	0		0	0		0	0		0	0		0	0	1
	5:00 PM	0		0	0		0	1		1	0		0	1	1
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**6**	**0**	**6**	**4**	**0**	**4**	**3**	**0**	**3**	**9**	**0**	**9**	**22**	

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Base Information, Observed (10) Hour and Estimated (24) Hour Volume Summaries

Major St: **Yates Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Yates Road & Cardinal Stritch DW*** **IX_ID:**

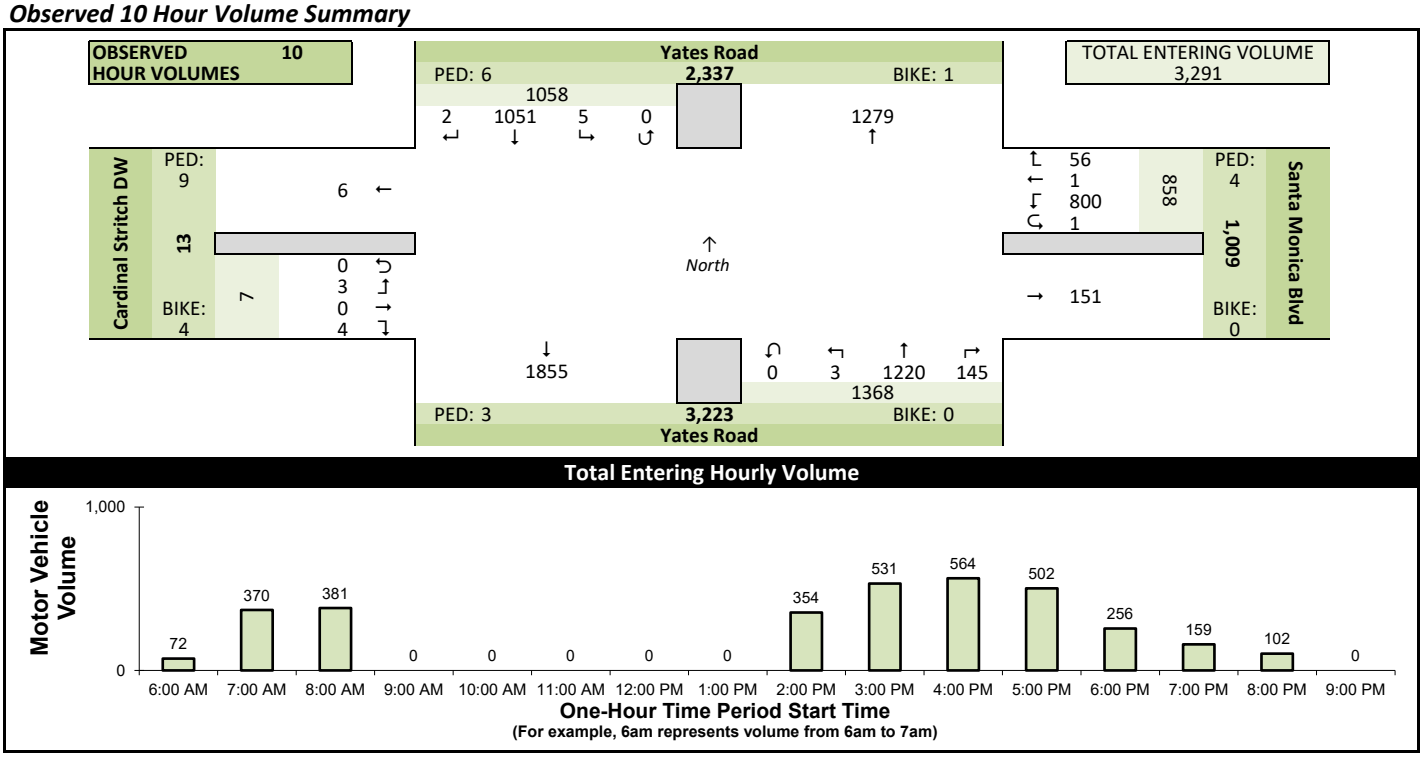
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Yates Road		
East Leg	Santa Monica Blvd		
South Leg	Yates Road		
West Leg	Cardinal Stritch DW		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

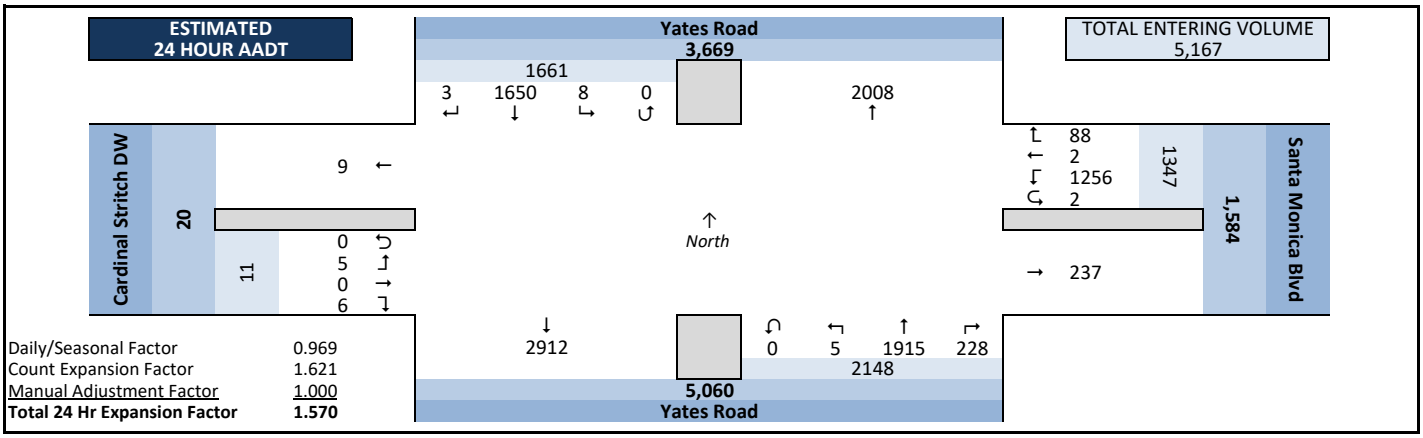
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 02:00 PM-09:00 PM				
1st Day of Count	Wednesday, November 29, 2023			Weather	
AM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Midday Peak Period	Thursday, November 30, 2023			Clear & Dry	
PM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.969	Count Expansion Factor	1.621		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	Wendy Picard			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	Jane Fait			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 10 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

Yates Road & Cardinal Stritch DW

Count Basics			*Page 2 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

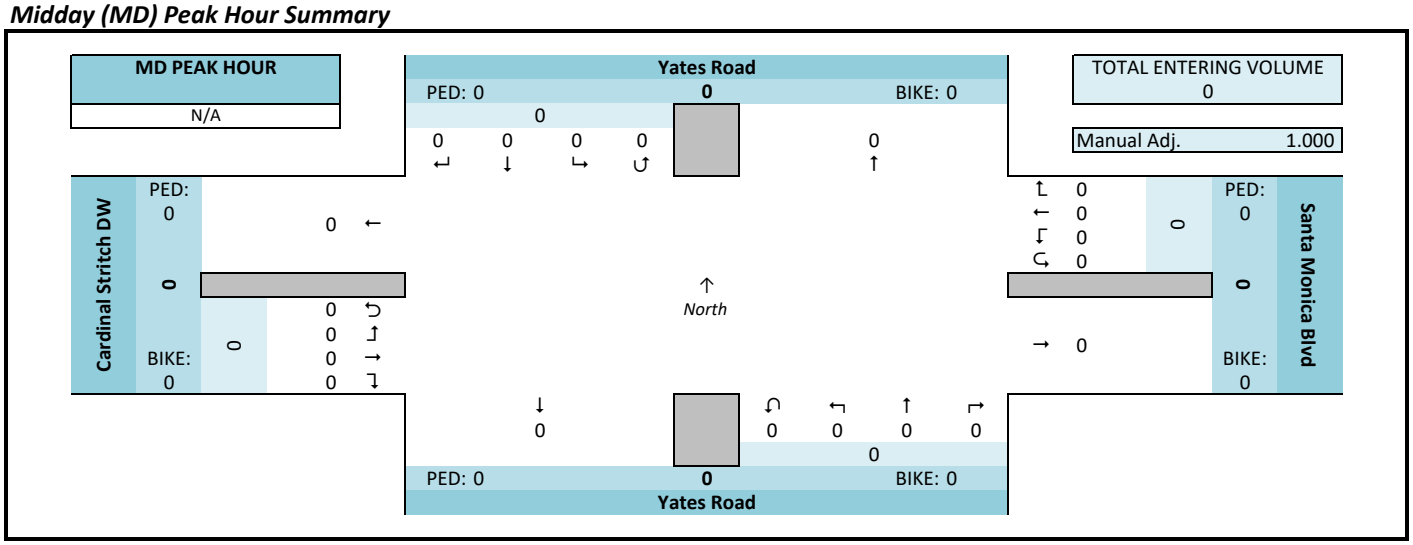
All Motor Vehicles



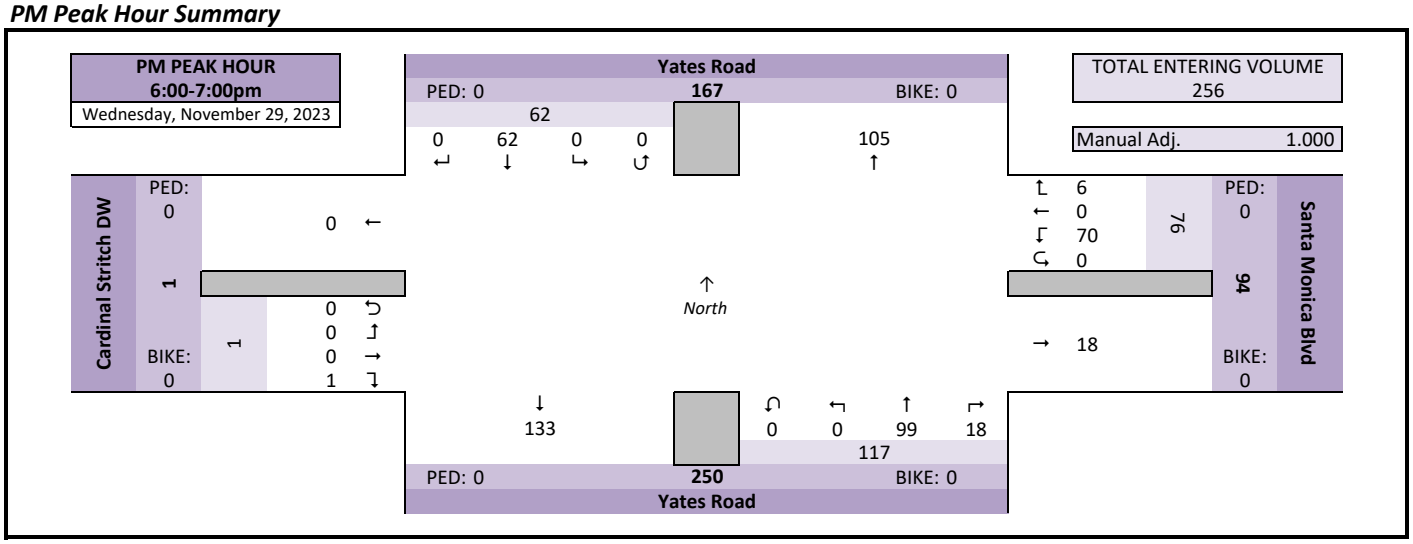
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Peak Hour Volume Summary

Yates Road & Cardinal Stritch DW

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

[redacted]

N/A		From North					From East					From South					From West					
	MD Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
Midday (MD) Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, November 29, 2023		From North					From East					From South					From West					
	PM Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	6:00 PM	0	19	0	0	19	1	0	21	0	22	4	38	0	0	42	0	0	0	0	0	83
	6:15 PM	0	9	0	0	9	2	0	23	0	25	6	33	0	0	39	0	0	0	0	0	73
	6:30 PM	0	21	0	0	21	0	0	12	0	12	2	12	0	0	14	1	0	0	0	1	48
	6:45 PM	0	13	0	0	13	3	0	14	0	17	6	16	0	0	22	0	0	0	0	0	52
	Peak Hour Volume	0	62	0	0	62	6	0	70	0	76	18	99	0	0	117	1	0	0	0	1	256
	Rounded Hourly Volume	0	60	0	0	60	5	0	70	0	75	20	100	0	0	120	0	0	0	0	0	255
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.74	0.00	0.00	0.74	0.50	0.00	0.76	0.00	0.76	0.75	0.65	0.00	0.00	0.70	0.25	0.00	0.00	0.00	0.25	0.77

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
	Total	0	0	0	1	0	1	1	0	1	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

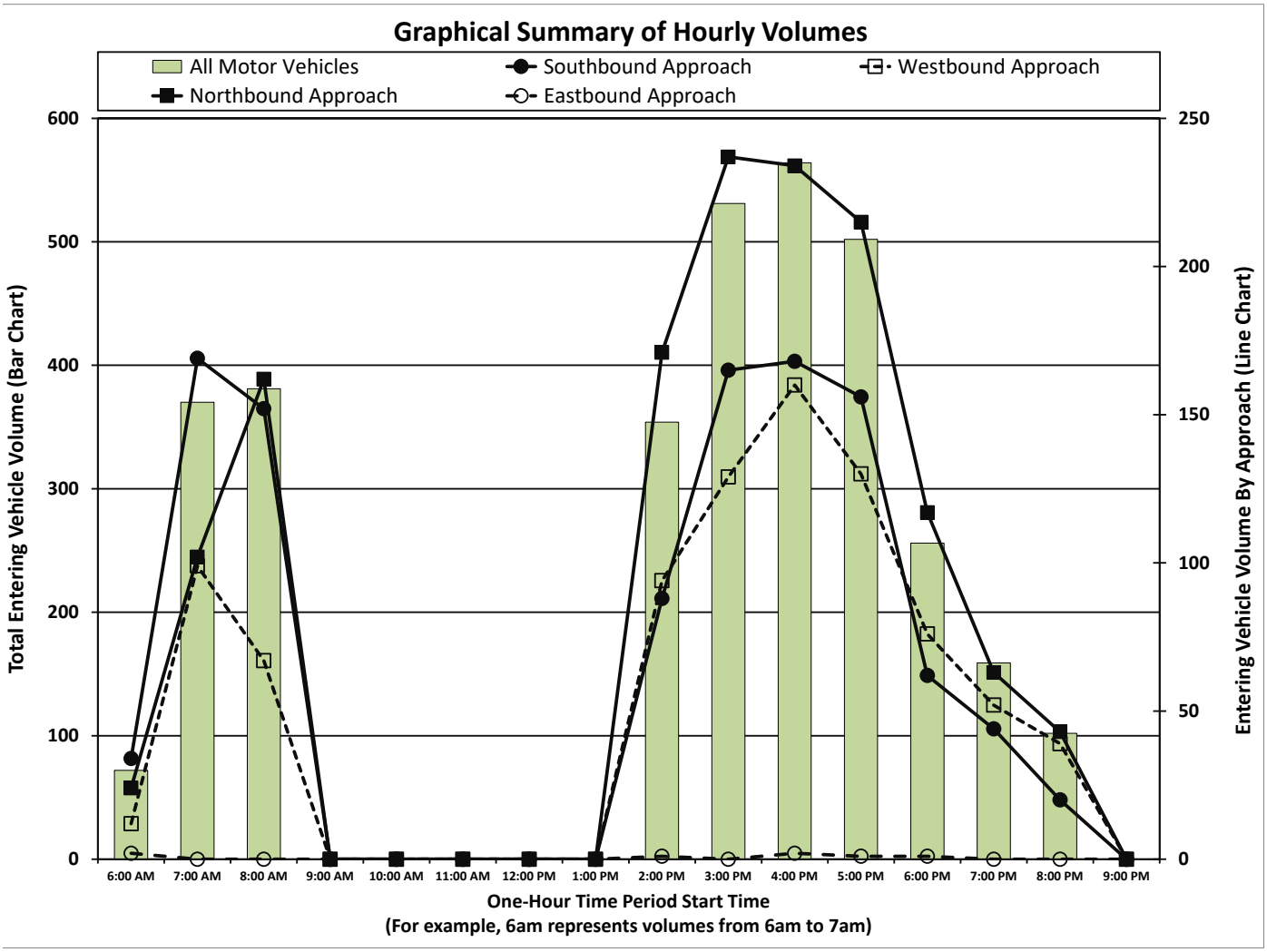
Yates Road & Cardinal Stritch DW

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	34	0	0	34	0	0	12	0	12	5	17	2	0	24	1	0	1	0	2	72	14	58
AM	7:00 AM	0	169	0	0	169	3	0	96	0	99	7	95	0	0	102	0	0	0	0	0	370	99	271
AM	8:00 AM	0	151	1	0	152	2	0	65	0	67	9	153	0	0	162	0	0	0	0	0	381	67	314
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	87	1	0	88	7	0	87	0	94	22	148	1	0	171	0	0	1	0	1	354	95	259
PM	3:00 PM	0	163	2	0	165	8	0	121	0	129	26	211	0	0	237	0	0	0	0	0	531	129	402
PM	4:00 PM	1	167	0	0	168	16	1	143	0	160	29	205	0	0	234	1	0	1	0	2	564	162	402
PM	5:00 PM	1	155	0	0	156	6	0	123	1	130	18	197	0	0	215	1	0	0	0	1	502	131	371
PM	6:00 PM	0	62	0	0	62	6	0	70	0	76	18	99	0	0	117	1	0	0	0	1	256	77	179
PM	7:00 PM	0	44	0	0	44	4	0	48	0	52	7	56	0	0	63	0	0	0	0	0	159	52	107
PM	8:00 PM	0	19	1	0	20	4	0	35	0	39	4	39	0	0	43	0	0	0	0	0	102	39	63
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		2	1051	5	0	1058	56	1	800	1	858	145	1220	3	0	1368	4	0	3	0	7	3291	865	2426



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

Yates Road & Cardinal Stritch DW

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	6	0	0	6	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	12	72	0.56
	6:15 AM	0	5	0	0	5	0	0	4	0	4	0	2	0	0	2	0	0	0	0	0	11	102	0.61
	6:30 AM	0	8	0	0	8	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	17	167	0.55
	6:45 AM	0	15	0	0	15	0	0	3	0	3	3	7	2	0	12	1	0	1	0	2	32	256	0.60
	7:00 AM	0	15	0	0	15	0	0	16	0	16	2	9	0	0	11	0	0	0	0	0	42	370	0.63
	7:15 AM	0	33	0	0	33	1	0	18	0	19	2	22	0	0	24	0	0	0	0	0	76	451	0.77
	7:30 AM	0	48	0	0	48	0	0	30	0	30	1	27	0	0	28	0	0	0	0	0	106	475	0.81
	7:45 AM	0	73	0	0	73	2	0	32	0	34	2	37	0	0	39	0	0	0	0	0	146	452	0.77
	8:00 AM	0	53	1	0	54	1	0	21	0	22	1	46	0	0	47	0	0	0	0	0	123	381	0.77
	8:15 AM	0	46	0	0	46	0	0	14	0	14	2	38	0	0	40	0	0	0	0	0	100		
	8:30 AM	0	27	0	0	27	0	0	19	0	19	4	33	0	0	37	0	0	0	0	0	83		
	8:45 AM	0	25	0	0	25	1	0	11	0	12	2	36	0	0	38	0	0	0	0	0	75		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	20	0	0	20	1	0	20	0	21	3	42	0	0	45	0	0	0	0	0	86	354	0.78
	2:15 PM	0	18	0	0	18	0	0	21	0	21	4	36	1	0	41	0	0	1	0	1	81	375	0.82
	2:30 PM	0	14	1	0	15	2	0	14	0	16	8	34	0	0	42	0	0	0	0	0	73	431	0.79
	2:45 PM	0	35	0	0	35	4	0	32	0	36	7	36	0	0	43	0	0	0	0	0	114	495	0.90
	3:00 PM	0	23	1	0	24	2	0	31	0	33	8	42	0	0	50	0	0	0	0	0	107	531	0.89
	3:15 PM	0	53	0	0	53	2	0	36	0	38	7	39	0	0	46	0	0	0	0	0	137	579	0.93
	3:30 PM	0	48	1	0	49	1	0	25	0	26	6	56	0	0	62	0	0	0	0	0	137	571	0.92
	3:45 PM	0	39	0	0	39	3	0	29	0	32	5	74	0	0	79	0	0	0	0	0	150	564	0.91
	4:00 PM	1	46	0	0	47	7	0	34	0	41	8	58	0	0	66	0	0	1	0	1	155	564	0.91
	4:15 PM	0	39	0	0	39	3	0	30	0	33	11	46	0	0	57	0	0	0	0	0	129	562	0.92
	4:30 PM	0	43	0	0	43	3	1	35	0	39	2	46	0	0	48	0	0	0	0	0	130	575	0.94
	4:45 PM	0	39	0	0	39	3	0	44	0	47	8	55	0	0	63	1	0	0	0	1	150	563	0.92
	5:00 PM	1	46	0	0	47	3	0	34	0	37	6	62	0	0	68	1	0	0	0	1	153	502	0.82
	5:15 PM	0	43	0	0	43	1	0	42	1	44	3	52	0	0	55	0	0	0	0	0	142	432	0.76
	5:30 PM	0	40	0	0	40	2	0	25	0	27	4	47	0	0	51	0	0	0	0	0	118	363	0.77
	5:45 PM	0	26	0	0	26	0	0	22	0	22	5	36	0	0	41	0	0	0	0	0	89	293	0.82
	6:00 PM	0	19	0	0	19	1	0	21	0	22	4	38	0	0	42	0	0	0	0	0	83	256	0.77
	6:15 PM	0	9	0	0	9	2	0	23	0	25	6	33	0	0	39	0	0	0	0	0	73	231	0.79
	6:30 PM	0	21	0	0	21	0	0	12	0	12	2	12	0	0	14	1	0	0	0	1	48	200	0.86
	6:45 PM	0	13	0	0	13	3	0	14	0	17	6	16	0	0	22	0	0	0	0	0	52	185	0.80
	7:00 PM	0	15	0	0	15	2	0	20	0	22	3	18	0	0	21	0	0	0	0	0	58	159	0.69
	7:15 PM	0	10	0	0	10	2	0	18	0	20	1	11	0	0	12	0	0	0	0	0	42	142	0.85
	7:30 PM	0	7	0	0	7	0	0	7	0	7	1	18	0	0	19	0	0	0	0	0	33	129	0.79
	7:45 PM	0	12	0	0	12	0	0	3	0	3	2	9	0	0	11	0	0	0	0	0	26	117	0.71
	8:00 PM	0	4	0	0	4	1	0	19	0	20	3	14	0	0	17	0	0	0	0	0	41	102	0.62
	8:15 PM	0	7	0	0	7	1	0	8	0	9	0	13	0	0	13	0	0	0	0	0	29		
	8:30 PM	0	3	1	0	4	2	0	7	0	9	1	7	0	0	8	0	0	0	0	0	21		
	8:45 PM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		2	1051	5	0	1058	56	1	800	1	858	145	1220	3	0	1368	4	0	3	0	7	3291		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	151	1	0	152	2	0	65	0	67	9	153	0	0	162	0	0	0	0	0	381	0.77
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	6:00 PM	0	62	0	0	62	6	0	70	0	76	18	99	0	0	117	1	0	0	0	1	256	0.77

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Automobile Data

Yates Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	6	0	0	6	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	12	72
	6:15 AM	0	5	0	0	5	0	0	4	0	4	0	2	0	0	2	0	0	0	0	0	11	101
	6:30 AM	0	8	0	0	8	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	17	163
	6:45 AM	0	15	0	0	15	0	0	3	0	3	3	7	2	0	12	1	0	1	0	2	32	248
	7:00 AM	0	14	0	0	14	0	0	16	0	16	2	9	0	0	11	0	0	0	0	0	41	361
	7:15 AM	0	33	0	0	33	0	0	18	0	18	2	20	0	0	22	0	0	0	0	0	73	440
	7:30 AM	0	47	0	0	47	0	0	28	0	28	1	26	0	0	27	0	0	0	0	0	102	467
	7:45 AM	0	73	0	0	73	1	0	32	0	33	2	37	0	0	39	0	0	0	0	0	145	444
	8:00 AM	0	52	1	0	53	1	0	21	0	22	1	44	0	0	45	0	0	0	0	0	120	373
	8:15 AM	0	46	0	0	46	0	0	14	0	14	2	38	0	0	40	0	0	0	0	0	100	
	8:30 AM	0	26	0	0	26	0	0	19	0	19	1	33	0	0	34	0	0	0	0	0	79	
	8:45 AM	0	25	0	0	25	1	0	10	0	11	2	36	0	0	38	0	0	0	0	0	74	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	20	0	0	20	1	0	19	0	20	3	40	0	0	43	0	0	0	0	0	83	340
	2:15 PM	0	18	0	0	18	0	0	21	0	21	4	36	1	0	41	0	0	1	0	1	81	363
	2:30 PM	0	10	1	0	11	2	0	14	0	16	7	32	0	0	39	0	0	0	0	0	66	418
	2:45 PM	0	33	0	0	33	4	0	31	0	35	6	36	0	0	42	0	0	0	0	0	110	486
	3:00 PM	0	22	1	0	23	2	0	31	0	33	8	42	0	0	50	0	0	0	0	0	106	525
	3:15 PM	0	52	0	0	52	2	0	36	0	38	7	39	0	0	46	0	0	0	0	0	136	573
	3:30 PM	0	47	1	0	48	1	0	23	0	24	6	56	0	0	62	0	0	0	0	0	134	563
	3:45 PM	0	39	0	0	39	3	0	28	0	31	5	74	0	0	79	0	0	0	0	0	149	558
	4:00 PM	1	45	0	0	46	7	0	34	0	41	8	58	0	0	66	0	0	1	0	1	154	555
	4:15 PM	0	38	0	0	38	3	0	29	0	32	11	45	0	0	56	0	0	0	0	0	126	554
	4:30 PM	0	43	0	0	43	3	1	35	0	39	2	45	0	0	47	0	0	0	0	0	129	570
	4:45 PM	0	38	0	0	38	3	0	44	0	47	8	52	0	0	60	1	0	0	0	1	146	559
	5:00 PM	1	46	0	0	47	3	0	34	0	37	6	62	0	0	68	1	0	0	0	1	153	502
	5:15 PM	0	43	0	0	43	1	0	42	1	44	3	52	0	0	55	0	0	0	0	0	142	432
	5:30 PM	0	40	0	0	40	2	0	25	0	27	4	47	0	0	51	0	0	0	0	0	118	363
	5:45 PM	0	26	0	0	26	0	0	22	0	22	5	36	0	0	41	0	0	0	0	0	89	293
	6:00 PM	0	19	0	0	19	1	0	21	0	22	4	38	0	0	42	0	0	0	0	0	83	256
	6:15 PM	0	9	0	0	9	2	0	23	0	25	6	33	0	0	39	0	0	0	0	0	73	231
	6:30 PM	0	21	0	0	21	0	0	12	0	12	2	12	0	0	14	1	0	0	0	1	48	200
	6:45 PM	0	13	0	0	13	3	0	14	0	17	6	16	0	0	22	0	0	0	0	0	52	185
	7:00 PM	0	15	0	0	15	2	0	20	0	22	3	18	0	0	21	0	0	0	0	0	58	159
	7:15 PM	0	10	0	0	10	2	0	18	0	20	1	11	0	0	12	0	0	0	0	0	42	142
	7:30 PM	0	7	0	0	7	0	0	7	0	7	1	18	0	0	19	0	0	0	0	0	33	129
	7:45 PM	0	12	0	0	12	0	0	3	0	3	2	9	0	0	11	0	0	0	0	0	26	117
	8:00 PM	0	4	0	0	4	1	0	19	0	20	3	14	0	0	17	0	0	0	0	0	41	102
	8:15 PM	0	7	0	0	7	1	0	8	0	9	0	13	0	0	13	0	0	0	0	0	29	
	8:30 PM	0	3	1	0	4	2	0	7	0	9	1	7	0	0	8	0	0	0	0	0	21	
	8:45 PM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	1035	5	0	1042	54	1	791	1	847	140	1206	3	0	1349	4	0	3	0	7	3245	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	149	1	0	150	2	0	64	0	66	6	151	0	0	157	0	0	0	0	0	373
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	62	0	0	62	6	0	70	0	76	18	99	0	0	117	1	0	0	0	1	256

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

Yates Road & Cardinal Stritch DW

Count Basics			*Page 7 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



15-Minute Single Unit (SU) Truck & Bus Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	7:30 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4	8
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	8
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	
	8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	14
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	2:30 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7	13
	2:45 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4	9
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	8
	3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	4:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	16	0	0	16	2	0	9	0	11	5	14	0	0	19	0	0	0	0	0	46	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	2	0	0	2	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	8
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics			*Page 8 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Yates Road & Cardinal Stritch DW

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Data

Count Basics		*Page 9 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

Yates Road & Cardinal Stritch DW

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)



15-Minute Heavy Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	7:30 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4	8
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	8
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	
	8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	14
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	2:30 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7	13
	2:45 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4	9
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	8
	3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	4:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	16	0	0	16	2	0	9	0	11	5	14	0	0	19	0	0	0	0	0	46	

Peak Hour Heavy Vehicle Volume Summary

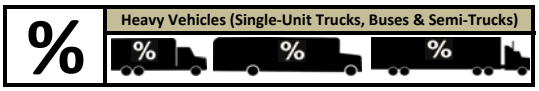
	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	2	0	0	2	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	8
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Count Basics			*Page 10 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Yates Road & Cardinal Stritch DW



15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
	7:00 AM	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.4
	7:15 AM	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	5.3	0.0	9.1	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	3.9	2.4
	7:30 AM	0.0	2.1	0.0	0.0	2.1	0.0	0.0	6.7	0.0	6.7	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.8	1.7
	7:45 AM	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.8
	8:00 AM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.4	2.1
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	4.8	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	4.8	0.0	4.8	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	3.5	4.0
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
	2:30 PM	0.0	28.6	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	12.5	5.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9.6	3.0
	2:45 PM	0.0	5.7	0.0	0.0	5.7	0.0	0.0	3.1	0.0	2.8	14.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	3.5	1.8
	3:00 PM	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	1.1
	3:15 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.0
	3:30 PM	0.0	2.1	0.0	0.0	2.0	0.0	0.0	8.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	1.4
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.1
	4:00 PM	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.6
	4:15 PM	0.0	2.6	0.0	0.0	2.6	0.0	0.0	3.3	0.0	3.0	0.0	2.2	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	2.3	1.4
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.8	0.9
	4:45 PM	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	2.7	0.7
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.5	0.0	0.0	1.5	3.6	0.0	1.1	0.0	1.3	3.4	1.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	1.3	0.0	0.0	1.3	0.0	0.0	1.5	0.0	1.5	33.3	1.3	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	2.1
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Yates Road & Cardinal Stritch DW

Pedestrians and Bicyclists



15-Minute Pedestrian and Bicyclist Data

	15-Minute Time Period	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
	Start Time	Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW			Totals	Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	2	0	2	0	0	0	0	1	1	3	7
	2:15 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	5
	2:30 PM	0	1	1	0	0	0	0	0	0	0	1	1	2	8
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	12
	3:15 PM	2	0	2	0	0	0	0	0	0	3	0	3	5	14
	3:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	9
	3:45 PM	3	0	3	0	0	0	0	0	0	2	0	2	5	8
	4:00 PM	0	0	0	0	0	0	1	0	1	2	0	2	3	4
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	2
	5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**6**	**1**	**7**	**4**	**0**	**4**	**3**	**0**	**3**	**9**	**4**	**13**	**27**	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW				
	Start Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	1
	7:00 AM	0		0	0		0	0		0	0		0	0	1
	7:15 AM	0		0	0		0	0		0	0		0	0	1
	7:30 AM	0		0	0		0	0		0	1		1	1	1
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	2
	8:15 AM	0		0	0		0	0		0	0		0	0	2
	8:30 AM	0		0	0		0	0		0	0		0	0	2
	8:45 AM	0		0	1		1	1		1	0		0	2	2
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	2
	1:30 PM	0		0	0		0	0		0	0		0	0	4
	1:45 PM	0		0	0		0	0		0	0		0	0	4
PM Peak Period	2:00 PM	0		0	2		2	0		0	0		0	2	4
	2:15 PM	1		1	0		0	0		0	1		1	2	3
	2:30 PM	0		0	0		0	0		0	0		0	0	6
	2:45 PM	0		0	0		0	0		0	0		0	0	6
	3:00 PM	0		0	1		1	0		0	0		0	1	11
	3:15 PM	2		2	0		0	0		0	3		3	5	13
	3:30 PM	0		0	0		0	0		0	0		0	0	8
	3:45 PM	3		3	0		0	0		0	2		2	5	8
	4:00 PM	0		0	0		0	1		1	2		2	3	3
	4:15 PM	0		0	0		0	0		0	0		0	0	1
	4:30 PM	0		0	0		0	0		0	0		0	0	1
	4:45 PM	0		0	0		0	0		0	0		0	0	1
	5:00 PM	0		0	0		0	1		1	0		0	1	1
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**6**	**0**	**6**	**4**	**0**	**4**	**3**	**0**	**3**	**9**	**0**	**9**	**22**	

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

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

Major St: **Yates Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Yates Road & Cardinal Stritch DW*** **IX_ID:**

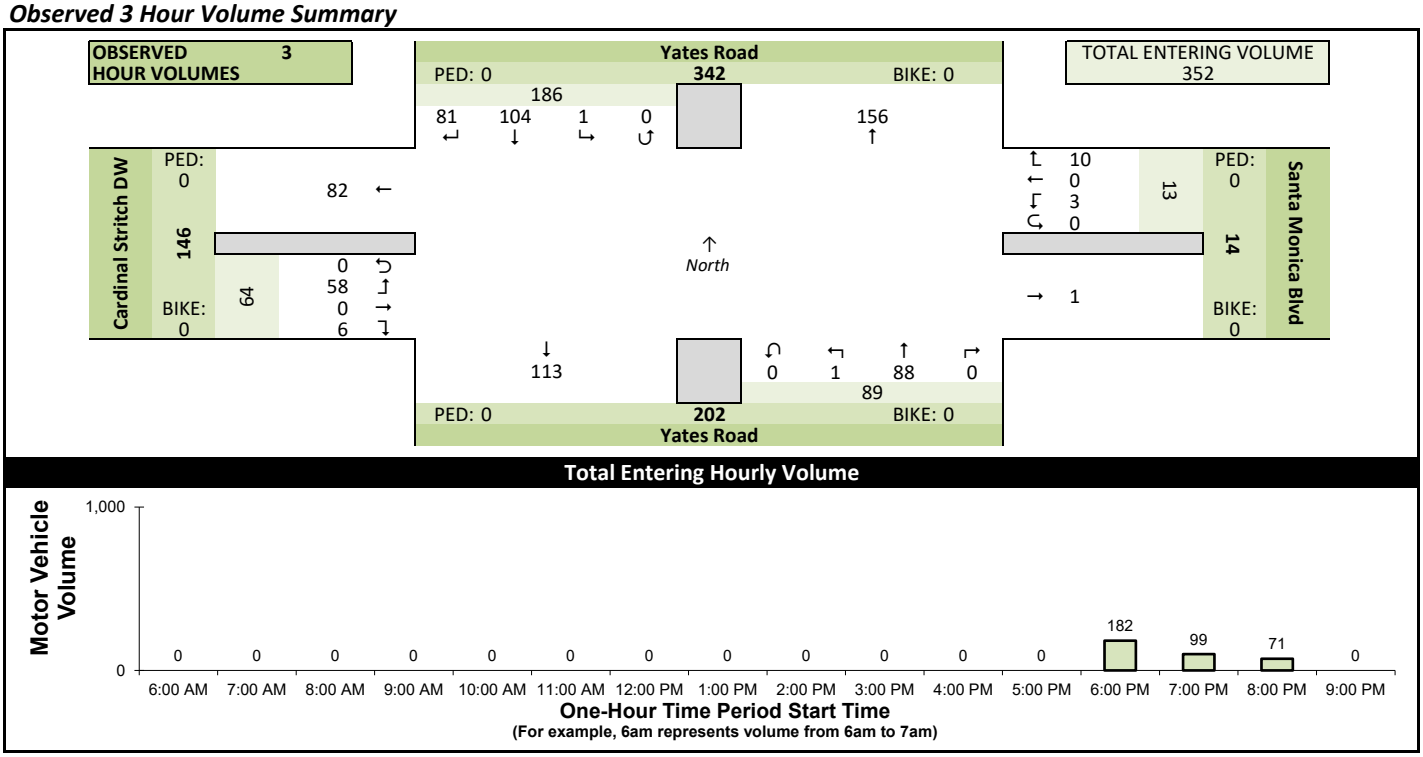
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Yates Road		
East Leg	Santa Monica Blvd		
South Leg	Yates Road		
West Leg	Cardinal Stritch DW		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

