

**NOTICE OF MEETING
VILLAGE OF FOX POINT
VILLAGE BOARD MEETING**

**SCHWEMER HALL – MUNICIPAL BUILDING
7200 N. SANTA MONICA BLVD
FOX POINT, WI 53217**

**TUESDAY
OCTOBER 10, 2023
7:00 P.M.**

NOTE: THE VILLAGE BOARD 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 GOVERNING BODY 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, HOWEVER THERE IS NO LARGER RIGHT TO COMMENT REMOTELY OR IN WRITING THAN IN PERSON.

Zoom Participant Information

<https://us02web.zoom.us/j/82573021725>

Meeting ID: 825 7302 1725

Dial: (312) 626-6799

AGENDA

- 1. Roll Call**
- 2. Persons desiring to be heard**

At this time, individuals can address the Village Board on one or more topics for up to three-minutes with time extensions at the Village President's discretion. Citizen comment when agenda items are called will be heard at the discretion of the chair, subject to the overall three-minute limit. In connection with non-agenda items, no action will be taken except for possible referrals to individuals or committees. No comments will be received at this time for matters that will be or have been the subject of a public hearing, because the proper time for such comments is during the public hearing.

- 3. Committee Reports**

- a. Plan Commission**

1. The Village Board will receive a report based on the Plan Commission's review and recommendation of the Conditional Use Permit for 8665 N Port Washington Road – Milwaukee Ballet
 2. The Village Board will receive a report based on the Plan Commission's review and recommendation of the Conditional Use Permit for 8629 N Port Washington Road #8 – Blue Eyed Saturday, LLC, d/b/a, Bricks and Minifigs.

4. Public Hearings

a. Conditional Use Permit for 8665 N Port Washington Road – Milwaukee Ballet

The Village Board will hear comments and input regarding the Conditional Use Permit for 8665 N Port Washington Road – Milwaukee Ballet

b. Conditional Use Permit for 8629 N Port Washington Road #8-Blue Eyed Saturday, LLC, d/b/a, Bricks and Minifigs

The Village Board will hear comments and input regarding the Conditional Use Permit for 8629 N Port Washington Road #8-Blue Eyed Saturday, LLC, d/b/a, Bricks and Minifigs.

5. Consent Agenda – All items listed under the Consent Agenda will be approved in one motion without discussion unless any Board member requests that the item be removed for individual discussion and possible action. Any item(s) so removed shall be considered individually prior to consideration of any New Business agenda items in the same order in which they were originally listed in the Consent Agenda.

- a.** Approve the minutes of the September 10, 2023 Village Board and Public Hearing meeting.
[Pages 1-7]
- b.** Approve Conditional Use Permit for 8665 N Port Washington Road-Milwaukee Ballet.
[Pages 8-10]
- c.** Approve Conditional Use Permit for 8629 N Port Washington Road #8-Blue Eyed Saturday, LLC, d/b/a, Bricks and Minifigs.
[Pages 11-13]
- d.** Approve Change Order No. 1 from Kapur & Associates in the amount of \$3,195 for additional design and investigative activities for the Beach Drive and Manor Lane project and authorize the Village President and Village Clerk/Treasurer to sign the change order per the Director of Public Works' memorandum dated October 3, 2023.
[Pages 14-16]
- e.** Approve the State Municipal Agreement for the State-Let Transportation Alternatives Program (TAP) Project funding for the Lake Drive crosswalks and authorize the Village President to sign the agreement per the Director of Public Works' memorandum dated October 3, 2023.
[Pages 17-24]
- f.** Approve Change Order No. 1 with Wachtel Tree Science in an amount not to exceed \$8,000 for additional forestry services and authorize the Village President and Village Clerk/Treasurer to sign the change order per the Director of Public Works' memorandum dated October 3, 2023.
[Pages 25-28]
- g.** Approve payment of the bills in the amount of \$1,681,874.50 for the period September 1, 2023 through September 30, 2023 per the report submitted by the Village Manager.
[Pages 29-42]

6. New Business

a. Municipal Judge Scott Wales will provide a municipal court update and answer questions from the Village Board

The Village Board will hear and may discuss a report from Judge Scott Wales regarding the municipal court.

b. Consideration of Incorporating a Four-Way Stop at the Intersection of Calumet Road and Santa Monica Blvd

The Village Board will receive a report identifying a traffic study performed at the intersections of Bradley Road and Calumet Road with Santa Monica Boulevard and may act to recommend incorporation of a four-way stop at the intersection of Calumet Road and Santa Monica Boulevard.

[Pages 43-96]

c. Update on status of Popland agreement and consideration of potential RFP process

The Village Board will receive a report on the current status of the Popland agreement and may take such action as the Village Board deems appropriate; and may discuss and may take action on authorizing a Request for Proposals for a land use analysis concerning Village owned property.

[Pages 97-116]

7. Future Agenda Items

The Village Board will act on any Trustee requests to place additional matters on an upcoming agenda, without discussion.

8. Announcements

The following individuals will be given the opportunity to make announcements at the meeting in regard to (i) actions taken since the previous Village Board meeting on behalf of the Village, (ii) future Village activities and (iii) communications received from citizens. These matters will not be discussed or acted on, and Board members shall not comment on matters announced by others. Referrals may be made to committees and/or individuals.

- a. President Symchych
- b. Trustee Fonstad
- c. Trustee Sumner
- d. Trustee Ollman
- e. Trustee Anderson
- f. Trustee Aelion
- g. Trustee Stoltz
- h. Manager Botcher

9. Adjournment

NEXT REGULAR VILLAGE BOARD MEETING: November 14, 2023 7:00 P.M.

PLEASE NOTE:

Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through sign language interpreters or other auxiliary aids. Also, upon reasonable notice, best efforts will be used to ensure that members of the public lacking access to the virtual meeting platform are provided alternative reasonable methods to attend. For additional information or to request these services, contact the Village Clerk at (414) 351-8900. "Persons requiring an interpreter or other assistance should contact the Village Clerk's office 72 hours prior to the meeting. Notice is hereby given that a majority any other board, commission or committee may be present at the meeting to gather information about a subject in which they are interested. This constitutes a meeting of any other board, commission or committee pursuant to State ex rel. Badke v. Greendale Village Bd., 173 Wis. 2d 553, 494 2d 408 (1993), and must be noticed as such, although said boards, commissions or committees will not take any formal action at this meeting."

**VILLAGE OF FOX POINT
VILLAGE BOARD MEETING MINUTES
SEPTEMBER 12, 2023**

A meeting and public hearing of the Fox Point Village Board was held by a combination of in-person and virtual attendance via telephonic and video conferencing on Tuesday, September 12, 2023 in Schwemer Hall, 7200 N. Santa Monica Boulevard. Chair Pro Tem Trustee Fonstad called the meeting to order at 7:00 p.m. and asked the Village Clerk Treasurer to take roll call. Roll Call of the Village Board present included:

Trustee Eric Fonstad (Chair Pro Tem)
Trustee Liz Sumner (via Zoom)
Trustee Greg Ollman
Trustee Catie Anderson
Trustee Liz Aelion
Trustee Jennie Stoltz

Not present:

Village President Christine Symchych

Also, present were Village Attorney Eric Larson, Village Manager Scott Botcher, Public Works Director Scott Brandmeier, Police Chief Chris Freedy, Assistant Village Manager Kevin Ausman and Village Clerk Treasurer Kelly Meyer

Notice of the meeting was provided to the North Shore Now 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).

PERSONS DESIRING TO BE HEARD

Tiffany Hutchens, 1204 E Dean Rd

Ms. Hutchens concern is in regard to pedestrian and bicycling safety at the following locations: Dean Road (living on Dean, she is concerned about her children's safety), Lake Drive crossing (crossing the road is dangerous for children), Doctor's Park crossing (overgrown trees/shrubs give no visibility).

Jesse Peters, 7522 N Crossway Road

Mr. Peters is in support of Ms. Hutchens comments.

Mr. Peters noted his concerns of safety on Lake Drive and asked that the speed be reduced before construction begins. He also has concerns regarding Santa Monica Boulevard and asked that some calming measures be put in place.

Hearing no other comments, Chair Pro Tem Trustee Fonstad closed public comment.

COMMITTEE REPORTS-PLAN COMMISSION

Chair Pro Tem Trustee Fonstad gave the report of the Plan Commission meeting Tuesday, September 5, 2023. The Plan Commission considered three items of substance. The first item was the conditional use permit for Matilda Bakehouse, which proposes to have an operation in the Fox Point Shops on Santa Monica Blvd in the former location of Yoga One. The Plan Commission recommended that the Board approve the conditional user permit application. The second item on the Plan Commission agenda was the land combination at 8090 and 8100 N Beach Drive. The applicant was represented by Deep River via Zoom. This land combination was a little different because the applicant was proposing to combine lots that have separate

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residences on them and you cannot have more than one residence on a single lot on a property zoned single family residential. The applicant proposed to raze the residence on the southern lot and create an addition on the northern residence. Given that information, the Plan Commission recommended approval of the land combination by the Board, on the condition that the south residence be raised to the satisfaction of the village staff prior to the Certified Survey Map being recorded. The Plan Commission further recommended that the Preliminary CSM be considered as final. The last item was the review and recommendation regarding the ordinance to repeal and re-create subsection 745-20 B. concerning the process in Building Boards participation in granting permits in the F-Institutional District. The Plan Commission based its recommendation on the four standards that are in the Village code for suitability in the area. The Plan Commission recommended approval of the proposed ordinance change by the Board.

COMMITTEE REPORTS-MUNICIPAL POOL CITIZENS COMMITTEE

Chair Pro Tem Trustee Fonstad noted Municipal Pool Citizens Committee Chair Marty Tirado's report is located in the village board packet; the committee agreed to begin the process of creating a non-profit entity (501c).

PUBLIC HEARINGS

Conditional Use Permit for Premier WI Fox Point, LLC, d/b/a, The Nurturing Nook -8647 N Port Washington Road

Open Public Hearing

Motion by Trustee Anderson, seconded by Trustee Ollman, and carried by roll call vote (7-0), to open the public hearing at 7:14 p.m., regarding the consideration of Premier WI Fox Point, LLC, d/b/a, The Nurturing Nook, 8647 N Port Washington Road.

Public Comment

There were no public comments.

Close Public Hearing

Motion by Trustee Anderson, seconded by Trustee Stoltz, and carried by roll call vote (7-0), to close the public hearing at 7:15 p.m., regarding the consideration of the Premier WI Fox Point, LLC, d/b/a, The Nurturing Nook, 8647 N Port Washington Road.

Conditional Use Permit for Matilda, LLC, d/b/a, Matilda Bakehouse, 6870-6874 N Santa Monica Blvd

Open Public Hearing

Motion by Trustee Anderson, seconded by Trustee Ollman, and carried by roll call vote (7-0), to open the public hearing at 7:16 p.m., regarding the consideration of Matilda, LLC, d/b/a, Matilda Bakehouse, 6870-6874 N Santa Monica Blvd.

Public Comment

There were no public comments.

Close Public Hearing

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Motion by Trustee Anderson, seconded by Trustee Stoltz, and carried by roll call vote (7-0), to close the public hearing at 7:17 p.m., regarding the consideration of the Matilda, LLC, d/b/a, Matilda Bakehouse, 6870-6874 N Santa Monica Blvd.

Ordinance Repealing and Recreating Section 745-20(B) regarding the Process and Building Board Participation regarding granting of permits in the F-Institutional District of the Village of Fox Point Municipal Code

Open Public Hearing

Motion by Trustee Anderson, seconded by Trustee Ollman, and carried by roll call vote (7-0), to open the public hearing at 7:17 p.m., regarding the consideration of Ordinance Repealing and Recreating Section 745-20(B) regarding the process and building board participation regarding granting of permits in the F-Institutional District of the Village of Fox Point Municipal Code.

Public Comment

There were no public comments.

Close Public Hearing

Motion by Trustee Anderson, seconded by Trustee Stoltz, and carried by roll call vote (7-0), to close the public hearing at 7:18 p.m., regarding the consideration of Ordinance Repealing and Recreating Section 745-20(B) regarding the process and building board participation regarding granting of permits in the F-Institutional District of the Village of Fox Point Municipal Code.

CONSENT AGENDA

- a. Approve the minutes of the August 8, 2023 Village Board and Public Hearing meeting.
- b. Grant Conditional Use Permit for 8647 N Port Washington Road, Premier WI Fox Point, LLC, d/b/a, The Nurturing Nook.
- c. Grant Conditional Use Permit for Matilda, LLC, d/b/a, Matilda Bakehouse, 6870-6874 N Santa Monica Blvd.
- d. Approve payment of the bills in the amount of \$377,518.34 for the period August 1, 2023 through August 31, 2023 per the report submitted by the Village Manager.
- e. Approve the Land Combination and Certified Survey Map submitted by applicant Starfish Five Properties LLC, whose registered agent is Joseph Hanni, for the properties located at 8090 and 8100 North Beach Drive, upon all terms and conditions recommended by the Village Plan Commission.
- f. Adopt a Resolution Authorizing the Director of Public Works to submit an Urban Forestry Grant to the Wisconsin Department of Natural Resources for the preparation of an updated tree inventory.
- g. Adopt a Resolution Authorizing the Director of Public Works to act on the Village Board's behalf for the Acquisition of Temporary Limited Easements (TLEs) and Permanent Limited Easements (PLEs) on terms recommended by the Village's consultants Single Source, Inc.,

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and Kapur & Associates, with approval by Wisconsin DOT if necessary, for Nine (9) Temporary Limited Easements (TLEs) and Four (4) Permanent Limited Easements (PLEs) and Three (3) Utility Release of Rights for Restoring Roadway Grading, Drainage, and Crosswalks along the Lake Drive corridor.

- h. Adopt a Resolution Approving the Relocation Order for Nine (9) Temporary Limited Easements (TLEs) and Four (4) Permanent Limited Easements (PLEs) and Three (3) Utility Release of Rights for Restoring Roadway Grading, Drainage, and Crosswalks along the Lake Drive corridor.
- i. Approve the contract with Single Source, Inc. for negotiation services and recording fees associated with the acquisition of the Temporary Limited Easements (TLEs) and Permanent Limited Easements (PLEs) along Lake Drive in the amount of \$20,350 and authorize the Village President and Village Clerk/Treasurer to sign the contract on behalf of the Village.
- j. Approve Change Order No. 2 from Kapur & Associates in the amount of \$1,036 for additional water main design services associated with the Lake Drive project and authorize the Village President and Village Clerk/Treasurer to sign the change order on behalf of the Village.
- k. Approve the Agreement between the Milwaukee Metropolitan Sewerage District and the Village of Fox Point for the Connection to the Village's Water Main on Beach Drive pursuant to the Director of Public Works' memorandum dated September 11, 2023.

Motion by Trustee Ollman, seconded by Trustee Anderson, and carried by roll call vote (7-0), to approve the consent agenda, as presented.

ORDINANCE REPEALING AND RECREATING SECTION 745-20 (B) REGARDING THE PROCESS AND BUILDING BOARD PARTICIPATION REGARDING GRANTING OF PERMITS IN THE F-INSTITUTIONAL DISTRICT

Motion by Trustee Fonstad, seconded by Trustee Stoltz, to adopt ordinance repealing and recreating Section 745-20 (B) regarding the process and building board participation regarding granting of permits in the F-Institutional District.

Roll call vote was taken; motion passed, 5-1 (Nay-Trustee Aelion).

POLICE CAR PURCHASE AUTHORIZATION

Motion by Trustee Fonstad, seconded by Trustee Ollman, to authorize the Village Manager to submit letters of intent/purchase orders not to exceed \$55,000 per vehicle for up to two vehicles for police fleet vehicles when the order window opens for delivery in 2024.

Roll call vote was taken; motion carried 6-0.

CONSIDERATION OF DESIGN OPTIONS FOR THE BEACH DRIVE AND LAKE DRIVE INTERSECTION

Director of Public Work Scott Brandmeier gave a brief presentation regarding the design options for the Beach Drive and Lake Drive Intersection.

Ella Kinney, 7575 N Beach Drive

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Ms. Kinney is concerned about removing the left leg of the Beach Drive intersection, this is a bad move for traffic due to traffic is constantly exiting Beach Drive and at peak traffic hours, Lake Drive is difficult to get on to. She further suggests doing a trial, as proposed.

Motion by Trustee Fonstad, seconded by Trustee Anderson, to deny the recommendation in the Director of Public Works memorandum to eliminate the left leg, but to move forward with a design to maintain the current configuration of the Beach Drive/Lake Drive intersection.

Chair Pro Tem Trustee Fonstad called the question.

Roll call vote was taken; motion carried, 6-0.

CONSIDERATION OF THE SPEED LIMIT ALONG NORTH LAKE DRIVE

Director of Public Works Scott Brandmeier gave a report regarding the speed limit along North Lake Drive in light of clarifications provided by the Wisconsin Department of Transportation.

Beth Gregg, 7414 N Boyd Way

Ms. Gregg's concern is the along North Lake Drive; she asked that the Village Board consider a decrease in the speed limit to 30mph due to safety reasons for pedestrians and bicyclists.

Mark Levin, 7415 N Beach Drive

Mr. Levin is concerned about pedestrian safety and asked the Village Board to consider reducing the speed to 30mph as soon as possible to get people used to the reduced speed prior to crosswalks being implemented.

Trish Dabrowski, 1140 E Bywater Lane

Ms. Dabrowski noted her concern of traffic increasing and a decrease in monitoring and enforcement of speed in the area of the intersection of Bywater Lane, Lake Drive, and Fox Lane, as she has seen three incredibly close calls of pedestrians getting hit recently. She further asked that something be done as soon as possible.

The Village Board had a discussion regarding potential enforcement, potential sign awareness and education in the event of a speed reduction, and the timing of a potential speed limit reduction.

Chair Pro Tem Trustee Fonstad stated his sense of the Board based on the comments he heard is that we would want staff to actively explore what would be involved in making a change in speed sooner than later.

Village Attorney Eric Larson gave a brief explanation on the context of state law. The Village is pre-empted quite a bit on speed limits. There are only narrow things the Village can do. The Village cannot pick a speed limit the Village wants it to be. There are fixed limits established by state law. Throughout the entire Village there are fixed limits. We have an ability to reduce those fixed limits subject to completing a speed study up to 10 mph below the speed limit. That is a requirement of state law. This is found in Chapter 349 of the WI State Stats. Village Attorney Eric Larson also noted that if this goes forward, it should be done through an ordinance as well.

REFERRAL OF AN APPLICATION BY THE TOWN CLUB TO THE PLAN COMMISSION UNDER SECTION 745-10 FOR CONSIDERATION OF THE PROPOSED CONVERSION OF TENNIS COURTS INTO PICKLEBALL COURTS

Motion by Trustee Stoltz, seconded by Trustee Ollman, and carried by roll call vote, 6-0 to refer the application by the Town Club to the Village of Fox Point Plan Commission

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under Section 745-10 for consideration of the proposed conversion of tennis courts into pickle ball courts.

POPLAND STUDIOS CIVIC CENTER STUDY

Based on the request of Trustee Ollman and Trustee Aelion, Village Manager Scott Botcher gave a report on the work done to date, stating the Popland Studios Civic Center Study agreement has not been executed and no work has begun.

Trustee Ollman and Trustee Aelion gave a brief report of their concerns with the Popland Studios Civic Center Study professional experience in land use studies and the agreement with Village of Fox Point.

Village Attorney Eric Larson stated this agreement has been approved by this Board. There was a discussion somewhat similar to this at the time. The Village Board's ordinance and Robert Rules of Order state that motions for reconsideration may be made at the same or the next regular meeting by a member who voted in favor of the outcome of the motion. This is not the next meeting; this is the second next regular meeting.

David Petering, 7229 N Santa Monica Blvd.

Mr. Petering briefly explained his concerns regarding the Popland Studios Civic Center Study agreement.

No action was taken.

FUTURE AGENDA ITEMS – None

ANNOUNCEMENTS

Trustee Fonstad had no announcements.

Trustee Sumner had no announcements.

Trustee Ollman had no announcements.

Trustee Anderson had no announcements.

Trustee Aelion had no announcements.

Trustee Stoltz had no announcements.

Village Manager Scott Botcher has five announcements.

1) Village Manager Scott Botcher noted item one is consistent with the ordinance that the Village Board adopted 3 to 4 years ago to report change orders. Therefore, he is giving a report on the two change orders.

2) Village Manager Scott Botcher attended the Fire Department meeting today in place of the Village President. The Fire Department did pass their budget with a 2.75 increase. Part of the 2.75 that was requested was put in abeyance for the creation of a case manager position that will be shared with the NSHD; concern was expressed the Fire Department Board about the lack of proof of validation for the need of the position. They did approve the funding for the position, subject to the condition that the money for that position would be set aside until the Fire Department and Health Department return to the Fire Board with requestion case manager position information.

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320 3) Village Manager Scott Botcher announced Flu shots will be held in Shorewood on
321 September 20th from 4:30 until 7:30 p.m. and at Brown Deer on October 9th from 3:30 until 6:30
322 p.m. Kevin will post this on the Village website.

323 4) Village Manager Scott Botcher reported Village of Fox Point assessment letters are
324 out; the village valuation is up 33%. If you are around the 33% change, there should not be an
325 impact on your village taxes.

326 5) Village Manager Scott Botcher announced while working with the WDOR to find a
327 \$477 difference, Kelly and Mary discovered that last year as one of the 6 communities to work
328 with the new LandNav software, when they created the tax bills in the new software more school
329 tax levy credit was given out to residents than tax payers should have received. Therefore, the
330 school tax credit that is on your tax bill will be netted out for 2023. School tax levy credit will go
331 up, but they will net out whatever people got due to receiving twice as much school tax levy
332 credit on the 2022 taxes than they should have. Whatever is remaining, will be applied to
333 everybody's taxes in the Village of Fox Point. Mary and Kelly put together a substantial memo
334 explaining the whole process and the impacts. This is not a budgetary impact. This does not
335 involve the levy; it is the school tax levy credit. Village Manager Scott Botcher further explained
336 what happened, as indicated in the memo. In the end, the taxpayers received their school tax
337 levy credit, but received 2023's school tax levy credit one year early in 2022. Making this as
338 public as he could as early as possible is important. President Symchych, being out of the
339 country, was notified via an Email communication; she is aware. Following the announcement,
340 the memorandum from the Accounting Financial Manager and Village Clerk Treasurer was
341 distributed to the Village Board members.

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343 **ADJOURNMENT**

344
345 *Motion made by Trustee Ollman, second by Trustee Anderson, and carried by roll call*
346 *vote (7-0) to adjourn the Village Board meeting at 9:25 p.m.*
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349 Respectfully submitted,
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353 Kelly A. Meyer, WCMC/CMC/CMTW
354 Village Clerk Treasurer
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Conditional Use Order

WHEREAS, an application has been filed by **Milwaukee Ballet** (hereinafter "Applicant"); and

WHEREAS, the Applicant is requesting that a conditional use permit be granted pursuant to the Zoning Ordinance of the Village of Fox Point for land described as **8665 N Port Washington Road, Fox Point, Wisconsin**.

NOW, THEREFORE, the Village of Fox Point Village Board, upon consideration of thoughts expressed by all persons heard at the Village Board meeting in this matter, upon consideration of the recommendation from the Plan Commission, and following all necessary study and investigation, having given the matter due consideration, hereby ORDERS AS FOLLOWS: Commencing upon the date hereof, the Applicant is hereby granted a conditional use permit, subject to initial and continued compliance with each and every one of the following conditions, restrictions and limitations.

1. **Use Restricted.** Milwaukee Ballet will provide ballet classes located at 8665 N Port Washington Road subject to the terms of this Conditional Use Permit. The hours of operation shall be limited to 8:00 a.m. until 9:00 p.m. Sundays through Saturdays, unless additional hours are approved in writing by the Village Manager.
2. **Presentation Compliance.** All of the Applicant's plans, specifications, terms and representations as submitted with the application, or in support thereof, or as represented to the Village Board in the course of the approval process, are specifically incorporated herein and made a part hereof by reference, and the use of the subject property shall be in substantial conformance with the same except as further restricted or modified herein.
3. **Not Transferable.** This conditional use permit is granted to the Applicant and shall not be transferred or assigned without the Village Board's prior written consent, which may only be granted following the Village Board's receipt of a recommendation from the Plan Commission.
4. **Applicant and Owner Agreement.** As a condition precedent to the issuance of the conditional use permit, the owner of the Subject Property shall approve the issuance of this conditional use permit upon the terms and conditions described herein in writing, and the Applicant is required to accept the terms and conditions of the same in its entirety in writing.
5. **Other Uses Prohibited.** Any use not specifically listed as permitted shall be considered to be prohibited except as may be otherwise specifically provided herein. In case of a question as to whether a use is permitted, the question shall be submitted to the Plan Commission for recommendation to the Village Board, and then to the Village Board for determination.
6. **No Nuisances, and Compliance with Applicable Laws.** No use is hereby authorized unless the use is conducted in a lawful, orderly and peaceful manner. Nothing in this order shall be deemed to authorize any public or private nuisance or to constitute a waiver, exemption or exception to any law, ordinance, order or rule of either the municipal governing body, the County of Milwaukee, the State of Wisconsin, the United States of America or other duly constituted authority, except only to the extent that it authorizes the use of the subject property above described in any specific respects described herein. This order shall not be deemed to constitute a building permit, nor shall this order constitute any other license or permit required by Village ordinance or other law.
7. **Subject Property Only.** This conditional use hereby authorized shall be confined to the Subject Property described, without extension or expansion other than as noted herein.
8. **Abandonment.** Should the permitted conditional use be abandoned in any manner, or discontinued in use for twelve (12) months, or continued other than in strict conformity with the conditions of the original approval, or should the Applicant be delinquent in payment of any monies due and owing to the Village, or should a change in the character of the surrounding area or the use itself cause it to be no longer compatible with the surrounding area or for similar cause based upon consideration of public health, safety or welfare, the conditional use may be terminated by action of the Village Board following receipt of a recommendation from the Plan Commission and after the Village Board holds a public hearing in the matter.
9. **Amendments.** Any change, addition, modification, alteration and/or amendment of any aspect of

this conditional use, including but not limited to an addition, modification, alteration, and/or amendment to the use, premises (including but not limited to any change to the boundary limits of the Subject Property), structures, lands or owners, other than as specifically authorized herein, shall require a new permit and all procedures in place at the time must be followed.

10. Plan Amendments. Unless this conditional use permit expressly states otherwise, plans that are specifically required by this conditional use order may be amended (a) without separate approval in the limited circumstances described in Section 14.19(11) of the Village Code; or (b) by the Village Board upon receipt of a recommendation from the Plan Commission if the Village Board finds the plan amendment to be minor and consistent with the conditional use permit. Any change in any plan that the Village Board, in its sole discretion, finds to be substantial shall require a new permit, and all procedures in place at the time must be followed.
11. Severability. Should any paragraph or phrase of this conditional use permit be determined by a Court to be unlawful, illegal or unconstitutional, said determination as to the particular phrase or paragraph shall not void the rest of the conditional use and the remainder shall continue in full force and effect.
12. Most Restrictive Applies. If any aspect of this conditional use permit or any aspect of any plan contemplated and approved under this conditional use is in conflict with any other aspect of the conditional use or any aspect of any plan of the conditional use, the more restrictive provision shall be controlling as determined by the Plan Commission.
13. Prior Conditional Use Permits Terminated. Unless stated otherwise herein or in the documents incorporated herein, all conditional use permits previously granted for the Subject Property, if any, shall be automatically terminated without further action of the Village Board immediately following full satisfaction of all condition's precedent to this conditional use order taking effect.
14. Payment of fees. Applicant shall, on demand, reimburse the Village for all costs and expenses of any type that the Village incurs in connection with this conditional use order including the cost of professional services incurred by the Village (including engineering, legal, planning and other consulting fees) for the review and preparation of required documents or attendance at meetings or other related professional services for this application, as well as to enforce the conditions in this conditional use order due to a violation of these conditions.
15. Payment of Taxes and Charges. Any unpaid bills owed to the Village by the Subject Property Owner or his or her tenants, operators or occupants, for reimbursement of professional fees; or for personal property taxes; or for real property taxes; or for licenses, permit fees or any other fees owed to the Village; shall be placed upon the tax roll for the Subject Property if not paid within thirty (30) days of billing by the Village, pursuant to Section 66.0627, Wisconsin Statutes. Such unpaid bills also constitute a breach of the requirements of this conditional use order, that is subject to all remedies available to the Village, including possible cause for termination of the conditional use order.
16. Conditions Shown in Minutes Incorporated. All conditions of approval imposed by duly adopted motion of the Village Board in its consideration of the Applicant's application, as noted in the Minutes of the Village Board meeting at which approval was granted, are specifically incorporated herein by reference.
17. The Applicant is obligated to file with the Village Clerk a current mailing address and current phone number at which the Applicant can be reached, which must be continually updated by the Applicant if such contact information should change, for the duration of this conditional use. If the Applicant fails to maintain such current contact information the Applicant thereby automatically waives notice of any proceedings that may be commenced under this conditional approval, including proceedings to terminate this conditional use.

Let copies of this order be filed in the permanent records of the Village Board for the Village of Fox Point, and let copies be sent to the proper Village of Fox Point authorities and the Applicant and Owner.

Signed this _____ day of _____, 2023, *nunc pro tunc* the _____ day of _____, 2023.

BY THE FOX POINT VILLAGE BOARD:

Christine Symchych, Village President

Attest:

Kelly A. Meyer, CMC/WCMC, Village Clerk/Treasurer

APPROVAL

I hereby approve the issuance of this Conditional Use Permit to the Applicant on the terms and conditions described herein.

Dated this _____ day of _____, 2023.

SUBJECT PROPERTY OWNER

By: _____
Authorized Signatory

Title: _____

ACCEPTANCE

I hereby accept the terms and conditions of this Conditional Use in its entirety.

Dated this _____ day of _____, 2023.

APPLICANT:

By: _____
Authorized Signatory

Title: _____

Conditional Use Order

WHEREAS, an application has been filed by **Blue Eyed Saturday, LLC dba Bricks & Minifigs** (hereinafter "Applicant"); and

WHEREAS, the Applicant is requesting that a conditional use permit be granted pursuant to the Zoning Ordinance of the Village of Fox Point for land described as **8629 N Port Washington Road, Unit 8, Fox Point, Wisconsin**.

NOW, THEREFORE, the Village of Fox Point Village Board, upon consideration of thoughts expressed by all persons heard at the Village Board meeting in this matter, upon consideration of the recommendation from the Plan Commission, and following all necessary study and investigation, having given the matter due consideration, hereby ORDERS AS FOLLOWS: Commencing upon the date hereof, the Applicant is hereby granted a conditional use permit, subject to initial and continued compliance with each and every one of the following conditions, restrictions and limitations.

1. Use Restricted. **Bricks & Minifigs will operate a retail store that buys and sells new and used LEGO building bricks, minifigures and accessories to the general public and offers hosting of events, parties and classes. The hours of operation shall be limited to Monday through Sunday from 9:00 a.m. until 9:00 p.m. unless additional hours are approved in writing by the Village Manager.**
2. Presentation Compliance. All of the Applicant's plans, specifications, terms and representations as submitted with the application, or in support thereof, or as represented to the Village Board in the course of the approval process, are specifically incorporated herein and made a part hereof by reference, and the use of the subject property shall be in substantial conformance with the same except as further restricted or modified herein.
3. Not Transferable. This conditional use permit is granted to the Applicant and shall not be transferred or assigned without the Village Board's prior written consent, which may only be granted following the Village Board's receipt of a recommendation from the Plan Commission.
4. Applicant and Owner Agreement. As a condition precedent to the issuance of the conditional use permit, the owner of the Subject Property shall approve the issuance of this conditional use permit upon the terms and conditions described herein in writing, and the Applicant is required to accept the terms and conditions of the same in its entirety in writing.
5. Other Uses Prohibited. Any use not specifically listed as permitted shall be considered to be prohibited except as may be otherwise specifically provided herein. In case of a question as to whether a use is permitted, the question shall be submitted to the Plan Commission for recommendation to the Village Board, and then to the Village Board for determination.
6. No Nuisances, and Compliance with Applicable Laws. No use is hereby authorized unless the use is conducted in a lawful, orderly and peaceful manner. Nothing in this order shall be deemed to authorize any public or private nuisance or to constitute a waiver, exemption or exception to any law, ordinance, order or rule of either the municipal governing body, the County of Milwaukee, the State of Wisconsin, the United States of America or other duly constituted authority, except only to the extent that it authorizes the use of the subject property above described in any specific respects described herein. This order shall not be deemed to constitute a building permit, nor shall this order constitute any other license or permit required by Village ordinance or other law.
7. Subject Property Only. This conditional use hereby authorized shall be confined to the Subject Property described, without extension or expansion other than as noted herein.
8. Abandonment. Should the permitted conditional use be abandoned in any manner, or discontinued in use for twelve (12) months, or continued other than in strict conformity with the conditions of the original approval, or should the Applicant be delinquent in payment of any monies due and owing to the Village, or should a change in the character of the surrounding area or the use itself cause it to be no longer compatible with the surrounding area or for similar cause based upon consideration of public health, safety or welfare, the conditional use may be terminated by action of the Village Board following receipt of a recommendation from the Plan Commission and after the Village Board holds a public hearing in the matter.

