NOTICE OF MEETING
VILLAGE OF FOX POINT
VILLAGE BOARD MEETING

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

TUESDAY
August 13, 2024
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 PROCEDE 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/87335256142
Meeting ID: 873 3525 6142
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. NOTE: No comments will be heard during this agenda item concerning a pending application for a zoning code amendment or conditional use permit application, as the appropriate time for such comments will be at the duly noticed public hearing, so that all interested persons can hear the comments and due process is preserved. The pending application submitted by St. Augustine regarding the property previously owned by Cardinal Stritch University, involves a conditional use as defined in 62.23(7)(de), Wisconsin Statutes, and will be the subject of a public hearing, so comments will not be heard on this subject at this time.

3. **Committee Reports**
   a. North Shore Dementia Consortium Page 4

4. **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 July 9, 2024 Village Board meeting. Pages 5 - 8

b. Adopt the proclamation declaring September 21 through 29 as Wisconsin Stormwater Week in Fox Point. Page 9

c. Accept the bid of Compass Minerals in the amount of $79.24 per ton for sodium chloride per the Director of Public Works' memorandum dated August 8, 2024. Page 10

d. Approve payment of the bills in the amount of $529,263.72 for the period July 1, 2024 through July 31, 2024 per the report submitted by the Village Manager. Pages 11 - 24

5. New Business

a. Consideration of Southeastern Wisconsin Watershed Trust

Presentation to the Village Board about the Bacteria Testing program by Southeast Wisconsin Watershed Trust (Sweetwater).

b. Consideration of Referral of St Augustine Prep Conditional Use Permit Application to Plan Commission Pages 25 - 279

The Village Board will consider and may refer to the Plan Commission a conditional use permit application for St. Augustine Prep on the former Cardinal Strich property, 6801 N Yates Road

c. Consideration of Fox Point Garden Club Request RE: Spooner Road

The Village Board will consider and may take action on request from the Fox Point Garden Club to create and maintain a Native Meadow in the area southwest of the pedestrian bridge at Spooner Road. Pages 280 - 283

d. Review of 2025-2029 Capital Plan

The Village Manager and Staff will review the Village's 2025-2029 five-year Capital Plan. No action is expected as part of this agenda item. Pages 284 - 307

e. Presentation on Port Washington Overlay Zoning District

The Village Board will hear an informational presentation from Staff on the possible addition of a new zoning district. No action will be taken. Pages 308 - 316

6. Future Agenda Items

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

7. 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. Village President Symchych
b. Trustee Fonstad
c. Trustee Ollman
d. Trustee Aelion
e. Trustee Stoltz
f. Trustee Freedman
g. Trustee Miller
h. Village Manager Botcher

8. Adjournment

NEXT REGULAR VILLAGE BOARD MEETING: September 10, 2024 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."

North Shore Dementia Consortium

Report for August 2, 2024 Meeting

Our biggest focus right now is the training of Fire & Police. In June, a few members of the NSDC were able to attend one of the regular meetings of North Shore Police Chiefs. The goal was to find out if they would be interested in having their officers receive dementia training and if so, to determine the best way to do so. The Chiefs were all very excited about the proposed training and a preferred methodology was worked out.

The same NSDC members also spoke with Fire Chief Whitaker. He too wants his firefighters to receive dementia training. Which means all emergency personnel in the North Shore will be receiving training!

We still need to figure out the details, but the training sessions are planned for some time in October.

We're also planning on meeting with the Alzheimer's Association, which just received a federal grant to train Fire Department personnel.

Still moving forward with the plan to do Memory Cafes at a few of the North Shore Libraries. Since the North Shore Library will be moving, hopefully soon, we are going to start by putting together a timeline which will be ready by November. We anticipate that we wouldn't start the Memory Cafes until fall of 2025.

Report submitted by:
Jennie J. Stoltz
August 6, 2024

VILLAGE OF FOX POINT
VILLAGE BOARD MEETING MINUTES
JULY 9, 2024

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, July 9, 2024 in Schwemer Hall, 7200 N. Santa Monica Boulevard. Village President Symchych 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:

Village President Christine Symchych Via Zoom
Trustee Eric Fonstad Via Zoom
Trustee Greg Ollman
Trustee Liz Aelion
Trustee Jennie Stoltz
Trustee Freedman
Trustee Miller

Also, present were Village Attorney Eric Larson, Village Manager Scott Botcher, Public Works Director Scott Brandmeier, Village Clerk Treasurer Sara Bruckman, and Assistant Village Manager Kevin Ausman

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

Noah Barkman, 10935 N Port Washington Rd, Mequon, 53092, is in favor of keeping the pickleball courts on the tennis courts in Fox Point.

Sue Weber, 8640 N Manor Lane, is in favor of the pickleball courts on the tennis courts.

Sarah Bhadkamkar, 911 E Wabash Place, Bayside, is in favor of pickleball courts on tennis courts in Fox Point.

Hearing no other comments, President Symchych closed public comment.

COMMITTEE REPORTS – None

2025 Community Development Block Grant (CDBG) program project list.

Motion by President Symchych, seconded by Trustee Miller, and carried by roll call vote (7-0), to open the public hearing at 7:06 p.m., regarding 2025 Community Development Block Grant (CDBG) program project list.

Public Comment

There were no public comments.

Motion by President Symchych, seconded by Trustee Aelion, and carried by roll call vote (7-0), to close the public hearing at 7:10 p.m., regarding

CONSENT AGENDA

a. Approve the minutes of the June 11, 2024 Village Board meeting.

VILLAGE OF FOX POINT
VILLAGE BOARD MEETING MINUTES
JULY 9, 2024

b. Authorize the submittal of a Community Development Block Grant application for the reimbursement of lease costs for the LX Club, a community based senior group.

c. Authorize Village Manager to utilize proceeds of unclaimed property auction to purchase Flock Safety cameras as recommended in the Police Chief memo dated June 19, 2024.

d. Authorize the Village Manager to enter into a contract with Kapur and Associates for 2024 Beach Drive Watermain, Sewer main, and Road Reconstruction Improvement Design in the amount of $74,415.

e. Approve the Green Infrastructure Partnership Program funding agreement in the amount of $326,697 between the Milwaukee Metropolitan Sewerage District and the Village of Fox Point and authorize the Director of Public Works to sign the funding agreement per the Director of Public Works' memorandum dated July 2, 2024.

f. Approve payment of the bills in the amount of $2,227,089.22 for the period June 1, 2024 through June 30, 2024 per the report submitted by the Village Manager.

Trustee Ollman requested the removal of consent agenda item 5d.

Motion by Trustee Aelion, seconded by Freedman, and carried by roll call vote (7-0), to approve the consent agenda, absent consent agenda items 5d.

NEW BUSINESS

Consent Agenda Item 5d
Authorize the Village Manager to enter into a contract with Kapur and Associates for 2024 Beach Drive Watermain, Sewer main, and Road Reconstruction Improvement Design in the amount of $74,415.

Motion by President Symchych, seconded by Trustee Fonstad, and carried by roll call vote (5-2 with Trustee Ollman and Aelion voting nay), to Authorize the Village Manager to enter into a contract with Kapur and Associates for 2024 Beach Drive Watermain, Sewer main, and Road Reconstruction Improvement Design in the amount of $74,415.

Consideration of Resolution Awarding the Sale of $5,140,000 General Obligation Promissory Notes, Series 2024A.

Motion by President Symchych, seconded by Trustee Ollman, and carried by roll call vote (7-0), to approve Resolution Awarding the Sale of $5,140,000 General Obligation Promissory Notes Series 2024A.

Consideration of Ordinance 2024-01; An Ordinance to Create Section 46-3 of the Municipal Code Canvass of Returns and to Establish a Board of Absentee Canvassers.

Motion by Stoltz, seconded by Aelion, and carried by roll call vote (7-0), to approve Ordinance 2024-01 creating Section 46-3 of the Municipal Code Canvass of Returns and Establish a Board of Absentee Canvassers for Central Count processing.

DRAFT

VILLAGE OF FOX POINT
VILLAGE BOARD MEETING MINUTES
JULY 9, 2024

Consideration of a resolution authorizing the Village President to appoint a Centennial Committee

Motion by Trustee Miller, seconded by Trustee Aelion, and carried by roll call vote (7-0), to resolution authorizing the Village President to appoint a Centennial Committee celebrating the Village's 100th Anniversary in 2026.

FUTURE AGENDA ITEMS – None

With unanimous consent, the Village Board moved to announcements.

ANNOUNCEMENTS

President Symchych announced she attended the open house and commended staff on the huge success.

Trustee Fonstad announced Tree Commission Meeting coming up Thursday. The village has spent money over the last 10 years removing public ash trees and private citizens have been removing ash trees and the tree canopy has been reduced. There is an idea is discussion that the village might direct some funds to private citizens to plant more tress under the guidance of the Village Forester.

Trustee Ollman no announcements

Trustee Aelion no announcements

Trustee Stoltz announced North Shore Dementia C postponed until July 18.

Trustee Freedman announced he went on a hardhat tour of new North Shore Library that is being built.

Trustee Miller no announcements

Manager Botcher no announcements

CLOSED SESSION

President Symchych recused herself and turned over deliberations to Trustee Fonstad. Trustee Fonstad took over Chair Pro Tem.

It is anticipated the Village Board will convene into closed session for the following reason(s):Upon motion duly made and seconded, and adopted by roll call vote, the Village Board may convene into closed session pursuant to Wisconsin Statutes Section 19.85(1) (g), for conferring with legal counsel for the governmental body who is rendering oral or written advice concerning strategy to be adopted by the body with respect to litigation in which it is or is likely to become involved; more specifically, concerning the Town Club operation of pickle ball courts without accepting or complying with the terms approved by the Village Board conditional use order issued on or about May 14, 2024.

Motion made by Trustee Miller, seconded by Trustee Stoltz, to convene into closed session, at 8:03 p.m., Pursuant to State Statutes Sections 19.85(1) (g), for conferring with legal counsel for the governmental body who is rendering oral or written advice concerning strategy to be adopted by the

VILLAGE OF FOX POINT
VILLAGE BOARD MEETING MINUTES
JULY 9, 2024

body with respect to litigation in which it is or is likely to become involved; more specifically, concerning the Town Club operation of pickle ball courts without accepting or complying with the terms approved by the Village Board conditional use order issued on or about May 14, 2024.

Trustee Fonstad	Aye
Trustee Ollman	Aye
Trustee Aelion	Aye
Trustee Stoltz	Aye
Trustee Freedman	Aye
Trustee Miller	Aye
President Symchych	Recused

Carried by roll call vote (6-0).

RECONVENE INTO OPEN SESSION

Motion made by Trustee Ollman, seconded by Trustee Aelion and carried by roll call vote (6-0), to reconvene into open session at 8:36 p.m.

Motion by Trustee Miller, seconded by Trustee Ollman, and carried by roll call vote (6-0), to authorize the Village Attorney to proceed as directed in closed session.

ADJOURNMENT

Motion made by Ollman, second by Stoltz, and carried by roll call vote (6-0) to adjourn the Village Board meeting at 8:38 p.m.

Respectfully submitted,

Sara A. Bruckman
Clerk Treasurer

DRAFT

Proclamation

Wisconsin Stormwater Week
September 21-29, 2024

WHEREAS, a significant source of pollutants entering the navigable waters of Wisconsin comes from polluted stormwater runoff that flows directly into our waters; and

WHEREAS, polluted stormwater runoff entering into rivers, lakes, streams, and other waterways can negatively affect wildlife, ecosystems, quality of drinking water, and recreational activity; and

WHEREAS, common sources of stormwater pollution are sediments, road salt, automotive chemicals, litter and debris, household hazardous chemicals, bacteria, nutrients, and yard and pet waste; and

WHEREAS, it is imperative that pollutants be prevented from entering stormwater runoff from Fox Point's roadways, homes, and businesses; and

WHEREAS, Fox Point has made significant strides to improve water quality by implementing green infrastructure projects: and

WHEREAS, this week provides an opportunity to educate and encourage greater efforts across Fox Point and Wisconsin to reduce stormwater pollution and adopt green infrastructure practices;

Now, Therefore, I, Christine Symchych, President of Village of Fox Point, do hereby recognize the week of September 21 through September 29, as Fox Point, Wisconsin Stormwater week.

Dated this 13th day of August, 2024.

Signed: _____ Attest: _____
Village President Christine Symchych Village Clerk Sara Bruckman

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: Scott Brandmeier, Director of Public Works

Through: Scott Botcher, Village Manager

CC: Mike Krueger, DPW Foreman

Date: August 8, 2024

Re: Municipal Sodium Chloride (Salt) Bids

Each year, the Wisconsin Department of Transportation (WisDOT) accepts bids for sodium chloride to be used as a deicing agent on local roads. WisDOT solicits the bids and invites communities to participate in the bidding process by identifying the quantity of sodium chloride requested for the upcoming season. Fox Point, as well as many of the communities in Milwaukee County, has elected to participate in the bid process to achieve a lower unit price for its sodium chloride.

This year, the unit price for the sodium chloride is $79.24 per ton, an increase of $3.05 per ton over last season's price. It is my intent to purchase the following quantities for Fox Point:

1. 0 (zero) tons of guaranteed early fill (delivered prior to December 1, 2025) at a cost of $0.00.
2. 700 tons of guaranteed seasonal fill (delivered prior to April 30, 2025) at a cost of $55,468.
3. 140 tons of vendor reserve (which may be delivered at the discretion of the Village between December 1, 2024, and April 30, 2025) at a cost of $11,093.60.

In 2024, the Village budgeted $81,000 for salt purchases and has approximately $14,000 remaining in the budget to cover the cost of the deliveries prior to the end of the year. During the budget process for 2025, DPW staff will recommend increasing the budget to $83,000 to cover the cost of salt to be purchased under this contract as well as to purchase early fill salt as part of the 2025-2026 contract. The successful bidder was Compass Minerals from Overland Park, Kansas. Staff recommends the Village Board accept the bid of Compass Minerals that was negotiated by WisDOT and that the Village Board authorize the Director of Public Works to execute the Municipal Salt Agreement on behalf of the Village and submit the agreement to the State of Wisconsin Department of Transportation.

This is to certify that the attached is true and correct list of bills due for a period from July 1-31, 2024, in the total amount of $529,263.72. 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 August 13, 2024

Christine Symchych
Village President

Sara A. Bruckman
Village Clerk/Treasurer
Village of Fox Point

VILLAGE OF FOX POINT | Payment Approval Report - by GL - Board Report | Page: 1
Report dates: 07/01/2024-07/31/2024 | Jul 26, 2024 09:00AM