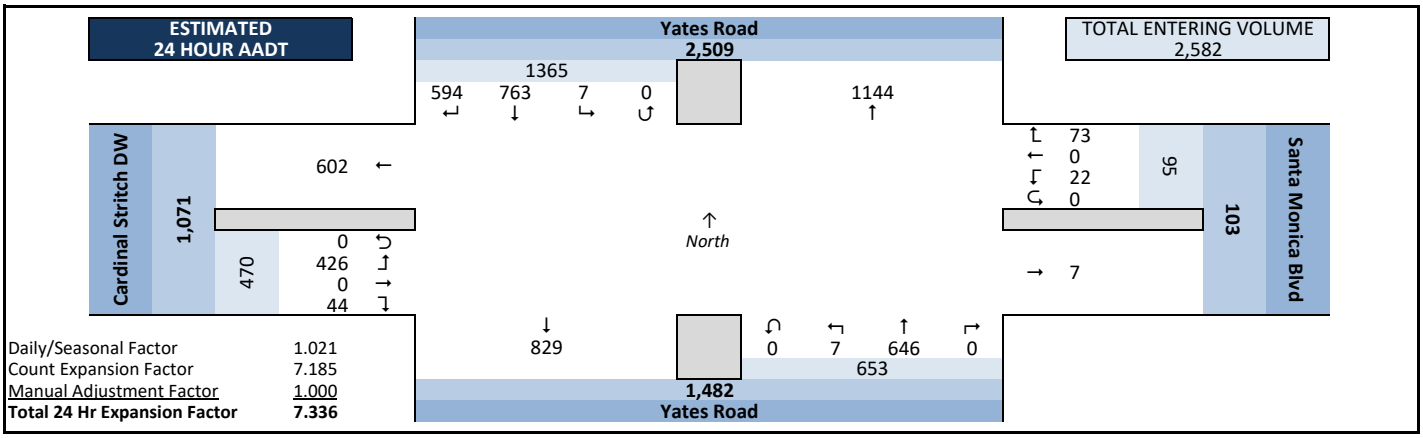
Count Information

Hrs Counted:	06:00 PM-09:00 PM				
1st Day of Count	Friday, December 1, 2023			Weather	
AM Peak Period	Friday, December 1, 2023			Clear & Dry	
Midday Peak Period	Friday, December 1, 2023			Clear & Dry	
PM Peak Period	Friday, December 1, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	6:00-7:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.021	Count Expansion Factor	7.185		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Jane Fait				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

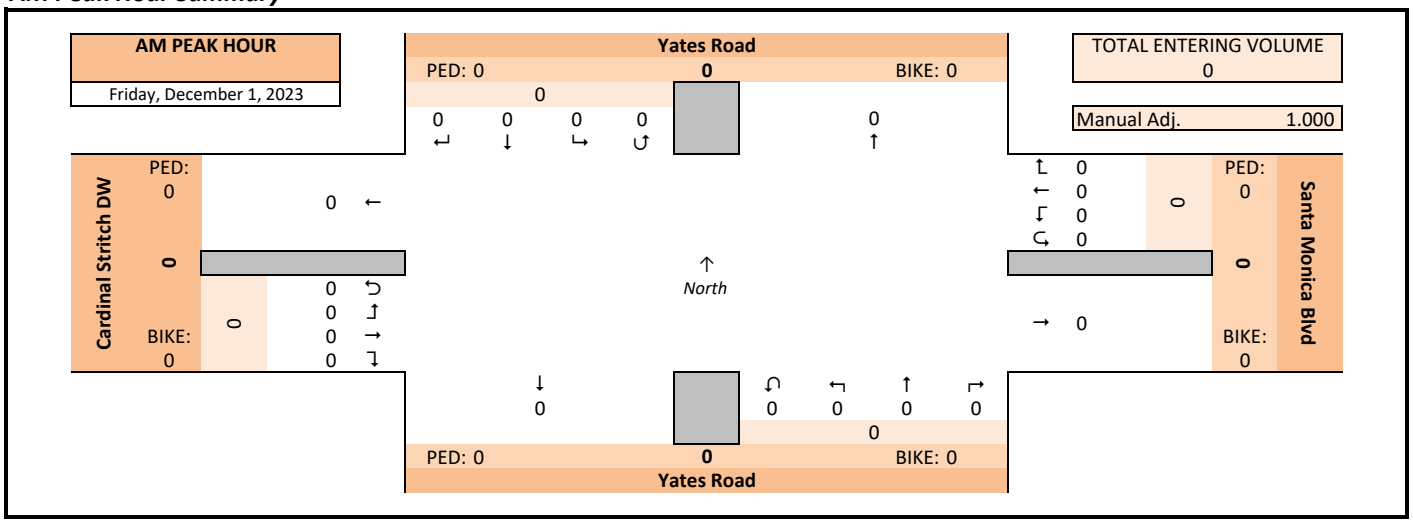
Yates Road & Cardinal Stritch DW

Count Basics			*Page 2 of 13*
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

All Motor Vehicles



AM Peak Hour Summary


AM PEAK HOUR
Friday, December 1, 2023
Yates Road
PED: 0
0
BIKE: 0
TOTAL ENTERING VOLUME
0
Manual Adj. 1.000
Cardinal Stritch DW
Santa Monica Blvd
North
PED: 0
0
BIKE: 0
0
0

Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

Yates Road & Cardinal Stritch DW

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, December 1, 2023		From North					From East					From South					From West					
	AM Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
	MD Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Friday, December 1, 2023		From North					From East					From South					From West					
	PM Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	6:00 PM	14	13	0	0	27	2	0	2	0	4	0	17	0	0	17	0	0	10	0	10	58
	6:15 PM	8	10	0	0	18	4	0	1	0	5	0	16	0	0	16	1	0	10	0	11	50
	6:30 PM	9	17	1	0	27	4	0	0	0	4	0	5	1	0	6	0	0	6	0	6	43
	6:45 PM	8	12	0	0	20	0	0	0	0	0	0	7	0	0	7	1	0	3	0	4	31
	Peak Hour Volume	39	52	1	0	92	10	0	3	0	13	0	45	1	0	46	2	0	29	0	31	182
	Rounded Hourly Volume	40	50	0	0	90	10	0	5	0	15	0	45	0	0	45	0	0	30	0	30	180
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.70	0.76	0.25	0.00	0.85	0.62	0.00	0.37	0.00	0.65	0.00	0.66	0.25	0.00	0.68	0.50	0.00	0.72	0.00	0.70	0.78

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 4 of 13*
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

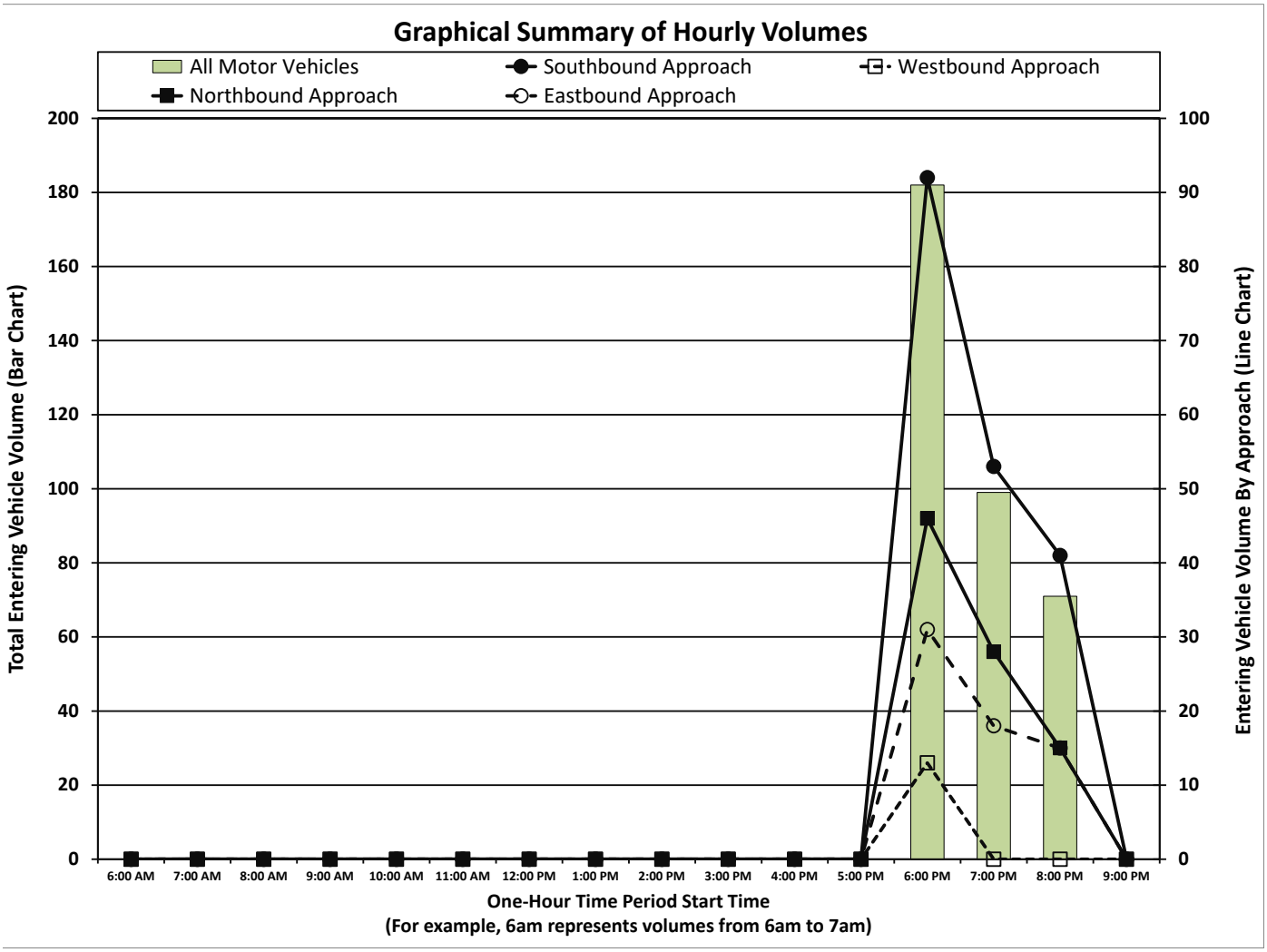
Yates Road & Cardinal Stritch DW

All Motor Vehicles



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	39	52	1	0	92	10	0	3	0	13	0	45	1	0	46	2	0	29	0	31	182	44	138
	7:00 PM	21	32	0	0	53	0	0	0	0	0	0	28	0	0	28	2	0	16	0	18	99	18	81
	8:00 PM	21	20	0	0	41	0	0	0	0	0	0	15	0	0	15	2	0	13	0	15	71	15	56
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		81	104	1	0	186	10	0	3	0	13	0	88	1	0	89	6	0	58	0	64	352	77	275



Intersection Traffic Volume Report

Count Basics		
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Yates Road & Cardinal Stritch DW

All Motor Vehicles



15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min Totals	Hourly Sum	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	14	13	0	0	27	2	0	2	0	4	0	17	0	0	17	0	0	10	0	10	58	182	0.78
	6:15 PM	8	10	0	0	18	4	0	1	0	5	0	16	0	0	16	1	0	10	0	11	50	157	0.79
	6:30 PM	9	17	1	0	27	4	0	0	0	4	0	5	1	0	6	0	0	6	0	6	43	125	0.73
	6:45 PM	8	12	0	0	20	0	0	0	0	0	0	7	0	0	7	1	0	3	0	4	31	108	0.82
	7:00 PM	8	13	0	0	21	0	0	0	0	0	0	7	0	0	7	0	0	5	0	5	33	99	0.75
	7:15 PM	3	4	0	0	7	0	0	0	0	0	0	5	0	0	5	1	0	5	0	6	18	82	0.79
	7:30 PM	8	8	0	0	16	0	0	0	0	0	0	7	0	0	7	0	0	3	0	3	26	79	0.76
	7:45 PM	2	7	0	0	9	0	0	0	0	0	0	9	0	0	9	1	0	3	0	4	22	72	0.82
	8:00 PM	3	5	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	16	71	0.85
	8:15 PM	7	3	0	0	10	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	15		
	8:30 PM	7	6	0	0	13	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	19		
	8:45 PM	4	6	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	5	0	5	21		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		81	104	1	0	186	10	0	3	0	13	0	88	1	0	89	6	0	58	0	64	352		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly Volume	PHF
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	6:00 PM	39	52	1	0	92	10	0	3	0	13	0	45	1	0	46	2	0	29	0	31	182	0.78

Intersection Traffic Volume Report

Count Basics		Page 6 of 13
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Automobile Data

Yates Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	14	13	0	0	27	2	0	2	0	4	0	17	0	0	17	0	0	10	0	10	58	182
	6:15 PM	8	10	0	0	18	4	0	1	0	5	0	16	0	0	16	1	0	10	0	11	50	157
	6:30 PM	9	17	1	0	27	4	0	0	0	4	0	5	1	0	6	0	0	6	0	6	43	125
	6:45 PM	8	12	0	0	20	0	0	0	0	0	0	7	0	0	7	1	0	3	0	4	31	108
	7:00 PM	8	13	0	0	21	0	0	0	0	0	0	7	0	0	7	0	0	5	0	5	33	99
	7:15 PM	3	4	0	0	7	0	0	0	0	0	0	5	0	0	5	1	0	5	0	6	18	82
	7:30 PM	8	8	0	0	16	0	0	0	0	0	0	7	0	0	7	0	0	3	0	3	26	79
	7:45 PM	2	7	0	0	9	0	0	0	0	0	0	9	0	0	9	1	0	3	0	4	22	72
	8:00 PM	3	5	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	16	71
	8:15 PM	7	3	0	0	10	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	15	
	8:30 PM	7	6	0	0	13	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	19	
	8:45 PM	4	6	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	5	0	5	21	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		81	104	1	0	186	10	0	3	0	13	0	88	1	0	89	6	0	58	0	64	352	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	39	52	1	0	92	10	0	3	0	13	0	45	1	0	46	2	0	29	0	31	182

Intersection Traffic Volume Report

15-Minute Single Unit (SU) Truck & Bus Data

Yates Road & Cardinal Stritch DW

Count Basics		*Page 7 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses



15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Page 8 of 13
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Yates Road & Cardinal Stritch DW

Semi-Trucks


15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Yates Road & Cardinal Stritch DW



15-Minute Heavy Vehicle Data

15-Minute Time Period		↓ From North (Yates Road)					← From East (Santa Monica Blvd)					↑ From South (Yates Road)					→ From West (Cardinal Stritch DW)					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

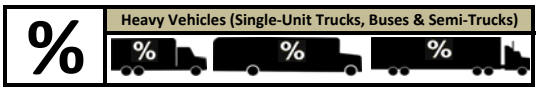
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		↓ From North (Yates Road)					← From East (Santa Monica Blvd)					↑ From South (Yates Road)					→ From West (Cardinal Stritch DW)					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Yates Road & Cardinal Stritch DW

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Heavy Vehicle	Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

Count Basics			
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Yates Road & Cardinal Stritch DW

Pedestrians and Bicyclists


15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach: Yates Road			Crossing East Approach: Santa Monica Blvd			Crossing South Approach: Yates Road			Crossing West Approach: Cardinal Stritch DW			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW				
	Start Time	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics		
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Bicyclists


15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: May 24, 2024

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Port Washington at Aldi Driveway

Urbanized Area/Cluster Population
1,376,476

Exit Ramp:	No
Speed Limit:	35

Sat. Flow Rate (pc/h/ln)				
1900		1891 *		1891 *

**Consider using 1900 pc/h/ln*

N

# of Lanes				
Lane Type				
1		2		1
R	T-R	T	L-T	L

Exit Ramp:	Sat. Flow (pc/h/ln)		# of Lanes	Lane Type
No	1760	*	1	L
Speed Limit:				L-T
25				T
	1760	*	1	T-R
				R

**Consider using 1900 pc/h/ln*

Traffic Signal

Lane Type	# of Lanes		Sat. Flow (pc/h/ln)		Exit Ramp:
R					No
T-R	1		1760 *		Speed Limit:
T					25
L-T			1760 *		
L	1				

**Consider using 1900 pc/h/ln*

L	L-T	T	T-R	R
1		2		1
Lane Type				
# of Lanes				

**Consider using 1900 pc/h/ln*

Sat. Flow Rate (pc/h/ln)				
1891 *		1891 *		1900

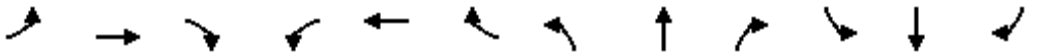
Speed Limit:	35
Exit Ramp:	No

Bureau of Traffic Operations
Last Updated: **4/7/2022**

Appendix B
Existing Traffic
Peak Hour Analysis Outputs

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1	45	1	1	1	45	460	10	5	410	5
Future Volume (vph)	50	1	45	1	1	1	45	460	10	5	410	5
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.98	1.00		0.98
Frt		0.853			0.925				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1639	1452	0	1655	1601	0	1618	3237	1455	1679	3358	1509
Flt Permitted	0.757			0.722			0.479			0.392		
Satd. Flow (perm)	1305	1452	0	1257	1601	0	815	3237	1422	693	3358	1477
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	11%	11%	11%	7%	7%	7%
Adj. Flow (vph)	58	1	52	1	1	1	52	535	7	6	477	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	53	0	1	2	0	52	535	7	6	477	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

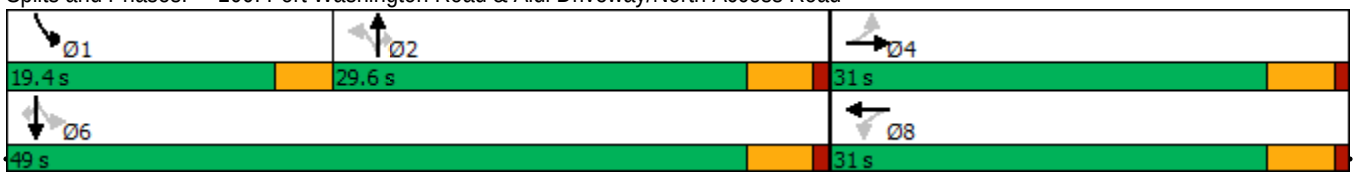
AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.3	10.3		10.3	10.3		23.5	23.5	23.5	25.5	25.2	25.2
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.57	0.57	0.57	0.62	0.61	0.61
v/c Ratio	0.18	0.15		0.00	0.00		0.11	0.29	0.01	0.01	0.23	0.00
Control Delay	15.0	14.5		14.0	13.5		8.7	7.8	7.8	4.2	5.5	4.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	14.5		14.0	13.5		8.7	7.8	7.8	4.2	5.5	4.7
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		14.8			13.7			7.9			5.5	
Approach LOS		B			B			A			A	

Intersection Summary

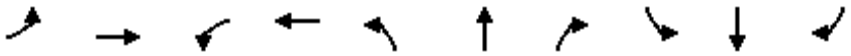
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 41.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 7.6 Intersection LOS: A
Intersection Capacity Utilization 47.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
AM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

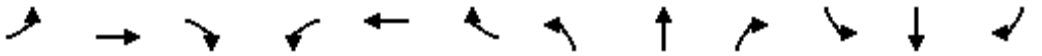


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	53	1	2	52	535	7	6	477	4
v/c Ratio	0.18	0.15	0.00	0.00	0.11	0.29	0.01	0.01	0.23	0.00
Control Delay	15.0	14.5	14.0	13.5	8.7	7.8	7.8	4.2	5.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	14.5	14.0	13.5	8.7	7.8	7.8	4.2	5.5	4.7
Queue Length 50th (ft)	8	7	0	0	5	32	1	1	28	1
Queue Length 95th (ft)	38	35	3	5	27	85	7	3	42	3
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	851	947	819	1044	569	2260	993	824	3190	1403
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.06	0.00	0.00	0.09	0.24	0.01	0.01	0.15	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024



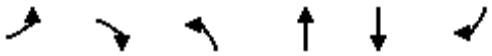
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	45	1	1	1	45	460	10	5	410	5
Future Volume (veh/h)	50	1	45	1	1	1	45	460	10	5	410	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1733	1733	1733	1746	1746	1746	1729	1729	1737	1788	1788	1796
Adj Flow Rate, veh/h	58	1	52	1	1	1	52	535	7	6	477	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	1	1	1	11	11	11	7	7	7
Cap, veh/h	449	5	270	402	151	151	557	1381	605	475	1800	789
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.42	0.42	0.42	0.01	0.53	0.53
Sat Flow, veh/h	1309	27	1425	1260	795	795	844	3285	1440	1703	3397	1489
Grp Volume(v), veh/h	58	0	53	1	0	2	52	535	7	6	477	4
Grp Sat Flow(s),veh/h/ln	1309	0	1452	1260	0	1590	844	1642	1440	1703	1698	1489
Q Serve(g_s), s	1.3	0.0	1.1	0.0	0.0	0.0	1.4	4.0	0.1	0.1	2.7	0.0
Cycle Q Clear(g_c), s	1.4	0.0	1.1	1.1	0.0	0.0	1.4	4.0	0.1	0.1	2.7	0.0
Prop In Lane	1.00		0.98	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	0	276	402	0	302	557	1381	605	475	1800	789
V/C Ratio(X)	0.13	0.00	0.19	0.00	0.00	0.01	0.09	0.39	0.01	0.01	0.26	0.01
Avail Cap(c_a), veh/h	1154	0	1059	1081	0	1159	784	2265	993	1215	4190	1837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	12.2	12.6	0.0	11.7	6.4	7.2	6.0	5.2	4.6	4.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.5	0.0	0.0	0.0	0.3	1.6	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	12.3	12.6	0.0	11.7	6.5	7.4	6.0	5.2	4.7	4.0
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		111			3			594			487	
Approach Delay, s/veh		12.3			12.0			7.3			4.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	3.9	20.0		11.8		23.9		11.8				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	2.1	6.0		3.4		4.7		3.1				
Green Ext Time (p_c), s	0.0	5.0		0.2		5.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			6.7									
HCM 6th LOS			A									

Lanes, Volumes, Timings
200: Yates Road & North Access Road

AM Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	135	205	5
Future Volume (vph)	5	5	5	135	205	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1711	0	0	1823	1876	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1823	1876	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Adj. Flow (vph)	6	6	6	175	266	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	181	272	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	135	205	5
Future Vol, veh/h	5	5	5	135	205	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	6	6	6	175	266	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	458	271	273	0	-	0
Stage 1	270	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	563	770	1279	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	559	769	1278	-	-	-
Mov Cap-2 Maneuver	559	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	647	-	-
HCM Lane V/C Ratio	0.005	-	0.02	-	-
HCM Control Delay (s)	7.8	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	100	1	5	1	130	5	1	205	1
Future Volume (vph)	1	1	1	100	1	5	1	130	5	1	205	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.994				0.850		0.999	
Flt Protected		0.984			0.955							
Satd. Flow (prot)	0	1768	0	0	1734	0	0	1827	1553	0	1879	0
Flt Permitted		0.984			0.955							
Satd. Flow (perm)	0	1768	0	0	1734	0	0	1827	1553	0	1879	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	1	1	1	130	1	6	1	169	6	1	266	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	137	0	0	170	6	0	268	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	1	1	100	1	5	1	130	5	1	205	1
Future Vol, veh/h	1	1	1	100	1	5	1	130	5	1	205	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	1	1	1	130	1	6	1	169	6	1	266	1

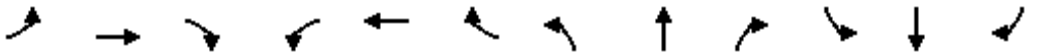
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	449	448	269	443	442	171	268	0	0	176	0	0
Stage 1	270	270	-	172	172	-	-	-	-	-	-	-
Stage 2	179	178	-	271	270	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	522	507	772	522	507	868	1284	-	-	1406	-	-
Stage 1	738	688	-	825	753	-	-	-	-	-	-	-
Stage 2	825	754	-	730	682	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	515	505	771	518	505	866	1283	-	-	1405	-	-
Mov Cap-2 Maneuver	515	505	-	518	505	-	-	-	-	-	-	-
Stage 1	737	687	-	823	751	-	-	-	-	-	-	-
Stage 2	816	752	-	726	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	14.2	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1283	-	-	575	528	1405	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.261	0.001	-	-
HCM Control Delay (s)	7.8	0	-	11.3	14.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1	30	5	1	1	55	590	1	1	475	20
Future Volume (vph)	55	1	30	5	1	1	55	590	1	1	475	20
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.854			0.925				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1469	0	1655	1601	0	1695	3390	1524	1711	3422	1538
Flt Permitted	0.757			0.734			0.453			0.350		
Satd. Flow (perm)	1318	1469	0	1278	1601	0	808	3390	1482	630	3422	1505
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	6%	6%	6%	5%	5%	5%
Adj. Flow (vph)	62	1	34	6	1	1	62	663	1	1	534	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	35	0	6	2	0	62	663	1	1	534	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

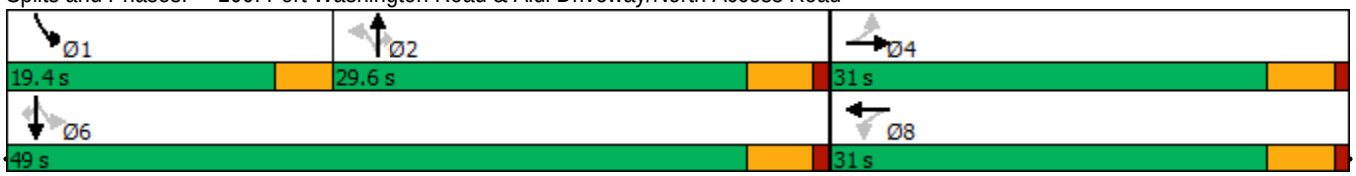
PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.3	10.3		10.3	10.3		26.7	26.7	26.7	27.5	28.2	28.2
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.67	0.67	0.67	0.69	0.71	0.71
v/c Ratio	0.18	0.09		0.02	0.00		0.11	0.29	0.00	0.00	0.22	0.01
Control Delay	15.9	15.1		15.0	15.0		7.9	6.7	7.0	4.0	4.5	4.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	15.1		15.0	15.0		7.9	6.7	7.0	4.0	4.5	4.6
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		15.6			15.0			6.8			4.5	
Approach LOS		B			B			A			A	

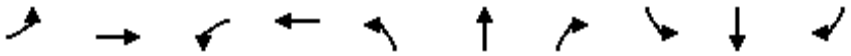
Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 39.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 48.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
100: Port Washington Road & Aldi Driveway/North Access Road

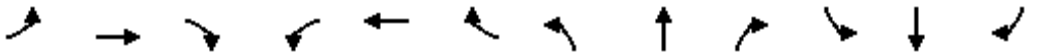


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	35	6	2	62	663	1	1	534	14
v/c Ratio	0.18	0.09	0.02	0.00	0.11	0.29	0.00	0.00	0.22	0.01
Control Delay	15.9	15.1	15.0	15.0	7.9	6.7	7.0	4.0	4.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	15.1	15.0	15.0	7.9	6.7	7.0	4.0	4.5	4.6
Queue Length 50th (ft)	10	5	1	0	7	42	0	0	32	1
Queue Length 95th (ft)	45	29	10	5	31	109	2	1	49	6
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	887	988	860	1077	610	2562	1120	881	3289	1446
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.04	0.01	0.00	0.10	0.26	0.00	0.00	0.16	0.01

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



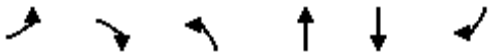
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	30	5	1	1	55	590	1	1	475	20
Future Volume (veh/h)	55	1	30	5	1	1	55	590	1	1	475	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1802	1802	1811	1817	1817	1826
Adj Flow Rate, veh/h	62	1	34	6	1	1	62	663	1	1	534	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	6	6	6	5	5	5
Cap, veh/h	446	8	260	414	145	145	560	1469	642	429	1834	802
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.43	0.43	0.43	0.00	0.53	0.53
Sat Flow, veh/h	1319	42	1424	1280	795	795	826	3425	1496	1731	3453	1510
Grp Volume(v), veh/h	62	0	35	6	0	2	62	663	1	1	534	14
Grp Sat Flow(s),veh/h/ln	1319	0	1466	1280	0	1590	826	1712	1496	1731	1726	1510
Q Serve(g_s), s	1.4	0.0	0.7	0.1	0.0	0.0	1.6	4.8	0.0	0.0	3.0	0.2
Cycle Q Clear(g_c), s	1.4	0.0	0.7	0.8	0.0	0.0	1.6	4.8	0.0	0.0	3.0	0.2
Prop In Lane	1.00		0.97	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	0	268	414	0	291	560	1469	642	429	1834	802
V/C Ratio(X)	0.14	0.00	0.13	0.01	0.00	0.01	0.11	0.45	0.00	0.00	0.29	0.02
Avail Cap(c_a), veh/h	1185	0	1091	1133	0	1183	787	2410	1053	1212	4346	1900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	12.0	12.3	0.0	11.7	6.2	7.1	5.7	5.2	4.5	3.9
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.4	0.1	0.0	0.0	0.3	1.9	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	12.0	12.3	0.0	11.7	6.3	7.4	5.7	5.2	4.7	3.9
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		97			8			726			549	
Approach Delay, s/veh		12.2			12.2			7.3			4.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	3.6	20.0		11.4		23.6		11.4				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	2.0	6.8		3.4		5.0		2.8				
Green Ext Time (p_c), s	0.0	6.1		0.1		5.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		6.6	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	160	125	5
Future Volume (vph)	5	5	5	160	125	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.995	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1861	1783	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1861	1783	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	2	1	3			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	6%	6%
Adj. Flow (vph)	6	6	6	203	158	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	209	164	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	160	125	5
Future Vol, veh/h	5	5	5	160	125	5
Conflicting Peds, #/hr	2	1	3	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	6	6
Mvmt Flow	6	6	6	203	158	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	381	165	167	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	623	882	1411	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	616	879	1407	-	-	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1407	-	724	-	-
HCM Lane V/C Ratio	0.004	-	0.017	-	-
HCM Control Delay (s)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	115	1	10	1	150	30	1	125	1
Future Volume (vph)	1	1	1	115	1	10	1	150	30	1	125	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.989				0.850		0.999	
Flt Protected		0.984			0.956							
Satd. Flow (prot)	0	1768	0	0	1727	0	0	1827	1553	0	1879	0
Flt Permitted		0.984			0.956							
Satd. Flow (perm)	0	1768	0	0	1727	0	0	1827	1553	0	1879	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	1	1	1	149	1	13	1	195	39	1	162	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	163	0	0	196	39	0	164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	1	1	115	1	10	1	150	30	1	125	1
Future Vol, veh/h	1	1	1	115	1	10	1	150	30	1	125	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	1	1	1	149	1	13	1	195	39	1	162	1

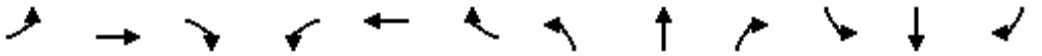
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	391	403	165	365	364	197	164	0	0	235	0	0
Stage 1	166	166	-	198	198	-	-	-	-	-	-	-
Stage 2	225	237	-	167	166	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	570	538	882	587	561	839	1402	-	-	1338	-	-
Stage 1	838	763	-	799	733	-	-	-	-	-	-	-
Stage 2	780	711	-	830	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	558	536	880	583	559	837	1401	-	-	1337	-	-
Mov Cap-2 Maneuver	558	536	-	583	559	-	-	-	-	-	-	-
Stage 1	836	761	-	797	732	-	-	-	-	-	-	-
Stage 2	765	710	-	826	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	13.3	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	626	597	1337	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.274	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.8	13.3	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	10	1	1	1	30	440	1	1	320	1
Future Volume (vph)	10	1	10	1	1	1	30	440	1	1	320	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.862			0.925				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1483	0	1655	1601	0	1779	3557	1599	1779	3557	1599
Flt Permitted							0.519			0.401		
Satd. Flow (perm)	1741	1483	0	1741	1601	0	971	3557	1555	750	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	12	1	1	1	37	543	1	1	395	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	13	0	1	2	0	37	543	1	1	395	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

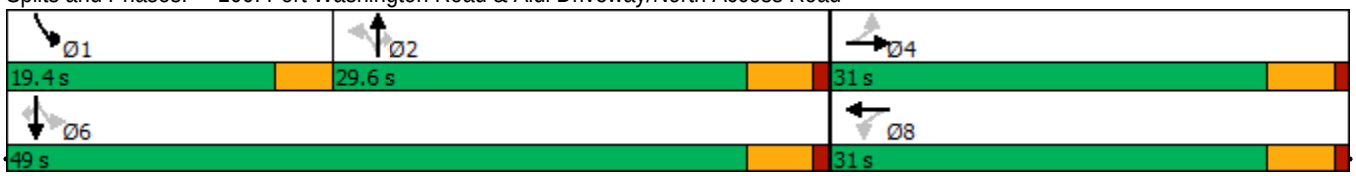
Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.2	10.2		10.2	10.2		33.2	33.2	33.2	32.0	34.8	34.8
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.88	0.88	0.88	0.84	0.92	0.92
v/c Ratio	0.03	0.03		0.00	0.00		0.04	0.17	0.00	0.00	0.12	0.00
Control Delay	13.1	13.2		13.0	13.5		5.1	3.7	6.0	2.0	1.6	3.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	13.2		13.0	13.5		5.1	3.7	6.0	2.0	1.6	3.0
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		13.1			13.3			3.8			1.6	
Approach LOS		B			B			A			A	

Intersection Summary

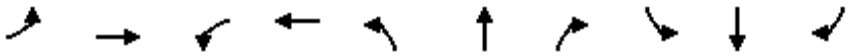
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 37.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.17
Intersection Signal Delay: 3.2 Intersection LOS: A
Intersection Capacity Utilization 45.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
Wed Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

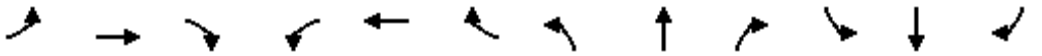


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	13	1	2	37	543	1	1	395	1
v/c Ratio	0.03	0.03	0.00	0.00	0.04	0.17	0.00	0.00	0.12	0.00
Control Delay	13.1	13.2	13.0	13.5	5.1	3.7	6.0	2.0	1.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	13.2	13.0	13.5	5.1	3.7	6.0	2.0	1.6	3.0
Queue Length 50th (ft)	2	2	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	12	12	3	4	19	78	2	1	33	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	1216	1036	1216	1119	873	3198	1398	1074	3475	1529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.00	0.00	0.04	0.17	0.00	0.00	0.11	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024

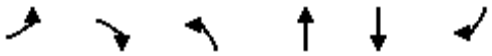


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	10	1	1	1	30	440	1	1	320	1
Future Volume (veh/h)	10	1	10	1	1	1	30	440	1	1	320	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	12	1	1	1	37	543	1	1	395	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	324	8	94	314	55	55	718	1743	762	583	2156	943
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.49	0.49	0.49	0.00	0.60	0.60
Sat Flow, veh/h	1315	114	1365	1303	795	795	989	3565	1558	1787	3565	1560
Grp Volume(v), veh/h	12	0	13	1	0	2	37	543	1	1	395	1
Grp Sat Flow(s),veh/h/ln	1315	0	1478	1303	0	1590	989	1782	1558	1787	1782	1560
Q Serve(g_s), s	0.3	0.0	0.3	0.0	0.0	0.0	0.6	2.8	0.0	0.0	1.5	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.3	0.3	0.0	0.0	0.6	2.8	0.0	0.0	1.5	0.0
Prop In Lane	1.00		0.92	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	0	102	314	0	110	718	1743	762	583	2156	943
V/C Ratio(X)	0.04	0.00	0.13	0.00	0.00	0.02	0.05	0.31	0.00	0.00	0.18	0.00
Avail Cap(c_a), veh/h	1348	0	1253	1328	0	1348	1028	2858	1249	1504	5112	2236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	13.4	13.5	0.0	13.3	4.2	4.7	4.0	3.4	2.7	2.4
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.8	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	13.6	13.5	0.0	13.3	4.2	4.9	4.0	3.4	2.8	2.4
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		25			3			581			397	
Approach Delay, s/veh		13.5			13.4			4.8			2.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	3.6	20.0		7.1		23.6		7.1				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	2.0	4.8		2.3		3.5		2.3				
Green Ext Time (p_c), s	0.0	5.0		0.0		4.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		4.3	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	105	60	5
Future Volume (vph)	5	5	5	105	60	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.990	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1711	0	0	1877	1862	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1877	1862	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	6	6	136	78	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	142	84	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	105	60	5
Future Vol, veh/h	5	5	5	105	60	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	6	6	136	78	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	231	83	85	0	-	0
Stage 1	82	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	759	979	1518	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	754	977	1517	-	-	-
Mov Cap-2 Maneuver	754	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1517	-	851	-	-
HCM Lane V/C Ratio	0.004	-	0.015	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	70	1	5	1	100	20	1	60	1
Future Volume (vph)	1	1	1	70	1	5	1	100	20	1	60	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.992				0.850		0.998	
Flt Protected		0.984			0.956						0.999	
Satd. Flow (prot)	0	1768	0	0	1784	0	0	1881	1599	0	1876	0
Flt Permitted		0.984			0.956						0.999	
Satd. Flow (perm)	0	1768	0	0	1784	0	0	1881	1599	0	1876	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	91	1	6	1	130	26	1	78	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	98	0	0	131	26	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	1	1	70	1	5	1	100	20	1	60	1
Future Vol, veh/h	1	1	1	70	1	5	1	100	20	1	60	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	91	1	6	1	130	26	1	78	1