9. Amendments. Any change, addition, modification, alteration and/or amendment of any aspect of this conditional use, including but not limited to an addition, modification, alteration, and/or amendment to the use, premises (including but not limited to any change to the boundary limits of the Subject Property), structures, lands or owners, other than as specifically authorized herein, shall require a new permit and all procedures in place at the time must be followed.
10. Plan Amendments. Unless this conditional use permit expressly states otherwise, plans that are specifically required by this conditional use order may be amended (a) without separate approval in the limited circumstances described in Section 14.19(11) of the Village Code; or (b) by the Village Board upon receipt of a recommendation from the Plan Commission if the Village Board finds the plan amendment to be minor and consistent with the conditional use permit. Any change in any plan that the Village Board, in its sole discretion, finds to be substantial shall require a new permit, and all procedures in place at the time must be followed.
11. Severability. Should any paragraph or phrase of this conditional use permit be determined by a Court to be unlawful, illegal or unconstitutional, said determination as to the particular phrase or paragraph shall not void the rest of the conditional use and the remainder shall continue in full force and effect.
12. Most Restrictive Applies. If any aspect of this conditional use permit or any aspect of any plan contemplated and approved under this conditional use is in conflict with any other aspect of the conditional use or any aspect of any plan of the conditional use, the more restrictive provision shall be controlling as determined by the Plan Commission.
13. Prior Conditional Use Permits Terminated. Unless stated otherwise herein or in the documents incorporated herein, all conditional use permits previously granted for the Subject Property, if any, shall be automatically terminated without further action of the Village Board immediately following full satisfaction of all condition's precedent to this conditional use order taking effect.
14. Payment of fees. Applicant shall, on demand, reimburse the Village for all costs and expenses of any type that the Village incurs in connection with this conditional use order including the cost of professional services incurred by the Village (including engineering, legal, planning and other consulting fees) for the review and preparation of required documents or attendance at meetings or other related professional services for this application, as well as to enforce the conditions in this conditional use order due to a violation of these conditions.
15. Payment of Taxes and Charges. Any unpaid bills owed to the Village by the Subject Property Owner or his or her tenants, operators or occupants, for reimbursement of professional fees; or for personal property taxes; or for real property taxes; or for licenses, permit fees or any other fees owed to the Village; shall be placed upon the tax roll for the Subject Property if not paid within thirty (30) days of billing by the Village, pursuant to Section 66.0627, Wisconsin Statutes. Such unpaid bills also constitute a breach of the requirements of this conditional use order, that is subject to all remedies available to the Village, including possible cause for termination of the conditional use order.
16. Conditions Shown in Minutes Incorporated. All conditions of approval imposed by duly adopted motion of the Village Board in its consideration of the Applicant's application, as noted in the Minutes of the Village Board meeting at which approval was granted, are specifically incorporated herein by reference.
17. The Applicant is obligated to file with the Village Clerk a current mailing address and current phone number at which the Applicant can be reached, which must be continually updated by the Applicant if such contact information should change, for the duration of this conditional use. If the Applicant fails to maintain such current contact information the Applicant thereby automatically waives notice of any proceedings that may be commenced under this conditional approval, including proceedings to terminate this conditional use.

Let copies of this order be filed in the permanent records of the Village Board for the Village of Fox Point, and let copies be sent to the proper Village of Fox Point authorities and the Applicant and Owner.

Signed this _____ day of _____, 2023, *nunc pro tunc* the _____ day of _____, 2023.

BY THE FOX POINT VILLAGE BOARD:

Christine Symchych, Village President

Attest:

Kelly A. Meyer, CMC/WCMC, Village Clerk/Treasurer

APPROVAL

I hereby approve the issuance of this Conditional Use Permit to the Applicant on the terms and conditions described herein.

Dated this _____ day of _____, 2023.

SUBJECT PROPERTY OWNER

By: _____
Authorized Signatory

Title: _____

ACCEPTANCE

I hereby accept the terms and conditions of this Conditional Use in its entirety.

Dated this _____ day of _____, 2023.

APPLICANT:

By: _____
Authorized Signatory

Title: _____



VILLAGE OF FOX POINT

MILWAUKEE COUNTY
WISCONSIN

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

To: Village of Fox Point Village Board
From: Scott Brandmeier, Director of Public Works
Through: Scott Botcher, Village Manager
Date: October 3, 2023
Re: Recommendation for Acceptance of Change Order No. 1 for Beach Drive and Manor Lane Design Project

At the March 2023 Village Board meeting, Kapur & Associates was authorized to perform design activities associated with the Beach Drive groins, the Beach Drive hill, and Manor Lane/Indian Creek retaining wall. During the soil and groundwater testing component of the project on Beach Drive (the hill), additional groundwater monitoring and soil borings were required (due to the lack of groundwater in one of the borings). Further, it was discovered during on-site investigations that the retaining wall on the north side of Beach Drive contained old pavement and curb and gutter. Work included investigating the condition (in limited areas) of the previously unknown site conditions and then preparing conceptual designs related to the drainage impacts resulting from the unknown site conditions.

Staff met with Kapur and its subconsultant (GZA) to discuss the site changes and additional work and have reviewed the hours and fees associated with the change order. I am of the opinion the requested amount of \$3,195 is fair and reasonable. Therefore, it is my recommendation that the Village Board accept change order no. 1 from Kapur & Associates in the amount of \$3,195 for additional design services and authorize the Village President and Village Clerk to sign the change order on behalf of the Village.



7711 N. Port Washington Road
Milwaukee, WI 53217
T: 414.751.7200 • F: 414.351.4117

CONTRACT CHANGE ORDER NO. 1

BEACH DRIVE TWO JETTIES REPAIR, BEACH HILL STORM SEWER IMPROVEMENT AND ROAD RECONSTRUCTION VILLAGE OF FOX POINT, WI

Contract Document made and entered into by and between the Village of Fox Point and Kapur & Associates, Inc., dated April 12, 2023, is hereby amended as set forth as follows, which is annexed and made a part of the original Contracts.

Additional work proposed to be performed:

- Due to dry weather in June, an additional second groundwater monitoring was performed in July 2023 (setup additional four transducers, ground water monitoring and reviewing additional transducers data) - \$960.00
- Additional soil boring and testing – approximately 8 feet - \$345.00
- Additional soil investigation behind the retaining wall (two testing pits) and encountered to not anticipated old curb and asphalt pavement - \$850.00
- Preparation of three options (design concepts) with details for design of storm water drainage improvement behind the retaining wall (north) - \$1040.00

Our fees for the additional construction services are \$3,195 are detailed on the attached Fee Schedule.

Contract Amount

The following is a summary of the revised contract amount:

Original Contract Amount	\$ 100,097.00
<u>Additional Fees (Contract Change Order No. 1).....</u>	<u>\$ 3,195.00</u>

Revised Contract Amount	\$ 103,292.00
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Receipt of a signed copy of this document will constitute an executed agreement.

For Kapur & Associates, Inc.,

By: _____

Yuriy Amelyan, P.E.,
Associate/Project Manager

Date: _____

10-03-2023

For the Village of Fox Point,

By: _____

Christine Symchych
Village President

Date: _____

By: _____

Kelly Meyer
Village Clerk/Treasurer

Date: _____



CONTRACT CHANGE ORDER NO. 1

Kapur



VILLAGE OF FOX POINT

MILWAUKEE COUNTY
WISCONSIN

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

To: Village of Fox Point Village Board

From: Scott Brandmeier, Director of Public Works *SBS*

Through: Scott Botcher, Village Manager *SB*

Date: October 3, 2023

Re: Recommendation for Approval of the State/Municipal Agreement for the Construction of Crosswalks along Lake Drive

The Village of Fox Point applied for state funding under the Transportation Alternatives Program (TAP) Project funding program for the proposed crosswalks along Lake Drive. The application noted the desire to incorporate smart crosswalks (rectangular rapid flashing beacons, lighting, etc.) to each of the six locations. Our project was selected to receive funding and the State will cover 80% of the project cost (approximately \$169,000) with the remaining 20% (approximately \$42,000) to be paid by the Village.

As part of the process, the Department of Transportation (DOT) requires the execution of a State Municipal Agreement (SMA) between the State and the Village in order to receive the funding. A copy of the SMA is attached and it is my recommendation that the Village Board approve the SMA and authorize the Village President to sign the agreement.

 STATE/MUNICIPAL AGREEMENT FOR A STATE- LET TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT Subprogram #: 290 Program Name: TAP	Date: September 19, 2023 I.D.: 2225-00-74 WisDOT UEI #: CBE4JHP1S8H7 Project Sponsor UEI #: TBD FAIN ID: TBD Project Title: V FOX POINT CROSSWALK ENHANCEMENTS Location/Limit: 6 LOCATIONS ON LAKE DR Project Length (if applicable): N/A Project Sponsor: Village of Fox Point County: Milwaukee MPO Area (if applicable): SEWRPC
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The signatory, **Village of Fox Point**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

Wisconsin Statute 85.021 authorizes the State to administer a program to award grants of assistance to certain political subdivisions, state agencies, counties, local government units, and Indian tribes consistent with federal law 23 USC sec. 213 (revised to 23 U.S.C. sec. 133 per the FAST Act of 2015).

The authority for the Municipality to enter into this agreement with the State is provided by Sections 86.25(1), (2), and (3) and Section 66.0301 of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

All components of the project must be defined in the environmental document if any portion of the project is federally funded. The Municipality agrees to complete all participating and any non-participating work included in this improvement consistent with the environmental document. No work on final engineering and design may occur prior to approval of the environmental document.

Existing Facility - Describe and give reason for request: Along the Lake Drive corridor, existing curb ramps are not compliant with the Americans with Disabilities Act (ADA), and there are no east-west crosswalks for pedestrians to cross Lake Drive.

Proposed Improvement - Nature of work: Project will improve pedestrian safety that would include the installation of 'Smart Crosswalk' technologies at six (6) identified locations on roads where there are destinations and connections to adjacent sidewalk and trails

The Project Sponsor agrees to the following State Fiscal Year 2023-2026 TAP project funding conditions:

The subject project is funded with 80% federal funding up to a maximum of \$168,773 for all federally funded project phases when the Project Sponsor agrees to provide funds in excess of the \$168,773 federal funding maximum, in accordance with TAP guidelines. Non-participating costs are 100% the responsibility of the Project Sponsor. Any work performed by the Project Sponsor prior to federal authorization is not eligible for federal funding. The Project Sponsor will be notified by the State when each project phase or ID is authorized and available for charging.

The project is subject to a discretionary Disadvantaged Business Enterprise (DBE) goal assessment. The Catalogue of Federal Domestic Assistance (CDFA) number for this project is 20.205 – Highway Planning and Construction.

The subject project must be commenced within four (4) years of the project award date, or the grant is rescinded. Sec. 85.021, Wis. Stats.

- 1) For construction projects, a project is commenced when construction is begun.
- 2) For planning projects, a planning project is commenced when the planning study is begun.
- 3) For non-infrastructure projects that do not fall within any of the above categories, a project is considered commenced on the date that the State receives the first reimbursement request from the Project Sponsor, as noted on form DT1713 in the 'Date Received' field.

Project Award date: 6/16/2023

Commencement deadline: 6/16/2027

Completion deadline: 6/30/2031

The project commencement deadline is fixed by statute and may not be extended.

This project is currently scheduled in State Fiscal Year 2026. Sunset date: **6/30/2031**

Sunset Date is determined based on the date a project is scheduled to be authorized. Sunset date is calculated as six years from the beginning of the state fiscal year (SFY) in which a project is initially scheduled.

Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

In the summary funding table below, the federal share of the total estimated cost distribution indicates the maximum amount of federal funding available to the project, to be distributed across federally funded project phases. The final Project Sponsor share is dependent on the final federal participation, and the actual costs will be used in the final division of costs for billing and reimbursement.

SUMMARY OF COSTS					
PHASE	Total Est. Cost	Federal Funds	%	Project Sponsor Funds	%
ID 2225-00-74					
Participating Construction	\$200,966	\$160,773	80%*	\$40,193	BAL*
Participating Construction Review #	\$10,000	\$8,000	80%*	\$2,000	BAL*
Non-Participating Construction			0%	\$0	100%
Total Est. Cost Distribution	\$210,966	\$168,773	MAX	\$42,193	N/A

*This project has a TAP federal funding maximum of \$168,773. This maximum is cumulative for all federally funded project phases.

Review costs are administered and paid for by WisDOT. The Project Sponsor will be billed for any required local match and for costs beyond the cumulative federal funding.

This request is subject to the terms and conditions that follow (pages 3 – 7) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

Signatures certify the content has not been altered by the municipality. Signed for and in behalf of: Village of Fox Point (please sign in blue ink.) _____		
Name	Title	Date
Signed for and in behalf of the State: _____		
Name	Title: SE Region Planning Chief	Date

GENERAL TERMS AND CONDITIONS:

1. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.
2. Work prior to federal authorization is ineligible for federal funding.
3. The Municipality, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:
 - a. Environmental requirements, including but not limited to those set forth in the 23 U.S.C. 139 and National Environmental Policy Act (42 U.S.C. 4321 et seq.)
 - b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The municipality agrees to comply with and promote applicable Federal and State laws, Executive Orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of services to the public. In addition the Municipality agrees not to engage in any illegal discrimination in violation of applicable Federal or State laws and regulations. This includes but is not limited to Title VI of the Civil Rights Act of 1964 which provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Municipality agrees that public funds, which are collected in a nondiscriminatory manner, should not be used in ways that subsidize, promote, or perpetuate illegal discrimination based on prohibited factors such as race, color, national origin, sex, age, physical or mental disability, sexual orientation, or retaliation.
 - c. Prevailing wage requirements, including but not limited to 23 U.S.C 113.
 - d. Buy America Provision and its equivalent state statutes, set forth in 23 U.S.C. 313 and Wis. Stat. 16.754.
 - e. Competitive bidding and confidentiality requirements set forth in 23 U.S.C 112 and Wis. Stat. 84.06. This includes the sharing of financial data prior to the conclusion of the competitive bid period.
 - f. All applicable Disadvantaged Business Enterprise (DBE) requirements that the State specifies.
 - g. Federal statutes that govern the Surface Transportation Program (STP), including but not limited to 23 U.S.C. 133.
 - h. General requirements for administering federal and state aid set forth in Wis. Stat. 84.03.

STATE RESPONSIBILITIES AND REQUIREMENTS:

4. Funding of each project phase is subject to inclusion in Wisconsin's approved 2023-2026 TAP program. Federal funding will be limited to participation in the costs of the following items, as applicable to the project:
 - a. The grading, base, pavement, and curb and gutter, sidewalk, and replacement of disturbed driveways in kind.
 - b. The substructure, superstructure, grading, base, pavement, and other related bridge and approach items.
 - c. Storm sewer mains necessary for the surface water drainage.
 - d. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - e. Construction engineering incident to inspection and supervision of actual construction work (except for inspection, staking, and testing of sanitary sewer and water main).
 - f. Signing and pavement marking.
 - g. New installations or alteration of street lighting and traffic signals or devices.
 - h. Landscaping.
 - i. State review services.
5. The work will be administered by the State and may include items not eligible for federal participation.
6. As the work progresses, the State will bill the Municipality for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs subject to project funding limits in the Summary of Costs Table. If reviews or audits show any of the work to be ineligible for federal funding, the Municipality will be responsible for any withdrawn costs associated with the ineligible work.

MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

7. Work necessary to complete the 2023-2026 TAP project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property after project completion due to change in street or sidewalk widths, grades or drainage.
 - c. Detour routes and haul roads. The municipality is responsible for determining the detour route.
 - d. Conditioning, if required and maintenance of detour routes.
 - e. Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.
 - f. All work related to underground storage tanks and contaminated soils.
 - g. Street and bridge width in excess of standards, in accordance with the current *WisDOT Facilities Development Manual*.

8. The construction of the subject improvement will be in accordance with the appropriate standards unless an exception to standards is granted by State prior to construction. The entire cost of the construction project, not constructed to standards, will be the responsibility of the Municipality unless such exception is granted.
9. Work to be performed by the Municipality without federal funding participation necessary to ensure a complete improvement acceptable to the Federal Highway Administration and/or the State may be done in a manner at the election of the Municipality but must be coordinated with all other work undertaken during construction.
10. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.
11. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in Wis. Stat. 51.01 (5), sexual orientation as defined in Wis. Stat. 111.32 (13m), or national origin.
12. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. To guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
13. In accordance with the State's sunset policy for TAP Program projects, the subject 2023-2026 TAP improvement must be constructed and in final acceptance within six years from the beginning of the state fiscal year (SFY) in which a project is initially scheduled. Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.
14. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
15. The Municipality will at its own cost and expense:
 - a. Maintain all portions of the project that lie within its jurisdiction (to include, but not limited to, cleaning storm sewers, removing debris from sumps or inlets, and regular maintenance of the catch basins, curb and gutter, sidewalks and parking lanes [including snow and ice removal]) for such maintenance in a manner consistent with reasonable industry standards, and will make ample provision for such maintenance each year.
 - b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during construction.
 - c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Assume general responsibility for all public information and public relations for the project and to make fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - e. Provide complete plans, specifications, and estimates to State upon request.
 - f. Provide relocation orders and real estate plats to State upon request.
 - g. Use the *WisDOT Utility Accommodation Policy* unless it adopts a policy, which has equal or more restrictive controls.
 - h. Provide maintenance and energy for lighting.

- i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.

16. It is further agreed by the Municipality that:

- a. The Municipality assumes full responsibility for the design, installation, testing and operation of any sanitary sewer and water main infrastructure within the improvement project and relieves the state and all of its employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this agreement.
- b. The Municipality assumes full responsibility for the plans and special provisions provided by their designer or anyone hired, contracted or otherwise engaged by the Municipality. The Municipality is responsible for any expense or cost resulting from any error or omission in such plans or special provisions. The Municipality will reimburse State if State incurs any cost or expense in order to correct or otherwise remedy such error or omission or consequences of such error or omission.
- c. The Municipality will be 100% responsible for all costs associated with utility issues involving the contractor, including costs related to utility delays.
- d. All signs and traffic control devices and other protective structures erected on or in connection with the project including such of these as are installed at the sole cost and expense of the Municipality or by others, will be in conformity with such *Manual of Uniform Traffic Control Devices* as may be adopted by the American Association of State Highway and Transportation Officials, approved by the State, and concurred with by the Federal Highway Administration.
- e. The right-of-way available or provided for the project will be held and maintained inviolate for public highway or street purposes. Those signs prohibited under federal aid highway regulations, posters, billboards, roadside stands, or other private installations prohibited by Federal or State highway regulations will not be permitted within the right-of-way limits of the project. The Municipality, within its jurisdictional limits, will remove or cause to be removed from the right-of-way of the project all private installations of whatever nature which may be or cause an obstruction or interfere with the free flow of traffic, or which may be or cause a hazard to traffic, or which impair the usefulness of the project and all other encroachments which may be required to be removed by the State at its own election or at the request of the Federal Highway Administration, and that no such installations will be permitted to be erected or maintained in the future.
- f. The Municipality is responsible for any damage caused by legally hauled loads, including permitted oversize and overweight loads. The contractor is responsible for any damage caused to haul roads if they do not obey size and weight laws, use properly equipped and maintained vehicles, and do not prevent spilling of materials onto the haul road (*WisDOT Standard Specifications* 618.1, 108.7, 107.8). The local maintaining authority can impose special or seasonal weight limitations as defined in Wis. Stat. 349.16, but this should not be used for the sole purpose of preventing hauling on the road.

The bid item 618.0100 Maintenance and Repair of Haul Roads (project) is ineligible for federal funding on local program projects as per the State/Municipal Agreement. The repair of damages as a result of hauling materials for the project is the responsibility of the Municipality as specified in the State/Municipal Agreement Terms and Conditions under Municipal Responsibilities and Requirements.

LEGAL RELATIONSHIPS:

17. The State shall not be liable to the Municipality for damages or delays resulting from work by third parties. The State also shall be exempt from liability to the Municipality for damages or delays resulting from injunctions or other restraining orders obtained by third parties.
18. The State will not be liable to any third party for injuries or damages resulting from work under or for the Project. The Municipality and the Municipality's surety shall indemnify and save harmless the State, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damages received or sustained by any person, persons or property on account of the operations of the

Municipality and its sureties; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of the Municipality or its sureties; or because of any claims or amounts recovered for any infringement by the Municipality and its sureties of patent, trademark or copyright; or from any claims or amounts arising or recovered under the Worker's Compensation Act, relating to the employees of the Municipality and its sureties; or any other law, ordinance, order or decree relating to the Municipality's operations.

19. Contract modification: This State/Municipal Agreement can only modified by written instruments duly executed by both parties. No term or provision of either this State/Municipal Agreement or any of its attachments may be changed, waived or terminated orally.
20. Binding effects: All terms of this State/Municipal Agreement shall be binding upon and inure to the benefits of the legal representatives, successors and executors. No rights under this State/Municipal Agreement may be transferred to a third party. This State/Municipal Agreement creates no third-party enforcement rights.
21. Choice of law and forum: This State/Municipal Agreement shall be interpreted and enforced in accordance with the laws of the State of Wisconsin. The Parties hereby expressly agree that the terms contained herein and in any deed executed pursuant to this State/Municipal Agreement are enforceable by an action in the Circuit Court of Dane County, Wisconsin.

PROJECT FUNDING CONDITIONS

22. Non-appropriation of funds: With respect to any payment required to be made by the State under this State/Municipal Agreement, the parties acknowledge the State's authority to make such payment is contingent upon appropriation of funds and required legislative approval sufficient for such purpose by the Legislature. If such funds are not so appropriated, either the Municipality or the State may terminate this State/Municipal Agreement after providing written notice not less than thirty (30) days before termination.
23. Maintenance of Records: During the term of performance of this State/Municipal Agreement, and for a period not less than three years from the date of final payment to the Municipality, records and accounts pertaining to the performance of this State/Municipal Agreement are to be kept available for inspection and audit by representatives of the Department. The Department reserves the right to audit and inspect such records and accounts at any time. The Municipality shall provide appropriate accommodations for such audit and inspection.

In the event that any litigation, claim or audit is initiated prior to the expiration of said records maintenance period, the records shall be retained until such litigation, claim or audit involving the records is complete.
24. The Project Sponsor agrees to the following State Fiscal Year 2023-2026 TAP project funding conditions: The maximum participation of federal funding will be limited to 80% of the actual eligible project cost or the total cost distribution of TAP funds shown on page 3 of this State/Municipal Agreement, whichever is less. The project federal funding maximum of \$168,773 is cumulative for all federal funded project phases.

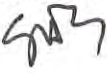
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VILLAGE OF FOX POINT

MILWAUKEE COUNTY
WISCONSIN

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

To: Village of Fox Point Village Board
From: Scott Brandmeier, Director of Public Works 
Through: Scott Botcher, Village Manager 
Date: October 3, 2023
Re: Recommendation for Approval of Change Order for Forestry Services

The Village of Fox Point contracts with Wachtel Tree Science for forestry services. The contract cost to perform the services for 2023 is \$46,500 and is based on approximately 345 hours. Through September 28, 2023, the Forester has expended approximately 317.5 hours of the budget and, as noted in his request, the remaining balance of the contract is \$3,637.50. As further noted in his request, there have been additional activities the Forester has had to perform that were not anticipated when the agreement was executed.

Based on the foregoing and the attached description of additional services, it is my recommendation that Change Order No. 1 for additional forestry services in an amount not to exceed \$8,000 be accepted by the Village Board. This equates to approximately 60 hours spread over the course of the remainder of the year. It is my further recommendation that the Village President and Village Clerk/Treasurer be authorized to sign the change order on behalf of the Village Board.



**CHANGE ORDER #1
Village Forester Services**

October 3, 2023

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

Dear Mr. Brandmeier:

We are requesting that an additional \$8,000.00 be added to the Village Forester contract for the balance of 2023. As of 9/28/2023 the remaining balance in the contract stands at \$3,637.50. In order to fulfill the duties of Village Forester for the balance of calendar year 2023, this additional allocation is being requested.

Several items have occurred this year that have accelerated the drawdown of the budget much more rapidly. The most significant items include: resolving tree conflict and removal issues with the Beach Drive revetment project; numerous interactions with residents regarding concerns over Emerald Ash Borer on private property; and two significant storm events (3/9/23 – heavy wet snow and 7/28/23 – windstorm) resulting in significant additional inspections, generating work orders and prioritizing forestry storm work activities.

We have worked very hard to stay within the budgeted dollars, but these unanticipated issues have caused a greater impact on this account than has previously been the norm.

We hope that the Village Board will look favorable on our request for additional funding.

Respectfully submitted,

John T. Gall
Special Projects Coordinator
Certified Arborist, WI-0249AM
Certified Municipal Specialist



CHANGE ORDER #1
Village Forester Services
Village of Fox Point

Amend Village Forester Services contract dated December 21, 2022, for calendar year 2023 to include an additional \$8,000.00 be added to the contract for the balance of 2023.

Respectfully submitted,

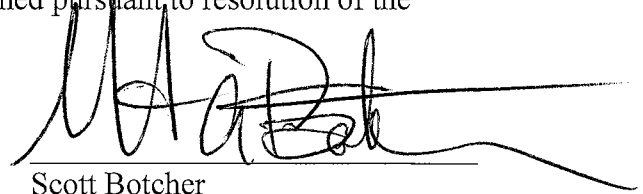
John T. Gall
Special Projects Coordinator
Certified Arborist, WI-0249AM
Certified Municipal Specialist

Christine Symchych, Village President

Kelly Meyer, Village Clerk/Treasurer

Date

This is to certify that the attached is true and correct list of bills due for a period from September 1-30, 2023, in the total amount of \$1,681,874.50. Each bill has been approved in writing by the official department head or employee authorized to incur the obligations and which bills have been audited by the undersigned pursuant to resolution of the Village Board.



Scott Botcher
Village Manager
Village of Fox Point

This is to certify that the above listed accounts and demands have been presented and allowed and ordered paid by the Village Board at a meeting thereof held on October 10, 2023

Christine Symchych
Village President

Kelly A. Meyer
Village Clerk/Treasurer
Village of Fox Point

VILLAGE OF FOX POINT

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Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
10-21520 GROUP LIFE						
18	SECURIAN FINANCIAL GROUP I	OCTOBER 2023	LIFE INSURANCE	09/07/2023	918.94	09/08/2023
Total 10-21520 GROUP LIFE:					918.94	
10-21521 SUPPLEMENTAL PLANS						
18	SECURIAN FINANCIAL GROUP I	09/01/2023	ACCIDENTAL	09/28/2023	110.60	09/29/2023
18	SECURIAN FINANCIAL GROUP I	10/01/2023	ACCIDENTAL	09/28/2023	110.60	09/29/2023
1227	AFLAC	030039	ACCT #G8B41	08/29/2023	724.02	09/01/2023
Total 10-21521 SUPPLEMENTAL PLANS:					945.22	
10-21525 UNION DUES						
185	FOX POINT POLICE PROT. ASS	SEPTEMBER 2023	POLICE DUES	08/29/2023	495.00	09/08/2023
Total 10-21525 UNION DUES:					495.00	
10-21530 DEFERRED COMPENSATION						
77	MissionSquare - 303753	PR0914231	Deferred Comp ICMA-PRETAX	09/13/2023	1,180.14	09/18/2023
77	MissionSquare - 303753	PR0928231	Deferred Comp ICMA-PRETAX	09/27/2023	1,210.14	09/29/2023
375	NORTH SHORE BANK, FSB	PR0914232	Deferred Comp NORTH SHORE	09/13/2023	2,230.00	09/18/2023
375	NORTH SHORE BANK, FSB	PR0928232	Deferred Comp NORTH SHORE	09/27/2023	2,230.00	09/29/2023
814	GREAT-WEST TRUST COMPAN	PR0914231	Deferred Comp WI DEFER - PRE	09/13/2023	3,187.60	09/18/2023
814	GREAT-WEST TRUST COMPAN	PR0914231	Deferred Comp WI DEFER - RO	09/13/2023	1,215.00	09/18/2023
814	GREAT-WEST TRUST COMPAN	PR0928231	Deferred Comp WI DEFER - PRE	09/27/2023	3,187.60	09/29/2023
814	GREAT-WEST TRUST COMPAN	PR0928231	Deferred Comp WI DEFER - RO	09/27/2023	1,215.00	09/29/2023
Total 10-21530 DEFERRED COMPENSATION:					15,655.48	
10-21540 GARNISHMENT						
797	WI SCTF	09/01/2023	REMIT 217318 CASE PIN 217318	08/30/2023	149.60	09/01/2023
797	WI SCTF	09/15/2023	REMIT 217318 CASE PIN 217318	09/12/2023	149.60	09/13/2023
797	WI SCTF	09/29/2023	REMIT 217318 CASE PIN 217318	09/28/2023	149.60	09/29/2023
Total 10-21540 GARNISHMENT:					448.80	
10-23000 WORKERS COMPENSATION						
1658	R & R INSURANCE SERVICES, I	28678.00	WORKERS COMP	09/18/2023	22,678.00	09/22/2023
Total 10-23000 WORKERS COMPENSATION:					22,678.00	
10-44120 LIQUOR/TOBACCO LICENSES						
727	WI DEPT. OF JUSTICE	brfzryyi	BARTENDER	09/21/2023	7.00	09/22/2023
727	WI DEPT. OF JUSTICE	zfxvse4h	BARTENDER	09/07/2023	7.00	09/08/2023
Total 10-44120 LIQUOR/TOBACCO LICENSES:					14.00	
10-44500 ESTATE SALES PERMIT						
4536	LEGACIES, LTD.	09/12/2023	DEPOSIT REFUND	09/18/2023	500.00	09/22/2023
Total 10-44500 ESTATE SALES PERMIT:					500.00	
10-44530 PEDDLER'S PERMIT						
727	WI DEPT. OF JUSTICE	Q9G6PAVV	PEDDLERS	08/31/2023	14.00	09/01/2023
Total 10-44530 PEDDLER'S PERMIT:					14.00	

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10-46710 PAVILION RENTALS						
999	DANIEL, HEDY	2/22/2023	REFUND PAVILION DEPOSIT	08/29/2023	50.00	09/01/2023
1040	O'MEARA, ROSALIE	05/22/23	REFUND DEPOSIT	08/29/2023	50.00	09/01/2023
1139	LORICCO, MARIA	2.001673	PAVILLION DEPOSIT REFUND	09/07/2023	50.00	09/08/2023
2123	FERIYANS, KRISTINA	08/25/23	PAVILION DEPOSIT REFUND	09/07/2023	50.00	09/08/2023
Total 10-46710 PAVILION RENTALS:					200.00	
10-51100-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	09/10/2023	ZOOM	09/11/2023	40.00	09/13/2023
297	MAJESTIC ENGRAVING CORP.	62857	NAME PLATE	09/18/2023	35.00	09/22/2023
Total 10-51100-310 SUPPLIES/EXPENSES:					75.00	
10-51200-395 COUNTY COURT FEES						
330	MILWAUKEE COUNTY TREASU	AUGUST 2023	DRIVER SUR/JAIL FEE	09/07/2023	678.58	09/08/2023
552	WISCONSIN, STATE OF - COUR	AUGUST 2023	AUGUST	09/07/2023	1,722.80	09/08/2023
Total 10-51200-395 COUNTY COURT FEES:					2,401.38	
10-51300-219 VILLAGE PROSECUTOR						
965	PADWAY & PADWAY LTD	08/30/2023	PROSECUTOR	09/07/2023	2,030.00	09/08/2023
Total 10-51300-219 VILLAGE PROSECUTOR:					2,030.00	
10-51410-310 SUPPLIES/ MISC EXPENSES						
57	JPMORGAN CHASE BANK NA	09/10/2023	MANAGER	09/11/2023	20.00	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	MANAGER	09/11/2023	48.73	09/13/2023
Total 10-51410-310 SUPPLIES/ MISC EXPENSES:					68.73	
10-51420-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	09/10/2023	CLERK	09/11/2023	196.70	09/13/2023
Total 10-51420-310 SUPPLIES/EXPENSES:					196.70	
10-51420-322 TRAINING						
57	JPMORGAN CHASE BANK NA	09/10/2023	CLERK	09/11/2023	125.00	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	CLERK	09/11/2023	90.00	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	CLERK	09/11/2023	48.14	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	CLERK	09/11/2023	50.20	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	CLERK	09/11/2023	20.06	09/13/2023
Total 10-51420-322 TRAINING:					333.40	
10-51440-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	09/10/2023	CLERK	09/11/2023	10.51	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	CLERK	09/11/2023	15.29	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	VILLAGE	09/11/2023	30.58	09/13/2023
Total 10-51440-310 SUPPLIES/EXPENSES:					56.38	
10-51520-322 TRAINING						
57	JPMORGAN CHASE BANK NA	09/10/2023	FINANCIAL	09/11/2023	90.00	09/13/2023
Total 10-51520-322 TRAINING:					90.00	