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
10-21520 GROUP LIFE						
18	SECURIAN FINANCIAL GROUP I	AUGUST 2024	LIFE INSURANCE	07/11/2024	923.71	07/12/2024
Total 10-21520 GROUP LIFE:					923.71	
10-21521 SUPPLEMENTAL PLANS						
18	SECURIAN FINANCIAL GROUP I	2024JULY	ACCIDENTAL	07/11/2024	85.16	07/12/2024
18	SECURIAN FINANCIAL GROUP I	2024JUNE	ACCIDENTAL	07/11/2024	95.62	07/12/2024
1227	AFLAC	508450	ACCT #G8B41	07/03/2024	593.46	07/05/2024
Total 10-21521 SUPPLEMENTAL PLANS:					774.24	
10-21525 UNION DUES						
185	FOX POINT POLICE PROT. ASS	JULY 2024	POLICE DUES	07/08/2024	525.00	07/12/2024
Total 10-21525 UNION DUES:					525.00	
10-21530 DEFERRED COMPENSATION						
77	MissionSquare - 303753	PR0704241	Deferred Comp ICMA-PRETAX	07/03/2024	1,160.14	07/05/2024
77	MissionSquare - 303753	PR0718241	Deferred Comp ICMA-PRETAX	07/17/2024	1,160.14	07/19/2024
375	NORTH SHORE BANK, FSB	PR0704242	Deferred Comp NORTH SHORE	07/03/2024	2,260.00	07/05/2024
375	NORTH SHORE BANK, FSB	PR0718242	Deferred Comp NORTH SHORE	07/17/2024	2,260.00	07/19/2024
814	GREAT-WEST TRUST COMPAN	PR0704241	Deferred Comp WI DEFER - PRE	07/03/2024	3,697.60	07/05/2024
814	GREAT-WEST TRUST COMPAN	PR0704241	Deferred Comp WI DEFER - RO	07/03/2024	1,285.00	07/05/2024
814	GREAT-WEST TRUST COMPAN	PR0718241	Deferred Comp WI DEFER - PRE	07/17/2024	3,697.60	07/19/2024
814	GREAT-WEST TRUST COMPAN	PR0718241	Deferred Comp WI DEFER - RO	07/17/2024	1,285.00	07/19/2024
Total 10-21530 DEFERRED COMPENSATION:					16,765.48	
10-44120 LIQUOR/TOBACCO LICENSES						
727	WI DEPT. OF JUSTICE	7/11/24 bartend	BARTENDERS	07/16/2024	28.00	07/19/2024
727	WI DEPT. OF JUSTICE	KESFPW25	BARTENDER	07/01/2024	7.00	07/05/2024
727	WI DEPT. OF JUSTICE	Q4DAW4QQ	BARTENDER	07/02/2024	7.00	07/05/2024
727	WI DEPT. OF JUSTICE	ZC8JPV9A	BARTENDER	07/03/2024	7.00	07/12/2024
Total 10-44120 LIQUOR/TOBACCO LICENSES:					49.00	
10-44530 PEDDLER'S PERMIT						
727	WI DEPT. OF JUSTICE	7/12/24 PEDDLER	PEDDLERS	07/16/2024	49.00	07/19/2024
Total 10-44530 PEDDLER'S PERMIT:					49.00	
10-45100 FINES/FORFEITURES						
2097	WELLSKOPF, JILL	BL092206-2	OVERPAYMENT	07/10/2024	45.00	07/12/2024
2099	TENUTA, NAOMI	BG398437-4	OVERPAYMENT	07/09/2024	26.00	07/12/2024
Total 10-45100 FINES/FORFEITURES:					71.00	
10-46710 PAVILION RENTALS						
1395	FREEZE, KELLIE AND	1.060036	REFUND PAVILLION DEPOSIT	07/23/2024	50.00	07/26/2024
Total 10-46710 PAVILION RENTALS:					50.00	
10-51100-310 SUPPLIES/EXPENSES						
2113	U.S. LEGAL SUPPORT, INC	20240686037-15	REPORTER	07/23/2024	276.00	07/23/2024
Total 10-51100-310 SUPPLIES/EXPENSES:					276.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
10-51200-395 COUNTY COURT FEES						
330	MILWAUKEE COUNTY TREASU	JUNE 2024	DRIVER SUR/JAIL FEE	07/02/2024	513.00	07/05/2024
552	WISCONSIN, STATE OF - COUR	JUNE 2024	JUNE	07/02/2024	2,052.10	07/05/2024
Total 10-51200-395 COUNTY COURT FEES:					2,565.10	
10-51300-218 VILLAGE ATTORNEY						
535	MUNICIPAL LAW & LITIGATION	12378	VLG ATTORNEY	07/16/2024	6,152.00	07/19/2024
Total 10-51300-218 VILLAGE ATTORNEY:					6,152.00	
10-51300-219 VILLAGE PROSECUTOR						
965	PADWAY & PADWAY LTD	7/2/24	PROSECUTOR	07/11/2024	1,045.00	07/12/2024
Total 10-51300-219 VILLAGE PROSECUTOR:					1,045.00	
10-51410-321 PROFESSIONAL DUES/MEETINGS						
57	JPMORGAN CHASE BANK NA	07/11/2024	CLERK	07/11/2024	600.00	07/12/2024
Total 10-51410-321 PROFESSIONAL DUES/MEETINGS:					600.00	
10-51420-322 TRAINING						
57	JPMORGAN CHASE BANK NA	07/11/2024	CLERK	07/11/2024	90.00	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	CLERK	07/11/2024	200.00	07/12/2024
Total 10-51420-322 TRAINING:					290.00	
10-51420-323 OFFICIAL PUBLICATIONS/NOTICES						
1567	GANNETT WISCONSIN LOCALI	0006477433	LQUOR LICENSE	07/16/2024	91.17	07/19/2024
Total 10-51420-323 OFFICIAL PUBLICATIONS/NOTICES:					91.17	
10-51440-310 SUPPLIES/EXPENSES						
325	MILWAUKEE COUNTY ELECT C	MCEC001268	SUPPLIES AND BALLOTS	07/08/2024	1,181.20	07/12/2024
Total 10-51440-310 SUPPLIES/EXPENSES:					1,181.20	
10-51600-210 CONTRACT SERVICES						
57	JPMORGAN CHASE BANK NA	07/11/2024	ZOOM	07/11/2024	40.00	07/12/2024
194	BAKER TILLY VIRCHOW KRAUS	BT2847944	PROGRESS BILLING	07/08/2024	4,152.00	07/12/2024
477	TAYLOR COMPUTER SERVICES	26544	MANAGED SERVICES	07/18/2024	1,160.75	07/19/2024
1353	FORWARD TS, LTD	AR230902	MONTHLY COPIES	07/11/2024	439.14	07/12/2024
102273	CIVIC SYSTEMS, LLC	CVC25027	SEMI ANNUAL FEE	07/08/2024	7,757.00	07/12/2024
102273	CIVIC SYSTEMS, LLC	CVC25400	SEMI ANNUAL FEE	07/18/2024	250.00	07/19/2024
Total 10-51600-210 CONTRACT SERVICES:					13,798.89	
10-51600-220 GAS-HEAT						
536	WE-ENERGIES	06/25/2024	0702787382-00002	07/01/2024	27.66	07/05/2024
Total 10-51600-220 GAS-HEAT:					27.66	
10-51600-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	06/25/2024	0702787382-00002	07/01/2024	1,426.71	07/05/2024
536	WE-ENERGIES	07/08/2024	0702787382-00009	07/11/2024	20.41	07/12/2024
Total 10-51600-221 ELECTRIC UTILITIES:					1,447.12	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
10-51600-222 TELEPHONE UTILITIES						
2691	CENTURYLINK-BUSINESS SVC.	696296274	87619173	07/16/2024	.33	07/19/2024
5312	AT & T- VILLAGE	06/22/2024	414 351-8900 758 7	07/02/2024	63.50	07/05/2024
Total 10-51600-222 TELEPHONE UTILITIES:					63.83	
10-51600-234 VILLAGE HALL MAINTENANCE						
57	JPMORGAN CHASE BANK NA	07/11/2024	VILLAGE	07/11/2024	14.02	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	VILLAGE	07/11/2024	360.42	07/12/2024
892	SPECTRUM	07/07/2024	8348 10 012 0042231 VLG	07/16/2024	13.78	07/19/2024
1575	FILTRATION CONCEPTS	53318	FILTERS	07/15/2024	269.50	07/19/2024
1710	UP NORTH SERVICES	4556	PEST CONTROL VLG	07/01/2024	55.00	07/19/2024
5691	CINTAS CORPORATION	5219516391	FIRST AID CABINET VH	07/15/2024	453.32	07/19/2024
Total 10-51600-234 VILLAGE HALL MAINTENANCE:					1,186.04	
10-51600-310 SUPPLIES/MISC EXPENSES						
57	JPMORGAN CHASE BANK NA	07/11/2024	VILLAGE	07/11/2024	51.88	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	19.99	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	31.99	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	14.33	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	36.07	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	119.95	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	28.49	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	9.49	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	65.87	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	33.99-	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	13.85	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	ZIFT	07/11/2024	807.99	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	33.99	07/12/2024
2469	VERITIV OPERATING COMPANY	021-62647908	FREIGHT	07/08/2024	7.50	07/12/2024
Total 10-51600-310 SUPPLIES/MISC EXPENSES:					1,207.40	
10-51600-396 VILLAGE OPEN HOUSE						
57	JPMORGAN CHASE BANK NA	07/11/2024	VILLAGE	07/11/2024	29.40	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	43.96	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	140.51	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	65.98	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	36.98	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	AMAZON	07/11/2024	39.97	07/12/2024
Total 10-51600-396 VILLAGE OPEN HOUSE:					356.82	
10-51700-511 GROUP HEALTH - RETIREES						
270	LAMM, GERALD	7	Health Insurance	07/01/2024	426.28	07/05/2024
433	RESNICK, AMY	54	HEALTH INSURANCE REIMBUR	07/01/2024	313.50	07/05/2024
435	RIES, DANIEL	70	HEALTH	07/01/2024	466.80	07/05/2024
520	WICHMAN, MICHELLE	15	MONTHLY	07/01/2024	386.76	07/05/2024
1227	AFLAC	508450	ACCT #G8B41	07/03/2024	166.98	07/05/2024
2194	OBREMSKI, DANIEL	19	SUPPLEMENTAL PAY	07/01/2024	386.76	07/05/2024
Total 10-51700-511 GROUP HEALTH - RETIREES:					2,147.08	
10-52100-180 RECRUITMENT						
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	65.00	07/12/2024
229	ORGANIZATION DEVELOPEME	14103	ASSESSMENT	07/02/2024	735.00	07/05/2024
1069	ASCENSION MEDICAL GROUP/	418757	PRE EMPLOY	06/28/2024	432.00	07/05/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
	Total 10-52100-180 RECRUITMENT:				1,232.00	
10-52100-210 POLICE MAINTENANCE CONTRACTS						
1710	UP NORTH SERVICES	4557	POLICE PEST CONTROL	07/09/2024	55.00	07/12/2024
1783	TACTICAL SOLUTIONS	10268	CERTIFICATIONS	07/16/2024	348.00	07/19/2024
5152	JAMES IMAGING SYSTEMS, IN	1464164	POLICE DEPARTMENT	07/24/2024	298.68	07/26/2024
	Total 10-52100-210 POLICE MAINTENANCE CONTRACTS:				701.68	
10-52100-217 DISPATCHING CONTRACT SERVICES						
61	BAYSIDE, VILLAGE OF	2400001687	DISPATCH	07/11/2024	79,194.82	07/12/2024
	Total 10-52100-217 DISPATCHING CONTRACT SERVICES:				79,194.82	
10-52100-220 GAS UTILITIES						
536	WE-ENERGIES	6/25/24	0702787382-00008	07/01/2024	129.89	07/05/2024
5312	AT & T- VILLAGE	06/22/2024	414 351-8900 758 7	07/02/2024	39.69	07/05/2024
	Total 10-52100-220 GAS UTILITIES:				169.58	
10-52100-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	6/25/24	0702787382-00006	07/01/2024	2,180.31	07/05/2024
536	WE-ENERGIES	6/25/24	0702787382-00015	07/01/2024	28.16	07/05/2024
	Total 10-52100-221 ELECTRIC UTILITIES:				2,208.47	
10-52100-222 TELEPHONE UTILITIES						
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	246.00	07/12/2024
692	SPECTRUM	070433001070124	070433001	07/12/2024	724.13	07/19/2024
692	SPECTRUM	20240701OTA	8348 10 012 0041845 POLICE	07/12/2024	12.96	07/19/2024
692	SPECTRUM	238770901070124	238770901	07/12/2024	359.40	07/19/2024
2101	IPITOMY COMMUNICATIONS LL	41618	33804	07/12/2024	232.77	07/19/2024
2691	CENTURYLINK-BUSINESS SVC.	696296274	87619173	07/16/2024	.32	07/19/2024
	Total 10-52100-222 TELEPHONE UTILITIES:				1,575.58	
10-52100-232 VEHICLE MAINTENANCE						
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	99.99	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	319.98	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	20.98	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	60.73	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	44.85	07/12/2024
503	VILLAGE HARDWARE - DPS	240181	MISC	07/09/2024	8.23	07/12/2024
503	VILLAGE HARDWARE - DPS	240356	MISC	07/16/2024	5.89	07/19/2024
503	VILLAGE HARDWARE - DPS	240516	MISC	07/24/2024	11.69	07/26/2024
	Total 10-52100-232 VEHICLE MAINTENANCE:				572.44	
10-52100-233 EQUIPMENT MAINTENANCE						
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	40.63	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	71.68	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	114.71	07/12/2024
503	VILLAGE HARDWARE - DPS	240243	MISC	07/10/2024	7.15	07/12/2024
1246	SECURE FIRE & SAFETY LLC	44929	ANNUAL POLICE	07/15/2024	63.00	07/19/2024
4195	PETTY CASH-VILLAGE OF FOX	07/02/2024	PETTY CASH REIMBURSEMEN	07/08/2024	184.86	07/12/2024
5639	LEXISNEXIS	1246411-20240630	MONTHLY FEE	07/09/2024	30.00	07/12/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
Total 10-52100-233 EQUIPMENT MAINTENANCE:					512.03	
10-52100-234 BUILDING MAINTENANCE						
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	35.60	07/12/2024
503	VILLAGE HARDWARE - DPS	240018	MISC	07/02/2024	29.93	07/05/2024
503	VILLAGE HARDWARE - DPS	240634	PAINT	07/24/2024	17.99	07/26/2024
Total 10-52100-234 BUILDING MAINTENANCE:					83.52	
10-52100-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	12.90	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	434.08	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	106.25	07/12/2024
Total 10-52100-310 SUPPLIES/EXPENSES:					553.23	
10-52100-330 CLOTHING ALLOWANCE						
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	137.55	07/12/2024
473	STREICHER'S	1706165	JOHNSON	07/03/2024	496.95	07/05/2024
473	STREICHER'S	1709221	HANNA	07/24/2024	53.98	07/26/2024
473	STREICHER'S	1710203	WIESMUELLER	07/24/2024	90.03	07/26/2024
473	STREICHER'S	1710206	JOHNSON	07/24/2024	128.96	07/26/2024
Total 10-52100-330 CLOTHING ALLOWANCE:					907.47	
10-52100-334 JANITORIAL SUPPLIES						
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	59.29	07/12/2024
393	PACKERLAND RENT-A-MAT INC.	3129652	POLICE 10586-10586	07/12/2024	158.20	07/19/2024
Total 10-52100-334 JANITORIAL SUPPLIES:					217.49	
10-52100-335 SCHOOL EXPENSES						
511	WAUKESHA COUNT TECH. COL	0835187	SCHOOL	07/01/2024	38.24	07/05/2024
Total 10-52100-335 SCHOOL EXPENSES:					38.24	
10-52100-343 FUEL						
57	JPMORGAN CHASE BANK NA	07/11/2024	POLICE	07/11/2024	75.02	07/12/2024
Total 10-52100-343 FUEL:					75.02	
10-53100-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	07/11/2024	ENGINEER	07/11/2024	13.99	07/12/2024
Total 10-53100-310 SUPPLIES/EXPENSES:					13.99	
10-53300-221 STREET LIGHTS - ELECTRIC						
536	WE-ENERGIES	07/08/2024	0702787382-00001	07/11/2024	185.65	07/12/2024
536	WE-ENERGIES	07/11/2024	0702787382-00013	07/16/2024	17.38	07/19/2024
Total 10-53300-221 STREET LIGHTS - ELECTRIC:					203.03	
10-53300-405 STREET MATERIALS						
458	SHERWIN INDUSTRIES, INC.	SS103055	MASTIC ONE	07/01/2024	17,580.00	07/05/2024
5506	HANKE TERMINALS	177897A	STONE	07/12/2024	630.76	07/19/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
	Total 10-53300-405 STREET MATERIALS:				18,210.76	
10-53310-400 MATERIALS						
4888	CARLIN SALES	3058628-00	MISC	07/17/2024	115.00	07/19/2024
	Total 10-53310-400 MATERIALS:				115.00	
10-53400-221 BUS STOP-ELECTRIC						
536	WE-ENERGIES	07/11/2024	0702787382-00016	07/16/2024	15.41	07/19/2024
536	WE-ENERGIES	07/11/2024	0702787382-00005	07/16/2024	15.41	07/19/2024
536	WE-ENERGIES	07/12/2024	0702787382-00003	07/18/2024	17.27	07/19/2024
	Total 10-53400-221 BUS STOP-ELECTRIC:				48.09	
10-53620-400 MATERIALS						
502	VILLAGE HARDWARE - VH	240037/1	MISC HARDWARE	07/02/2024	26.09	07/05/2024
	Total 10-53620-400 MATERIALS:				26.09	
10-53630-370 LANDFILL FEES						
1298	WASTE MANAGEMENT OF WI-M	0001003-1996-1	MSW	07/09/2024	7,346.16	07/12/2024
	Total 10-53630-370 LANDFILL FEES:				7,346.16	
10-53642-400 MATERIALS						
1298	WASTE MANAGEMENT OF WI-M	0070355-2286-6	YARDWASTE	07/09/2024	614.41	07/12/2024
1298	WASTE MANAGEMENT OF WI-M	0070492-2286-7	YARDWASTE	07/23/2024	1,189.76	07/26/2024
	Total 10-53642-400 MATERIALS:				1,804.17	
10-53700-300 MISCELLANEOUS EXPENSE						
327	MENARD'S - MILWAUKEE	90036	MISC	07/15/2024	180.70	07/19/2024
2241	ITU ABSORB TECH, INC	8352749	SHOP	07/01/2024	12.20	07/05/2024
2241	ITU ABSORB TECH, INC	8360682	SHOP	07/01/2024	12.20	07/05/2024
2241	ITU ABSORB TECH, INC	8368528	SHOP	07/15/2024	12.20	07/19/2024
	Total 10-53700-300 MISCELLANEOUS EXPENSE:				217.30	
10-53700-341 REPAIR PARTS						
57	JPMORGAN CHASE BANK NA	07/11/2024	SHOP	07/11/2024	91.02	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	SHOP	07/11/2024	34.70-	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	SHOP	07/11/2024	33.98	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	SHOP	07/11/2024	910.08	07/12/2024
547	ROLAND MACHINERY	40127115	LUBE SPIN	07/01/2024	14.13	07/05/2024
631	FACTORY MOTOR PARTS	13-1734288	BATTERY LESS CORE	07/01/2024	99.53	07/05/2024
631	FACTORY MOTOR PARTS	13-1734341	PARTS	07/01/2024	10.32	07/05/2024
631	FACTORY MOTOR PARTS	13-1735163	PARTS	07/15/2024	220.12	07/19/2024
631	FACTORY MOTOR PARTS	160-212898	MISC	07/01/2024	8.34	07/05/2024
631	FACTORY MOTOR PARTS	160-214170	PARTS	07/15/2024	108.53	07/19/2024
631	FACTORY MOTOR PARTS	160-214873	PARTS	07/15/2024	12.25	07/19/2024
631	FACTORY MOTOR PARTS	160-214874	PARTS	07/15/2024	127.30	07/19/2024
631	FACTORY MOTOR PARTS	50-5407025	MISC	07/01/2024	7.90	07/05/2024
631	FACTORY MOTOR PARTS	50-5424018	PARTS	07/15/2024	35.05	07/19/2024
631	FACTORY MOTOR PARTS	50-5428964	PARTS	07/15/2024	108.53	07/19/2024
665	LAKESIDE INTERNATIONAL TR	1421872P*	MISC	07/10/2024	34.21	07/12/2024
931	RAYS TOWING INC	139342	HEAVY DUTY TOWING	07/01/2024	500.00	07/05/2024
1042	EJ EQUIPMENT INC	P12826	BRAKE PARTS	07/15/2024	165.66	07/19/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
1042	EJ EQUIPMENT INC	P13024	MISC	07/15/2024	310.66	07/19/2024
4389	BOBCAT PLUS, INC.	IB26943	PARTS	07/15/2024	3,853.17	07/19/2024
4389	BOBCAT PLUS, INC.	IB27439	PARTS	07/15/2024	208.59	07/19/2024
4389	BOBCAT PLUS, INC.	IB27480	PARTS	07/15/2024	9.45	07/19/2024
102169	TRUCK COUNTRY OF WISCON	R207026713:01	DIAGNOSE	07/01/2024	1,569.72	07/05/2024
	Total 10-53700-341 REPAIR PARTS:				8,403.84	
10-53700-342 TIRES						
57	JPMORGAN CHASE BANK NA	07/11/2024	TIRES	07/11/2024	231.92	07/12/2024
	Total 10-53700-342 TIRES:				231.92	
10-53700-343 FUEL						
57	JPMORGAN CHASE BANK NA	07/11/2024	FUEL	07/11/2024	47.07	07/12/2024
631	FACTORY MOTOR PARTS	190-213547	DEF	07/01/2024	101.84	07/05/2024
2179	EDWARD H. WOLF & SON'S INC	860532	FUEL	07/01/2024	1,706.39	07/05/2024
2179	EDWARD H. WOLF & SON'S INC	860553	FUEL	07/01/2024	1,803.15	07/05/2024
2179	EDWARD H. WOLF & SON'S INC	874390	FUEL	07/15/2024	2,449.27	07/19/2024
2179	EDWARD H. WOLF & SON'S INC	874444	FUEL	07/15/2024	1,713.90	07/19/2024
	Total 10-53700-343 FUEL:				7,821.62	
10-53700-344 OIL						
2103	HARTLAND LUBRICANTS & CH	SI287661	OIL	07/16/2024	891.50	07/19/2024
	Total 10-53700-344 OIL:				891.50	
10-53700-346 MISC DPW SHOP TOOLS						
5528	TODD A GAULKE AUTHORIZE D	061824118388	MISC	07/01/2024	576.33	07/05/2024
	Total 10-53700-346 MISC DPW SHOP TOOLS:				576.33	
10-53800-220 GAS UTILITIES						
536	WE-ENERGIES	06/25/2024	0702787382-00002	07/01/2024	27.65	07/05/2024
	Total 10-53800-220 GAS UTILITIES:				27.65	
10-53800-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	06/25/2024	0702787382-00002	07/01/2024	1,426.71	07/05/2024
	Total 10-53800-221 ELECTRIC UTILITIES:				1,426.71	
10-53800-222 TELEPHONE UTILITIES						
5312	AT & T- VILLAGE	06/22/2024	414 351-8900 758 7	07/02/2024	55.57	07/05/2024
	Total 10-53800-222 TELEPHONE UTILITIES:				55.57	
10-53800-224 CELL PHONES						
57	JPMORGAN CHASE BANK NA	07/11/2024	APPLE	07/11/2024	.99	07/12/2024
2136	VERIZON WIRELESS	304000085637	100000186946 GPS	07/03/2024	47.85	07/12/2024
2136	VERIZON WIRELESS	9968023180	787066169-00001	07/12/2024	17.53	07/19/2024
5312	AT & T- VILLAGE	287334403697	287334403697 VLG	07/05/2024	129.48	07/12/2024
	Total 10-53800-224 CELL PHONES:				195.85	
10-53800-300 MISCELLANEOUS EXPENSE						
2241	ITU ABSORB TECH, INC	8352751	DPW	07/01/2024	28.51	07/05/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
2241	ITU ABSORB TECH, INC	8360684	TOWELS/MATS	07/01/2024	323.82	07/05/2024
2241	ITU ABSORB TECH, INC	8368530	DPW	07/15/2024	36.18	07/19/2024
Total 10-53800-300 MISCELLANEOUS EXPENSE:					388.51	
10-53800-333 SAFETY PROGRAM						
3240	FEHR GRAHAM ENGINEERING	124041	ANNUAL SAFETY	07/10/2024	2,500.00	07/12/2024
Total 10-53800-333 SAFETY PROGRAM:					2,500.00	
10-54100-214 HUMANE SOCIETY/MADACC						
619	MADACC	2247	3QTR	07/11/2024	861.62	07/12/2024
Total 10-54100-214 HUMANE SOCIETY/MADACC:					861.62	
10-55100-210 CONTRACT SERVICES						
61	BAYSIDE, VILLAGE OF	2400001887	LIBRARY OPERATIONS	07/11/2024	64,185.11	07/12/2024
Total 10-55100-210 CONTRACT SERVICES:					64,185.11	
10-55200-435 PLAYGROUND MATERIALS						
776	GRAINGER, INC.	9169432565	BAGS	07/23/2024	16.94	07/26/2024
1657	PIONEER RESEARCH CORPOR	265246	TRIPLE THREAT	07/22/2024	483.05	07/26/2024
Total 10-55200-435 PLAYGROUND MATERIALS:					499.99	
10-55200-445 TENNIS COURT MAINTENANCE						
101644	TAPCO	1781808	SIGNS	07/03/2024	303.80	07/12/2024
Total 10-55200-445 TENNIS COURT MAINTENANCE:					303.80	
10-55400-430 LX CLUB MATERIALS						
890	FOX POINT BAYSIDE LX CLUB	7.10.2024	LX CLUB FEES	07/12/2024	375.00	07/19/2024
890	FOX POINT BAYSIDE LX CLUB	7.22.2024	LX CLUB FEES	07/23/2024	270.00	07/26/2024
890	FOX POINT BAYSIDE LX CLUB	M7.22.2024	LX CLUB FEES	07/23/2024	60.78	07/26/2024
Total 10-55400-430 LX CLUB MATERIALS:					705.78	
10-55440-220 GAS UTILITIES						
536	WE-ENERGIES	07/11/2024	0702787382-00011	07/16/2024	27.27	07/19/2024
Total 10-55440-220 GAS UTILITIES:					27.27	
10-55440-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	07/11/2024	0702787382-00010	07/16/2024	113.83	07/19/2024
Total 10-55440-221 ELECTRIC UTILITIES:					113.83	
10-56100-125 FORESTRY CONSULTANT						
5933	WACHTEL TREE SCIENCE & SE	136623	FORESTRY REQUESTS	07/01/2024	4,400.00	07/05/2024
Total 10-56100-125 FORESTRY CONSULTANT:					4,400.00	
10-56100-465 TREE MAINTENANCE						
1465	GRAND ARBOR SUPPLY	77484	MISC	07/22/2024	589.41	07/26/2024
Total 10-56100-465 TREE MAINTENANCE:					589.41	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
21-71000-400 MATERIALS						
141	DIGGERS HOTLINE	240657801	HOTLINE TICKETS	06/30/2024	81.55	07/12/2024
141	DIGGERS HOTLINE	240757801PPI	HOTLINE TICKETS	07/12/2024	573.50	07/19/2024
281	LINCOLN CONTRACTORS SUP	J07570	MARKING PAINT	07/03/2024	112.64	07/12/2024
Total 21-71000-400 MATERIALS:					767.69	
21-72000-220 GAS UTILITIES						
536	WE-ENERGIES	07/11/2024	0702787382-00004	07/16/2024	10.53	07/19/2024
Total 21-72000-220 GAS UTILITIES:					10.53	
21-72000-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	07/11/2024	0702787382-00007	07/16/2024	21.05	07/19/2024
536	WE-ENERGIES	07/11/2024	0702787382-00004	07/16/2024	98.10	07/19/2024
Total 21-72000-221 ELECTRIC UTILITIES:					119.15	
21-73000-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	07/11/2024	CONFLUENCE	07/11/2024	374.29	07/12/2024
Total 21-73000-310 SUPPLIES/EXPENSES:					374.29	
21-73000-400 MATERIALS						
50	BADGER METER, INC.	80164445	HOSTING SERV UNIT	06/28/2024	88.49	07/12/2024
2136	VERIZON WIRELESS	304000065637	100000186946 GPS	07/03/2024	47.85	07/12/2024
5312	AT & T- VILLAGE	287334403697	287334403697 VLG	07/05/2024	70.21	07/12/2024
Total 21-73000-400 MATERIALS:					206.55	
21-91000-888 SEWER SYSTEM IMPROVEMENTS						
256	KAPUR & ASSOCIATES, INC.	126218	SANITARY	06/27/2024	6,000.00	07/05/2024
256	KAPUR & ASSOCIATES, INC.	126219	SANITARY	06/27/2024	1,930.00	07/05/2024
256	KAPUR & ASSOCIATES, INC.	126221	SANITARY	06/27/2024	5,386.38	07/05/2024
256	KAPUR & ASSOCIATES, INC.	126224	SANITARY	06/27/2024	1,750.00	07/05/2024
Total 21-91000-888 SEWER SYSTEM IMPROVEMENTS:					15,066.38	
22-53650-210 CONTRACT SERVICES						
1299	WASTE MANAGEMENT OF WI-M	IAC5663153	RECYCLING	07/18/2024	2,700.00	07/19/2024
Total 22-53650-210 CONTRACT SERVICES:					2,700.00	
22-53800-310 SUPPLIES/EXPENSES						
2136	VERIZON WIRELESS	304000065637	100000186946 GPS	07/03/2024	47.85	07/12/2024
5312	AT & T- VILLAGE	287334403697	287334403697 VLG	07/05/2024	39.85	07/12/2024
Total 22-53800-310 SUPPLIES/EXPENSES:					87.70	
24-44470 PLUMBING PERMIT						
2100	WM. A. ZACHOW & SONS INC.	1.060423	REFUND	07/09/2024	60.00	07/12/2024
Total 24-44470 PLUMBING PERMIT:					60.00	
24-52400-210 CONTRACT SERVICES						
2256	SAFEBUILT	509689	INSPECTIONS	06/30/2024	291.84	07/05/2024
2647	KWK ELECTRIC INC	40653	INSPECTION	07/16/2024	440.00	07/19/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
	Total 24-52400-210 CONTRACT SERVICES:				731.84	
24-52400-218 VILLAGE ATTORNEY						
535	MUNICIPAL LAW & LITIGATION	12378	VLG ATTORNEY	07/16/2024	108.00	07/19/2024
	Total 24-52400-218 VILLAGE ATTORNEY:				108.00	
24-52400-224 CELL PHONES						
5312	AT & T- VILLAGE	287334403697	287334403697 VLG	07/05/2024	29.92	07/12/2024
	Total 24-52400-224 CELL PHONES:				29.92	
24-52400-321 PROFESSIONAL DUES/MEETINGS						
57	JPMORGAN CHASE BANK NA	07/11/2024	INSPECTOR	07/11/2024	.90	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	INSPECTOR	07/11/2024	40.00	07/12/2024
	Total 24-52400-321 PROFESSIONAL DUES/MEETINGS:				40.90	
25-53410-400 MATERIALS						
141	DIGGERS HOTLINE	240657801	HOTLINE TICKETS	06/30/2024	81.55	07/12/2024
141	DIGGERS HOTLINE	240757801PPI	HOTLINE TICKETS	07/12/2024	573.50	07/19/2024
281	LINCOLN CONTRACTORS SUP	J07570	MARKING PAINT	07/03/2024	112.64	07/12/2024
	Total 25-53410-400 MATERIALS:				767.69	
25-53420-400 MATERIALS						
280	LIESENER SOILS INC.	02222487	SOIL	07/01/2024	420.00	07/05/2024
327	MENARD'S - MILWAUKEE	90037	REBAR	07/08/2024	59.76	07/12/2024
327	MENARD'S - MILWAUKEE	90458	MORTAR	07/15/2024	471.96	07/19/2024
327	MENARD'S - MILWAUKEE	90792	MISC	07/22/2024	39.38	07/26/2024
327	MENARD'S - MILWAUKEE	90844	SAND	07/22/2024	93.75	07/26/2024
776	GRAINGER, INC.	9169432565	PVC	07/23/2024	25.06	07/26/2024
4888	CARLIN SALES	3058628-00	MISC	07/17/2024	349.61	07/19/2024
5506	HANKE TERMINALS	177897A	STONE	07/12/2024	630.76	07/19/2024
	Total 25-53420-400 MATERIALS:				2,090.28	
25-53420-415 MAINTENANCE						
2844	SWEEP-ALL LLC	30834	BEACH HILL/DPW/ VLG HALL	07/23/2024	390.00	07/26/2024
	Total 25-53420-415 MAINTENANCE:				390.00	
25-53800-210 CONTRACT SERVICES						
2136	VERIZON WIRELESS	304000065637	100000186946 GPS	07/03/2024	47.85	07/12/2024
5312	AT & T- VILLAGE	287334403697	287334403697 VLG	07/05/2024	70.21	07/12/2024
	Total 25-53800-210 CONTRACT SERVICES:				118.06	
25-53800-234 GREEN INSFRASTRUCT MAINTENANCE						
2824	MAREK LANDSCAPING	5662	PURPLE LOOSTRIFE/REED	07/11/2024	4,412.36	07/19/2024
	Total 25-53800-234 GREEN INSFRASTRUCT MAINTENANCE:				4,412.36	
25-55410-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	07/11/2024	CONFLUENCE	07/11/2024	374.29	07/12/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
Total 25-55410-310 SUPPLIES/EXPENSES:					374.29	
25-91500-800 WPDES COMPLIANCE PROGRAM						
221	PROPET DISTRIBUTORS INC.	146316	LITTER BAGS	07/03/2024	124.60	07/12/2024
221	PROPET DISTRIBUTORS INC.	146416	DOG STATION	07/11/2024	1,105.60	07/19/2024
776	GRAINGER, INC.	9159030072	PET WASTE BAGS	07/02/2024	285.27	07/05/2024
776	GRAINGER, INC.	9184328913	PET WASTE BAGS	07/23/2024	285.27	07/26/2024
Total 25-91500-800 WPDES COMPLIANCE PROGRAM:					1,800.74	
25-91500-833 STORM SEWER SYSTEM IMPROVE.						
535	MUNICIPAL LAW & LITIGATION	12378	VLG ATTORNEY	07/16/2024	35.00	07/19/2024
Total 25-91500-833 STORM SEWER SYSTEM IMPROVE.:					35.00	
40-91100-816 SMALL EQUIPMENT PURCHASES						
1354	FLOCK SAFETY	43855	FALCON	07/18/2024	25,300.00	07/19/2024
2115	PLAINFIELD METALS & SONS L	0630	TIRES	07/25/2024	1,000.00	07/26/2024
Total 40-91100-816 SMALL EQUIPMENT PURCHASES:					26,300.00	
40-91500-801 STREET RESURFACING						
256	KAPUR & ASSOCIATES, INC.	126216	CCTV	06/27/2024	3,842.00	07/05/2024
535	MUNICIPAL LAW & LITIGATION	12378	VLG ATTORNEY	07/16/2024	1,043.80	07/19/2024
1073	WI DEPT. OF TRANSPORTATIO	358243	DESIGN	07/08/2024	4,542.08	07/19/2024
2016	BAXTER & WOODMAN INC.	0260661	BRADLEY RD	07/08/2024	2,151.47	07/12/2024
2029	DIXON, DARIAN OR SUZANNE	parcel 3	EASEMENT	07/01/2024	1,600.00	07/05/2024
2033	PIEPER, LEXIE	parcel 7	EASEMENT	07/01/2024	1,900.00	07/05/2024
2104	MORAINE ENVIRONMENTAL IN	2826	DISPOSAL	07/18/2024	1,150.00	07/26/2024
2391	CLERK OF CIRCUIT COURTS-CI	1100 BYWATER	EASEMENT 1100 BYWATER	07/11/2024	13,400.00	07/12/2024
2391	CLERK OF CIRCUIT COURTS-CI	parcel 1	EASEMENT -7401 BRIDGE LN	07/11/2024	4,000.00	07/19/2024
Total 40-91500-801 STREET RESURFACING:					33,629.35	
40-91600-800 STORMWATER ROAD PROJECT						
256	KAPUR & ASSOCIATES, INC.	126222	STORM SEWER	07/08/2024	1,250.00	07/12/2024
2016	BAXTER & WOODMAN INC.	0260661	BRADLEY RD	07/08/2024	8,000.00	07/12/2024
Total 40-91600-800 STORMWATER ROAD PROJECT:					9,250.00	
40-91600-823 REINVENTORY VILLAGE TREES						
5933	WACHTEL TREE SCIENCE & SE	135969	TREE INVENTORY	06/27/2024	22,500.00	07/05/2024
Total 40-91600-823 REINVENTORY VILLAGE TREES:					22,500.00	
40-91600-830 SIGN REPLACEMENT						
101644	TAPCO	SO756215	SIGNS	07/08/2024	558.00	07/12/2024
Total 40-91600-830 SIGN REPLACEMENT:					558.00	
40-91600-833 TREE REPLACEMENT						
1569	CUTNGO, LLC	05031	TREE CUTTING	07/11/2024	2,400.00	07/19/2024
2824	MAREK LANDSCAPING	5663	VEGETATION MAINTENANCE	07/11/2024	1,193.34	07/19/2024
5933	WACHTEL TREE SCIENCE & SE	136622	EAB	07/01/2024	412.50	07/05/2024
Total 40-91600-833 TREE REPLACEMENT:					4,005.84	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
40-91600-834 REPAIR TENNIS COURTS						
357	MUNSON INC.	0089022	TENNIS COURTS	07/18/2024	54,988.00	07/26/2024
Total 40-91600-834 REPAIR TENNIS COURTS:					54,988.00	
40-91600-849 BEACH DRIVE-SHORELINE EROSION						
280	LIESENER SOILS INC.	02222467	SOIL	07/01/2024	420.00	07/05/2024
983	MSA PROFESSIONAL SVCS, IN	005375	SHORELINE REPAIRS	07/08/2024	2,817.68	07/12/2024
983	MSA PROFESSIONAL SVCS, IN	006453	SHORELINE REPAIRS	07/11/2024	1,804.27	07/19/2024
Total 40-91600-849 BEACH DRIVE-SHORELINE EROSION:					5,041.95	
40-91600-851 DISEASED TREE REMOVAL						
1569	CUTNGO, LLC	04980	TREE CUTTING	07/11/2024	2,600.00	07/19/2024
1569	CUTNGO, LLC	050555	TREE CUTTING`	07/11/2024	2,400.00	07/19/2024
Total 40-91600-851 DISEASED TREE REMOVAL:					5,000.00	
50-81000-601 SOURCE OF WATER SUPPLY						
378	NORTH SHORE WATER COMMI	99	MONTHLY	07/01/2024	22,939.74	07/05/2024
Total 50-81000-601 SOURCE OF WATER SUPPLY:					22,939.74	
50-81000-640 OPERATIONS LABOR WATER MAINS						
2839	CITY WATER LLC	1109	MONTHLY MANAGEMENT FEE	07/08/2024	6,300.00	07/12/2024
Total 50-81000-640 OPERATIONS LABOR WATER MAINS:					6,300.00	
50-81000-641 OPERATIONS SUPPLY AND EXPENSE						
57	JPMORGAN CHASE BANK NA	07/11/2024	WATER DEPT	07/11/2024	68.53	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	WATER DEPT	07/11/2024	66.15	07/12/2024
Total 50-81000-641 OPERATIONS SUPPLY AND EXPENSE:					134.68	
50-81000-651 MAINTENANCE OF MAINS						
141	DIGGERS HOTLINE	240657801	HOTLINE TICKETS	06/30/2024	61.55	07/12/2024
141	DIGGERS HOTLINE	240757801PPI	HOTLINE TICKETS	07/12/2024	573.50	07/19/2024
281	LINCOLN CONTRACTORS SUP	J07570	MARKING PAINT	07/03/2024	112.64	07/12/2024
327	MENARD'S - MILWAUKEE	90708	WATER DEPT	07/16/2024	89.97	07/26/2024
474	CORE & MAIN LP	V018860	PARTS	07/05/2024	553.44	07/19/2024
1273	WOLF PAVING CO. INC.	47361	5LTS	07/10/2024	228.00	07/12/2024
2241	ITU ABSORB TECH, INC	8352750	WATER DEPT	07/01/2024	8.80	07/05/2024
2241	ITU ABSORB TECH, INC	8360683	WATER	07/01/2024	47.87	07/05/2024
2241	ITU ABSORB TECH, INC	8368529	WATER DEPT	07/15/2024	8.80	07/19/2024
Total 50-81000-651 MAINTENANCE OF MAINS:					1,704.57	
50-81000-654 MAINTENANCE OF HYDRANTS						
502	VILLAGE HARDWARE - VH	240407/1	WATER DEPT	07/16/2024	19.77	07/26/2024
Total 50-81000-654 MAINTENANCE OF HYDRANTS:					19.77	
50-81000-800 CAPITAL OUTLAY						
256	KAPUR & ASSOCIATES, INC.	126220	WATER MAIN	06/27/2024	2,025.00	07/05/2024
256	KAPUR & ASSOCIATES, INC.	126223	WATER MAIN	07/08/2024	945.00	07/12/2024
983	MSA PROFESSIONAL SVCS, IN	005758	BEACH DR WATERMAIN	07/08/2024	6,105.18	07/12/2024
2016	BAXTER & WOODMAN INC.	0260661	BRADLEY RD	07/08/2024	25,042.23	07/12/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
Total 50-81000-800 CAPITAL OUTLAY:					34,117.41	
50-81000-844 NSWC CAPITAL PROJECTS						
378	NORTH SHORE WATER COMMI	07/10/24 UNATTEN	UNATTENDED OPER	07/11/2024	268.79	07/12/2024
378	NORTH SHORE WATER COMMI	7/10/24 BASIN	BASIN	07/11/2024	4,172.15	07/12/2024
Total 50-81000-844 NSWC CAPITAL PROJECTS:					4,440.94	
50-81000-903 SUPPLIES AND EXPENSE						
50	BADGER METER, INC.	80164445	HOSTING SERV UNIT	06/28/2024	88.50	07/12/2024
Total 50-81000-903 SUPPLIES AND EXPENSE:					88.50	
50-81000-921 OFFICE SUPPLIES AND EXPENSE						
57	JPMORGAN CHASE BANK NA	07/11/2024	APPLE	07/11/2024	.99	07/12/2024
57	JPMORGAN CHASE BANK NA	07/11/2024	CONFLUENCE	07/11/2024	374.29	07/12/2024
2136	VERIZON WIRELESS	304000065637	100000186946 GPS	07/03/2024	47.85	07/12/2024
2136	VERIZON WIRELESS	9968023180	787086169-00001	07/12/2024	17.53	07/19/2024
5312	AT & T- VILLAGE	287334403697	287334403697 VLG	07/05/2024	132.73	07/12/2024
Total 50-81000-921 OFFICE SUPPLIES AND EXPENSE:					573.39	
50-81000-930 MISC GENERAL EXPENSE						
2096	UNDERGROUND SPECIALIISTS	2912	EXCAVATION	07/01/2024	5,500.00	07/05/2024
102164	WI DNR	10/03/2024	BEASLEY OPERATOR LICENSE	07/11/2024	25.00	07/12/2024
Total 50-81000-930 MISC GENERAL EXPENSE:					5,525.00	
Grand Totals:					529,263.72	

Date Approved: _____

Village Manager: _____

Village Board: _____

_____

_____

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Municipal LAW
& LITIGATION GROUP

DALE W. ARENZ – 1935-2022
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MICHAEL J. MORSE
JAMES P. WALSH

July 29, 2024

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

Re: St. Augustine Property
Public Hearing
Legal Recommendations

Dear Mr. Botcher:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Very truly yours,

MUNICIPAL LAW & LITIGATION GROUP, S.C.

Eric J. Larson

Eric J. Larson

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

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& LITIGATION GROUP

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JAMES P. WALSH

July 10, 2024

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

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

Dear Mr. Botcher:

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

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

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

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

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

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

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

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

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

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

Very truly yours,

MUNICIPAL LAW & LITIGATION GROUP, S.C.

Eric J. Larson

Eric J. Larson

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

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DONALD S. MOLTER, Jr. - Retired
JOHN P. MACY
H. STANLEY RIFFLE - Court Commissioner
ERIC J. LARSON
REMZY D. BITAR

730 N. GRAND AVENUE
WAUKESHA, WISCONSIN 53186
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Direct (262) 806-0215
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MICHAEL J. MORSE
JAMES P. WALSH

November 10, 2023

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

Re: Cardinal Strich Property
Proposed Redevelopment Process
Legal Recommendations

Dear Mr. Botcher:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

    - Appropriate in the location proposed;

    - Compatible with the neighborhood;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Very truly yours,

MUNICIPAL LAW & LITIGATION GROUP, S.C.

Eric J. Larson

Eric J. Larson

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

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

AUGUSTINE
PREP

July 10, 2024

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

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

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

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

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

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

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

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

Sincerely,

Matt Miller

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

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

August 6, 2024

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

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

Project Overview:

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

Facility Details:

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

Community Impact:

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

Traffic Impact Analysis:

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

Key findings from the TIA indicate that:

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

Student Drop-Off/Pick-Up Procedures

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

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

Implementation and Monitoring

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

Conclusion:

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

VILLAGE OF FOX POINT

MILWAUKEE COUNTY

WISCONSIN

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

F INSTITUTIONAL DISTRICT APPLICATION DIRECTIONS

GENERAL INFORMATION:

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

TO APPLY FOR A PERMIT:

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

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

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

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

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

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

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

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

F INSTITUTIONAL DISTRICT APPLICATION

Name of Property Owner or Institution: Cardinal Academy Inc.