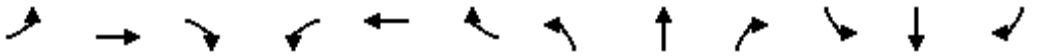
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	232	241	81	216	215	132	80	0	0	157	0	0
Stage 1	82	82	-	133	133	-	-	-	-	-	-	-
Stage 2	150	159	-	83	82	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	725	662	982	743	684	920	1524	-	-	1429	-	-
Stage 1	929	829	-	873	788	-	-	-	-	-	-	-
Stage 2	855	768	-	928	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	716	659	980	739	681	918	1523	-	-	1428	-	-
Mov Cap-2 Maneuver	716	659	-	739	681	-	-	-	-	-	-	-
Stage 1	927	827	-	871	786	-	-	-	-	-	-	-
Stage 2	846	766	-	924	827	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	10.5	0.1	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1523	-	-	762	748	1428	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.132	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.7	10.5	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	1	1	1	25	410	1	1	280	1
Future Volume (vph)	10	1	15	1	1	1	25	410	1	1	280	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.858			0.925				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1476	0	1655	1601	0	1779	3557	1599	1779	3557	1599
Flt Permitted							0.553			0.424		
Satd. Flow (perm)	1741	1476	0	1741	1601	0	1034	3557	1555	792	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	18	1	1	1	29	482	1	1	329	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	19	0	1	2	0	29	482	1	1	329	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

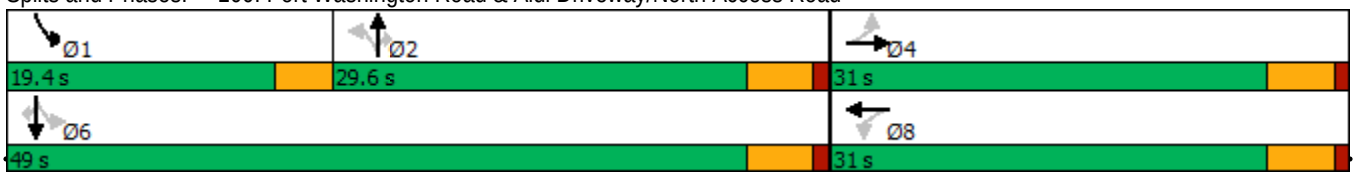
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.2	10.2		10.2	10.2		31.4	31.4	31.4	31.2	33.1	33.1
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.79	0.79	0.79	0.78	0.83	0.83
v/c Ratio	0.03	0.05		0.00	0.00		0.04	0.17	0.00	0.00	0.11	0.00
Control Delay	14.4	14.6		14.0	14.5		7.0	5.1	8.0	3.0	2.9	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	14.6		14.0	14.5		7.0	5.1	8.0	3.0	2.9	4.0
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		14.5			14.3			5.2			2.9	
Approach LOS		B			B			A			A	

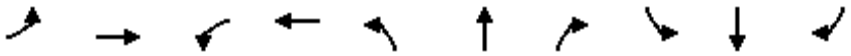
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 39.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.17			
Intersection Signal Delay: 4.7		Intersection LOS: A	
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024

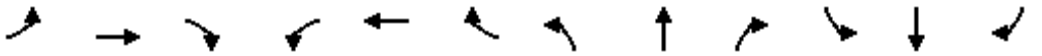


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	19	1	2	29	482	1	1	329	1
v/c Ratio	0.03	0.05	0.00	0.00	0.04	0.17	0.00	0.00	0.11	0.00
Control Delay	14.4	14.6	14.0	14.5	7.0	5.1	8.0	3.0	2.9	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	14.6	14.0	14.5	7.0	5.1	8.0	3.0	2.9	4.0
Queue Length 50th (ft)	2	3	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	12	16	3	4	17	74	2	1	29	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	1160	983	1160	1066	845	2908	1271	1022	3462	1523
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.00	0.00	0.03	0.17	0.00	0.00	0.10	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024

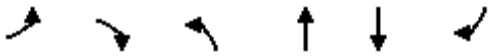


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	15	1	1	1	25	410	1	1	280	1
Future Volume (veh/h)	10	1	15	1	1	1	25	410	1	1	280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	18	1	1	1	29	482	1	1	329	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	338	6	114	322	65	65	738	1719	751	604	2127	930
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.48	0.48	0.48	0.00	0.60	0.60
Sat Flow, veh/h	1316	77	1395	1297	795	795	1051	3565	1558	1787	3565	1559
Grp Volume(v), veh/h	12	0	19	1	0	2	29	482	1	1	329	1
Grp Sat Flow(s),veh/h/ln	1316	0	1472	1297	0	1590	1051	1782	1558	1787	1782	1559
Q Serve(g_s), s	0.3	0.0	0.4	0.0	0.0	0.0	0.5	2.5	0.0	0.0	1.3	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.4	0.4	0.0	0.0	0.5	2.5	0.0	0.0	1.3	0.0
Prop In Lane	1.00		0.95	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	0	121	322	0	130	738	1719	751	604	2127	930
V/C Ratio(X)	0.04	0.00	0.16	0.00	0.00	0.02	0.04	0.28	0.00	0.00	0.15	0.00
Avail Cap(c_a), veh/h	1330	0	1231	1300	0	1329	1062	2819	1232	1511	5043	2206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	13.3	13.5	0.0	13.1	4.3	4.8	4.2	3.5	2.8	2.5
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.0	0.1	0.7	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	13.5	13.5	0.0	13.1	4.3	4.9	4.2	3.5	2.8	2.5
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		31			3			512			331	
Approach Delay, s/veh		13.4			13.3			4.9			2.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	3.6	20.0		7.5		23.6		7.5				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	2.0	4.5		2.4		3.3		2.4				
Green Ext Time (p_c), s	0.0	4.3		0.0		3.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		4.5	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	85	90	5
Future Volume (vph)	5	5	5	85	90	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.993	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1711	0	0	1876	1868	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1711	0	0	1876	1868	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	6	6	109	115	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	115	121	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	85	90	5
Future Vol, veh/h	5	5	5	85	90	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	6	6	109	115	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	241	120	122	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	749	934	1472	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	745	932	1471	-	-	-
Mov Cap-2 Maneuver	745	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1471	-	828	-	-
HCM Lane V/C Ratio	0.004	-	0.015	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Friday Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Future Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.912				0.850		0.941	
Flt Protected		0.955			0.985			0.999				
Satd. Flow (prot)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Flt Permitted		0.955			0.985			0.999				
Satd. Flow (perm)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	1	1	6	1	13	1	58	1	1	64	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	20	0	0	59	1	0	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Future Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	38	1	1	6	1	13	1	58	1	1	64	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	155	92	155	179	60	116	0	0	60	0	0
Stage 1	93	93	-	61	61	-	-	-	-	-	-	-
Stage 2	69	62	-	94	118	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	805	739	968	814	717	1008	1479	-	-	1550	-	-
Stage 1	916	820	-	953	846	-	-	-	-	-	-	-
Stage 2	944	845	-	915	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	791	736	966	809	714	1006	1478	-	-	1549	-	-
Mov Cap-2 Maneuver	791	736	-	809	714	-	-	-	-	-	-	-
Stage 1	914	818	-	951	844	-	-	-	-	-	-	-
Stage 2	929	843	-	911	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9	0.2	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	794	913	1549	-	-
HCM Lane V/C Ratio	0.001	-	-	0.052	0.022	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

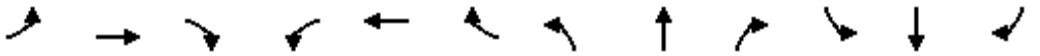
Appendix C
Build Traffic
Peak Hour Analysis Outputs

Full (Typical School Day) Build Traffic

Full (School Event) Build Traffic

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1	45	45	1	240	45	460	85	415	410	5
Future Volume (vph)	50	1	45	45	1	240	45	460	85	415	410	5
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.98	1.00		0.98
Frt		0.853			0.851				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1639	1452	0	1655	1463	0	1618	3237	1455	1679	3358	1509
Flt Permitted	0.457			0.722			0.479			0.316		
Satd. Flow (perm)	788	1452	0	1257	1463	0	815	3237	1422	558	3358	1477
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	11%	11%	11%	7%	7%	7%
Adj. Flow (vph)	58	1	52	52	1	279	52	535	61	483	477	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	53	0	52	280	0	52	535	61	483	477	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

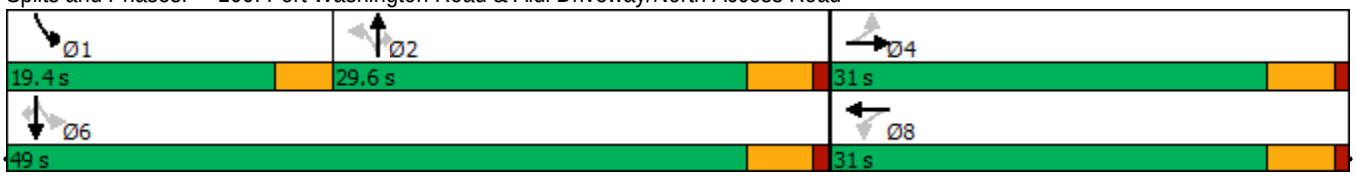
AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	16.6	16.6		16.6	16.6		18.9	18.9	18.9	38.8	37.2	37.2
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.29	0.29	0.29	0.61	0.58	0.58
v/c Ratio	0.29	0.14		0.16	0.74		0.22	0.56	0.15	0.81	0.24	0.00
Control Delay	23.9	19.9		20.4	35.1		21.9	22.8	19.7	22.3	7.6	7.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	19.9		20.4	35.1		21.9	22.8	19.7	22.3	7.6	7.3
LOS	C	B		C	D		C	C	B	C	A	A
Approach Delay		22.0			32.8			22.4			15.0	
Approach LOS		C			C			C			B	

Intersection Summary

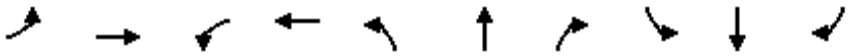
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 20.6 — Intersection LOS: C
Intersection Capacity Utilization 76.3% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
AM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024



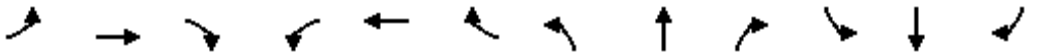
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	53	52	280	52	535	61	483	477	4
v/c Ratio	0.29	0.14	0.16	0.74	0.22	0.56	0.15	0.81	0.24	0.00
Control Delay	23.9	19.9	20.4	35.1	21.9	22.8	19.7	22.3	7.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	19.9	20.4	35.1	21.9	22.8	19.7	22.3	7.6	7.3
Queue Length 50th (ft)	18	16	16	100	15	92	18	88	41	1
Queue Length 95th (ft)	48	41	42	183	45	155	47	#261	83	5
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	329	606	525	611	322	1279	562	623	2374	1044
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.09	0.10	0.46	0.16	0.42	0.11	0.78	0.20	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024

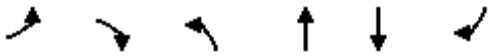


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Future Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1733	1733	1733	1746	1746	1746	1729	1729	1737	1788	1788	1796
Adj Flow Rate, veh/h	58	1	52	52	1	279	52	535	61	483	477	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	1	1	1	11	11	11	7	7	7
Cap, veh/h	223	7	381	430	1	389	353	876	384	610	1885	827
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.23	0.56	0.56
Sat Flow, veh/h	1018	27	1425	1260	5	1455	844	3285	1438	1703	3397	1489
Grp Volume(v), veh/h	58	0	53	52	0	280	52	535	61	483	477	4
Grp Sat Flow(s),veh/h/ln	1018	0	1452	1260	0	1460	844	1642	1438	1703	1698	1489
Q Serve(g_s), s	3.1	0.0	1.6	1.8	0.0	9.8	2.7	8.0	1.8	10.5	4.1	0.1
Cycle Q Clear(g_c), s	12.9	0.0	1.6	3.4	0.0	9.8	2.7	8.0	1.8	10.5	4.1	0.1
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	0	388	430	0	390	353	876	384	610	1885	827
V/C Ratio(X)	0.26	0.00	0.14	0.12	0.00	0.72	0.15	0.61	0.16	0.79	0.25	0.00
Avail Cap(c_a), veh/h	422	0	672	676	0	675	497	1437	629	707	2658	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	15.7	17.0	0.0	18.7	16.1	18.1	15.8	10.6	6.5	5.6
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.0	0.0	0.9	0.3	1.0	0.3	4.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.9	0.9	0.0	5.7	0.9	5.0	1.0	6.5	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	15.7	17.0	0.0	19.6	16.4	19.0	16.1	15.0	6.6	5.6
LnGrp LOS	C	A	B	B	A	B	B	B	B	B	A	A
Approach Vol, veh/h		111			332			648			964	
Approach Delay, s/veh		20.4			19.2			18.5			10.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.2	20.0		20.0		36.2		20.0				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	12.5	10.0		14.9		6.1		11.8				
Green Ext Time (p_c), s	0.2	4.7		0.2		4.9		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

Lanes, Volumes, Timings
200: Yates Road & North Access Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	140	210	10
Future Volume (vph)	5	10	5	140	210	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.994	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1681	0	0	1823	1870	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1681	0	0	1823	1870	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Adj. Flow (vph)	6	13	6	182	273	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	188	286	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	140	210	10
Future Vol, veh/h	5	10	5	140	210	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	6	13	6	182	273	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	476	282	287	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	195	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	549	759	1264	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	545	758	1263	-	-	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1263	-	671	-	-
HCM Lane V/C Ratio	0.005	-	0.029	-	-
HCM Control Delay (s)	7.9	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	5	100	1	5	20	130	5	1	210	5
Future Volume (vph)	5	1	5	100	1	5	20	130	5	1	210	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938			0.994				0.850		0.997	
Flt Protected		0.977			0.955			0.993				
Satd. Flow (prot)	0	1724	0	0	1734	0	0	1814	1553	0	1876	0
Flt Permitted		0.977			0.955			0.993				
Satd. Flow (perm)	0	1724	0	0	1734	0	0	1814	1553	0	1876	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	6	1	6	130	1	6	26	169	6	1	273	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	137	0	0	195	6	0	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	1	5	100	1	5	20	130	5	1	210	5
Future Vol, veh/h	5	1	5	100	1	5	20	130	5	1	210	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	6	1	6	130	1	6	26	169	6	1	273	6

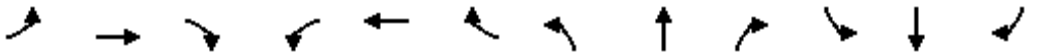
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	508	507	278	505	504	171	280	0	0	176	0	0
Stage 1	279	279	-	222	222	-	-	-	-	-	-	-
Stage 2	229	228	-	283	282	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	477	470	763	474	467	868	1271	-	-	1406	-	-
Stage 1	730	682	-	776	716	-	-	-	-	-	-	-
Stage 2	776	717	-	720	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	463	458	762	459	455	866	1270	-	-	1405	-	-
Mov Cap-2 Maneuver	463	458	-	459	455	-	-	-	-	-	-	-
Stage 1	712	681	-	757	699	-	-	-	-	-	-	-
Stage 2	750	700	-	711	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	15.8	1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1270	-	-	563	469	1405	-	-
HCM Lane V/C Ratio	0.02	-	-	0.025	0.294	0.001	-	-
HCM Control Delay (s)	7.9	0	-	11.6	15.8	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	1.2	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1	30	50	1	255	55	590	30	180	475	20
Future Volume (vph)	55	1	30	50	1	255	55	590	30	180	475	20
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.854			0.851				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1469	0	1655	1463	0	1695	3390	1524	1711	3422	1538
Flt Permitted	0.475			0.734			0.453			0.269		
Satd. Flow (perm)	827	1469	0	1278	1463	0	808	3390	1482	484	3422	1505
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	6%	6%	6%	5%	5%	5%
Adj. Flow (vph)	62	1	34	56	1	287	62	663	21	202	534	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	35	0	56	288	0	62	663	21	202	534	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

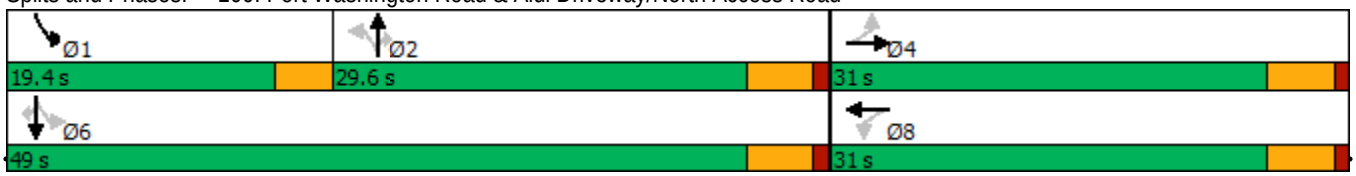
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	16.2	16.2		16.2	16.2		19.9	19.9	19.9	33.6	32.0	32.0
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.34	0.34	0.34	0.57	0.55	0.55
v/c Ratio	0.27	0.09		0.16	0.71		0.23	0.58	0.04	0.44	0.29	0.02
Control Delay	21.0	17.2		18.1	30.5		18.7	19.3	15.9	10.3	8.3	7.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	17.2		18.1	30.5		18.7	19.3	15.9	10.3	8.3	7.8
LOS	C	B		B	C		B	B	B	B	A	A
Approach Delay		19.6			28.4			19.1			8.8	
Approach LOS		B			C			B			A	

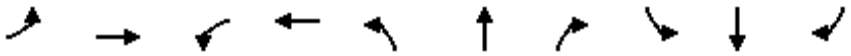
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 58.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
PM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

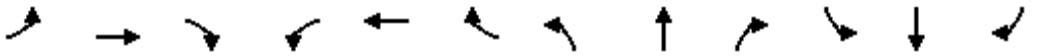


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	35	56	288	62	663	21	202	534	14
v/c Ratio	0.27	0.09	0.16	0.71	0.23	0.58	0.04	0.44	0.29	0.02
Control Delay	21.0	17.2	18.1	30.5	18.7	19.3	15.9	10.3	8.3	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	17.2	18.1	30.5	18.7	19.3	15.9	10.3	8.3	7.8
Queue Length 50th (ft)	16	9	14	87	14	92	5	29	45	2
Queue Length 95th (ft)	49	30	43	185	51	188	22	79	97	11
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	380	675	588	673	351	1475	645	622	2664	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.05	0.10	0.43	0.18	0.45	0.03	0.32	0.20	0.01

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



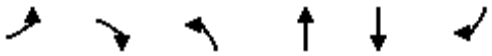
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Future Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1802	1802	1811	1817	1817	1826
Adj Flow Rate, veh/h	62	1	34	56	1	287	62	663	21	202	534	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	6	6	6	5	5	5
Cap, veh/h	248	12	396	479	1	405	407	1084	473	487	1795	785
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.32	0.32	0.32	0.13	0.52	0.52
Sat Flow, veh/h	1018	42	1424	1281	5	1455	826	3425	1493	1731	3453	1509
Grp Volume(v), veh/h	62	0	35	56	0	288	62	663	21	202	534	14
Grp Sat Flow(s),veh/h/ln	1018	0	1466	1281	0	1460	826	1712	1493	1731	1726	1509
Q Serve(g_s), s	2.9	0.0	0.9	1.7	0.0	8.8	2.7	8.1	0.5	3.3	4.4	0.2
Cycle Q Clear(g_c), s	11.7	0.0	0.9	2.5	0.0	8.8	2.7	8.1	0.5	3.3	4.4	0.2
Prop In Lane	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	0	408	479	0	406	407	1084	473	487	1795	785
V/C Ratio(X)	0.25	0.00	0.09	0.12	0.00	0.71	0.15	0.61	0.04	0.41	0.30	0.02
Avail Cap(c_a), veh/h	499	0	770	795	0	767	555	1701	741	813	3067	1341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	13.2	14.2	0.0	16.1	12.5	14.3	11.7	8.7	6.8	5.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.9	0.2	0.8	0.1	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	0.5	0.8	0.0	4.9	0.8	4.9	0.3	1.6	2.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	13.2	14.2	0.0	16.9	12.7	15.1	11.8	8.9	6.9	5.8
LnGrp LOS	C	A	B	B	A	B	B	B	B	A	A	A
Approach Vol, veh/h		97			344			746			750	
Approach Delay, s/veh		18.5			16.5			14.8			7.4	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	20.7		18.8		30.7		18.8				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	5.3	10.1		13.7		6.4		10.8				
Green Ext Time (p_c), s	0.1	5.6		0.1		5.7		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Lanes, Volumes, Timings
200: Yates Road & North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	165	130	5
Future Volume (vph)	5	10	5	165	130	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.995	
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1681	0	0	1861	1783	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1681	0	0	1861	1783	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	2	1	3			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	6%	6%
Adj. Flow (vph)	6	13	6	209	165	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	215	171	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	165	130	5
Future Vol, veh/h	5	10	5	165	130	5
Conflicting Peds, #/hr	2	1	3	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	6	6
Mvmt Flow	6	13	6	209	165	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	394	172	174	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	613	874	1403	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	606	871	1399	-	-	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1399	-	760	-	-
HCM Lane V/C Ratio	0.005	-	0.025	-	-
HCM Control Delay (s)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	10	115	1	10	10	150	30	1	130	5
Future Volume (vph)	5	1	10	115	1	10	10	150	30	1	130	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.912			0.989				0.850		0.995	
Flt Protected		0.985			0.956			0.997				
Satd. Flow (prot)	0	1690	0	0	1727	0	0	1821	1553	0	1872	0
Flt Permitted		0.985			0.956			0.997				
Satd. Flow (perm)	0	1690	0	0	1727	0	0	1821	1553	0	1872	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	6	1	13	149	1	13	13	195	39	1	169	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	163	0	0	208	39	0	176	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	1	10	115	1	10	10	150	30	1	130	5
Future Vol, veh/h	5	1	10	115	1	10	10	150	30	1	130	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	6	1	13	149	1	13	13	195	39	1	169	6

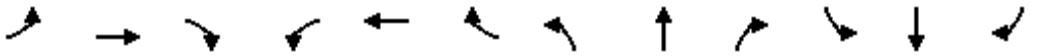
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	424	436	174	404	400	197	176	0	0	235	0	0
Stage 1	175	175	-	222	222	-	-	-	-	-	-	-
Stage 2	249	261	-	182	178	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	542	515	872	554	535	839	1388	-	-	1338	-	-
Stage 1	829	756	-	776	716	-	-	-	-	-	-	-
Stage 2	757	694	-	815	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	527	508	870	538	528	837	1387	-	-	1337	-	-
Mov Cap-2 Maneuver	527	508	-	538	528	-	-	-	-	-	-	-
Stage 1	819	754	-	767	707	-	-	-	-	-	-	-
Stage 2	735	686	-	800	747	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	14.2	0.4	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	697	554	1337	-	-
HCM Lane V/C Ratio	0.009	-	-	0.03	0.295	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.3	14.2	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	10	15	1	70	30	440	35	200	320	1
Future Volume (vph)	10	1	10	15	1	70	30	440	35	200	320	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.862			0.852				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1483	0	1655	1465	0	1779	3557	1599	1779	3557	1599
Flt Permitted	0.755			0.755			0.519			0.375		
Satd. Flow (perm)	1315	1483	0	1314	1465	0	971	3557	1555	701	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	12	19	1	86	37	543	27	247	395	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	13	0	19	87	0	37	543	27	247	395	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

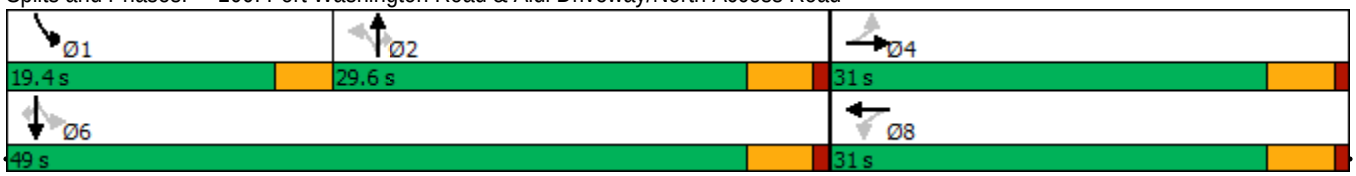
Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.7	10.7		10.7	10.7		17.8	17.8	17.8	30.9	32.1	32.1
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.42	0.42	0.42	0.73	0.76	0.76
v/c Ratio	0.04	0.03		0.06	0.24		0.09	0.37	0.04	0.35	0.15	0.00
Control Delay	17.3	17.3		17.5	18.6		11.2	11.1	10.6	4.9	3.8	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	17.3		17.5	18.6		11.2	11.1	10.6	4.9	3.8	4.0
LOS	B	B		B	B		B	B	B	A	A	A
Approach Delay		17.3			18.4			11.1			4.2	
Approach LOS		B			B			B			A	

Intersection Summary

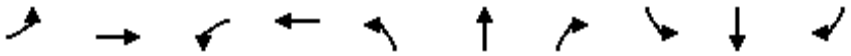
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 42.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 45.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
Wed Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

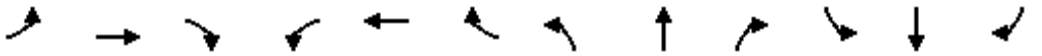


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	13	19	87	37	543	27	247	395	1
v/c Ratio	0.04	0.03	0.06	0.24	0.09	0.37	0.04	0.35	0.15	0.00
Control Delay	17.3	17.3	17.5	18.6	11.2	11.1	10.6	4.9	3.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	17.3	17.5	18.6	11.2	11.1	10.6	4.9	3.8	4.0
Queue Length 50th (ft)	2	3	4	19	7	57	5	25	22	0
Queue Length 95th (ft)	13	14	18	52	20	86	16	43	34	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	851	961	851	949	595	2181	953	937	3316	1459
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.02	0.09	0.06	0.25	0.03	0.26	0.12	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024

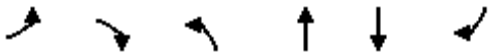


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Future Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	12	19	1	86	37	543	27	247	395	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	329	21	251	398	3	266	512	1242	542	638	2082	910
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.35	0.35	0.35	0.15	0.58	0.58
Sat Flow, veh/h	1222	114	1364	1306	17	1445	988	3565	1555	1787	3565	1559
Grp Volume(v), veh/h	12	0	13	19	0	87	37	543	27	247	395	1
Grp Sat Flow(s),veh/h/ln	1222	0	1478	1306	0	1462	988	1782	1555	1787	1782	1559
Q Serve(g_s), s	0.4	0.0	0.3	0.5	0.0	2.2	1.1	5.0	0.5	3.1	2.2	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.3	0.8	0.0	2.2	1.1	5.0	0.5	3.1	2.2	0.0
Prop In Lane	1.00		0.92	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	0	272	398	0	269	512	1242	542	638	2082	910
V/C Ratio(X)	0.04	0.00	0.05	0.05	0.00	0.32	0.07	0.44	0.05	0.39	0.19	0.00
Avail Cap(c_a), veh/h	842	0	892	947	0	883	732	2037	889	1022	3644	1594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	14.5	14.8	0.0	15.2	9.5	10.8	9.3	5.9	4.2	3.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.3	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.2	0.3	0.0	1.2	0.3	2.8	0.2	1.2	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	14.5	14.8	0.0	15.5	9.6	11.1	9.4	6.0	4.3	3.7
LnGrp LOS	B	A	B	B	A	B	A	B	A	A	A	A
Approach Vol, veh/h		25			106			607			643	
Approach Delay, s/veh		15.4			15.4			11.0			4.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	20.0		12.9		30.1		12.9				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	5.1	7.0		4.6		4.2		4.2				
Green Ext Time (p_c), s	0.2	4.8		0.0		4.0		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		8.6	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	105	65	5
Future Volume (vph)	5	10	5	105	65	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.991	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1681	0	0	1877	1864	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1681	0	0	1877	1864	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	13	6	136	84	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	142	90	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	105	65	5
Future Vol, veh/h	5	10	5	105	65	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	13	6	136	84	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	237	89	91	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	753	972	1510	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	970	1509	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	883	-	-
HCM Lane V/C Ratio	0.004	-	0.022	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	70	1	5	10	100	20	1	65	5
Future Volume (vph)	1	1	1	70	1	5	10	100	20	1	65	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.992				0.850		0.991	
Flt Protected		0.984			0.956			0.995			0.999	
Satd. Flow (prot)	0	1768	0	0	1784	0	0	1872	1599	0	1862	0
Flt Permitted		0.984			0.956			0.995			0.999	
Satd. Flow (perm)	0	1768	0	0	1784	0	0	1872	1599	0	1862	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	91	1	6	13	130	26	1	84	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	98	0	0	143	26	0	91	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	1	1	70	1	5	10	100	20	1	65	5
Future Vol, veh/h	1	1	1	70	1	5	10	100	20	1	65	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	91	1	6	13	130	26	1	84	6

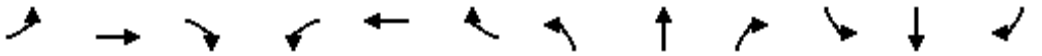
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	264	273	89	248	250	132	91	0	0	157	0	0
Stage 1	90	90	-	157	157	-	-	-	-	-	-	-
Stage 2	174	183	-	91	93	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	691	636	972	708	655	920	1510	-	-	1429	-	-
Stage 1	920	822	-	848	770	-	-	-	-	-	-	-
Stage 2	830	750	-	919	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	679	628	970	700	647	918	1509	-	-	1428	-	-
Mov Cap-2 Maneuver	679	628	-	700	647	-	-	-	-	-	-	-
Stage 1	911	820	-	840	762	-	-	-	-	-	-	-
Stage 2	815	743	-	915	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	10.9	0.6	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	732	710	1428	-	-
HCM Lane V/C Ratio	0.009	-	-	0.005	0.139	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.9	10.9	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	15	1	25	25	410	20	100	280	1
Future Volume (vph)	10	1	15	15	1	25	25	410	20	100	280	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.858			0.855				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1476	0	1655	1470	0	1779	3557	1599	1779	3557	1599
Flt Permitted							0.553			0.411		
Satd. Flow (perm)	1741	1476	0	1741	1470	0	1034	3557	1555	768	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	18	18	1	29	29	482	15	118	329	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	19	0	18	30	0	29	482	15	118	329	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

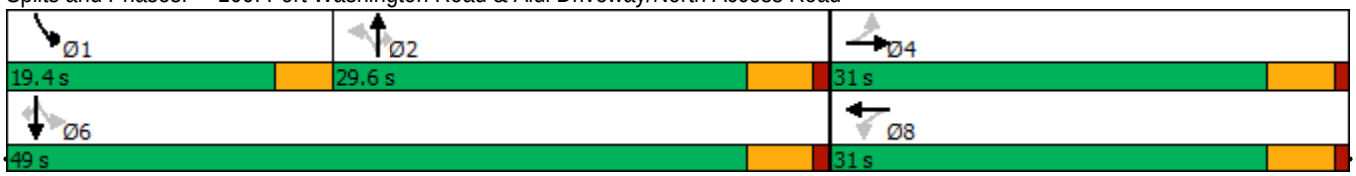
Friday Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.4	10.4		10.4	10.4		24.0	24.0	24.0	29.2	31.2	31.2
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.64	0.64	0.64	0.77	0.83	0.83
v/c Ratio	0.03	0.05		0.04	0.07		0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1		14.0	14.2		9.6	7.9	9.3	3.3	2.9	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1		14.0	14.2		9.6	7.9	9.3	3.3	2.9	4.0
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		14.1			14.1			8.0			3.0	
Approach LOS		B			B			A			A	

Intersection Summary

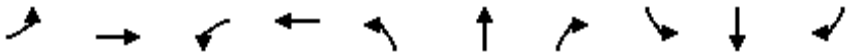
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 37.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 45.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024

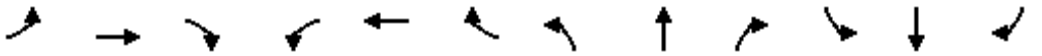


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	19	18	30	29	482	15	118	329	1
v/c Ratio	0.03	0.05	0.04	0.07	0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1	14.0	14.2	9.6	7.9	9.3	3.3	2.9	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1	14.0	14.2	9.6	7.9	9.3	3.3	2.9	4.0
Queue Length 50th (ft)	1	2	2	3	2	19	1	0	0	0
Queue Length 95th (ft)	12	16	15	22	17	74	11	23	29	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	1250	1059	1250	1055	763	2627	1148	1038	3474	1528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.01	0.03	0.04	0.18	0.01	0.11	0.09	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024

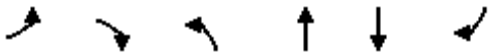


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Future Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	18	18	1	29	29	482	15	118	329	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	349	11	205	359	7	208	583	1359	593	670	2135	934
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.38	0.38	0.38	0.13	0.60	0.60
Sat Flow, veh/h	1286	77	1394	1298	49	1418	1050	3565	1556	1787	3565	1559
Grp Volume(v), veh/h	12	0	19	18	0	30	29	482	15	118	329	1
Grp Sat Flow(s),veh/h/ln	1286	0	1472	1298	0	1467	1050	1782	1556	1787	1782	1559
Q Serve(g_s), s	0.3	0.0	0.4	0.5	0.0	0.7	0.7	3.8	0.2	1.2	1.6	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.4	0.9	0.0	0.7	0.7	3.8	0.2	1.2	1.6	0.0
Prop In Lane	1.00		0.95	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	349	0	216	359	0	216	583	1359	593	670	2135	934
V/C Ratio(X)	0.03	0.00	0.09	0.05	0.00	0.14	0.05	0.35	0.03	0.18	0.15	0.00
Avail Cap(c_a), veh/h	1009	0	972	1026	0	969	839	2228	973	1161	3985	1743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	14.5	14.9	0.0	14.6	7.8	8.7	7.6	4.6	3.5	3.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.2	0.2	0.0	0.4	0.2	1.9	0.1	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	14.6	14.9	0.0	14.7	7.8	8.9	7.6	4.6	3.5	3.2
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		31			48			526			448	
Approach Delay, s/veh		14.8			14.8			8.8			3.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.6	20.0		10.8		28.6		10.8				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	3.2	5.8		3.0		3.6		2.9				
Green Ext Time (p_c), s	0.1	4.3		0.0		3.2		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		7.1	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	85	90	10
Future Volume (vph)	5	5	5	85	90	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.986	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1711	0	0	1876	1855	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1711	0	0	1876	1855	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	6	6	109	115	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	115	128	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	85	90	10
Future Vol, veh/h	5	5	5	85	90	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	6	6	109	115	13

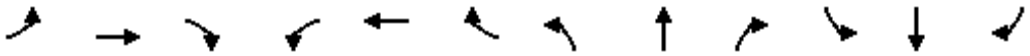
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	124	129	0	-	0
Stage 1	123	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	746	929	1463	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	742	927	1462	-	-	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1462	-	824	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Friday Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Future Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.912				0.850		0.941	
Flt Protected		0.955			0.985			0.999				
Satd. Flow (prot)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Flt Permitted		0.955			0.985			0.999				
Satd. Flow (perm)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	1	1	6	1	13	1	58	1	1	64	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	20	0	0	59	1	0	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Future Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	38	1	1	6	1	13	1	58	1	1	64	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	155	92	155	179	60	116	0	0	60	0	0
Stage 1	93	93	-	61	61	-	-	-	-	-	-	-
Stage 2	69	62	-	94	118	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	805	739	968	814	717	1008	1479	-	-	1550	-	-
Stage 1	916	820	-	953	846	-	-	-	-	-	-	-
Stage 2	944	845	-	915	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	791	736	966	809	714	1006	1478	-	-	1549	-	-
Mov Cap-2 Maneuver	791	736	-	809	714	-	-	-	-	-	-	-
Stage 1	914	818	-	951	844	-	-	-	-	-	-	-
Stage 2	929	843	-	911	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9	0.2	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	794	913	1549	-	-
HCM Lane V/C Ratio	0.001	-	-	0.052	0.022	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