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Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
10-51530-210 CONTRACT SERVICES						
1353	FORWARD TS, LTD	AR204680	MONTHLY COPIES	09/12/2023	235.13	09/13/2023
1353	FORWARD TS, LTD	AR207177	MONTHLY COPIES	09/12/2023	237.82	09/13/2023
2706	ASSOCIATED APPRAISAL CON	170078	REVALUATION	09/06/2023	3,059.13	09/08/2023
2706	ASSOCIATED APPRAISAL CON	170577	MONTHLY/REVALUATION	09/28/2023	3,609.13	09/29/2023
Total 10-51530-210 CONTRACT SERVICES:					7,141.21	
10-51600-210 CONTRACT SERVICES						
57	JPMORGAN CHASE BANK NA	09/10/2023	VILLAGE	09/11/2023	139.00	09/13/2023
265	GREATAMERICAN FINANCIAL S	34883289	MONTHLY COPIER	09/25/2023	232.00	09/29/2023
477	TAYLOR COMPUTER SERVICES	25173	MANAGED SERVICES	09/20/2023	1,214.10	09/22/2023
789	DO IT NOW CLEANING LLC	651	MONTHLY CLEANING	08/29/2023	1,583.37	09/01/2023
Total 10-51600-210 CONTRACT SERVICES:					3,168.47	
10-51600-220 GAS-HEAT						
536	WE-ENERGIES	09/25/2023	0702787382-00002	09/28/2023	21.81	09/29/2023
536	WE-ENERGIES	8/25/23	0702787382-00002	08/31/2023	20.71	09/01/2023
Total 10-51600-220 GAS-HEAT:					42.52	
10-51600-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	09/05/2023	0702787382-00009	09/12/2023	20.18	09/13/2023
536	WE-ENERGIES	09/25/2023	0702787382-00002	09/28/2023	1,333.41	09/29/2023
536	WE-ENERGIES	8/25/23	0702787382-00002	08/31/2023	1,403.42	09/01/2023
Total 10-51600-221 ELECTRIC UTILITIES:					2,757.01	
10-51600-222 TELEPHONE UTILITIES						
2691	CENTURYLINK-BUSINESS SVC.	656383671	ACCOUNT #87619173	09/12/2023	.32	09/13/2023
5312	AT & T- VILLAGE	08/22/2023	414 351-8900 758 7	08/29/2023	63.50	09/01/2023
Total 10-51600-222 TELEPHONE UTILITIES:					63.82	
10-51600-223 WATER/SEWER UTILITIES						
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/23	VH WATER AND SEWER	09/05/2023	860.94	09/08/2023
Total 10-51600-223 WATER/SEWER UTILITIES:					860.94	
10-51600-231 ELEVATOR MAINTENANCE						
382	OTIS ELEVATOR COMPANY	F10000117758	SERVICE	09/15/2023	100.00	09/22/2023
Total 10-51600-231 ELEVATOR MAINTENANCE:					100.00	
10-51600-234 VILLAGE HALL MAINTENANCE						
57	JPMORGAN CHASE BANK NA	09/10/2023	VILLAGE	09/11/2023	29.99	09/13/2023
742	NELCO ELECTRIC INC	22406	REPAIR	09/26/2023	4,458.43	09/29/2023
789	DO IT NOW CLEANING LLC	662	CARPET CLEANING	09/21/2023	600.00	09/22/2023
892	SPECTRUM	09/07/23	8348 10 012 0042231 VLG	09/18/2023	12.05	09/22/2023
1581	B & M TECHNICAL SERVICES	11009	SERVICE	09/26/2023	950.00	09/29/2023
1583	NEPTUNE CROSS CONNECTIO	23-165	BACKFLOW TEST	09/26/2023	200.00	09/29/2023
1710	UP NORTH SERVICES	4406	PEST CONTROL VLG	09/26/2023	50.00	09/29/2023
Total 10-51600-234 VILLAGE HALL MAINTENANCE:					6,300.47	
10-51600-310 SUPPLIES/MISC EXPENSES						
57	JPMORGAN CHASE BANK NA	09/10/2023	VILLAGE	09/11/2023	27.99	09/13/2023

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57	JPMORGAN CHASE BANK NA	09/10/2023	VILLAGE	09/11/2023	7.99	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	VILLAGE	09/11/2023	23.38	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	VILLAGE	09/11/2023	13.79	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	VILLAGE	09/11/2023	20.00	09/13/2023
Total 10-51600-310 SUPPLIES/MISC EXPENSES:					93.15	
10-51700-510 INSURANCE						
1658	R & R INSURANCE SERVICES, I	2898770	LWMMI	09/18/2023	26,376.00	09/22/2023
Total 10-51700-510 INSURANCE:					26,376.00	
10-51700-511 GROUP HEALTH - RETIREES						
433	RESNICK, AMY	44	HEALTH INSURANCE REIMBUR	09/01/2023	790.63	09/01/2023
435	RIES, DANIEL	2023 REIMB	BACKPAYMENT	09/28/2023	14,273.64	09/29/2023
435	RIES, DANIEL	60	HEALTH	09/01/2023	896.14	09/01/2023
446	SCHELLING JUDITH	23	REIMBURSEMENT	09/01/2023	275.86	09/01/2023
520	WICHMAN, MICHELLE	5	MONTHLY	09/01/2023	375.00	09/01/2023
638	KRIEFALL, DONALD A	88	HEALTH INSURANCE REIMBUR	09/01/2023	825.89	09/01/2023
2194	OBREMSKI, DANIEL	9	SUPPLEMENTAL PAY	09/01/2023	375.00	09/01/2023
Total 10-51700-511 GROUP HEALTH - RETIREES:					17,812.16	
10-52100-210 POLICE MAINTENANCE CONTRACTS						
1710	UP NORTH SERVICES	4407	POLICE PEST CONTROL	09/20/2023	50.00	09/22/2023
5152	JAMES IMAGING SYSTEMS, IN	1357778	POLICE DEPARTMENT	09/20/2023	102.92	09/22/2023
Total 10-52100-210 POLICE MAINTENANCE CONTRACTS:					152.92	
10-52100-220 GAS UTILITIES						
536	WE-ENERGIES	09/22/2023	0702787382-00008	09/26/2023	142.14	09/29/2023
Total 10-52100-220 GAS UTILITIES:					142.14	
10-52100-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	08/25/2023	0702787382-00006	08/30/2023	2,452.31	09/01/2023
536	WE-ENERGIES	09/22/2023	0702787382-00015	09/26/2023	25.56	09/29/2023
536	WE-ENERGIES	9/25/23	0702787382-00006	09/28/2023	2,146.56	09/29/2023
Total 10-52100-221 ELECTRIC UTILITIES:					4,624.43	
10-52100-222 TELEPHONE UTILITIES						
892	SPECTRUM	20230901 OTA	8348 10 012 0041845 POLICE	09/12/2023	24.11	09/22/2023
892	SPECTRUM	70433001090123	070433001	09/12/2023	934.54	09/22/2023
2891	CENTURYLINK-BUSINESS SVC.	656383671	ACCOUNT #87619173	09/12/2023	.31	09/13/2023
5312	AT & T- VILLAGE	08/22/2023	414 351-8900 758 7	08/29/2023	39.69	09/01/2023
Total 10-52100-222 TELEPHONE UTILITIES:					998.65	
10-52100-223 WATER/SEWER UTILITIES						
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/23	POLICE WATER AND SEWER	09/05/2023	1,449.15	09/08/2023
Total 10-52100-223 WATER/SEWER UTILITIES:					1,449.15	
10-52100-232 VEHICLE MAINTENANCE						
57	JPMORGAN CHASE BANK NA	09/10/2023	POLICE	09/11/2023	57.35	09/13/2023

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Total 10-52100-232 VEHICLE MAINTENANCE:					57.35	
10-52100-233 EQUIPMENT MAINTENANCE						
57	JPMORGAN CHASE BANK NA	09/10/2023	POLICE	09/11/2023	30.98	09/13/2023
2913	EMERGENCY MEDICAL PRODU	2579316	DEFIB PADS	09/07/2023	254.97	09/08/2023
5839	LEXISNEXIS	1246411-202308	MONTHLY FEE	09/20/2023	30.00	09/22/2023
Total 10-52100-233 EQUIPMENT MAINTENANCE:					315.95	
10-52100-234 BUILDING MAINTENANCE						
503	VILLAGE HARDWARE - DPS	232550	NUTS BOLTS	09/20/2023	1.22	09/22/2023
Total 10-52100-234 BUILDING MAINTENANCE:					1.22	
10-52100-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	09/10/2023	POLICE	09/11/2023	27.42	09/13/2023
Total 10-52100-310 SUPPLIES/EXPENSES:					27.42	
10-52100-330 CLOTHING ALLOWANCE						
57	JPMORGAN CHASE BANK NA	09/10/2023	POLICE	09/11/2023	21.98	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	POLICE	09/11/2023	184.63	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	POLICE	09/11/2023	11.99	09/13/2023
473	STREICHER'S	1634450	PAUL	09/20/2023	225.97	09/22/2023
473	STREICHER'S	1654310	GABRIELSE	09/20/2023	250.00	09/22/2023
473	STREICHER'S	1654700	MORELLI	09/20/2023	615.10	09/22/2023
Total 10-52100-330 CLOTHING ALLOWANCE:					1,309.67	
10-52100-334 JANITORIAL SUPPLIES						
57	JPMORGAN CHASE BANK NA	09/10/2023	POLICE	09/11/2023	50.99	09/13/2023
393	PACKERLAND RENT-A-MAT INC.	3041657	10586-10586-POLICE DEPT	09/12/2023	137.46	09/22/2023
Total 10-52100-334 JANITORIAL SUPPLIES:					188.45	
10-52200-224 NORTH SHORE FIRE DEPARTMENT						
54	NORTH SHORE FIRE DEPARTM	202335	OPERATING	09/18/2023	300,571.00	09/22/2023
Total 10-52200-224 NORTH SHORE FIRE DEPARTMENT:					300,571.00	
10-52520-400 MATERIALS						
1800	MENARD'S - GERMANTOWN	53130	MISC GENERAL	09/27/2023	122.51	09/29/2023
Total 10-52520-400 MATERIALS:					122.51	
10-53100-233 GIS MAINTENANCE						
39	RUEKERT MIELKE, INC.	147791	ANNUAL	08/29/2023	1,150.50	09/01/2023
39	RUEKERT MIELKE, INC.	148207	MAINTENANCE & MAPPING	09/25/2023	508.00	09/29/2023
1303	ESRI	94543695	MAINTENANCE	08/22/2023	770.00	09/01/2023
Total 10-53100-233 GIS MAINTENANCE:					2,428.50	
10-53300-221 STREET LIGHTS - ELECTRIC						
536	WE-ENERGIES	09/05/2023	0702787382-00001	09/12/2023	182.33	09/13/2023
536	WE-ENERGIES	09/11/2023	0702787382-00013	09/19/2023	15.23	09/22/2023

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Total 10-53300-221 STREET LIGHTS - ELECTRIC:					197.56	
10-53300-405 STREET MATERIALS						
458	SHERWIN INDUSTRIES, INC.	SS099575	MASTIC ONE	08/29/2023	17,580.00	09/01/2023
1496	AM CONSTRUCTION SUPPLY I	2686	CONCRETE	08/29/2023	199.99	09/01/2023
5506	HANKE TERMINALS	157999A	STONE	08/24/2023	744.08	09/01/2023
5506	HANKE TERMINALS	159696A	PEA GRAVEL	09/20/2023	119.00	09/22/2023
Total 10-53300-405 STREET MATERIALS:					18,643.07	
10-53400-221 BUS STOP-ELECTRIC						
536	WE-ENERGIES	09/11/2023	0702787382-00016	09/19/2023	15.23	09/22/2023
536	WE-ENERGIES	09/11/2023	0702787382-00005	09/19/2023	15.23	09/22/2023
536	WE-ENERGIES	09/11/2023	0702787382-00003	09/19/2023	17.08	09/22/2023
Total 10-53400-221 BUS STOP-ELECTRIC:					47.54	
10-53620-400 MATERIALS						
327	MENARD'S - MILWAUKEE	72930	RAKES	09/05/2023	89.97	09/08/2023
1766	CONFLUENCE GRAPHICS	79485	HANGERS/POSTCARDS	09/15/2023	81.12	09/22/2023
Total 10-53620-400 MATERIALS:					171.09	
10-53630-370 LANDFILL FEES						
1298	WASTE MANAGEMENT OF WI-M	0000897-1996-7	MSW	09/08/2023	8,301.84	09/13/2023
Total 10-53630-370 LANDFILL FEES:					8,301.84	
10-53642-400 MATERIALS						
1298	WASTE MANAGEMENT OF WI-M	0068043-2286-2	YARDWASTE	09/08/2023	1,079.74	09/13/2023
1766	CONFLUENCE GRAPHICS	79485	HANGERS/POSTCARDS	09/15/2023	81.13	09/22/2023
Total 10-53642-400 MATERIALS:					1,160.87	
10-53700-300 MISCELLANEOUS EXPENSE						
2241	ITU ABSORB TECH, INC	818347	SHOP	08/31/2023	11.90	09/08/2023
2241	ITU ABSORB TECH, INC	8192390	SHOP	09/15/2023	11.90	09/22/2023
2241	ITU ABSORB TECH, INC	8200499	SHOP	09/26/2023	11.90	09/29/2023
Total 10-53700-300 MISCELLANEOUS EXPENSE:					35.70	
10-53700-341 REPAIR PARTS						
52	BRAKE & EQUIPMENT	746116	MISC	09/15/2023	32.86	09/22/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	102.98	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	69.99	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	17.53	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	79.98	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	24.99	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	20.98	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	35.81	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	348.89	09/13/2023
89	FABICK CAT	PIMK0275073	MISC PARTS	08/31/2023	236.22	09/08/2023
89	FABICK CAT	PIMK0277138	MISC PARTS	08/31/2023	14.95	09/08/2023
89	FABICK CAT	PIMK0277360	MISC PARTS	09/07/2023	151.36	09/13/2023
327	MENARD'S - MILWAUKEE	72728	MISC	08/31/2023	80.41	09/08/2023
327	MENARD'S - MILWAUKEE	72782	MISC	08/31/2023	182.74	09/08/2023
547	ROLAND MACHINERY	40120669	MISC	09/07/2023	6.02	09/13/2023

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547	ROLAND MACHINERY	40120877	LUBE SPIN	09/15/2023	159.89	09/22/2023
631	FACTORY MOTOR PARTS	13-1704649	BATTERY LESS CORE	09/15/2023	99.53	09/22/2023
631	FACTORY MOTOR PARTS	160-183064	PARTS	09/07/2023	9.80	09/13/2023
665	LAKESIDE INTERNATIONAL TR	1385905P	MISC	09/26/2023	249.48	09/29/2023
776	GRAINGER, INC.	9802503806	PART	08/31/2023	449.97	09/08/2023
1042	EJ EQUIPMENT INC	P10330	MISC	08/31/2023	158.75	09/08/2023
1481	MILWAUKEE AUTO BODY	90668	REPAIR	08/31/2023	570.00	09/08/2023
2000	DAVES WELDING	63676	FLAT BAR	08/31/2023	58.79	09/08/2023
2000	DAVES WELDING	63689	PARTS	08/31/2023	26.40	09/08/2023
4777	BATTERIES PLUS -	P65979108	BATTERY	09/26/2023	399.26	09/29/2023
101685	FASTENAL COMPANY	WIGOV5445	MISC	08/31/2023	36.05	09/08/2023
102169	TRUCK COUNTRY OF WISCON	R207024538:01	DIAGNOSE	09/15/2023	737.10	09/22/2023
Total 10-53700-341 REPAIR PARTS:					4,360.73	
10-53700-342 TIRES						
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	991.20	09/13/2023
413	POMP'S TIRE SERVICE, INC.	60317044	TIRES	09/26/2023	1,586.46	09/29/2023
1042	EJ EQUIPMENT INC	P10417	TIRES	09/15/2023	1,029.50	09/22/2023
Total 10-53700-342 TIRES:					3,607.16	
10-53700-343 FUEL						
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	47.64	09/13/2023
631	FACTORY MOTOR PARTS	160-183817	DEF	09/15/2023	106.08	09/22/2023
2179	EDWARD H. WOLF & SON'S INC	554438	FUEL	08/30/2023	1,906.64	09/01/2023
2179	EDWARD H. WOLF & SON'S INC	554447	FUEL	08/30/2023	1,681.74	09/01/2023
2179	EDWARD H. WOLF & SON'S INC	568233	FUEL	09/13/2023	3,084.93	09/18/2023
2179	EDWARD H. WOLF & SON'S INC	568249	FUEL	09/13/2023	1,182.98	09/18/2023
2179	EDWARD H. WOLF & SON'S INC	583431	FUEL	09/28/2023	1,698.84	09/29/2023
2179	EDWARD H. WOLF & SON'S INC	583441	FUEL	09/28/2023	1,774.63	09/29/2023
Total 10-53700-343 FUEL:					11,483.48	
10-53800-220 GAS UTILITIES						
536	WE-ENERGIES	09/25/2023	0702787382-00002	09/28/2023	21.81	09/29/2023
536	WE-ENERGIES	8/25/23	0702787382-00002	08/31/2023	20.71	09/01/2023
Total 10-53800-220 GAS UTILITIES:					42.52	
10-53800-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	09/25/2023	0702787382-00002	09/28/2023	1,333.40	09/29/2023
536	WE-ENERGIES	8/25/23	0702787382-00002	08/31/2023	1,403.41	09/01/2023
Total 10-53800-221 ELECTRIC UTILITIES:					2,736.81	
10-53800-222 TELEPHONE UTILITIES						
5312	AT & T- VILLAGE	08/22/2023	414 351-8900 758 7	08/29/2023	55.57	09/01/2023
Total 10-53800-222 TELEPHONE UTILITIES:					55.57	
10-53800-223 WATER/SEWER UTILITIES						
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/23	VH WATER AND SEWER	09/05/2023	860.94	09/08/2023
Total 10-53800-223 WATER/SEWER UTILITIES:					860.94	
10-53800-224 CELL PHONES						
57	JPMORGAN CHASE BANK NA	09/10/2023	APPLE	09/11/2023	.99	09/13/2023

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2136	VERIZON WIRELESS	9943389146	787056169-00001	09/14/2023	196.64	09/22/2023
Total 10-53800-224 CELL PHONES:					197.63	
10-53800-234 BUILDING MAINTENANCE						
198	NAPA AUTO PARTS	5250-771534	PARTS	09/26/2023	27.41	09/29/2023
327	MENARD'S - MILWAUKEE	73626	MISC	09/26/2023	48.79	09/29/2023
502	VILLAGE HARDWARE - VH	232519/1	BULB	09/26/2023	16.19	09/29/2023
Total 10-53800-234 BUILDING MAINTENANCE:					92.39	
10-53800-300 MISCELLANEOUS EXPENSE						
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	12.84	09/13/2023
57	JPMORGAN CHASE BANK NA	09/10/2023	DPW	09/11/2023	253.20	09/13/2023
327	MENARD'S - MILWAUKEE	69867	4TH OF JULY PARADE	08/31/2023	85.16	09/08/2023
1074	MATHESON TRI-GAS, INC	0028081645	CARBON DIOXIDE	08/31/2023	62.86	09/08/2023
1074	MATHESON TRI-GAS, INC	0028306510	MISC	08/31/2023	327.37	09/08/2023
1074	MATHESON TRI-GAS, INC	5224304	ACETYLENE	09/07/2023	54.23	09/13/2023
1766	CONFLUENCE GRAPHICS	79485	HANGERS/POSTCARDS	09/15/2023	81.12	09/22/2023
2241	ITU ABSORB TECH, INC	8184349	TOWELS/MATS	08/31/2023	217.52	09/08/2023
2241	ITU ABSORB TECH, INC	8192392	DPW	09/15/2023	27.73	09/22/2023
2241	ITU ABSORB TECH, INC	8200501	TOWELS/MATS	09/26/2023	217.52	09/29/2023
Total 10-53800-300 MISCELLANEOUS EXPENSE:					1,339.55	
10-53800-333 SAFETY PROGRAM						
5691	CINTAS CORPORATION	5173892850	FIRST AID CABINET	08/25/2023	21.45	09/13/2023
Total 10-53800-333 SAFETY PROGRAM:					21.45	
10-53900-324 DRUG TESTING						
5247	CONCENTRA MEDICAL CENTE	16777601	RANDOM TEST	09/20/2023	120.00	09/22/2023
Total 10-53900-324 DRUG TESTING:					120.00	
10-54100-215 CONTRACT - HEALTH						
2091	NORTH SHORE HEALTH DEPT	23-001357	4TH QTR	09/18/2023	12,520.50	09/22/2023
Total 10-54100-215 CONTRACT - HEALTH:					12,520.50	
10-55200-440 FOOT/BIKE PATH MAINTENANCE						
1273	WOLF PAVING CO. INC.	45055	5LTS	09/05/2023	250.00	09/08/2023
Total 10-55200-440 FOOT/BIKE PATH MAINTENANCE:					250.00	
10-55400-430 LX CLUB MATERIALS						
890	FOX POINT BAYSIDE LX CLUB	9.5.23	COMMUNITY BLOCK GRANT	09/13/2023	1,300.00	09/22/2023
890	FOX POINT BAYSIDE LX CLUB	9.6.23	LX CLUB FEES	09/14/2023	200.00	09/22/2023
Total 10-55400-430 LX CLUB MATERIALS:					1,500.00	
10-55440-220 GAS UTILITIES						
536	WE-ENERGIES	09/11/2023	0702787382-00011	09/19/2023	27.05	09/22/2023
Total 10-55440-220 GAS UTILITIES:					27.05	
10-55440-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	09/11/2023	0702787382-00010	09/19/2023	112.20	09/22/2023

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Total 10-55440-221 ELECTRIC UTILITIES:					112.20	
10-55440-450 SKATE RINK MATERIALS						
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/23	L, ICE RINK	09/05/2023	117.93	09/08/2023
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/23	LONGACRE PAVILION	09/05/2023	1,048.10	09/08/2023
Total 10-55440-450 SKATE RINK MATERIALS:					1,166.03	
10-56100-125 FORESTRY CONSULTANT						
5933	WACHTEL TREE SCIENCE & SE	123335	FORESTRY REQUESTS	08/29/2023	5,265.00	09/01/2023
Total 10-56100-125 FORESTRY CONSULTANT:					5,265.00	
10-56100-465 TREE MAINTENANCE						
5933	WACHTEL TREE SCIENCE & SE	124032	SOIL TREATMENT	09/11/2023	197.00	09/22/2023
Total 10-56100-465 TREE MAINTENANCE:					197.00	
21-53100-233 GIS MAINTENANCE						
39	RUEKERT MIELKE, INC.	147791	ANNUAL	08/29/2023	421.50	09/01/2023
Total 21-53100-233 GIS MAINTENANCE:					421.50	
21-71000-400 MATERIALS						
41	NORLAB, INC	87105	TRACING DYE	09/08/2023	265.00	09/13/2023
2260	PORT A JOHN	1359609-IN	PORTAJOHN	08/22/2023	113.00	09/01/2023
2260	PORT A JOHN	1360841	MONTHLY FEE	09/25/2023	113.00	09/29/2023
101806	USA BLUEBOOK	00121678	TRACER BOX	09/11/2023	485.48	09/13/2023
Total 21-71000-400 MATERIALS:					976.48	
21-72000-220 GAS UTILITIES						
536	WE-ENERGIES	09/11/2023	0702787382-00004	09/19/2023	10.54	09/22/2023
Total 21-72000-220 GAS UTILITIES:					10.54	
21-72000-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	09/11/2023	0702787382-00007	09/19/2023	21.28	09/22/2023
536	WE-ENERGIES	09/11/2023	0702787382-00004	09/19/2023	73.72	09/22/2023
Total 21-72000-221 ELECTRIC UTILITIES:					95.00	
21-73000-226 MMSD CHARGES						
290	MMSD	172-23	MAY 01-JULY 31	08/29/2023	126,971.91	09/01/2023
Total 21-73000-226 MMSD CHARGES:					126,971.91	
21-73000-400 MATERIALS						
50	BADGER METER, INC.	80137751	SERV UNIT	08/30/2023	76.06	09/13/2023
80	L-R METER TESTING & REPAIR	5039	REPAIR	08/24/2023	1,291.07	09/22/2023
502	VILLAGE HARDWARE - VH	231948/1	WATER DEPT	08/23/2023	7.99	09/01/2023
2136	VERIZON WIRELESS	9943389146	787056169-00001	09/14/2023	37.50	09/22/2023
Total 21-73000-400 MATERIALS:					1,412.62	
21-91000-888 SEWER SYSTEM IMPROVEMENTS						
256	KAPUR & ASSOCIATES, INC.	119789	SANITARY	08/29/2023	2,975.00	09/08/2023

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Total 21-91000-888 SEWER SYSTEM IMPROVEMENTS:					2,975.00	
22-53650-310 SUPPLIES/EXPENSES						
1766	CONFLUENCE GRAPHICS	79485	HANGERS/POSTCARDS	09/15/2023	81.13	09/22/2023
Total 22-53650-310 SUPPLIES/EXPENSES:					81.13	
23-55420-223 WATER/SEWER UTILITIES						
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/23	POOL WATER AND SEWER	09/05/2023	1,897.74	09/08/2023
Total 23-55420-223 WATER/SEWER UTILITIES:					1,897.74	
24-21545 STREET & SIDEWALK DEPT						
1561	TELECOM CONSTRUCTION INC	2022-02	C2022-02	09/18/2023	1,000.00	09/22/2023
Total 24-21545 STREET & SIDEWALK DEPT:					1,000.00	
24-44430 ELECTRICAL PERMIT						
1570	LEMBERG ELECTRIC	1.059463	7665 N PORT WASH RD	08/30/2023	60.00	09/01/2023
Total 24-44430 ELECTRICAL PERMIT:					60.00	
24-44460 BUILDING PERMIT						
357	MUNSON INC.	1.059375	7914 N MOHAWK	08/29/2023	75.00	09/01/2023
1571	BOLIVAR, CESAR	1.059334	REFUND	08/30/2023	110.00	09/01/2023
1579	CHRIS WRIGHT C/O	3.116349	8363 N INDIAN CREEK PKWY	09/19/2023	935.00	09/22/2023
Total 24-44460 BUILDING PERMIT:					1,120.00	
24-44470 PLUMBING PERMIT						
701	PIEPER POWER	1.059444	240 W DUNWOOD	08/29/2023	30.00	09/01/2023
Total 24-44470 PLUMBING PERMIT:					30.00	
24-52400-210 CONTRACT SERVICES						
2647	KWK ELECTRIC INC	31621	INSPECTION	09/08/2023	80.00	09/13/2023
Total 24-52400-210 CONTRACT SERVICES:					80.00	
24-52400-224 CELL PHONES						
2136	VERIZON WIRELESS	9943389146	787056169-00001	09/14/2023	35.00	09/22/2023
Total 24-52400-224 CELL PHONES:					35.00	
25-53420-400 MATERIALS						
280	LIESENER SOILS INC.	0216072	SOIL	09/05/2023	2,050.00	09/08/2023
959	ETNA SUPPLY	S105216089.001	COUPLINGS	09/27/2023	463.15	09/29/2023
959	ETNA SUPPLY	S105257222.001	COUPLINGS	08/24/2023	1,068.00	09/01/2023
4888	CARLIN SALES	3043612-00	SEED	08/29/2023	692.40	09/01/2023
4888	CARLIN SALES	3044693-00	SEED	09/07/2023	75.68	09/13/2023
5506	HANKE TERMINALS	158759A	BOND	09/07/2023	667.45	09/13/2023
Total 25-53420-400 MATERIALS:					5,016.68	
25-53420-415 MAINTENANCE						
281	LINCOLN CONTRACTORS SUP	R18952	RENTAL	09/08/2023	621.30	09/13/2023
2844	SWEEP-ALL LLC	30158	BEACH HILL/DPW/VLG HALL	09/08/2023	375.00	09/13/2023

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Total 25-53420-415 MAINTENANCE:					996.30	
25-53800-210 CONTRACT SERVICES						
2136	VERIZON WIRELESS	9943389146	787056169-00001	09/14/2023	30.00	09/22/2023
Total 25-53800-210 CONTRACT SERVICES:					30.00	
25-53800-233 GIS MAINTENANCE						
39	RUEKERT MIELKE, INC.	148207	MAINTENANCE & MAPPING	09/25/2023	580.50	09/29/2023
Total 25-53800-233 GIS MAINTENANCE:					580.50	
25-53800-234 INDIAN CREEK PARK MAINTENANCE						
2824	MAREK LANDSCAPING	5397	PURPLE LOOSTRIFE/REED	09/11/2023	1,052.40	09/13/2023
2824	MAREK LANDSCAPING	5454	PURPLE LOOSTRIFE/REED	09/11/2023	3,344.00	09/13/2023
Total 25-53800-234 INDIAN CREEK PARK MAINTENANCE:					4,396.40	
25-91500-800 WPDES COMPLIANCE PROGRAM						
221	PROPET DISTRIBUTORS INC.	143255	DOG BAGS	09/05/2023	310.20	09/08/2023
221	PROPET DISTRIBUTORS INC.	143523	DOG BAGS	09/13/2023	124.60	09/22/2023
Total 25-91500-800 WPDES COMPLIANCE PROGRAM:					434.80	
25-91500-833 STORM SEWER SYSTEM IMPROVE.						
39	RUEKERT MIELKE, INC.	147792	HYDRAULIC MODEL	08/29/2023	3,563.50	09/01/2023
Total 25-91500-833 STORM SEWER SYSTEM IMPROVE.:					3,563.50	
30-58100-312 BORROWING EXPENSE						
302	ASSOCIATED BANK	24520	SERIES 2019	09/21/2023	475.00	09/22/2023
Total 30-58100-312 BORROWING EXPENSE:					475.00	
30-58100-615 PAYMENT TO ESCROW AGENT						
302	ASSOCIATED BANK	24516	SERIES 2012B	09/21/2023	475.00	09/22/2023
302	ASSOCIATED BANK	24517	SERIES 2015	09/21/2023	475.00	09/22/2023
302	ASSOCIATED BANK	24518	SERIES 2016A	09/21/2023	475.00	09/22/2023
302	ASSOCIATED BANK	24519	SERIES 2018	09/21/2023	475.00	09/22/2023
302	ASSOCIATED BANK	24521	BOND SERIES 2016B	09/21/2023	475.00	09/22/2023
302	ASSOCIATED BANK	24649	SERIES 2022A	09/21/2023	475.00	09/22/2023
302	ASSOCIATED BANK	24650	GENERAL OBLIGATION	09/21/2023	475.00	09/22/2023
302	ASSOCIATED BANK	24651	GENERAL OBLIGATION	09/21/2023	475.00	09/22/2023
302	ASSOCIATED BANK	24652	SERIES 2017	09/21/2023	475.00	09/22/2023
Total 30-58100-615 PAYMENT TO ESCROW AGENT:					4,275.00	
40-58100-680 DEBT ISSUANCE COST						
125	MOODY'S INVESTORS SERVIC	P0443810	PROFESSIONAL SERVICES	09/28/2023	3,820.75	09/29/2023
806	ROBERT W. BAIRD & CO	2023B 8/1/23	SERIES 2023B	09/28/2023	5,994.63	09/29/2023
Total 40-58100-680 DEBT ISSUANCE COST:					9,815.38	
40-91000-878 VOTING SYSTEM						
1568	PARAGON DEVELOPMENT SYS	15184552	CUSTOM EO141	08/29/2023	4,729.90	09/01/2023
1568	PARAGON DEVELOPMENT SYS	15184558	CUSTOM EO141	08/29/2023	12,336.00	09/01/2023
1568	PARAGON DEVELOPMENT SYS	15184895	SUPPLIES	08/29/2023	16.00	09/01/2023