Address: 2607 S 5th Street Milwaukee, WI 53207

Contact Person: Matt Miller

Telephone Number: (414) 810-1380

Email Address: matt.miller@augprep.org

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

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

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

Signature of Property Owner or Authorized Institutional Representative

Matt Miller

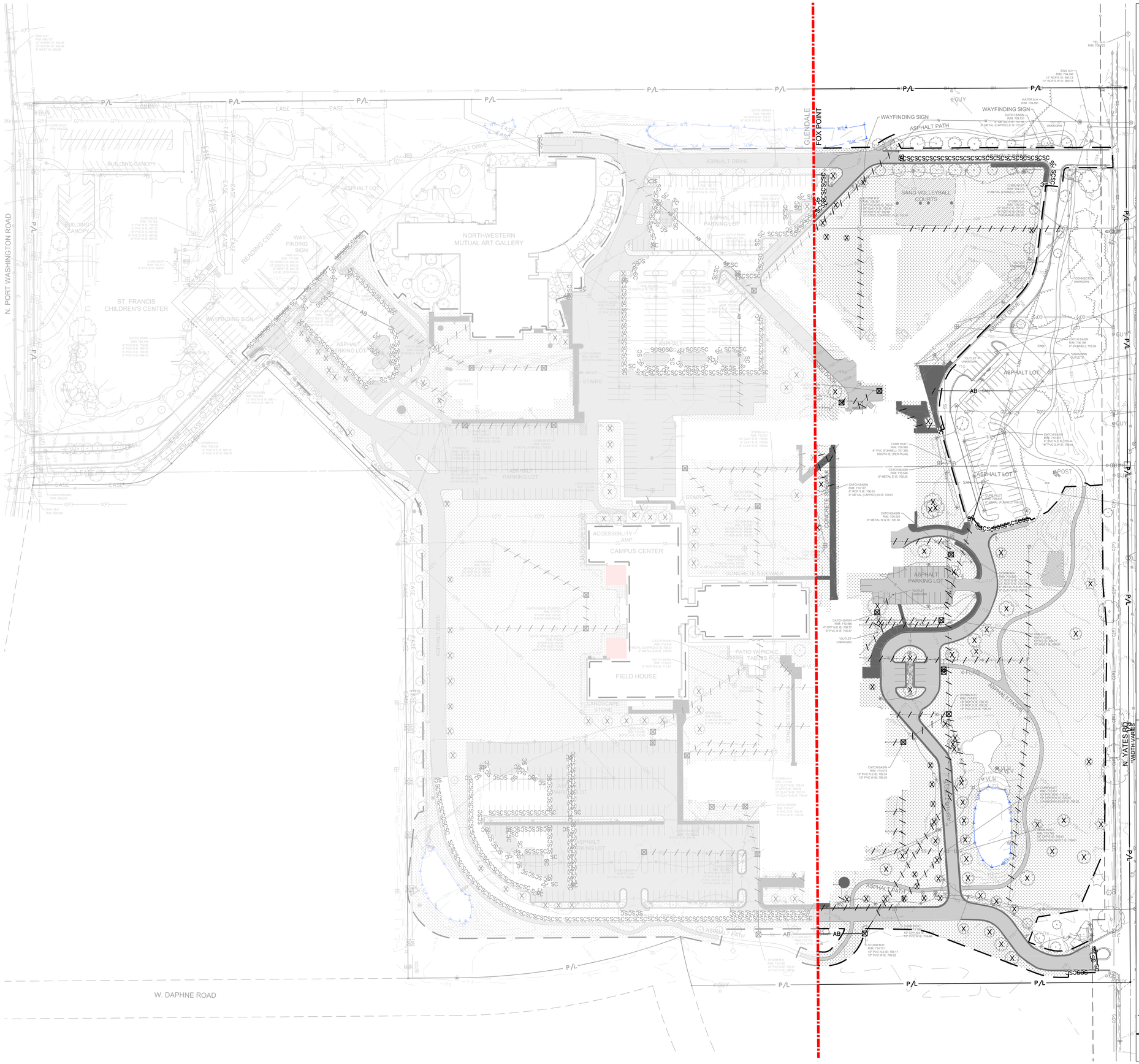
Printed Name -Property Owner or Authorized Institutional Representative

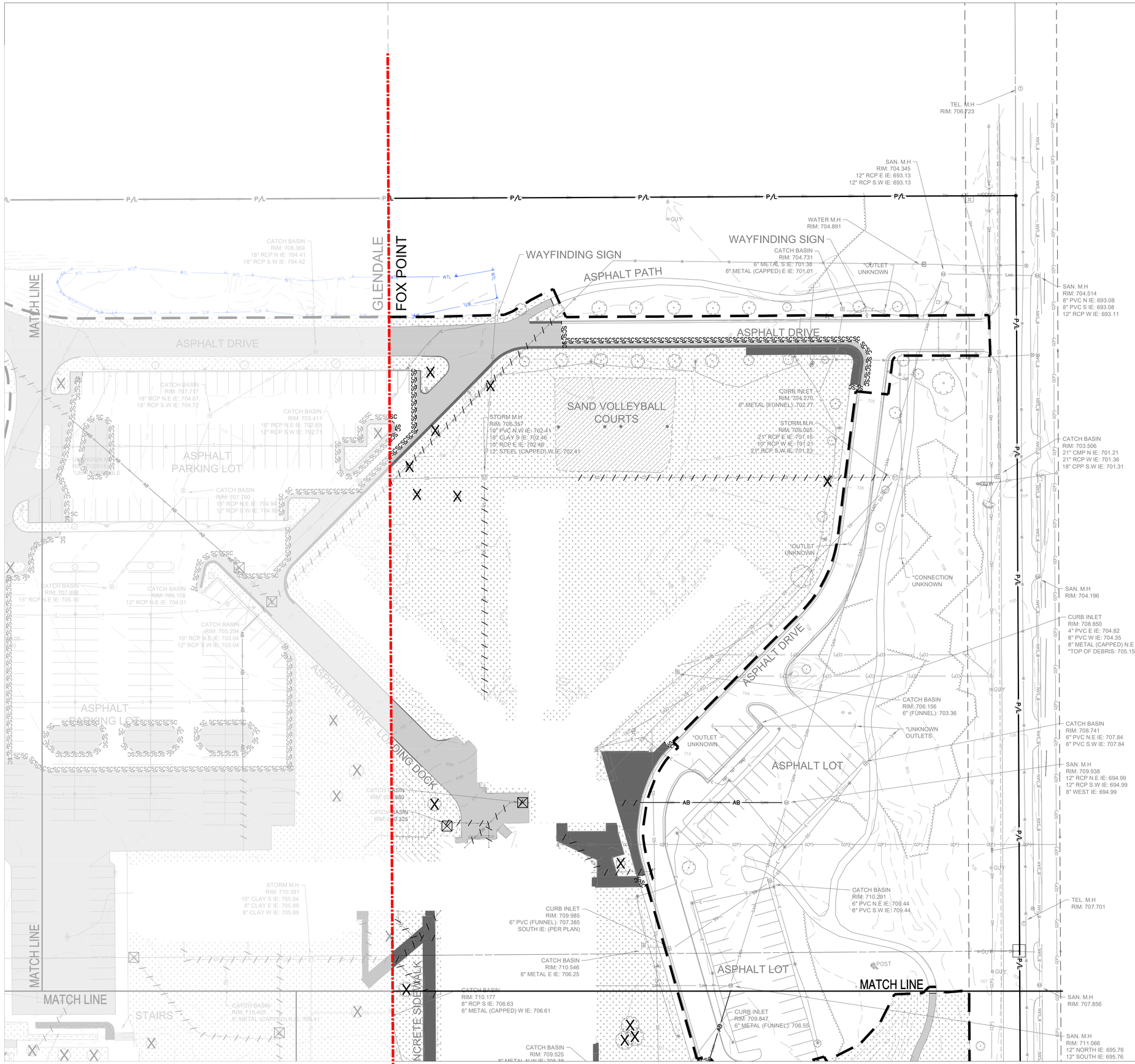
July 10, 2024

Date

TO BE COMPLETED BY THE VILLAGE OF FOX POINT

Date Received: _____ Receipt No. _____


N. PORT WASHINGTON ROAD
GLENDALE
FOX POINT
W. DAPHNE ROAD
N. YATES RD
(WIDTH VARIES)
ST. FRANCIS CHILDREN'S CENTER
BUILDING CANOPY
READING CENTER
WAY-FINDING SIGN
NORTHWESTERN MUTUAL ART GALLERY
ASPHALT DRIVE
ASPHALT LOT
ASPHALT PARKING LOT
ASPHALT PATH
CONCRETE SIDEWALK
ACCESSIBILITY RAMP
CAMPUS CENTER
FIELD HOUSE
PATIO W/PICNIC TABLES
LANDSCAPE BERM
SAND VOLLEYBALL COURTS
WAYFINDING SIGN
BUILDING CANOPY
STAIRS
POST
GUY
P/L
EASE
SC
AB
SCSCSCS



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Scale: 1" = 30'

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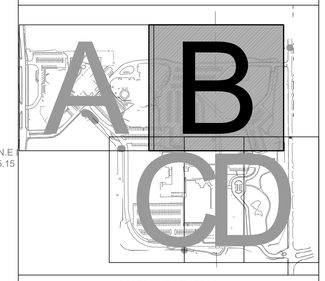
VICINITY MAP



KEY INDEX

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

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Milwaukee, WI 53202
(414) 271-5350
www.eua.com

PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
06/19/2024	PLAN COMMISSION SUBMITTAL

KEY PLAN

SHEET INFORMATION

PROGRESS DOCUMENTS NOT FOR CONSTRUCTION

These documents reflect progress and intent and may be subject to change, including additional detail. These are note final construction documents and shall not be used for final bidding or construction-related purposes.

PROJECT MANAGER	PM
PROJECT NUMBER	323527-01

SITE DEMOLITION PLAN - AREA B

C101B

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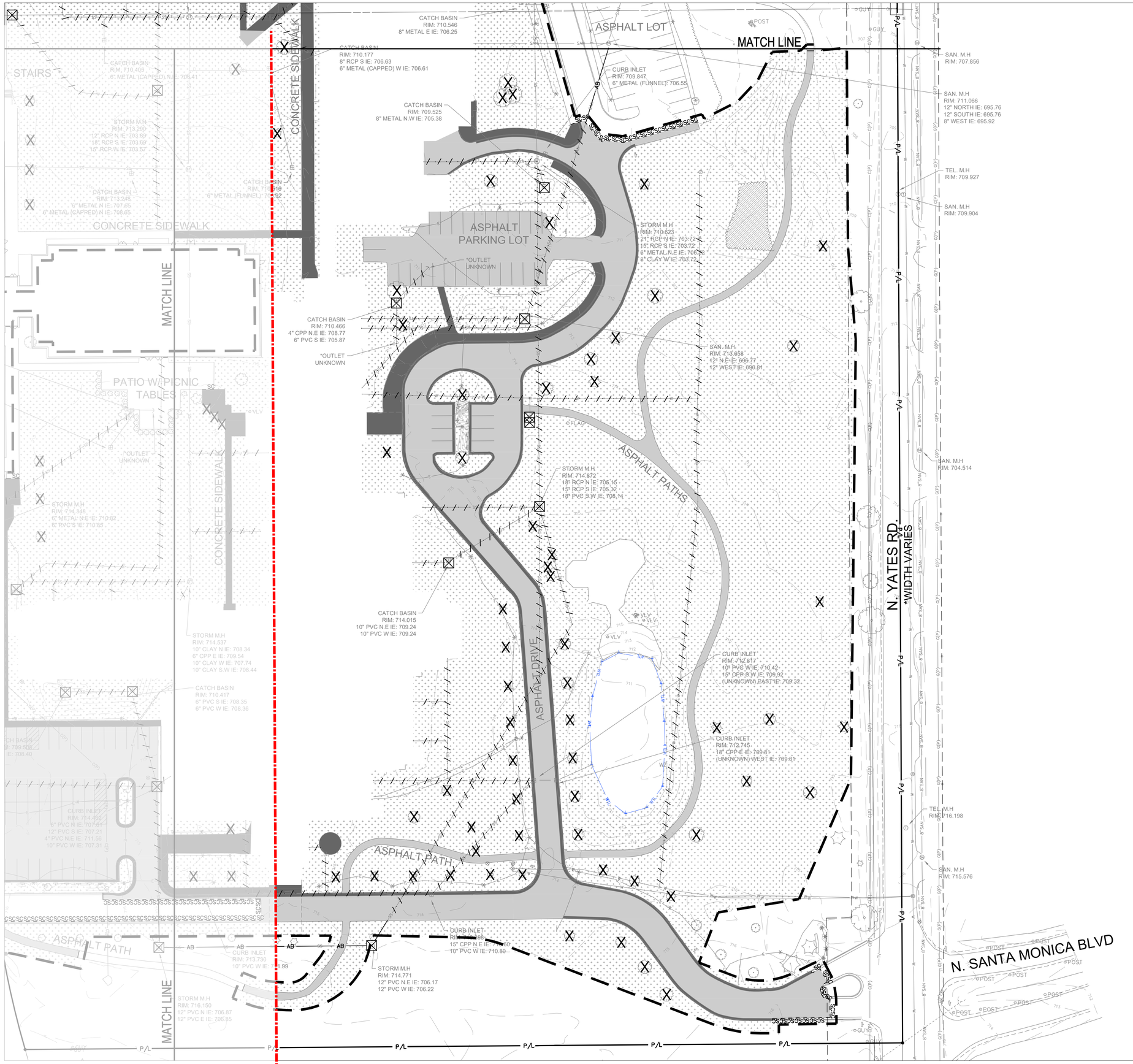

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Scale: 1" = 30'

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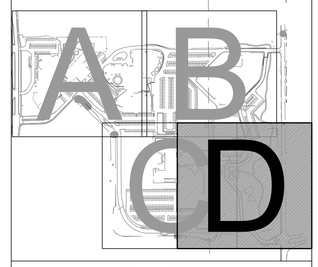

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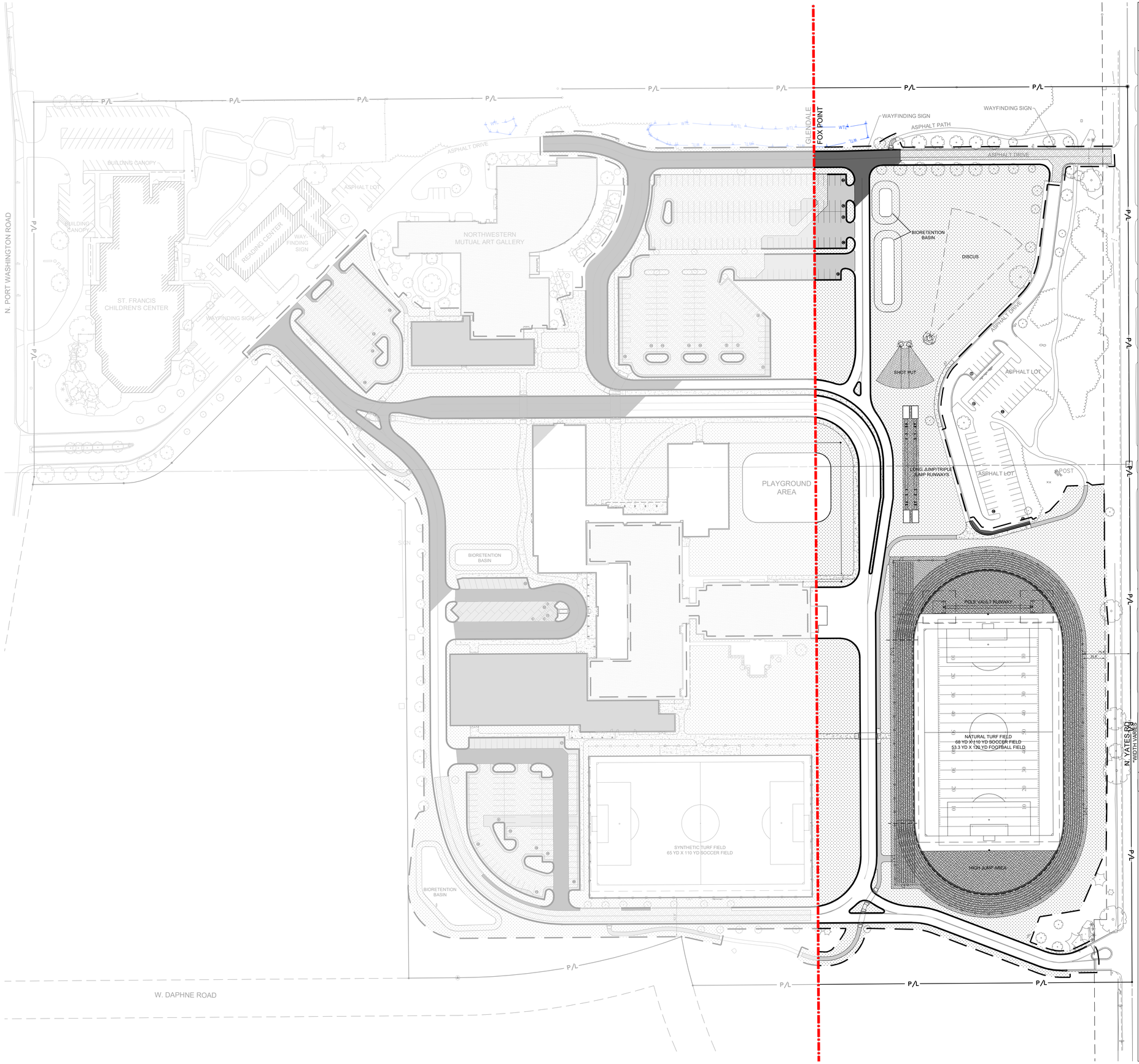

PARKING STALL NUMBERS
(EXCLUDES STALLS BY CHILDREN'S CENTER & READING CENTER)

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

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

DIGGERS HOTLINE
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www.DiggersHotline.com

KEY INDEX

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

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PROJECT MANAGER PM

PROJECT NUMBER 323527-01

OVERALL SITE LAYOUT PLAN

C102

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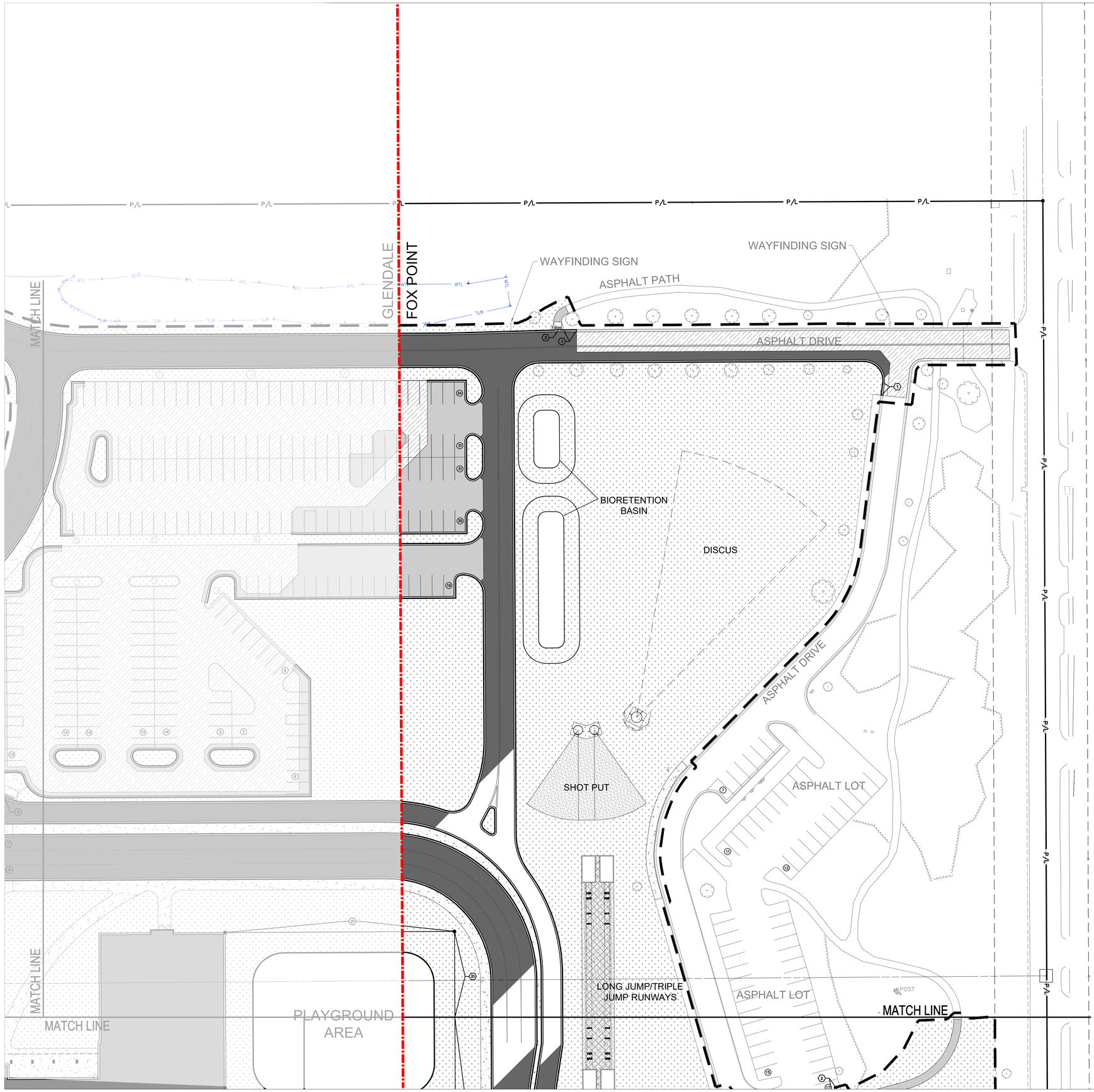

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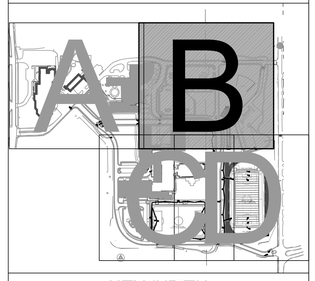
VICINITY MAP



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- PROJECT LIMITS
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- WTL — WETLANDS DELINEATED BY WETLAND & WATERWAY CONSULTING, LLC ON 10/19/2023
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PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

ISSUANCE AND REVISIONS

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PROJECT NUMBER 323527-01

SITE LAYOUT PLAN - AREA B

C102B

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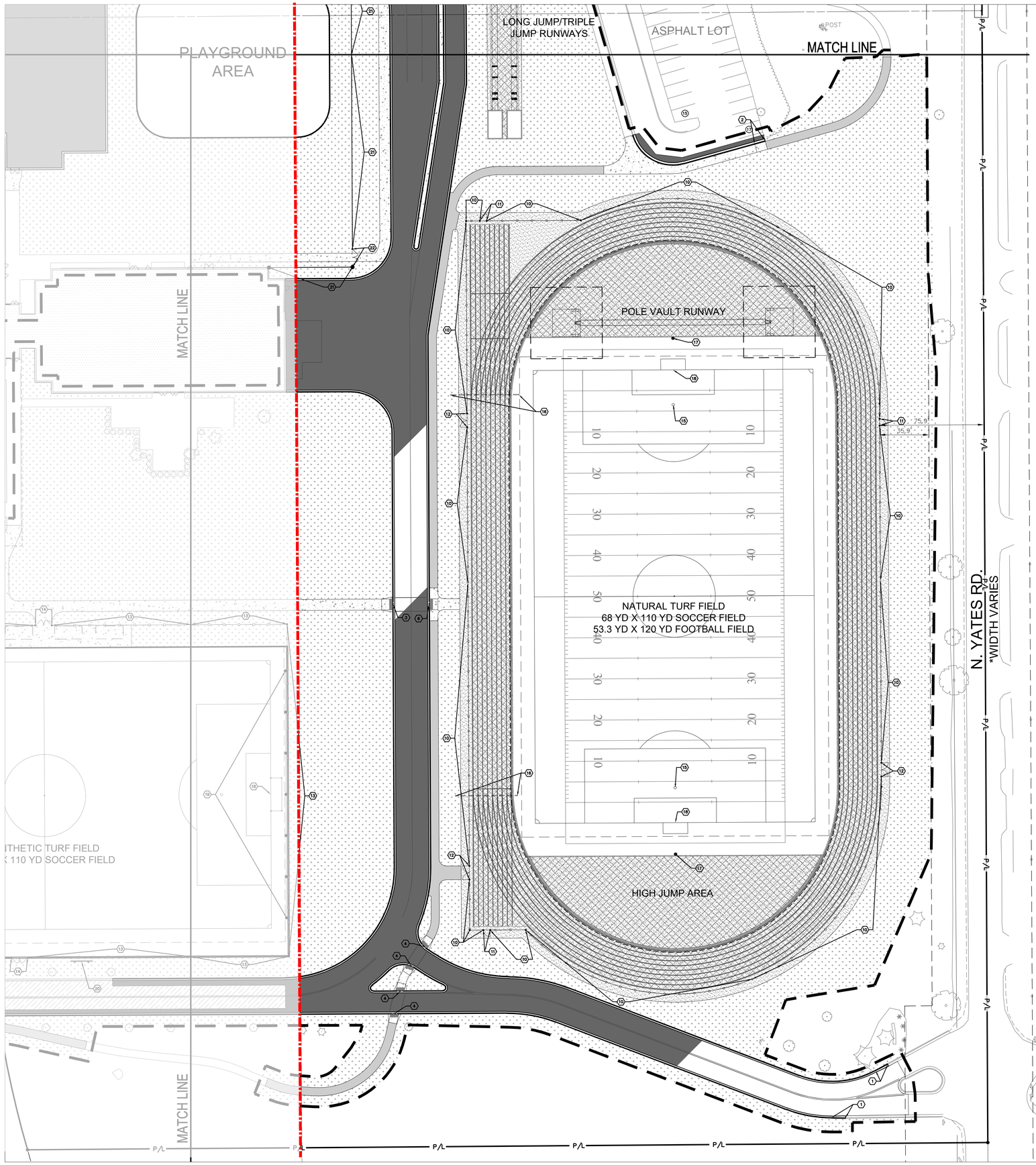

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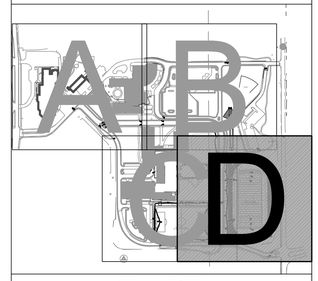

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PROJECT MANAGER PM
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SITE LAYOUT PLAN - AREA D

C102D

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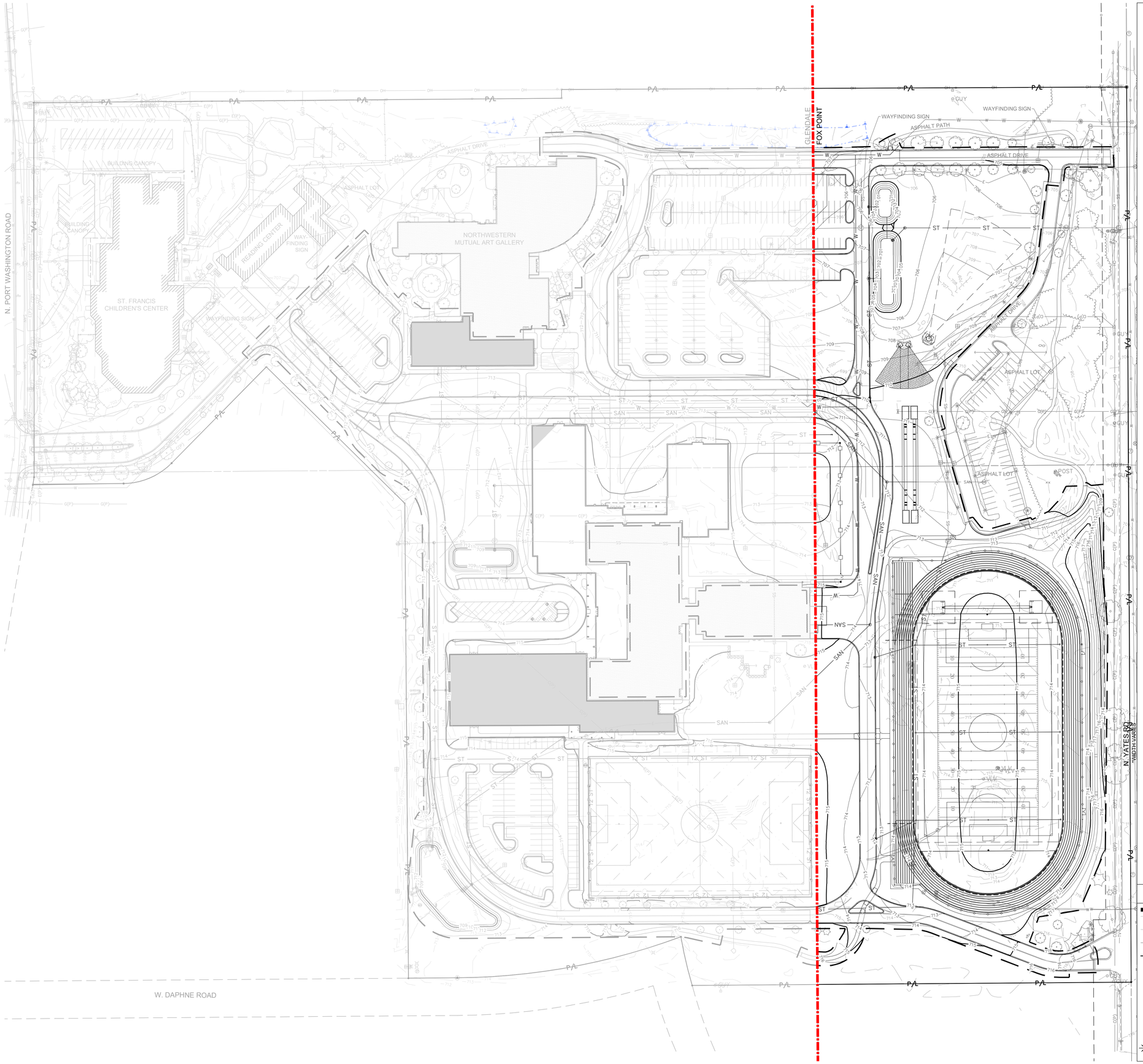

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Scale: 0 30 60 120
Scale: 1" = 60'

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KEY INDEX

- PROJECT LIMITS
- 999 EXISTING CONTOUR MINOR
- 999 EXISTING CONTOUR MAJOR
- 999 PROPOSED CONTOUR MINOR
- 999 PROPOSED CONTOUR MAJOR
- 970.00 PROPOSED SPOT GRADE
- 970.0± MATCH EXISTING GRADE
- T970.00 PROPOSED GUTTER GRADE (UNLESS OTHERWISE NOTED)
- T970.0± MATCH EXISTING GUTTER GRADE
- TW970.00 / BW965.00 PROPOSED TOP OF WALL / PROPOSED BOTTOM OF WALL
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OVERALL SITE GRADING PLAN

C104

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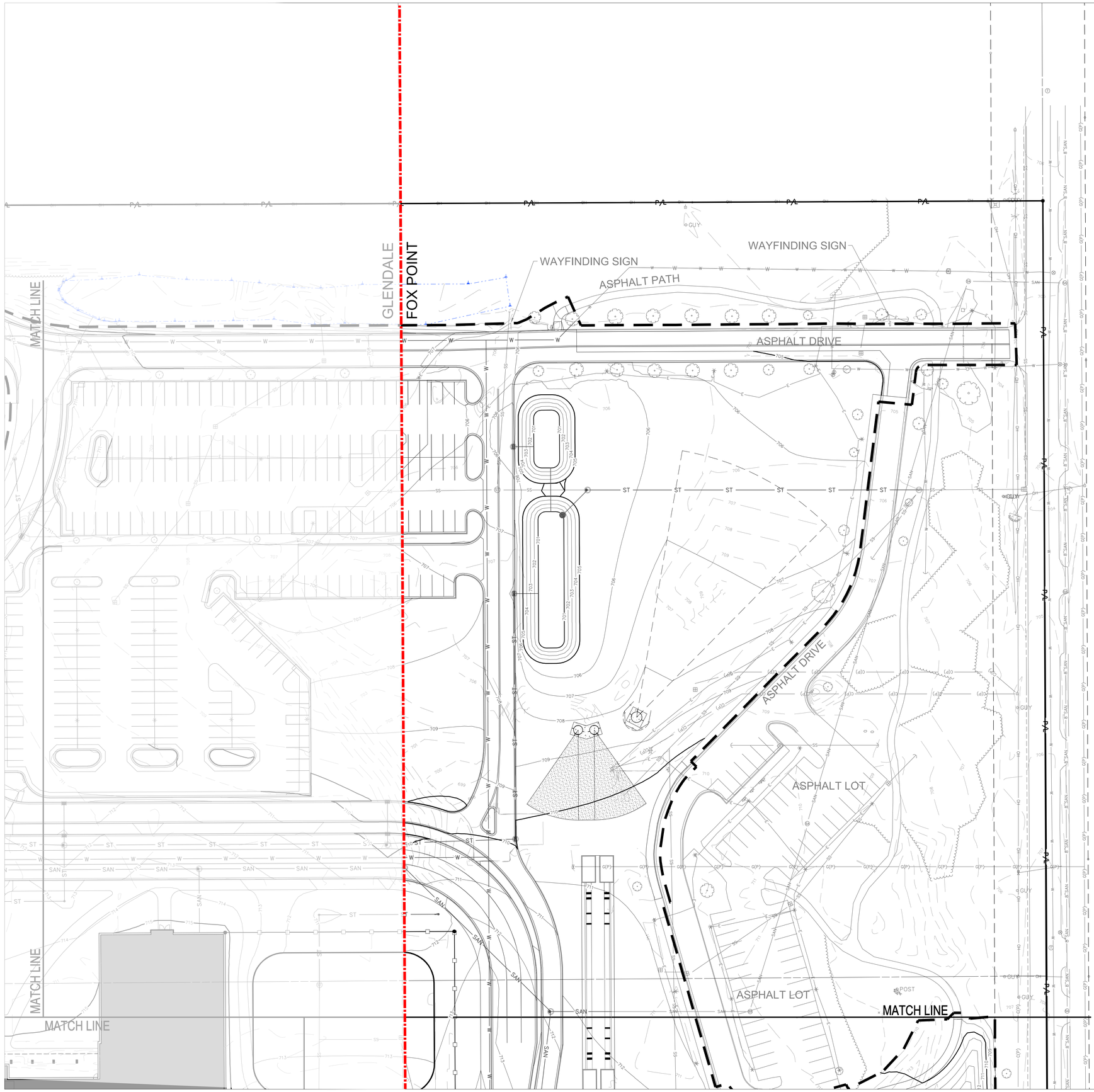

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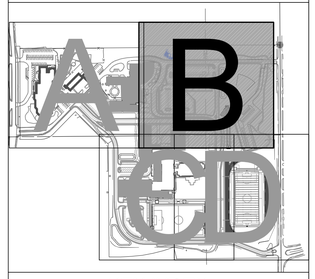