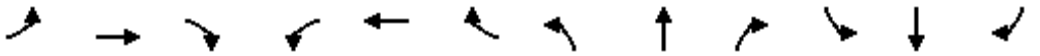
Appendix D
Improvement
Peak Hour Analysis Outputs

Full (Typical School Day) Build Traffic - With Modifications

Full (School Event) Build Traffic - With Modifications

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1	45	45	1	240	45	460	85	415	410	5
Future Volume (vph)	50	1	45	45	1	240	45	460	85	415	410	5
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.98	1.00		0.98
Frt		0.853			0.851				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1639	1452	0	1655	1462	0	1618	3237	1455	1679	3358	1509
Flt Permitted	0.453			0.722			0.479			0.310		
Satd. Flow (perm)	781	1452	0	1257	1462	0	815	3237	1421	548	3358	1477
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	11%	11%	11%	7%	7%	7%
Adj. Flow (vph)	58	1	52	52	1	279	52	535	61	483	477	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	53	0	52	280	0	52	535	61	483	477	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

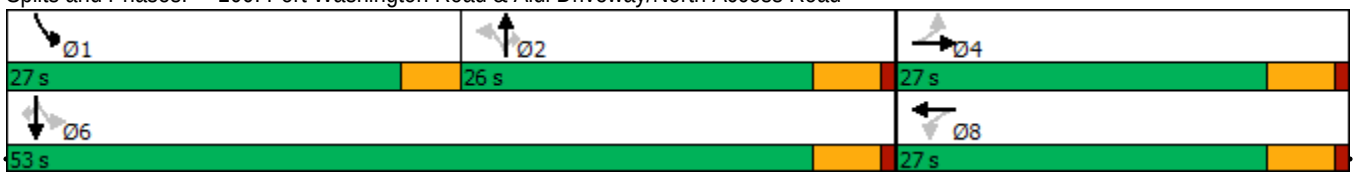
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	27.0	27.0		27.0	27.0		26.0	26.0	26.0	27.0	53.0	53.0
Total Split (%)	33.8%	33.8%		33.8%	33.8%		32.5%	32.5%	32.5%	33.8%	66.3%	66.3%
Maximum Green (s)	22.0	22.0		22.0	22.0		21.0	21.0	21.0	23.5	48.0	48.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	16.4	16.4		16.4	16.4		18.4	18.4	18.4	39.1	37.5	37.5
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.29	0.29	0.29	0.61	0.58	0.58
v/c Ratio	0.29	0.14		0.16	0.75		0.22	0.58	0.15	0.80	0.24	0.00
Control Delay	25.9	21.6		22.1	37.7		24.4	24.6	21.9	19.5	7.2	6.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	21.6		22.1	37.7		24.4	24.6	21.9	19.5	7.2	6.3
LOS	C	C		C	D		C	C	C	B	A	A
Approach Delay		23.9			35.2			24.3			13.4	
Approach LOS		C			D			C			B	

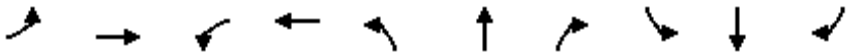
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.4			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
AM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

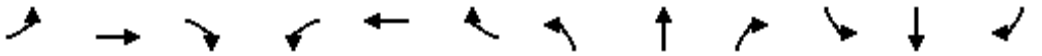


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	53	52	280	52	535	61	483	477	4
v/c Ratio	0.29	0.14	0.16	0.75	0.22	0.58	0.15	0.80	0.24	0.00
Control Delay	25.9	21.6	22.1	37.7	24.4	24.6	21.9	19.5	7.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	21.6	22.1	37.7	24.4	24.6	21.9	19.5	7.2	6.3
Queue Length 50th (ft)	18	16	16	100	15	93	18	91	42	1
Queue Length 95th (ft)	52	45	45	199	49	166	51	191	72	4
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	278	518	448	521	277	1102	484	763	2597	1142
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.10	0.12	0.54	0.19	0.49	0.13	0.63	0.18	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024

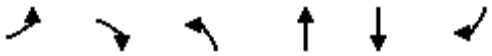


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Future Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1733	1733	1733	1746	1746	1746	1729	1729	1737	1788	1788	1796
Adj Flow Rate, veh/h	58	1	52	52	1	279	52	535	61	483	477	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	1	1	1	11	11	11	7	7	7
Cap, veh/h	222	7	380	428	1	388	352	874	382	613	1890	829
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.23	0.56	0.56
Sat Flow, veh/h	1018	27	1425	1260	5	1455	844	3285	1438	1703	3397	1489
Grp Volume(v), veh/h	58	0	53	52	0	280	52	535	61	483	477	4
Grp Sat Flow(s),veh/h/ln	1018	0	1452	1260	0	1460	844	1642	1438	1703	1698	1489
Q Serve(g_s), s	3.1	0.0	1.6	1.8	0.0	9.8	2.7	8.1	1.8	10.5	4.1	0.1
Cycle Q Clear(g_c), s	12.9	0.0	1.6	3.4	0.0	9.8	2.7	8.1	1.8	10.5	4.1	0.1
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	222	0	387	428	0	389	352	874	382	613	1890	829
V/C Ratio(X)	0.26	0.00	0.14	0.12	0.00	0.72	0.15	0.61	0.16	0.79	0.25	0.00
Avail Cap(c_a), veh/h	347	0	566	584	0	570	442	1223	535	934	2891	1268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	15.8	17.1	0.0	18.8	16.2	18.2	15.9	10.6	6.5	5.6
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.0	0.0	0.9	0.3	1.0	0.3	1.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.9	0.9	0.0	5.7	0.9	5.0	1.0	5.5	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	15.8	17.1	0.0	19.7	16.5	19.1	16.1	11.8	6.6	5.6
LnGrp LOS	C	A	B	B	A	B	B	B	B	B	A	A
Approach Vol, veh/h		111			332			648			964	
Approach Delay, s/veh		20.5			19.3			18.6			9.2	
Approach LOS		C			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.4	20.0		20.0		36.4		20.0				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	23.5	21.0		22.0		48.0		22.0				
Max Q Clear Time (g_c+I1), s	12.5	10.1		14.9		6.1		11.8				
Green Ext Time (p_c), s	0.4	4.0		0.1		5.0		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			14.4									
HCM 6th LOS			B									

Lanes, Volumes, Timings
200: Yates Road & North Access Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	140	210	10
Future Volume (vph)	5	10	5	140	210	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.994	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1681	0	0	1823	1870	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1681	0	0	1823	1870	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Adj. Flow (vph)	6	13	6	182	273	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	188	286	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	140	210	10
Future Vol, veh/h	5	10	5	140	210	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	6	13	6	182	273	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	476	282	287	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	195	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	549	759	1264	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	545	758	1263	-	-	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1263	-	671	-	-
HCM Lane V/C Ratio	0.005	-	0.029	-	-
HCM Control Delay (s)	7.9	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	5	100	1	5	20	130	5	1	210	5
Future Volume (vph)	5	1	5	100	1	5	20	130	5	1	210	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938			0.994				0.850		0.997	
Flt Protected		0.977			0.955			0.993				
Satd. Flow (prot)	0	1724	0	0	1734	0	0	1814	1553	0	1876	0
Flt Permitted		0.977			0.955			0.993				
Satd. Flow (perm)	0	1724	0	0	1734	0	0	1814	1553	0	1876	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	6	1	6	130	1	6	26	169	6	1	273	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	137	0	0	195	6	0	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	1	5	100	1	5	20	130	5	1	210	5
Future Vol, veh/h	5	1	5	100	1	5	20	130	5	1	210	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	6	1	6	130	1	6	26	169	6	1	273	6

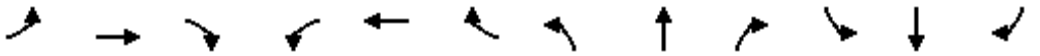
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	508	507	278	505	504	171	280	0	0	176	0	0
Stage 1	279	279	-	222	222	-	-	-	-	-	-	-
Stage 2	229	228	-	283	282	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	477	470	763	474	467	868	1271	-	-	1406	-	-
Stage 1	730	682	-	776	716	-	-	-	-	-	-	-
Stage 2	776	717	-	720	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	463	458	762	459	455	866	1270	-	-	1405	-	-
Mov Cap-2 Maneuver	463	458	-	459	455	-	-	-	-	-	-	-
Stage 1	712	681	-	757	699	-	-	-	-	-	-	-
Stage 2	750	700	-	711	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	15.8	1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1270	-	-	563	469	1405	-	-
HCM Lane V/C Ratio	0.02	-	-	0.025	0.294	0.001	-	-
HCM Control Delay (s)	7.9	0	-	11.6	15.8	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	1.2	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1	30	50	1	255	55	590	30	180	475	20
Future Volume (vph)	55	1	30	50	1	255	55	590	30	180	475	20
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.854			0.851				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1469	0	1655	1463	0	1695	3390	1524	1711	3422	1538
Flt Permitted	0.475			0.734			0.453			0.269		
Satd. Flow (perm)	827	1469	0	1278	1463	0	808	3390	1482	484	3422	1505
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	6%	6%	6%	5%	5%	5%
Adj. Flow (vph)	62	1	34	56	1	287	62	663	21	202	534	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	35	0	56	288	0	62	663	21	202	534	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

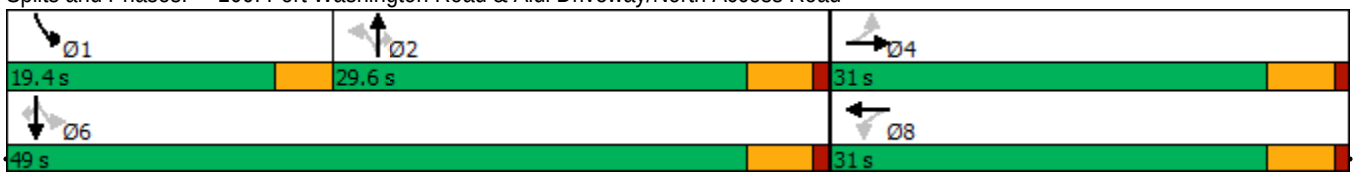
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	16.2	16.2		16.2	16.2		19.9	19.9	19.9	33.6	32.0	32.0
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.34	0.34	0.34	0.57	0.55	0.55
v/c Ratio	0.27	0.09		0.16	0.71		0.23	0.58	0.04	0.44	0.29	0.02
Control Delay	21.0	17.2		18.1	30.5		18.7	19.3	15.9	10.3	8.3	7.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	17.2		18.1	30.5		18.7	19.3	15.9	10.3	8.3	7.8
LOS	C	B		B	C		B	B	B	B	A	A
Approach Delay		19.6			28.4			19.1			8.8	
Approach LOS		B			C			B			A	

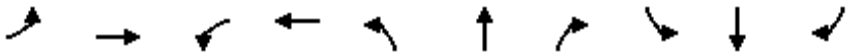
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 58.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
PM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

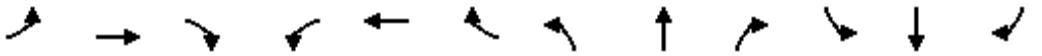


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	35	56	288	62	663	21	202	534	14
v/c Ratio	0.27	0.09	0.16	0.71	0.23	0.58	0.04	0.44	0.29	0.02
Control Delay	21.0	17.2	18.1	30.5	18.7	19.3	15.9	10.3	8.3	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	17.2	18.1	30.5	18.7	19.3	15.9	10.3	8.3	7.8
Queue Length 50th (ft)	16	9	14	87	14	92	5	29	45	2
Queue Length 95th (ft)	49	30	43	185	51	188	22	79	97	11
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	380	675	588	673	351	1475	645	622	2664	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.05	0.10	0.43	0.18	0.45	0.03	0.32	0.20	0.01

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024

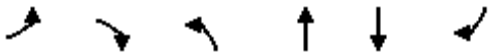


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Future Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1802	1802	1811	1817	1817	1826
Adj Flow Rate, veh/h	62	1	34	56	1	287	62	663	21	202	534	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	6	6	6	5	5	5
Cap, veh/h	248	12	396	479	1	405	407	1084	473	487	1795	785
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.32	0.32	0.32	0.13	0.52	0.52
Sat Flow, veh/h	1018	42	1424	1281	5	1455	826	3425	1493	1731	3453	1509
Grp Volume(v), veh/h	62	0	35	56	0	288	62	663	21	202	534	14
Grp Sat Flow(s),veh/h/ln	1018	0	1466	1281	0	1460	826	1712	1493	1731	1726	1509
Q Serve(g_s), s	2.9	0.0	0.9	1.7	0.0	8.8	2.7	8.1	0.5	3.3	4.4	0.2
Cycle Q Clear(g_c), s	11.7	0.0	0.9	2.5	0.0	8.8	2.7	8.1	0.5	3.3	4.4	0.2
Prop In Lane	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	0	408	479	0	406	407	1084	473	487	1795	785
V/C Ratio(X)	0.25	0.00	0.09	0.12	0.00	0.71	0.15	0.61	0.04	0.41	0.30	0.02
Avail Cap(c_a), veh/h	499	0	770	795	0	767	555	1701	741	813	3067	1341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	13.2	14.2	0.0	16.1	12.5	14.3	11.7	8.7	6.8	5.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.9	0.2	0.8	0.1	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	0.5	0.8	0.0	4.9	0.8	4.9	0.3	1.6	2.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	13.2	14.2	0.0	16.9	12.7	15.1	11.8	8.9	6.9	5.8
LnGrp LOS	C	A	B	B	A	B	B	B	B	A	A	A
Approach Vol, veh/h		97			344			746			750	
Approach Delay, s/veh		18.5			16.5			14.8			7.4	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	20.7		18.8		30.7		18.8				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	5.3	10.1		13.7		6.4		10.8				
Green Ext Time (p_c), s	0.1	5.6		0.1		5.7		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Lanes, Volumes, Timings
200: Yates Road & North Access Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	165	130	5
Future Volume (vph)	5	10	5	165	130	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.995	
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1681	0	0	1861	1783	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1681	0	0	1861	1783	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	2	1	3			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	6%	6%
Adj. Flow (vph)	6	13	6	209	165	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	215	171	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	165	130	5
Future Vol, veh/h	5	10	5	165	130	5
Conflicting Peds, #/hr	2	1	3	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	6	6
Mvmt Flow	6	13	6	209	165	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	394	172	174	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	613	874	1403	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	606	871	1399	-	-	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1399	-	760	-	-
HCM Lane V/C Ratio	0.005	-	0.025	-	-
HCM Control Delay (s)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	10	115	1	10	10	150	30	1	130	5
Future Volume (vph)	5	1	10	115	1	10	10	150	30	1	130	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.912			0.989				0.850		0.995	
Flt Protected		0.985			0.956			0.997				
Satd. Flow (prot)	0	1690	0	0	1727	0	0	1821	1553	0	1872	0
Flt Permitted		0.985			0.956			0.997				
Satd. Flow (perm)	0	1690	0	0	1727	0	0	1821	1553	0	1872	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	6	1	13	149	1	13	13	195	39	1	169	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	163	0	0	208	39	0	176	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	1	10	115	1	10	10	150	30	1	130	5
Future Vol, veh/h	5	1	10	115	1	10	10	150	30	1	130	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	6	1	13	149	1	13	13	195	39	1	169	6

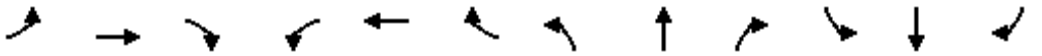
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	424	436	174	404	400	197	176	0	0	235	0	0
Stage 1	175	175	-	222	222	-	-	-	-	-	-	-
Stage 2	249	261	-	182	178	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	542	515	872	554	535	839	1388	-	-	1338	-	-
Stage 1	829	756	-	776	716	-	-	-	-	-	-	-
Stage 2	757	694	-	815	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	527	508	870	538	528	837	1387	-	-	1337	-	-
Mov Cap-2 Maneuver	527	508	-	538	528	-	-	-	-	-	-	-
Stage 1	819	754	-	767	707	-	-	-	-	-	-	-
Stage 2	735	686	-	800	747	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	14.2	0.4	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	697	554	1337	-	-
HCM Lane V/C Ratio	0.009	-	-	0.03	0.295	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.3	14.2	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	10	15	1	70	30	440	35	200	320	1
Future Volume (vph)	10	1	10	15	1	70	30	440	35	200	320	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.862			0.852				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1483	0	1655	1464	0	1779	3557	1599	1779	3557	1599
Flt Permitted	0.755			0.755			0.519			0.375		
Satd. Flow (perm)	1314	1483	0	1314	1464	0	971	3557	1556	701	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	12	19	1	86	37	543	27	247	395	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	13	0	19	87	0	37	543	27	247	395	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

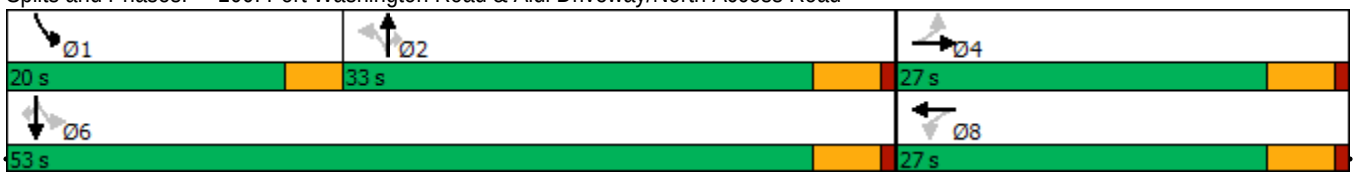
Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0	33.0	20.0	53.0	53.0
Total Split (%)	33.8%	33.8%		33.8%	33.8%		41.3%	41.3%	41.3%	25.0%	66.3%	66.3%
Maximum Green (s)	22.0	22.0		22.0	22.0		28.0	28.0	28.0	16.5	48.0	48.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.7	10.7		10.7	10.7		17.7	17.7	17.7	30.9	32.0	32.0
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.42	0.42	0.42	0.73	0.75	0.75
v/c Ratio	0.04	0.03		0.06	0.24		0.09	0.37	0.04	0.35	0.15	0.00
Control Delay	17.3	17.2		17.5	18.6		11.3	11.1	10.7	4.9	3.8	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	17.2		17.5	18.6		11.3	11.1	10.7	4.9	3.8	4.0
LOS	B	B		B	B		B	B	B	A	A	A
Approach Delay		17.2			18.4			11.1			4.2	
Approach LOS		B			B			B			A	

Intersection Summary

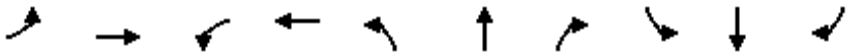
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 42.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 45.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
Wed Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

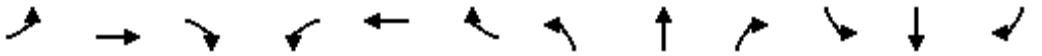


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	13	19	87	37	543	27	247	395	1
v/c Ratio	0.04	0.03	0.06	0.24	0.09	0.37	0.04	0.35	0.15	0.00
Control Delay	17.3	17.2	17.5	18.6	11.3	11.1	10.7	4.9	3.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	17.2	17.5	18.6	11.3	11.1	10.7	4.9	3.8	4.0
Queue Length 50th (ft)	2	3	4	19	7	57	5	25	22	0
Queue Length 95th (ft)	13	14	18	52	20	87	16	43	34	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	720	813	720	803	677	2483	1086	953	3450	1518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.02	0.03	0.11	0.05	0.22	0.02	0.26	0.11	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024

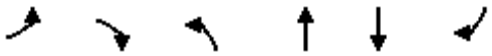


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Future Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	12	19	1	86	37	543	27	247	395	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	329	21	251	398	3	266	512	1242	542	638	2082	910
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.35	0.35	0.35	0.15	0.58	0.58
Sat Flow, veh/h	1222	114	1364	1306	17	1445	988	3565	1555	1787	3565	1559
Grp Volume(v), veh/h	12	0	13	19	0	87	37	543	27	247	395	1
Grp Sat Flow(s),veh/h/ln	1222	0	1478	1306	0	1462	988	1782	1555	1787	1782	1559
Q Serve(g_s), s	0.4	0.0	0.3	0.5	0.0	2.2	1.1	5.0	0.5	3.1	2.2	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.3	0.8	0.0	2.2	1.1	5.0	0.5	3.1	2.2	0.0
Prop In Lane	1.00		0.92	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	0	272	398	0	269	512	1242	542	638	2082	910
V/C Ratio(X)	0.04	0.00	0.05	0.05	0.00	0.32	0.07	0.44	0.05	0.39	0.19	0.00
Avail Cap(c_a), veh/h	729	0	755	825	0	747	810	2319	1011	1047	3975	1739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	14.5	14.8	0.0	15.2	9.5	10.8	9.3	5.9	4.2	3.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.3	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.2	0.3	0.0	1.2	0.3	2.8	0.2	1.2	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	14.5	14.8	0.0	15.5	9.6	11.1	9.4	6.0	4.3	3.7
LnGrp LOS	B	A	B	B	A	B	A	B	A	A	A	A
Approach Vol, veh/h		25			106			607			643	
Approach Delay, s/veh		15.4			15.4			11.0			4.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	20.0		12.9		30.1		12.9				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	16.5	28.0		22.0		48.0		22.0				
Max Q Clear Time (g_c+I1), s	5.1	7.0		4.6		4.2		4.2				
Green Ext Time (p_c), s	0.2	5.2		0.0		4.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		8.6	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	105	65	5
Future Volume (vph)	5	10	5	105	65	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.991	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1681	0	0	1877	1864	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1681	0	0	1877	1864	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	13	6	136	84	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	142	90	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	105	65	5
Future Vol, veh/h	5	10	5	105	65	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	13	6	136	84	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	237	89	91	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	753	972	1510	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	970	1509	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	883	-	-
HCM Lane V/C Ratio	0.004	-	0.022	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	70	1	5	10	100	20	1	65	5
Future Volume (vph)	1	1	1	70	1	5	10	100	20	1	65	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.992				0.850		0.991	
Flt Protected		0.984			0.956			0.995			0.999	
Satd. Flow (prot)	0	1768	0	0	1784	0	0	1872	1599	0	1862	0
Flt Permitted		0.984			0.956			0.995			0.999	
Satd. Flow (perm)	0	1768	0	0	1784	0	0	1872	1599	0	1862	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	91	1	6	13	130	26	1	84	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	98	0	0	143	26	0	91	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	1	1	70	1	5	10	100	20	1	65	5
Future Vol, veh/h	1	1	1	70	1	5	10	100	20	1	65	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	91	1	6	13	130	26	1	84	6

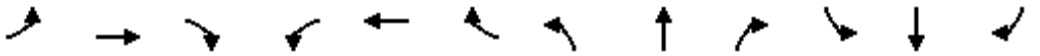
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	264	273	89	248	250	132	91	0	0	157	0	0
Stage 1	90	90	-	157	157	-	-	-	-	-	-	-
Stage 2	174	183	-	91	93	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	691	636	972	708	655	920	1510	-	-	1429	-	-
Stage 1	920	822	-	848	770	-	-	-	-	-	-	-
Stage 2	830	750	-	919	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	679	628	970	700	647	918	1509	-	-	1428	-	-
Mov Cap-2 Maneuver	679	628	-	700	647	-	-	-	-	-	-	-
Stage 1	911	820	-	840	762	-	-	-	-	-	-	-
Stage 2	815	743	-	915	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	10.9	0.6	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	732	710	1428	-	-
HCM Lane V/C Ratio	0.009	-	-	0.005	0.139	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.9	10.9	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	15	1	25	25	410	20	100	280	1
Future Volume (vph)	10	1	15	15	1	25	25	410	20	100	280	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.858			0.855				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1475	0	1655	1470	0	1779	3557	1599	1779	3557	1599
Flt Permitted							0.553			0.410		
Satd. Flow (perm)	1741	1475	0	1741	1470	0	1035	3557	1558	766	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	18	18	1	29	29	482	15	118	329	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	19	0	18	30	0	29	482	15	118	329	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

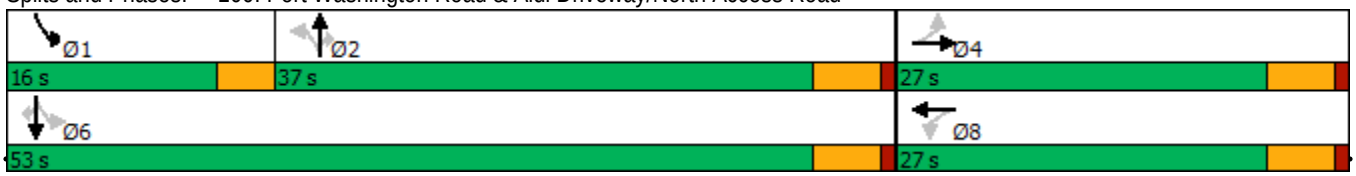
Friday Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	27.0	27.0		27.0	27.0		37.0	37.0	37.0	16.0	53.0	53.0
Total Split (%)	33.8%	33.8%		33.8%	33.8%		46.3%	46.3%	46.3%	20.0%	66.3%	66.3%
Maximum Green (s)	22.0	22.0		22.0	22.0		32.0	32.0	32.0	12.5	48.0	48.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.4	10.4		10.4	10.4		24.0	24.0	24.0	29.2	31.2	31.2
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.64	0.64	0.64	0.77	0.83	0.83
v/c Ratio	0.03	0.05		0.04	0.07		0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1		14.0	14.2		9.6	7.9	9.3	3.3	3.0	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1		14.0	14.2		9.6	7.9	9.3	3.3	3.0	4.0
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		14.1			14.1			8.0			3.1	
Approach LOS		B			B			A			A	

Intersection Summary

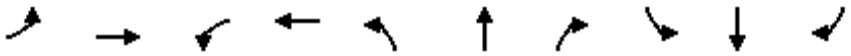
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 37.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 45.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
Friday Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

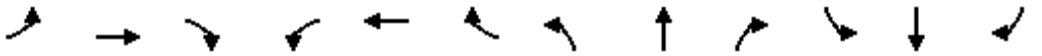


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	19	18	30	29	482	15	118	329	1
v/c Ratio	0.03	0.05	0.04	0.07	0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1	14.0	14.2	9.6	7.9	9.3	3.3	3.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1	14.0	14.2	9.6	7.9	9.3	3.3	3.0	4.0
Queue Length 50th (ft)	1	2	2	3	2	19	1	0	0	0
Queue Length 95th (ft)	12	16	15	22	17	74	11	23	29	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	1057	896	1057	893	887	3049	1335	943	3557	1565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.02	0.03	0.03	0.16	0.01	0.13	0.09	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024



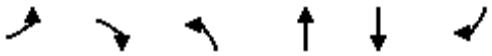
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Future Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	18	18	1	29	29	482	15	118	329	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	349	11	205	359	7	208	583	1359	593	670	2135	934
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.38	0.38	0.38	0.13	0.60	0.60
Sat Flow, veh/h	1286	77	1394	1298	49	1418	1050	3565	1556	1787	3565	1559
Grp Volume(v), veh/h	12	0	19	18	0	30	29	482	15	118	329	1
Grp Sat Flow(s),veh/h/ln	1286	0	1472	1298	0	1467	1050	1782	1556	1787	1782	1559
Q Serve(g_s), s	0.3	0.0	0.4	0.5	0.0	0.7	0.7	3.8	0.2	1.2	1.6	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.4	0.9	0.0	0.7	0.7	3.8	0.2	1.2	1.6	0.0
Prop In Lane	1.00		0.95	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	349	0	216	359	0	216	583	1359	593	670	2135	934
V/C Ratio(X)	0.03	0.00	0.09	0.05	0.00	0.14	0.05	0.35	0.03	0.18	0.15	0.00
Avail Cap(c_a), veh/h	879	0	823	894	0	820	1037	2898	1265	1007	4348	1902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	14.5	14.9	0.0	14.6	7.8	8.7	7.6	4.6	3.5	3.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.2	0.2	0.0	0.4	0.2	1.9	0.1	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	14.6	14.9	0.0	14.7	7.8	8.9	7.6	4.6	3.5	3.2
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		31			48			526			448	
Approach Delay, s/veh		14.8			14.8			8.8			3.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.6	20.0		10.8		28.6		10.8				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	12.5	32.0		22.0		48.0		22.0				
Max Q Clear Time (g_c+I1), s	3.2	5.8		3.0		3.6		2.9				
Green Ext Time (p_c), s	0.1	4.8		0.0		3.3		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		7.1	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road

Friday Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	85	90	10
Future Volume (vph)	5	5	5	85	90	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.986	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1711	0	0	1876	1855	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1711	0	0	1876	1855	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	6	6	109	115	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	115	128	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	85	90	10
Future Vol, veh/h	5	5	5	85	90	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	6	6	109	115	13

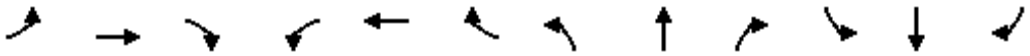
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	124	129	0	-	0
Stage 1	123	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	746	929	1463	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	742	927	1462	-	-	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1462	-	824	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Friday Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Future Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.912				0.850		0.941	
Flt Protected		0.955			0.985			0.999				
Satd. Flow (prot)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Flt Permitted		0.955			0.985			0.999				
Satd. Flow (perm)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	1	1	6	1	13	1	58	1	1	64	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	20	0	0	59	1	0	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

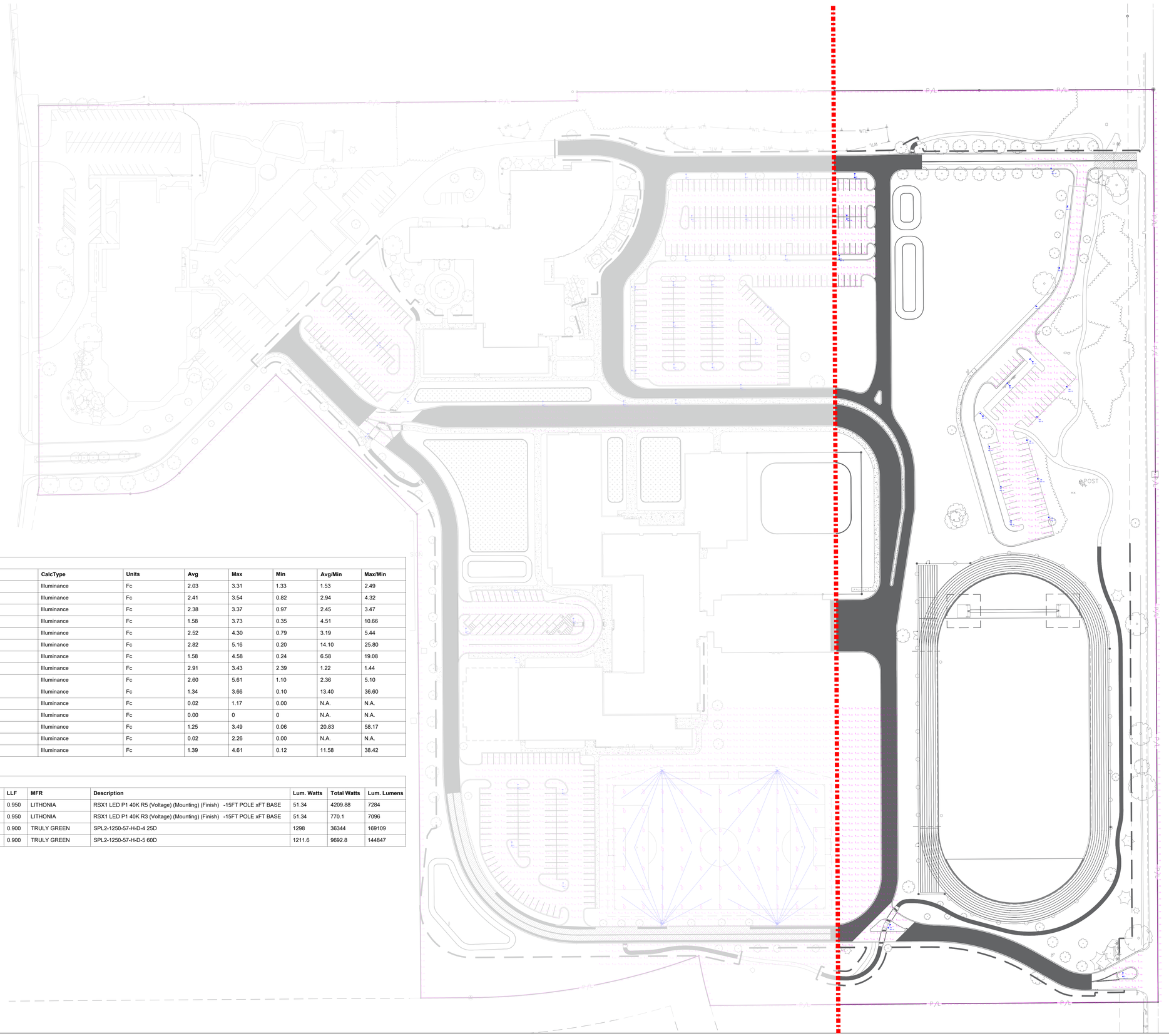
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Future Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	38	1	1	6	1	13	1	58	1	1	64	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	155	92	155	179	60	116	0	0	60	0	0
Stage 1	93	93	-	61	61	-	-	-	-	-	-	-
Stage 2	69	62	-	94	118	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	805	739	968	814	717	1008	1479	-	-	1550	-	-
Stage 1	916	820	-	953	846	-	-	-	-	-	-	-
Stage 2	944	845	-	915	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	791	736	966	809	714	1006	1478	-	-	1549	-	-
Mov Cap-2 Maneuver	791	736	-	809	714	-	-	-	-	-	-	-
Stage 1	914	818	-	951	844	-	-	-	-	-	-	-
Stage 2	929	843	-	911	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9	0.2	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	794	913	1549	-	-
HCM Lane V/C Ratio	0.001	-	-	0.052	0.022	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-



Calculation Summary							
Label	**CalcType**	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**
CROSS WALK - NORTHWEST	Illuminance	Fc	2.03	3.31	1.33	1.53	2.49
CROSS WALK - SOUTH	Illuminance	Fc	2.41	3.54	0.82	2.94	4.32
CROSS WALK - SOUTHEAST	Illuminance	Fc	2.38	3.37	0.97	2.45	3.47
CROSS WALKS - NORTH	Illuminance	Fc	1.58	3.73	0.35	4.51	10.66
NORTH PARKING LOT-1	Illuminance	Fc	2.52	4.30	0.79	3.19	5.44
NORTH PARKING LOT-2	Illuminance	Fc	2.82	5.16	0.20	14.10	25.80
NORTHEAST DRIVES	Illuminance	Fc	1.58	4.58	0.24	6.58	19.08
NORTHEAST PARKING LOT-1	Illuminance	Fc	2.91	3.43	2.39	1.22	1.44
	Illuminance	Fc	2.60	5.61	1.10	2.36	5.10
	Illuminance	Fc	1.34	3.66	0.10	13.40	36.60
PROPERTY LINE	Illuminance	Fc	0.02	1.17	0.00	N.A.	N.A.
SOCCER FIELD	Illuminance	Fc	0.00	0	0	N.A.	N.A.
SOUTHWEST PARKING	Illuminance	Fc	1.25	3.49	0.06	20.83	58.17
SPILL - AROUND SOCCER FIELD	Illuminance	Fc	0.02	2.26	0.00	N.A.	N.A.
WEST PARKING & DRIVE	Illuminance	Fc	1.39	4.61	0.12	11.58	38.42

Luminaire Schedule								
Qty	**Label**	**Arrangement**	**LLF**	**MFR**	**Description**	**Lum. Watts**	**Total Watts**	**Lum. Lumens**
41	OA	BACK-BACK	0.950	LITHONIA	RSX1 LED P1 40K R5 (Voltage) (Mounting) (Finish) -15FT POLE xFT BASE	51.34	4209.88	7284
15	OB	SINGLE	0.950	LITHONIA	RSX1 LED P1 40K R3 (Voltage) (Mounting) (Finish) -15FT POLE xFT BASE	51.34	770.1	7096
28	SL1	SINGLE	0.900	TRULY GREEN	SPL2-1250-57-H-D-4 25D	1298	36344	169109
8	SL2	SINGLE	0.900	TRULY GREEN	SPL2-1250-57-H-D-5 60D	1211.6	9692.8	144847