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Total 40-91000-878 VOTING SYSTEM:					17,081.90	
40-91100-816 SMALL EQUIPMENT PURCHASES						
4976	GENERAL COMMUNICATIONS	323800	CESF GRNR	09/12/2023	1,863.99	09/22/2023
Total 40-91100-816 SMALL EQUIPMENT PURCHASES:					1,863.99	
40-91400-806 PICKUP TRUCK - W/PLOW						
899	CARPENTER TECHNOLOGY	2829	MOBILE RADIO	09/15/2023	516.34	09/22/2023
1577	BADGER CHEVROLET, LLC	V1020/2904	1GC3YLE70RF200660	08/31/2023	51,753.50	09/08/2023
Total 40-91400-806 PICKUP TRUCK - W/PLOW:					52,269.84	
40-91500-801 STREET RESURFACING						
1073	WI DEPT. OF TRANSPORTATIO	395-0000320249	DESIGN	09/25/2023	2,012.67	09/29/2023
1582	NORCON CORPORATION	3741	REHAB PROJECT	09/27/2023	28,979.10	09/29/2023
Total 40-91500-801 STREET RESURFACING:					30,991.77	
40-91600-830 SIGN REPLACEMENT						
753	ACTIVE FINISHING, LLC	013	SIGN	09/26/2023	7,000.00	09/29/2023
Total 40-91600-830 SIGN REPLACEMENT:					7,000.00	
40-91600-833 TREE REPLACEMENT						
2824	MAREK LANDSCAPING	5398	VEGETATION MAINTENANCE	09/11/2023	511.43	09/13/2023
5933	WACHTEL TREE SCIENCE & SE	123334	EAB	08/29/2023	4,830.00	09/01/2023
Total 40-91600-833 TREE REPLACEMENT:					5,341.43	
40-91600-849 BEACH DRIVE-SHORELINE EROSION						
983	MSA PROFESSIONAL SVCS, IN	R17951003.0-22	SHORELINE REPAIRS	09/25/2023	15,446.02	09/29/2023
2251	MICHELS CORP	21231116	BEACH DR SHORELIN	08/22/2023	418,414.85	09/01/2023
2251	MICHELS CORP	21231134	BEACH DR SHORELIN	09/25/2023	342,488.61	09/29/2023
Total 40-91600-849 BEACH DRIVE-SHORELINE EROSION:					776,349.48	
40-91700-801 NSFD CAPITAL EXPENSE						
54	NORTH SHORE FIRE DEPARTM	202335	CAPITAL	09/18/2023	5,552.00	09/22/2023
Total 40-91700-801 NSFD CAPITAL EXPENSE:					5,552.00	
40-91700-802 NSFD EXPENSE 2010 AND BEYOND						
54	NORTH SHORE FIRE DEPARTM	202335	DEBT	09/18/2023	9,717.00	09/22/2023
Total 40-91700-802 NSFD EXPENSE 2010 AND BEYOND:					9,717.00	
50-81000-601 SOURCE OF WATER SUPPLY						
378	NORTH SHORE WATER COMMI	89	MONTHLY	09/01/2023	26,588.43	09/01/2023
Total 50-81000-601 SOURCE OF WATER SUPPLY:					26,588.43	
50-81000-640 OPERATIONS LABOR WATER MAINS						
2839	CITY WATER LLC	1022	WATERMIN BREAK	09/18/2023	180.00	09/22/2023
2839	CITY WATER LLC	1022	MONTHLY MANAGEMENT FEE	09/18/2023	6,200.00	09/22/2023

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Total 50-81000-640 OPERATIONS LABOR WATER MAINS:					6,380.00	
50-81000-641 OPERATIONS SUPPLY AND EXPENSE						
4529	NEU'S BUILDING CENTER, INC.	4606213	WATER DEPT	09/05/2023	499.99	09/13/2023
Total 50-81000-641 OPERATIONS SUPPLY AND EXPENSE:					499.99	
50-81000-651 MAINTENANCE OF MAINS						
281	LINCOLN CONTRACTORS SUP	168530	WATER DEPT	09/20/2023	30.99	09/29/2023
474	CORE & MAIN LP	T585799	REP CLP	09/18/2023	1,158.84	09/29/2023
502	VILLAGE HARDWARE - VH	232599/1	WATER DEPT	09/18/2023	18.87	09/22/2023
502	VILLAGE HARDWARE - VH	232843/1	WATER DEPT	09/27/2023	14.39	09/29/2023
502	VILLAGE HARDWARE - VH	232862/1	WATER DEPT	09/27/2023	4.49	09/29/2023
1273	WOLF PAVING CO. INC.	45055	5LTS	09/05/2023	385.36	09/08/2023
1496	AM CONSTRUCTION SUPPLY I	2686	CONCRETE	08/29/2023	200.00	09/01/2023
1535	WISCONSIN UTILITY EXPOSUR	64807	VAC EXCAUATE	08/31/2023	1,112.50	09/13/2023
2241	ITU ABSORB TECH, INC	8184348	WATER	08/31/2023	46.53	09/08/2023
2241	ITU ABSORB TECH, INC	8192391	WATER DEPT	09/15/2023	8.60	09/22/2023
2241	ITU ABSORB TECH, INC	8200500	WATER	09/26/2023	46.53	09/29/2023
5506	HANKE TERMINALS	157999A	STONE	08/24/2023	744.08	09/01/2023
5506	HANKE TERMINALS	158325A	STONE	08/29/2023	266.56	09/01/2023
5506	HANKE TERMINALS	158759A	BOND	09/07/2023	667.45	09/13/2023
101644	TAPCO	1762039	COLLARS	09/13/2023	668.40	09/22/2023
101806	USA BLUEBOOK	00118645	PARTS	08/29/2023	67.12	09/13/2023
Total 50-81000-651 MAINTENANCE OF MAINS:					5,440.71	
50-81000-653 MAINTENANCE OF METERS						
60	L-R METER TESTING & REPAIR	5039	REPAIR	08/24/2023	1,291.08	09/22/2023
502	VILLAGE HARDWARE - VH	231948/1	WATER DEPT	08/23/2023	7.98	09/01/2023
Total 50-81000-653 MAINTENANCE OF METERS:					1,299.06	
50-81000-654 MAINTENANCE OF HYDRANTS						
101806	USA BLUEBOOK	00110266	POST SLEEVE	08/21/2023	442.70	09/13/2023
Total 50-81000-654 MAINTENANCE OF HYDRANTS:					442.70	
50-81000-680 DEBT ISSUANCE COSTS						
125	MOODY'S INVESTORS SERVIC	P0443810	PROFESSIONAL SERVICES	09/28/2023	10,679.25	09/29/2023
806	ROBERT W. BAIRD & CO	2023B 8/1/23	SERIES 2023B	09/28/2023	16,755.37	09/29/2023
Total 50-81000-680 DEBT ISSUANCE COSTS:					27,434.62	
50-81000-800 CAPITAL OUTLAY						
39	RUEKERT MIELKE, INC.	147793	ROAD WATER MAIN RELAY	08/29/2023	91.50	09/01/2023
39	RUEKERT MIELKE, INC.	148208	CONSTRUCTION	09/18/2023	1,317.75	09/22/2023
983	MSA PROFESSIONAL SVCS, IN	R17951007.0-7	BEACH DR WATERMAIN	09/25/2023	8,698.45	09/29/2023
Total 50-81000-800 CAPITAL OUTLAY:					10,107.70	
50-81000-844 NSWC CAPITAL PROJECTS						
378	NORTH SHORE WATER COMMI	9/13/23 SCADA	SCADA	09/18/2023	474.17	09/22/2023
378	NORTH SHORE WATER COMMI	9/13/23 SECURITY	SECURITY SYSTEM	09/18/2023	354.93	09/22/2023
378	NORTH SHORE WATER COMMI	9/13/23 VALVE	VALVE ACTUATOR	09/18/2023	31,059.24	09/22/2023

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Total 50-81000-844 NSW CAPITAL PROJECTS:					31,888.34	
50-81000-903 SUPPLIES AND EXPENSE						
50	BADGER METER, INC.	80137751	SERV UNIT	08/30/2023	76.06	09/13/2023
Total 50-81000-903 SUPPLIES AND EXPENSE:					76.06	
50-81000-921 OFFICE SUPPLIES AND EXPENSE						
2136	VERIZON WIRELESS	9943389146	787056169-00001	09/14/2023	59.21	09/22/2023
Total 50-81000-921 OFFICE SUPPLIES AND EXPENSE:					59.21	
Grand Totals:					1,681,874.5	

Date Approved: _____

Village Manager: _____

Village Board: _____



VILLAGE OF FOX POINT

MILWAUKEE COUNTY
WISCONSIN

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

To: Village of Fox Point Village Board
From: Scott Brandmeier, Director of Public Works *SJB*
Through: Scott Botcher, Village Manager *SJB*
Date: October 4, 2023
Re: Traffic Study – Santa Monica Boulevard

In April of this year, a handful of residents contacted Village staff and requested placement of a four-way stop sign at Calumet Road and Santa Monica Boulevard because they had experienced near misses (accidents) or observed accidents that occurred at the intersection. Chief Freedy and I discussed the request and responded to the residents noting that the accidents were attributable to driver error such as inattentiveness or unfamiliarity with the intersection.

The Manual on Uniform Traffic Control Devices (MUTCD) provides that “multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.” The applicable MUTCD section further notes that “the decision to install a multi-way stop control should be based on an engineering study.”

After consulting with the Village Manager, Traffic Analysis & Design, Inc. (TADI) was retained to perform an intersection traffic study – at both Calumet and Bradley where they intersect with Santa Monica. TADI completed their analysis this past summer and recently finalized their report which is attached hereto for review by the Village Board. Based on the results of the intersection traffic study, neither intersection warrants a four-way stop.

Intersection Traffic Study

October 4th, 2023



PROVIDING TRAFFIC ENGINEERING SOLUTIONS

To: Scott Brandmeier, P.E.
Director of Public Works/Village Engineer

From: Don Lee, P.E.
John A. Bieberitz, P.E., PTOE

Subject: Traffic Study – Santa Monica Boulevard at Bradley Road and Santa Monica Boulevard at Calumet Road

PART A – INTRODUCTION

TADI was hired by the Village of Fox Point to conduct a traffic study at two intersections:

- Santa Monica Boulevard at Bradley Road
- Santa Monica Boulevard at Calumet Road

The purpose of this traffic study is to review the traffic volumes and crash history at the intersections to determine if an all-way stop control is warranted.

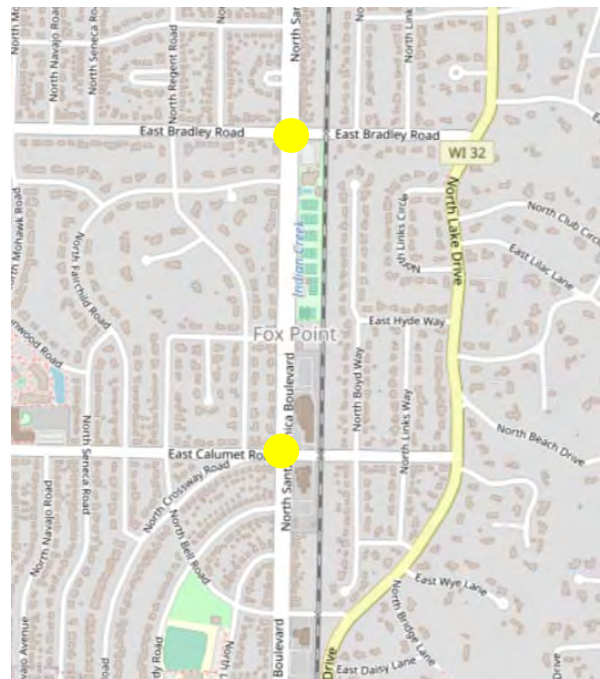
PART B – EXISTING CONDITIONS

Santa Monica Boulevard at Bradley Road

Santa Monica Boulevard is a divided north/south two-lane residential boulevard with a posted speed limit of 25-mph. There is a 45-foot median on the north and south legs of the intersection. Santa Monica Boulevard has a historic average annual daily traffic (AADT) of 1,300 vehicles per day (vpd) (2019 count) just south of Fairchild Road, which is one block south of Bradley Road. Based on the 8-hour traffic turning movement count conducted as part of this study, the estimated AADT on Santa Monica Boulevard just north of Bradley Road is approximately 1,200 (vpd) and approximately 1,600 (vpd) just south of Bradley Road. Santa Monica Boulevard at Bradley Road is currently a two-way stop-controlled intersection with stop control on the east and west approaches.

Bradley Road is a two-lane undivided east/west residential street north of Calumet Road. The cross-section on Bradley Road has a 24-foot width (edge-to-edge) with a speed limit of 25-mph. Based on the 8-hour traffic turning movement count conducted as part of this study, the estimated AADT along Bradley Road is approximately 1,400-vpd west of Santa Monica Boulevard and approximately 1,400-vpd east of Santa Monica Boulevard.

The following page includes photos of each approach to the intersection.





Santa Monica Boulevard at Calumet Road

Santa Monica Boulevard is a divided north/south two-lane residential boulevard with a posted speed limit of 25-mph. There is a 35-foot median on the north leg and a 25-foot median on the south leg of the intersection. Santa Monica Boulevard has a historic average annual daily traffic (AADT) of 1,300 vehicles per day (vpd) (2019 count) just north of MacArthur Road, which is one block north of Calumet Road. Based on the 8-hour traffic turning movement count conducted as part of this study, the estimated AADT on Santa Monica Boulevard just south of Calumet Road is approximately 1,900 (vpd). Santa Monica Boulevard at Calumet Road is currently a two-way stop-controlled intersection with stop control on the east and west approaches.

Calumet Road is a two-lane undivided east/west residential street with additional bicycle/pedestrian lanes on both sides of the street as part of a 34-foot width (edge-to-edge) cross section and a speed limit of 25-mph. Based on the 8-hour traffic turning movement count conducted as part of this study, the estimated AADT along Calumet Road is approximately 2,400-vpd west of Santa Monica Boulevard and approximately 2,100-vpd east of Santa Monica Boulevard.

Below are photos of each approach to the intersection.



*Eastbound Calumet Rd at Santa Monica Blvd**Westbound Calumet Rd at Santa Monica Blvd*

PART C – DATA COLLECTION

TADI conducted an 8-hour traffic count from 6:30 AM to 9:30 AM and from 2:00 PM to 7:00 PM at the studied intersections during the week of April 25th through April 29th, 2023. The weekday morning peak hour for both intersections was found to be between 7:30 and 8:30 AM. The weekday evening peak hour was found to be between 4:30 and 5:30 PM for the intersection of Santa Monica Boulevard at Bradley Road and between 4:45 and 5:45 PM for the intersection of Santa Monica Boulevard and Calumet Road. The traffic counts have been included in [Appendix A](#).

PART D – INTERSECTION OPERATIONS – EXISTING CONDITIONS

The study intersections were analyzed using the Synchro 11 traffic analysis model (outputs based on the Highway Capacity Manual, 6th Edition) and the peak hour turning movement volumes collected at the intersection. 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 purposes of this study and as used as an industry standard for rural and residential areas, LOS C or better was used to define acceptable peak hour operating conditions. Under LOS C conditions, average delays are less than 25 seconds.

The capacity analysis shows the peak hour LOS, delays (in seconds per vehicle), and queues (in feet) for the existing traffic volumes under the existing conditions (two-way stop), which are shown in Table 1. The Synchro capacity analysis worksheets for the existing analysis are located in [Appendix B](#).

Table 1
Year 2023 Existing 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: Santa Monica Boulevard & Bradley Road <i>Two-Way Stop Control</i>	Lanes->		1			1			1			1			5.4
	AM	LOS	B			B			A			A			
		Delay	10.1			10.2			7.4			7.4			
		Queue	25'			25'			25'			25'			
	PM	LOS	B			B			A			A			5.9
		Delay	10.2			10.3			7.3			7.4			
		Queue	25'			25'			25'			25'			
Node 200: Santa Monica Boulevard & Calumet Road <i>Two-Way Stop Control</i>	Lanes->		1			1			1			1			6.8
	AM	LOS	B			B			A			A			
		Delay	11.4			11.3			7.5			7.4			
		Queue	25'			25'			25'			25'			
	PM	LOS	B			B			A			A			7.2
		Delay	11.7			10.8			7.4			7.4			
		Queue	25'			25'			25'			25'			

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Table 1, all turning movements at the study area intersections are currently operating at LOS A or B during the weekday AM and PM peak hours under current traffic volume and traffic control conditions.

PART E – CRASH ANALYSIS

A review of the crash records indicated that twelve (12) crashes occurred at the N. Santa Monica Boulevard and E. Calumet Road intersection for the 5-year period between April 22nd, 2018, and April 21st, 2023. The intersection crash rate was calculated to be 2.44 crashes per million entering vehicles and the intersection averaged 2.4 crashes per year. This crash rate is 139-percent higher than the statewide average crash rate of 1.02 crashes per million entering vehicles as shown in the 2005 statewide average crash rate Table 21 of Intersection Crash Summary Statistics for Wisconsin, provided in the Appendix of this report. Of the twelve crashes, nine were right-angle crashes where two vehicles ran the stop sign and seven vehicles failed to yield. It should be noted that three failure-to yield crashes cited visibility issues; high snowbanks, trees and sun glare impeding their view. Two failure-to yield crashes cited they thought the intersection was an all-way stop controlled intersection. There was one failure-to-yield crash involving a vehicle and a bicycle. A collision diagram is included in [Appendix C](#) of this study.

At the intersection of N. Santa Monica Drive and E. Bradley Road, there was one reportable property-damage-only crash between April 22nd, 2019, and April 21st, 2023.

PART F – INTERSECTION OPERATIONS – ALL-WAY STOP CONDITIONS

A capacity analysis was also completed using the Synchro 11 traffic analysis model and assuming that all-way stop control is installed at the two intersections. The capacity results are shown in Table 2.

Table 2
Year 2023 All-Way Stop Peak Hour Operating Conditions
With Modified Geometrics

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S
			Eastbound			Westbound			Northbound			Southbound			LOS & Delay
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
Node 100: Santa Monica Boulevard & Bradley Road <i>All-Way Stop Control</i>		Lanes->	1			1			1			1			
	AM	LOS	A			A			A			A			A
		Delay	7.7			7.6			7.7			7.7			7.7
		Queue	25'			25'			25'			25'			
	PM	LOS	A			A			A			A			A
		Delay	7.7			7.7			7.7			7.7			7.7
Queue		25'			25'			25'			25'				
Node 200: Santa Monica Boulevard & Calumet Road <i>All-Way Stop Control</i>		Lanes->	1			1			1			1			
	AM	LOS	A			A			A			A			A
		Delay	8.5			8.4			8.4			8.3			8.4
		Queue	25'			25'			25'			25'			
	PM	LOS	A			A			A			A			A
		Delay	8.5			8			8.2			8.1			8.3
Queue		25'			25'			25'			25'				

Delay is reported in seconds. Queue is the maximum of the 50th & 95th percentile queue, measured in feet.

As shown in Table 2, under all-way stop control at both intersections, all turning movements at the two intersections are expected to operate at LOS A during the weekday AM and PM peak hours with the eastbound and westbound LOS for both intersections improving from LOS B to LOS A. The Synchro capacity analysis worksheets for the all-way stop condition analysis are in [Appendix B](#).

PART G – WARRANT ANALYSIS

The Federal Highway Administration's *Manual on Uniform Traffic Control Devices (MUTCD)* provides the following criteria for the installation of all-way stop control that should be considered (Section 2B.07):

Santa Monica Boulevard at Bradley Road

- Where traffic signals are justified, the multi-way stop is an interim measure (Criteria A) that can be installed while arrangements are made for installation of the traffic signal control. *Criteria not met; signals are not justified.*
- Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation (Criteria B). Correctible crashes include right-turn and left-turn collisions as well as right-angle collisions. *One crash susceptible to correction by a multi-way stop installation occurred between 4/22/2018 and 4/21/2023.*
- All-way stop control is used where the volume of traffic on intersecting roads is approximately equal – Bradley Road volumes are ~1.02x higher than Santa Monica Boulevard.
- All-way stop control should be considered when, for each of the same eight-hours, the average volume on the major street approaches (Santa Monica Boulevard) is greater than 300 vehicles per hour (Criterion C.1) and the average volume on the side street approaches (Bradley Road) is greater than 200 vehicles/pedestrians/bicycles per hour (Criterion C.2). *These criteria are not met for any hours. Traffic at the intersection would have to increase by ~362% to meet the volume criteria for all eight hours to be met.*
- All-way stop control should be considered when Criteria B, C.1, and C.2 are not satisfied, but where they are all satisfied to 80% of the minimum values (i.e., four or more crashes, major street volume greater than 240 vph, and minor street volume greater than 160 vph) (Criterion D). *This criterion is not met for any hours.*

Santa Monica Boulevard at Calumet Road

- Where traffic signals are justified, the multi-way stop is an interim measure (Criteria A) that can be installed while arrangements are made for installation of the traffic signal control. *Criteria not met; signals are not justified.*
- Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation (Criteria B). Correctible crashes include right-turn and left-turn collisions as well as right-angle collisions. *Four crashes occurred at the intersection of Calumet Road and Santa Monica Boulevard from 4/19/2022 to 4/18/2023 (12-month period) that are susceptible to correction by a multi-way stop installation. Four crashes have also occurred from 9/15/2022 to 4/28/2023.*
- All-way stop control is used where the volume of traffic on intersecting roads is approximately equal. *Calumet Road volumes are ~1.3x higher than Santa Monica Boulevard.*
- All-way stop control should be considered when, for each of the same eight-hours, the average volume on the major street approaches (Santa Monica Boulevard) is greater than 300 vehicles per hour (Criterion C.1) and the average volume on the side street approaches (Calumet Road) is greater than 200 vehicles/pedestrians/bicycles per hour (Criterion C.2). *These criteria are not met for any hours. Traffic on Calumet Road would have to increase by ~233% to meet the volume criteria for all eight hours to be met.*
- All-way stop control should be considered when Criteria B, C.1, and C.2 are not satisfied, but where they are all satisfied to 80% of the minimum values (i.e., four or more crashes, major street volume greater than 240 vph, and minor street volume greater than 160 vph) (Criterion D). *This criterion is not met for any hours.*

In summary, based upon the warrant analysis, neither of the studied intersections meets the all-way stop controlled warrants; therefore, all-way stop control is not recommended to be installed at either intersection. The completed all-way stop control warrant spreadsheets are included in [Appendix D](#).

PART H – IMPACTS OF UNWARRANTED STOP SIGNS

Research has shown that installing stop signs or having an all-way stop controlled intersection when they are not warranted can lead to issues at the location of interest and even have potentially negative consequences community wide. Below are excerpts from research sources discussing why stop signs are not installed in situations where they are not warranted by traffic volumes.

City of Madison, WI – [Traffic Engineering Department](#)

“Numerous studies have shown that stop signs can lead to an increase in collisions as drivers ignore signs that they think are inappropriate. Stop signs may also lead to an increase in fuel consumption, noise pollution, auto emissions, and force traffic onto other streets. Experience has shown that other measures are needed to maintain a safe situation. Parking restrictions, tree or hedge trimming, pavement markings and speed enforcement are often effective in reducing traffic collisions.

Stop signs are intended to assign the right of way at intersections. They do not control speeding. In fact, speed often increases as motorists try to make up for time lost at a stop sign.”

City of Manitowoc – [Stop Sign Policy](#)

“Generally speaking, stop signs should only be considered for intersections when supported by

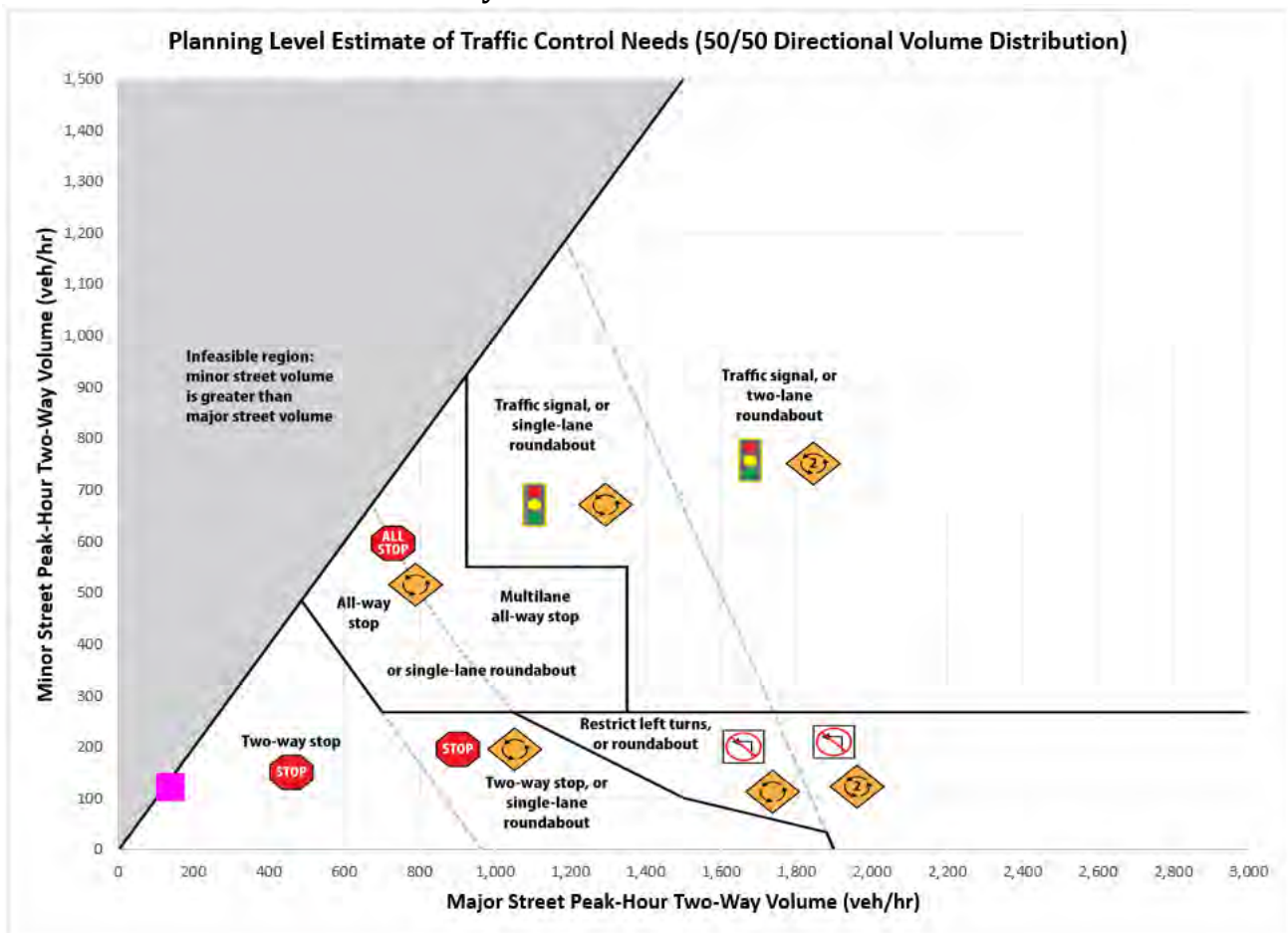
adequate traffic counts. Studies have shown that placing stop signs at intersections where they are not justified decreases safety as motorists tend to roll through them without actually stopping, while the cross-street traffic tends to pay less attention as they assume traffic will obey the stop sign and come to a complete stop.”

In summary, having drivers respect stop signs is crucial for traffic safety at the local, regional, and national levels. Having unwarranted all-way stop controlled intersections can cause unintended consequences ranging from careless driving to increased vehicle speeds between existing stop-controlled intersections.

Planning-Level Graphic

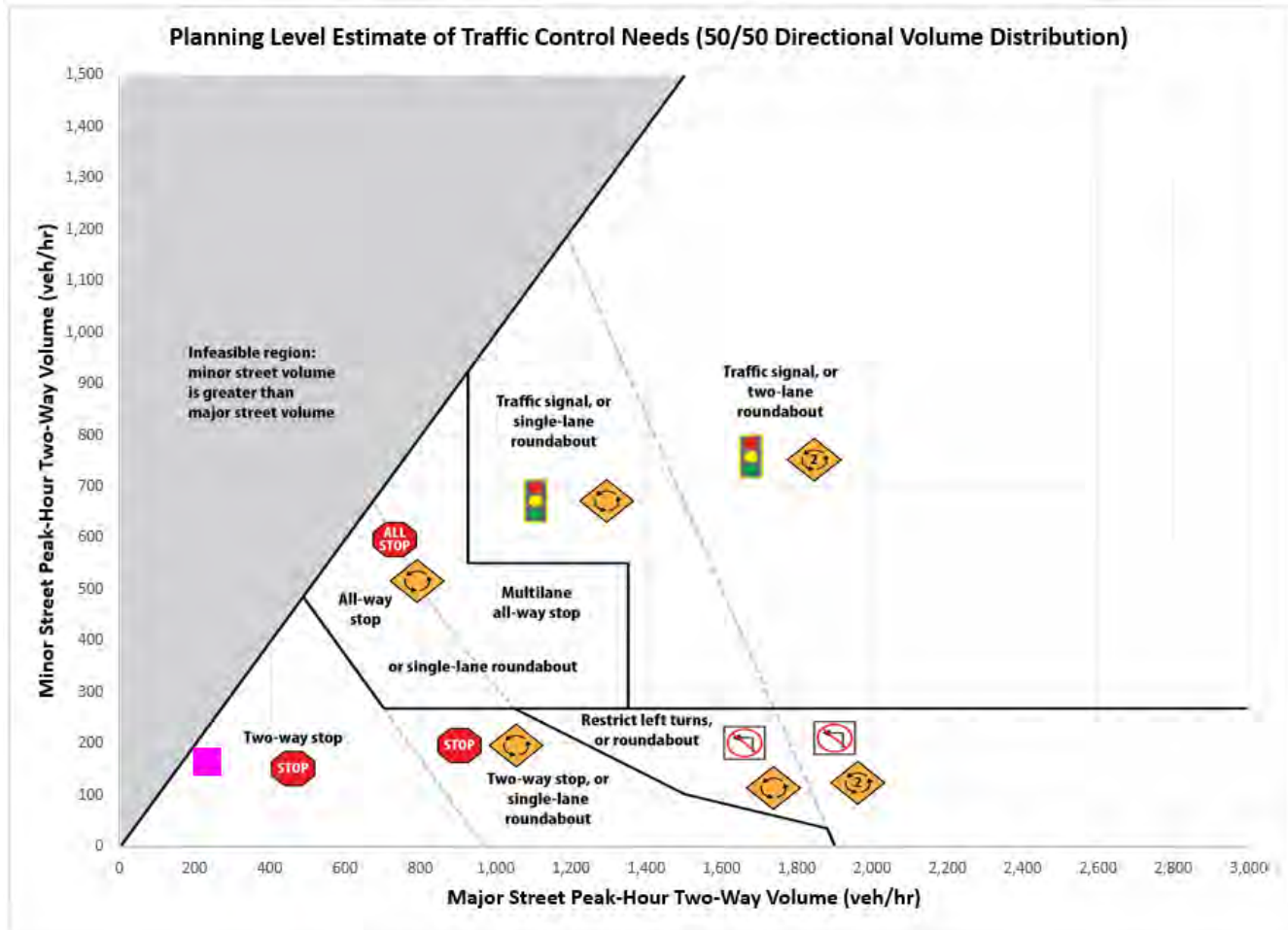
To provide some additional perspective about when various types of traffic control applications are warranted, the volumes observed at Santa Monica Boulevard and Bradley Road were charted (pink square) on the graph on the following page. As shown, the volumes at Santa Monica Boulevard and Bradley Road are substantially less than the thresholds of an all-way stop controlled intersection.

Santa Monica Boulevard at Bradley Road



The volumes observed at Santa Monica Boulevard and Calumet Road were also charted (pink square) on the graph on the following page. As shown, the volumes at Santa Monica Boulevard and Calumet Road are also substantially less than the thresholds of an all-way stop controlled intersection.

Santa Monica Boulevard at Calumet Road



Graph Source: https://www.oregon.gov/ODOT/Planning/Documents/APMv2_Ch12.pdf

PART I – CONCLUSIONS & RECOMMENDATIONS

A traffic study, including the all-way stop control warrant evaluation, was performed at the intersections of Santa Monica Boulevard at Bradley Road and Santa Monica Boulevard at Calumet Road. Based on the analysis, all-way stop control warrants are not met at either intersection based on the traffic volume criteria. Volumes at the intersection of Santa Monica Boulevard and Bradley Road would have to increase by approximately 362% to meet all-way stop warrants. Volumes on Calumet Road at Santa Monica Boulevard would have to increase by over 233% to meet all-way stop warrants. Therefore, all-way stop control is not recommended to be installed at either intersection.

Appendix A
Existing Turning Movement Counts
Santa Monica Blvd. at Bradley Rd.
Santa Monica Blvd. at Calumet Rd.