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PROJECT MANAGER PM

PROJECT NUMBER 323527-01

SITE GRADING PLAN - AREA B

C104B

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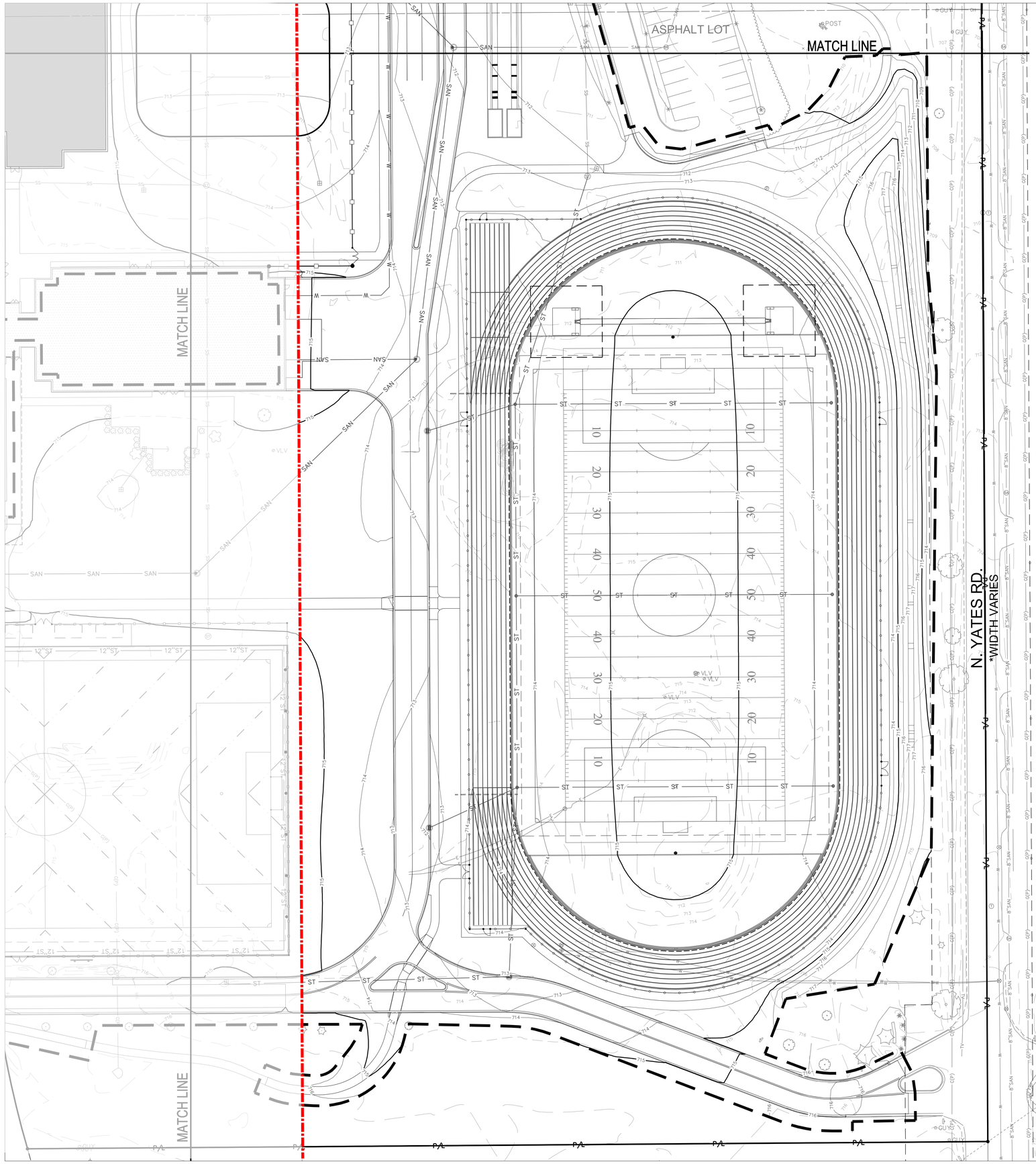

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Scale: 1" = 30'

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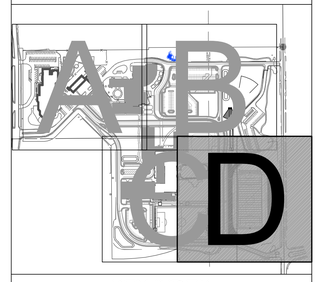

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PROJECT MANAGER	PM
PROJECT NUMBER	323527-01

SITE GRADING PLAN - AREA D

C104D

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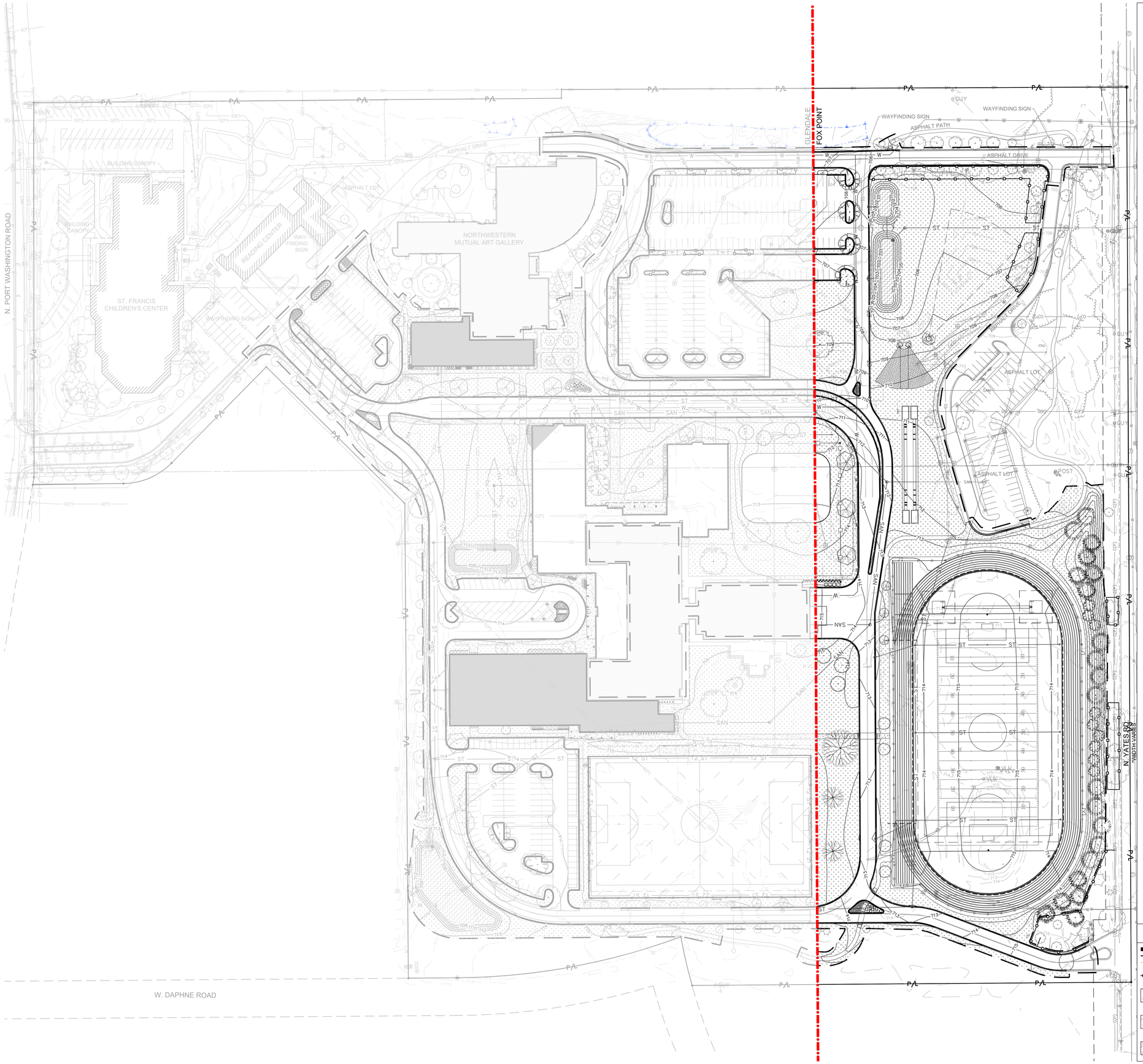

HATCH LEGEND

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- EASE — EASEMENT LINE
- TEMPORARY TREE PROTECTION FENCE (5 / L201)
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Scale: 0 30 60 120
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OVERALL SITE LANDSCAPE PLAN

L101

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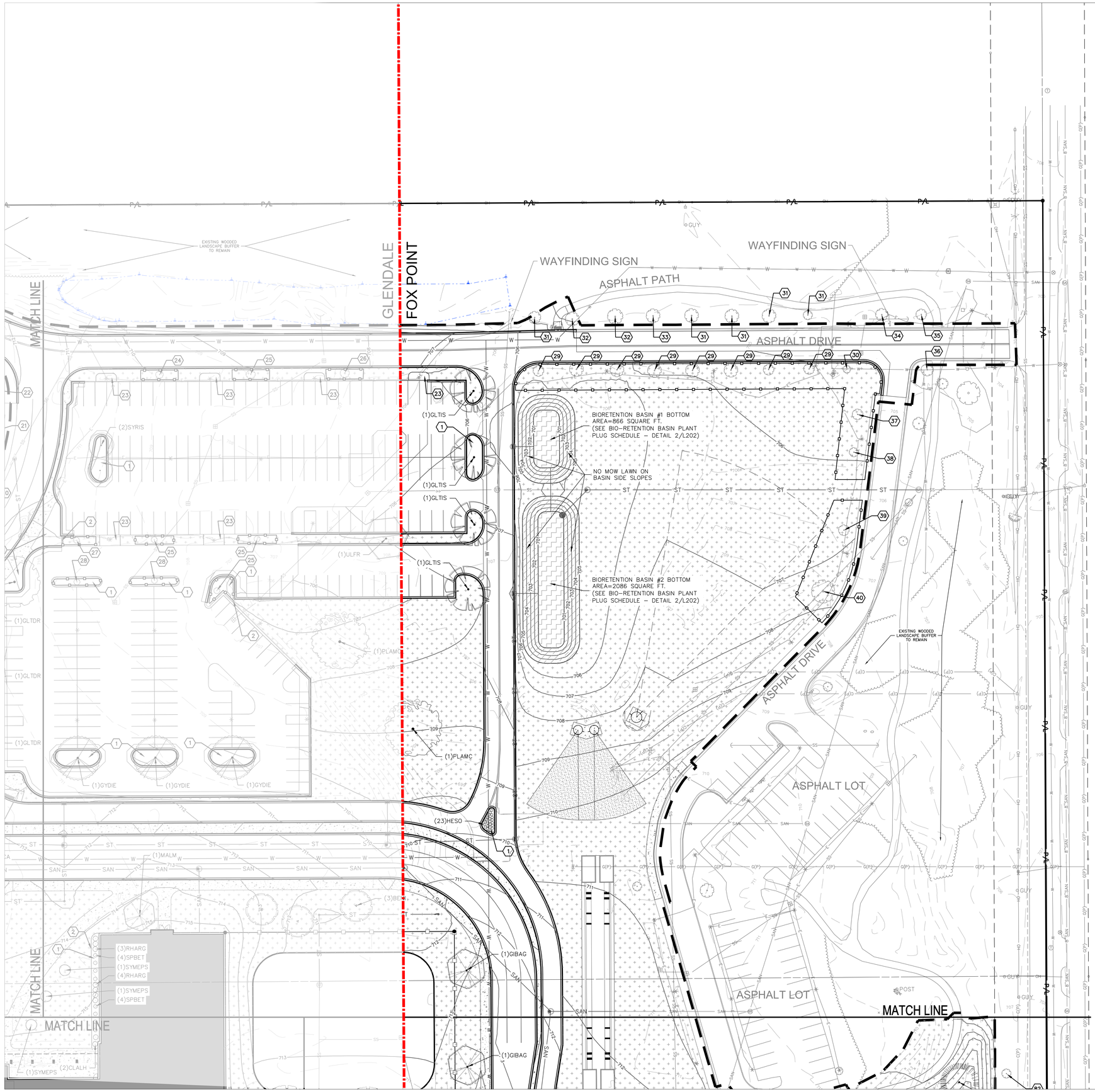

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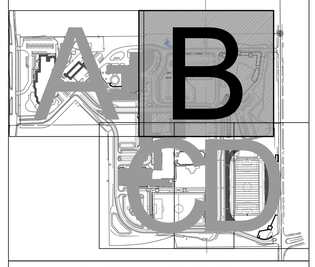

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KEY INDEX

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

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SITE LANDSCAPE PLAN - AREA B

L101B

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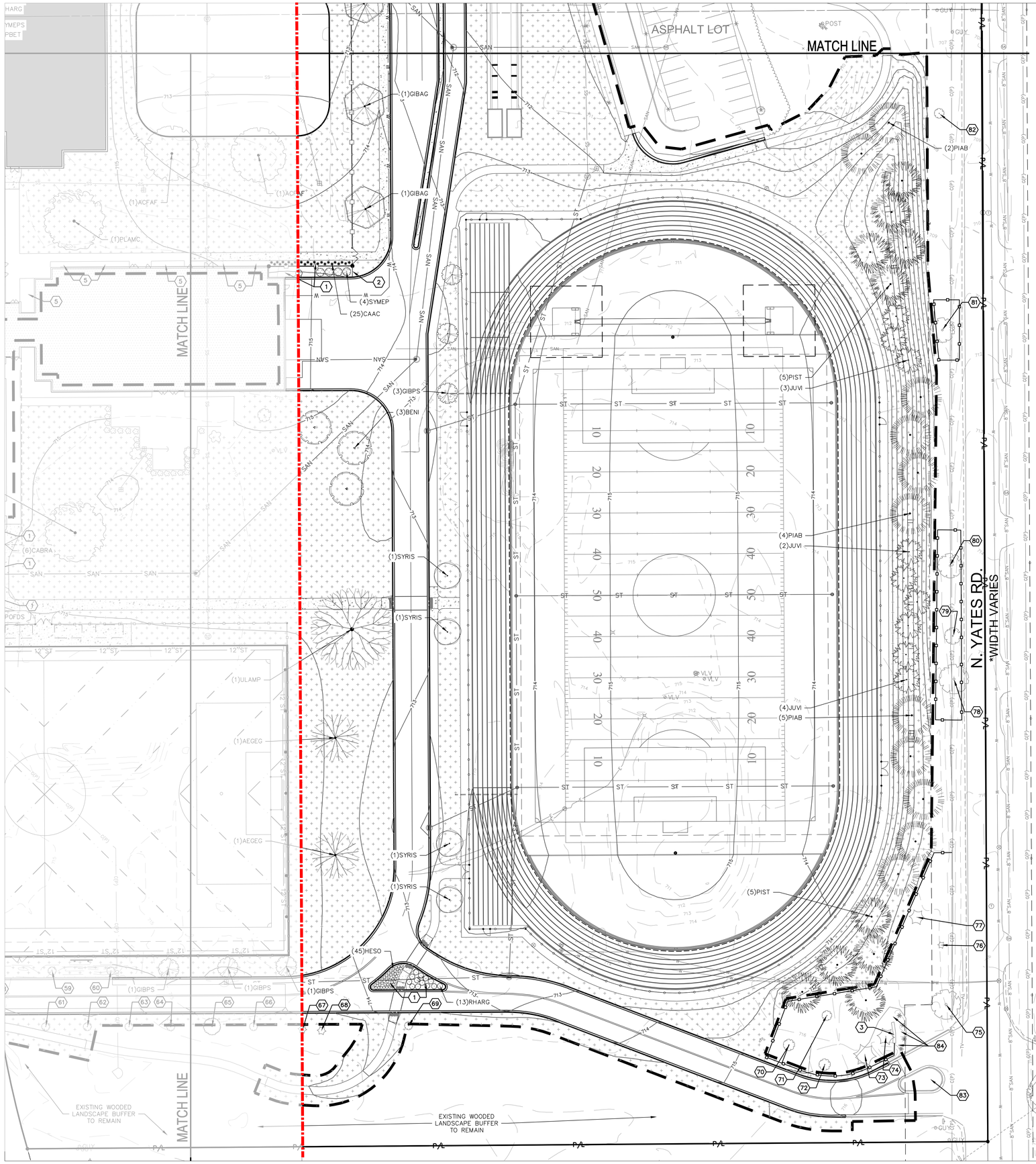
1 2 3 4 5 6 7
E D C B A


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

Plant Schedule

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

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

1 / L201 PLANT SCHEDULE
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

Bio-Retention Basin Plant Plug Schedule

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

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

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

LANDSCAPE CALCULATIONS

Village of Glendale Landscaping Requirements

Site Zoning: S-1 Special (Institutional) District

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

3 / L201 LANDSCAPE CALCULATIONS
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

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

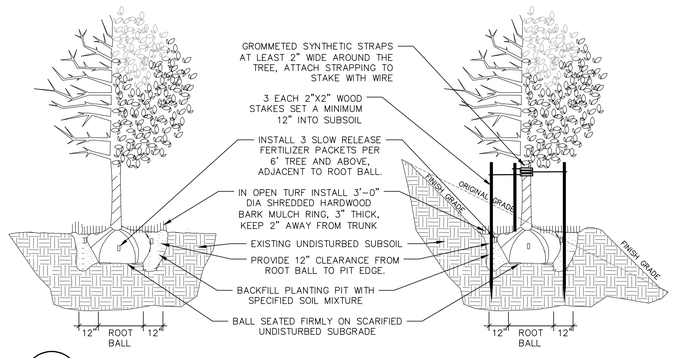
4 / L201 LANDSCAPE NOTES
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

TREE PROTECTION NOTES:

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

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

5 / L201 TREE PROTECTION NOTES



6 / L201 DECIDUOUS TREE PLANTING, STAKING, & PLANTING ON A SLOPE
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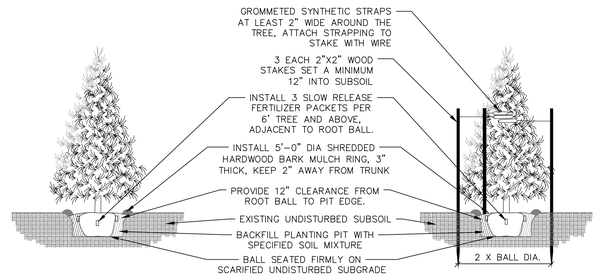

7 / L201 EVERGREEN TREE PLANTING & STAKING
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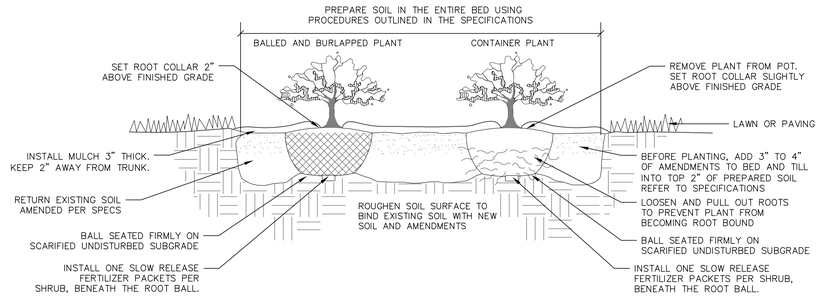

8 / L201 DECIDUOUS & EVERGREEN SHRUB PLANTING
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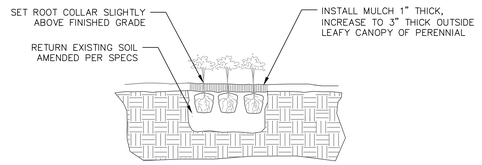

9 / L202 PERENNIAL PLANTING
N.T.S.

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333 East Chicago Street
Milwaukee, WI 53202
(414) 271-5350
www.eua.com

PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
06/19/2024	PLAN COMMISSION SUBMITTAL

KEY PLAN

SHEET INFORMATION

PROGRESS DOCUMENTS NOT FOR CONSTRUCTION

These documents reflect progress and intent and may be subject to change, including additional detail. These are note final construction documents and shall not be used for final bidding or construction-related purposes.

PROJECT MANAGER PM

PROJECT NUMBER 323527-01

SITE LANDSCAPE DETAILS

L201

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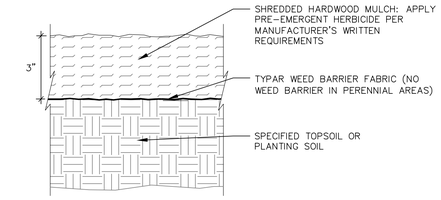

1 / L202 SHREDDED HARDWOOD MULCH SECTION
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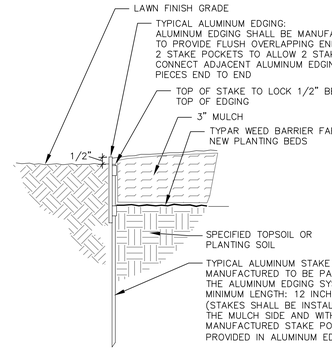

2 / L202 ALUMINUM EDGING AT PLANTING BED SECTION
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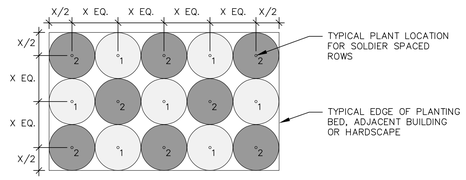

NOTE:
1. X IS EQUAL TO ON CENTER SPACING. SEE LANDSCAPE SCHEDULE FOR SPACING PER PLANT.
2. ALTERNATION SEQUENCE WHEN TWO (2) PLANT SPECIES OCCUR IN THE SAME AREA.

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

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PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
06/19/2024	PLAN COMMISSION SUBMITTAL

KEY PLAN

SHEET INFORMATION

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PROJECT MANAGER PM

PROJECT NUMBER 323527-01

SITE LANDSCAPE DETAILS

L202

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TRAFFIC ANALYSIS & DESIGN, INC.

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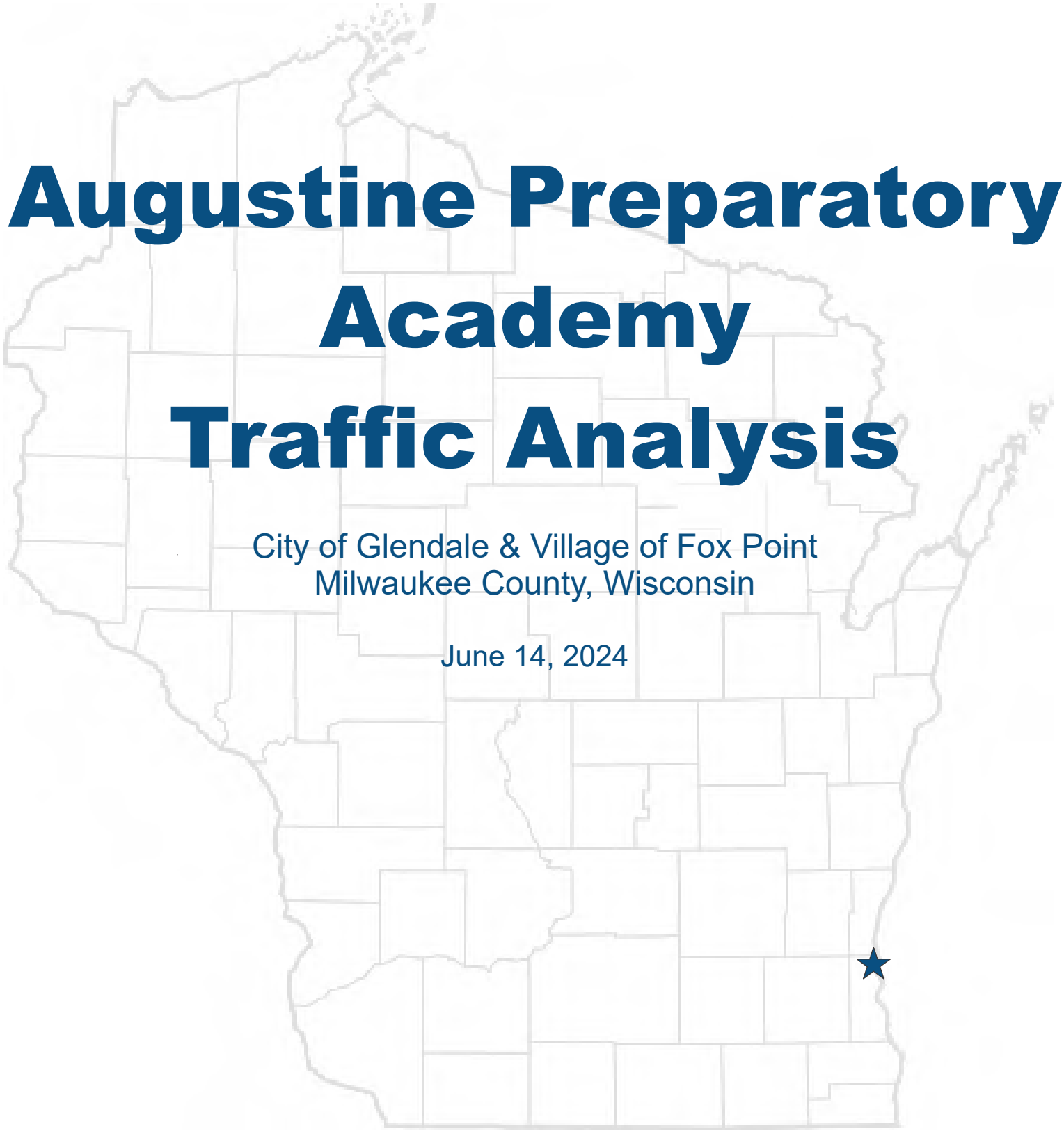
Augustine Preparatory Academy Traffic Analysis

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

June 14, 2024



TRAFFIC IMPACT STUDY FOR:

AUGUSTINE PREPARATORY ACADEMY NORTH CAMPUS

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

DATE SUBMITTED: June 14, 2024

PREPARED FOR:
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Pewaukee, WI 53072
Phone: (262) 542-9000
Contact Person: Ben Bergles

PREPARED BY:
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P.O. Box 128
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Contact Person: Donald J. Lee, P.E. (WisDOT TIA Certification # SE05-804-046)
John Bieberitz, P.E., PTOE (WisDOT TIA Certification # SE05-804-044)

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

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

Augustine Preparatory Academy North Campus
Traffic Impact Analysis
Table of Contents

LIST OF EXHIBITS ii
LIST OF APPENDICES iii
CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY 1
Part A – Purpose of Report and Study Objectives 1
Part B – Executive Summary 1
CHAPTER II – PROPOSED DEVELOPMENT 6
Part A – On-Site Development 6
Part B – Study Area 7
Part C – Off-Site Land Use and Development 7
Part D – Site Accessibility 7
CHAPTER III – ANALYSIS OF EXISTING CONDITIONS 9
Part A – Existing Physical Characteristics 9
Part B – Existing Traffic Volumes 9
Part C – Existing Capacity Level of Service 9
Part D – Sources of Data 10
CHAPTER IV – DEVELOPMENT TRAFFIC 11
Part A – Development Traffic Forecasting 11
Part B – Determination of Build Traffic 13
CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS 14
Part A – Future Capacity Level of Service 14
Part B – Queueing Analysis 14
Part C – Drop-off/Pick-up Operation 14
CHAPTER VI – RECOMMENDATIONS AND CONCLUSION 16
Part A – Recommendations 16
Part B – Conclusion 17

LIST OF EXHIBITS

Exhibit 1-1 .....Project Location Map
Exhibit 1-2 .....Preliminary Site Plan
Exhibit 1-3 .....Recommended Modifications

Exhibit 2-1 .....Project Location Map
Exhibit 2-2 .....Preliminary Site Plan

Exhibit 3-1 .....Existing Transportation Detail
Exhibit 3-2A.....Existing Traffic Volumes – Typical School Day
Exhibit 3-2B.....Existing Traffic Volumes – School Event
Exhibit 3-3A.....Existing Traffic Operations – Typical School Day
Exhibit 3-3B.....Existing Traffic Operations – School Event

Exhibit 4-3A.....Augustine Preparatory Academy Full Build (Typical School Day) Trip Generation Table
Exhibit 4-3B.....Augustine Preparatory Academy Full Build (School Event) Trip Generation Table
Exhibit 4-4A.....Trip Distribution Diagram
Exhibit 4-4B.....Drop-Off/Pick-up Routes
Exhibit 4-5A.....New Trips (Typical School Day)
Exhibit 4-5B.....New Trips (School Event)
Exhibit 4-11A....Full Build (Typical School Day) Traffic Volumes
Exhibit 4-11B....Full Build (School Event) Traffic Volumes

Exhibit 5-1A.....Full Build (Typical School Day) Traffic Operations
Exhibit 5-1B.....Full Build (School Event) Traffic Operations
Exhibit 5-2A.....Full Build (Typical School Day) Traffic Operations – With Modifications
Exhibit 5-2B.....Full Build (School Event) Traffic Operations – With Modifications

LIST OF APPENDICES

Appendix A...Traffic

Existing Turning Movement Counts
Saturation Flow Rate Calculations

Appendix B...Existing Traffic – Peak Hour Analysis Outputs

Existing Traffic

Appendix C...Build Traffic – Peak Hour Analysis Outputs

Full (Typical School Day) Build Traffic
Full (School Event) Build Traffic

Appendix D...Build Traffic – Peak Hour Modification Analysis Outputs

Full (Typical School Day) Build Traffic – With Modifications
Full (School Event) Build Traffic – With Modifications

CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

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

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

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

PART B – EXECUTIVE SUMMARY

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

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

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

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

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

B2. On-Site Development Description

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

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

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

B3. Off-Site Development Description

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

B4. Site Generated Traffic

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

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

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

B5. Proposed Access to Augustine Preparatory Academy

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

B6. Recommended Modifications

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

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

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

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

General

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

Node 100: Port Washington Road intersection with North Access Road

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

Node 200: North Yates Road intersection with North Access Road

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

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

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

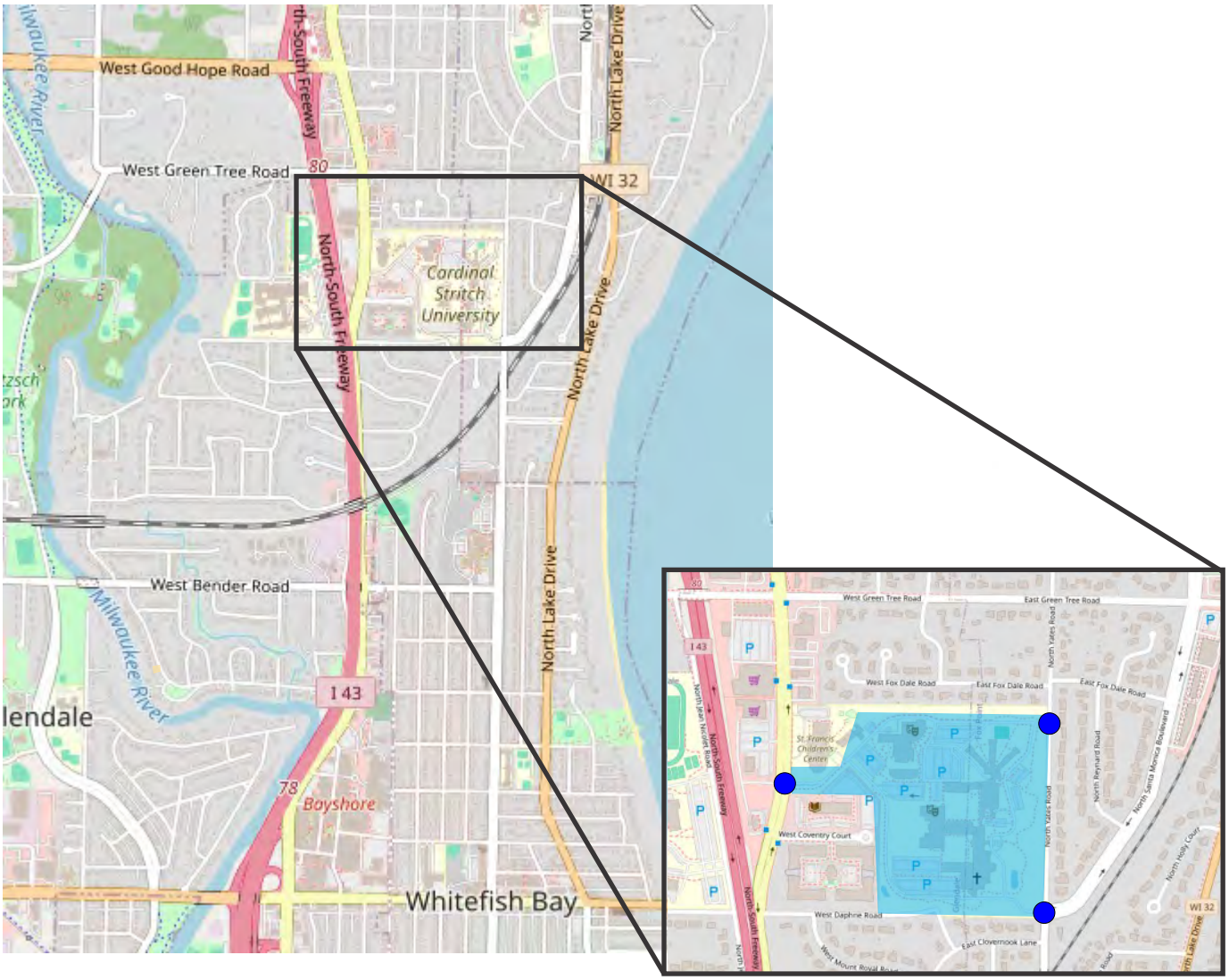
All intersections are expected to operate acceptably with the proposed build out of the Augustine Preparatory Academy campus with the recommended modifications. Without the recommended modifications, longer queues are expected for the southbound left-turn movements and the eastbound right-turn movements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