#	DATE	COMMENTS

REVISIONS

DRAWN BY : DC

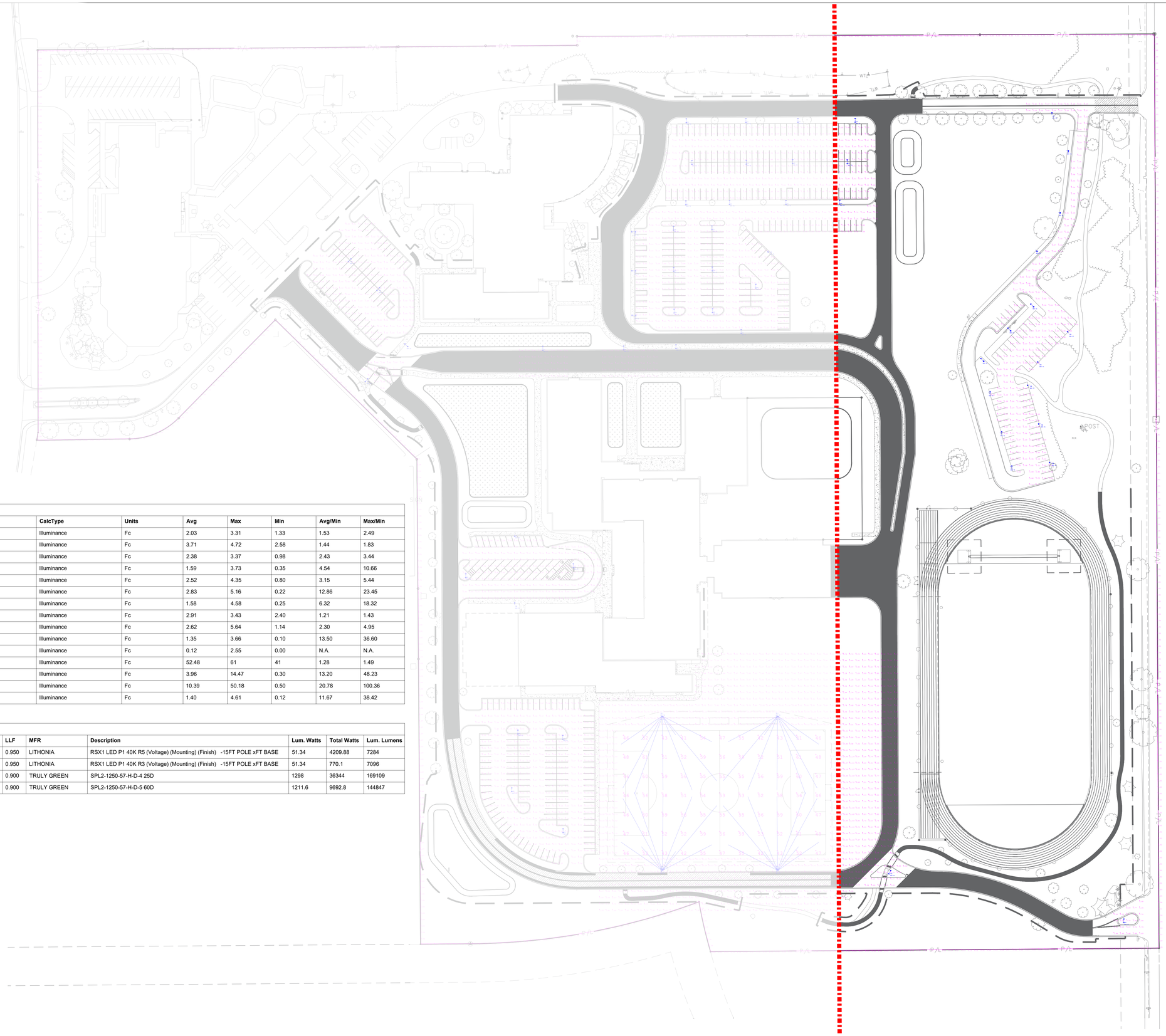
DATE : JUNE 18, 2024

SCALE : 1" = 60'-0"

ST AUGUSTINE PREP - NORTH SITE

GLENDALE, WISCONSIN

SITE LAYOUT - SOCCER FIELD OFF



Calculation Summary							
Label	**CalcType**	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**
CROSS WALK - NORTHWEST	Illuminance	Fc	2.03	3.31	1.33	1.53	2.49
CROSS WALK - SOUTH	Illuminance	Fc	3.71	4.72	2.58	1.44	1.83
CROSS WALK - SOUTHEAST	Illuminance	Fc	2.38	3.37	0.98	2.43	3.44
CROSS WALKS - NORTH	Illuminance	Fc	1.59	3.73	0.35	4.54	10.66
NORTH PARKING LOT-1	Illuminance	Fc	2.52	4.35	0.80	3.15	5.44
NORTH PARKING LOT-2	Illuminance	Fc	2.83	5.16	0.22	12.86	23.45
NORTHEAST DRIVES	Illuminance	Fc	1.58	4.58	0.25	6.32	18.32
NORTHEAST PARKING LOT-1	Illuminance	Fc	2.91	3.43	2.40	1.21	1.43
NORTHEAST PARKING LOT-2	Illuminance	Fc	2.62	5.64	1.14	2.30	4.95
NORTHWEST PARKING LOT	Illuminance	Fc	1.35	3.66	0.10	13.50	36.60
PROPERTY LINE	Illuminance	Fc	0.12	2.55	0.00	N.A.	N.A.
SOCCER FIELD	Illuminance	Fc	52.48	61	41	1.28	1.49
SOUTHWEST PARKING	Illuminance	Fc	3.96	14.47	0.30	13.20	48.23
SPILL - AROUND SOCCER FIELD	Illuminance	Fc	10.39	50.18	0.50	20.78	100.36
WEST PARKING & DRIVE	Illuminance	Fc	1.40	4.61	0.12	11.67	38.42

Luminaire Schedule								
Qty	**Label**	**Arrangement**	**LLF**	**MFR**	**Description**	**Lum. Watts**	**Total Watts**	**Lum. Lumens**
41	OA	BACK-BACK	0.950	LITHONIA	RSX1 LED P1 40K R5 (Voltage) (Mounting) (Finish) -15FT POLE xFT BASE	51.34	4209.88	7284
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28	SL1	SINGLE	0.900	TRULY GREEN	SPL2-1250-57-H-D-4 25D	1298	36344	169109
8	SL2	SINGLE	0.900	TRULY GREEN	SPL2-1250-57-H-D-5 60D	1211.6	9692.8	144847

COMMENTS

#	DATE

REVISIONS

DRAWN BY : DC

DATE : JUNE 18, 2024

SCALE : 1" = 60'-0"

ST AUGUSTINE PREP - NORTH SITE

GLENDALE, WISCONSIN

SITE LAYOUT - SOCCER FIELD ON

7711 N. Port Washington Road
Milwaukee, WI 53217
T: 414.751.7200 • F: 414.351.4117

memo

Augustine Preparatory Academy
Traffic Analysis Review
Village of Fox Point
Milwaukee County

Date:	27 August 2024
To:	Scott Brandmeier, PE – Village of Fox Point
Cc:	Aaron Bubb, PE – Kapur & Associates
	Files
From:	Neal Styka, P.E., PTOE, RSP1 - Kapur & Associates, Inc.
RE:	Augustine Preparatory Academy Traffic Impact Analysis Review

Project Background

Kapur was hired by the Village of Fox Point to review the traffic analysis dated June 14, 2024 prepared by Traffic Analysis & Design, Inc. for the Augustine Preparatory Academy. The project will demolish several buildings on the former Cardinal Stritch University campus. A new High School and Elementary School are going to be constructed on the 43.5 Acre site located within the City of Glendale and Village of Fox Point, south of the North Access Roadway and bounded by Port Washington Road and North Yates Road on the west and east sides of the property. Comments on the analysis are in accordance with WisDOT TIA Guidelines and ITE's *Trip Generation Manual, 11th Edition*.

General Comments for TIA Report

Trip Generation and Distribution:

- How was the breakdown of 80-percent of vehicles going to/from the north determined? A check was performed using Google Maps to get directions from multiple locations on the north side of Milwaukee (south of Silver Spring Drive) to the site and all the trips used I-43 to Silver Spring Drive to Port Washington Road to the Site Access Road. Given the target demographics are students on the northern side of the Milwaukee area, this area would seem to account for more than 14-percent of the traffic that is currently shown utilizing Port Washington Road south of the Access Road.
- See comment on Exhibit 3-2B on how volumes were calculated for the exiting traffic during a soccer game.

Chapter VI- Part A:

- In the recommendations section on the last page of the TIA, the report states, "Without the recommended modifications, longer queues are expected for the southbound left-turn movements ***and the eastbound right-turn***

movements at the signalized Port Washington Road intersection with the North Access Road." In reviewing the queues from Table 5-1A (full build with no modifications) and 5-2A (full build with modifications) the eastbound through and right turn queue increases with the modifications as does the westbound and southbound. Please review the statement.

Comments on Exhibits within the Report

- **Exhibit 3-2A:** AM northbound left at the North Access Road shows 10 vehicles, 6 vehicles used in Synchro, existing turning movement counts show 8.
- **Exhibit 3-3A:** Node 100 queues for AM & PM northbound left and southbound through don't match results from Synchro.
- **Exhibit 4-3B:** Note 2 states that 30% of entering traffic is assumed to exit between JV and Varsity Events. 30% of the 250 entering traffic is 75 vehicles not 90 vehicles. Trip distribution will need to be updated based on new volume. Other exhibits and models will need to be updated including but not limited to 4-5B, 4-11B, and 5-2B.
- **Exhibit 4-3B:** Trip distribution on Yates Road for Theater Peak Hour In are reversed.
- **Exhibit 4-4A:** It would be helpful to see how many vehicles are using North Access vs South Access to Access Yates Road/Santa Monica Boulevard since some vehicles are shown using south access to/from the north.
- **Exhibit 4-5A:** Review trips on Yates Road, exhibit should show only new trips to the school. However, it shows vehicles continuing straight on Yates. Total number of vehicles entering and exiting to/from Yates doesn't match the trip generation table.
- **Exhibit 4-5B, 4-11A, 4-11B:** Update based on previous comments.
- **Exhibit 5-1A, 5-1B, 5-2A, 5-2B:** Verify and update queues as shown in attached document for Node 100.

Analysis:

Update affected analysis based on comments listed above.

Appendices:

Update affected analysis based on comments listed above.

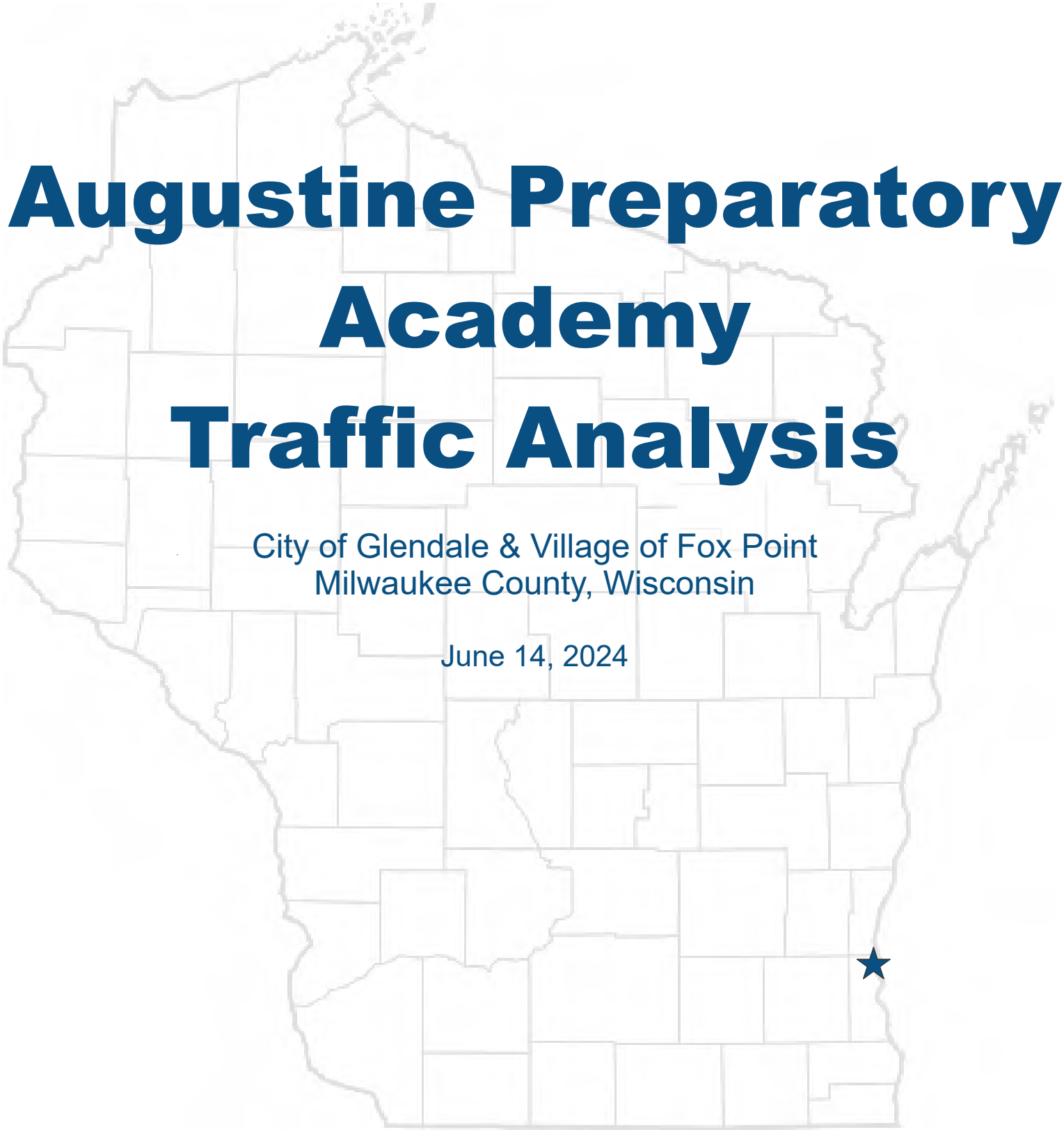
TRAFFIC ANALYSIS & DESIGN, INC.

P.O. Box 128
Cedarburg, WI 53012
800.605.3091
www.tadi-us.com

Augustine Preparatory Academy Traffic Analysis

City of Glendale & Village of Fox Point
Milwaukee County, Wisconsin

June 14, 2024



TRAFFIC IMPACT STUDY FOR:

AUGUSTINE PREPARATORY ACADEMY
NORTH CAMPUS

CITY OF GLENDALE AND VILLAGE OF FOX POINT, MILWAUKEE COUNTY, WISCONSIN

DATE SUBMITTED: June 14, 2024

PREPARED FOR:
VJS Construction Services, Inc.
W233 N2847 Roundy Circle West
Pewaukee, WI 53072
Phone: (262) 542-9000
Contact Person: Ben Bergles

PREPARED BY:
Traffic Analysis & Design, Inc.
P.O. Box 128
Cedarburg, WI 53012
Phone: (800) 605-3091
Contact Person: Donald J. Lee, P.E. (WisDOT TIA Certification # SE05-804-046)
John Bieberitz, P.E., PTOE (WisDOT TIA Certification # SE05-804-044)

"I certify that this Traffic Impact Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering."

_____
Donald J. Lee, P.E.
Wisconsin Registration #35214-006
Traffic Analysis & Design, Inc.

Augustine Preparatory Academy North Campus
Traffic Impact Analysis
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Exhibit 1-3 .....Recommended Modifications

Exhibit 2-1 .....Project Location Map
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Exhibit 3-2B.....Existing Traffic Volumes – School Event
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Exhibit 4-3B.....Augustine Preparatory Academy Full Build (School Event) Trip Generation Table
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Exhibit 4-4B.....Drop-Off/Pick-up Routes
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Exhibit 4-11A....Full Build (Typical School Day) Traffic Volumes
Exhibit 4-11B....Full Build (School Event) Traffic Volumes

Exhibit 5-1A.....Full Build (Typical School Day) Traffic Operations
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Exhibit 5-2A.....Full Build (Typical School Day) Traffic Operations – With Modifications
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Saturation Flow Rate Calculations

Appendix B...Existing Traffic – Peak Hour Analysis Outputs

Existing Traffic

Appendix C...Build Traffic – Peak Hour Analysis Outputs

Full (Typical School Day) Build Traffic
Full (School Event) Build Traffic

Appendix D...Build Traffic – Peak Hour Modification Analysis Outputs

Full (Typical School Day) Build Traffic – With Modifications
Full (School Event) Build Traffic – With Modifications

CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

Augustine Preparatory Academy is proposing to demolish several buildings on the former Cardinal Stritch University campus to make way for the construction of two new school buildings (High School and Elementary School) within the City of Glendale and Village of Fox Point. The new school buildings, which are expected to include classrooms for K4 through 12th grade are proposed to be located on the 43.5-acre site, located between Port Washington Road and North Yates Road, immediately south of the existing North Access Road. A music/fine arts facility, a field house and sports/track fields are also proposed as part of the overall site plan.

TADI conducted this traffic impact analysis (TIA) to determine the expected weekday morning arrival and weekday afternoon dismissal peak hour operating conditions and recommendations at the study area intersections for the Existing traffic operating conditions and the Full Build traffic operating conditions. Even though the school is expected to accommodate about 320 students during the opening year, a Full Build analysis was completed assuming the projected maximum capacity of 1,020 students. If the student population would increase beyond this projection, additional expansion would be required which would likely trigger an additional future study. Two additional peak periods were analyzed as part of this study including a Wednesday evening sporting event (soccer game) and a Friday evening theater event.

This report documents the procedures, findings, and conclusions of the TIA. The analysis identifies recommended modifications based on existing intersection geometrics, existing traffic volumes, and additional traffic expected to be generated by the proposed Augustine Preparatory Academy school.

PART B – EXECUTIVE SUMMARY

The executive summary includes a description of the study area, description of the proposed development and conclusions based on the findings of the TIA.

B1. Location of Study Site with Respect to Area Roadway Network

A street map illustrating the location of the proposed Augustine Preparatory Academy campus is shown in Exhibit 1-1 at the end of this chapter. A copy of the preliminary site plan is shown in Exhibit 1-2. As discussed with the City of Glendale and the Village of Fox Point, the study area for the proposed school includes the following existing intersections:

- Port Washington Road & North Access Road (traffic signal control)
- North Yates Road & North Access Road (one-way stop control)
- North Yates Road & South Access Road/Santa Monica Boulevard (two-way stop control)

The proposed development site is located within the previous Cardinal Stritch University campus. The site is bordered by commercial uses to the west and northwest along both sides of Port Washington Road and residential neighborhoods to the north, south, and east. The North Shore Library and a non-profit children's facility are located immediately to the west of the site at the Port Washington Road signalized intersection with an apartment complex located immediately south of the library. IH-43 exists further to the west with access ramps to the freeway located about ½-mile north of the site along Good Hope Road and about 1-½ miles to the south at Silver Spring Road.

B2. On-Site Development Description

Augustine Preparatory Academy is proposing to provide academics for K4-12th grade with the initial student population of 317 students made up of about 217 elementary (K4 through 6th grade) students and 100 high school (9th grade) students. Under future projected capacity, the school could provide for 1,020 students (projected at 334 elementary students, 275 middle school students and 411 high school students). Based on estimates provided by school administration:

- School doors open at 7:20am with staggered class starting times of 7:40am and 8:00am for the middle/high school and elementary school classes, respectively.
- School dismissal is also staggered with end times ranging between 2:45pm and 3:15pm.
- After school programs are expected to be provided.
- The campus is expected to draw from the greater Milwaukee area; however, with an existing south campus located near South 6th Street and West Harrison Avenue, the majority of the school population is expected to draw from the northern Milwaukee area.

The high school and music/fine arts facility are proposed on the northern portion of the site and the elementary school and field house are proposed on the southern portion of the site. An outdoor track facility is proposed along the eastern portion of the site and a turf soccer field is proposed to the south of the elementary school. Parking is proposed throughout the site with the current site plan consisting of about 476 overall parking spaces made up of 250 parking spaces at the high school (northeast lot), 38 parking spaces at the high school for student drivers (northwest lot), 62 spaces near the sports facility (west lot), 44 spaces at the elementary school (east lot) and 82 spaces at the elementary school (southeast lot). There is room near the southeast lot to expand parking spaces in the future as the school population increases.

B3. Off-Site Development Description

The area surrounding the Augustine Preparatory Academy is built out. No known off-site development is expected to occur.

B4. Site Generated Traffic

The daily vehicular traffic volumes expected to be generated by the Augustine Preparatory Academy are estimated based on trip rates as published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. On a typical weekday (24-hour period) with school in session, the Augustine Preparatory Academy (assuming maximum projected capacity) is expected to generate approximately 2,530 new vehicle trips (1,265 in/1,265 out) under the projected full build out.

Based on the assumptions above, the Augustine Preparatory Academy is expected to generate about 815 vehicular trips (515 in/300 out) during the weekday morning arrival peak hour and 545 vehicular trips (225 in/320 out) during the weekday afternoon dismissal peak hour under Full Build (maximum capacity) conditions. Note that the ITE trip generation volumes do take into account teacher and staff trips.

In addition to the weekday peak periods, to analyze the typical school events at the proposed facility, the Augustine Preparatory Academy is expected to generate about 340 vehicular trips (250 in/90 out) during the Wednesday sporting event peak hour and 145 vehicular trips (125 in/20 out) during the Friday theater event peak hour under typical event peak hour conditions.

B5. Proposed Access to Augustine Preparatory Academy

Access points to the site are expected to remain as they previously operated for the Cardinal Stritch Campus with the main access to/from the site at the Port Washington Road signalized intersection with the North Access Road. Two additional access points to the east along Yates Road are also expected to remain. Specifically, the Yates Road intersection with the North Access Road and the Yates Road intersection with the South Access Road/Santa Monica Boulevard. Due to the site's proximity to the City of Milwaukee's transportation grid and to IH-43, a high percentage of traffic to/from the site is expected via the Port Washington Road signalized intersection with the North Access Road. In addition, with much of the anticipated school population expected from the northern neighborhoods within the City of Milwaukee, a large portion of the new traffic is expected to utilize the IH-43 ramps at Good Hope Road, located about ½-mile north of the site, as a route to the site.

B6. Recommended Modifications

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) *6th Edition*. Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are included for the Existing and Full Build traffic conditions and have been shown for the following two scenarios:

- "Existing Traffic" – These modifications are expected to be necessary to accommodate the Existing traffic volumes under current conditions, without the proposed school.
- "Full Build Traffic" – These modifications are expected to be necessary to accommodate the Full Build traffic volumes, which includes the full build-out of the Augustine Preparatory Academy.

The analysis was conducted using existing intersection geometrics and traffic control. The following modifications, as shown in Exhibit 1-3, are recommended to accommodate the Existing and Full Build traffic volumes. *Modifications are for jurisdictional consideration and are not legally binding. The City of Glendale and Village of Fox Point reserves the right to determine alternative solutions.*

General

- *Full Build Traffic:*
    - Sign and enforce (with a dedicated staff person during peak morning and afternoon periods) a no stopping or waiting requirement in the queue lanes of the drop-off/pick-up lanes at each of the new school front doors during school arrival and dismissal periods. Vehicles would be required to drop-off or pick-up students and continue driving through the zone. This recommendation is made to encourage turnover in the drop-off/pick-up zone.
    - Utilize the pick-up program "pikmykid" (or similar) which allows parents to announce that they've arrived and are ready to pick up their elementary student and allows teachers to dismiss the students in a timely manner.

Node 100: Port Washington Road intersection with North Access Road

- *Existing Traffic:* No modifications.
- *Full Build Traffic:*
    - Close the median opening, located within the limits of the southbound left-turn lane. The existing left-turn movements using this median opening will be required to U-turn at the signalized intersection to access the existing driveway to the business located in the northeast quadrant of the intersection.
    - Update traffic signal timings.

Node 200: North Yates Road intersection with North Access Road

- *Existing Traffic:* No modifications.
- *Full Build Traffic:* No modifications.

Node 300: North Yates Road intersection with South Access Road/Santa Monica Blvd.

- *Existing Traffic:* No modifications.
- *Full Build Traffic:* No modifications.

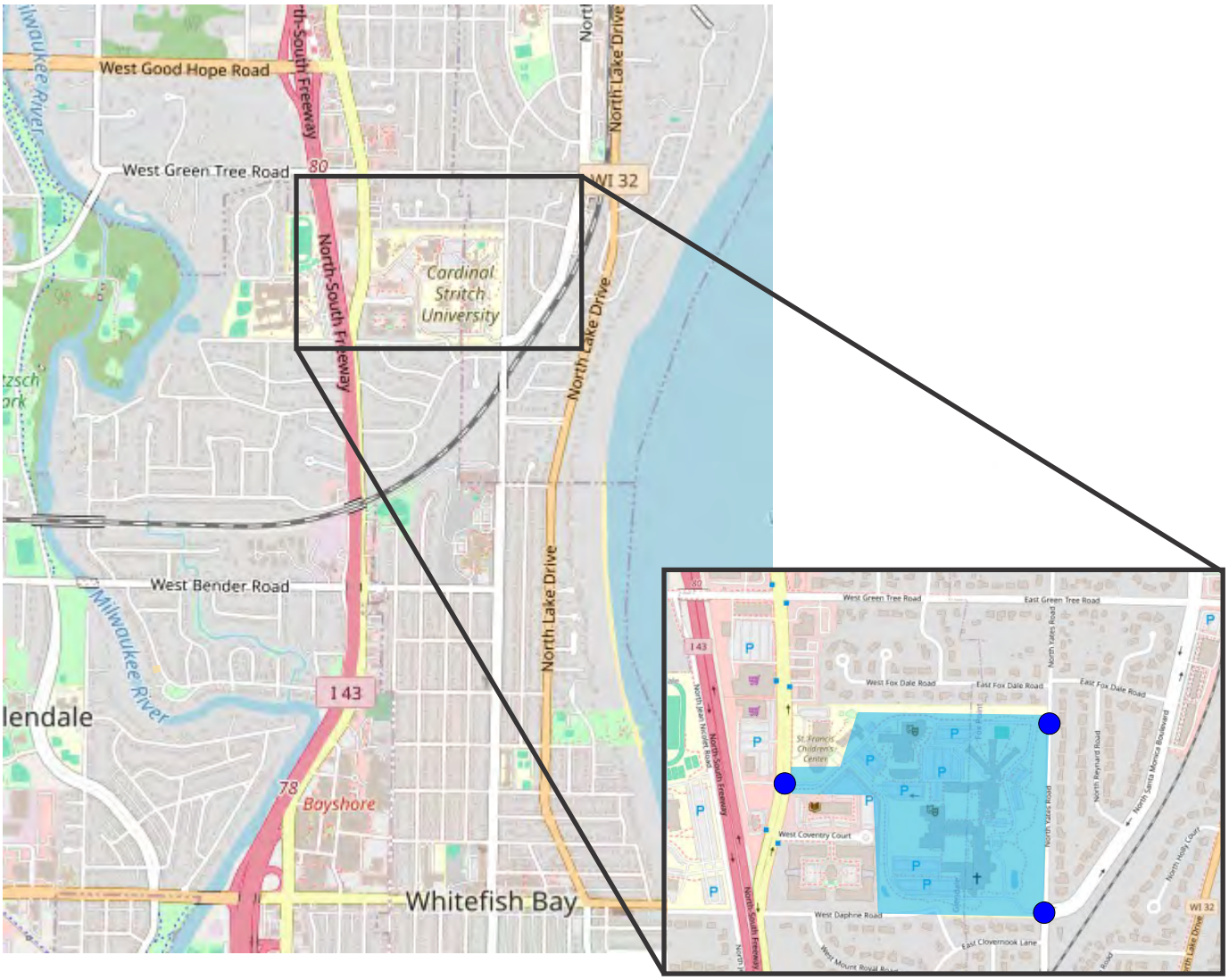
All intersections are expected to operate acceptably with the proposed build out of the Augustine Preparatory Academy campus with the recommended modifications. Without the recommended modifications, longer queues are expected for the southbound left-turn movements and the eastbound right-turn movements at the signalized Port Washington Road intersection with the North Access Road. To alleviate the expected longer delays and queue lengths, signal timing modifications as listed above are recommended at the intersection. With the modifications, all movements are expected to operate safely with moderate queue lengths.

A constraining factor, which cannot be accounted for in the typical intersection analysis, is on-site traffic flow patterns and management of vehicles within the overall campus during the typical school day condensed "surge" time frames, specifically during the weekday morning school drop-off peak period and the weekday afternoon school discharge peak period. These surge periods can last anywhere from 15- to 30-minutes. The best way to alleviate safety issues during these time periods is to provide adequate stacking space for parents to queue while waiting to drop-off or pick-up their children. Based on the trip generation calculations completed for this study, the weekday morning peak period is expected to accommodate the school arrival drop-off peak period. In addition, with a staggered school discharge schedule, utilizing two of the three lanes near the front doors of both schools and queueing back to and near the end of the internal north/south driveway at the driveway's intersection with the South Access Road, the provided queueing distance is expected to accommodate the anticipated queueing distances needed for the discharge peak period under full capacity conditions for both schools. Even if all parents arrive prior to bell discharge, queueing is still expected to be accommodated within the overall site, with a small number of cars possibly spilling onto the South Access Road; however, no spillback onto any of the adjacent corridors adjacent to the school is expected.

B7. Conclusion

Traffic estimates and impacts for schools are amongst the most difficult to estimate for traffic engineers, as most schools have operations and arrival/departure behaviors that are unique. The recommendations provided in this study maximize the use of on-site and off-site measures in an

effort to maximize safety and efficiency while minimizing impacts to the livability of surrounding neighborhoods.





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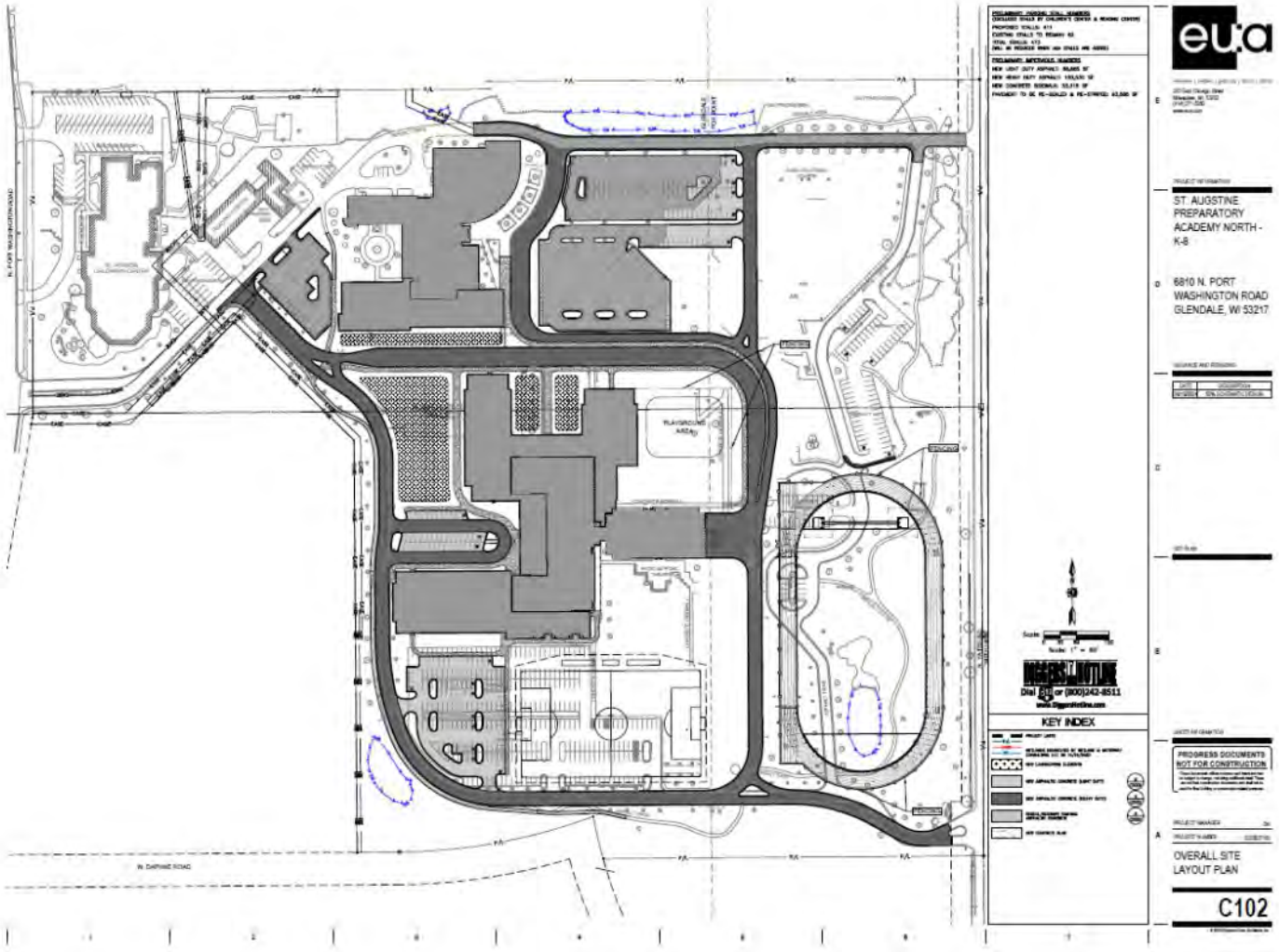
- Study Intersection
- Proposed School Site

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EXHIBIT 1-1
PROJECT LOCATION MAP

MILWAUKEE, WISCONSIN

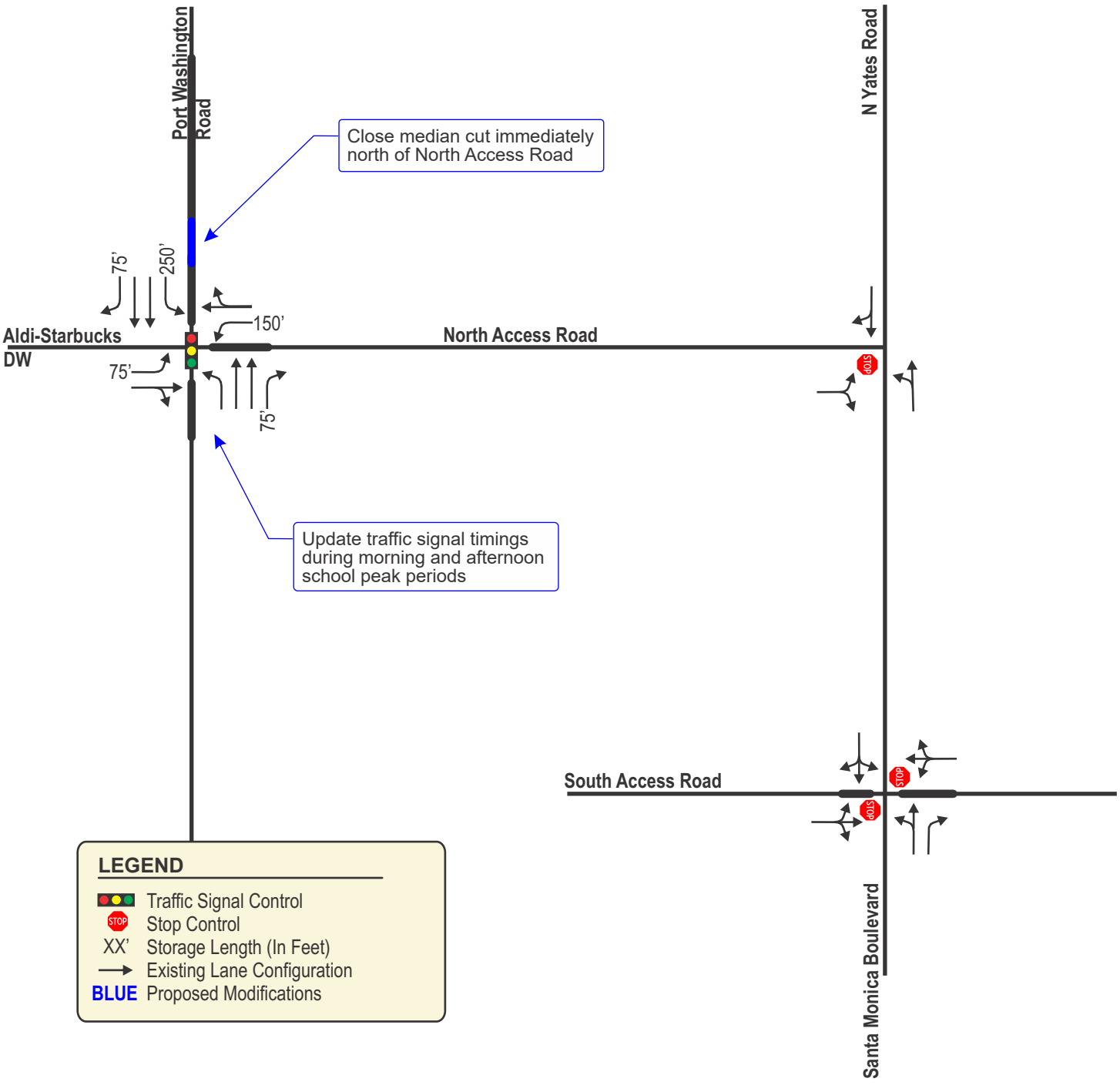


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EXHIBIT 1-2
PRELIMINARY SITE PLAN

MILWAUKEE, WISCONSIN



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EXHIBIT 1-3
RECOMMENDED MODIFICATIONS

MILWAUKEE, WISCONSIN

CHAPTER II – PROPOSED DEVELOPMENT

PART A – ON-SITE DEVELOPMENT

A1. Development Site Location

Augustine Preparatory Academy is proposing to demolish several buildings on the former Cardinal Stritch University campus to make way for the construction of two new school buildings (High School and Elementary School) within the City of Glendale and Village of Fox Point. The new school buildings, which are expected to include classrooms for K4 through 12th grade are proposed to be located on the 43.5-acre site, located between Port Washington Road and North Yates Road, immediately south of the existing North Access Road. A street map illustrating the location of the proposed Augustine Preparatory Academy is shown in Exhibit 2-1 at the end of this chapter. A copy of the preliminary site plan is shown in Exhibit 2-2.