Intersection Traffic Volume Report

Count Basics		Version 2022.11.2	Page 1 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

Base Information, Observed (8) Hour and Estimated (24) Hour Volume Summaries

Major St: BRADLEY RD
Minor St: N SANTA MONICA BLVD
Intersection of: BRADLEY RD & N SANTA MONICA BLVD

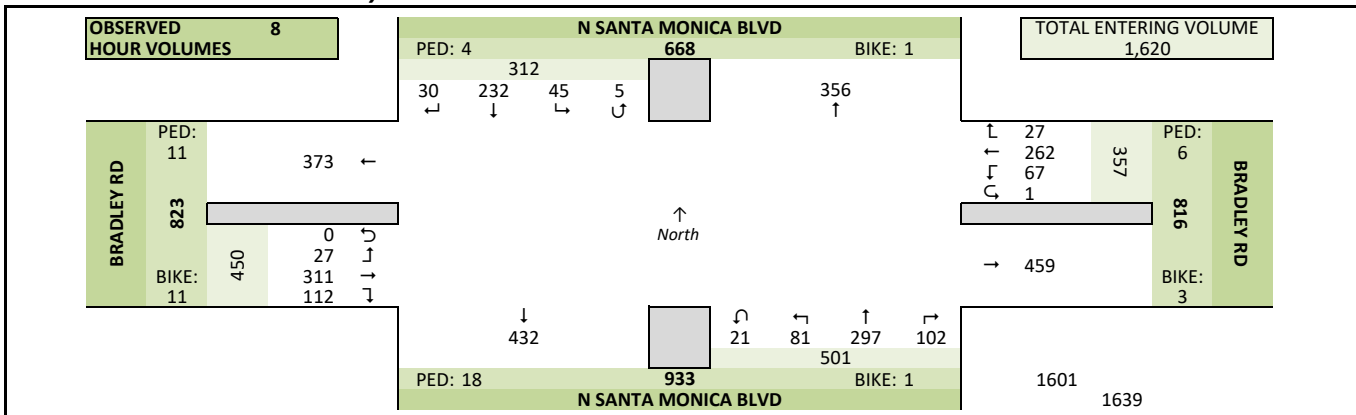
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction		↑
North Leg	N SANTA MONICA BLVD		
East Leg	BRADLEY RD		
South Leg	N SANTA MONICA BLVD		
West Leg	BRADLEY RD		
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	

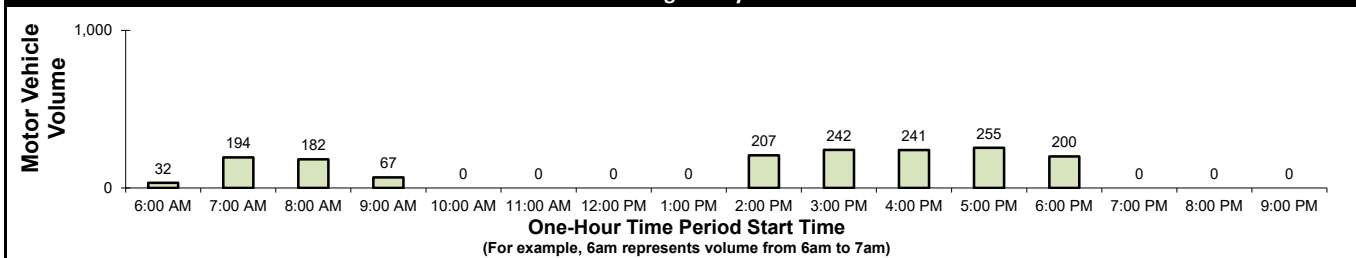
Count Information

Hrs Counted: 06:30 AM-09:30 AM and 02:00 PM-07:00 PM			
1st Day of Count	Thursday, April 27, 2023		Weather
AM Peak Period	Friday, April 28, 2023		Clear & Dry
Midday Peak Period	Friday, April 28, 2023		Clear & Dry
PM Peak Period	Thursday, April 27, 2023		Clear & Dry
Calculated Peak Hours			
	AM	7:30-8:30am MD	PM 4:30-5:30pm
Peak Hours Selected for Analysis			
	AM	7:30-8:30am MD	PM 4:30-5:30pm
Daily/Seasonal Adjustment Group		(2) Urban Arterials & Collectors	
Count Expansion Group		(2) Urban Arterials & Collectors	
Daily/Seasonal Adjustment Factor		0.908	Count Expansion Factor 1.847
Company Name		TADI, Inc.	Manual Adj. 1.000
Observers	AM Peak Period	Wendy Picard	
	Midday Peak Period	None	
	PM Peak Period	Jane Fait	
Comments	2021 DOT Daily & Seasonal Factors		

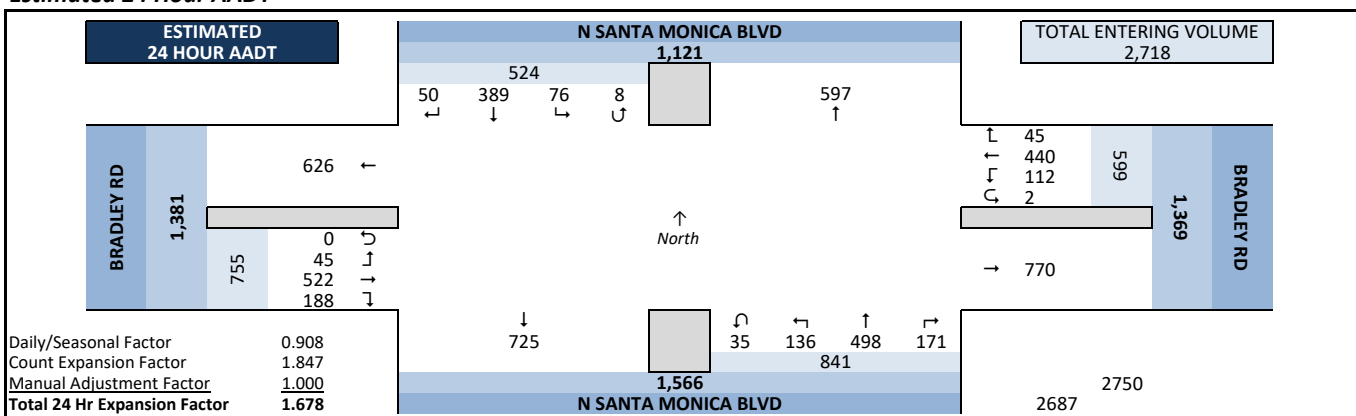
Observed 8 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.908
Count Expansion Factor	1.847
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	1.678

Intersection Traffic Volume Report

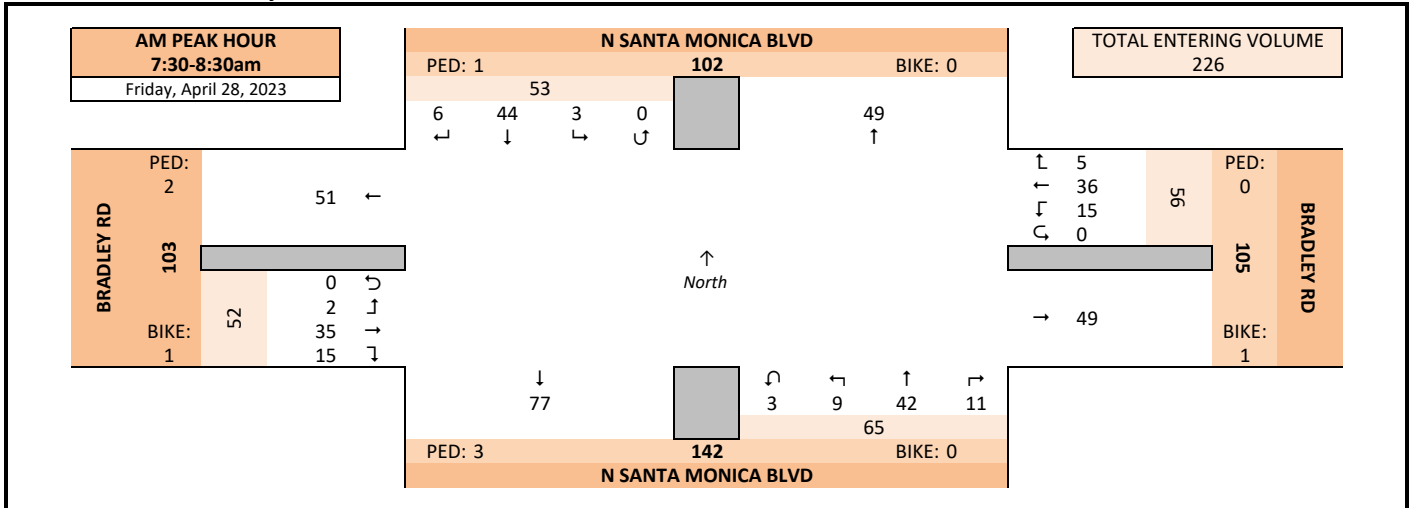
Count Basics		Page 2 of 13	
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

Peak Hour Volume Graphical Summary

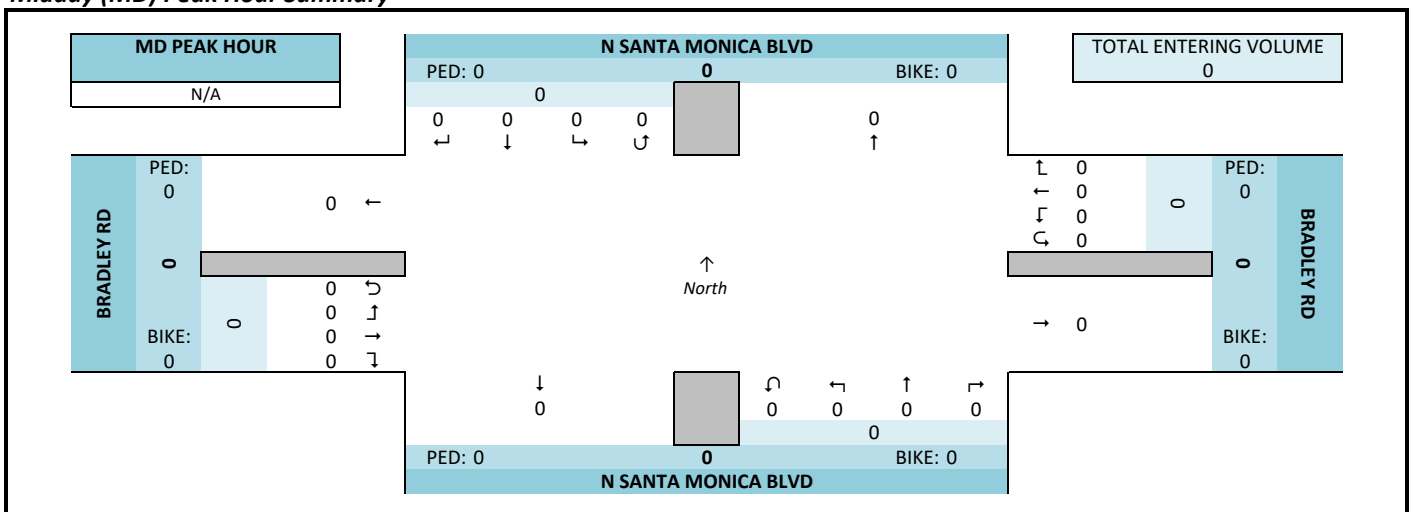
BRADLEY RD & N SANTA MONICA BLVD



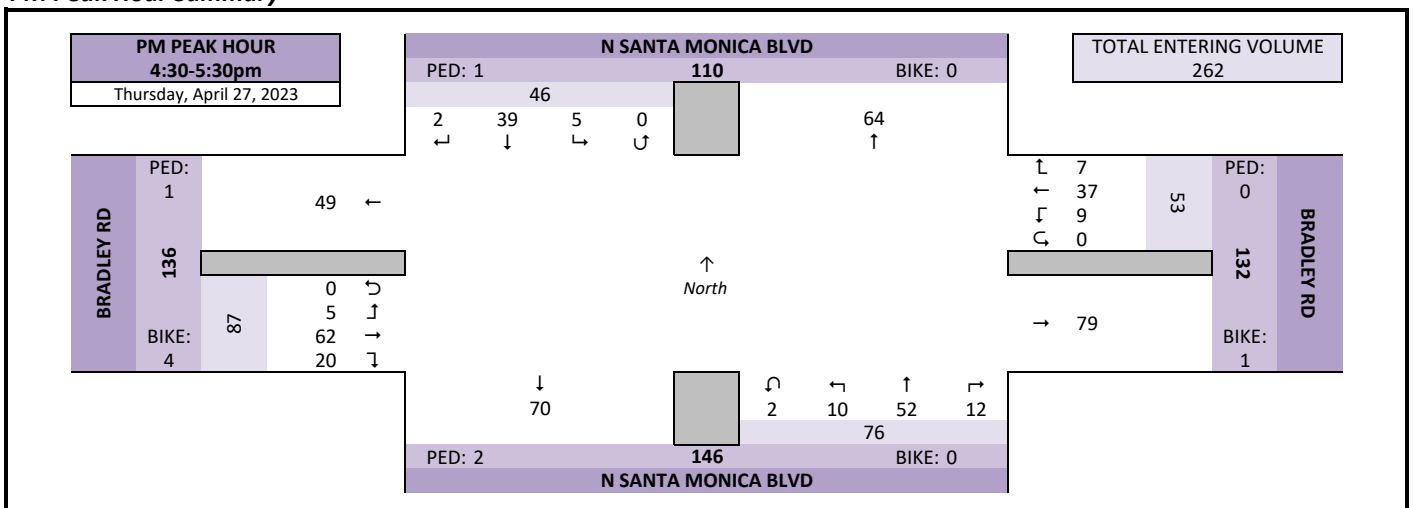
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

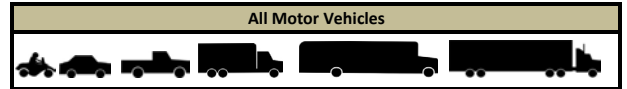


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

Peak Hour Volume Summary

BRADLEY RD & N SANTA MONICA BLVD



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, April 28, 2023		↓					←					↑					→						
		From North					From East					From South					From West						
		N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD						
AM 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	
	7:30 AM	1	14	1	0	16	1	8	8	0	17	6	9	4	0	19	4	10	0	0	14	66	
	7:45 AM	2	7	0	0	9	3	9	1	0	13	3	15	2	1	21	5	11	1	0	17	60	
	8:00 AM	1	15	1	0	17	0	10	1	0	11	2	11	0	0	13	1	7	1	0	9	50	
	8:15 AM	2	8	1	0	11	1	9	5	0	15	0	7	3	2	12	5	7	0	0	12	50	
	Peak Hour Volume	6	44	3	0	53	5	36	15	0	56	11	42	9	3	65	15	35	2	0	52	226	
	Rounded Hourly Volume	5	45	5	0	55	5	35	15	0	55	10	40	10	5	65	15	35	0	0	50	225	
	% Single Unit Trucks	16.7	6.8	33.3	0.0	9.4	0.0	2.8	0.0	0.0	1.8	0.0	9.5	0.0	0.0	6.2	6.7	14.3	50.0	0.0	13.5	7.5	
	% 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)	16.7	6.8	33.3	0.0	9.4	0.0	2.8	0.0	0.0	1.8	0.0	9.5	0.0	0.0	6.2	6.7	14.3	50.0	0.0	13.5	7.5	
Peak Hour Factor (PHF)	0.75	0.73	0.75	0.00	0.78	0.42	0.90	0.47	0.00	0.82	0.46	0.70	0.56	0.37	0.77	0.75	0.80	0.50	0.00	0.76	0.86		

N/A		↓ From North					← From East					↑ From South					→ From West					Totals
Midday (MD) Peak Hour	MD Peak Hour	N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD					
	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	
	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	

Thursday, April 27, 2023		↓ From North					← From East					↑ From South					→ From West					Totals
PM Peak Hour		N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD					
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	
4:30 PM		1	10	2	0	13	2	12	3	0	17	2	16	2	0	20	5	16	0	0	21	71
4:45 PM		0	3	3	0	6	1	12	2	0	15	2	14	4	0	20	4	10	1	0	15	56
5:00 PM		0	13	0	0	13	0	8	1	0	9	5	7	1	0	13	5	17	3	0	25	60
5:15 PM		1	13	0	0	14	4	5	3	0	12	3	15	3	2	23	6	19	1	0	26	75
Peak Hour Volume		2	39	5	0	46	7	37	9	0	53	12	52	10	2	76	20	62	5	0	87	262
Rounded Hourly Volume		0	40	5	0	45	5	35	10	0	50	10	50	10	0	70	20	60	5	0	85	250
% Single Unit Trucks		0.0	5.1	0.0	0.0	4.3	0.0	5.4	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.1	1.9
% 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	5.1	0.0	0.0	4.3	0.0	5.4	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.1	1.9
Peak Hour Factor (PHF)		0.50	0.75	0.42	0.00	0.82	0.44	0.77	0.75	0.00	0.78	0.60	0.81	0.62	0.25	0.83	0.83	0.82	0.42	0.00	0.84	0.87

Peak Hour Pedestrian and Bicyclist Volumes

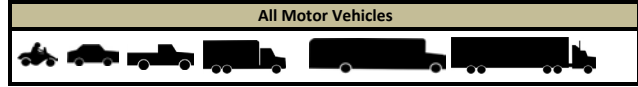
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		North Approach			East Approach			South Approach			West Approach			
15-Minute Start Time		N SANTA MONICA BLVD			BRADLEY RD			N SANTA MONICA BLVD			BRADLEY RD			
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
	7:45 AM	1	0	1	0	1	1	0	0	0	1	0	1	3
	8:00 AM	0	0	0	0	0	0	2	0	2	1	0	1	3
	8:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
	Total	1	0	1	0	1	1	3	0	3	2	1	3	8
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	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	1	0	1	1	0	1	2
	5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	1	1	1	0	1	0	4	4	6
	Total	1	0	1	0	1	1	2	0	2	1	4	5	9

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

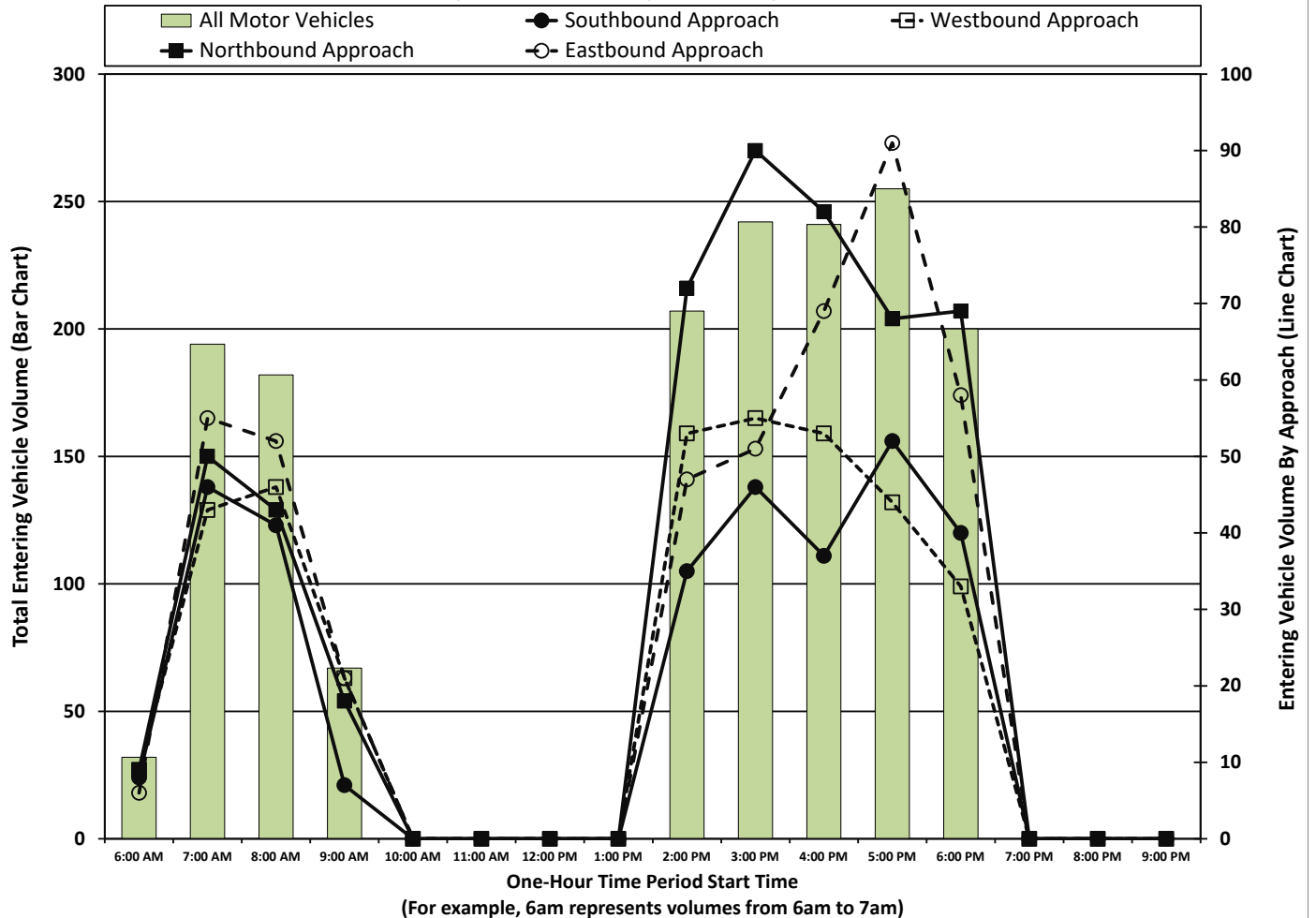
BRADLEY RD & N SANTA MONICA BLVD



One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		↙					←					↗					→					Total Vehicle Volume	Directional Volume Totals	
		From North					From East					From South					From West							
		N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD							
		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	7	1	0	8	0	7	2	0	9	2	5	1	1	9	1	5	0	0	6	32	15	17
	7:00 AM	6	34	6	0	46	4	28	11	0	43	11	29	7	3	50	17	36	2	0	55	194	98	96
	8:00 AM	4	32	5	0	41	1	36	9	0	46	6	23	7	7	43	15	33	4	0	52	182	98	84
	9:00 AM	0	3	4	0	7	1	16	4	0	21	4	9	4	1	18	7	14	0	0	21	67	42	25
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	3	25	4	3	35	3	35	14	1	53	15	41	15	1	72	7	35	5	0	47	207	100	107
	3:00 PM	6	31	7	2	46	3	44	8	0	55	23	49	15	3	90	20	30	1	0	51	242	106	136
	4:00 PM	2	30	5	0	37	5	38	10	0	53	13	53	14	2	82	19	48	2	0	69	241	122	119
	5:00 PM	5	41	6	0	52	7	32	5	0	44	14	45	7	2	68	21	64	6	0	91	255	135	120
	6:00 PM	4	29	7	0	40	3	26	4	0	33	14	43	11	1	69	5	46	7	0	58	200	91	109
	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
	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
	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		30	232	45	5	312	27	262	67	1	357	102	297	81	21	501	112	311	27	0	450	1620	807	813

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

BRADLEY RD & N SANTA MONICA BLVD

Count Basics		Page 5 of 13	
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	↙					←					↑					→					15-Min Totals	Hourly Sum	PHF
	From North					From East					From South					From West							
	N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD							
	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		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	4	0	0	4	0	2	1	0	3	1	1	0	0	2	0	2	0	0	2	100	0.69
	6:45 AM	0	3	1	0	4	0	5	1	0	6	1	4	1	1	7	1	3	0	0	4	155	0.59
	7:00 AM	1	8	2	0	11	0	4	0	0	4	2	2	0	2	6	4	7	0	0	11	194	0.73
	7:15 AM	2	5	3	0	10	0	7	2	0	9	0	3	1	0	4	4	8	1	0	13	212	0.80
	7:30 AM	1	14	1	0	16	1	8	8	0	17	6	9	4	0	19	4	10	0	0	14	226	0.86
	7:45 AM	2	7	0	0	9	3	9	1	0	13	3	15	2	1	21	5	11	1	0	17	209	0.87
	8:00 AM	1	15	1	0	17	0	10	1	0	11	2	11	0	0	13	1	7	1	0	9	182	0.91
	8:15 AM	2	8	1	0	11	1	9	5	0	15	0	7	3	2	12	5	7	0	0	12	159	0.80
	8:30 AM	0	5	3	0	8	0	10	2	0	12	2	4	1	5	12	4	11	2	0	17	149	0.76
	8:45 AM	1	4	0	0	5	0	7	1	0	8	2	1	3	0	6	5	8	1	0	14		
9:00 AM	0	1	2	0	3	0	7	1	0	8	2	4	4	1	11	2	3	0	0	5			
9:15 AM	0	2	2	0	4	1	9	3	0	13	2	5	0	0	7	5	11	0	0	16			
9:30 AM	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			
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		
	10:15 AM	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		
	10:45 AM	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		
	11:15 AM	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		
	11:45 AM	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		
	12:15 PM	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		
	12:45 PM	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		
	1:15 PM	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			
1:45 PM	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	4	1	1	6	1	7	1	0	9	4	9	3	0	16	0	11	1	0	12	207	0.78
	2:15 PM	2	13	1	0	16	0	11	4	0	15	4	3	4	0	11	2	8	2	0	12	207	0.78
	2:30 PM	1	7	0	1	9	0	9	5	0	14	3	18	7	1	29	3	10	1	0	14	221	0.81
	2:45 PM	0	1	2	1	4	2	8	4	1	15	4	11	1	0	16	2	6	1	0	9	221	0.81
	3:00 PM	1	8	0	0	9	0	8	4	0	12	6	4	5	0	15	2	4	1	0	7	242	0.89
	3:15 PM	3	7	0	1	11	0	11	2	0	13	7	16	4	2	29	8	7	0	0	15	260	0.96
	3:30 PM	1	7	4	0	12	1	15	2	0	18	5	14	3	0	22	4	10	0	0	14	245	0.93
	3:45 PM	1	9	3	1	14	2	10	0	0	12	5	15	3	1	24	6	9	0	0	15	250	0.88
	4:00 PM	1	6	0	0	7	1	6	4	0	11	8	12	6	1	27	5	11	0	0	16	241	0.85
	4:15 PM	0	11	0	0	11	1	8	1	0	10	1	11	2	1	15	5	11	1	0	17	240	0.85
	4:30 PM	1	10	2	0	13	2	12	3	0	17	2	16	2	0	20	5	16	0	0	21	262	0.87
	4:45 PM	0	3	3	0	6	1	12	2	0	15	2	14	4	0	20	4	10	1	0	15	251	0.84
	5:00 PM	0	13	0	0	13	0	8	1	0	9	5	7	1	0	13	5	17	3	0	25	255	0.85
	5:15 PM	1	13	0	0	14	4	5	3	0	12	3	15	3	2	23	6	19	1	0	26	254	0.85
	5:30 PM	3	8	3	0	14	1	12	0	0	13	3	11	0	0	14	2	15	2	0	19	236	0.98
	5:45 PM	1	7	3	0	11	2	7	1	0	10	3	12	3	0	18	8	13	0	0	21	218	0.91
	6:00 PM	0	9	1	0	10	0	9	1	0	10	5	14	4	0	23	1	12	3	0	16	200	0.85
	6:15 PM	2	7	2	0	11	0	8	3	0	11	4	10	1	1	16	1	16	2	0	19		
	6:30 PM	2	5	1	0	8	1	5	0	0	6	3	11	2	0	16	2	8	2	0	12		
	6:45 PM	0	8	3	0	11	2	4	0	0	6	2	8	4	0	14	1	10	0	0	11		
	7:00 PM	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		
	7:30 PM	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		
8:00 PM	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			
8:30 PM	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			
9:00 PM	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			
9:30 PM	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			
Totals	30	232	45	5	312	27	262	67	1	357	102	297	81	21	501	112	311	27	0	450	1620		

Peak Hour All Vehicle Volume Summary

San Juan At. Corridor Volume Summary																						
Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	PHF
	N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD						
	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 7:30 AM	6	44	3	0	53	5	36	15	0	56	11	42	9	3	65	15	35	2	0	52	226	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	0
PM 4:30 PM	2	39	5	0	46	7	37	9	0	53	12	52	10	2	76	20	62	5	0	87	262	0.87

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Time Period Start Time		↓					←					↑					→					15-Min Totals	Hourly Sum
		From North					From East					From South					From West						
		N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD						
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	4	0	0	4	0	2	1	0	3	1	1	0	0	2	0	2	0	0	2	11	
	6:45 AM	0	3	1	0	4	0	5	1	0	6	1	4	1	1	7	1	2	0	0	3	20	
	7:00 AM	1	8	2	0	11	0	4	0	0	4	2	2	0	2	6	4	6	0	0	10	31	
	7:15 AM	2	5	2	0	9	0	7	2	0	9	0	2	1	0	3	4	8	0	0	12	33	
	7:30 AM	0	13	1	0	14	1	8	8	0	17	6	8	4	0	18	4	10	0	0	14	63	
	7:45 AM	2	7	0	0	9	3	9	1	0	13	3	12	2	1	18	5	10	0	0	15	55	
	8:00 AM	1	15	0	0	16	0	9	1	0	10	2	11	0	0	13	1	6	1	0	8	47	
	8:15 AM	2	6	1	0	9	1	9	5	0	15	0	7	3	2	12	4	4	0	0	8	44	
	8:30 AM	0	5	3	0	8	0	10	2	0	12	2	3	1	5	11	4	10	2	0	16	47	
	8:45 AM	1	4	0	0	5	0	6	1	0	7	2	1	3	0	6	5	8	1	0	14	32	
	9:00 AM	0	1	2	0	3	0	7	1	0	8	2	4	4	1	11	2	3	0	0	5	27	
	9:15 AM	0	2	2	0	4	1	8	3	0	12	2	4	0	0	6	5	10	0	0	15	37	
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																	

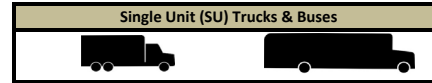
Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	5	41	2	0	48	5	35	15	0	55	11	38	9	3	61	14	30	1	0	45	
AM 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:30 PM	2	37	5	0	44	7	35	9	0	51	12	52	10	2	76	20	61	5	0	86	

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

BRADLEY RD & N SANTA MONICA BLVD



15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD							
	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	5	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	8	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	12	
	7:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	3	14
	7:30 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	17
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	5	16
	8:00 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	12
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	6	9
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	6
	8:45 AM	0	0	0	0	0	0	1	0	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	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	
	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	2	0	0	2	0	1	1	0	2	0	2	0	0	2	6	19
	2:15 PM	1	0	0	0	1	0	0	1	0	1	0	2	0	0	2	0	2	0	0	2	6	17
	2:30 PM	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	5	15
	2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2	12
	3:00 PM	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	4	12
	3:15 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	4	11
	3:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2	8
	3:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	8
	4:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	6
	4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	5
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	5
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	5:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4
	5:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
	6:30 PM	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	
	7:00 PM	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	
	7:30 PM	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	
8:00 PM	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	4	6	3	0	13	0	13	4	0	17	1	14	2	0	17	3	19	2	0	24	71		

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD					
	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 7:30 AM	1	3	1	0	5	0	1	0	0	1	0	4	0	0	4	1	5	1	0	7	
MD 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 4:30 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	

Semi-Trucks

[illegible][illegible]

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

[illegible]

Hourly Time Period Start Time	From North N SANTA MONICA BLVD					From East BRADLEY RD					From South N SANTA MONICA BLVD					From West BRADLEY RD					Total Hourly Volume
	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 7:30 AM	1	3	1	0	5	0	1	0	0	1	0	4	0	0	4	1	5	1	0	7	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
PM 4:30 PM	0	2	0	0	2	2	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0

%	Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)		

[illegible]

Hourly Time Period Start Time		←										↑										→					Hourly Heavy Vehicle Percent
		From North					From East					From South					From West										
		N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD										
	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	7:30 AM	16.7	6.8	33.3	0.0	9.4	0.0	2.8	0.0	0.0	1.8	0.0	9.5	0.0	0.0	6.2	6.7	14.3	50.0	0.0	13.5	7.1					
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	4:30 PM	0.0	5.1	0.0	0.0	4.3	0.0	5.4	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.1	1.5					