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

B7. Conclusion

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

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



LEGEND

- Study Intersection
- Proposed School Site

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EXHIBIT 1-1
PROJECT LOCATION MAP

MILWAUKEE, WISCONSIN

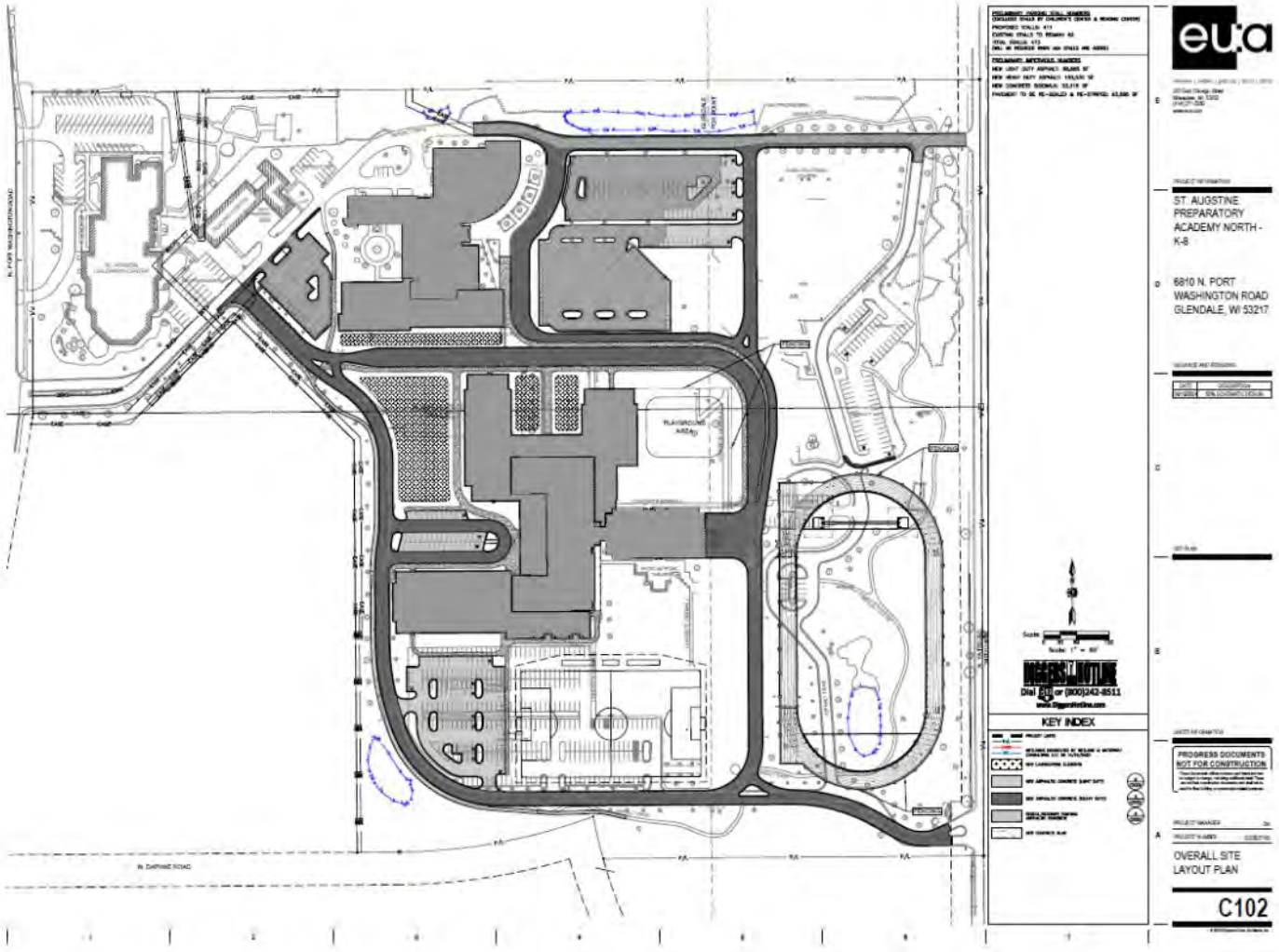

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EXHIBIT 1-2
PRELIMINARY SITE PLAN

MILWAUKEE, WISCONSIN

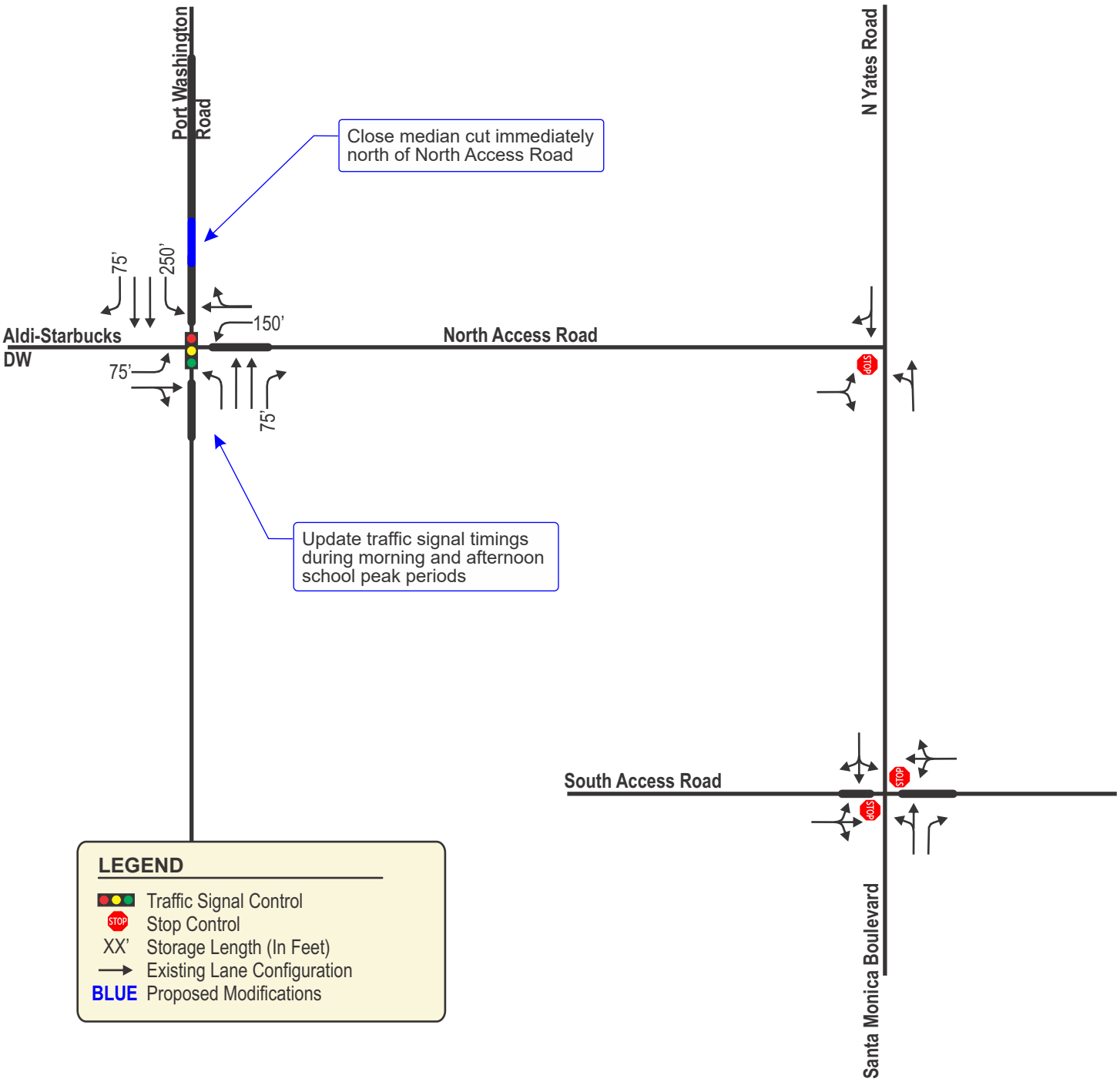

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EXHIBIT 1-3
RECOMMENDED MODIFICATIONS

MILWAUKEE, WISCONSIN

CHAPTER II – PROPOSED DEVELOPMENT

PART A – ON-SITE DEVELOPMENT

A1. Development Site Location

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

A2. Surrounding Land Use

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

A3. On-Site Development Description

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

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

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

A4. On-Site Development Access

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

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

PART B – STUDY AREA

B1. Influence Area

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

B2. Area of Significant Traffic Impact

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

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

PART C – OFF-SITE LAND USE AND DEVELOPMENT

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

PART D – SITE ACCESSIBILITY

D1. Study Area Roadways

The study area roadways are discussed below:

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

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

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

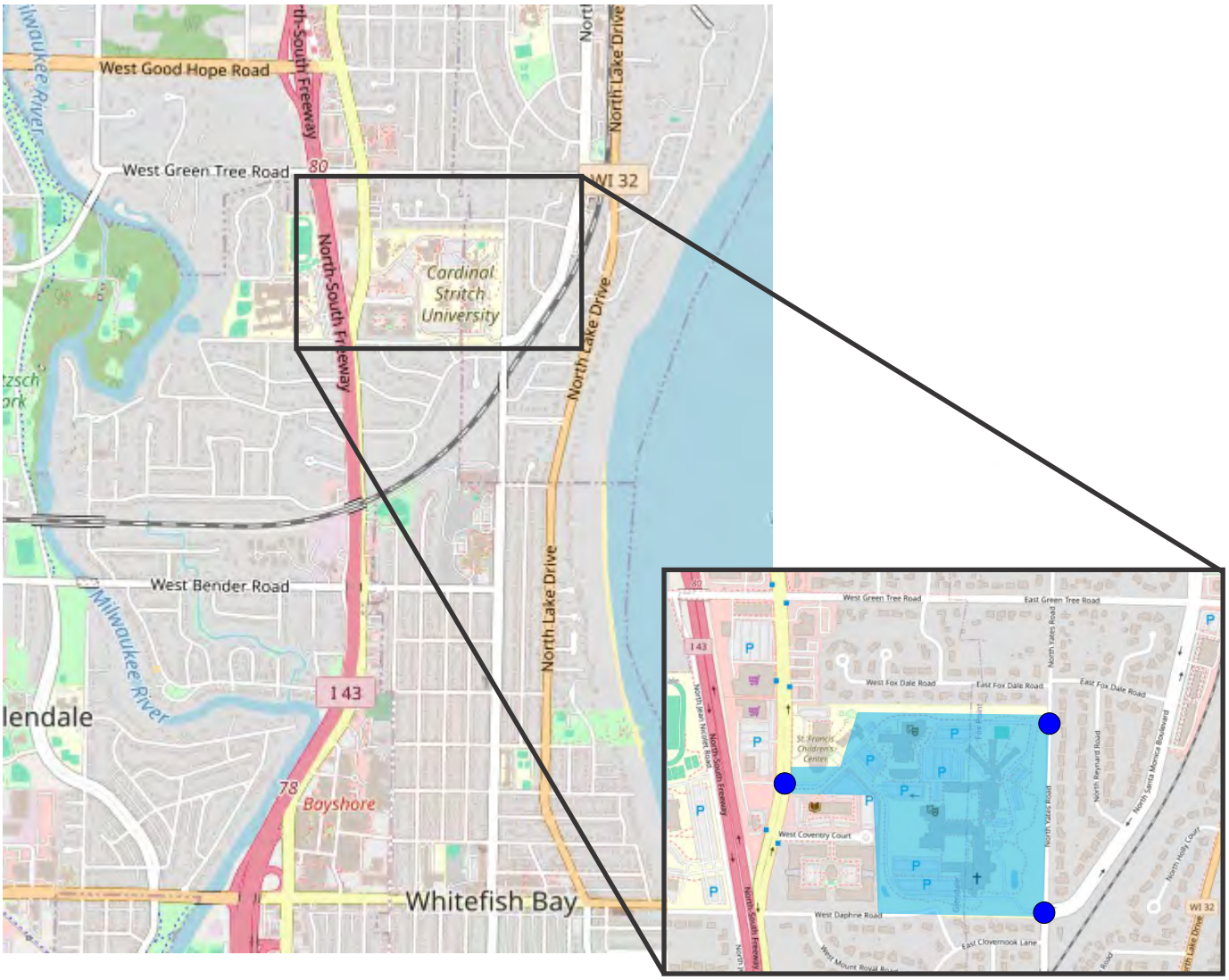
North Access Road is an east-west two-lane undivided private local roadway that provides access to and within the overall campus site. The posted speed limit on the North Access Road is 15-mph. There are currently no WisDOT AADT volumes collected along North Access Road. Sidewalks are provided along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

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

D2. Existing Alternative Modes of Transportation

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

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



LEGEND

- Study Intersection
- Proposed School Site

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EXHIBIT 2-1
PROJECT LOCATION MAP

MILWAUKEE, WISCONSIN

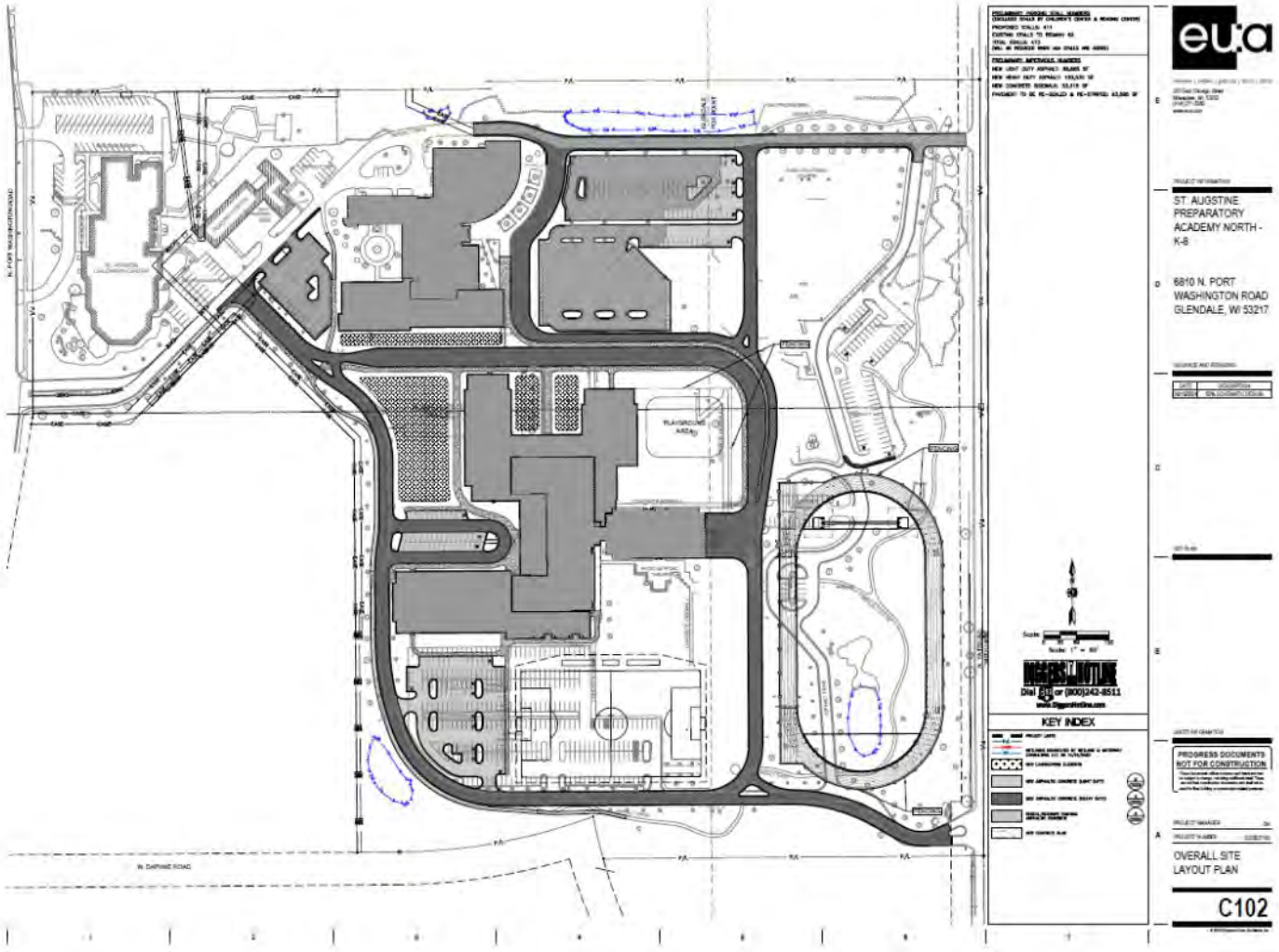

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EXHIBIT 2-2
PRELIMINARY SITE PLAN

MILWAUKEE, WISCONSIN

CHAPTER III – ANALYSIS OF EXISTING CONDITIONS

PART A – EXISTING PHYSICAL CHARACTERISTICS

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

PART B – EXISTING TRAFFIC VOLUMES

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

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

PART C – EXISTING CAPACITY LEVEL OF SERVICE

C1. Level of Service Definitions

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

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

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

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

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

C2. Existing Traffic Operations

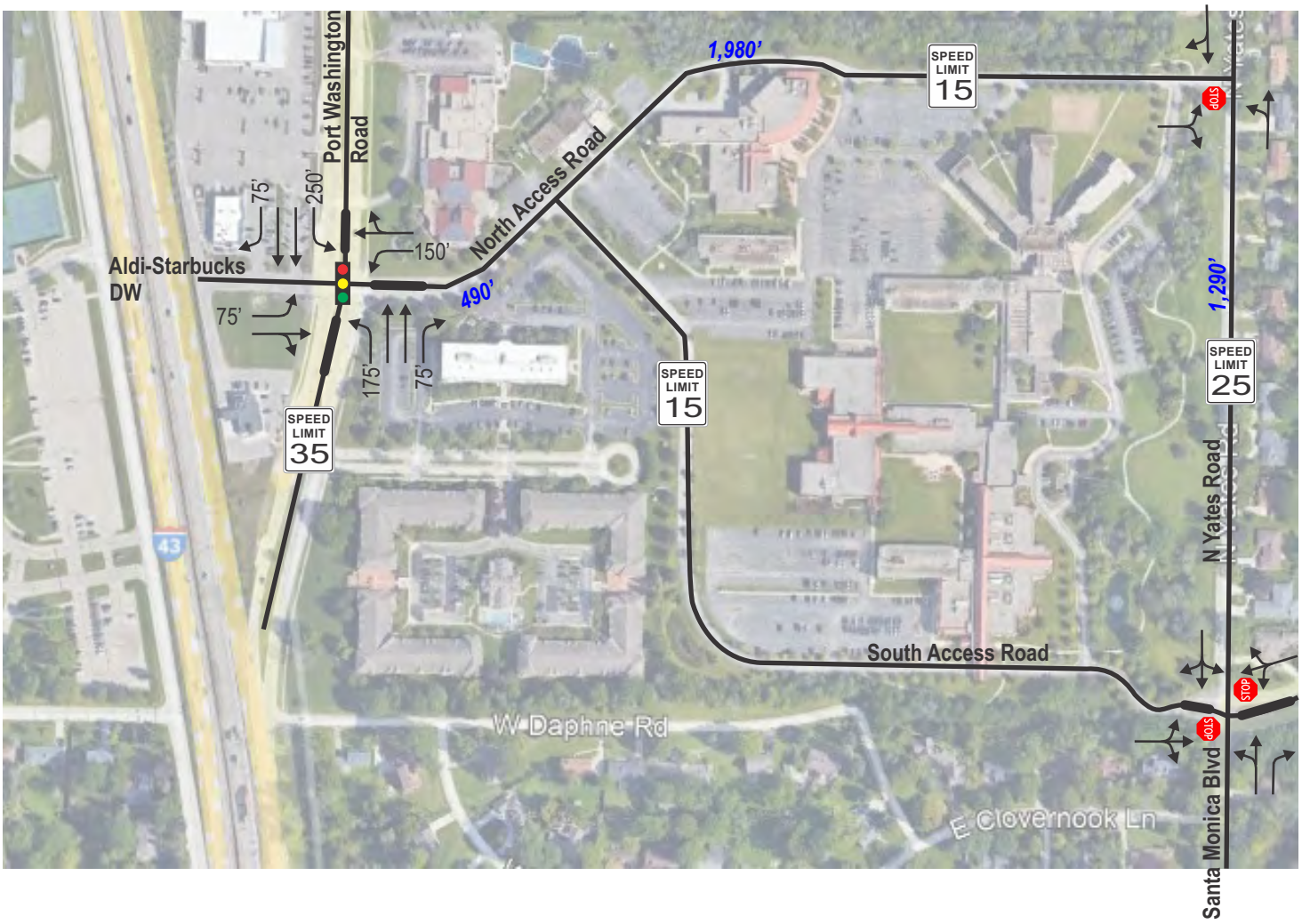
Exhibits 3-3A&B show the Existing traffic peak hour operating conditions at the study area intersections for the typical school day and the typical school event peak hour, respectively. The Existing traffic analysis was conducted using the existing lane configurations shown in Exhibit 3-1 and the Existing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

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

PART D – SOURCES OF DATA

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

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



LEGEND

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

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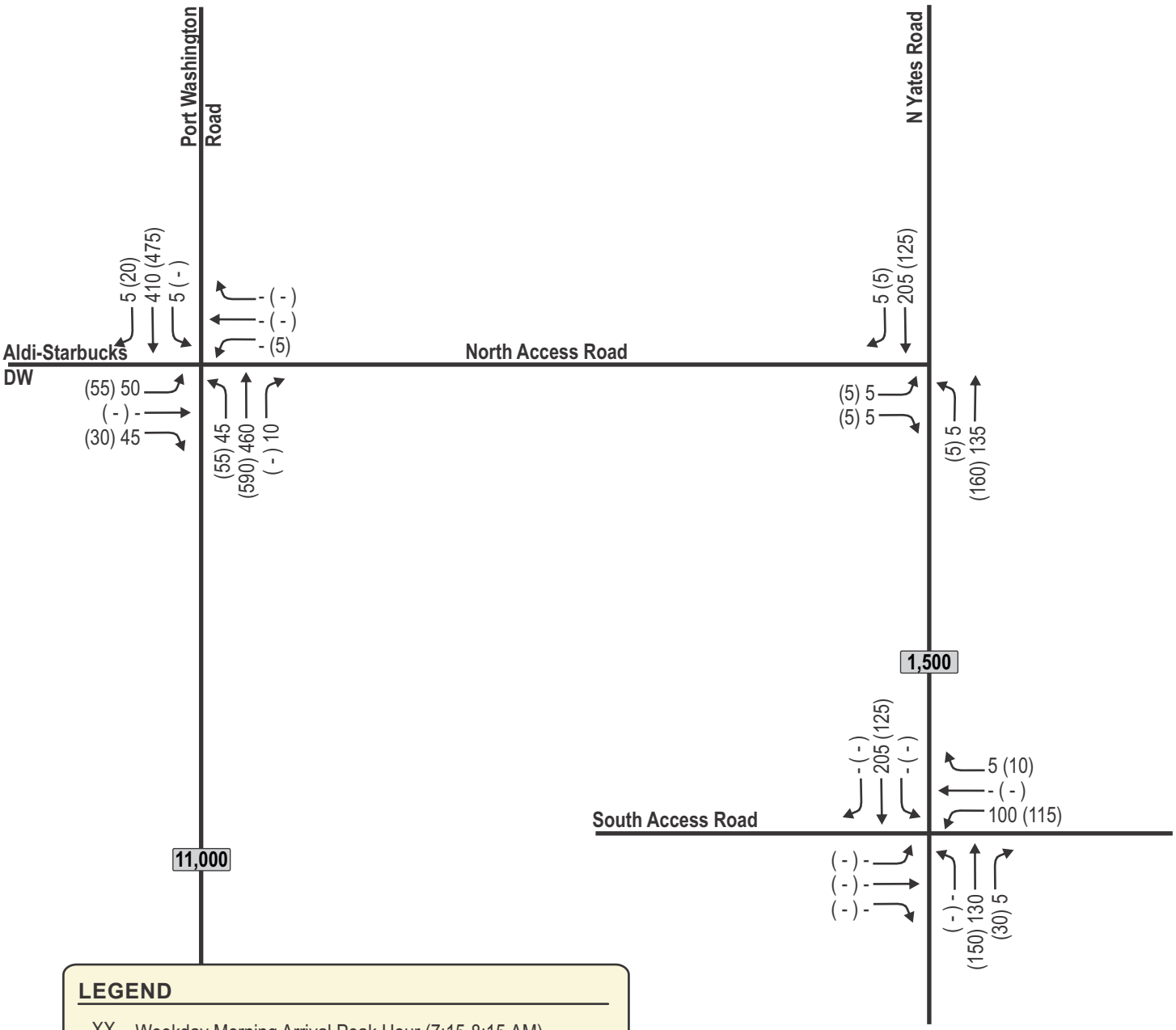
EXHIBIT 3-1
EXISTING TRANSPORTATION DETAIL

MILWAUKEE, WISCONSIN



LEGEND

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

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

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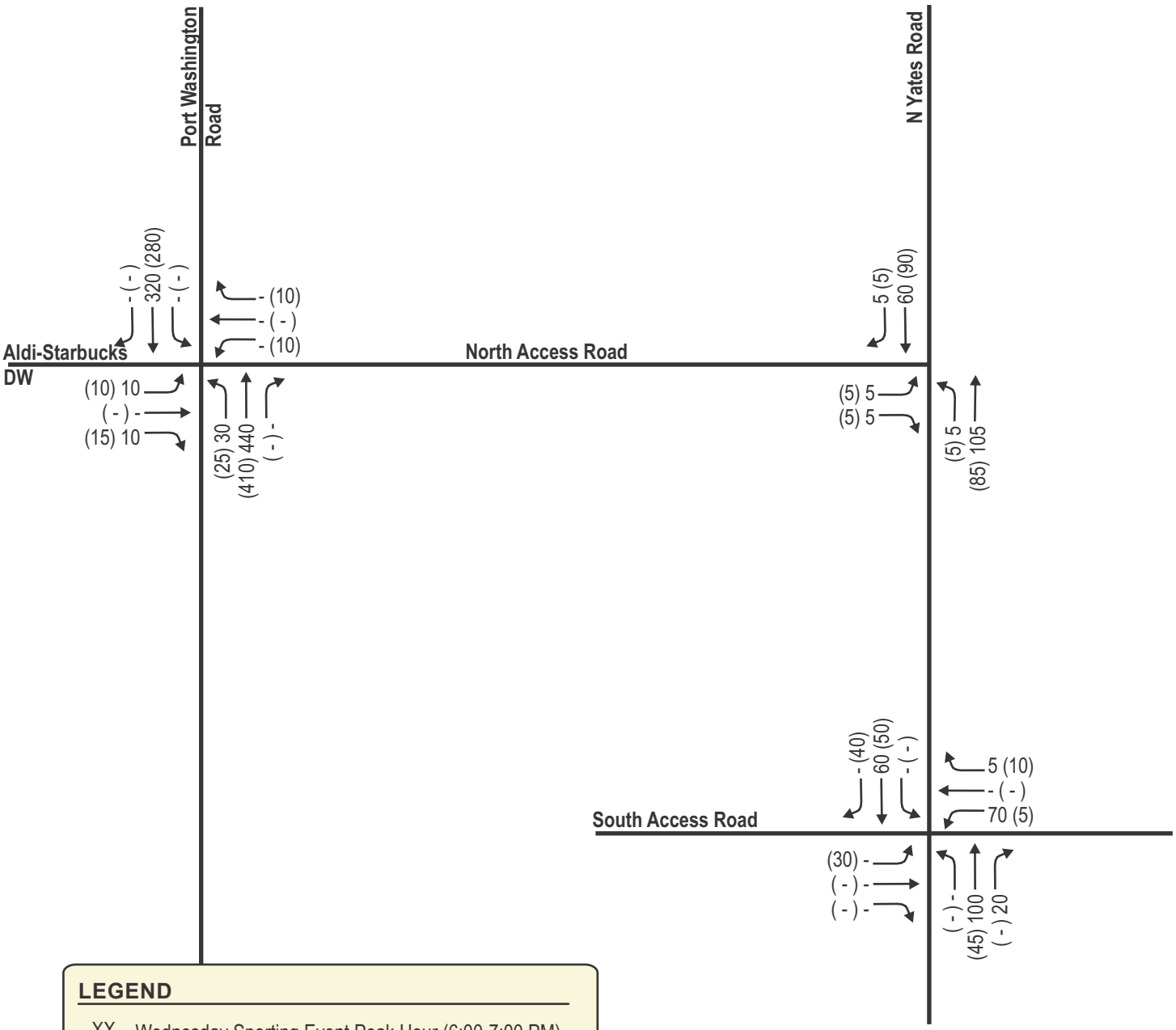

LEGEND

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

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

MILWAUKEE, WISCONSIN

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

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

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

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

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

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

CHAPTER IV – DEVELOPMENT TRAFFIC

PART A – DEVELOPMENT TRAFFIC FORECASTING

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

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

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

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

A1. Trip Generation & Distribution

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

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

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

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

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

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

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

A2. Mode Split

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

A3. Determination of Linked and Pass-by Trip Traffic

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

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

A4. Trip Assignment

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

PART B – DETERMINATION OF BUILD TRAFFIC

B1. Full Build Traffic –Typical School Day

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

B2. Full Build Traffic – School Event

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

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

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

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

TRIP DISTRIBUTION (New Trips)

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

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

MILWAUKEE, WISCONSIN

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

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

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

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

TRIP DISTRIBUTION (New Trips)