A2. Surrounding Land Use

The proposed development site is located within the previous Cardinal Stritch University campus. The site is bordered by commercial uses to the west and northwest along both sides of Port Washington Road and residential neighborhoods to the north, south, and east. The North Shore Library and a non-profit children's facility are located immediately to the west of the site at the Port Washington Road signalized intersection with an apartment complex located immediately south of the library. IH-43 exists further to the west with access ramps to the freeway located about ½-mile north of the site along Good Hope Road and about 1-½ miles to the south at Silver Spring Road.

A3. On-Site Development Description

Augustine Preparatory Academy is proposing to provide academics for K4-12th grade with the initial student population of 317 students made up of Under future projected capacity, the school could provide for 1,020 students (projected at 334 elementary students, 275 middle school students and 411 high school students). Based on estimates provided by school administration:

- School doors open at 7:20am with staggered class starting times of 7:40am and 8:00am for the middle/high school and elementary school classes, respectively.
- School dismissal is also staggered with end times ranging between 2:45pm and 3:15pm.
- After school programs are expected to be provided.
- The campus is expected to draw from the greater Milwaukee area; however, with an existing south campus located near South 6th Street and West Harrison Avenue, the majority of the school population is expected to draw from the northern Milwaukee area.

The high school and music/fine arts facility are proposed on the northern portion of the site and the elementary school and field house are proposed on the southern portion of the site. An outdoor track facility is proposed along the eastern portion of the site and a turf soccer field is proposed to the south of the elementary school. Parking is proposed throughout the site with the current site plan consisting of about 476 overall parking spaces made up of 250 parking spaces at the high school (northeast lot), 38 parking spaces at the high school for student drivers (northwest lot), 62 spaces near the sports facility (west lot), 44 spaces at the elementary school (east lot) and 82 spaces at the elementary school (southeast lot). There is room near the southeast lot to expand parking spaces in the future as the school population increases.

A4. On-Site Development Access

Access points to the site are expected to remain as they previously operated for the Cardinal Stritch Campus with the main access to/from the site at the Port Washington Road signalized intersection with the North Access Road. Two additional access points to the east along Yates Road are also expected to remain. Specifically, the Yates Road intersection with the North Access Road and the Yates Road intersection with the South Access Road/Santa Monica Boulevard. Due to the site's proximity to the City of Milwaukee's transportation grid and to IH-43, a high percentage of traffic to/from the site is expected via the Port Washington Road signalized intersection with the North Access Road.

As shown in Exhibit 2-2, drop-off and pick-up lanes are provided at the entrance doors to both schools. Three lanes are provided for each school building with the lanes tapering down to a single lane to the south as the driveways bend to the south and merge as they continue to a point where the driveway intersects with the South Access Road.

PART B – STUDY AREA

B1. Influence Area

The campus is expected to draw from the greater Milwaukee area; however, with an existing south campus located near South 6th Street and West Harrison Avenue, the majority of the school population is expected to draw from the northern Milwaukee area. With much of the anticipated school population expected from the northern neighborhoods within the City of Milwaukee, a large portion of the new traffic is expected to utilize the IH-43 ramps at Good Hope Road, located about ½-mile north of the site, as a route to the site. As such, the area of primary influence for Augustine Preparatory Academy is the surrounding north side neighborhoods in the City of Milwaukee.

B2. Area of Significant Traffic Impact

As discussed with the City of Glendale and Village of Fox Point, the study area includes the following existing intersections:

- Port Washington Road & North Access Road (traffic signal control)
- North Yates Road & North Access Road (one-way stop control)
- North Yates Road & South Access Road/Santa Monica Boulevard (two-way stop control)

PART C – OFF-SITE LAND USE AND DEVELOPMENT

The area surrounding the Augustine Preparatory Academy is built out. No known off-site development is expected to occur.

PART D – SITE ACCESSIBILITY

D1. Study Area Roadways

The study area roadways are discussed below:

Port Washington Road (CTH W) is a north-south four-lane divided Principal Arterial with a posted speed limit of 35-mph. The Year 2019 WisDOT annual average daily traffic (AADT) volumes on Port Washington Road were approximately 14,600 vehicles per day (vpd) north of Green Tree Road and 11,000-vpd south of Coventry Court. Sidewalks are provided along both sides of Port Washington Road within the limits of the North Access Road signalized intersection.

North Yates Road is a north-south two-lane undivided Major Collector with a posted speed limit of 25-mph. The Year 2019 WisDOT AADT volumes on North Yates Road were approximately 1,500-vpd north of Santa Monica Boulevard. Sidewalks are not currently provided along either side of North Yates Road within the limits of the study area.

Santa Monica Boulevard is a north-south two-lane undivided Major Collector south of North Yates Road that angles to the east at its intersection with North Yates Road. The posted speed limit along Santa Monica Boulevard is 25-mph. The Year 2019 WisDOT AADT volumes on North Yates Road were approximately 2,500-vpd south of North Yates Road and 1,400-vpd (2010 count) north of North Yates Road. Sidewalks are not currently provided along either side of Santa Monica Boulevard within the limits of the study area.

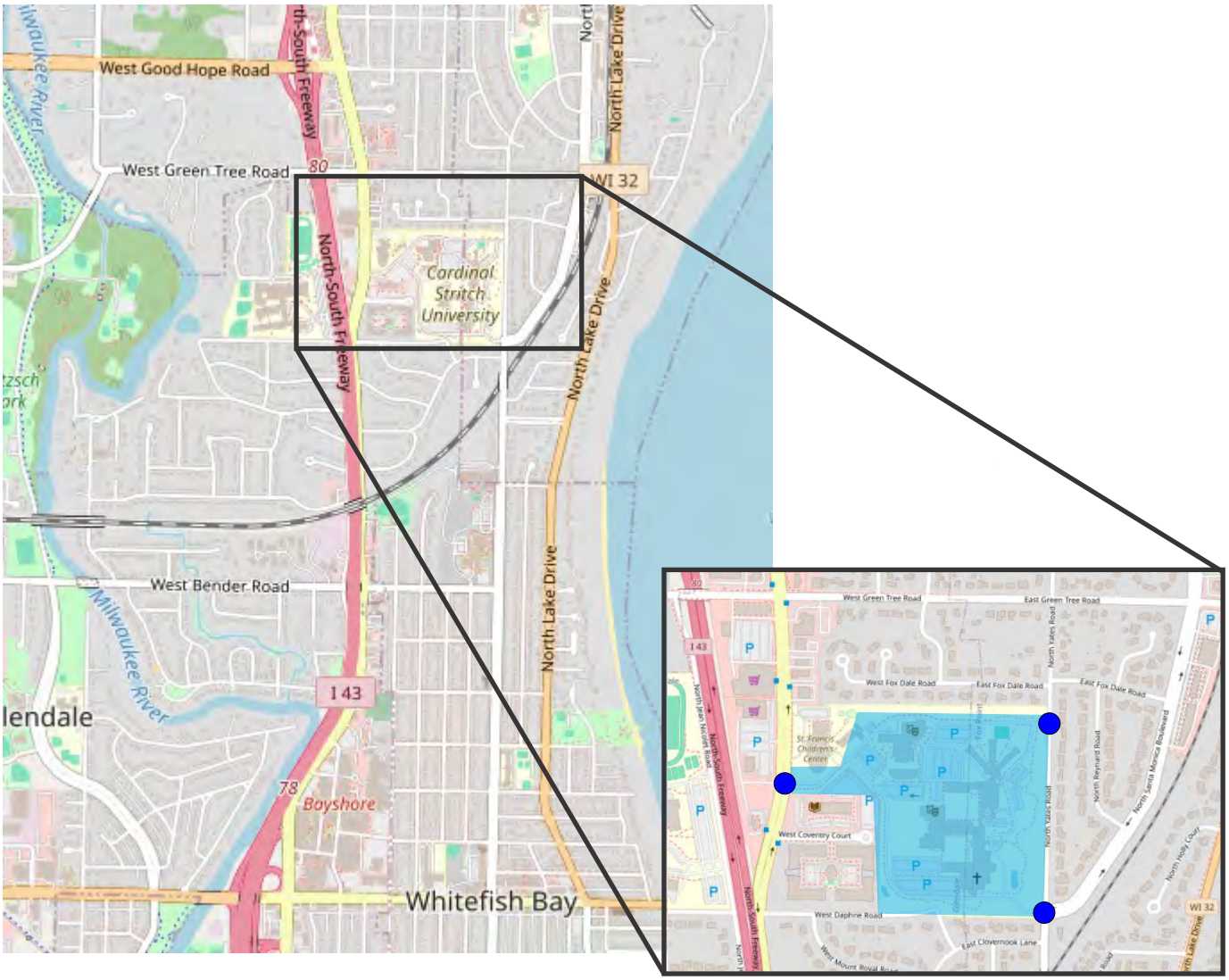
North Access Road is an east-west two-lane undivided private local roadway that provides access to and within the overall campus site. The posted speed limit on the North Access Road is 15-mph. There are currently no WisDOT AADT volumes collected along North Access Road. Sidewalks are provided along only the south side of North Access Road from Port Washington Road to the east for about 450 feet to the roadway's intersection with the South Access Road.

South Access Road is a northwest-southeast two-lane undivided private local roadway that provides access to and within the overall campus site. The posted speed limit on the South Access Road is 15-mph. There are currently no WisDOT AADT volumes collected along South Access Road. Sidewalks are not currently provided along either side of South Access Road within the limits of the study area.

D2. Existing Alternative Modes of Transportation

Pedestrian sidewalks are currently provided along some of the study area corridors as described above. Marked on- and off-street bicycle facilities are not currently provided.

The Milwaukee County Transit System (MCTS) operates Route 68 – Port Washington Road, along Port Washington Road between Capitol Drive and the Brown Deer Road Park n' Ride with 30-minute headways during the weekday morning and afternoon peak periods. Transfers to other bus lines are available along Capitol Drive. Bus stops are located along Port Washington Road at the northwest and southeast corners of the West Coventry Court intersection, which is located one block south of the signalized Port Washington Road intersection with the North Access Road.





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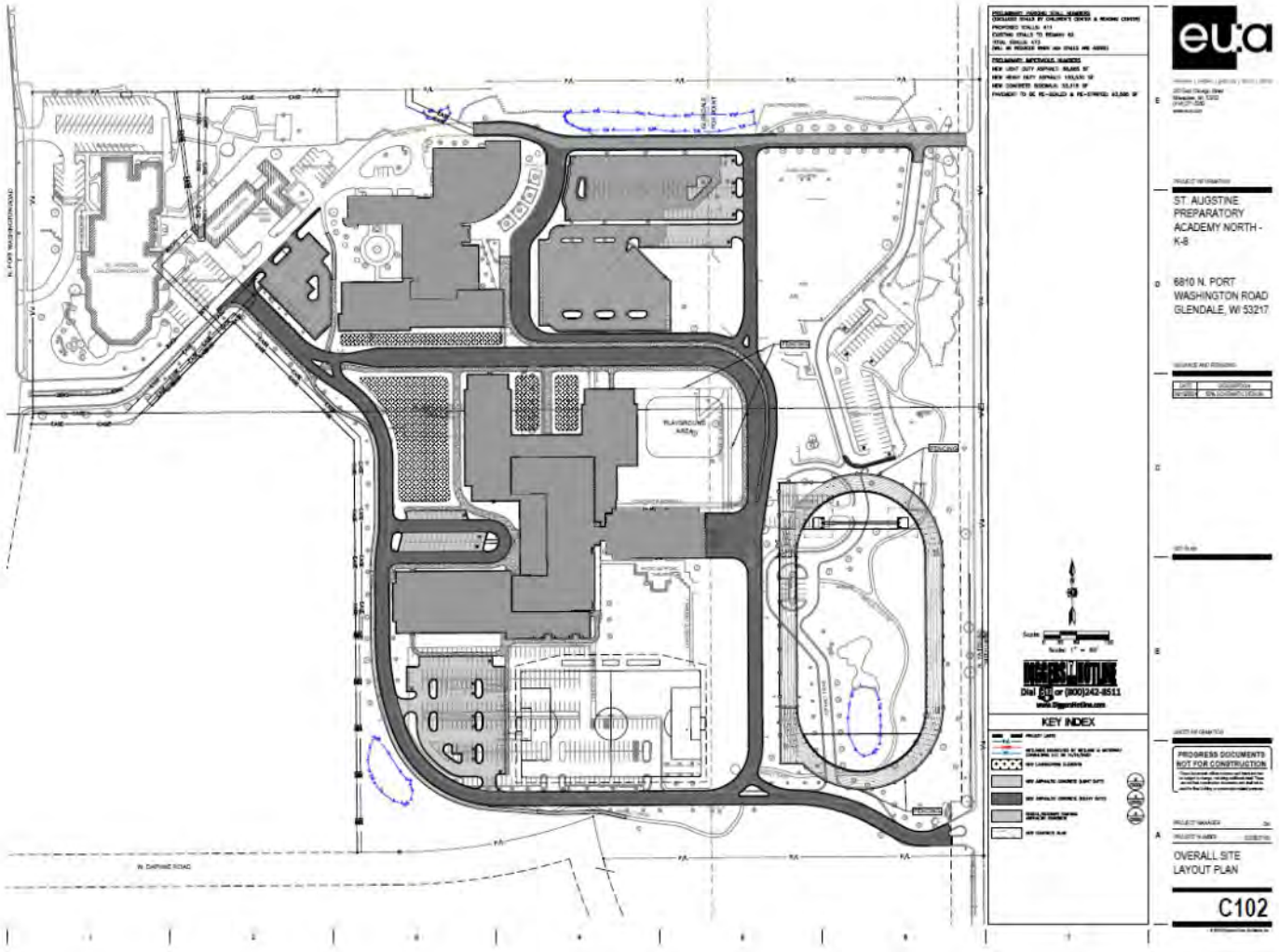
- Study Intersection
- Proposed School Site

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EXHIBIT 2-1
PROJECT LOCATION MAP

MILWAUKEE, WISCONSIN



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EXHIBIT 2-2
PRELIMINARY SITE PLAN

MILWAUKEE, WISCONSIN

CHAPTER III – ANALYSIS OF EXISTING CONDITIONS

PART A – EXISTING PHYSICAL CHARACTERISTICS

Exhibit 3-1 shows the existing transportation detail for the study area intersections. More specifically, the exhibit illustrates intersection lane configurations, intersection traffic controls, posted speed limits, and approximate intersection spacing.

PART B – EXISTING TRAFFIC VOLUMES

The weekday morning school arrival and weekday afternoon school discharge peak hours are expected to drive the improvements needed to adequately accommodate the proposed school, as they represent the highest trip generation for the site. In addition, since school events can attract a high attendance during non-typical school peak hours, a typical weekday evening sporting event and a typical Friday evening theater event were also considered. Therefore, in late November and early December of 2023, TADI conducted weekday morning arrival (6:00 to 9:00 am), weekday afternoon/evening (2:00 to 9:00 pm) and Friday evening (6:00 to 9:00 pm) turning movement traffic counts at the study area intersections. The weekday school day turning movement count hours were chosen to coincide with the expected school bell schedules.

Based on the turning movement counts and the expected staggered bell schedules, the weekday morning and weekday afternoon peak school hours were identified as being 7:15 to 8:15 am and 2:30 to 3:30 pm; respectively. These peak hours coincide with the expected school start and end times for the elementary and high schools of 7:40 to 8:00 am and 2:45 to 3:15 pm; respectively. A separate Wednesday evening sporting event (soccer game) peak hour, identified as 6:00 to 7:00 pm, and a separate Friday evening theater event peak hour, identified as 6:00 to 7:00 pm, were also evaluated as part of the study. Copies of the existing traffic counts and related calculations are included in Appendix A. The Existing (Typical School Day) traffic volumes are shown in Exhibit 3-2A, and the Existing (School Event) traffic volumes are shown in Exhibit 3-2B.

PART C – EXISTING CAPACITY LEVEL OF SERVICE

C1. Level of Service Definitions

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) *6th Edition*. Intersection operation is defined by "level of service." Level of service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purpose of this study, LOS D was used to define acceptable peak hour operating conditions. Descriptions of the various levels of service are as follows:

> **LOS A** is the highest level of service that can be achieved. Under this condition, intersection approaches appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. At signalized and unsignalized intersections, average delays are less than 10 seconds.
>
> **LOS B** represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At unsignalized intersections, average delays are 10 to 15 seconds.
>
> **LOS C** still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At unsignalized intersections, average delays are 15 to 25 seconds.

LOS D represents increasing traffic restrictions as the intersection approaches instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but periodic clearance of long lines occurs, thus preventing excessive backups. At signalized intersections, average vehicle delays are 35 to 55 seconds. At unsignalized intersections, average delays are 25 to 35 seconds.

LOS E represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 seconds. At unsignalized intersections, average delays are 35 to 50 seconds.

LOS F represents jammed conditions where the intersection is over capacity and acceptable gaps for unsignalized intersections in the mainline traffic flow are minimal. At signalized intersections, average vehicle delays exceed 80 seconds. At unsignalized intersections, average delays exceed 50 seconds.

C2. Existing Traffic Operations

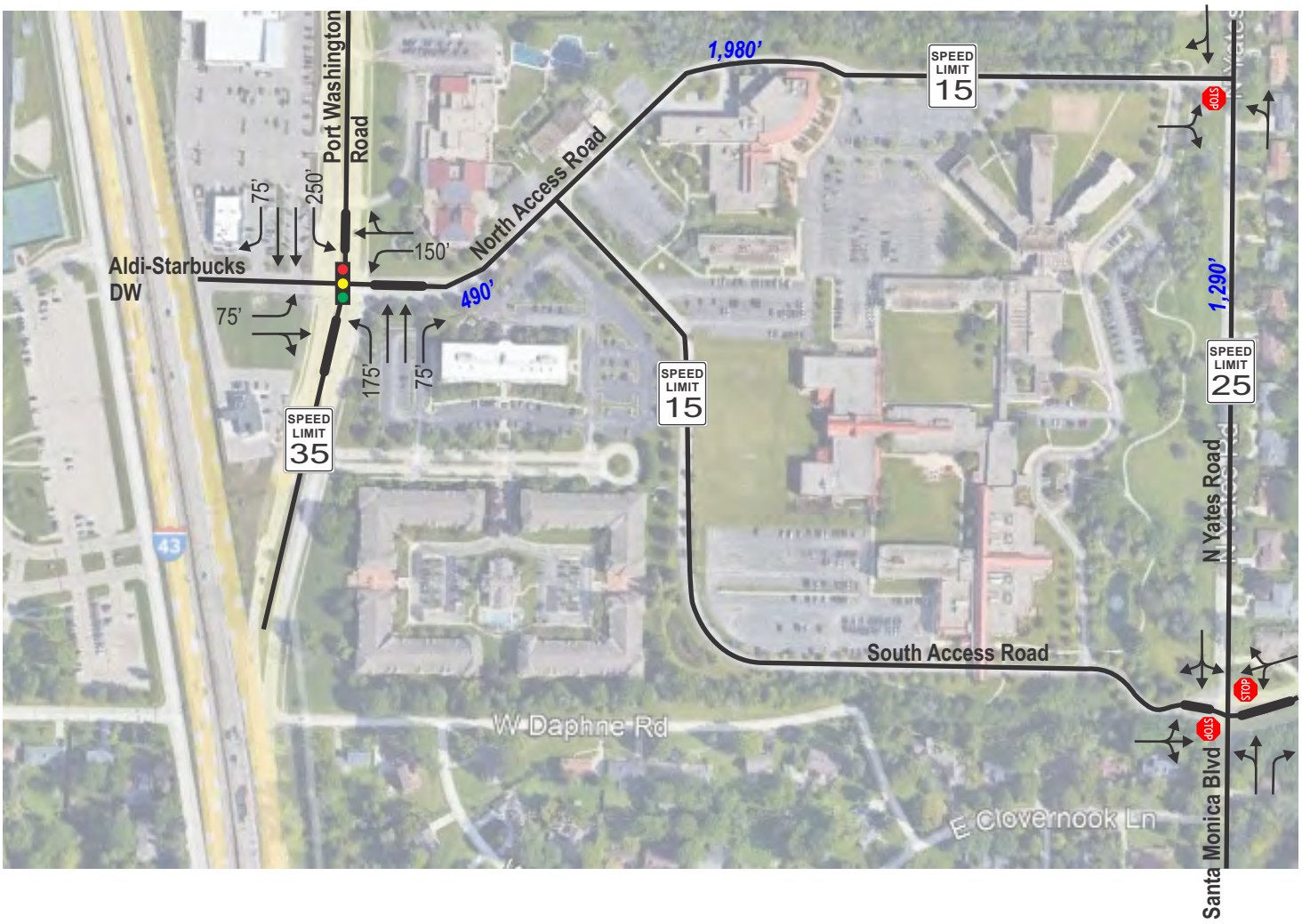
Exhibits 3-3A&B show the Existing traffic peak hour operating conditions at the study area intersections for the typical school day and the typical school event peak hour, respectively. The Existing traffic analysis was conducted using the existing lane configurations shown in Exhibit 3-1 and the Existing traffic volumes shown in Exhibits 3-2A&B.

As shown in Exhibits 3-3A&B, all movements at the study area intersections are currently operating acceptably with LOS B or better conditions during the typical weekday morning arrival, weekday afternoon discharge, Wednesday evening sporting event and Friday evening theater event peak hours.

PART D – SOURCES OF DATA

The following sources of data were obtained for use in conducting this traffic study:

- Turning movement traffic counts – TADI
- Existing transportation detail – TADI
- On-site development information – Augustine Preparatory Academy
- Transit information – Milwaukee County Transit Service via http://www.ridemcts.com



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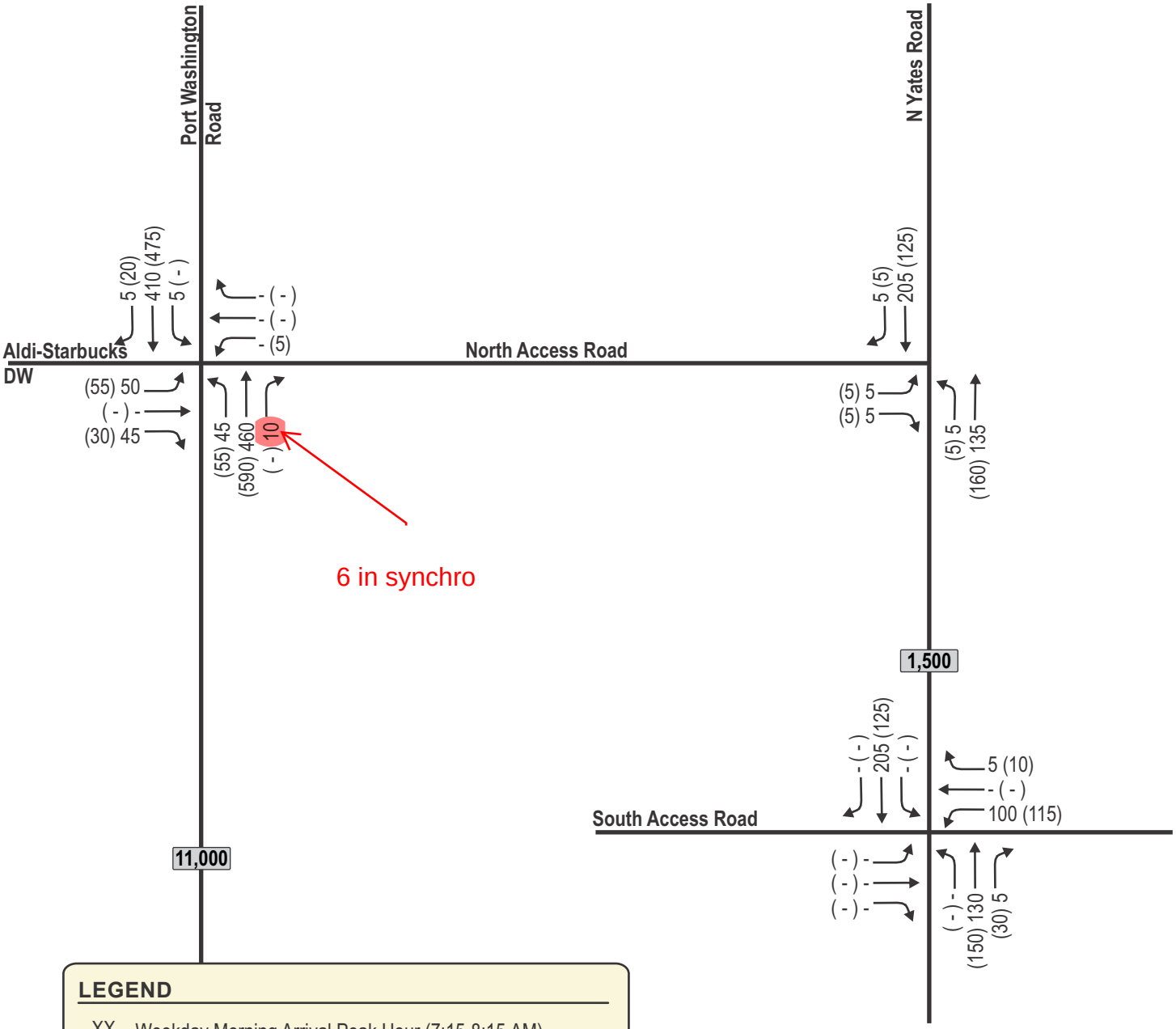
- Traffic Signal Control
- Stop Control
- Existing Lane Configuration
- XX' Existing Storage Length (in Feet)
- ***XX'*** Distance Between Roadways (in Feet)
- Divided Roadway Median

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EXHIBIT 3-1
EXISTING TRANSPORTATION DETAIL

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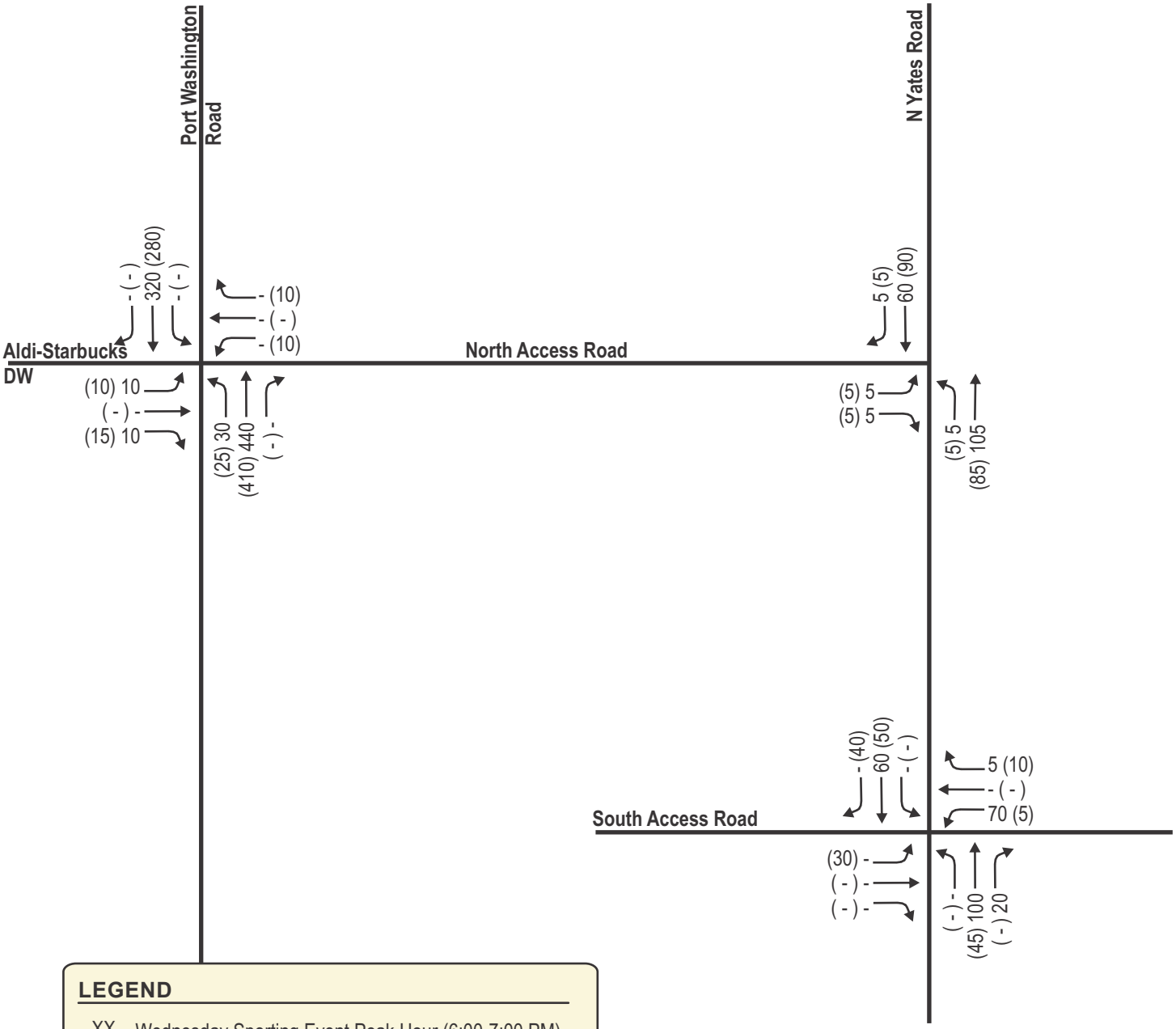
XX	Weekday Morning Arrival Peak Hour (7:15-8:15 AM)
(XX)	Weekday Afternoon Discharge Peak Hour (2:30 PM-3:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)
X,XXX	2019 Annual Average Daily Traffic (AADT)

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EXHIBIT 3-2A
YEAR 2024 EXISTING TRAFFIC VOLUMES
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN



LEGEND

XX	Wednesday Sporting Event Peak Hour (6:00-7:00 PM)
(XX)	Friday Theater Event Peak Hour Volumes (5:30-6:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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EXHIBIT 3-2B
YEAR 2024 EXISTING TRAFFIC VOLUMES
SCHOOL EVENT

MILWAUKEE, WISCONSIN

Table 3-3A
Year 2024 Existing (Typical School Day) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	AM	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	12.3	12.3		12.6	11.7		6.5	7.4	6.0	5.2	4.7	4.0	6.7
		Queue	40'	35'		25'	25'		25'	85'	25'	25'	40'	25'	
	PM	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	12.3	12.0		12.3	11.7		6.3	7.4	5.7	5.2	4.7	3.9	6.6
		Queue	45'	30'		25'	25'		30'	110'	25'	25'	50'	25'	
Node 200: Yates Road & North Access Road *One-Way Stop Control*		*Lanes->*	*1*			-			*1*		-	-	*1*		
	AM	LOS	B			-			A		-	-	*		30'
		Delay	10.7			-			7.8		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	B			-			A		-	-	*		35'
		Delay	10.1			-			7.6		-	-	*		
		Queue	25'			-			25'		-	-	*		
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*		*Lanes->*	*1*			*1*			*1*		*1*	*1*			
	AM	LOS	B			B			A		*	A			
		Delay	11.3			14.2			7.8		*	7.6			
		Queue	25'			25'			25'		*	25'			
	PM	LOS	B			B			A		*	A			
		Delay	10.8			13.3			7.6		*	7.7			
		Queue	25'			30'			25'		*	25'			

45'

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

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EXHIBIT 3-3A
YEAR 2024 EXISTING TRAFFIC OPERATIONS
TYPICAL SCHOOL DAY

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Table 3-3B
Year 2024 Existing (School Event) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	Wed	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	13.5	13.6		13.5	13.3		4.2	4.9	4.0	3.4	2.8	2.4	4.3
		Queue	25'	25'		25'	25'		25'	80'	25'	25'	35'	25'	
	Fri	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	13.3	13.5		13.5	13.1		4.3	4.9	4.2	3.5	2.8	2.5	4.5
		Queue	25'	25'		25'	25'		25'	75'	25'	25'	30'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	Wed	LOS	A			-			A		-	-	*		
		Delay	9.3			-			7.4		-	-	*		
		Queue	25'			-			25'		-	-	*		
	Fri	LOS	A			-			A		-	-	*		
		Delay	9.4			-			7.5		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	Wed	LOS	A			B			A		*	A			
		Delay	9.7			10.5			7.4		*	7.5			
		Queue	25'			25'			25'		*	25'			
	Fri	LOS	A			A			A		*	A			
		Delay	9.8			9.0			7.4		*	7.3			
		Queue	25'			25'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

CHAPTER IV – DEVELOPMENT TRAFFIC

PART A – DEVELOPMENT TRAFFIC FORECASTING

To address future traffic impacts along study area roadways and at the intersections adjacent to the development, it is necessary to identify the hourly and daily volume of traffic generated by the development. The expected traffic volumes generated by the Augustine Preparatory Academy are based on the type and size of the proposed land use and on daily trip rates as published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition*. The ITE land use type "Private School K-12" was utilized for this study.

Augustine Preparatory Academy is proposing to provide academics for K4-12th grade with the initial student population of 317 students made up of about 217 elementary (K4 through 6th grade) students and 100 high school (9th grade) students. Under future projected capacity, the school could provide for 1,020 students (projected at 334 elementary students, 275 middle school students and 411 high school students). Based on estimates provided by school administration:

- School doors open at 7:20am with staggered class starting times of 7:40am and 8:00am for the middle/high school and elementary school classes, respectively.
- School dismissal is also staggered with end times ranging between 2:45pm and 3:15pm.
- After school programs are expected to be provided.
- The campus is expected to draw from the greater Milwaukee area; however, with an existing south campus located near South 6th Street and West Harrison Avenue, the majority of the school population is expected to draw from the northern Milwaukee area.

Since school events can attract a high attendance during the non-typical school peak hours, a typical weekday evening sporting event and a typical Friday evening theater event were also considered. For the sporting event a typical soccer game is expected to draw about 200 spectators on a typical Wednesday evening. However, to provide for a high attendance event, a maximum 400 spectators were utilized in the study. For the theater event, a typical Friday night event is expected to draw about 200 spectators.

A1. Trip Generation & Distribution

The trip generation and distribution for the Augustine Preparatory Academy typical weekday school day is shown in Exhibit 4-3A and the trip generation and distribution for the special events is shown in Exhibit 4-3B. The trip distribution for the proposed school, which is listed below, and shown graphically in Exhibit 4-4A, was determined based on the location of surrounding populated areas as well as the site's proximity to IH-43. Due to the site's proximity to the City of Milwaukee's transportation grid and to IH-43, a high percentage of traffic to/from the site is expected via the Port Washington Road signalized intersection with the North Access Road. In addition, with much of the anticipated school population expected from the northern neighborhoods within the City of Milwaukee, a large portion of the new traffic is expected to utilize the IH-43 ramps at Good Hope Road, located about ½-mile north of the site, as a route to the site.

- 80-percent to/from the north on Port Washington Road
- 14-percent to/from the south on Port Washington Road
- 2-percent to/from the north on Yates Road

- 4-percent to/from the south on Santa Monica Boulevard

As shown in Exhibit 4-3A, on a typical weekday (24-hour period) with school in session, the Augustine Preparatory Academy (assuming maximum projected capacity) is expected to generate approximately 2,530 new vehicle trips (1,265 in/1,265 out) under the projected full build out.