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

BRADLEY RD & N SANTA MONICA BLVD



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach			East Approach			South Approach			West Approach					
	N SANTA MONICA BLVD			BRADLEY RD			N SANTA MONICA BLVD			BRADLEY RD					
	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		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	1	0	1	0	0	0	1	0	1	0	0	0	9	
	6:45 AM	0	0	0	0	0	0	0	0	0	2	2	2	8	
	7:00 AM	0	0	0	0	0	0	0	0	1	0	1	1	9	
	7:15 AM	0	0	0	2	0	2	1	0	1	1	0	1	4	11
	7:30 AM	0	0	0	0	0	0	0	0	0	1	1	1	8	
	7:45 AM	1	0	1	0	1	1	0	0	0	1	0	1	3	11
	8:00 AM	0	0	0	0	0	0	2	0	2	1	0	1	3	8
	8:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1	7
	8:30 AM	0	0	0	0	0	0	1	0	1	2	1	3	4	10
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	
	9:15 AM	1	0	1	1	0	1	0	0	0	2	0	2	4	
	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		
	10:15 AM	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		
	10:45 AM	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		
	11:15 AM	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		
	11:45 AM	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		
	12:15 PM	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		
	12:45 PM	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		
	1:15 PM	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		
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	7	
	2:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2	7
	2:30 PM	0	0	0	2	0	2	3	0	3	0	0	0	5	6
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	
	3:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	3
	3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	2
	3:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	4:45 PM	0	0	0	0	0	0	1	0	1	1	0	1	2	11
	5:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	12
	5:15 PM	0	0	0	0	1	1	1	0	1	0	4	4	6	13
	5:30 PM	0	0	0	0	0	0	0	0	0	1	1	2	2	8
	5:45 PM	0	0	0	0	0	0	2	0	2	0	1	1	3	6
	6:00 PM	0	0	0	0	0	0	0	1	1	0	1	1	2	4
	6:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	1	
	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	1	0	1	0	0	0	1	
	7:00 PM	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	
	7:30 PM	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	
8:00 PM	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	4	1	5	6	3	9	18	1	19	11	11	22	55		

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchair)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics			Page 12 of 13	
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session	
Total Number of Hours Counted:	8	Non-Holiday	No Special Events	

15-Minute Adult & Children Count (Manual Entry)

BRADLEY RD & N SANTA MONICA BLVD



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	N SANTA MONICA BLVD			BRADLEY RD			N SANTA MONICA BLVD			BRADLEY RD				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	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	
	6:30 AM	1	1	0	0	0	1	1	0	0	0	0	2	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	1	1	1	1	1	
	7:15 AM	0	0	2	2	2	1	1	1	1	4	1	4	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	1	1	0	0	0	0	0	1	1	1	2	1	2
	8:00 AM	0	0	0	0	0	2	2	1	1	1	3	3	
	8:15 AM	0	0	0	0	0	1	1	0	0	0	1	1	
	8:30 AM	0	0	0	0	0	1	1	2	2	2	3	3	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM	0	0	1	1	1	1	1	0	0	0	2	2		
9:15 AM	1	1	1	1	1	0	0	2	2	2	4	4		
9:30 AM	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		
Midday Peak Period	10:00 AM	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	
	10:30 AM	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	
	11:00 AM	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	
	11:30 AM	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	
	12:00 PM	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	
	12:30 PM	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	
	1:00 PM	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	
	1:30 PM	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	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	2	2	0	0	0	0	2	
	2:30 PM	0	0	2	2	3	3	3	0	0	0	5	5	
	2:45 PM	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	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	1	1	0	0	0	0	1	1	
	3:45 PM	0	0	0	0	0	0	0	1	1	1	1	1	
	4:00 PM	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	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	1	1	1	1	1	2	2	
	5:00 PM	1	1	0	0	0	0	0	0	0	0	1	1	
	5:15 PM	0	0	0	0	0	1	1	0	0	0	1	1	
	5:30 PM	0	0	0	0	0	0	0	1	1	1	1	1	
	5:45 PM	0	0	0	0	0	2	2	0	0	0	2	2	
	6:00 PM	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	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	1	1	0	0	0	0	1	1	
	7:00 PM	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	
	7:30 PM	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	
8:00 PM	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		
8:30 PM	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		
9:00 PM	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		
9:30 PM	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		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	4	0	4	6	0	6	18	0	18	11	0	11	39	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

BRADLEY RD & N SANTA MONICA BLVD



15-Minute Bicycle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	N SANTA MONICA BLVD					BRADLEY RD					N SANTA MONICA BLVD					BRADLEY RD						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM				0					0					0						0	
	12:15 AM				0					0					0						0	
	12:30 AM				0					0					0						0	
	12:45 AM				0					0					0						0	
	1:00 AM				0					0					0						0	
	1:15 AM				0					0					0						0	
	1:30 AM				0					0					0						0	
	1:45 AM				0					0					0						0	
	2:00 AM				0					0					0						0	
	2:15 AM				0					0					0						0	
	2:30 AM				0					0					0						0	
	2:45 AM				0					0					0						0	
	3:00 AM				0					0					0						0	
	3:15 AM				0					0					0						0	
	3:30 AM				0					0					0						0	
	3:45 AM				0					0					0						0	
AM Peak Period	4:00 AM				0					0					0						0	
	4:15 AM				0					0					0						0	
	4:30 AM				0					0					0						0	
	4:45 AM				0					0					0						0	
	5:00 AM				0					0					0						0	
	5:15 AM				0					0					0						0	
	5:30 AM				0					0					0						0	
	5:45 AM				0					0					0						0	
	6:00 AM				0					0					0						0	
	6:15 AM				0					0					0						0	
	6:30 AM				0					0					0						0	
	6:45 AM				0					0					0						0	
	7:00 AM				0					0					0						0	
	7:15 AM				0					0					0						0	
	7:30 AM				0					0					0						0	
	7:45 AM				0					0					0						0	
Midday Peak Period	8:00 AM				0					0					0						0	
	8:15 AM				0					0					0						0	
	8:30 AM				0					0					0						0	
	8:45 AM				0					0					0						0	
	9:00 AM				0					0					0						0	
	9:15 AM				0					0					0						0	
	9:30 AM				0					0					0						0	
	9:45 AM				0					0					0						0	
	10:00 AM				0					0					0						0	
	10:15 AM				0					0					0						0	
	10:30 AM				0					0					0						0	
	10:45 AM				0					0					0						0	
	11:00 AM				0					0					0						0	
	11:15 AM				0					0					0						0	
	11:30 AM				0					0					0						0	
	11:45 AM				0					0					0						0	
PM Peak Period	12:00 PM				0					0					0						0	
	12:15 PM				0					0					0						0	
	12:30 PM				0					0					0						0	
	12:45 PM				0					0					0						0	
	1:00 PM				0					0					0						0	
	1:15 PM				0					0					0						0	
	1:30 PM				0					0					0						0	
	1:45 PM				0					0					0						0	
	2:00 PM				0					0					0						0	
	2:15 PM				0					0					0						0	
	2:30 PM				0					0					0						0	
	2:45 PM				0					0					0						0	
	3:00 PM				0					0					0						0	
	3:15 PM				0					0					0						0	
	3:30 PM				0					0					0						0	
	3:45 PM				0					0					0						0	
Post PM Peak Period	4:00 PM				0					0					0						0	
	4:15 PM				0					0					0						0	
	4:30 PM				0					0					0						0	
	4:45 PM				0					0					0						0	
	5:00 PM				0					0					0						0	
	5:15 PM				0					0					0						0	
	5:30 PM				0					0					0						0	
	5:45 PM				0					0					0						0	
	6:00 PM				0					0					0						0	
	6:15 PM				0					0					0						0	
	6:30 PM				0					0					0						0	
	6:45 PM				0					0					0						0	
	7:00 PM				0					0					0						0	
	7:15 PM				0					0					0						0	
	7:30 PM				0					0					0						0	
	7:45 PM				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

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period	From North	
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Intersection Traffic Volume Report

Count Basics		Version 2022.11.2	Page 1 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

Base Information, Observed (8) Hour and Estimated (24) Hour Volume Summaries

Major St: CALUMET RD
Minor St: N SANTA MONICA BLVD
Intersection of: CALUMET RD & N SANTA MONICA BLVD

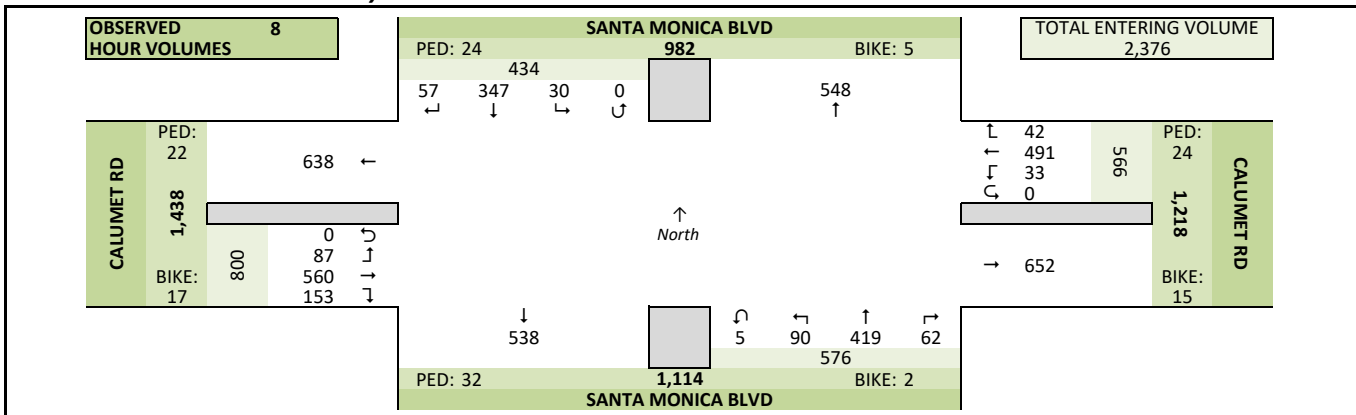
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names	North Direction		↑
North Leg	SANTA MONICA BLVD		
East Leg	CALUMET RD		
South Leg	SANTA MONICA BLVD		
West Leg	CALUMET RD		
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	

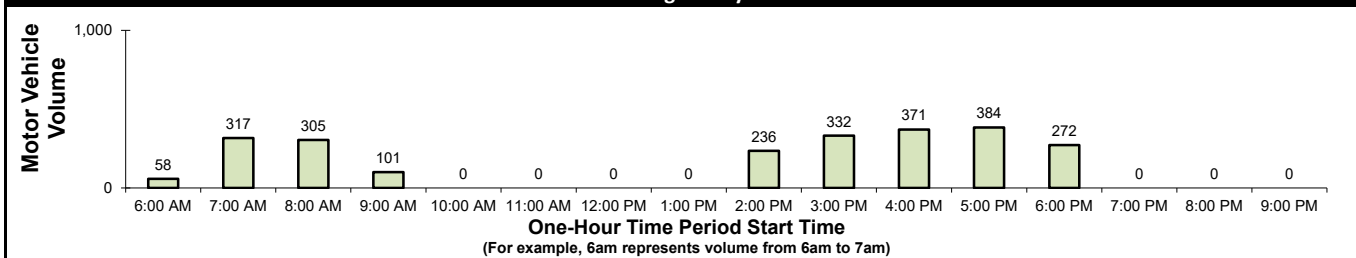
Count Information

Hrs Counted: 06:30 AM-09:30 AM and 02:00 PM-07:00 PM			
1st Day of Count	Thursday, April 27, 2023		Weather
AM Peak Period	Friday, April 28, 2023		Clear & Dry
Midday Peak Period	Friday, April 28, 2023		Clear & Dry
PM Peak Period	Thursday, April 27, 2023		Clear & Dry
Calculated Peak Hours			
	AM 7:30-8:30am	MD	PM 4:45-5:45pm
Peak Hours Selected for Analysis			
	AM 7:30-8:30am	MD	PM 4:45-5:45pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors		
Count Expansion Group	(2) Urban Arterials & Collectors		
Daily/Seasonal Adjustment Factor	0.908	Count Expansion Factor	1.847
Company Name	TADI, Inc.	Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein	
	Midday Peak Period	None	
	PM Peak Period	Amy Scheuerlein	
Comments	2021 DOT Daily & Seasonal Factors		

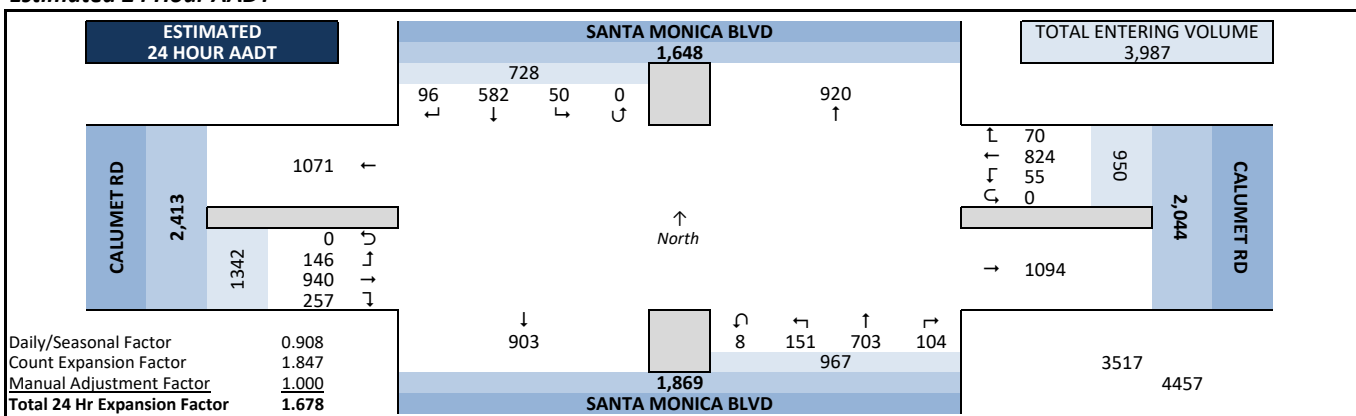
Observed 8 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT

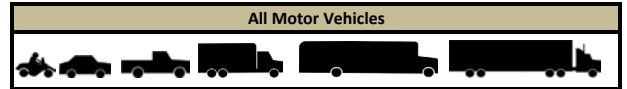


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

Peak Hour Volume Summary

CALUMET RD & N SANTA MONICA BLVD



Peak Hour Volumes, Truck Percentages, and PHFs

Friday, April 28, 2023		↓					←					↑					→					
		From North					From East					From South					From West					
		SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD					
AM Peak Hour	AM Peak Hour	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
	7:30 AM	7	25	0	0	32	1	21	4	0	26	2	22	4	0	28	9	17	1	0	27	113
	7:45 AM	2	12	0	0	14	4	30	1	0	35	4	16	3	0	23	7	27	1	0	35	107
	8:00 AM	5	14	0	0	19	1	29	0	0	30	1	13	6	0	20	2	21	6	0	29	98
	8:15 AM	0	15	1	0	16	5	14	0	0	19	1	11	4	0	16	2	20	2	0	24	75
	Peak Hour Volume	14	66	1	0	81	11	94	5	0	110	8	62	17	0	87	20	85	10	0	115	393
	Rounded Hourly Volume	15	65	0	0	80	10	95	5	0	110	10	60	15	0	85	20	85	10	0	115	390
	% Single Unit Trucks	7.1	6.1	0.0	0.0	6.2	0.0	1.1	40.0	0.0	2.7	25.0	6.5	5.9	0.0	8.0	20.0	8.2	0.0	0.0	9.6	6.6
	% 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)	7.1	6.1	0.0	0.0	6.2	0.0	1.1	40.0	0.0	2.7	25.0	6.5	5.9	0.0	8.0	20.0	8.2	0.0	0.0	9.6	6.6
Peak Hour Factor (PHF)	0.50	0.66	0.25	0.00	0.63	0.55	0.78	0.31	0.00	0.79	0.50	0.70	0.71	0.00	0.78	0.56	0.79	0.42	0.00	0.82	0.87	

N/A		↓ From North					← From East					↑ From South					→ From West					Totals
Midday (MD) Peak Hour	MD Peak Hour	SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD					
	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	
	12:00 PM	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	
	12:30 PM	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	
	Peak Hour Volume	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	
	% 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	
	% 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	
% 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		
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		

Thursday, April 27, 2023		↓ From North					← From East					↑ From South					→ From West					Totals
PM Peak Hour		SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD					
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	
4:45 PM		0	11	0	0	11	1	16	1	0	18	4	18	4	1	27	10	30	3	0	43	99
5:00 PM		6	17	2	0	25	2	15	2	0	19	3	10	3	1	17	7	28	1	0	36	97
5:15 PM		1	15	5	0	21	2	11	1	0	14	3	20	1	0	24	4	41	5	0	50	109
5:30 PM		0	12	2	0	14	3	18	1	0	22	5	16	6	0	27	5	25	1	0	31	94
Peak Hour Volume		7	55	9	0	71	8	60	5	0	73	15	64	14	2	95	26	124	10	0	160	399
Rounded Hourly Volume		5	55	10	0	70	10	60	5	0	75	15	65	15	0	95	25	125	10	0	160	400
% Single Unit Trucks		0.0	1.8	0.0	0.0	1.4	0.0	1.7	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.8
% 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	1.8	0.0	0.0	1.4	0.0	1.7	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.8
Peak Hour Factor (PHF)		0.29	0.81	0.45	0.00	0.71	0.67	0.83	0.62	0.00	0.83	0.75	0.80	0.58	0.50	0.88	0.65	0.76	0.50	0.00	0.80	0.92

Peak Hour Pedestrian and Bicyclist Volumes

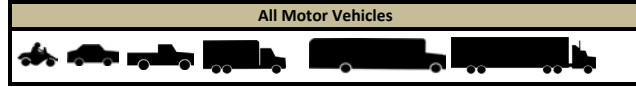
Pedestrians and Bicyclists		Crossing 			Crossing 			Crossing 			Crossing 			Total Ped & Bike Volume
		SANTA MONICA BLVD			CALUMET RD			SANTA MONICA BLVD			CALUMET RD			
15-Minute Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:30 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
	7:45 AM	1	0	1	0	1	1	2	0	2	2	2	4	8
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	1	1	2	0	0	0	2	0	2	0	0	0	4
	Total	2	1	3	1	1	2	5	0	5	2	2	4	14
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	4:45 PM	1	0	1	1	0	1	1	0	1	1	0	1	4
	5:00 PM	1	1	2	0	1	1	0	0	0	0	1	1	4
	5:15 PM	1	0	1	1	3	4	0	0	0	0	1	1	6
	5:30 PM	1	0	1	2	0	2	0	0	0	0	2	2	5
	Total	4	1	5	4	4	8	1	0	1	1	4	5	19

Intersection Traffic Volume Report

Count Basics			Page 4 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

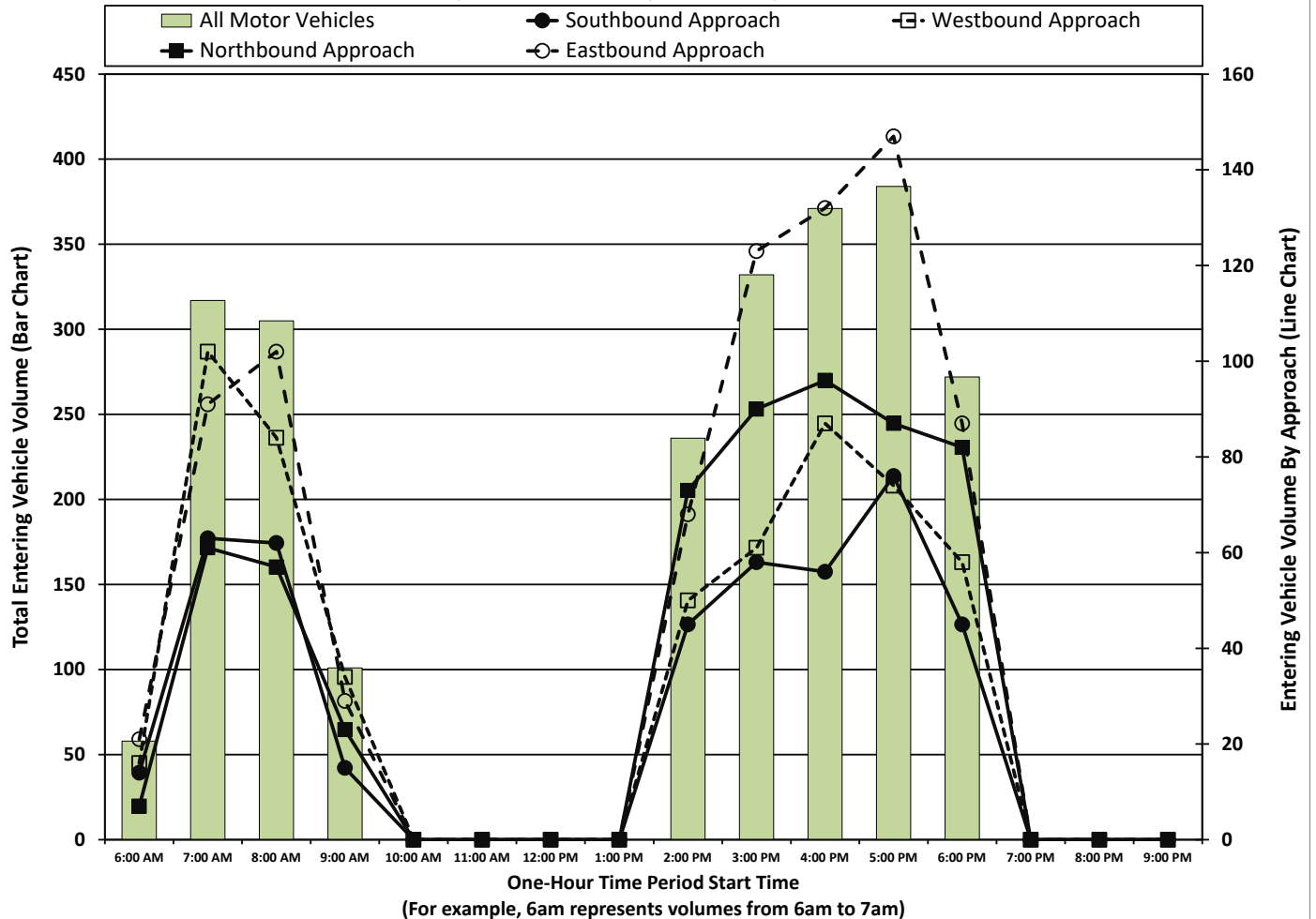
CALUMET RD & N SANTA MONICA BLVD



One-Hour Motor Vehicle Data

One-Hour Time Period	Start Time	From North SANTA MONICA BLVD					From East CALUMET RD					From South SANTA MONICA BLVD					From West CALUMET RD					Total Vehicle Volume	Directional Volume Totals E/W N/S	
		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	6:00 AM	4	9	1	0	14	1	15	0	0	16	1	4	2	0	7	3	14	4	0	21	58	37	21
	7:00 AM	12	50	1	0	63	8	86	8	0	102	7	42	12	0	61	23	64	4	0	91	317	193	124
	8:00 AM	8	53	1	0	62	8	73	3	0	84	5	38	13	1	57	8	80	14	0	102	305	186	119
	9:00 AM	3	11	1	0	15	1	33	0	0	34	1	17	5	0	23	4	18	7	0	29	101	63	38
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	5	37	3	0	45	1	47	2	0	50	7	54	12	0	73	14	43	11	0	68	236	118	118
	3:00 PM	7	50	1	0	58	2	57	2	0	61	7	69	12	2	90	31	80	12	0	123	332	184	148
	4:00 PM	3	47	6	0	56	8	74	5	0	87	10	75	10	1	96	24	93	15	0	132	371	219	152
	5:00 PM	9	58	9	0	76	7	60	7	0	74	13	61	12	1	87	26	111	10	0	147	384	221	163
	6:00 PM	6	32	7	0	45	6	46	6	0	58	11	59	12	0	82	20	57	10	0	87	272	145	127
	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
	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
	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		57	347	30	0	434	42	491	33	0	566	62	419	90	5	576	153	560	87	0	800	2376	1366	1010

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics			Page 5 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

CALUMET RD & N SANTA MONICA BLVD



15-Minute Motor Vehicle Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	PHF	
	SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD								
	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	3	6	0	0	9	0	8	0	0	8	0	1	0	0	1	2	5	0	0	7	25	155	0.65
	6:45 AM	1	3	1	0	5	1	7	0	0	8	1	3	2	0	6	1	9	4	0	14	33	243	0.54
	7:00 AM	0	8	0	0	8	1	12	1	0	14	0	2	2	0	4	1	9	1	0	11	37	317	0.70
	7:15 AM	3	5	1	0	9	2	23	2	0	27	1	2	3	0	6	6	11	1	0	18	60	378	0.84
	7:30 AM	7	25	0	0	32	1	21	4	0	26	2	22	4	0	28	9	17	1	0	27	113	393	0.87
	7:45 AM	2	12	0	0	14	4	30	1	0	35	4	16	3	0	23	7	27	1	0	35	107	346	0.81
	8:00 AM	5	14	0	0	19	1	29	0	0	30	1	13	6	0	20	2	21	6	0	29	98	305	0.78
	8:15 AM	0	15	1	0	16	5	14	0	0	19	1	11	4	0	16	2	20	2	0	24	75	257	0.86
Midday Peak Period	8:30 AM	2	11	0	0	13	1	17	0	0	18	3	8	2	1	14	1	18	2	0	21	66	233	0.88
	8:45 AM	1	13	0	0	14	1	13	3	0	17	0	6	1	0	7	3	21	4	0	28	66		
	9:00 AM	2	4	1	0	7	1	15	0	0	16	0	11	3	0	14	1	10	2	0	13	50		
	9:15 AM	1	7	0	0	8	0	18	0	0	18	1	6	2	0	9	3	8	5	0	16	51		
	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		
	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		
PM Peak Period	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		
2:00 PM	0	7	0	0	7	1	17	1	0	19	1	10	3	0	14	2	12	4	0	18	58	236	0.88	
2:15 PM	2	15	2	0	19	0	8	0	0	8	3	10	3	0	16	5	11	4	0	20	63	257	0.81	
2:30 PM	0	9	1	0	10	0	8	1	0	9	2	25	4	0	31	3	13	1	0	17	67	281	0.81	
2:45 PM	3	6	0	0	9	0	14	0	0	14	1	9	2	0	12	4	7	2	0	13	48	308	0.82	
3:00 PM	2	10	0	0	12	1	12	2	0	15	1	15	2	1	19	8	23	2	0	33	79	332	0.88	
3:15 PM	2	16	0	0	18	0	11	0	0	11	1	22	5	0	28	9	17	4	0	30	87	364	0.82	
3:30 PM	1	10	1	0	12	1	20	0	0	21	2	15	4	1	22	10	25	4	0	39	94	349	0.79	
3:45 PM	2	14	0	0	16	0	14	0	0	14	3	17	1	0	21	4	15	2	0	21	72	344	0.77	
4:00 PM	2	6	5	0	13	4	24	2	0	30	2	27	2	0	31	7	26	4	0	37	111	371	0.84	
4:15 PM	0	14	0	0	14	2	16	0	0	18	1	12	1	0	14	3	18	5	0	26	72	357	0.90	
4:30 PM	1	16	1	0	18	1	18	2	0	21	3	18	3	0	24	4	19	3	0	26	89	394	0.90	
4:45 PM	0	11	0	0	11	1	16	1	0	18	4	18	4	1	27	10	30	3	0	43	99	399	0.92	
5:00 PM	6	17	2	0	25	2	15	2	0	19	3	10	3	1	17	7	28	1	0	36	97	384	0.88	
5:15 PM	1	15	5	0	21	2	11	1	0	14	3	20	1	0	24	4	41	5	0	50	109	383	0.88	
5:30 PM	0	12	2	0	14	3	18	1	0	22	5	16	6	0	27	5	25	1	0	31	94	340	0.89	
5:45 PM	2	14	0	0	16	0	16	3	0	19	2	15	2	0	19	10	17	3	0	30	84	302	0.79	
6:00 PM	1	14	3	0	18	3	15	1	0	19	5	23	1	0	29	3	23	4	0	30	96	272	0.71	
6:15 PM	3	5	0	0	8	3	13	1	0	17	2	15	6	0	23	4	11	3	0	18	66			
6:30 PM	1	5	2	0	8	0	12	1	0	13	2	13	3	0	18	3	12	2	0	17	56			
6:45 PM	1	8	2	0	11	0	6	3	0	9	2	8	2	0	12	10	11	1	0	22	54			
7:00 PM	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			
7:30 PM	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			
8:00 PM	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	57	347	30	0	434	42	491	33	0	566	62	419	90	5	576	153	560	87	0	800	2376			

Peak Hour All Vehicle Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume	PHF
	SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD						
	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 7:30 AM	14	66	1	0	81	11	94	5	0	110	8	62	17	0	87	20	85	10	0	115	393	0.87
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 4:45 PM	7	55	9	0	71	8	60	5	0	73	15	64	14	2	95	26	124	10	0	160	399	0.92

Intersection Traffic Volume Report

Count Basics			Page 6 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

15-Minute Automobile Data

CALUMET RD & N SANTA MONICA BLVD



15-Minute Automobile Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD						
	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	3	6	0	0	9	0	8	0	0	8	0	1	0	0	1	2	5	0	0	7	25
	6:45 AM	1	3	1	0	5	1	6	0	0	7	0	3	2	0	5	1	8	3	0	12	29
	7:00 AM	0	8	0	0	8	1	12	1	0	14	0	2	2	0	4	1	9	1	0	11	37
	7:15 AM	3	5	1	0	9	2	22	1	0	25	1	1	3	0	5	4	11	0	0	15	54
	7:30 AM	7	25	0	0	32	1	21	2	0	24	2	21	4	0	27	8	15	1	0	24	107
	7:45 AM	2	11	0	0	13	4	30	1	0	35	3	13	2	0	18	6	25	1	0	32	98
	8:00 AM	4	14	0	0	18	1	29	0	0	30	0	13	6	0	19	2	19	6	0	27	94
	8:15 AM	0	12	1	0	13	5	13	0	0	18	1	11	4	0	16	0	19	2	0	21	68
	8:30 AM	2	11	0	0	13	1	15	0	0	16	3	7	1	1	12	1	14	2	0	17	58
	8:45 AM	1	13	0	0	14	0	11	3	0	14	0	6	1	0	7	3	20	3	0	26	61
9:00 AM	1	4	0	0	5	1	14	0	0	15	0	11	3	0	14	1	10	2	0	13	47	
9:15 AM	1	7	0	0	8	0	18	0	0	18	1	6	2	0	9	2	8	4	0	14	49	
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	5	0	0	5	1	14	1	0	16	1	9	3	0	13	2	11	4	0	17	51
	2:15 PM	2	13	2	0	17	0	8	0	0	8	3	8	3	0	14	4	11	4	0	19	58
	2:30 PM	0	9	1	0	10	0	7	1	0	8	1	23	2	0	26	2	13	1	0	16	60
	2:45 PM	3	6	0	0	9	0	12	0	0	12	1	9	2	0	12	3	6	2	0	11	44
	3:00 PM	2	6	0	0	8	1	11	2	0	14	1	15	2	1	19	7	22	2	0	31	72
	3:15 PM	2	16	0	0	18	0	10	0	0	10	1	20	5	0	26	9	16	4	0	29	83
	3:30 PM	1	10	1	0	12	1	18	0	0	19	2	15	4	1	22	10	25	4	0	39	92
	3:45 PM	1	14	0	0	15	0	12	0	0	12	3	16	1	0	20	4	15	2	0	21	68
	4:00 PM	1	6	5	0	12	4	23	2	0	29	2	26	2	0	30	7	26	4	0	37	108
	4:15 PM	0	14	0	0	14	2	15	0	0	17	0	12	1	0	13	3	18	5	0	26	70
	4:30 PM	1	16	1	0	18	0	18	2	0	20	3	17	3	0	23	4	19	3	0	26	87
	4:45 PM	0	11	0	0	11	1	16	1	0	18	4	18	4	1	27	10	30	3	0	43	99
	5:00 PM	6	16	2	0	24	2	14	2	0	18	3	10	3	1	17	7	27	1	0	35	94
	5:15 PM	1	15	5	0	21	2	11	1	0	14	3	20	1	0	24	4	41	5	0	50	109
	5:30 PM	0	12	2	0	14	3	18	1	0	22	5	16	6	0	27	5	25	1	0	31	94
	5:45 PM	2	13	0	0	15	0	16	3	0	19	2	15	2	0	19	10	17	3	0	30	83
	6:00 PM	1	14	3	0	18	3	15	1	0	19	5	23	1	0	29	3	23	4	0	30	96
	6:15 PM	3	5	0	0	8	3	13	1	0	17	2	15	6	0	23	4	11	3	0	18	66
	6:30 PM	1	5	2	0	8	0	12	1	0	13	2	13	3	0	18	3	12	2	0	17	56
	6:45 PM	1	8	2	0	11	0	6	3	0	9	2	8	2	0	12	10	11	1	0	22	54
	7:00 PM	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
	7:30 PM	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
8:00 PM	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		53	333	29	0	415	40	468	30	0	538	57	403	86	5	551	142	542	83	0	767	2271

Peak Hour Automobile Volume Summary

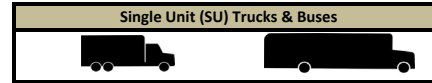
Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD					
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM 7:30 AM	13	62	1	0	76	11	93	3	0	107	6	58	16	0	80	16	78	10	0	104	36
AM 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 4:45 PM	7	54	9	0	70	8	59	5	0	72	15	64	14	2	95	26	123	10	0	159	39