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

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

MILWAUKEE, WISCONSIN

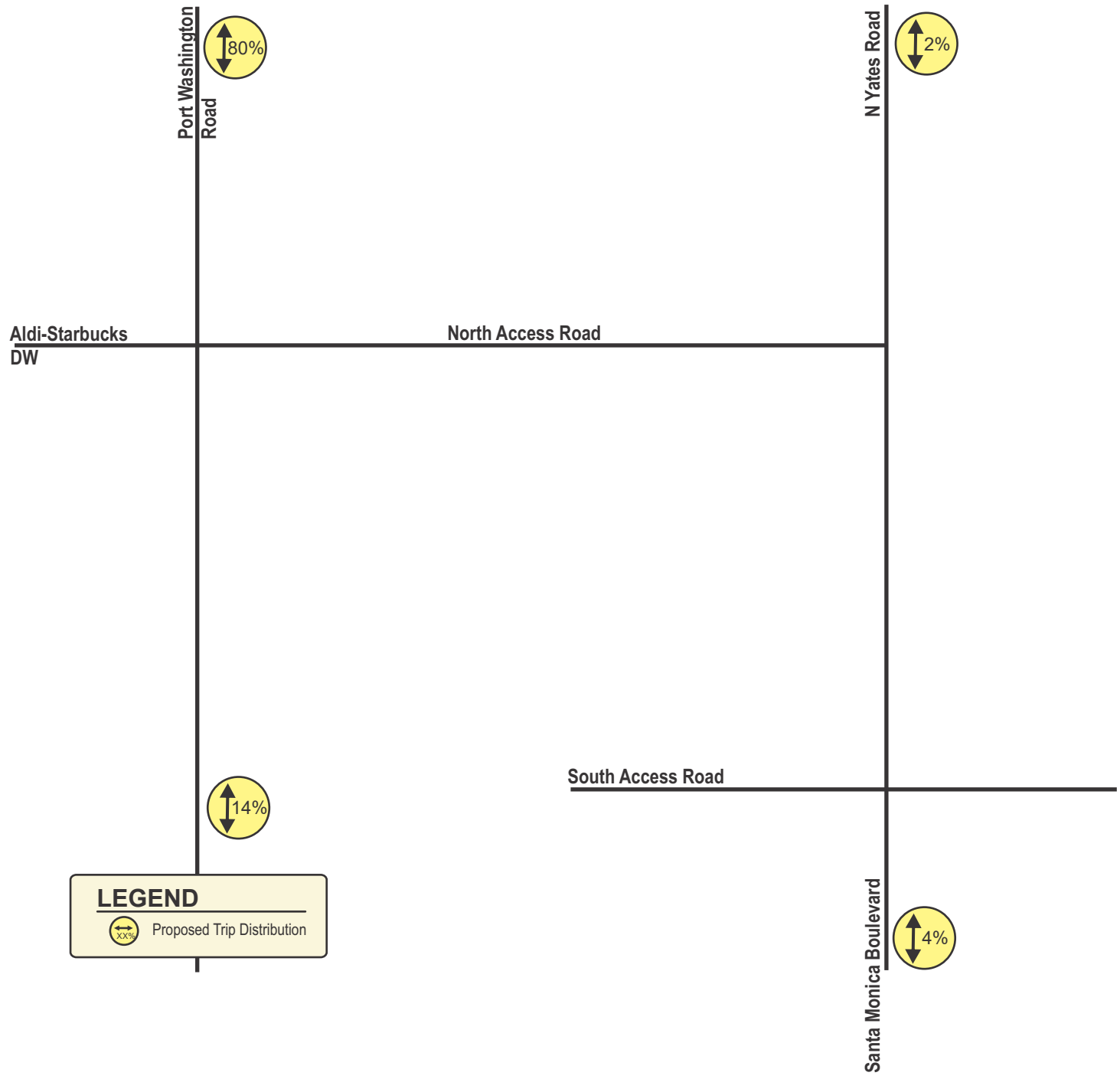

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EXHIBIT 4-4A
TRIP DISTRIBUTION

MILWAUKEE, WISCONSIN

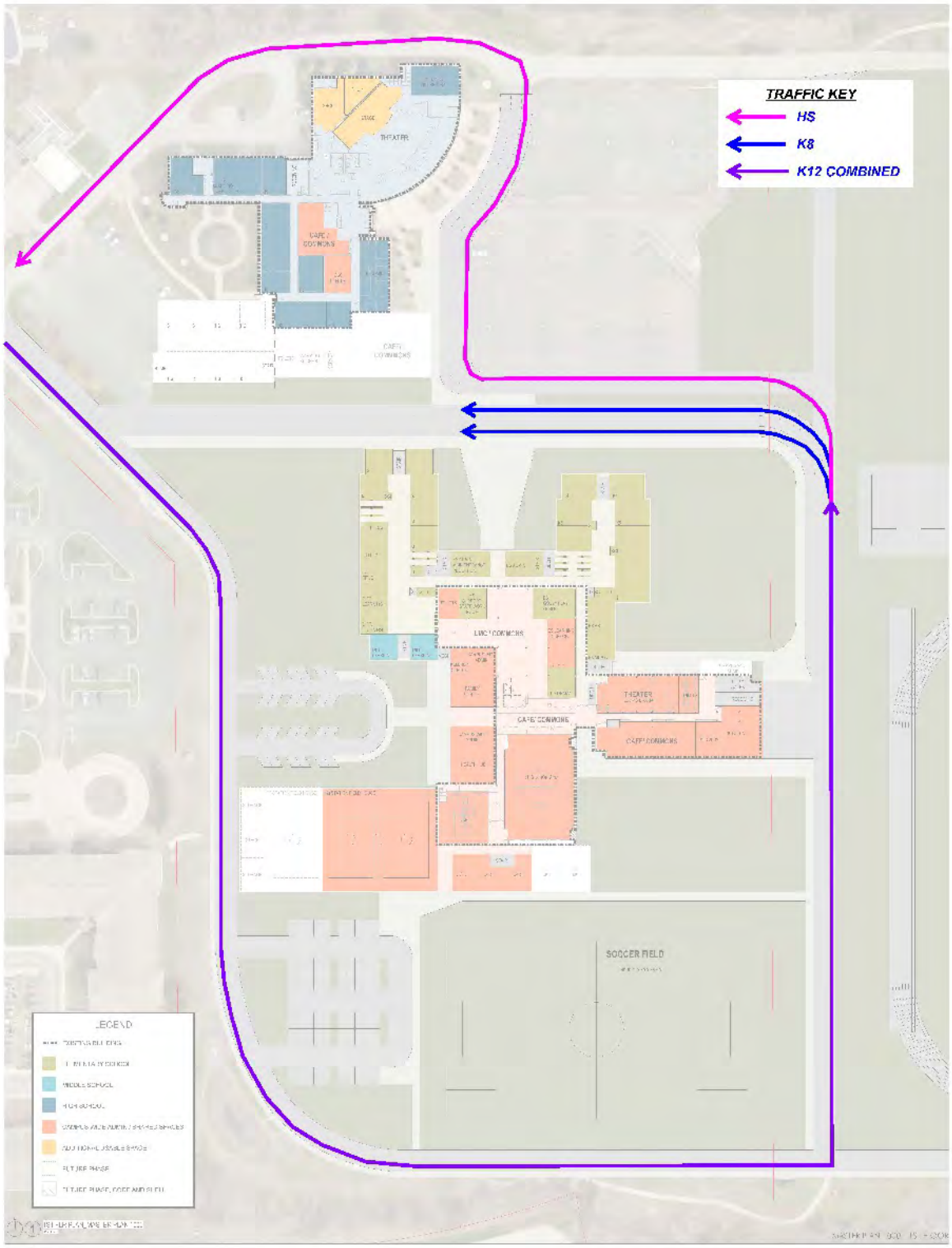

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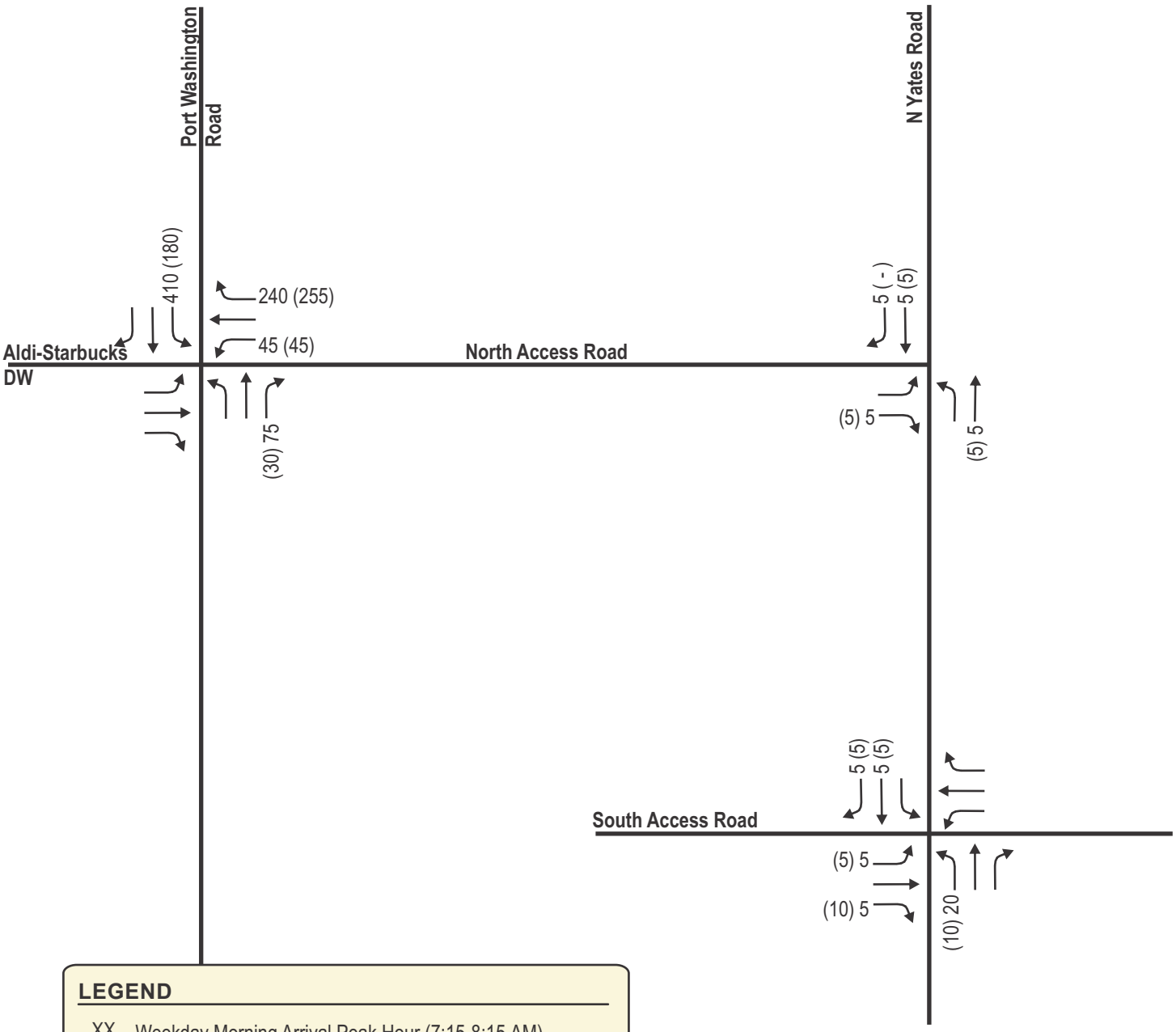
EXHIBIT 4-4B
DROP-OFF/PICK-UP ROUTES

MILWAUKEE, WISCONSIN



LEGEND

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

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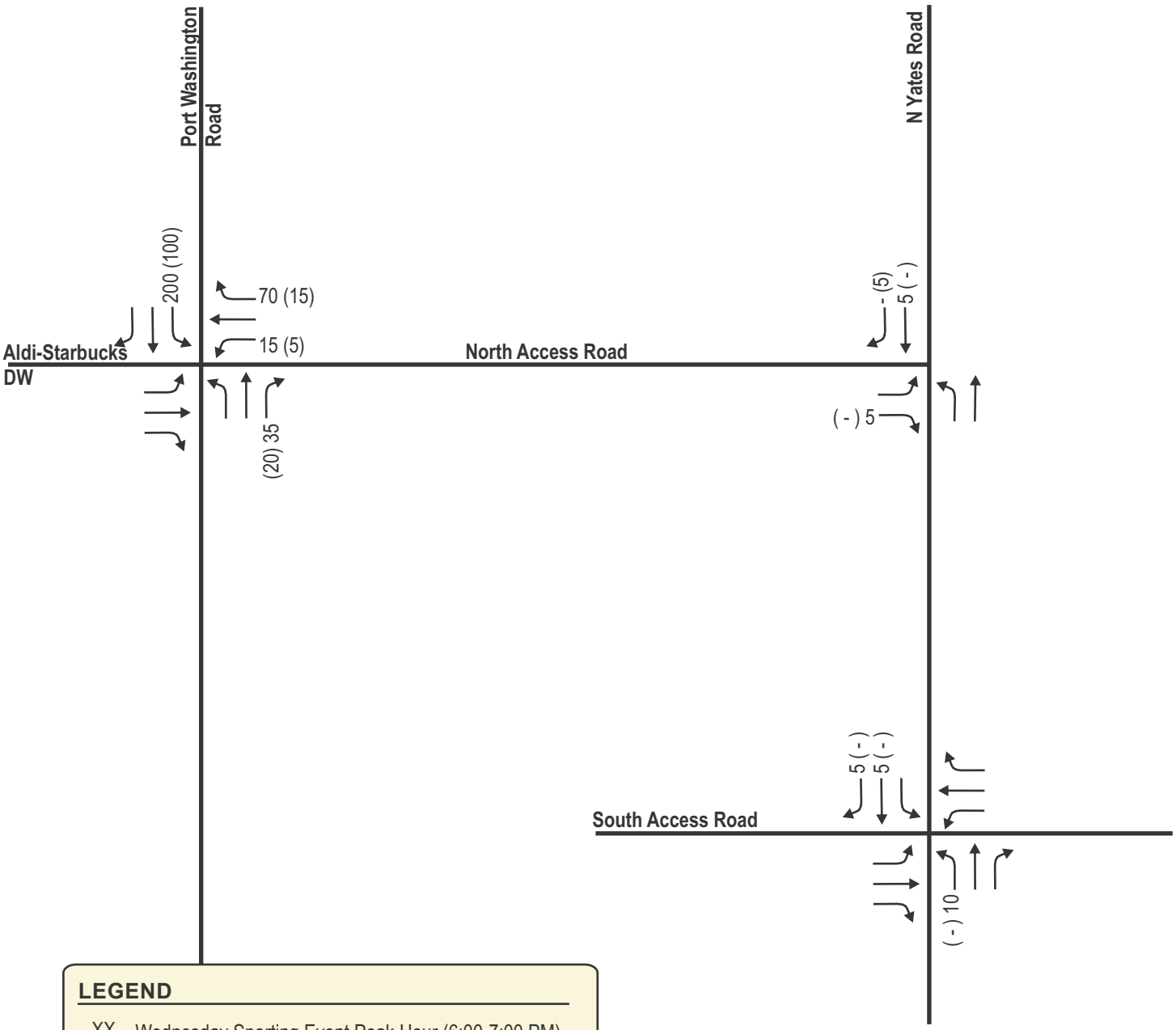
EXHIBIT 4-5A
NEW TRIPS
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN



LEGEND

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

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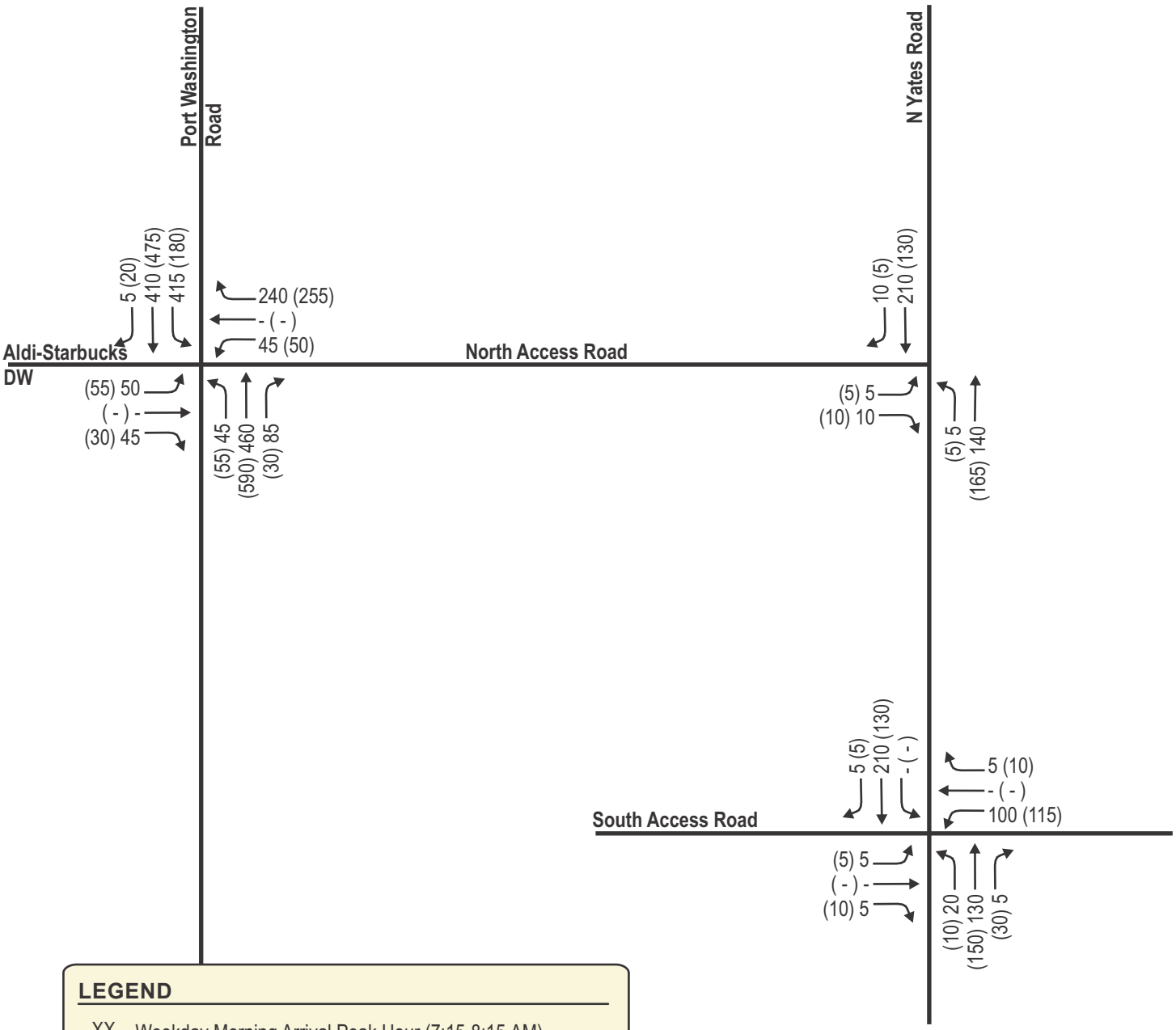
NOT TO SCALE

EXHIBIT 4-5B
NEW TRIPS
SCHOOL EVENT

MILWAUKEE, WISCONSIN



LEGEND

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

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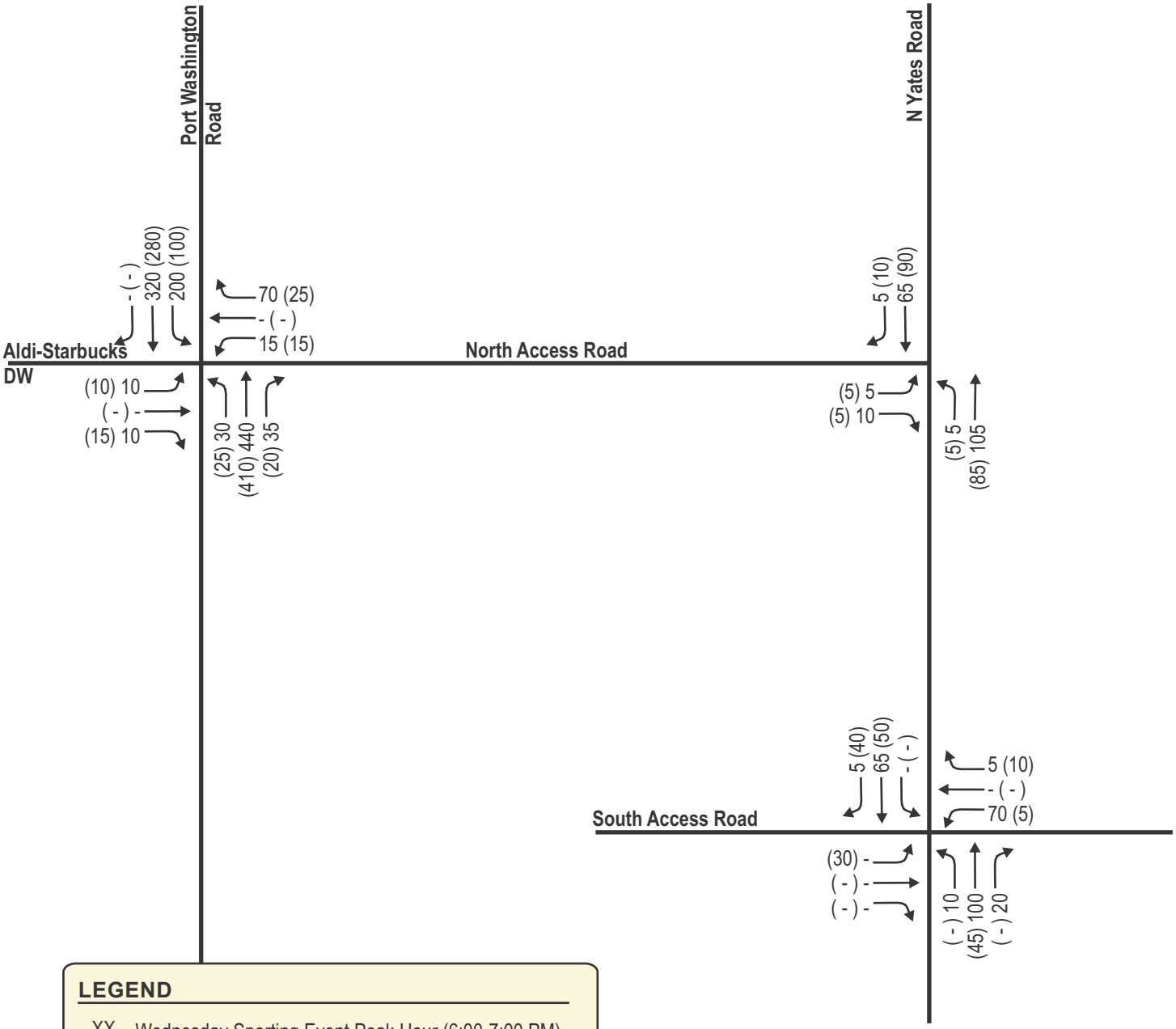
EXHIBIT 4-11A
FULL BUILD TRAFFIC VOLUMES
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN



LEGEND

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

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NOT TO SCALE

EXHIBIT 4-11B
FULL BUILD TRAFFIC VOLUMES
SCHOOL EVENT

MILWAUKEE, WISCONSIN

CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS

PART A – FUTURE CAPACITY LEVEL OF SERVICE

A1. Full Build Traffic Operating Conditions – Typical School Day

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

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

A2. Full Build Traffic Operating Conditions – School Event

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

Based on the analysis, the study area intersections are expected to continue to operate acceptably at LOS B or better conditions during the typical Wednesday evening sporting event and Friday evening theater event peak hours under Full Build (School Event) traffic peak hour operating conditions.

A3. Full Build Traffic Operating Conditions – *With Recommended Modifications*

To accommodate the longer queueing expected during the typical weekday school day, modifications to accommodate the Full Build traffic volumes are summarized in *Chapter VI – Recommendations and Conclusion*. As shown in Exhibit 5-2A and 5-2B, with the recommended modifications, all movements are expected to operate at LOS C or better conditions during the typical weekday morning arrival, weekday afternoon discharge, Wednesday evening sporting event and Friday evening theater event peak hours.

PART B – QUEUEING ANALYSIS

To estimate storage length requirements for turn bays at the study area intersections with modifications, a queuing analysis has been conducted. Note that the 50th percentile and 95th percentile probable queue lengths were used for the design of turn bays at traffic signal and stop sign-controlled intersections. The following is a list of where the results of the queuing analysis can be found.

- Existing (Typical School Day) Traffic – Exhibit 3-3A
- Existing (School Event) Traffic – Exhibit 3-3B
- Full Build (Typical School Day) Traffic – Exhibit 5-2A
- Full Build (School Event) Traffic – Exhibit 5-2B

PART C – DROP-OFF/PICK-UP OPERATION

A constraining factor, which cannot be accounted for in the typical intersection analysis, is on-site traffic flow patterns and management of vehicles within the overall campus during a condensed "surge" time frames, specifically during the weekday morning drop-off peak period and the weekday afternoon discharge peak period. These surge periods can last anywhere from

15- to 30-minutes. The best way to alleviate safety issues during these time periods is to provide adequate stacking space for parents to queue while waiting to drop-off or pick-up their children. For most schools, the morning drop-off peak period typically operates more fluidly than the afternoon pick-up time period since the drop-off occurs over a longer time period. However, because many parents arrive well before the final school bell (for some schools up to 45 minutes prior to the bell) during the afternoon pick-up peak period, providing adequate storage is essential during this peak period.

Based on the trip generation calculations completed for this study, about 135 elementary school parent vehicles and about 90 high school parent vehicles are expected to arrive and queue up during the weekday afternoon discharge peak period. Based on other school studies completed, it is expected that around 50-percent of those vehicles are expected to arrive at the end of the day prior to the school bell during a typical weekday dismissal peak period which equates to about 70 elementary school parent vehicles and about 45 high school parent vehicles. Based on the site plan, the elementary school lanes can accommodate about 110 vehicles utilizing two of the three lanes near the front doors and queueing back to the end of the north/south driveway at the driveway's intersection with the South Access Road. In addition, the high school lanes can accommodate about 90 vehicles utilizing two of the three lanes near the front doors and queueing back to the end of the north/south driveway at the driveway's intersection with the South Access Road. For both the elementary school and the high school, the provided queueing distance is expected to accommodate the anticipated queueing distances needed for the discharge peak period. Even if 75-percent of the parents arrived before the discharge bells, there is adequate queueing distance expected to accommodate the anticipated queueing. If 100-percent arrive prior to bell discharge, queueing is still expected to be accommodated within the overall site along the South Access Road without any spillback onto any of the adjacent corridors adjacent to the school.

In order to provide for optimal operations during school arrival and discharge peak periods, the following measures are recommended:

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

Table 5-1A
Full Build (Typical School Day) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	AM	LOS	C	B		B	B		B	B	B	B	A	A	B
		Delay	24.7	15.7		17.0	19.6		16.4	19.0	16.1	15.0	6.6	5.6	15.1
		Queue	50'	40'		40'	185'		45'	155'	45'	#260'	85'	25'	
	PM	LOS	C	B		B	B		B	B	B	A	A	A	B
		Delay	21.5	13.2		14.2	16.9		12.7	15.1	11.8	8.9	6.9	5.8	12.4
		Queue	50'	30'		45'	185'		50'	190'	25'	80'	95'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	AM	LOS	B			-			A		-	-	*		
		Delay	10.5			-			7.9		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	A			-			A		-	-	*		
		Delay	9.9			-			7.6		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	AM	LOS	B			C			A		*	A			
		Delay	11.6			15.8			7.9		*	7.6			
		Queue	25'			30'			25'		*	25'			
	PM	LOS	B			B			A		*	A			
		Delay	10.3			14.2			7.6		*	7.7			
		Queue	25'			30'			25'		*	25'			

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

Table 5-1B
Full Build (School Event) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	Wed	LOS	B	B		B	B		A	B	A	A	A	A	A
		Delay	16.4	14.5		14.8	15.5		9.6	11.1	9.4	6.0	4.3	3.7	8.6
		Queue	25'	25'		25'	50'		25'	85'	25'	45'	35'	25'	
	Fri	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	15.1	14.6		14.9	14.7		7.8	8.9	7.6	4.6	3.5	3.2	7.1
		Queue	25'	25'		25'	25'		25'	75'	25'	25'	30'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	Wed	LOS	A			-			A		-	-	*		
		Delay	9.2			-			7.4		-	-	*		
		Queue	25'			-			25'		-	-	*		
	Fri	LOS	A			-			A		-	-	*		
		Delay	9.4			-			7.5		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	Wed	LOS	A			B			A		*	A			
		Delay	9.9			10.9			7.4		*	7.5			
		Queue	25'			25'			25'		*	25'			
	Fri	LOS	A			A			A		*	A			
		Delay	9.8			9.0			7.4		*	7.3			
		Queue	25'			25'			25'		*	25'			

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

Table 5-2A
Full Build (Typical School Day) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	AM	LOS	C	B		B	B		B	B	B	B	A	A	B
		Delay	24.9	15.8		17.1	19.7		16.5	19.1	16.1	11.8	6.6	5.6	14.4
		Queue	50'	45'		45'	200'		50'	165'	50'	190'	70'	25'	
	PM	LOS	C	B		B	B		B	B	B	A	A	A	B
		Delay	21.5	13.2		14.2	16.9		12.7	15.1	11.8	8.9	6.9	5.8	12.4
		Queue	50'	30'		45'	185'		50'	190'	25'	80'	95'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	AM	LOS	B			-			A		-	-	*		
		Delay	10.5			-			7.9		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	A			-			A		-	-	*		
		Delay	9.9			-			7.6		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	AM	LOS	B			C			A		*	A			
		Delay	11.6			15.8			7.9		*	7.6			
		Queue	25'			30'			25'		*	25'			
	PM	LOS	B			B			A		*	A			
		Delay	10.3			14.2			7.6		*	7.7			
		Queue	25'			30'			25'		*	25'			

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

TRAFFIC ANALYSIS & DESIGN, INC.
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EXHIBIT 5-2A
FULL BUILD TRAFFIC OPERATIONS
TYPICAL SCHOOL DAY
WITH MODIFICATIONS

MILWAUKEE, WISCONSIN

Table 5-2B
Full Build (School Event) Traffic Peak Hour Operating Conditions
With Modified Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	Wed	LOS	B	B		B	B		A	B	A	A	A	A	A
		Delay	16.4	14.5		14.8	15.5		9.6	11.1	9.4	6.0	4.3	3.7	8.6
		Queue	25'	25'		25'	50'		25'	85'	25'	45'	35'	25'	
	Fri	LOS	B	B		B	B		A	A	A	A	A	A	A
		Delay	15.1	14.6		14.9	14.7		7.8	8.9	7.6	4.6	3.5	3.2	7.1
		Queue	25'	25'		25'	25'		25'	75'	25'	25'	30'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	Wed	LOS	A			-			A		-	-	*		
		Delay	9.2			-			7.4		-	-	*		
		Queue	25'			-			25'		-	-	*		
	Fri	LOS	A			-			A		-	-	*		
		Delay	9.4			-			7.5		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	Wed	LOS	A			B			A		*	A			
		Delay	9.9			10.9			7.4		*	7.5			
		Queue	25'			25'			25'		*	25'			
	Fri	LOS	A			A			A		*	A			
		Delay	9.8			9.0			7.4		*	7.3			
		Queue	25'			25'			25'		*	25'			

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

TRAFFIC ANALYSIS & DESIGN, INC.
3171: 6/13/24

EXHIBIT 5-2B
FULL BUILD TRAFFIC OPERATIONS
SCHOOL EVENT
WITH MODIFICATIONS

MILWAUKEE, WISCONSIN

CHAPTER VI – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDATIONS

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

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

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

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

General

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

Node 100: Port Washington Road intersection with North Access Road

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

Node 200: North Yates Road intersection with North Access Road

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

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

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

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

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

PART B – CONCLUSION

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

Appendix A
Traffic

Existing Turning Movement Counts

Saturation Flow Rate Calculations

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Base Information, Observed (10) Hour and Estimated (24) Hour Volume Summaries

Major St: **Port Washington Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Port Washington Road & Cardinal Stritch DW*** **IX_ID:**