Based on the assumptions above, the Augustine Preparatory Academy is expected to generate about 815 vehicular trips (515 in/300 out) during the weekday morning arrival peak hour and 545 vehicular trips (225 in/320 out) during the weekday afternoon dismissal peak hour under Full Build (maximum capacity) conditions. Note that the ITE trip generation volumes do take into account teacher and staff trips.

For the identified typical school event at the proposed facility, the Augustine Preparatory Academy is expected to generate about 340 vehicular trips (250 in/90 out) during the Wednesday sporting event peak hour and 145 vehicular trips (125 in/20 out) during the Friday theater event peak hour under typical event peak hour conditions.

As previously stated, a high percentage of traffic to/from the site is expected via the Port Washington Road signalized intersection with the North Access Road. Since the Augustine Preparatory Academy campus provides for K4 through 12th grade students and the proposed campus is expected to house K4 through 8th grade in the southern building and 9th grade through 12th grade in the north building, the drop-off/pick-up lanes for the two areas are designed to separate the traffic flow via a north/south internal driveway off of the South Access Road where the driveway splits near its north end to accommodate each of the separate school drop-off/pick-up areas. Exhibit 4-4B shows the anticipated traffic routes for the drop-off/pick-up areas for the two school buildings.

A2. Mode Split

The trip generation above provides estimates of vehicular traffic based on the assumptions provided by the Augustine Preparatory Academy as well as the ITE trip generation rates for the private school land use. It is noted that other than the MCTS bus route along Port Washington Road, no other private busing is expected to be provided for the school.

A3. Determination of Linked and Pass-by Trip Traffic

Linked trips occur when a patron or employee visits more than one land use within a site without leaving the site. Since the school is the only use on-site, no linked trips are expected.

Pass-by trips occur when motorists on the adjacent roadway system stop off at a development prior to continuing on their intended route. For example, a motorist southbound on Port Washington Road stops at Augustine Preparatory Academy prior to continuing southbound on Port Washington Road. Due to the proposed land use, no pass-by trips were assumed as part of this study.

A4. Trip Assignment

New trips expected to be generated by Augustine Preparatory Academy were assigned based on the trip distribution shown in tabular format in Exhibits 4-3A and 4-3B and graphically in Exhibit 4-4A. As shown in the tables at the bottom of the two trip generation exhibits, new trips were assigned and broken out for the typical school day and for the typical school events. The Augustine Preparatory Academy new trips under full build out are shown in Exhibits 4-5A and 4-5B, respectively.

PART B – DETERMINATION OF BUILD TRAFFIC

B1. Full Build Traffic –Typical School Day

Full Build (Typical School Day) traffic volumes assume the full build-out of the Augustine Preparatory Academy. Full Build traffic volumes were determined by adding the Existing (Typical School Day) traffic volumes (Exhibit 3-2A) to the Augustine Preparatory Academy campus new trips (Exhibit 4-5A). The Full Build (Typical School Day) traffic volumes are shown in Exhibit 4-11A.

B2. Full Build Traffic – School Event

Full Build (School Event) traffic volumes assume the full build-out of the Augustine Preparatory Academy. Full Build traffic volumes were determined by adding the Existing (School Event) traffic volumes (Exhibit 3-2B) to the Augustine Preparatory Academy campus new trips (Exhibit 4-5B). The Full Build (School Event) traffic volumes are shown in Exhibit 4-11B.

Exhibit 4-3A
Augustine Preparatory Academy Full Build (Typical School Day) Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Private School (K-12): K-8 students	532	609 Students	1,510 (2.48)	305 (63%)	180 (37%)	485 (0.80)	135 (42%)	190 (58%)	325 (0.53)
Private School (K-12): 9-12 students	532	411 Students	1,020 (2.48)	210 (63%)	120 (37%)	330 (0.80)	90 (42%)	130 (58%)	220 (0.53)
Total New Trips			**2,530**	**515**	**300**	**815**	**225**	**320**	**545**

[1] *ITE Trip Rates (X.XX) for student populations are from the ITE Trip Generation Manual, 11th Edition. Peak hour of generator used for calculations. Peak hour of generator used instead of peak hour of adjacent street traffic due to proposed land use.*

TRIP DISTRIBUTION (New Trips)

North on Port Washington Road	80%	2025	410	240	180	255	
South on Port Washington Road	14%	355	75	45	30	45	
North on Yates Road	2%	50	10	5	5	5	
South on Yates Road	4%	100	20	10	10	15	
	100%	***2530***	***515***	***300***	***225***	***320***	

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EXHIBIT 4-3A
AUGUSTINE PREPARATORY ACADEMY FULL BUILD
TRIP GENERATION & DISTRIBUTION TABLES
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN

Have to update synchro model for Wednesday Out. This will affect the appendix, exhibit 4-5B, 4-11B, 5-1B, and 5-2B

30% of 250 is 75 not 90

Exhibit 4-3B
Augustine Preparatory Academy Full Build (School Event) Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	Sport Event Peak Hour			Theater Peak Hour		
				In	Out	Total	In	Out	Total
Wednesday night Soccer game[2]	TADI	400 Capacity		250	90	340			
Friday night theater event[3]	TADI	200 Attendance					125	20	145
Total New Trips				**250**	**90**	**340**	**125**	**20**	**145**

[2] *Wed evening soccer game assumes high attended event (400), even though typical expected to be 200 atteendees, 1.6 pp/car, start time expected at 7:00 pm with JV ending around 6:30. Assumed 30% of entering traffic will exit between JV and Varisty events.*
[3] *Friday evening theater event assumes 200 typical attendance, 1.6 pp/car, event start at 7:00, Peak hour used was 6:00-7:00 due to higher adjacent traffic during this peak hour instead of lower volume adjacent street exiting traffic. Assume 15% drop offs for exiting traffic.*

TRIP DISTRIBUTION (New Trips)

North on Port Washington Road	80%	200	70	100	15	
South on Port Washington Road	14%	35	15	20	5	
North on Yates Road	2%	5	0	5	0	
South on Yates Road	4%	10	5	0	0	
	100%	***250***	***90***	***125***	***20***	

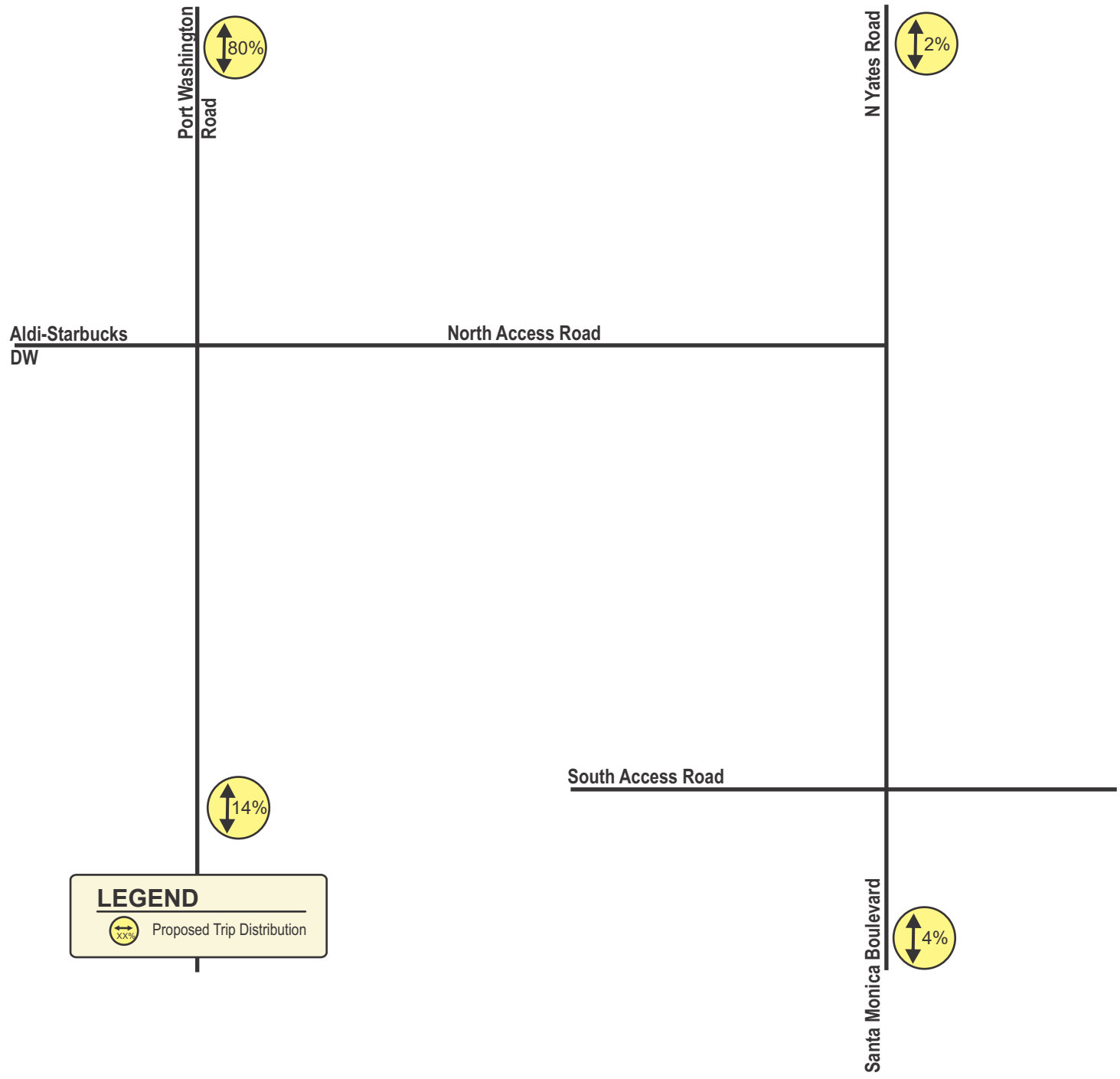
60,10,0,5

North Should be 0 and south should be 5

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EXHIBIT 4-3B
AUGUSTINE PREPARATORY ACADEMY FULL BUILD
TRIP GENERATION & DISTRIBUTION TABLES
SCHOOL EVENT

MILWAUKEE, WISCONSIN

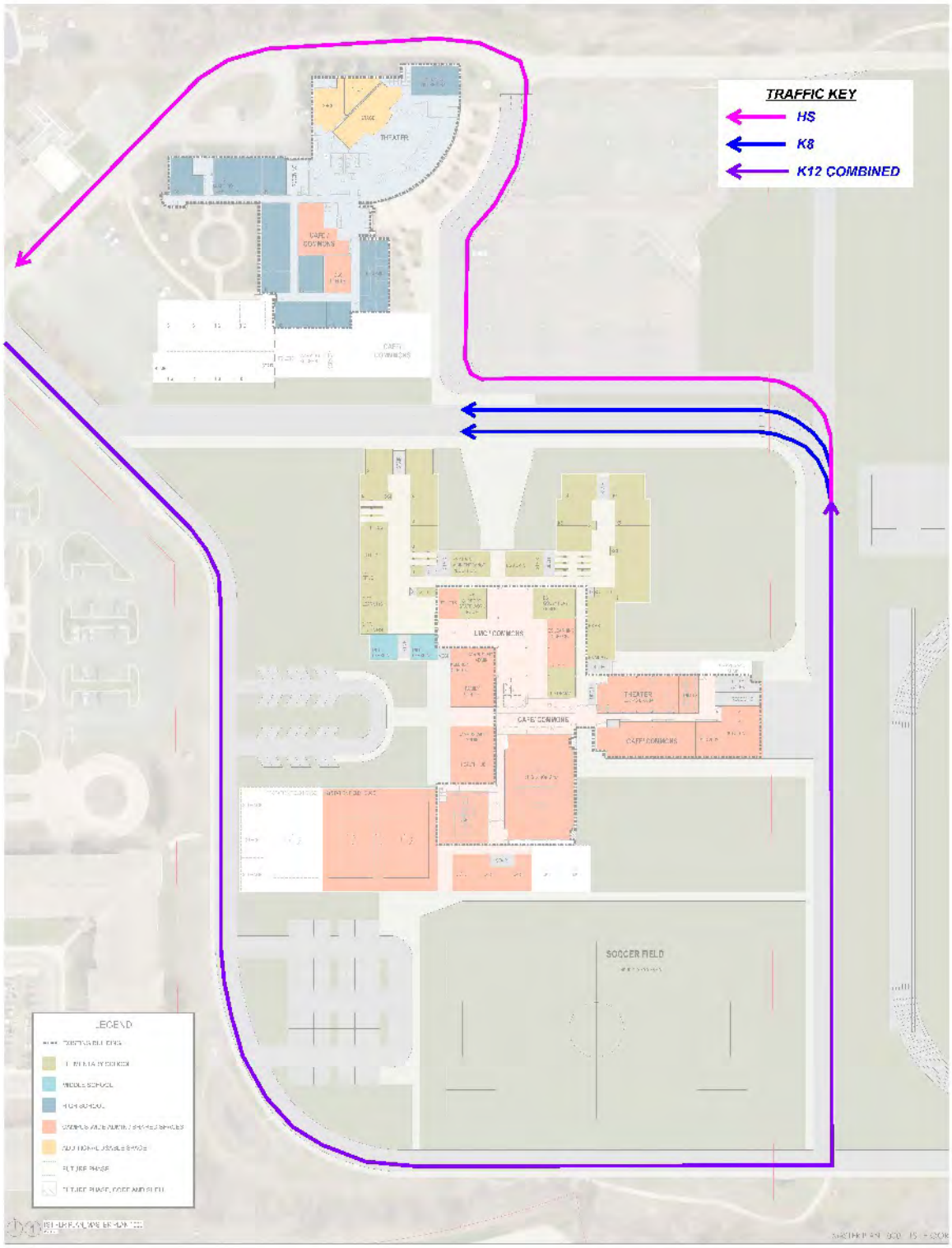


TADI
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N
NOT TO SCALE

EXHIBIT 4-4A
TRIP DISTRIBUTION

MILWAUKEE, WISCONSIN

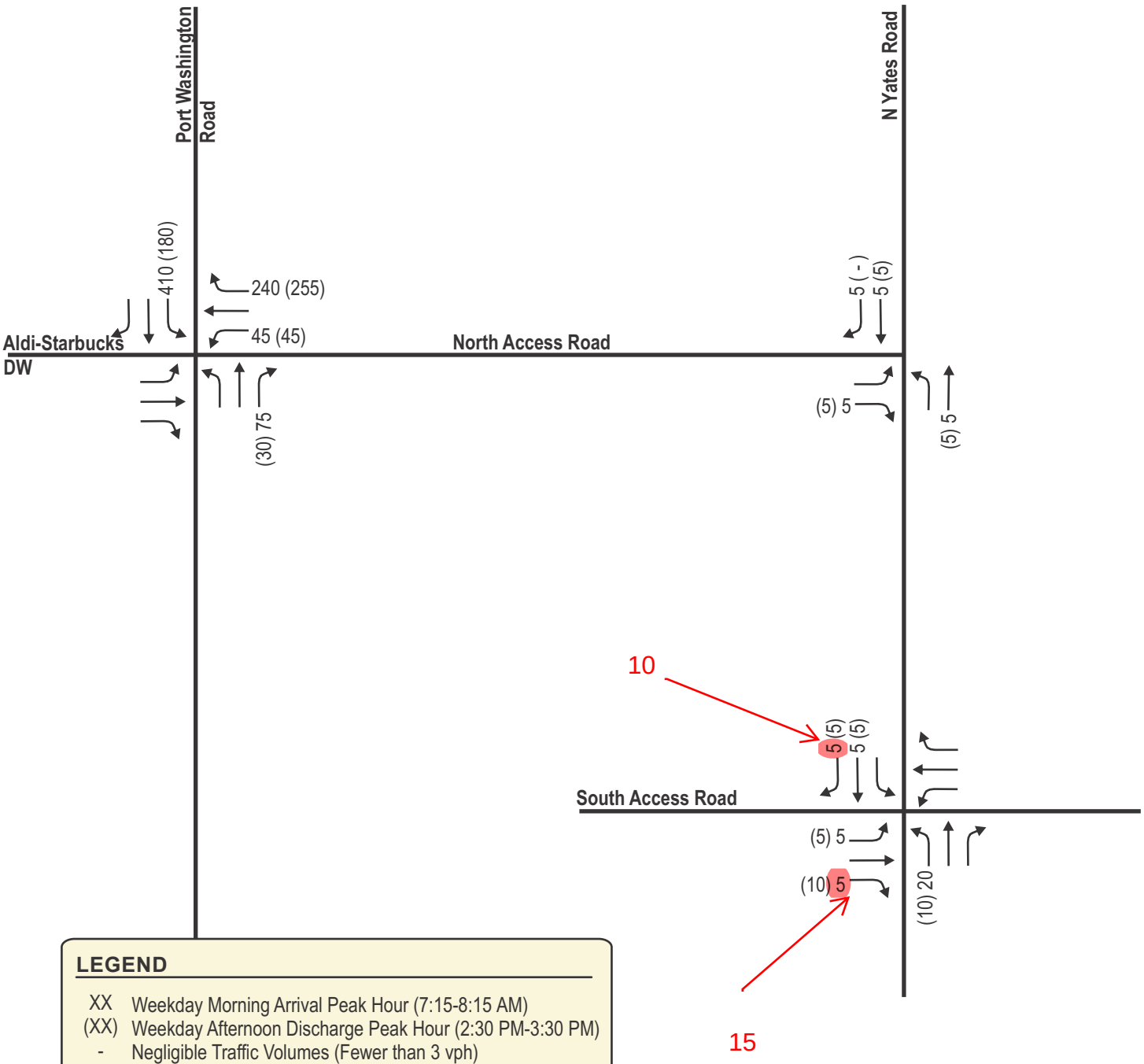


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EXHIBIT 4-4B
DROP-OFF/PICK-UP ROUTES

MILWAUKEE, WISCONSIN



LEGEND

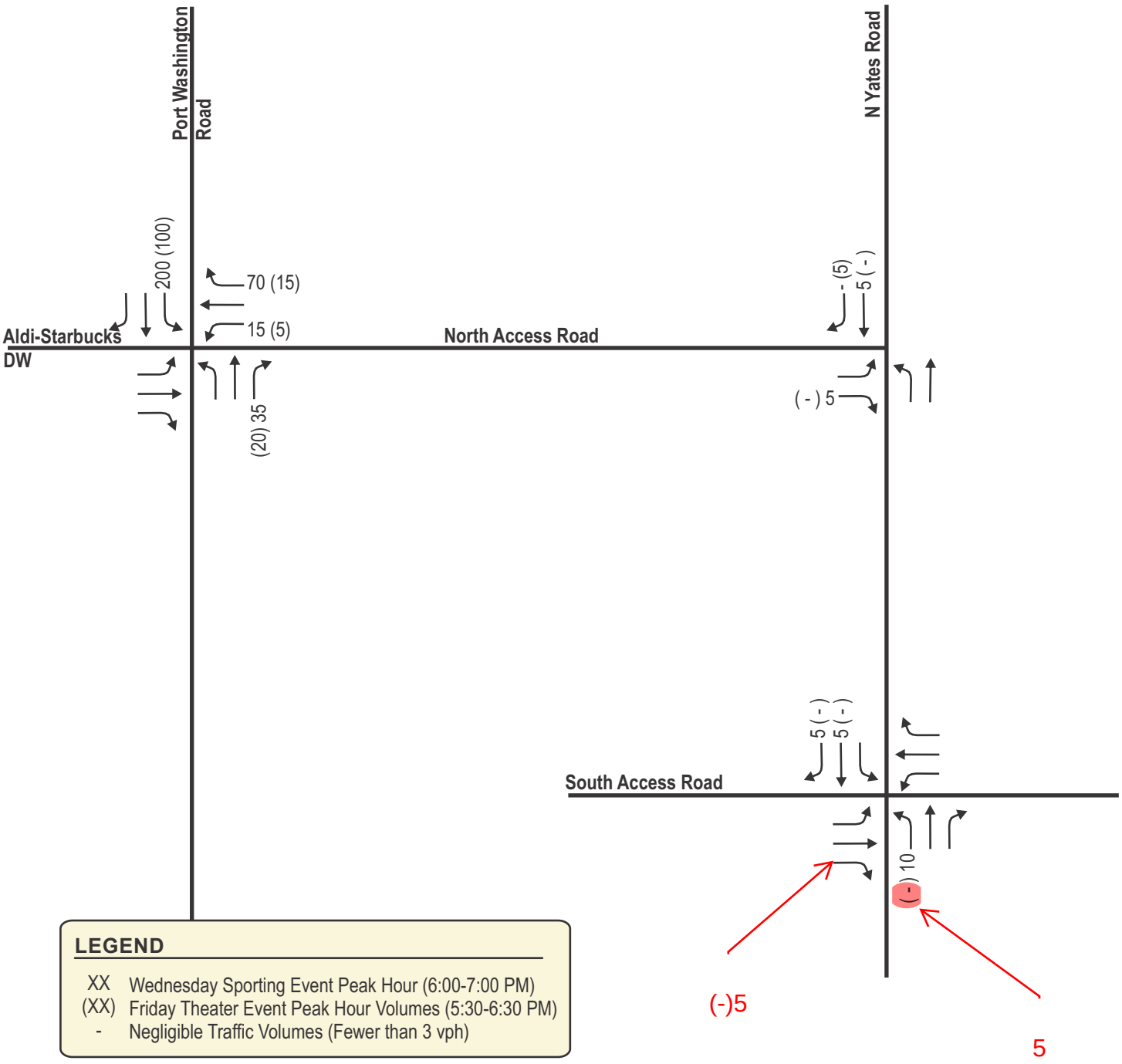
XX	Weekday Morning Arrival Peak Hour (7:15-8:15 AM)
(XX)	Weekday Afternoon Discharge Peak Hour (2:30 PM-3:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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N
NOT TO SCALE

EXHIBIT 4-5A
NEW TRIPS
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN

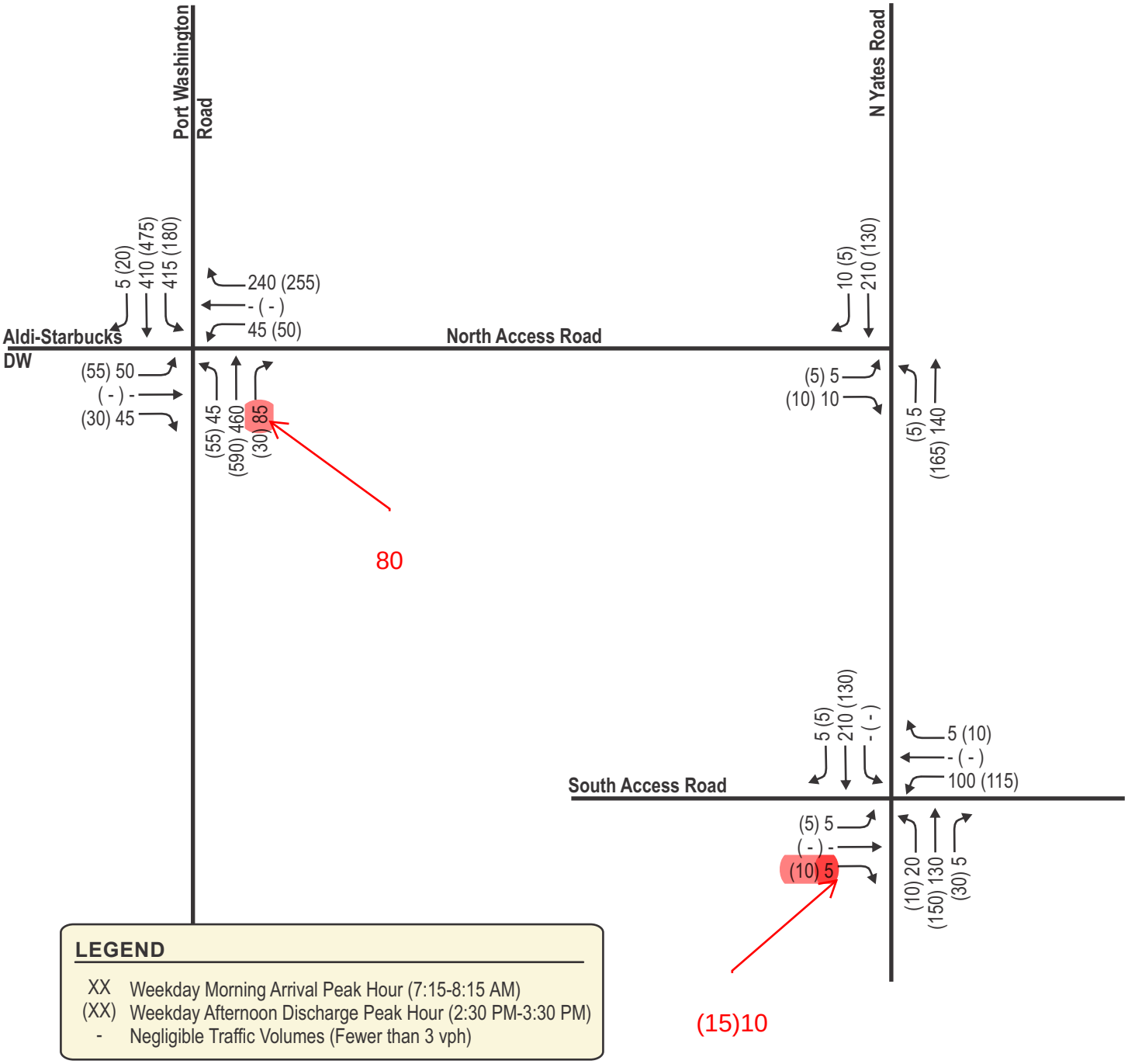


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NOT TO SCALE

EXHIBIT 4-5B
NEW TRIPS
SCHOOL EVENT

MILWAUKEE, WISCONSIN



LEGEND

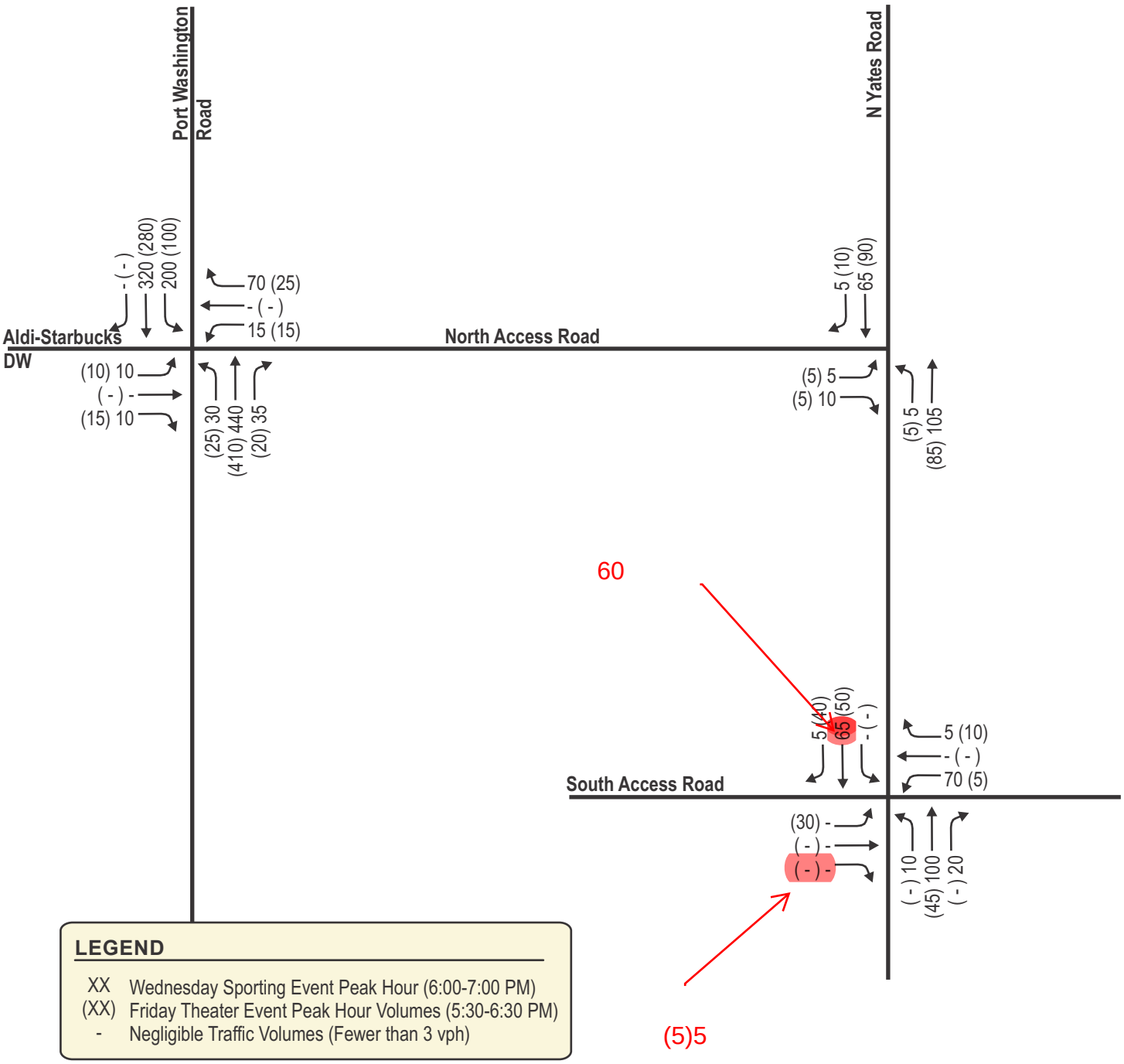
XX	Weekday Morning Arrival Peak Hour (7:15-8:15 AM)
(XX)	Weekday Afternoon Discharge Peak Hour (2:30 PM-3:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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N
NOT TO SCALE

EXHIBIT 4-11A
FULL BUILD TRAFFIC VOLUMES
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN



LEGEND

XX	Wednesday Sporting Event Peak Hour (6:00-7:00 PM)
(XX)	Friday Theater Event Peak Hour Volumes (5:30-6:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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N
NOT TO SCALE

EXHIBIT 4-11B
FULL BUILD TRAFFIC VOLUMES
SCHOOL EVENT

MILWAUKEE, WISCONSIN

CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS

PART A – FUTURE CAPACITY LEVEL OF SERVICE

A1. Full Build Traffic Operating Conditions – Typical School Day

Exhibit 5-1A shows the Full Build (Typical School Day) traffic peak hour operating conditions at the study area intersections without modifications.

Based on the analysis, the study area intersections are expected to continue to operate acceptably at LOS C or better conditions during the typical weekday morning arrival and weekday afternoon discharge peak hours under Full Build (Typical School Day) traffic peak hour operating conditions noting that even though the delays are expected to be acceptable for all movements, the queue lengths for the southbound left-turn movement at the Port Washington Road intersection with the North Access Road are expected to be relatively long during the typical weekday morning arrival peak hour.

A2. Full Build Traffic Operating Conditions – School Event

Exhibit 5-1B shows the Full Build (School Event) traffic peak hour operating conditions at the study area intersections without modifications.

Based on the analysis, the study area intersections are expected to continue to operate acceptably at LOS B or better conditions during the typical Wednesday evening sporting event and Friday evening theater event peak hours under Full Build (School Event) traffic peak hour operating conditions.

A3. Full Build Traffic Operating Conditions – *With Recommended Modifications*

To accommodate the longer queueing expected during the typical weekday school day, modifications to accommodate the Full Build traffic volumes are summarized in *Chapter VI – Recommendations and Conclusion*. As shown in Exhibit 5-2A and 5-2B, with the recommended modifications, all movements are expected to operate at LOS C or better conditions during the typical weekday morning arrival, weekday afternoon discharge, Wednesday evening sporting event and Friday evening theater event peak hours.

PART B – QUEUEING ANALYSIS

To estimate storage length requirements for turn bays at the study area intersections with modifications, a queuing analysis has been conducted. Note that the 50th percentile and 95th percentile probable queue lengths were used for the design of turn bays at traffic signal and stop sign-controlled intersections. The following is a list of where the results of the queuing analysis can be found.

- Existing (Typical School Day) Traffic – Exhibit 3-3A
- Existing (School Event) Traffic – Exhibit 3-3B
- Full Build (Typical School Day) Traffic – Exhibit 5-2A
- Full Build (School Event) Traffic – Exhibit 5-2B

PART C – DROP-OFF/PICK-UP OPERATION

A constraining factor, which cannot be accounted for in the typical intersection analysis, is on-site traffic flow patterns and management of vehicles within the overall campus during a condensed "surge" time frames, specifically during the weekday morning drop-off peak period and the weekday afternoon discharge peak period. These surge periods can last anywhere from

15- to 30-minutes. The best way to alleviate safety issues during these time periods is to provide adequate stacking space for parents to queue while waiting to drop-off or pick-up their children. For most schools, the morning drop-off peak period typically operates more fluidly than the afternoon pick-up time period since the drop-off occurs over a longer time period. However, because many parents arrive well before the final school bell (for some schools up to 45 minutes prior to the bell) during the afternoon pick-up peak period, providing adequate storage is essential during this peak period.

Based on the trip generation calculations completed for this study, about 135 elementary school parent vehicles and about 90 high school parent vehicles are expected to arrive and queue up during the weekday afternoon discharge peak period. Based on other school studies completed, it is expected that around 50-percent of those vehicles are expected to arrive at the end of the day prior to the school bell during a typical weekday dismissal peak period which equates to about 70 elementary school parent vehicles and about 45 high school parent vehicles. Based on the site plan, the elementary school lanes can accommodate about 110 vehicles utilizing two of the three lanes near the front doors and queueing back to the end of the north/south driveway at the driveway's intersection with the South Access Road. In addition, the high school lanes can accommodate about 90 vehicles utilizing two of the three lanes near the front doors and queueing back to the end of the north/south driveway at the driveway's intersection with the South Access Road. For both the elementary school and the high school, the provided queueing distance is expected to accommodate the anticipated queueing distances needed for the discharge peak period. Even if 75-percent of the parents arrived before the discharge bells, there is adequate queueing distance expected to accommodate the anticipated queueing. If 100-percent arrive prior to bell discharge, queueing is still expected to be accommodated within the overall site along the South Access Road without any spillback onto any of the adjacent corridors adjacent to the school.

In order to provide for optimal operations during school arrival and discharge peak periods, the following measures are recommended:

- Sign and enforce (with a dedicated staff person during peak morning and afternoon periods) a no stopping or waiting requirement in the queue lanes of the drop-off/pick-up lanes at each of the new school front doors during school arrival and dismissal periods. Vehicles would be required to drop-off or pick-up students and continue driving through the zone. This recommendation is made to encourage turnover in the drop-off/pick-up zone.
- Utilize the pick-up program "pikmykid" (or similar) which allows parents to announce that they've arrived and are ready to pick up their elementary student and allows teachers to dismiss the students in a timely manner.