Intersection Traffic Volume Report

Count Basics			Page 7 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

15-Minute Single Unit (SU) Truck & Bus Data

CALUMET RD & N SANTA MONICA BLVD



15-Minute Single Unit (SU) Truck & Bus Data

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum	
	SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD							
	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	10	
	6:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	1	1	0	2	4	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
	7:15 AM	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	2	0	1	0	3	6	
	7:30 AM	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	1	2	0	0	3	6	
	7:45 AM	0	1	0	0	1	0	0	0	0	0	1	3	1	0	5	1	2	0	0	3	9	
	8:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	4	
	8:15 AM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	7	
	8:30 AM	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	4	0	0	4	8	
	8:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	5	
	9:00 AM	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	
	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	3	0	0	3	0	1	0	0	1	0	1	0	0	1	7	23
	2:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	5	23
	2:30 PM	0	0	0	0	0	0	1	0	0	1	1	2	2	0	5	1	0	0	0	1	7	22
	2:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	4	17
	3:00 PM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	7	17
	3:15 PM	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	4	13
	3:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	11
	3:45 PM	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4	11
	4:00 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3	7
	4:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2	7
	4:30 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	5
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
	5:00 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	4
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	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	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	
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	
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	
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	
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	
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	
Totals	4	14	1	0	19	2	23	3	0	28	5	16	4	0	25	11	18	4	0	33	105		

Peak Hour Single Unit (SU) Truck & Buses Volume Summary

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD					
	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 7:30 AM	1	4	0	0	5	0	1	2	0	3	2	4	1	0	7	4	7	0	0	11	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 4:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1

Semi-Trucks

[illegible][illegible]

Count Basics		Page 9 of 13
Start Date:	Thursday, April 27, 2023	Weekday
Total Number of Hours Counted: 8	Non-Holiday	Schools in Session
		No Special Events

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

[illegible]

Hourly Time Period Start Time	From North					From East					From South					From West					Total Hourly Volume
	SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD					
	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 7:30 AM	1	4	0	0	5	0	1	2	0	3	2	4	1	0	7	4	7	0	0	11	28
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 4:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1

%	Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)		

[illegible]

Hourly Time Period Start Time	From North					From East					From South					From West					Hourly Heavy Vehicle Percent
	SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD					
	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 7:30 AM	7.1	6.1	0.0	0.0	6.2	0.0	1.1	40.0	0.0	2.7	25.0	6.5	5.9	0.0	8.0	20.0	8.2	0.0	0.0	9.6	6.1
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 4:45 PM	0.0	1.8	0.0	0.0	1.4	0.0	1.7	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.6	0.0

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	8	Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

CALUMET RD & N SANTA MONICA BLVD



15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum	
	North Approach			East Approach			South Approach			West Approach					
	SANTA MONICA BLVD			CALUMET RD			SANTA MONICA BLVD			CALUMET RD					
	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		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	2	0	2	1	0	1	2	0	2	0	0	5	15	
	6:45 AM	2	0	2	0	0	0	2	0	2	0	1	5	12	
	7:00 AM	0	0	0	0	0	0	0	0	0	2	4	4	15	
	7:15 AM	0	0	0	1	0	1	0	0	0	0	0	1	11	
	7:30 AM	0	0	0	1	0	1	1	0	1	0	0	2	14	
	7:45 AM	1	0	1	0	1	1	2	0	2	2	2	4	8	21
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	18	
	8:15 AM	1	1	2	0	0	0	2	0	2	0	0	4	20	
	8:30 AM	2	0	2	1	0	1	3	0	3	2	1	3	21	
	8:45 AM	1	0	1	2	0	2	2	0	2	0	0	5		
	9:00 AM	0	0	0	0	0	0	1	0	1	1	0	2		
	9:15 AM	0	0	0	2	0	2	1	1	2	1	0	5		
	9:30 AM	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		
Midday Peak Period	10:00 AM	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		
	10:30 AM	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		
	11:00 AM	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		
	11:30 AM	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		
	12:00 PM	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		
	12:30 PM	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		
	1:00 PM	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		
	1:30 PM	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		
PM Peak Period	2:00 PM	0	0	0	1	1	2	0	0	0	0	0	2	13	
	2:15 PM	0	0	0	0	0	0	0	0	0	1	1	1	13	
	2:30 PM	0	0	0	2	2	4	0	0	0	1	0	5	14	
	2:45 PM	3	0	3	1	0	1	0	0	0	1	0	5	17	
	3:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	17	
	3:15 PM	0	0	0	1	0	1	0	0	0	1	0	2	20	
	3:30 PM	2	0	2	1	0	1	4	0	4	1	0	8	21	
	3:45 PM	0	0	0	1	0	1	2	0	2	2	0	5	20	
	4:00 PM	2	0	2	1	1	2	1	0	1	0	0	5	19	
	4:15 PM	0	0	0	1	1	2	0	0	0	1	0	3	18	
	4:30 PM	3	0	3	0	0	0	2	0	2	2	0	7	21	
	4:45 PM	1	0	1	1	0	1	1	0	1	1	0	4	19	
	5:00 PM	1	1	2	0	1	1	0	0	0	0	1	4	23	
	5:15 PM	1	0	1	1	3	4	0	0	0	0	1	6	25	
	5:30 PM	1	0	1	2	0	2	0	0	0	0	2	5	29	
	5:45 PM	1	1	2	1	1	2	0	1	1	0	3	8	26	
	6:00 PM	0	0	0	0	1	1	3	0	3	0	2	6	19	
	6:15 PM	0	2	2	2	1	3	2	0	2	2	1	10		
	6:30 PM	0	0	0	0	2	2	0	0	0	0	0	2		
	6:45 PM	0	0	0	0	0	0	1	0	1	0	0	1		
	7:00 PM	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		
	7:30 PM	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		
	8:00 PM	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		
	8:30 PM	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		
	9:00 PM	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		
	9:30 PM	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		
Totals	24	5	29	24	15	39	32	2	34	22	17	39	141		

Special Pedestrians

Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementary School Age Children	x					
Visually Impaired (white cane/help)	x					
Elderly/Disabled (except wheelchair)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics				Page 12 of 13
Start Date:	Thursday, April 27, 2023	Weekday	Schools in Session	
Total Number of Hours Counted:	8	Non-Holiday	No Special Events	

15-Minute Adult & Children Count (Manual Entry)

CALUMET RD & N SANTA MONICA BLVD



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time	Crossing 			Crossing 			Crossing 			Crossing 			15-Min Totals	Hourly Sum
	SANTA MONICA BLVD			CALUMET RD			SANTA MONICA BLVD			CALUMET RD				
	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
Pre-AM Peak Period	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
AM Peak Period	6:00 AM	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	1
	6:30 AM	2	2	1	1	2	2	2	0	0	0	5	0	1
	6:45 AM	2	2	0	0	2	2	2	0	0	0	4	0	
	7:00 AM	0	0	0	0	0	0	2	2	2	2	2	0	1
	7:15 AM	0	0	1	1	0	0	0	0	0	0	1	0	
	7:30 AM	0	0	1	1	1	1	1	0	0	0	2	0	1
	7:45 AM	1	1	0	0	2	2	2	2	2	2	5	0	1
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 AM	1	1	0	0	2	2	2	0	0	0	3	0	1
	8:30 AM	2	2	1	1	3	3	2	2	2	2	8	0	1
	8:45 AM	1	1	2	2	2	2	0	0	0	0	5	0	1
9:00 AM	0	0	0	0	1	1	1	1	1	1	2	0		
9:15 AM	0	0	2	2	2	1	1	1	1	1	4	0		
9:30 AM	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		
Midday Peak Period	10:00 AM	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	
	10:30 AM	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	
	11:00 AM	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	
	11:30 AM	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	
	12:00 PM	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	
	12:30 PM	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	
PM Peak Period	1:00 PM	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	
	1:30 PM	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	
	2:00 PM	0	0	1	1	0	0	0	0	0	0	1	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1
	2:30 PM	0	0	2	2	0	0	1	1	1	3	0	0	1
	2:45 PM	3	3	1	1	0	0	0	1	1	1	5	0	1
	3:00 PM	0	0	0	0	0	0	0	2	2	2	2	0	1
	3:15 PM	0	0	1	1	0	0	0	1	1	1	2	0	1
	3:30 PM	2	2	1	1	4	4	2	1	1	1	8	0	1
	3:45 PM	0	0	1	1	2	2	2	2	2	2	5	0	1
	4:00 PM	2	2	1	1	1	1	1	0	0	0	4	0	1
	4:15 PM	0	0	1	1	0	0	0	1	1	1	2	0	1
	4:30 PM	3	3	0	0	2	2	2	2	2	2	7	0	1
	4:45 PM	1	1	1	1	1	1	1	1	1	1	4	0	1
	5:00 PM	1	1	0	0	0	0	0	0	0	0	1	0	1
	5:15 PM	1	1	1	1	0	0	0	0	0	0	2	0	1
	5:30 PM	1	1	2	2	2	2	0	0	0	0	3	0	1
	5:45 PM	1	1	1	1	0	0	0	0	0	0	2	0	1
	6:00 PM	0	0	0	0	3	3	3	0	0	0	3	0	1
	6:15 PM	0	0	2	2	2	2	2	2	2	2	6	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	1	1	1	0	0	0	1	0	
7:00 PM	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		
7:30 PM	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		
8:00 PM	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		
8:30 PM	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		
9:00 PM	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		
9:30 PM	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		
Post PM Peak Period	10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	24	0	24	24	0	24	32	0	32	22	0	22	102	

Bicyclists

15-Minute Time Period Start Time	From North					From East					From South					From West					15-Min Totals	Hourly Sum
	SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD						
	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
Pre-AM Peak Period	12:00 AM				0					0					0					0		
	12:15 AM				0					0					0					0		
	12:30 AM				0					0					0					0		
	12:45 AM				0					0					0					0		
	1:00 AM				0					0					0					0		
	1:15 AM				0					0					0					0		
	1:30 AM				0					0					0					0		
	1:45 AM				0					0					0					0		
	2:00 AM				0					0					0					0		
	2:15 AM				0					0					0					0		
	2:30 AM				0					0					0					0		
	2:45 AM				0					0					0					0		
	3:00 AM				0					0					0					0		
	3:15 AM				0					0					0					0		
	3:30 AM				0					0					0					0		
	3:45 AM				0					0					0					0		
	4:00 AM				0					0					0					0		
4:15 AM				0					0					0					0			
4:30 AM				0					0					0					0			
4:45 AM				0					0					0					0			
5:00 AM				0					0					0					0			
5:15 AM				0					0					0					0			
5:30 AM				0					0					0					0			
5:45 AM				0					0					0					0			
AM Peak Period	6:00 AM				0					0					0					0		
	6:15 AM				0					0					0					0		
	6:30 AM				0					0					0					0		
	6:45 AM				0					0					0					0		
	7:00 AM				0					0					0					0		
	7:15 AM				0					0					0					0		
	7:30 AM				0					0					0					0		
	7:45 AM				0					0					0					0		
	8:00 AM				0					0					0					0		
	8:15 AM				0					0					0					0		
	8:30 AM				0					0					0					0		
	8:45 AM				0					0					0					0		
	9:00 AM				0					0	</											

Hourly Time Period Start Time		From North					From East					From South					From West					Total Hourly Volume
		SANTA MONICA BLVD					CALUMET RD					SANTA MONICA BLVD					CALUMET RD					
		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 7:30 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 4:45 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix B
Peak Hour Analysis Outputs
Existing Two-Way Stop Condition
All-Way Stop Control Condition

HCM 6th TWSC

AM Peak Hour

100: Santa Monica Blvd & Bradley Rd

05/02/2023

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	35	15	15	35	5	10	40	10	5	45	5
Future Vol, veh/h	1	35	15	15	35	5	10	40	10	5	45	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	14	14	14	2	2	2	6	6	6	9	9	9
Mvmt Flow	1	41	17	17	41	6	12	47	12	6	52	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	170	152	57	175	149	55	59	0	0	60	0	0
Stage 1	68	68	-	78	78	-	-	-	-	-	-	-
Stage 2	102	84	-	97	71	-	-	-	-	-	-	-
Critical Hdwy	7.24	6.64	6.34	7.12	6.52	6.22	4.16	-	-	4.19	-	-
Critical Hdwy Stg 1	6.24	5.64	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.24	5.64	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.626	4.126	3.426	3.518	4.018	3.318	2.254	-	-	2.281	-	-
Pot Cap-1 Maneuver	767	718	976	788	743	1012	1520	-	-	1500	-	-
Stage 1	913	815	-	931	830	-	-	-	-	-	-	-
Stage 2	875	802	-	910	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	723	708	974	732	733	1010	1519	-	-	1499	-	-
Mov Cap-2 Maneuver	723	708	-	732	733	-	-	-	-	-	-	-
Stage 1	905	811	-	923	823	-	-	-	-	-	-	-
Stage 2	820	795	-	845	832	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.1		10.2		1.2		0.7					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1519	-	-	770	751	1499	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.077	0.085	0.004	-	-				
HCM Control Delay (s)	7.4	0	-	10.1	10.2	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-				

HCM 6th TWSC

PM Peak Hour

100: Santa Monica Blvd & Bradley Rd

05/02/2023

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	60	20	10	35	5	10	50	10	5	40	1
Future Vol, veh/h	5	60	20	10	35	5	10	50	10	5	40	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	1	1	1	4	4	4	1	1	1	4	4	4
Mvmt Flow	6	69	23	11	40	6	11	57	11	6	46	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	169	151	49	192	146	65	48	0	0	69	0	0
Stage 1	60	60	-	86	86	-	-	-	-	-	-	-
Stage 2	109	91	-	106	60	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.11	-	-	4.14	-	-
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	2.209	-	-	2.236	-	-
Pot Cap-1 Maneuver	797	742	1022	763	742	993	1566	-	-	1519	-	-
Stage 1	954	847	-	917	820	-	-	-	-	-	-	-
Stage 2	899	821	-	895	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	752	732	1020	685	732	991	1565	-	-	1518	-	-
Mov Cap-2 Maneuver	752	732	-	685	732	-	-	-	-	-	-	-
Stage 1	946	843	-	910	813	-	-	-	-	-	-	-
Stage 2	843	814	-	799	837	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.2		10.3		1		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	785	741	1518	-	-
HCM Lane V/C Ratio	0.007	-	-	0.124	0.078	0.004	-	-
HCM Control Delay (s)	7.3	0	-	10.2	10.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0	-	-

HCM 6th TWSC

200: Santa Monica Blvd & Calumet Rd

AM Peak Hour

05/02/2023

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	85	20	5	95	10	15	60	10	1	65	15
Future Vol, veh/h	10	85	20	5	95	10	15	60	10	1	65	15
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	10	10	10	3	3	3	8	8	8	6	6	6
Mvmt Flow	11	98	23	6	109	11	17	69	11	1	75	17
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	257	202	86	257	205	77	93	0	0	81	0	0
Stage 1	87	87	-	110	110	-	-	-	-	-	-	-
Stage 2	170	115	-	147	95	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.13	6.53	6.23	4.18	-	-	4.16	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.527	4.027	3.327	2.272	-	-	2.254	-	-
Pot Cap-1 Maneuver	680	680	951	694	690	981	1464	-	-	1492	-	-
Stage 1	901	807	-	893	802	-	-	-	-	-	-	-
Stage 2	813	785	-	853	814	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	582	670	949	595	680	979	1463	-	-	1491	-	-
Mov Cap-2 Maneuver	582	670	-	595	680	-	-	-	-	-	-	-
Stage 1	889	805	-	881	792	-	-	-	-	-	-	-
Stage 2	684	775	-	730	812	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	11.4		11.3			1.3			0.1			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1463	-	-	696	695	1491	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.19	0.182	0.001	-	-				
HCM Control Delay (s)	7.5	0	-	11.4	11.3	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.7	0.7	0	-	-				

HCM 6th TWSC

200: Santa Monica Blvd & Calumet Rd

PM Peak Hour

05/02/2023

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	125	25	5	60	10	15	65	15	10	55	5
Future Vol, veh/h	10	125	25	5	60	10	15	65	15	10	55	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	11	136	27	5	65	11	16	71	16	11	60	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	236	206	65	279	200	81	66	0	0	88	0	0
Stage 1	86	86	-	112	112	-	-	-	-	-	-	-
Stage 2	150	120	-	167	88	-	-	-	-	-	-	-
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	721	692	1002	675	698	982	1542	-	-	1514	-	-
Stage 1	924	826	-	895	805	-	-	-	-	-	-	-
Stage 2	855	798	-	837	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	650	677	1000	547	683	980	1541	-	-	1513	-	-
Mov Cap-2 Maneuver	650	677	-	547	683	-	-	-	-	-	-	-
Stage 1	913	819	-	884	795	-	-	-	-	-	-	-
Stage 2	767	788	-	673	817	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	11.7		10.8			1.2			1.1			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1541	-	-	711	700	1513	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.245	0.116	0.007	-	-				
HCM Control Delay (s)	7.4	0	-	11.7	10.8	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile O(veh)	0	-	-	1	0.4	0	-	-				

HCM 6th AWSC

100: Santa Monica Blvd & Bradley Rd

AM Peak Hour

05/02/2023

Intersection												
Intersection Delay, s/veh	7.7											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	35	15	15	35	5	10	40	10	5	45	5
Future Vol, veh/h	1	35	15	15	35	5	10	40	10	5	45	5
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
Heavy Vehicles, %	14	14	14	2	2	2	6	6	6	9	9	9
Mvmt Flow	1	41	17	17	41	6	12	47	12	6	52	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.6	7.7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	2%	27%	9%
Vol Thru, %	67%	69%	64%	82%
Vol Right, %	17%	29%	9%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	51	55	55
LT Vol	10	1	15	5
Through Vol	40	35	35	45
RT Vol	10	15	5	5
Lane Flow Rate	70	59	64	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.07	0.075	0.076
Departure Headway (Hd)	4.199	4.247	4.212	4.285
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	831	838	824
Service Time	2.284	2.337	2.301	2.371
HCM Lane V/C Ratio	0.083	0.071	0.076	0.078
HCM Control Delay	7.7	7.7	7.6	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.2	0.2

HCM 6th AWSC

100: Santa Monica Blvd & Bradley Rd

PM Peak Hour

05/02/2023

Intersection												
Intersection Delay, s/veh	7.7											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	60	20	10	35	5	10	50	10	5	40	1
Future Vol, veh/h	5	60	20	10	35	5	10	50	10	5	40	1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	1	1	4	4	4	1	1	1	4	4	4
Mvmt Flow	6	69	23	11	40	6	11	57	11	6	46	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.7	7.7	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	6%	20%	11%
Vol Thru, %	71%	71%	70%	87%
Vol Right, %	14%	24%	10%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	70	85	50	46
LT Vol	10	5	10	5
Through Vol	50	60	35	40
RT Vol	10	20	5	1
Lane Flow Rate	80	98	57	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.11	0.068	0.063
Departure Headway (Hd)	4.169	4.063	4.256	4.309
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	846	869	829	818
Service Time	2.261	2.151	2.35	2.406
HCM Lane V/C Ratio	0.095	0.113	0.069	0.065
HCM Control Delay	7.7	7.7	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.2	0.2

HCM 6th AWSC

200: Santa Monica Blvd & Calumet Rd

AM Peak Hour

05/02/2023

Intersection												
Intersection Delay, s/veh	8.4											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	85	20	5	95	10	15	60	10	1	65	15
Future Vol, veh/h	10	85	20	5	95	10	15	60	10	1	65	15
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	10	10	10	3	3	3	8	8	8	6	6	6
Mvmt Flow	11	98	23	6	109	11	17	69	11	1	75	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.4	8.4	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	9%	5%	1%
Vol Thru, %	71%	74%	86%	80%
Vol Right, %	12%	17%	9%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	115	110	81
LT Vol	15	10	5	1
Through Vol	60	85	95	65
RT Vol	10	20	10	15
Lane Flow Rate	98	132	126	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.168	0.159	0.119
Departure Headway (Hd)	4.713	4.583	4.514	4.614
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	760	783	795	776
Service Time	2.743	2.609	2.54	2.644
HCM Lane V/C Ratio	0.129	0.169	0.158	0.12
HCM Control Delay	8.4	8.5	8.4	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.6	0.4

HCM 6th AWSC

200: Santa Monica Blvd & Calumet Rd

PM Peak Hour

05/02/2023

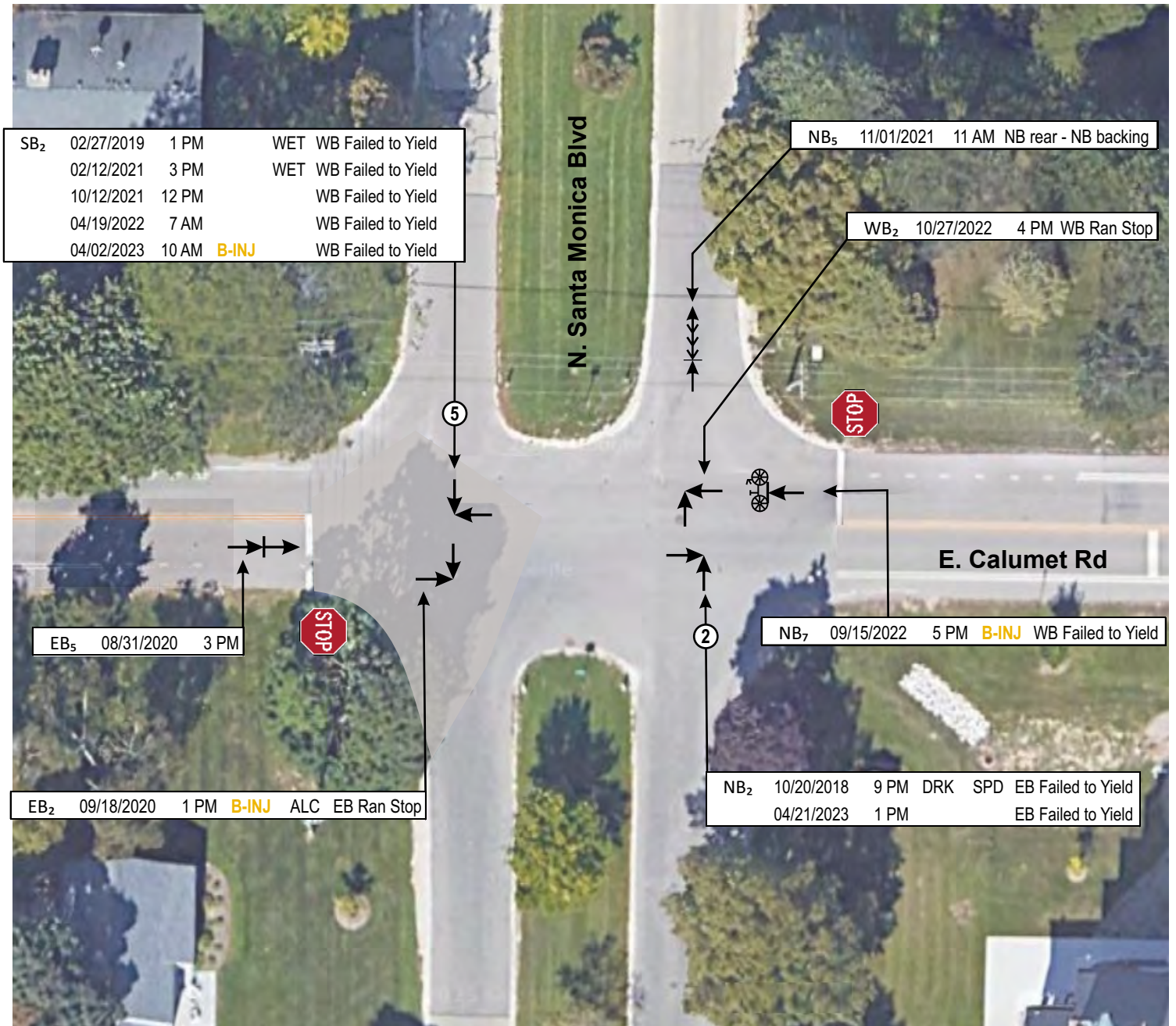
Intersection												
Intersection Delay, s/veh	8.3											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	125	25	5	60	10	15	65	15	10	55	5
Future Vol, veh/h	10	125	25	5	60	10	15	65	15	10	55	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	11	136	27	5	65	11	16	71	16	11	60	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8	8.2	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	6%	7%	14%
Vol Thru, %	68%	78%	80%	79%
Vol Right, %	16%	16%	13%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	160	75	70
LT Vol	15	10	5	10
Through Vol	65	125	60	55
RT Vol	15	25	10	5
Lane Flow Rate	103	174	82	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.21	0.101	0.097
Departure Headway (Hd)	4.52	4.348	4.462	4.6
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	794	828	804	779
Service Time	2.544	2.367	2.484	2.626
HCM Lane V/C Ratio	0.13	0.21	0.102	0.098
HCM Control Delay	8.2	8.5	8	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.8	0.3	0.3

Appendix C
Crash Diagrams & Crash Statistics
Santa Monica Blvd. at Bradley Rd.
Santa Monica Blvd. at Calumet Rd.
Intersection Crash Summary Statistics, Table 21



LEGEND

→ Moving Vehicle	⚡ Traffic Signal	↗ Angle (Right Angle)	↔ Head-On
↔ Backing Vehicle	⚡ Stop/Yield Sign	↖ Angle (Left Turn)	↔ Rear-End
--- Pedestrian	Ⓣ Tree	↘ Angle (Right Turn)	⚡ Out of Control
--- Bicyclist	Ⓛ Fixed Object	↔ Sideswipe-Same	↔ Overtake
Ⓛ Parked Vehicle	Ⓝ Non-Fixed Object	↔ Sideswipe-Opposite	Ⓛ Overtake

CRASH SEVERITY DEFINITIONS

K-Inj	= Fatal Crash
A-Inj	= Suspected Serious Injury Crash
B-Inj	= Suspected Minor Injury Crash
C-Inj	= Possible Injury Crash
	= No Apparent Injury Crash

Note: Deer Crashes Not Included



CRASH STATISTICS

12	0 Fatal Crash (K)
Crashes	0 Suspected Serious (Type A)
	3 Suspected Minor (Type B)
	0 Possible (Type C)
	9 No Apparent Injury
2.44	Crashes Per Million Entering Vehicles

CRASH HISTORY (April 2018-April 2023)
N, SANTA MONICA BOULEVARD
& E. CALUMET ROAD
FOX POINT, WISCONSIN



LEGEND

- Moving Vehicle
- ↔ Backing Vehicle
- Pedestrian
- Bicyclist
- ☐ Parked Vehicle

- 🚦 Traffic Signal
- 🛑 Stop/Yield Sign
- 🌳 Tree
- 🚧 Fixed Object
- 🚫 Non-Fixed Object

- ↘ Angle (Right Angle)
- ↙ Angle (Left Turn)
- ↗ Angle (Right Turn)
- ↔ Sideswipe-Same
- ↔ Sideswipe-Opposite

- ↔ Head-On
- ↔ Rear-End
- 🌀 Out of Control
- ↔ Overtake
- 🌀 Overtake

= CRASH FREQUENCY (if > 1 NON-PED/BIKE)

LABEL, DATE OF CRASH, TIME, SEVERITY, ROAD CONDITIONS, LIGHT, ALCOHOL, DRUGS, SPEED-RELATED, NOTES ABOUT CRASH

Note: Deer Crashes Not Included

CRASH SEVERITY DEFINITIONS

- K-Inj** = Fatal Crash
- A-Inj** = Suspected Serious Injury Crash
- B-Inj** = Suspected Minor Injury Crash
- C-Inj** = Possible Injury Crash
- No Apparent Injury Crash**



NOT TO SCALE



CRASH STATISTICS

1 Crashes

0 Fatal Crash (K)
0 Suspected Serious (Type A)
0 Suspected Minor (Type B)
0 Possible (Type C)
1 No Apparent Injury

0.20 Crashes Per Million Entering Vehicles

CRASH HISTORY (April 2018-April 2023)
N, SANTA MONICA BOULEVARD
& E. BRADLEY ROAD
FOX POINT, WISCONSIN

INTERSECTION CRASH SUMMARY STATISTICS FOR WISCONSIN

Final Report

Principal Investigator

Keith K. Knapp, P.E., Ph.D.

Engineering Professional Development Department
Department of Civil and Environmental Engineering
Midwest Regional University Transportation Center
Wisconsin Traffic Operations and Safety Laboratory
University of Wisconsin-Madison

Graduate Research Assistants

John Campbell

Cara Kienert

Department of Civil and Environmental Engineering

Submitted to the Wisconsin Department of Transportation

Completed as part of the
Systematic Evaluation of Intersection and
Run-off-the-Road Crash Locations Project

Midwest Regional University Transportation Center

University of Wisconsin-Madison

1415 Engineering Drive

Madison, WI 53706-1791

Telephone: 608-263-2655

Fax: 608-263-2512

<http://www.mrutc.org>

<http://www.topslab.wisc.edu>

June 2005

TABLE 20. Urban Intersection Crash Frequencies

Average Annual Crash Frequency (Crashes per Year)							
Category	Number of Intersections	Number of Crashes	Avg.	Min.	Max.	Std Dev.	85 th Percentile (Approx.) ¹
All Urban Intersections	1,148	27,113	7.87	1.67	44.67	5.65	13.0
Urban Intersections by Traffic Control							
Signal	720	20,726	9.60	2.00	44.67	6.27	15.3
Through-Stop	423	6,321	4.98	1.67	17.33	2.46	7.0
Four-Way Stop ²	5	66	4.40	2.67	6.33	1.55	--
Urban Intersections by Annual Average Daily Entering Volume (Vehicles)							
< 15,000	264	3,982	5.03	1.67	17.67	2.60	7.0
15,000 to 25,000	438	8,088	6.16	1.67	25.33	3.30	9.3
> 25,000	446	15,043	11.24	1.67	44.67	6.96	17.8

¹85 percent of the database urban intersections have a safety measure at or below this level.

²Use with caution due to small sample size.

TABLE 21. Urban Intersection Crash Rates

Crash Rate (per Million Entering Vehicles)							
Category	Number of Intersections	Number of Crashes	Avg.	Min.	Max.	Std Dev.	85 th Percentile (Approx.) ¹
All Urban Intersections	1,148	27,113	0.96	0.15	8.22	0.65	1.4
Urban Intersections by Traffic Control							
Signal	720	20,726	1.00	0.17	5.60	0.55	1.5
Through-Stop	423	6,321	0.88	0.15	8.22	0.78	1.2
Four-Way Stop ²	5	66	1.02	0.74	1.47	0.29	--
Urban Intersections by Annual Average Daily Entering Volume (Vehicles)							
< 15,000	264	3,982	1.33	0.31	8.22	0.99	1.9
15,000 to 25,000	438	8,088	0.87	0.22	3.00	0.45	1.3
> 25,000	446	15,043	0.82	0.15	3.12	0.44	1.2

¹85 percent of the database urban intersections have a safety measure at or below this level.

²Use with caution due to small sample size.

Appendix D

All-Way Stop Control Warrant Spreadsheets

Santa Monica Blvd. at Bradley Rd.

Santa Monica Blvd. at Calumet Rd.

All-Way Stop Control Warrants

Satisfied? **No**

- No** A. Is a signal justified? **No**
No B. # of crashes in a 12 month period that can be corrected by multi-way stop control:
No C. Minimum Volumes

1

1. Major road approach volume (total of both) at least 300 vph for min 8 hours?
2. Combined ped, bike, and veh volume on minor approach (total of both) at least 200 units per hour for the same 8 hours as criteria C-1?
3. If the 85th percentile speed on the major road exceeds 40 mph, may use 70% of the values in C-1 (210) and C-2 (140).

Major Street 85th percentile mph: **25 mph**

Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: Both App. (VPH)	C-1	C-2	Both Met?	D (80%)		Both Met?
					(300)	(200)		(240)	(160)	
1	6:00	7:00	15	17	No	No	No	No	No	No
2	7:00	8:00	98	96	No	No	No	No	No	No
3	8:00	9:00	98	84	No	No	No	No	No	No
4	9:00	10:00	42	25	No	No	No	No	No	No
5	10:00	11:00	0	0						
6	11:00	12:00	0	0						
7	12:00	13:00	0	0						
8	13:00	14:00	0	0						
9	14:00	15:00	100	107	No	No	No	No	No	No
10	15:00	16:00	106	136	No	No	No	No	No	No
11	16:00	17:00	122	119	No	No	No	No	No	No
12	17:00	18:00	135	120	No	No	No	No	No	No
13	18:00	19:00	91	109	No	No	No	No	No	No
14	19:00	20:00	0	0						
15	20:00	21:00	0	0						
16	21:00	22:00	0	0						

- No** D. Use when previous criteria have not been met:
 If 80% minimum values of Criteria B, C-1, and C-2 (C-3 excluded) are satisfied, warrant is met.