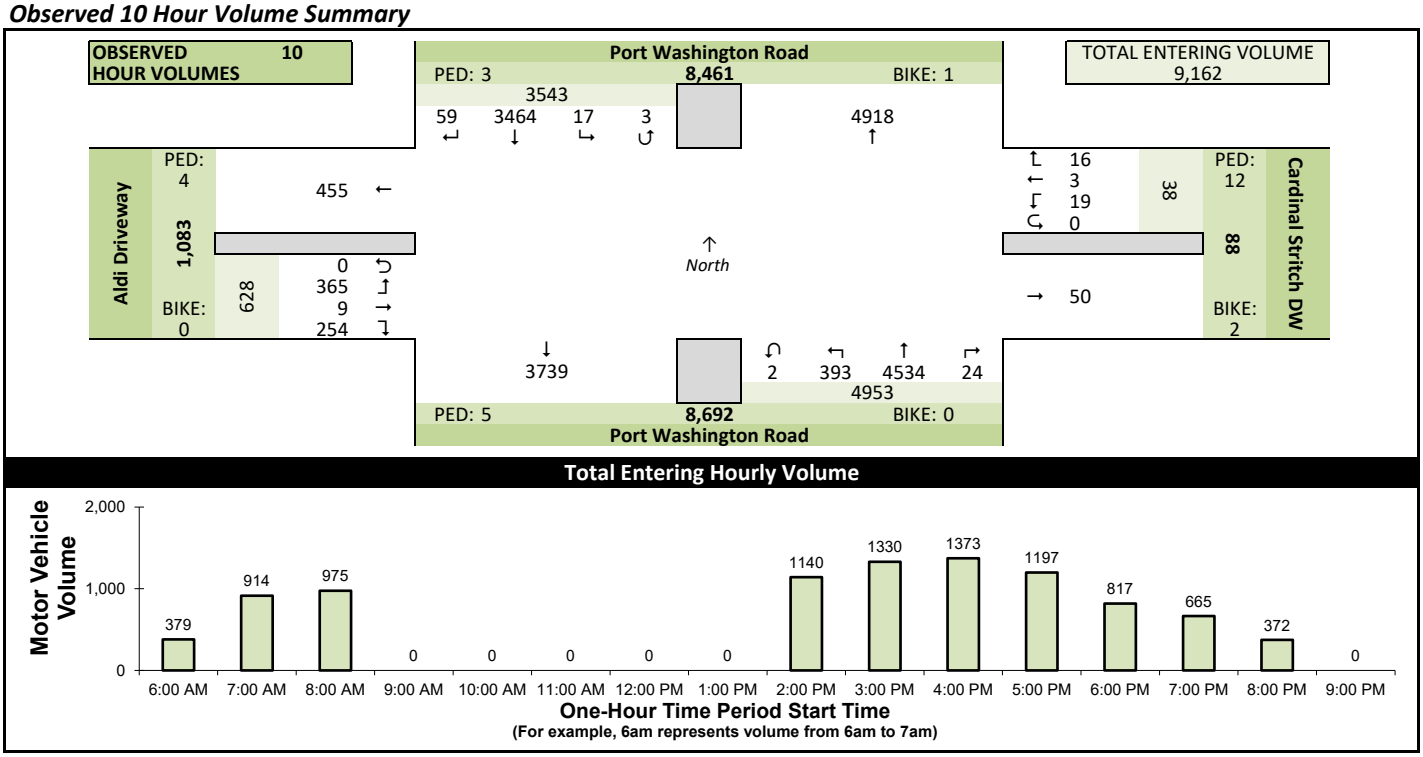
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Port Washington Road		
East Leg	Cardinal Stritch DW		
South Leg	Port Washington Road		
West Leg	Aldi Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

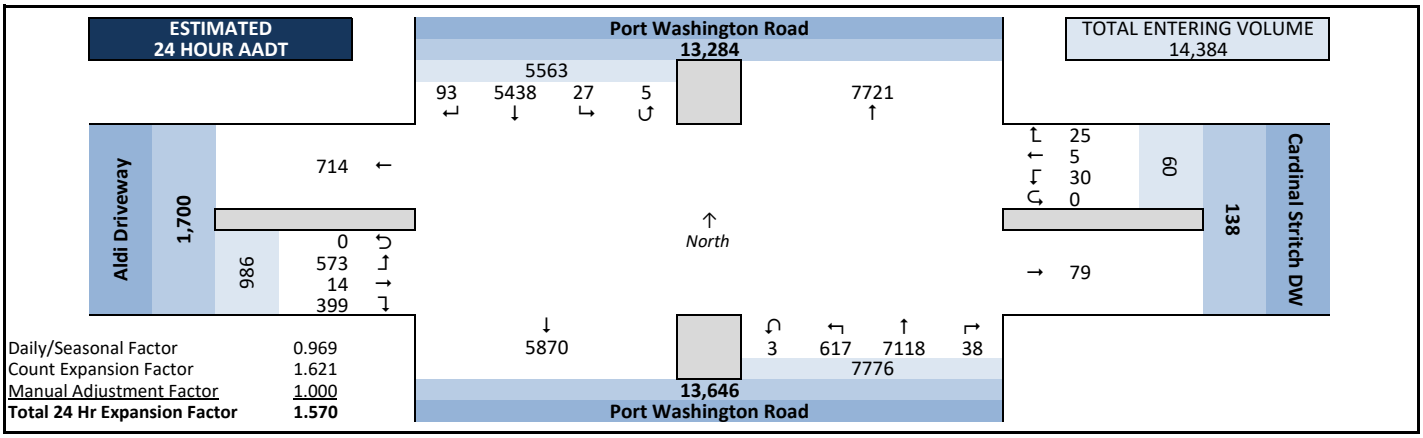
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 02:00 PM-09:00 PM				
1st Day of Count	Wednesday, November 29, 2023			Weather	
AM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Midday Peak Period	Thursday, November 30, 2023			Clear & Dry	
PM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	3:45-4:45pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.969	Count Expansion Factor	1.621		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Amy Scheuerlein			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 10 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.969
Count Expansion Factor	1.621
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.570**

Intersection Traffic Volume Report

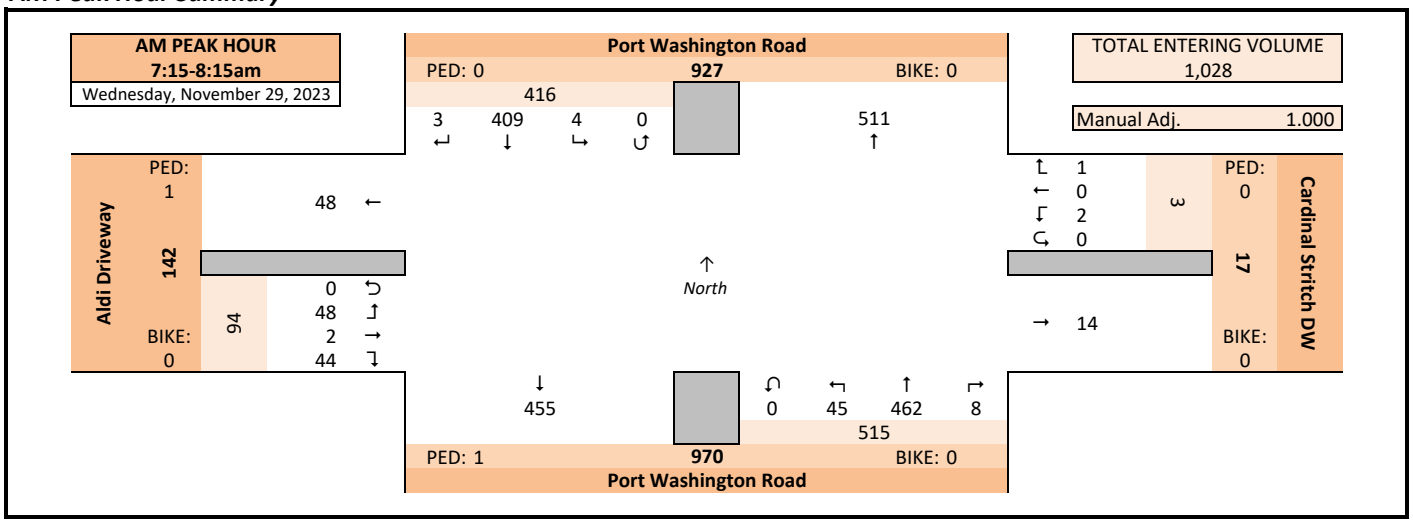
Peak Hour Volume Graphical Summary

Port Washington Road & Cardinal Stritch DW

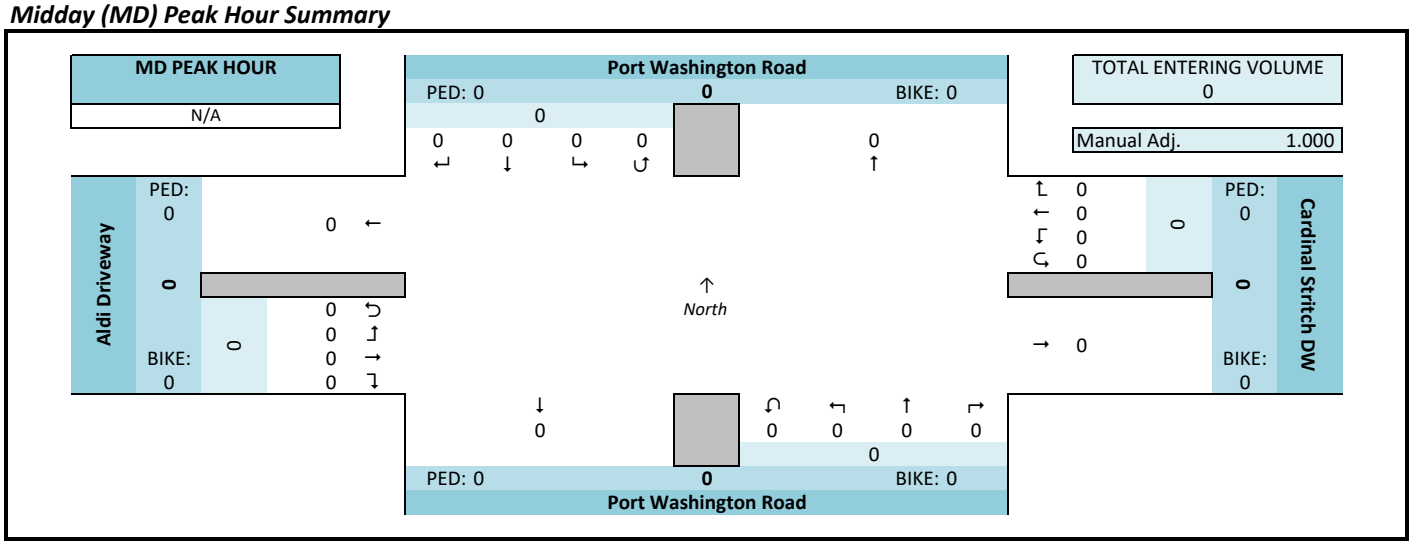
Count Basics			*Page 2 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

All Motor Vehicles

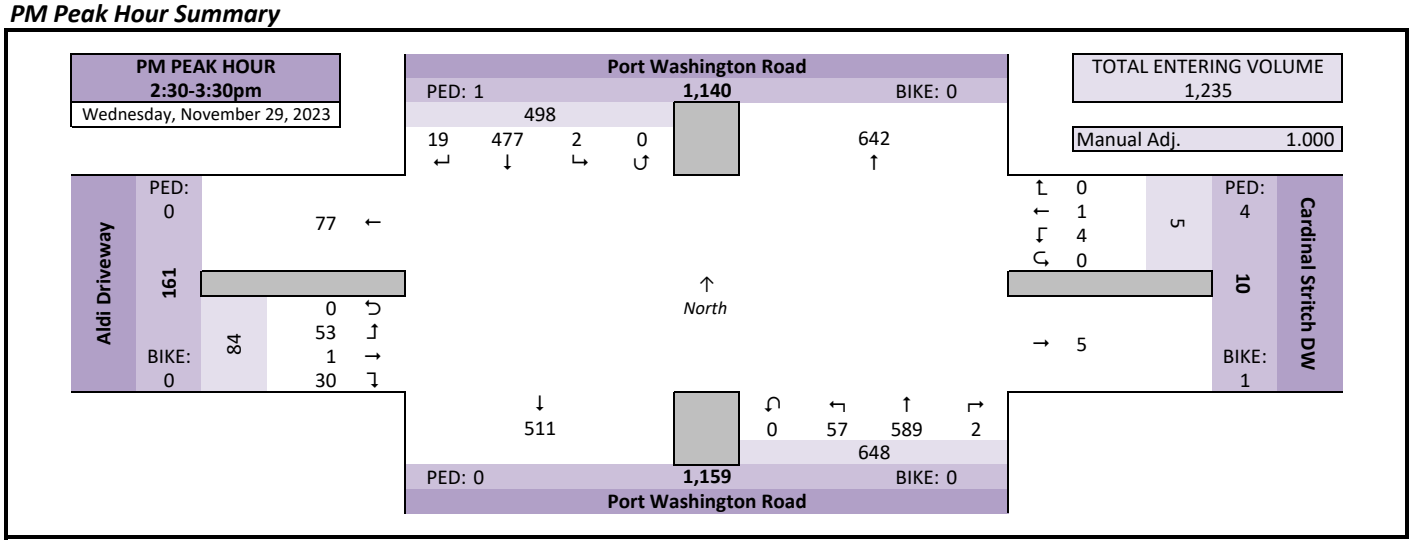
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

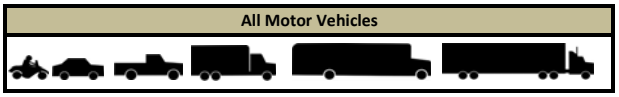


Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Peak Hour Volume Summary

Port Washington Road & Cardinal Stritch DW



Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, November 29, 2023		From North					From East					From South					From West					
	AM Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	1	63	0	0	64	0	0	1	0	1	2	96	14	0	112	11	0	14	0	25	202
	7:30 AM	0	87	1	0	88	1	0	0	0	1	4	121	7	0	132	8	0	10	0	18	239
	7:45 AM	1	127	3	0	131	0	0	0	0	0	2	121	13	0	136	11	0	11	0	22	289
	8:00 AM	1	132	0	0	133	0	0	1	0	1	0	124	11	0	135	14	2	13	0	29	298
	Peak Hour Volume	3	409	4	0	416	1	0	2	0	3	8	462	45	0	515	44	2	48	0	94	1028
	Rounded Hourly Volume	5	410	5	0	420	0	0	0	0	0	10	460	45	0	515	45	0	50	0	95	1030
	% Single Unit Trucks	0.0	6.6	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	12.5	11.7	2.2	0.0	10.9	4.5	0.0	0.0	0.0	2.1	8.3
	% Heavy Trucks	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	6.8	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	12.5	11.9	2.2	0.0	11.1	4.5	0.0	0.0	0.0	2.1	8.5
	Peak Hour Factor (PHF)	0.75	0.77	0.33	0.00	0.78	0.25	0.00	0.50	0.00	0.75	0.50	0.93	0.80	0.00	0.95	0.79	0.25	0.86	0.00	0.81	0.86

N/A		From North					From East					From South					From West					
	MD Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, November 29, 2023		From North					From East					From South					From West					
	PM Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	2:30 PM	6	102	1	0	109	0	0	1	0	1	0	140	18	0	158	9	0	10	0	19	287
	2:45 PM	4	103	1	0	108	0	1	1	0	2	2	141	12	0	155	8	1	12	0	21	286
	3:00 PM	5	130	0	0	135	0	0	2	0	2	0	147	13	0	160	5	0	12	0	17	314
	3:15 PM	4	142	0	0	146	0	0	0	0	0	0	161	14	0	175	8	0	19	0	27	348
	Peak Hour Volume	19	477	2	0	498	0	1	4	0	5	2	589	57	0	648	30	1	53	0	84	1235
	Rounded Hourly Volume	20	475	0	0	495	0	0	5	0	5	0	590	55	0	645	30	0	55	0	85	1230
	% Single Unit Trucks	0.0	5.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	5.1
	% Heavy Trucks	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2
	% Trucks (Total)	0.0	5.5	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	5.3
	Peak Hour Factor (PHF)	0.79	0.84	0.50	0.00	0.85	0.00	0.25	0.50	0.00	0.62	0.25	0.91	0.79	0.00	0.93	0.83	0.25	0.70	0.00	0.78	0.89

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	1	0	1	1	0	1	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	2:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	3
	Total	1	0	1	4	1	5	0	0	0	0	0	0	6

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Port Washington Road & Cardinal Stritch DW

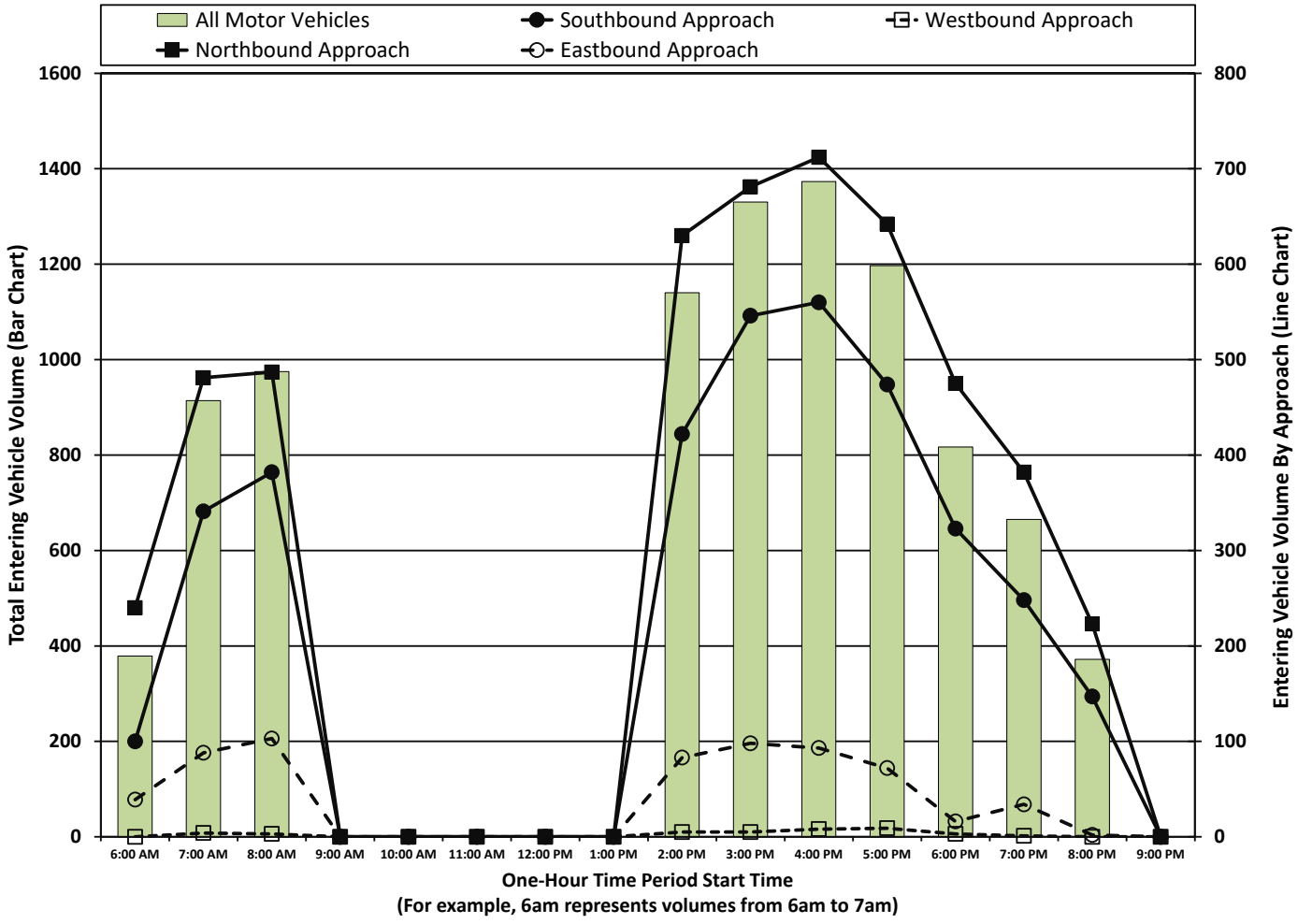
Count Basics			*Page 4 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	2	97	1	0	100	0	0	0	0	0	2	222	16	0	240	20	0	19	0	39	379	39	340
AM	7:00 AM	3	331	7	0	341	2	0	2	0	4	11	426	44	0	481	38	1	49	0	88	914	92	822
AM	8:00 AM	4	377	1	0	382	2	0	1	0	3	1	444	42	0	487	50	2	51	0	103	975	106	869
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	12	406	4	0	422	1	1	3	0	5	5	565	60	0	630	30	3	50	0	83	1140	88	1052
PM	3:00 PM	16	529	0	1	546	1	1	3	0	5	0	609	71	1	681	31	0	67	0	98	1330	103	1227
PM	4:00 PM	12	545	2	1	560	6	0	2	0	8	1	650	61	0	712	31	2	60	0	93	1373	101	1272
PM	5:00 PM	5	468	1	0	474	3	0	6	0	9	1	592	48	1	642	33	1	38	0	72	1197	81	1116
PM	6:00 PM	2	320	1	0	323	1	1	1	0	3	1	442	32	0	475	8	0	8	0	16	817	19	798
PM	7:00 PM	3	245	0	0	248	0	0	1	0	1	1	362	19	0	382	12	0	22	0	34	665	35	630
PM	8:00 PM	0	146	0	1	147	0	0	0	0	0	1	222	0	0	223	1	0	1	0	2	372	2	370
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		59	3464	17	3	3543	16	3	19	0	38	24	4534	393	2	4953	254	9	365	0	628	9162	666	8496

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Port Washington Road & Cardinal Stritch DW

Count Basics			*Page 5 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	12	1	0	13	0	0	0	0	0	0	39	2	0	41	3	0	1	0	4	58	379	0.70
	6:15 AM	0	14	0	0	14	0	0	0	0	0	1	48	4	0	53	5	0	3	0	8	75	505	0.69
	6:30 AM	2	35	0	0	37	0	0	0	0	0	1	56	5	0	62	1	0	11	0	12	111	632	0.78
	6:45 AM	0	36	0	0	36	0	0	0	0	0	0	79	5	0	84	11	0	4	0	15	135	760	0.79
	7:00 AM	1	54	3	0	58	1	0	1	0	2	3	88	10	0	101	8	1	14	0	23	184	914	0.79
	7:15 AM	1	63	0	0	64	0	0	1	0	1	2	96	14	0	112	11	0	14	0	25	202	1028	0.86
	7:30 AM	0	87	1	0	88	1	0	0	0	1	4	121	7	0	132	8	0	10	0	18	239	1057	0.89
	7:45 AM	1	127	3	0	131	0	0	0	0	0	2	121	13	0	136	11	0	11	0	22	289	1045	0.88
	8:00 AM	1	132	0	0	133	0	0	1	0	1	0	124	11	0	135	14	2	13	0	29	298	975	0.82
	8:15 AM	0	90	0	0	90	0	0	0	0	0	1	103	13	0	117	9	0	15	0	24	231		
	8:30 AM	0	88	0	0	88	2	0	0	0	2	0	105	8	0	113	15	0	9	0	24	227		
	8:45 AM	3	67	1	0	71	0	0	0	0	0	0	112	10	0	122	12	0	14	0	26	219		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	112	1	0	113	1	0	0	0	1	3	149	16	0	168	5	2	12	0	19	301	1140	0.95
	2:15 PM	2	89	1	0	92	0	0	1	0	1	0	135	14	0	149	8	0	16	0	24	266	1153	0.92
	2:30 PM	6	102	1	0	109	0	0	1	0	1	0	140	18	0	158	9	0	10	0	19	287	1235	0.89
	2:45 PM	4	103	1	0	108	0	1	1	0	2	2	141	12	0	155	8	1	12	0	21	286	1257	0.90
	3:00 PM	5	130	0	0	135	0	0	2	0	2	0	147	13	0	160	5	0	12	0	17	314	1330	0.93
	3:15 PM	4	142	0	0	146	0	0	0	0	0	0	161	14	0	175	8	0	19	0	27	348	1366	0.95
	3:30 PM	3	114	0	1	118	0	0	0	0	0	0	145	21	1	167	10	0	14	0	24	309	1339	0.93
	3:45 PM	4	143	0	0	147	1	1	1	0	3	0	156	23	0	179	8	0	22	0	30	359	1386	0.97
	4:00 PM	2	133	1	0	136	2	0	1	0	3	1	170	13	0	184	4	0	23	0	27	350	1373	0.96
	4:15 PM	3	129	1	1	134	3	0	0	0	3	0	149	15	0	164	8	0	12	0	20	321	1329	0.93
	4:30 PM	5	138	0	0	143	0	0	0	0	0	0	168	22	0	190	11	0	12	0	23	356	1336	0.94
	4:45 PM	2	145	0	0	147	1	0	1	0	2	0	163	11	0	174	8	2	13	0	23	346	1279	0.92
	5:00 PM	2	125	1	0	128	1	0	4	0	5	0	142	13	1	156	11	0	6	0	17	306	1197	0.91
	5:15 PM	0	131	0	0	131	2	0	0	0	2	0	161	18	0	179	8	0	8	0	16	328	1144	0.87
	5:30 PM	2	106	0	0	108	0	0	1	0	1	1	158	8	0	167	8	1	14	0	23	299	1026	0.86
	5:45 PM	1	106	0	0	107	0	0	1	0	1	0	131	9	0	140	6	0	10	0	16	264	921	0.87
	6:00 PM	2	95	0	0	97	1	1	0	0	2	0	133	16	0	149	2	0	3	0	5	253	817	0.81
	6:15 PM	0	76	0	0	76	0	0	1	0	1	0	123	3	0	126	4	0	3	0	7	210	772	0.92
	6:30 PM	0	84	1	0	85	0	0	0	0	0	1	99	6	0	106	2	0	1	0	3	194	739	0.89
	6:45 PM	0	65	0	0	65	0	0	0	0	0	0	87	7	0	94	0	0	1	0	1	160	700	0.84
	7:00 PM	2	75	0	0	77	0	0	1	0	1	1	112	8	0	121	3	0	6	0	9	208	665	0.80
	7:15 PM	0	74	0	0	74	0	0	0	0	0	0	92	4	0	96	2	0	5	0	7	177	561	0.79
	7:30 PM	1	63	0	0	64	0	0	0	0	0	0	74	4	0	78	7	0	6	0	13	155	477	0.77
	7:45 PM	0	33	0	0	33	0	0	0	0	0	0	84	3	0	87	0	0	5	0	5	125	413	0.83
	8:00 PM	0	43	0	1	44	0	0	0	0	0	0	58	0	0	58	1	0	1	0	2	104	372	0.89
	8:15 PM	0	37	0	0	37	0	0	0	0	0	1	55	0	0	56	0	0	0	0	0	93		
	8:30 PM	0	38	0	0	38	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	91		
	8:45 PM	0	28	0	0	28	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	84		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		59	3464	17	3	3543	16	3	19	0	38	24	4534	393	2	4953	254	9	365	0	628	9162		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	3	409	4	0	416	1	0	2	0	3	8	462	45	0	515	44	2	48	0	94	1028	0.86
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:30 PM	19	477	2	0	498	0	1	4	0	5	2	589	57	0	648	30	1	53	0	84	1235	0.89

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Automobile Data

Port Washington Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	12	1	0	13	0	0	0	0	0	0	39	2	0	41	3	0	1	0	4	58	355
	6:15 AM	0	14	0	0	14	0	0	0	0	0	1	46	4	0	51	5	0	3	0	8	73	466
	6:30 AM	2	33	0	0	35	0	0	0	0	0	0	55	5	0	60	1	0	11	0	12	107	580
	6:45 AM	0	31	0	0	31	0	0	0	0	0	0	66	5	0	71	11	0	4	0	15	117	698
	7:00 AM	1	50	3	0	54	1	0	1	0	2	3	77	10	0	90	8	1	14	0	23	169	849
	7:15 AM	1	61	0	0	62	0	0	1	0	1	2	84	14	0	100	10	0	14	0	24	187	941
	7:30 AM	0	81	1	0	82	1	0	0	0	1	3	114	7	0	124	8	0	10	0	18	225	973
	7:45 AM	1	121	3	0	125	0	0	0	0	0	2	108	12	0	122	10	0	11	0	21	268	966
	8:00 AM	1	118	0	0	119	0	0	1	0	1	0	101	11	0	112	14	2	13	0	29	261	905
	8:15 AM	0	88	0	0	88	0	0	0	0	0	1	93	13	0	107	9	0	15	0	24	219	
	8:30 AM	0	86	0	0	86	2	0	0	0	2	0	98	8	0	106	15	0	9	0	24	218	
	8:45 AM	3	63	1	0	67	0	0	0	0	0	0	104	10	0	114	12	0	14	0	26	207	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	109	1	0	110	1	0	0	0	1	3	141	15	0	159	5	2	12	0	19	289	1094
	2:15 PM	1	88	1	0	90	0	0	1	0	1	0	133	14	0	147	8	0	14	0	22	260	1100
	2:30 PM	6	97	1	0	104	0	0	1	0	1	0	134	18	0	152	9	0	10	0	19	276	1169
	2:45 PM	4	95	1	0	100	0	1	1	0	2	2	132	12	0	146	8	1	12	0	21	269	1191
	3:00 PM	5	121	0	0	126	0	0	2	0	2	0	137	13	0	150	5	0	12	0	17	295	1265
	3:15 PM	4	138	0	0	142	0	0	0	0	0	0	146	14	0	160	8	0	19	0	27	329	1310
	3:30 PM	3	109	0	1	113	0	0	0	0	0	0	139	21	1	161	10	0	14	0	24	298	1293
	3:45 PM	4	135	0	0	139	1	1	1	0	3	0	149	22	0	171	8	0	22	0	30	343	1346
	4:00 PM	2	130	1	0	133	2	0	1	0	3	1	165	13	0	179	4	0	21	0	25	340	1343
	4:15 PM	3	125	1	1	130	3	0	0	0	3	0	144	15	0	159	8	0	12	0	20	312	1303
	4:30 PM	5	137	0	0	142	0	0	0	0	0	0	164	22	0	186	11	0	12	0	23	351	1314
	4:45 PM	2	142	0	0	144	1	0	1	0	2	0	160	11	0	171	8	2	13	0	23	340	1258
	5:00 PM	2	124	1	0	127	1	0	4	0	5	0	137	13	1	151	11	0	6	0	17	300	1179
	5:15 PM	0	129	0	0	129	2	0	0	0	2	0	158	18	0	176	8	0	8	0	16	323	1129
	5:30 PM	2	104	0	0	106	0	0	1	0	1	1	156	8	0	165	8	1	14	0	23	295	1015
	5:45 PM	1	104	0	0	105	0	0	1	0	1	0	130	9	0	139	6	0	10	0	16	261	913
	6:00 PM	2	92	0	0	94	1	1	0	0	2	0	133	16	0	149	2	0	3	0	5	250	811
	6:15 PM	0	76	0	0	76	0	0	1	0	1	0	122	3	0	125	4	0	3	0	7	209	768
	6:30 PM	0	83	1	0	84	0	0	0	0	0	1	99	6	0	106	2	0	1	0	3	193	733
	6:45 PM	0	65	0	0	65	0	0	0	0	0	0	86	7	0	93	0	0	1	0	1	159	694
	7:00 PM	2	74	0	0	76	0	0	1	0	1	1	112	8	0	121	3	0	6	0	9	207	660
	7:15 PM	0	72	0	0	72	0	0	0	0	0	0	91	4	0	95	2	0	5	0	7	174	556
	7:30 PM	1	62	0	0	63	0	0	0	0	0	0	74	4	0	78	7	0	6	0	13	154	474
	7:45 PM	0	33	0	0	33	0	0	0	0	0	0	84	3	0	87	0	0	5	0	5	125	410
	8:00 PM	0	43	0	1	44	0	0	0	0	0	0	57	0	0	57	1	0	1	0	2	103	369
	8:15 PM	0	37	0	0	37	0	0	0	0	0	1	54	0	0	55	0	0	0	0	0	92	
	8:30 PM	0	38	0	0	38	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	90	
	8:45 PM	0	28	0	0	28	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	84	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		58	3348	17	3	3426	16	3	19	0	38	22	4330	390	2	4744	252	9	361	0	622	8830	