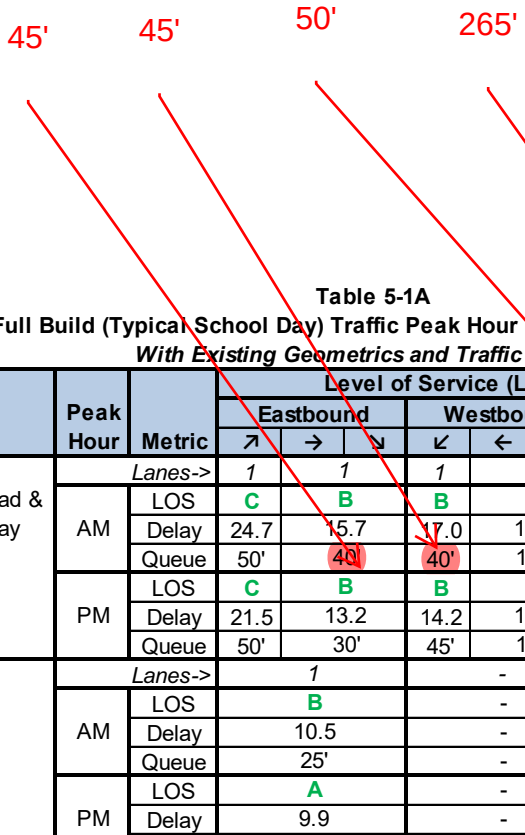


Table 5-1A
Full Build (Typical School Day) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	AM	LOS	C	B		B	B		B	B	B	B	A	A	B
		Delay	24.7	15.7		17.0	19.6		16.4	19.0	16.1	15.0	6.6	5.6	15.1
		Queue	50'	40'		40'	185'		45'	155'	45'	#260'	85'	25'	
	PM	LOS	C	B		B	B		B	B	B	A	A	A	B
		Delay	21.5	13.2		14.2	16.9		12.7	15.1	11.8	8.9	6.9	5.8	12.4
		Queue	50'	30'		45'	185'		50'	190'	25'	80'	95'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	AM	LOS	B			-			A		-	-	*		100'
		Delay	10.5			-			7.9		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	A			-			A		-	-	*		55'
		Delay	9.9			-			7.6		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	AM	LOS	B			C			A		*	A			
		Delay	11.6			15.8			7.9		*	7.6			
		Queue	25'			30'			25'		*	25'			
	PM	LOS	B			B			A		*	A			
		Delay	10.3			14.2			7.6		*	7.7			
		Queue	25'			30'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

55' 90'

Table 5-1B
Full Build (School Event) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	Wed	LOS	B	B		B	B		A	B	A	A	A	A	A
		Delay	16.4	14.5		14.8	15.5		9.6	11.1	9.4	6.0	4.3	3.7	8.6
		Queue	25'	25'		25'	50'		25'	85'	25'	45'	35'	25'	
	Fri	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	15.1	14.6		14.9	14.7		7.8	8.9	7.6	4.6	3.5	3.2	7.1
		Queue	25'	25'		25'	25'		25'	75'	25'	25'	30'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	Wed	LOS	A			-			A		-	-	*		
		Delay	9.2			-			7.4		-	-	*		
		Queue	25'			-			25'		-	-	*		
	Fri	LOS	A			-			A		-	-	*		
		Delay	9.4			-			7.5		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	Wed	LOS	A			B			A		*	A			
		Delay	9.9			10.9			7.4		*	7.5			
		Queue	25'			25'			25'		*	25'			
	Fri	LOS	A			A			A		*	A			
		Delay	9.8			9.0			7.4		*	7.3			
		Queue	25'			25'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

55' 170' 55' 195' 75'

Table 5-2A
Full Build (Typical School Day) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	AM	LOS	C	B		B	B		B	B	B	B	A	A	B
		Delay	24.9	15.8		17.1	19.7		16.5	19.1	16.1	11.8	6.6	5.6	14.4
		Queue	50'	45'		45'	200'		50'	165'	50'	190'	70'	25'	
	PM	LOS	C	B		B	B		B	B	B	A	A	A	B
		Delay	21.5	13.2		14.2	16.9		12.7	15.1	11.8	8.9	6.9	5.8	12.4
		Queue	50'	30'		45'	185'		55'	190'	25'	80'	95'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	AM	LOS	B			-			A		-	-	*		100'
		Delay	10.5			-			7.9		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	A			-			A		-	-	*		55'
		Delay	9.9			-			7.6		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	AM	LOS	B			C			A		*	A			
		Delay	11.6			15.8			7.9		*	7.6			
		Queue	25'			30'			25'		*	25'			
	PM	LOS	B			B			A		*	A			
		Delay	10.3			14.2			7.6		*	7.7			
		Queue	25'			30'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

TADI TRAFFIC ANALYSIS & DESIGN, INC.
3171: 6/13/24

EXHIBIT 5-2A
FULL BUILD TRAFFIC OPERATIONS
TYPICAL SCHOOL DAY
WITH MODIFICATIONS

MILWAUKEE, WISCONSIN

55' 90'

Table 5-2B
Full Build (School Event) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	Wed	LOS	B	B		B	B		A	B	A	A	A	A	A
		Delay	16.4	14.5		14.8	15.5		9.6	11.1	9.4	6.0	4.3	3.7	8.6
		Queue	25'	25'		25'	50'		25'	85'	25'	45'	35'	25'	
	Fri	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	15.1	14.6		14.9	14.7		7.8	8.9	7.6	4.6	3.5	3.2	7.1
		Queue	25'	25'		25'	25'		25'	75'	25'	25'	30'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	Wed	LOS	A			-			A		-	-	*		
		Delay	9.2			-			7.4		-	-	*		
		Queue	25'			-			25'		-	-	*		
	Fri	LOS	A			-			A		-	-	*		
		Delay	9.4			-			7.5		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	Wed	LOS	A			B			A		*	A			
		Delay	9.9			10.9			7.4		*	7.5			
		Queue	25'			25'			25'		*	25'			
	Fri	LOS	A			A			A		*	A			
		Delay	9.8			9.0			7.4		*	7.3			
		Queue	25'			25'			25'		*	25'			

(-) indicates a movement that is prohibited or does not exist; (*) indicates a freeflow movement.
Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

CHAPTER VI – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDATIONS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual* (HCM) *6th Edition*. Intersection operation is defined by "level of service." Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS 'A,' to very poor, represented by LOS 'F.' For the purpose of this study, LOS D or better was used to define acceptable peak hour operating conditions.

Modifications to address traffic impacts are included for the Existing and Full Build traffic conditions and have been shown for the following two scenarios:

- "Existing Traffic" – These modifications are expected to be necessary to accommodate the Existing traffic volumes under current conditions, without the proposed school.
- "Full Build Traffic" – These modifications are expected to be necessary to accommodate the Full Build traffic volumes, which includes the full build-out of the Augustine Preparatory Academy.

The analysis was conducted using existing intersection geometrics and traffic control. The following modifications, as shown in Exhibit 1-3, are recommended to accommodate the Existing and Full Build traffic volumes. *Modifications are for jurisdictional consideration and are not legally binding. The City of Glendale and Village of Fox Point reserves the right to determine alternative solutions.*

General

- *Full Build Traffic:*
    - Sign and enforce (with a dedicated staff person during peak morning and afternoon periods) a no stopping or waiting requirement in the queue lanes of the drop-off/pick-up lanes at each of the new school front doors during school arrival and dismissal periods. Vehicles would be required to drop-off or pick-up students and continue driving through the zone. This recommendation is made to encourage turnover in the drop-off/pick-up zone.
    - Utilize the pick-up program "pikmykid" (or similar) which allows parents to announce that they've arrived and are ready to pick up their elementary student and allows teachers to dismiss the students in a timely manner.

Node 100: Port Washington Road intersection with North Access Road

- *Existing Traffic:* No modifications.
- *Full Build Traffic:*
    - Close the median opening, located within the limits of the southbound left-turn lane. The existing left-turn movements using this median opening will be required to U-turn at the signalized intersection to access the existing driveway to the business located in the northeast quadrant of the intersection.
    - Update traffic signal timings.

Node 200: North Yates Road intersection with North Access Road

- *Existing Traffic:* No modifications.
- *Full Build Traffic:* No modifications.

Node 300: North Yates Road intersection with South Access Road/Santa Monica Blvd.

- *Existing Traffic:* No modifications.
- *Full Build Traffic:* No modifications.

All intersections are expected to operate acceptably with the proposed build out of the Augustine Preparatory Academy campus with the recommended modifications. Without the recommended modifications, longer queues are expected for the southbound left-turn movements and the eastbound right-turn movements at the signalized Port Washington Road intersection with the North Access Road. To alleviate the expected longer delays and queue lengths, signal timing modifications as listed above are recommended at the intersection. With the modifications, all movements are expected to operate safely with moderate queue lengths.

A constraining factor, which cannot be accounted for in the typical intersection analysis, is on-site traffic flow patterns and management of vehicles within the overall campus during the typical school day condensed "surge" time frames, specifically during the weekday morning school drop-off peak period and the weekday afternoon school discharge peak period. These surge periods can last anywhere from 15- to 30-minutes. The best way to alleviate safety issues during these time periods is to provide adequate stacking space for parents to queue while waiting to drop-off or pick-up their children. Based on the trip generation calculations completed for this study, the weekday morning peak period is expected to accommodate the school arrival drop-off peak period. In addition, with a staggered school discharge schedule, utilizing two of the three lanes near the front doors of both schools and queueing back to and near the end of the internal north/south driveway at the driveway's intersection with the South Access Road, the provided queueing distance is expected to accommodate the anticipated queueing distances needed for the discharge peak period under full capacity conditions for both schools. Even if all parents arrive prior to bell discharge, queueing is still expected to be accommodated within the overall site, with a small number of cars possibly spilling onto the South Access Road; however, no spillback onto any of the adjacent corridors adjacent to the school is expected.

PART B – CONCLUSION

Traffic estimates and impacts for schools are amongst the most difficult to estimate for traffic engineers, as most schools have operations and arrival/departure behaviors that are unique. The recommendations provided in this study maximize the use of on-site and off-site measures in an effort to maximize safety and efficiency while minimizing impacts to the livability of surrounding neighborhoods.

RESIDENTS CONCERNS WITH THE ST. AUGUSTINE PLAN AND OUR REQUEST FOR CHANGES

We are *Neighbors United*, a group of 74 homeowners whose homes surround the St. Augustine school property on three sides. We want to make clear that our neighborhood does not oppose St. Augustine building a school on the former Cardinal Stritch property. We do, however, have strong concerns about certain aspects of the school's plan and it's potential to disrupt our lives, devalue our homes and create problems for the entire Village.

THE SCHOOL TRAFFIC PROBLEM

St. Augustine is not like the previous school on this property, Cardinal Stritch University, nor any other school in the Northshore (**see Exhibit 1**). Stritch was a self-contained, higher education institution where most students lived on campus and therefore created very little traffic, noise or disruption of our neighborhood. St. Augustine, on the other hand, with an eventual enrollment of 2,000+ children (twice as large as Nicolet) will create an unprecedented volume of traffic because the school will not provide student busing. Every one of their 2,000 children will have to be driven to the school.

The school contends this will not be a problem and has presented the Village with a traffic study of *Phase One* of its development plan (1,020 students). The study by TADI Traffic Consultants relied on traffic data for "Private Schools K-12" published by the Institute of Traffic Engineers (ITE). All of the schools except one in that ITE database, however, utilized busing. St. Augustine, of course, will not utilize buses and, therefore, their traffic study's predictions are too low. Also, only parent vehicles were included in their peak -hour traffic numbers but not the peak-hour numbers for approximately 150 staff vehicles. This incorrect and incomplete data makes St. Augustine's traffic estimates unreliable and we caution Village leaders that the school's traffic numbers will be much higher than they predicted. Despite these concerns, we have used the study's numbers in this analysis because even at the school's low-end traffic predictions we believe the school's traffic plan is inadequate to prevent major problems for Fox Point residents.

THE IMPACT OF SCHOOL TRAFFIC ON FOX POINT

St. Augustine's traffic study predicted that during the morning peak hour in *Phase One* there would be 515 vehicles entering the school and 300 exiting. If lined up with an average of 5' between them, **those 515 vehicles would stretch a distance of 2 miles.** *Phase Two* of the school's plan will create a line of more than **1,000 vehicles at least 4 miles long!**

The school traffic study also predicted that virtually all of the school traffic (94%) will enter the school from Port Washington Road in Glendale and only 6% will enter using the two entrances on Yates Road

in Fox Point. We find that highly unlikely. Impatient parents are not going to tolerate sitting in a long line of cars on Port Washington Rd. that stretches more than a mile when there are two other entrances to the school on Yates Rd. To get to those Yates Rd. entrances, however, school traffic would have to route through two or more Fox Point streets. None of those streets were designed to handle the convergence of a hundred or more vehicles in a short period of time (perhaps several hundred in *Phase Two*). It would take no more than a couple dozen cars at an intersection such as Yates and Santa Monica or Green Tree and Yates to close down a large section of the village to emergency vehicles, commercial traffic, mail carriers, trash pickup, residents trying to get to work, etc. (**see Exhibits 2 & 3**).

THE SOLUTION TO THE TRAFFIC PROBLEM

St. Augustine has said they are confident their traffic management plan can handle any school traffic entering and exiting the school from Port Washington Rd. The school also said they would use traffic cones and staff members to "discourage" drivers from using the Yates Rd. entrances (**see Exhibit 4**). That "soft" solution, however, is too impermanent, easily circumvented, or abandoned by the school in the future if they so choose.

The Village must demand **a more effective, permanent and binding solution** upon St Augustine to ensure that their school traffic will never be a problem in Fox Point:

1. Require St. Augustine to install traffic gates at the two Yates Rd. entrances. The school installed traffic gates in 2023 but for an unknown reason recently removed them.

2. Require the school to close the Yates Rd. traffic gates during peak-hour traffic at both the open and close of each school day. Gates at the two Yates Rd. entrances would, according to the school's traffic study, add only 6%, or 30 vehicles, to the 485 vehicles they predict will use the school's primary entrance on Port Washington Rd. Given the school's confident assurances that they have plenty of roadway on school property for queuing the expected number of vehicles, a mere 30 additional vehicles spread out over a one-hour period will not present a problem. More importantly, gates would assure the Village of Fox Point that the school will live up to its promise that their operations will not create traffic problems for the Village --- now or in the future.

3. Require the school to extend the fencing they plan to install around the running track so that there is fencing running the entire length of the property from the north property line to the south property line. The fence line would connect to and include the two traffic gates proposed in recommendation #2 above. The reason for an extended fence is to prevent parents who get frustrated waiting in line at the Port Washington Rd. entrance from detouring around the school and dropping their children off on nearby Fox Point streets to walk the rest of the way to school.

Having numerous vehicles randomly stopping on Yates Rd., Green Tree Rd., Clovernook Ln., or Santa Monica Blvd. unloading kindergarteners and middle school children to walk unsupervised to school on our streets that have no sidewalks not only creates a traffic problem but also a significant safety and liability issue. A north/south fence that extends the full length of the property, not just halfway as proposed, is the only way certain to prevent this dangerous activity from happening. **(See Exhibit 5)**

Note: The school said in a news release they would not erect a fence around the school because it sends the wrong message. That is a hollow argument since they already plan to fence off ½ of the Fox Point side of the property. The public safety benefit of extending the fence far outweighs any concern about the school's image.

THE LANSCAPING PROBLEM

The Fox Point side of the St. Augustine property currently consists of dozens of trees, three ponds, a waterfall, gazebo, stone patio, and flower garden. **(See Exhibit 6)** St. Augustine's plan for this beautiful green landscape is to cut down 67 mature trees, fill in the ponds, remove the gazabo, waterfall and flower garden, and bulldoze three-fourths of the property. Their plan will turn this beautiful park-like landscape, especially on the southern half of the property, into a cluster of barren, unattractive athletic fields.

Our neighborhood, which surrounds the school on three sides, is devastated by the destruction of this beautiful Village asset. We request that the Village require St. Augustine to do much more than is currently in their plan for the Fox Point side of their property in order to:

1) maintain the residential character and quality of our neighborhood,

2) prevent intrusion into the privacy of surrounding homes,

3) ensure that the school's facilities are not detrimental to the value of our properties.

While we appreciate that the school does plan to plant some trees and bushes, their plan doesn't go far enough, especially for the neighbors to the south of the school whose properties abut St. Augustine's property and whose homes are closest to the running track and football field. For them, the school has provided no evergreen screening. The only vegetation between the school's running track/football field and the homes to the south is a line of existing deciduous bushes and scattered tress along the south property line. That deciduous vegetation, much of which is on neighbors' property, only helps visually screen the running track and other athletic fields in the summer but not during the other 7 months of the year after the leaves have fallen.

We believe there also needs to be many more deciduous trees and bushes throughout the Fox Point property to be more compatible with the residential character of the neighborhood.

THE LANDSCAPING SOLUTION

1. Move the running track 30’ north of its planned location. (See Exhibit 7)

2. Extend the berm along Yates Rd. to arc around the southern end of the running track and continue to the intersection of the school’s north/south interior road.

3. Plant additional evergreens to help screen the homes on the south side of the school from the sight and sounds of the running track and football field as well as from the soccer field that is just over the municipal property line on the Glendale side of the property. (Exhibit 7)

4. Plant additional deciduous trees and bushes throughout the Fox Point side of the property to restore some of the property’s natural beautify that will have been removed after the school cuts down the existing 67 mature trees. This will help offset the stark appearance of the proposed unattractive, barren athletic fields and make the property more compatible with the landscaped and heavily planted residential properties that surround the school on three sides.

CONCLUSION

Because of its unprecedented size and the volume of traffic it will create, the St. Augustine project is going to adversely and forever change the residential character of the surrounding neighborhood as well as have consequences for the entire Village. The school, as well as Village leaders, have an obligation to residents, as defined in the Village’s *Comprehensive Plan* and *Zoning Code*, to ensure that the school’s development has a minimal effect upon the surrounding neighborhood and the village in general **(See Exhibit 8).**

It is important to address St. Augustine’s claim that the school’s presence in our neighborhood will add value to our homes. That is nonsense. The school is destroying a beautiful landscape that has been the centerpiece of our neighborhood for more than 60 years --- not to mention the added traffic, noise and disruption of our lives that the school is going to create. How does that add value to our homes or help us in any way?

None of the conditions we are requesting the Village impose upon St. Augustine are unreasonable or prohibitively expensive to implement: Add more trees, replace two gates, extend some fencing and implement more stringent controls on school traffic. That is not too much to ask of a project that is going to irrevocably change the character of our neighborhood, affect the quality of our lives, and devalue our homes.

EXHIBIT 1

NORTHSHORE MILWAUKEE COUNTY SCHOOL COMPARRISON

	Enrollment	Community School*	Busing
St. Augustine K-12	**2,200**	**NO**	**NO**
Nicolet High School 9-12	1,090	Yes	Yes
Whitefish Bay High School 9-12	911	Yes	Yes
Stormonth K-4	500	Yes	Yes
Bayside 5-8	400	Yes	Yes
Dominican High School 9-12	270	Yes	Yes
Maple Dale 4-8	220	Yes	Yes
Indian Hill 4K – 3	218	Yes	Yes
St. Monica K-8	201	Yes	Yes
St. Eugene K-8	184	Yes	Yes
Jewish Day School k-8	124	Yes	No
St. John's Lutheran K-8	97	Yes	Yes

* A community school is defined as a school where the majority of students reside within about 3 miles of the school.

EXHIBIT 2

Traffic congestion on Santa Monica Blvd., Clovernook Ln. and Yates Rd. without the use of gates during peak hour traffic.

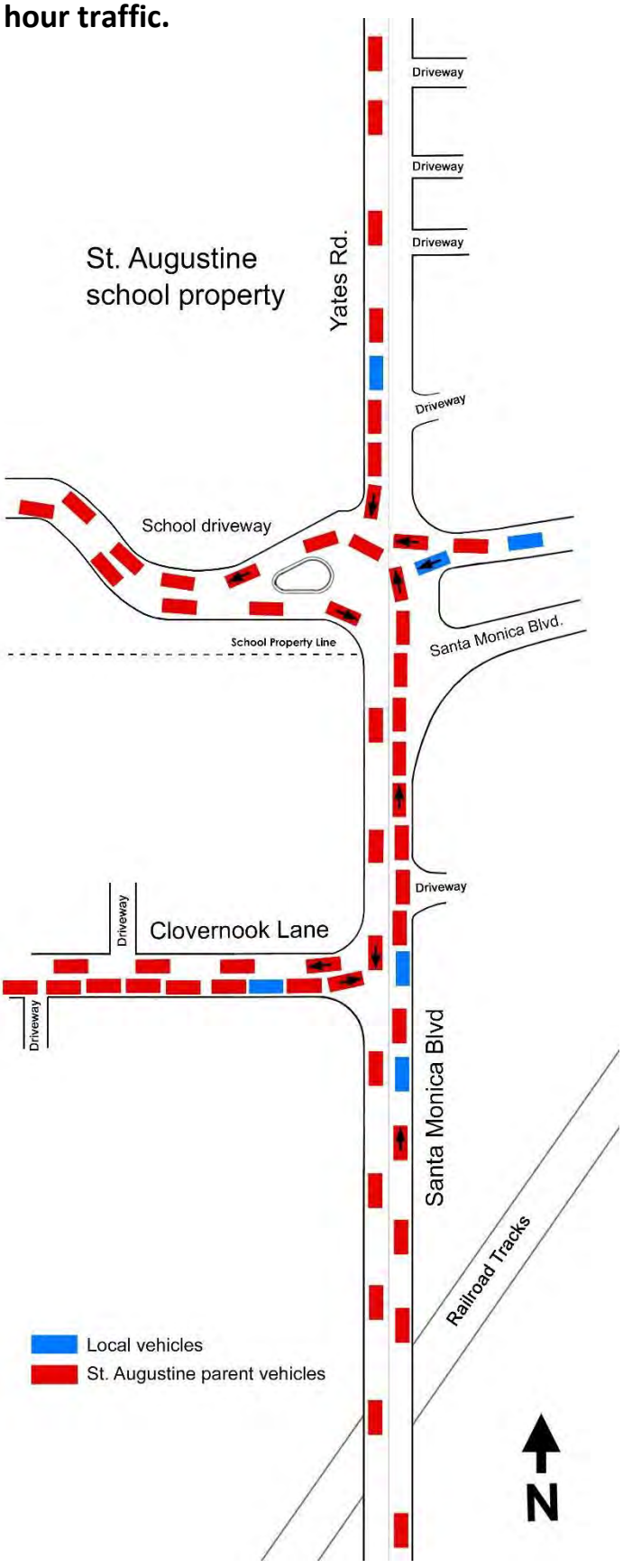


EXHIBIT 3

Traffic congestion on Green Tree Rd., Fox Dale Rd. and Yates Rd. without the use of gates during peak hour traffic.

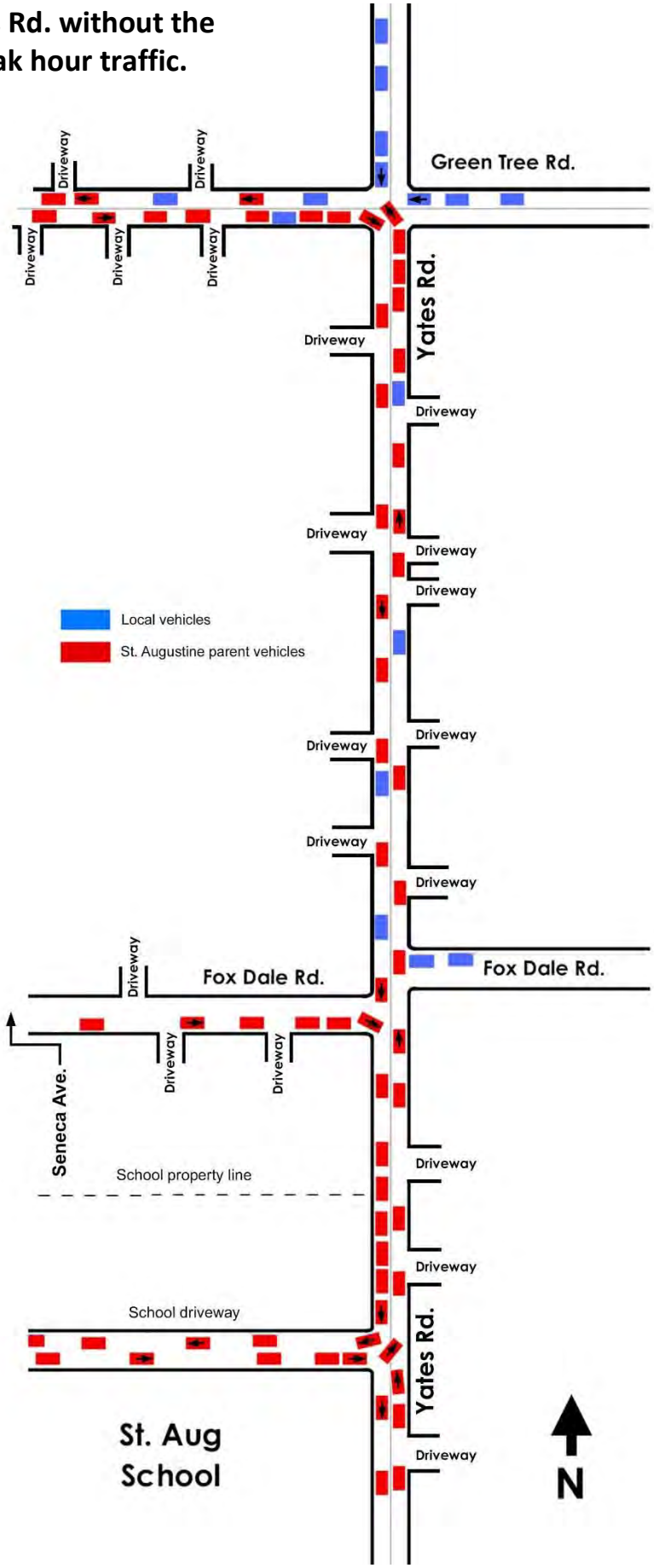


EXHIBIT 4

Traffic flow with gates (solid lines).
Traffic flow without gates (solid and dotted lines).

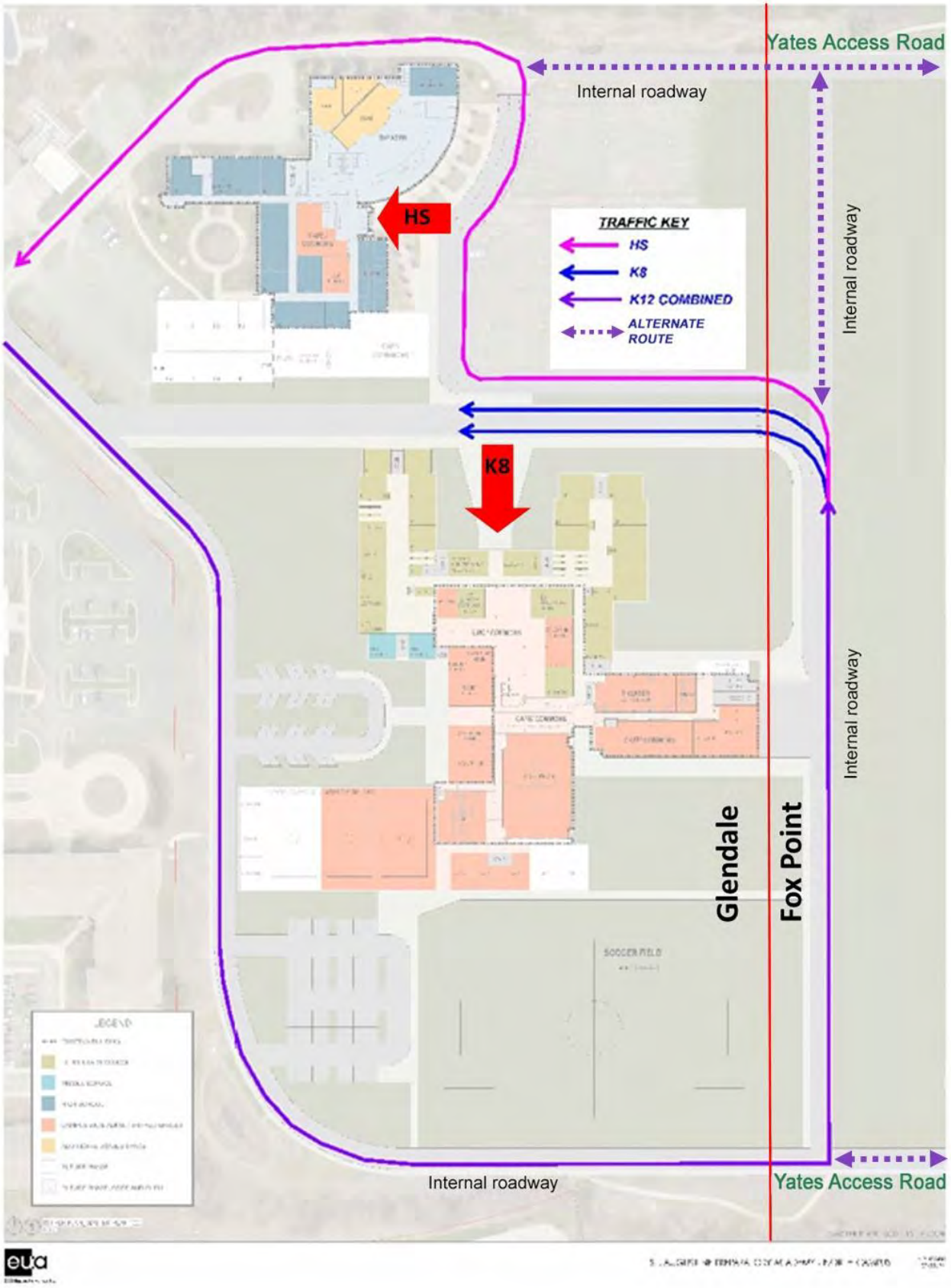


EXHIBIT 5

ADDITIONAL FENCING AND THE REPLACEMENT OF TWO TRAFFIC GATES

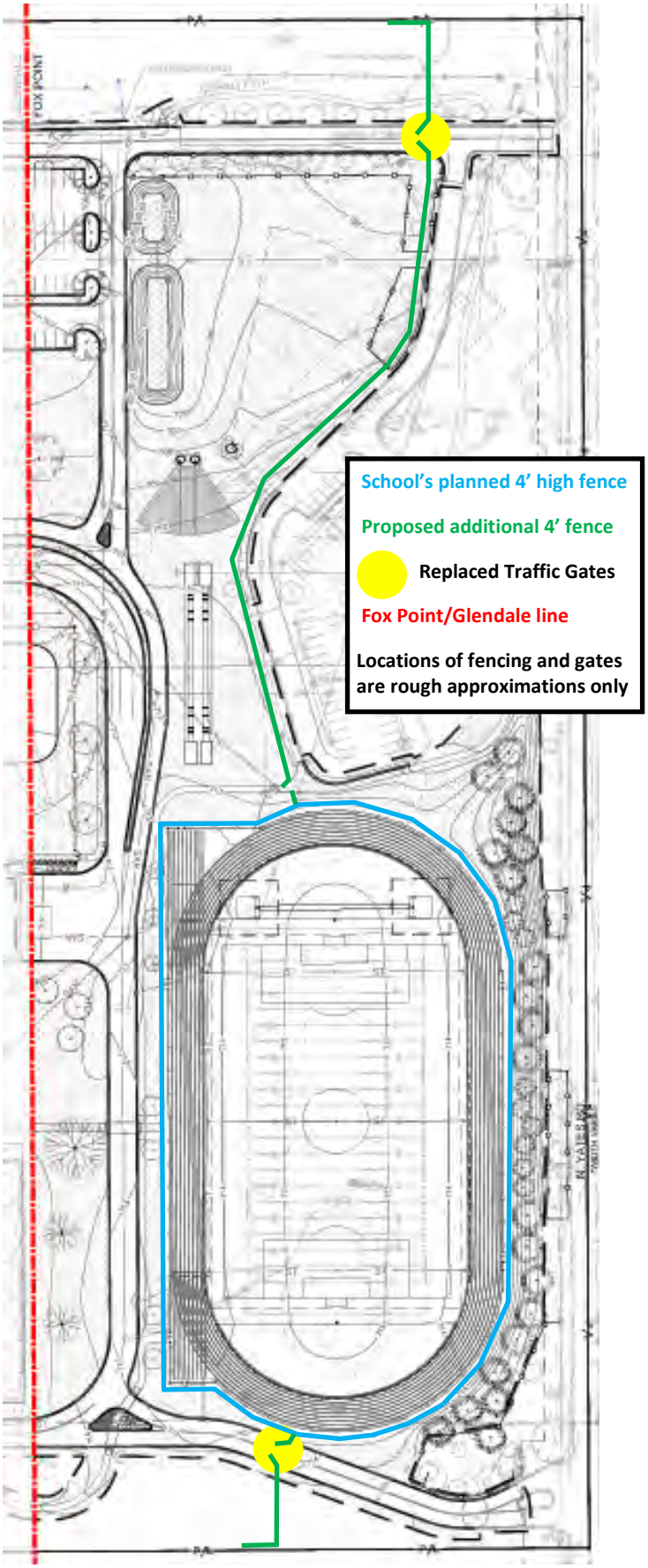


EXHIBIT 6

Some of the 67 trees and park-like grounds that will be bulldozed over on the Fox Point side of the property and replaced with athletic fields



EXHIBIT 7

REVISED EVERGREEN PLANTING SCHEDULE & TRACK LOCATION

(The additional evergreens are shown in red in lower illustration)

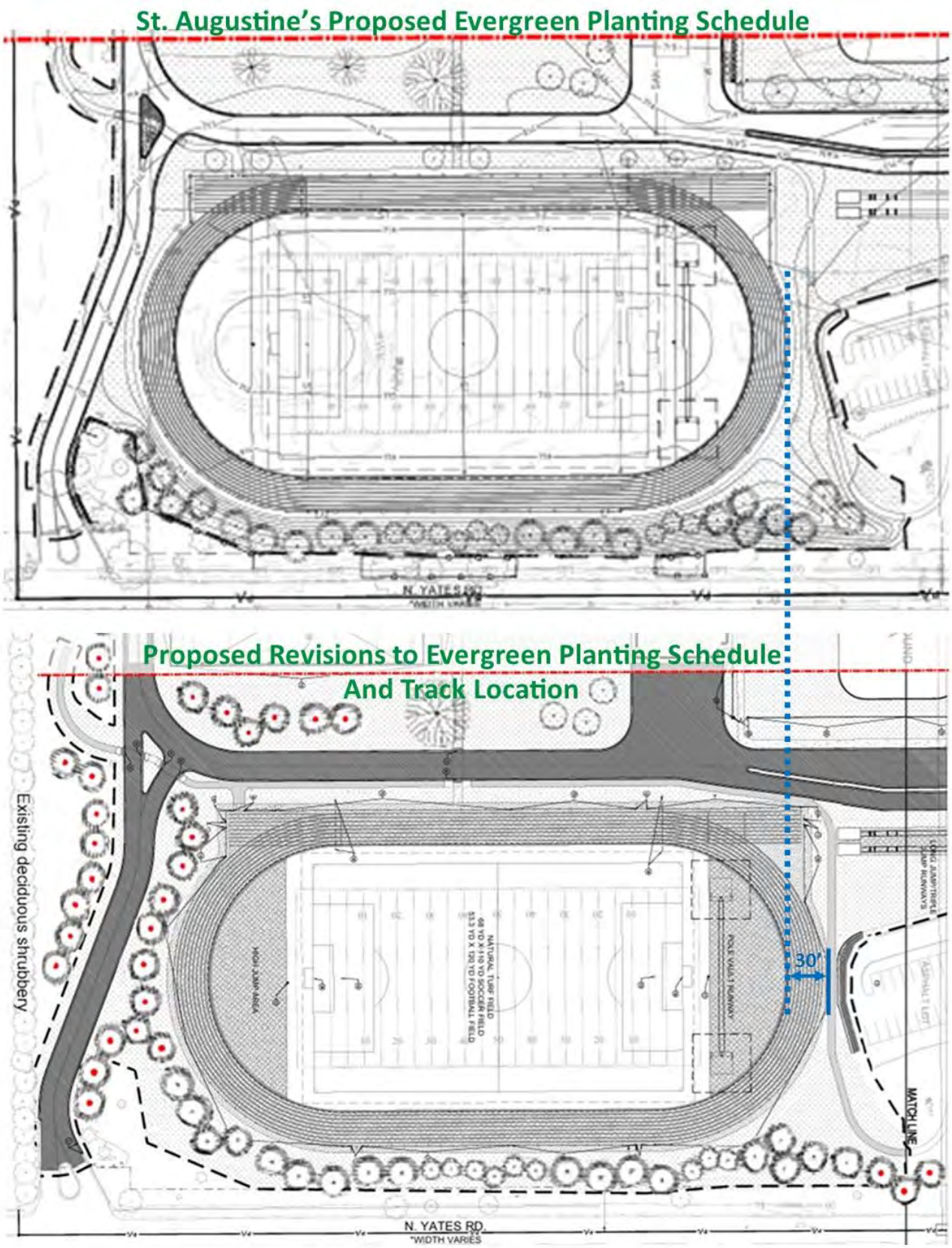


EXHIBIT 8

FOX POINT STANDARDS

As demonstrated in this report, the school's operation has the potential to disrupt our community and have wide-ranging negative effects upon the safety and welfare of our residents and the general prosperity of the village. This impact upon our community must be minimized by placing conditions upon the school to ensure they adhere to our community standards as defined in Fox Point's ***Comprehensive Plan*** and ***Zoning Code*** as excerpted below.

FOX POINT'S COMPREHENSIVE PLAN

INTRODUCTION

"The mission of the Village of Fox Point is to protect and enhance the quality of life of its residents by providing cost-effective, efficient, and innovative services, and preserving and maintaining Village neighborhoods and public amenities…"

FOX POINT ZONING CODE CHAPTER 745

"*PURPOSE ...it is the desire of the inhabitants and property owners to preserve the residential character of the Village, and in the opinion of the Board of Trustees, the enactment of the regulations of this chapter is essential for the promotion of the public health, morals and public safety, and is further necessary for the promotion of the public welfare, convenience and general prosperity of the Village and its inhabitants…"*

Chapter 745-20

F Institutional District

B. Limitations, conditions and procedure*.*

(2) The standards to be applied are:

a. Appropriate in the location proposed.

b. Compatible with the neighborhood.

c. Not detrimental to the property values of surrounding property.

d. In keeping with the residential character and quality of the Village.