Traffic must increase by 362% (4.62x) in order for AWSC warrants to be met (via Criterion D).

All-Way Stop Control Warrants

Satisfied? **No**

- No** A. Is a signal justified? **No**
No B. # of crashes in a 12 month period that can be corrected by multi-way stop control:
No C. Minimum Volumes

4

1. Major road approach volume (total of both) at least 300 vph for min 8 hours?
2. Combined ped, bike, and veh volume on minor approach (total of both) at least 200 units per hour for the same 8 hours as criteria C-1?
3. If the 85th percentile speed on the major road exceeds 40 mph, may use 70% of the values in C-1 (210) and C-2 (140).

Major Street 85th percentile mph: **25 mph**

Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: Both App. (VPH)	C-1	C-2	Both Met?	D (80%)		Both Met?
					(300)	(200)		(240)	(160)	
1	6:00	7:00	37	21	No	No	No	No	No	No
2	7:00	8:00	193	124	No	No	No	No	No	No
3	8:00	9:00	186	119	No	No	No	No	No	No
4	9:00	10:00	63	38	No	No	No	No	No	No
5	10:00	11:00	0	0						
6	11:00	12:00	0	0						
7	12:00	13:00	0	0						
8	13:00	14:00	0	0						
9	14:00	15:00	118	118	No	No	No	No	No	No
10	15:00	16:00	184	148	No	No	No	No	No	No
11	16:00	17:00	219	152	No	No	No	No	No	No
12	17:00	18:00	221	163	No	No	No	No	Yes	No
13	18:00	19:00	145	127	No	No	No	No	No	No
14	19:00	20:00	0	0						
15	20:00	21:00	0	0						
16	21:00	22:00	0	0						

- No** D. Use when previous criteria have not been met:
 If 80% minimum values of Criteria B, C-1, and C-2 (C-3 excluded) are satisfied, warrant is met.

Traffic must increase by 233% (3.33x) in order for AWSC warrants to be met (via Criterion D).



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

To: Village Board

From: Kevin Ausman, Assistant Village Manager *KA*

cc: Scott A. Botcher, Village Manager *SAB*

Date: 10/5/2023

Re: Consideration of Request for Proposal - Village Property Land Use Analysis

Overview

With the cancellation of the previously agreed study to be performed by Popland Studio LLC, Staff has been asked to provide a Request for Proposal (RFP) for similar services to be considered as guides. Attached to this memo is the Popland agreement, and a second RFP drafted by Staff which includes a larger scope analysis of Village-owned land on both Santa Monica and at Longacre.

Items for Consideration

First, does the Village Board wish to move forward with an RFP for a land use analysis concerning Village-owned property with an intent to clarify space needs of new facilities, and would that analysis include visioning of "Village Heart" amenities? Existing studies and additional public input opportunities may provide the community with assurances of continued operations on existing property into the future as facility needs have evolved. Final designs may also provide the community an opportunity to visualize and coalesce around facility concepts for the civic corridor, especially as anticipated fundraising for a new aquatics facility begins.

Second, should the Board wish to proceed with an RFP of either scope, it will need to evaluate if the scope as presented is adequate or if there is additional information or process that is necessary.

Recommendation

If the Board deems it appropriate, Staff recommends the Village Board authorize the Village Manager to issue an RFP for a land use analysis concerning Village owned property.



Village of Fox Point Civic Center Study

Fox Point, WI

PROPOSAL OF PROFESSIONAL SERVICES

September 1st, 2023

September 1st, 2023

Transmitted via Email: csymchych@villageoffoxpoint.com

Attn: Proposal of Professional Services

Christine Symchych
 Fox Point Village President
 7200 N Santa Monica Boulevard
 Fox Point, WI 53217
 (T) 414.403.7729
 (E) csymchych@villageoffoxpoint.com

Project Name: Village of Fox Point - Civic Center Study
 Project Location: 7200 N Santa Monica Boulevard, Fox Point, WI 53217
 Project Number: P-23004

Dear Christine,

POPLAND Studio LLC (hereafter referred to as the POPLAND Studio) is pleased to submit the following proposal of professional site planning services to the Village of Fox Point (hereafter referred to as the CLIENT) for the CLIENT-owned parcels located between North Santa Monica Boulevard, East Green Tree Road, and North Bell Road in Fox Point, WI. This proposal, should it be accepted by you, shall be considered the outlined scope of services for the project. We are excited to start working with you, and thank you for this opportunity.

A. PROJECT UNDERSTANDING AND SCOPE

POPLAND Studio understands the purpose of this project is to provide a site planning study that identifies land use opportunities for creating a more vibrant, community-based civic center in the heart of Fox Point along North Santa Monica Boulevard. Recently there have been several planning reports, assessments, proposals, and public surveys completed by and for the CLIENT that primarily studied individual land uses within and around the Village Police Department, Village Hall, Department of Public Works, and Village Pool. Some of the main reports include the:

- 2022 Cobalt Redevelopment Proposal
- 2021 Fox Point Comprehensive Plan (Vierbicher)
- 2020 Fox Point Municipal Pool Final Report (Citizens Advisory Committee)
- 2019 Municipal Pool Survey Report (Neighborhood Analytics & St. Norbert College)
- 2019 Aquatic Facility Study (Ayres)
- 2019 Village Hall and Public Works Facilities Conditions Assessment, Space Needs, & Concept Design (Barrientos)
- 2017 Public Pool Facility Study (UW-Milwaukee and CDS)

The documents listed above were important steps in providing the CLIENT with a clear understanding of the baseline conditions regarding existing individual properties/facilities and potential future space needs. Much of the content in these documents will help inform the Civic Center Study, which will ultimately include up to three site planning configurations composed of new and existing land uses pulled from these reports and future conversations with the CLIENT.

For the detailed site planning scope, please see: [Attachment A - Detailed Description of Services and Deliverables](#).

B. SCHEDULE OF SERVICES (estimated)

POPLAND Studio proposes the following project schedule to complete the Scope of Services defined in Attachment A. If any additional services are needed or requested, or if project delays outside of the control of POPLAND Studio occur, this schedule may need to be adjusted.

Major Tasks

Site Planning

- Phase 01: Discovery and Assessment
- Phase 02: Exploration
- Phase 03: Final Documentation

Estimated Completion

Approximately 4 months

C. PROJECT DESIGN TEAM

Primary Contact: Eric Schuchardt, PLA, ASLA
Design and Planning Principal
POPLAND Studio, LLC
1018 Spruce Street
Madison, WI 53715
(e) schuchardt@poplandstudio.com
(t) 608.285.2177

D. PROFESSIONAL SERVICES & DELIVERABLES

See Attachment A - Detailed Description of Services and Deliverables.

- Basic Design Services
- Additional Services
- Project Assumptions and Exclusions

E. PROFESSIONAL FEE

POPLAND Studio proposes the following Fee for the Basic Services as described here-in: Lump Sum Fee of \$20,500.00. (Includes overhead costs, travel, and reimbursables.)

I trust this proposal letter and attachment will provide the details you are seeking to finalize our design services agreement. We look forward to working with you on this project and please contact me with any questions.

Sincerely,



Eric Schuchardt
Design Principal
POPLAND Studio LLC

Attachment:

- Attachment A - Detailed Description of Services and Deliverables

Attachment A - DETAILED DESCRIPTION OF SERVICES AND DELIVERABLES

BASIC DESIGN SERVICES

PHASE 01: DISCOVERY AND ASSESSMENT

1. Site: Tour, Goal Setting, and Assessment

Site Tour: POPLAND Studio will start the planning process with an in-person site visit led by the CLIENT to tour the existing site, facilities, and adjacent neighborhood context. The tour of existing conditions will give POPLAND Studio first-hand knowledge of the spaces included in the study, how they are used, and general conditions as outlined in previous assessment reports and surveys.

During the site tour, POPLAND Studio will take notes about the existing property and context which may include building uses and access, setbacks, easements, utilities, rail right-of-ways, vehicular access and parking (staff, visitors and service), pedestrian circulation and access, bicycle circulation and access, topography, vegetation, drainage, lighting, viewsheds, sounds, walls, fences, and micro-climate (winds, shade, & sun).

Discovery Session: In a separate session, POPLAND Studio and the CLIENT will define and verify preliminary goals, guiding principles, and expectations that will help guide the direction of the future civic center framework studies. During this session, we will also clarify the project schedule and future meeting dates.

Summary Assessment: After the site visit, POPLAND Studio will prepare graphics documenting initial site impressions, project goals/guiding principles, opportunities, and constraints.

2. Review of Existing CLIENT Documents

In preparation for the site visit and kickoff meeting with the CLIENT, POPLAND Studio will review the following documents to be provided to POPLAND Studio by the CLIENT:

- 2022 Cobalt Redevelopment Proposal
- 2021 Fox Point Comprehensive Plan (Vierbicher)
- 2020 Fox Point Municipal Pool Final Report (Citizens Advisory Committee)
- 2019 Municipal Pool Survey Report (Neighborhood Analytics & St. Norbert College)
- 2019 Aquatic Facility Study (Ayres)
- 2019 Village Hall and Public Works Facilities Conditions Assessment, Space Needs, & Concept Design (Barrientos)
- 2017 Public Pool Facility Study (UW-Milwaukee and CDS)

Much of the content in these documents will be used to help inform future site planning configurations composed of new and existing land uses. During the kick-off meeting we will discuss each of these in more detail and determine if there are other land uses not described in these documents that are worth exploring in our initial civic center studies.

The CLIENT is responsible for providing POPLAND Studio with any township/city, state, and additional development codes, ordinances, and regulations affecting the site. This may include, but not be limited to, stormwater management requirements, roadside offsets/buffers, adjacent property offsets/buffers, and easements.

3. Digital Base File Preparation

POPLAND Studio will gather and prepare a digital site base file to be used for documenting existing conditions and preparing future studies. The CLIENT is responsible for providing POPLAND Studio with existing CADD files from past studies completed by consultants, topographic surveys,

and any other existing CADD documents that will help create a more comprehensive base file. The ideal base file will include roads, rail corridors, walks, building footprints, walks, trees, planted vs lawn areas, walls, site utilities (power, water, storm, data), lighting, topography and an orthophoto. AutoCAD is the preferred format for sharing digital base files.

Please note, POPLAND Studio will not be providing a topographic survey, but can assist the CLIENT in a topographic survey request if desired.

PHASE 02: EXPLORATION

1. Preliminary Civic Center Framework Studies

Based on the site visit and assessment, POPLAND Studio will work with the CLIENT to develop up to 3 preliminary framework studies. Each study will provide different configurations of existing land uses with new potential uses identified in past CLIENT reports and discussions with the CLIENT. These initial studies will be provided in 2D and touch on land uses, buildings (use, massing, and placement), circulation (vehicular, bicycle, and pedestrian), and parking.

2. Refine and Finalize Civic Center Framework Studies

After the CLIENT's review of the preliminary framework plan, POPLAND Studio will finalize the studies based on their feedback and begin the final documentation.

PHASE 03: FINAL DOCUMENTATION

1. Final Civic Center Summary Document

The final documentation will include text summaries, maps, site drawings, diagrams and other supporting graphics. All final drawings will be generated with computer software. See below for the specific number of drawings to be created as part of the final deliverables.

DELIVERABLES: (All deliverables will be submitted in a digital PDF format.)

- Site Assessment Document: Goals, Guiding Principles, Inventory, Opportunities, and Constraints
- Preliminary Civic Center Framework Studies - Up to 3 studies
 - (1) Digital Plan View per Study (digital pdf)
- Final Civic Center Framework Studies - Up to 3 studies
 - (1) Digital Plan View per Study (digital pdf)
 - (Up to 2) Digital Conceptual Perspectives per Study
- Final Civic Center Summary Document - Format 8.5 x 11
 - Project Understanding: Background, Purpose, and Approach
 - Site Assessment: Context, Inventory, Opportunities, and Constraints
 - Civic Center Guiding Principles
 - Final Civic Center Studies
 - Moving Forward: Initiatives and Next Steps

MEETINGS: (For specific dates, see attached draft project schedule.)

- Meeting 01 – Kickoff: In-person Site Tour and Discovery Session with the CLIENT
- Meeting 02 – Review Base and Inventory Information, and Discuss Site Goals, Opportunities and Constraints with the CLIENT (Via Web Video)
- Meeting 03 – Review Preliminary Civic Center Framework Studies with the CLIENT (Via Web Video)
- Meeting 04 – Review Final Civic Center Framework Studies and Draft Summary Document with the CLIENT (Via Web Video)
- Meeting 05 - Review Final Civic Center Document with the CLIENT and Board (In person)

ADDITIONAL SERVICES

In addition to the above services, POPLAND Studio would be pleased to offer additional services beyond the deliverables and meetings defined above in the Basic Design Services as requested by the CLIENT for an additional fee. Additional services may include, but are not limited to, the following:

- Attending additional meetings.
- Providing additional graphics, including three-dimensional photo-realistic renderings, video fly-through animation, or web-based presentations.

PROJECT ASSUMPTIONS / EXCLUSIONS

- POPLAND Studio will be meeting with the CLIENT only, and will not provide public presentations, engagement/workshop sessions, or meetings not listed as part of this contract.
- Facility assessments and space needs are excluded as part of this scope of services.
- Financial modeling, market analyses, cost estimates, and opinions of probable construction cost are excluded from this scope of services.
- Topographic surveys are excluded as part of this scope of services. If a topographic survey is determined necessary, POPLAND Studio shall coordinate with the appropriate sub-consultants for an agreed upon fee.
- Wetland, Waterways / Stream Delineation, Flood Studies (CLOMAR/LOMAR) and No-Rise Certifications are excluded as part of this scope of services.
- Landscape Architecture Technical Specifications, Construction Documents, Construction Permitting, Bidding services, As-built Documentation, and Maintenance Plans are excluded from this scope of services.
- Civil, Structural, Geotechnical, Mechanical, Electrical, and Plumbing Engineering Professional Services are excluded from this scope of services. Should other professional design services be required for planning, design, permitting and other construction purposes, POPLAND Studio shall coordinate with the appropriate sub-consultants and agencies on an agreed upon fee and/or on an hourly basis as necessary.
- Utility assessment and design including domestic water, septic / sanitary sewer and site electrical is excluded as part of the scope of services. Should these services be required, POPLAND Studio shall coordinate with the appropriate sub-consultants and agencies on an agreed upon fee and/or on an hourly basis as necessary.
- Stormwater treatment and detention is excluded as part of this scope of services. Should these services be required for design, permitting and other construction purposes, POPLAND Studio shall coordinate with the appropriate sub-consultants and agencies on an agreed upon fee and/or on an hourly basis as necessary.
- Irrigation design is excluded as part of this scope of services.
- Offsite roadway improvements, utility extensions and associated easements or rights-of-way, acquisition and mapping are excluded from this scope of services.
- Lighting layout and fixture selection are not included. Should site lighting design services be required, POPLAND Studio shall coordinate with the appropriate sub-consultants and agencies on an agreed upon fee and/or on an hourly basis as necessary.
- All construction materials testing and soils testing are excluded from this scope of services.
- Driveway sight distance analysis or traffic analysis and/or coordination with City and WIDOT are excluded from this scope of services.
- All Permitting is excluded as part of the scope of services.
- LEED design and documentation is excluded from this scope of services.
- All information, plan sets, graphics, and other documentation shall be provided digitally in PDF format. All printing is excluded as part of the scope of services.
- Services for tasks other than those specifically detailed above are not included in the above fees.

PAYMENTS

Invoices will be prepared monthly on the basis of percentage of completion. All payments due to POPLAND Studio shall be made monthly upon presentation of the statement of services rendered. All payments due to POPLAND Studio under this agreement shall bear interest at one-and one-half (1½%) percent per month commencing thirty (30) days after the date of billing.

DELIVERY OF CADD GRAPHIC FILES

Any electronic/data/digital files (Files) from POPLAND Studio shall be deemed Instruments of Service, and/or Work Product, as the case may be, for the Project identified above. The CLIENT covenants and agrees that: 1) the Files are Instruments of Service of POPLAND Studio, the author, and/or Work Product of POPLAND Studio, as the case may be; 2) in providing the Files, POPLAND Studio does not transfer common law, statutory law, or other rights, including copyrights; 3) the Files are not Contract Documents, in whole or in part; and 4) the Files are not As-Built files. The CLIENT agrees to report any defects in the Files to POPLAND Studio, within 45 days of the initial Files transmittal date (Acceptance Period). It is understood that POPLAND Studio will correct such defects, in a timely manner, and retransmit the Files. The CLIENT understands that the Files have been prepared to POPLAND Studio's criteria and may not conform to the CLIENT'S drafting or other documentation standards.

LIMITATION OF LIABILITY

Notwithstanding anything to the contrary and to the fullest extent permitted by law, the client agrees that the total liability of POPLAND Studio in connection with this agreement, whether in contract, tort, negligence, breach or otherwise, shall not exceed and shall be limited to the total compensation received by POPLAND Studio under this agreement.

MISCELLANEOUS PROVISIONS

POPLAND Studio will use reasonable professional efforts and judgment in responding in the design to applicable federal, state and local laws, rules, codes, ordinances and regulations.

Notwithstanding anything to the contrary, nothing contained herein shall be construed: i) to constitute a guarantee, warranty or assurance, either express or implied, that the POPLAND Studio's Services will yield or accomplish a perfect outcome for this Project; or ii) to obligate the POPLAND Studio to exercise professional skill or judgment greater than the standard of care exercised by other similarly situated design professionals currently practicing in the same locale as this Project, under the same requirements of this Agreement; or iii) as an assumption by the POPLAND Studio of liability of any other party.

POPLAND Studio will use reasonable professional efforts and judgment to interpret applicable ADA requirements and other federal, state and local laws, rules, codes, ordinances and regulations as applicable to this Project.

Either the CLIENT or POPLAND Studio may terminate this Agreement at any time with or without cause upon giving the other party ten calendar days prior written notice. The CLIENT shall within ten days of the termination pay POPLAND Studio for all services rendered and all costs incurred up to the date of termination, in accordance with the compensation provisions of this contract.

Exhibit B
Public Records Responsibilities Contract Terms

The Client and Popland recognize that applying applicable Wisconsin public records laws to particular records requests can be difficult, in light of copyright and other confidentiality protections. To ensure that applicable laws are followed, both with regard to private rights, and with regard to public records laws, the Client and Popland agree as follows. When the Client receives public records requests for matters that the Client believes might be proprietary or confidential information, the Client will notify Popland of the request. Within three (3) days of such notification (subject to extension of time upon mutual written agreement), Popland shall either provide the Client with the record that is requested, for release to the requestor; or Popland shall advise the Client that Popland objects to the release of the requested information, and the basis for the objection. If for any reason Client concludes that the Client is obligated to provide a record to a requestor that is in Popland's possession, Popland shall provide such records to the Client immediately upon the Client's request. Popland shall not charge for work performed under this paragraph, except for the "actual, necessary and direct" charge of responding to the records request, as that is defined and interpreted in Wisconsin law.

In addition to, and not to the exclusion or prejudice of, any provisions of this agreement or documents incorporated herein by reference, Popland shall indemnify and save harmless and agrees to accept tender of defense and to defend and pay any and all legal, accounting, consulting, engineering and other expenses relating to the defense of any claim asserted or imposed upon the Client, its officers, agents, employees and independent contractors growing out of (i) the Client's denial of a records request, based upon objections made by Popland, or (ii) Popland's failure to provide records to the Client upon the Client's request; or (iii) the Client's charges made to a records requestor, based upon reimbursement of costs Popland charged to Client in responding to a records request; or (iv) the Client's lack of timely response to a records request, following Popland's failure to timely respond to Client as required herein; or (v) the Client's provision of records to a requestor that were provided to the Client by Popland in response to a records request. Popland's claims of proprietary rights, or any other copyright or confidentiality claims, shall be waived such that the Client may provide all requested documents, programs, data, and other records to the requestor, upon failure by Popland to defend, indemnify or hold harmless the Client as required herein, and/or upon judgment of a court having jurisdiction in the matter requiring release of such records.

ACCEPTANCE

The services outlined above shall be considered the initial scope of services and agreement for the project. The design and plans shall not be used by the CLIENT on another project, or for the completion of this project by others except by an agreement in writing and upon payment in full of all amounts due under this Agreement. Upon that time, the CLIENT shall be permitted to retain copies of drawings for information and reference in connection with the CLIENT's use and occupancy of the project. POPLAND Studio shall not be responsible for changes made to the Documents by anyone other than POPLAND Studio or for the Client's use of the Documents without the participation of POPLAND Studio as provided in this Agreement.

This document will serve as an agreement between us, and you may indicate your acceptance by signing in the space provided below and returning one (1) signed copy for our files.

POPLAND Studio (*Signature*)

 Eric Schuchardt, Principal
 (*Printed name and title*)

 Date

CLIENT (*Signature*)

 Christine Symchych, Fox Point Village President
 (*Printed name and title*)

 Date

EXAMPLE

Request For Proposals

Conceptual Civic Center & Facilities Plan

-

RFP Issuance Date: XXXXX XX, 2023

Proposal Due Date: XXXXX XX, 2024

Please Submit to:

Village of Fox Point
Attn: Village Manager
7200 N. Santa Monica Blvd.
Fox Point, WI 53217

SECTION 1 Project Purpose

- A. The purpose of this Request for Proposals (RFP) is to receive competitive proposals from qualified planning firms who are interested in assisting the Village in the development of concepts for a Civic Center & Facilities Plan. The work intended will include conceptual site planning work to establish options available to the Village for potential redevelopment of Village facilities located along Santa Monica Boulevard and Longacre Park. Conceptual site plans should show no fewer than three and no more than 8 layouts across multiple Village-owned parcels.

The conceptual site plans should include facilities for new Village Hall and Public Works functions at a minimum, an aquatics facility, and also may take the Police Department into consideration. The need for the expansion of Village Hall/DPW services within a new facility has been previously identified in the 2019 Village Hall and Public Works Facilities Conditions Assessment. Additionally, the Village's aquatics facility has exceeded its useful life and closed in 2023 due to age of the structure and irreparable mechanical problems. The Village Board recently authorized the creation of a committee which will create a nonprofit organization tasked with fundraising for a new aquatics facility. The Comprehensive Plan also calls for a "community heart" somewhere in the Village that has not been realized yet. A "community heart" concept may be included with project plans. The successful consultant will need to be dynamic and engaging in order to develop concepts for consideration by the Village Board which provide for multiple layouts, combined or separate facility options, cost, and site functionality.

SECTION 2 History and Background

- A. In 2019, the Village completed two separate studies: Village Hall and Public Works Facilities Conditions Assessment, by Barrientos Design & Consulting, and within it studied the space needs for Village Hall and Public Works functions; and the Aquatic Facility Study, by Ayres & Associates, which studied concepts and feasibility for a new aquatics facility.

Most Village services with exception of Police, which resides in a building one parcel to the north of Village Hall, are contained within a single facility referred to hereafter as Village Hall, which was constructed in 1957. Given the age of the facility and location of parcels on which it resides, the Barrientos study identified challenging future space needs as well as current operational complications. In addition to an aging Village Hall facility, the Village operates a municipal pool constructed in 1968 one parcel to the south, creating a contiguous line of Village-owned properties along Santa Monica Boulevard. Multiple studies have shown that the pool has outlived its useful life and community input sessions have shown there is some desire to continue offering an aquatics facility going into the future if reasonable funding can be secured. All submitted concepts should include options both with and without aquatics facilities of various sizes, such as concepts contained within the 2019 Ayres study, of which updated construction figures for these concepts were researched in early 2023.

- B. The current location of the Santa Monica facilities are roughly centrally located within the Village and abut a railroad track off of Lake Drive, limiting impacts to residential properties. Community input has shown a desire to maintain the location of these centrally-located Village facilities and services. Additionally, the Village maintains an all-season heated pavilion structure at Longacre Park which serves as a warming house for the ice rink in winter, as a poll location during elections, a passive open-air events space, and as a rentable community space year-round. In 2020, the Pool Advisory Committee recommended constructing a new aquatics facility to this central location. However, recent public input has shown a desire to maintain any future aquatics facilities along Santa Monica Boulevard.

SECTION 3 Scope of Work

A. Phase 1 – Planning

- i. The Planner will conduct a review of currently available completed studies (ex: Barrientos and Ayres) as part of their background for the project planning. All studies will be provided by the Village.

- ii. Using industry standards, project experience, and input from Village Staff, the Planner will conduct appropriate space programming for a number of site concepts including facility information such as sizes, space requirements, workflows, activities, and special uses.
- iii. The Planner will facilitate meetings with Village Staff as needed to develop basic components and planning of the conceptual site plans, including combined or separate or eliminated facilities, equipment storage, services, and code compliance in order to support service needs.
- v. The Planner will create and provide site plan sketches, elevations, renderings, schematic cost estimates, and conceptual project schedules as necessary in order to create the conceptual project design.
- vi. The Planner will make recommendations regarding alternative materials, construction methods, or design features that offer potential cost savings while meeting desired quality standards.
- vii. Once Village Staff has accepted that the recommended conceptual designs as outlined here within Phase 1 sufficiently meet the Project Purpose, then the Planner shall proceed to Phase 2.

C. Phase 2 – Analysis and Public Input

- i. The Planner shall prepare data and analysis for all final concepts with the intention of presenting to the Village Board at an agreed-upon date.
- ii. The Planner shall respond to all questions posed by elected officials and hold 1-2 public input sessions open to community members.
- iii. The Planner shall also prepare and distribute any necessary addenda, distribute plans and specification documents, and keep appropriate records.

SECTION 4

RFP Submittal Requirements

- A. All proposals should be prepared simply and economically, providing a clear and concise description of the Planner's capabilities to satisfy the requirements of the request. All proposals must include the following:
- i. A cover letter/statement of interest indicating the Planner's interest in the project and highlighting its qualifications to perform the project.
 - ii. A brief overview and history of the company.
 - iii. A proposed approach to the project in order to complete the enclosed Scope of Work within Section 3 including key activities, milestones, possible design concepts, potential challenges, and areas of concern.
 - iv. Related experience with similar types of projects specific qualifications and resumes of key team members. The roles and qualifications of key project team members, both in-house and sub-consultants. Identify the project lead and that person's availability to start work on the project and to complete the work without interruption from other projects, commitments, or schedule.
 - v. A staffing plan that identifies the Planner's proposed project manager and as appropriate, the names and specific staff members proposed to conduct the work plus appended resumes. Describe coordination and relationships with sub-consultants.
 - vi. Examples of up to three (3) relevant municipal facility/site projects completed by the Planner. Information provided for each shall list their name/location, summary of work performed, project size, duration of the planning activities, and a key contact from that municipality.
 - vii. At least three (3) references including entity name, contact person, telephone number, and email address.
 - viii. At statement verifying the Planner's ability to execute a contract upon award of proposal.
 - ix. Completion of the Fee Proposal Form included as Appendix A of this RFP.

- B. Responses to the RFP must be received by 12:00 PM Noon on Friday, November 30, 2023. Proposals received late, for any reason, shall not be accepted.
- C. Responses to the RFP shall be provided to the Village of Fox Point, Attn: Village Manager, 7200 N Santa Monica Blvd, Fox Point, WI 53217.
- D. Prospective Planners shall provide three (3) printed copies of the proposal and one (1) electronic copy as their submittal.

SECTION 5 Minimum Qualifications

- A. The following is a list of qualifications that the Planning firm should possess at the minimum:
 - i. Current registrations and licensing within the appropriate and applicable disciplines.
 - ii. Thorough knowledge of all applicable State Statutes, building codes, regulations including, without limitation, the provisions of public construction laws.
 - iii. Current relevant working experience designing municipal facilities or designing municipal site plans. Specific work analyzing and designing Village Halls, civic centers, and/or public works facilities a plus.
 - iv. Comprehensive working knowledge of commonly accepted municipal facility standards.
 - v. Strong interpersonal, communication, and presentational skills necessary to lead group discussions and make public presentations to support project.
 - vi. Upon award of contract, ability to secure professional liability insurance for errors and omissions as well as commercial general liability, automobile liability, and workers compensation insurance.

SECTION 6 Proposal Evaluation Criteria and Timeline

- A. Planners who do not meet the above stated minimum qualifications will not be considered. Assuming compliance, the following criteria will be used to evaluate each proposal:
 - i. Qualifications of the Planner.
 - ii. Relevant past project experience of the Planner.
 - iii. Relevant past project experience of key team members.
 - iv. Resumes of all team members.
 - v. Familiarity with local conditions, codes, and practices as evidenced in previous projects.
 - vi. Approach to designing municipal building projects for new facilities especially those geared toward civic centers and public works sites.
 - vii. Past history with the Village.
 - viii. Availability of resources and reliance on subcontractors.
 - ix. Proposal completeness and effectiveness at addressing the needs of the Village for the project.
 - x. Proposed cost.
- B. Village Staff including the Manager, Assistant Manager, and Public Works Director will be responsible for performing a technical evaluation of each proposal submitted and making a recommendation for selection to the Village Board. Evaluations will focus on identifying the relative strengths, weaknesses, deficiencies, and risks associated with each submittal. Interviews with perspective Planners will be held at the sole discretion of the Village. The Village reserves the right to obtain clarification or additional information from any firm regarding its proposal as is needed.
- C. The Village reserves the sole right to select the most qualified Planner on the basis of the best overall proposal that is most advantageous to the

Village. Firms that submit proposals will be notified of the selection results. Final approval of any selected Planner is subject to the approval of the Village Board.

D. Evaluation timeline is as follows:

- i. November 3, 2023 – Open Advertisement of RFP
- ii. November 17, 2023 – Pre-Bid Project Walkthrough for Prospective Firms with Village Staff
- iii. November 30, 2023 – Deadline for Submission of Proposals
- iv. December 8, 2023 – Village Staff Finalizes Selection and Makes Recommendation
- v. December 13, 2023 – Village Board Approves Selection
- vi. January 9, 2024 – Village Board Approves Contract
- vii. January 29, 2024 – Project Commences

E. Any questions regarding this RFP, its contents, and the proposed project may be directed to...

Kevin Ausman, Assistant Village Manager
kausman@villageoffoxpoint.com or (414) 351-8900

SECTION 7 Terms and Conditions

- A. Each proposal will be reviewed to determine if it meets the submittal requirements contained within this RFP. Failure to meet the requirements for the RFP can be cause for rejection. The Village may reject any proposal if it is conditional, incomplete, contains irregularities, or if in the sole discretion of the Village not considered in the Village's best interest. The Village may waive an immaterial deviation in a proposal, but this shall in no way modify the proposal document or excuse the Planner from compliance with the contract requirements if the Planner is awarded a contract.
- B. There is no expressed or implied obligation for the Village to reimburse firms for any expenses incurred in preparing proposals in response to this request. Materials submitted by respondents are subject to public inspection under Wisconsin law. Any language purporting to render the proposal, or any part thereof, confidential or proprietary will be ineffective

and will be disregarded unless consistent with the Wisconsin Public Records Law.

- D. The Village reserves the right to retain all proposals submitted, and to use any idea in a proposal, regardless of whether the proposal was selected. Submission of a proposal indicates acceptance by the Planner of the terms and conditions contained in the RFP, unless clearly and specifically noted in the proposal submitted and confirmed in the contract between the Village and the Planner.
- E. All property rights, including ownership and publication rights of all conceptual plans, designs, bidding documents, and reports produced by the selected Planner in connection with services performed under this agreement shall be vested in the Village.
- F. The Village reserves the right to reject any or all proposals submitted.

Appendix A

Fee Proposal Form

Enter Amount

Phase 1 – Planning

\$ _____

- i. The Planner will conduct a review of the already completed Barrientos and Ayres studies as part of their background for the project planning.
- ii. Using industry standards, project experience, and input from Village Staff, the Planner will conduct appropriate space programming for a number of site concepts including facility information such as sizes, space requirements, workflows, activities, and special uses.
- iii. The Planner will facilitate meetings with Village Staff as needed to develop basic components and planning of the conceptual site plans, including combined or separate or eliminated facilities, equipment storage, services, and code compliance in order to support service needs.
- iv. The Planner will create and provide site plan sketches, elevations, renderings, schematic cost estimates, and conceptual project schedules as necessary in order to create the conceptual project design.
- v. The Planner will make recommendations regarding alternative materials, construction methods, or design features that offer potential cost savings while meeting desired quality standards.
- vi. Once Village Staff has accepted that the recommended conceptual designs as outlined here within Phase 1 sufficiently meet the Project Purpose, then the Planner shall proceed to Phase 2.

Phase 2 – Analysis and Public Input

\$ _____

- i. The Planner shall prepare data and analysis for all final concepts with the intention of presenting to the Village Board at an agreed-upon date.
- ii. The Planner shall respond to all questions posed by elected officials and community members.
- iii. The Planner shall also prepare and distribute any necessary addenda, distribute plans and specification documents, and keep appropriate records.

Total Proposed Planning Fee (Items 1 – 2)

\$ _____

Signature

Date

Printed Name and Title