Peak Hour Automobile Volume Summary

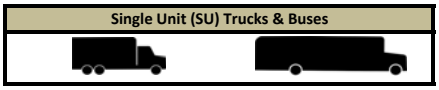
	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	3	381	4	0	388	1	0	2	0	3	7	407	44	0	458	42	2	48	0	92	941
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	19	451	2	0	472	0	1	4	0	5	2	549	57	0	608	30	1	53	0	84	1169

Intersection Traffic Volume Report

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

Port Washington Road & Cardinal Stritch DW

Count Basics			*Page 7 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	10	Non-Holiday	No Special Events



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

	15-Minute	From North					From East					From South					From West						
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	37
	6:30 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	50
	6:45 AM	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	18	61
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14	63
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	15	85
	7:30 AM	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	14	81
	7:45 AM	0	6	0	0	6	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1	20	75
	8:00 AM	0	13	0	0	13	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	36	67
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	2	0	0	2	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	10	43
	2:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6	50
	2:30 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	63
	2:45 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17	64
	3:00 PM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17	62
	3:15 PM	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	19	52
	3:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	42
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15	36
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	27
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	26
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	22
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	21
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	18
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	15
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	11
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	8
	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	7:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	5
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	111	0	0	112	0	0	0	0	0	2	197	2	0	201	2	0	2	0	4	317	

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

	Hourly	From North					From East					From South					From West					Total
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	27	0	0	27	0	0	0	0	0	1	54	1	0	56	2	0	0	0	2	85
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	24	0	0	24	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	63

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Port Washington Road & Cardinal Stritch DW

Semi-Trucks

15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	3
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	5	0	0	5	0	0	0	0	0	0	7	1	0	8	0	0	2	0	2	15	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Port Washington Road & Cardinal Stritch DW

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	39
	6:30 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4	52
	6:45 AM	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	18	62
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15	65
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	15	87
	7:30 AM	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	14	84
	7:45 AM	0	6	0	0	6	0	0	0	0	0	0	13	1	0	14	1	0	0	0	1	21	79
	8:00 AM	0	14	0	0	14	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	37	70
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	12	46
	2:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6	53
	2:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	66
	2:45 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17	66
	3:00 PM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19	65
	3:15 PM	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	19	56
	3:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	46
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	16	40
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	10	30
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	26
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	22
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	21
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	18
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	15
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	11
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	8
	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	7:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	5
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	116	0	0	117	0	0	0	0	0	2	204	3	0	209	2	0	4	0	6	332	

Peak Hour Heavy Vehicle Volume Summary

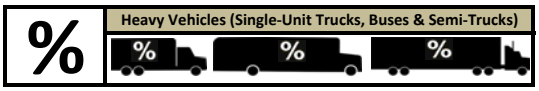
	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	28	0	0	28	0	0	0	0	0	1	55	1	0	57	2	0	0	0	2	87
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	26	0	0	26	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	66

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Port Washington Road & Cardinal Stritch DW

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy	Hourly Heavy
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Vehicle	Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	2.7	7.7
	6:30 AM	0.0	5.7	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	100.0	1.8	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3.6	8.2
	6:45 AM	0.0	13.9	0.0	0.0	13.9	0.0	0.0	0.0	0.0	0.0	0.0	16.5	0.0	0.0	15.5	0.0	0.0	0.0	0.0	0.0	13.3	8.2
	7:00 AM	0.0	7.4	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.9	0.0	0.0	0.0	0.0	0.0	8.2	7.1
	7:15 AM	0.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.7	9.1	0.0	0.0	0.0	4.0	7.4	8.5
	7:30 AM	0.0	6.9	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	25.0	5.8	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	5.9	7.9
	7:45 AM	0.0	4.7	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	10.7	7.7	0.0	10.3	9.1	0.0	0.0	0.0	4.5	7.3	7.6
	8:00 AM	0.0	10.6	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	12.4	7.2
	8:15 AM	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	5.2	
	8:30 AM	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	4.0	
	8:45 AM	0.0	6.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	5.5	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5.4	6.3	0.0	5.4	0.0	0.0	0.0	0.0	0.0	4.0	4.0
	2:15 PM	50.0	1.1	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.3	0.0	0.0	12.5	0.0	8.3	2.3	4.6
	2:30 PM	0.0	4.9	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3.8	5.3
	2:45 PM	0.0	7.8	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	5.9	5.3
	3:00 PM	0.0	6.9	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.1	4.9
	3:15 PM	0.0	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	5.5	4.1
	3:30 PM	0.0	4.4	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.6	3.4
	3:45 PM	0.0	5.6	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	4.5	4.3	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.5	2.9
	4:00 PM	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	8.7	0.0	7.4	2.9	2.2
	4:15 PM	0.0	3.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.8	2.0
	4:30 PM	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.4	1.6
	4:45 PM	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.7	1.6
	5:00 PM	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	2.0	1.5
	5:15 PM	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.5	1.3
	5:30 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.3	1.1
	5:45 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.1	0.9
	6:00 PM	0.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.7
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.5	0.5
	6:30 PM	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.6	0.9
	7:00 PM	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8
	7:15 PM	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.7	0.9
	7:30 PM	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.0	0.8
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.1	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.1	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		1.7	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	8.3	4.5	0.8	0.0	4.2	0.8	0.0	1.1	0.0	1.0	3.6	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	6.8	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	12.5	11.9	2.2	0.0	11.1	4.5	0.0	0.0	0.0	2.1	8.5
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:30 PM	0.0	5.5	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	5.3

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Port Washington Road & Cardinal Stritch DW

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	6:15 AM	0	0	0	1	0	1	1	0	1	1	0	1	3	3
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	2	0	2	1	0	1	0	0	0	0	0	0	3	7
	2:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	2:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	6
	2:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	8
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	3	7
	3:30 PM	0	0	0	1	0	1	1	0	1	1	0	1	3	4
	3:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:30 PM	0	1	1	1	1	2	0	0	0	0	0	0	3	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	2
	6:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	1	4	12	2	14	5	0	5	4	0	4	27	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min Totals	Hourly Sum
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway				
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	1		1	0		0	0		0	1	4
	6:15 AM	0		0	1		1	1		1	1		1	3	3
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	2
	7:00 AM	0		0	0		0	0		0	0		0	0	2
	7:15 AM	0		0	0		0	0		0	0		0	0	2
	7:30 AM	0		0	0		0	1		1	1		1	2	2
	7:45 AM	0		0	0		0	0		0	0		0	0	2
	8:00 AM	0		0	0		0	0		0	0		0	0	2
	8:15 AM	0		0	0		0	0		0	0		0	0	2
	8:30 AM	0		0	0		0	1		1	1		1	2	2
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	3
	1:30 PM	0		0	0		0	0		0	0		0	0	4
	1:45 PM	0		0	0		0	0		0	0		0	0	5
PM Peak Period	2:00 PM	2		2	1		1	0		0	0		0	3	7
	2:15 PM	0		0	1		1	0		0	0		0	1	4
	2:30 PM	0		0	1		1	0		0	0		0	1	5
	2:45 PM	1		1	1		1	0		0	0		0	2	7
	3:00 PM	0		0	0		0	0		0	0		0	0	6
	3:15 PM	0		0	2		2	0		0	0		0	2	6
	3:30 PM	0		0	1		1	1		1	1		1	3	4
	3:45 PM	0		0	1		1	0		0	0		0	1	2
	4:00 PM	0		0	0		0	0		0	0		0	0	1
	4:15 PM	0		0	0		0	0		0	0		0	0	1
	4:30 PM	0		0	1		1	0		0	0		0	1	1
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	1
	5:15 PM	0		0	0		0	0		0	0		0	0	2
	5:30 PM	0		0	0		0	0		0	0		0	0	2
	5:45 PM	0		0	0		0	1		1	0		0	1	2
	6:00 PM	0		0	1		1	0		0	0		0	1	1
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**3**	**0**	**3**	**12**	**0**	**12**	**5**	**0**	**5**	**4**	**0**	**4**	**24**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Bicyclists

15-Minute Bicycle Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Base Information, Observed (10) Hour and Estimated (24) Hour Volume Summaries

Major St: **Port Washington Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Port Washington Road & Cardinal Stritch DW*** **IX_ID:**

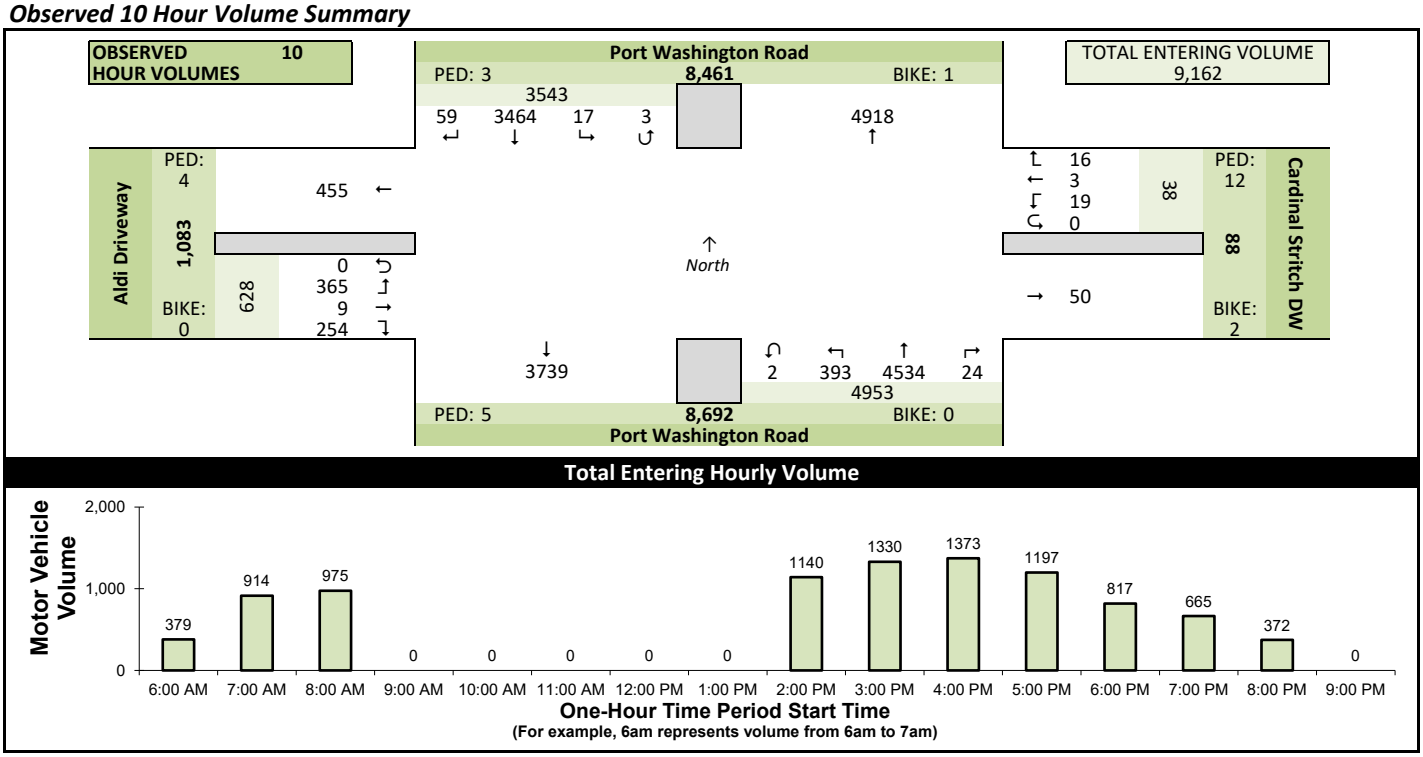
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Port Washington Road		
East Leg	Cardinal Stritch DW		
South Leg	Port Washington Road		
West Leg	Aldi Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

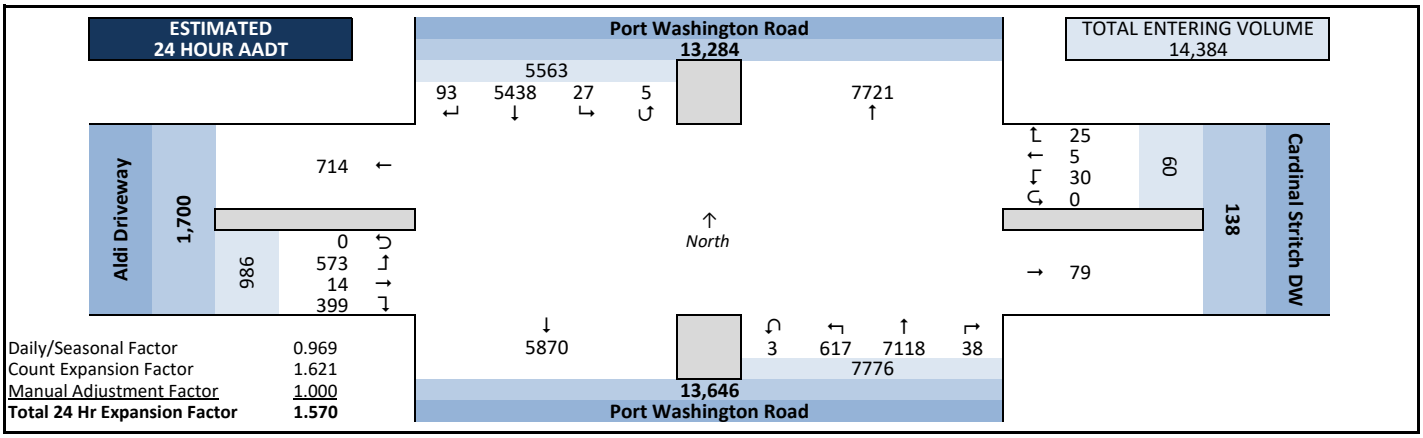
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 02:00 PM-09:00 PM				
1st Day of Count	Wednesday, November 29, 2023			Weather	
AM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Midday Peak Period	Thursday, November 30, 2023			Clear & Dry	
PM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	3:45-4:45pm
Peak Hours Selected for Analysis					
AM		MD		PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.969	Count Expansion Factor	1.621		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	Amy Scheuerlein			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Amy Scheuerlein			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 10 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.969
Count Expansion Factor	1.621
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.570**

Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

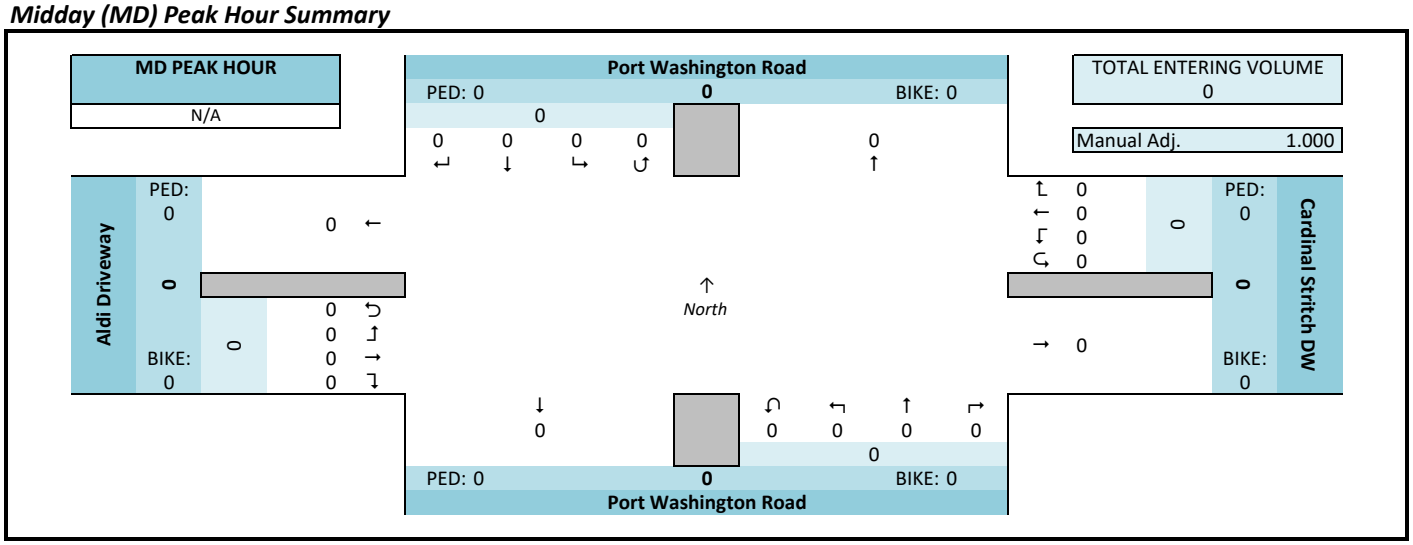
Port Washington Road & Cardinal Stritch DW

Count Basics			*Page 2 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

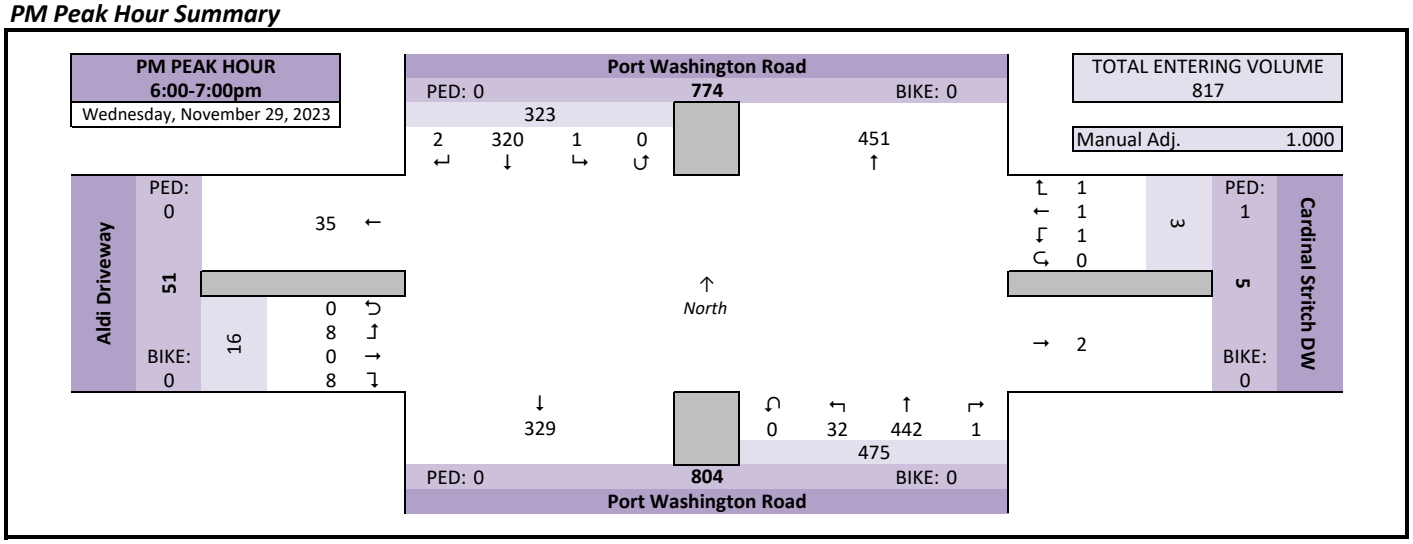
All Motor Vehicles

AM Peak Hour Summary

Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Peak Hour Volume Summary

Port Washington Road & Cardinal Stritch DW

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

[redacted]

N/A		From North					From East					From South					From West					
	MD Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, November 29, 2023		From North					From East					From South					From West					
	PM Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	6:00 PM	2	95	0	0	97	1	1	0	0	2	0	133	16	0	149	2	0	3	0	5	253
	6:15 PM	0	76	0	0	76	0	0	1	0	1	0	123	3	0	126	4	0	3	0	7	210
	6:30 PM	0	84	1	0	85	0	0	0	0	0	1	99	6	0	106	2	0	1	0	3	194
	6:45 PM	0	65	0	0	65	0	0	0	0	0	0	87	7	0	94	0	0	1	0	1	160
	Peak Hour Volume	2	320	1	0	323	1	1	1	0	3	1	442	32	0	475	8	0	8	0	16	817
	Rounded Hourly Volume	0	320	0	0	320	0	0	0	0	0	0	440	30	0	470	10	0	10	0	20	810
	% Single Unit Trucks	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.7
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.7
	Peak Hour Factor (PHF)	0.25	0.84	0.25	0.00	0.83	0.25	0.25	0.25	0.00	0.37	0.25	0.83	0.50	0.00	0.80	0.50	0.00	0.67	0.00	0.57	0.81

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	1	0	1	1	0	1	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	1	0	1	0	0	0	0	0	0	1

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Port Washington Road & Cardinal Stritch DW

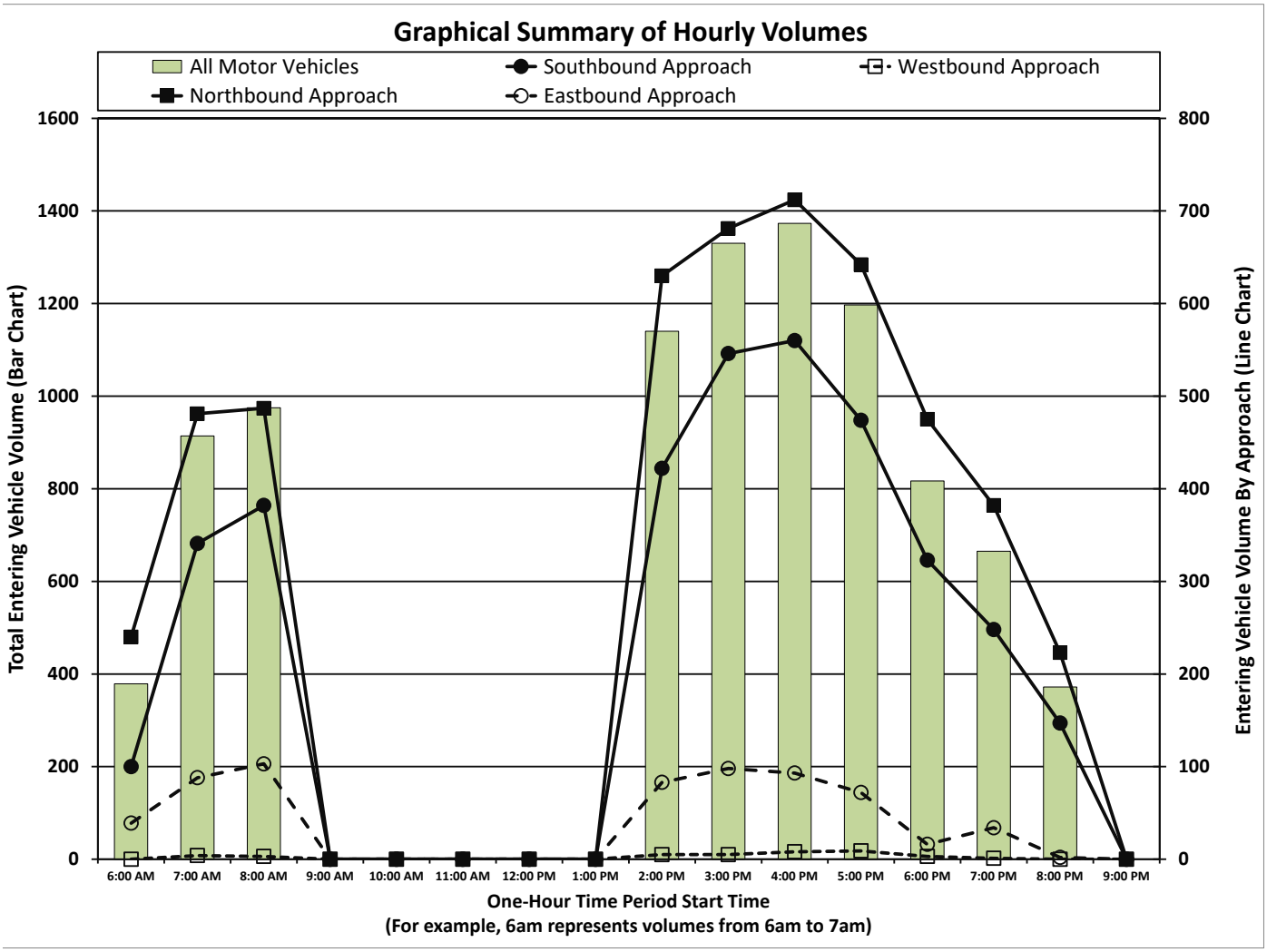
Count Basics			*Page 4 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	2	97	1	0	100	0	0	0	0	0	2	222	16	0	240	20	0	19	0	39	379	39	340
AM	7:00 AM	3	331	7	0	341	2	0	2	0	4	11	426	44	0	481	38	1	49	0	88	914	92	822
AM	8:00 AM	4	377	1	0	382	2	0	1	0	3	1	444	42	0	487	50	2	51	0	103	975	106	869
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	12	406	4	0	422	1	1	3	0	5	5	565	60	0	630	30	3	50	0	83	1140	88	1052
PM	3:00 PM	16	529	0	1	546	1	1	3	0	5	0	609	71	1	681	31	0	67	0	98	1330	103	1227
PM	4:00 PM	12	545	2	1	560	6	0	2	0	8	1	650	61	0	712	31	2	60	0	93	1373	101	1272
PM	5:00 PM	5	468	1	0	474	3	0	6	0	9	1	592	48	1	642	33	1	38	0	72	1197	81	1116
PM	6:00 PM	2	320	1	0	323	1	1	1	0	3	1	442	32	0	475	8	0	8	0	16	817	19	798
PM	7:00 PM	3	245	0	0	248	0	0	1	0	1	1	362	19	0	382	12	0	22	0	34	665	35	630
PM	8:00 PM	0	146	0	1	147	0	0	0	0	0	1	222	0	0	223	1	0	1	0	2	372	2	370
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		59	3464	17	3	3543	16	3	19	0	38	24	4534	393	2	4953	254	9	365	0	628	9162	666	8496

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Port Washington Road & Cardinal Stritch DW

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	12	1	0	13	0	0	0	0	0	0	39	2	0	41	3	0	1	0	4	58	379	0.70
	6:15 AM	0	14	0	0	14	0	0	0	0	0	1	48	4	0	53	5	0	3	0	8	75	505	0.69
	6:30 AM	2	35	0	0	37	0	0	0	0	0	1	56	5	0	62	1	0	11	0	12	111	632	0.78
	6:45 AM	0	36	0	0	36	0	0	0	0	0	0	79	5	0	84	11	0	4	0	15	135	760	0.79
	7:00 AM	1	54	3	0	58	1	0	1	0	2	3	88	10	0	101	8	1	14	0	23	184	914	0.79
	7:15 AM	1	63	0	0	64	0	0	1	0	1	2	96	14	0	112	11	0	14	0	25	202	1028	0.86
	7:30 AM	0	87	1	0	88	1	0	0	0	1	4	121	7	0	132	8	0	10	0	18	239	1057	0.89
	7:45 AM	1	127	3	0	131	0	0	0	0	0	2	121	13	0	136	11	0	11	0	22	289	1045	0.88
	8:00 AM	1	132	0	0	133	0	0	1	0	1	0	124	11	0	135	14	2	13	0	29	298	975	0.82
	8:15 AM	0	90	0	0	90	0	0	0	0	0	1	103	13	0	117	9	0	15	0	24	231		
	8:30 AM	0	88	0	0	88	2	0	0	0	2	0	105	8	0	113	15	0	9	0	24	227		
	8:45 AM	3	67	1	0	71	0	0	0	0	0	0	112	10	0	122	12	0	14	0	26	219		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	112	1	0	113	1	0	0	0	1	3	149	16	0	168	5	2	12	0	19	301	1140	0.95
	2:15 PM	2	89	1	0	92	0	0	1	0	1	0	135	14	0	149	8	0	16	0	24	266	1153	0.92
	2:30 PM	6	102	1	0	109	0	0	1	0	1	0	140	18	0	158	9	0	10	0	19	287	1235	0.89
	2:45 PM	4	103	1	0	108	0	1	1	0	2	2	141	12	0	155	8	1	12	0	21	286	1257	0.90
	3:00 PM	5	130	0	0	135	0	0	2	0	2	0	147	13	0	160	5	0	12	0	17	314	1330	0.93
	3:15 PM	4	142	0	0	146	0	0	0	0	0	0	161	14	0	175	8	0	19	0	27	348	1366	0.95
	3:30 PM	3	114	0	1	118	0	0	0	0	0	0	145	21	1	167	10	0	14	0	24	309	1339	0.93
	3:45 PM	4	143	0	0	147	1	1	1	0	3	0	156	23	0	179	8	0	22	0	30	359	1386	0.97
	4:00 PM	2	133	1	0	136	2	0	1	0	3	1	170	13	0	184	4	0	23	0	27	350	1373	0.96
	4:15 PM	3	129	1	1	134	3	0	0	0	3	0	149	15	0	164	8	0	12	0	20	321	1329	0.93
	4:30 PM	5	138	0	0	143	0	0	0	0	0	0	168	22	0	190	11	0	12	0	23	356	1336	0.94
	4:45 PM	2	145	0	0	147	1	0	1	0	2	0	163	11	0	174	8	2	13	0	23	346	1279	0.92
	5:00 PM	2	125	1	0	128	1	0	4	0	5	0	142	13	1	156	11	0	6	0	17	306	1197	0.91
	5:15 PM	0	131	0	0	131	2	0	0	0	2	0	161	18	0	179	8	0	8	0	16	328	1144	0.87
	5:30 PM	2	106	0	0	108	0	0	1	0	1	1	158	8	0	167	8	1	14	0	23	299	1026	0.86
	5:45 PM	1	106	0	0	107	0	0	1	0	1	0	131	9	0	140	6	0	10	0	16	264	921	0.87
	6:00 PM	2	95	0	0	97	1	1	0	0	2	0	133	16	0	149	2	0	3	0	5	253	817	0.81
	6:15 PM	0	76	0	0	76	0	0	1	0	1	0	123	3	0	126	4	0	3	0	7	210	772	0.92
	6:30 PM	0	84	1	0	85	0	0	0	0	0	1	99	6	0	106	2	0	1	0	3	194	739	0.89
	6:45 PM	0	65	0	0	65	0	0	0	0	0	0	87	7	0	94	0	0	1	0	1	160	700	0.84
	7:00 PM	2	75	0	0	77	0	0	1	0	1	1	112	8	0	121	3	0	6	0	9	208	665	0.80
	7:15 PM	0	74	0	0	74	0	0	0	0	0	0	92	4	0	96	2	0	5	0	7	177	561	0.79
	7:30 PM	1	63	0	0	64	0	0	0	0	0	0	74	4	0	78	7	0	6	0	13	155	477	0.77
	7:45 PM	0	33	0	0	33	0	0	0	0	0	0	84	3	0	87	0	0	5	0	5	125	413	0.83
	8:00 PM	0	43	0	1	44	0	0	0	0	0	0	58	0	0	58	1	0	1	0	2	104	372	0.89
	8:15 PM	0	37	0	0	37	0	0	0	0	0	1	55	0	0	56	0	0	0	0	0	93		
	8:30 PM	0	38	0	0	38	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	91		
	8:45 PM	0	28	0	0	28	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	84		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		59	3464	17	3	3543	16	3	19	0	38	24	4534	393	2	4953	254	9	365	0	628	9162		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	8:00 AM	4	377	1	0	382	2	0	1	0	3	1	444	42	0	487	50	2	51	0	103	975	0.82
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	6:00 PM	2	320	1	0	323	1	1	1	0	3	1	442	32	0	475	8	0	8	0	16	817	0.81

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Automobile Data

Port Washington Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	12	1	0	13	0	0	0	0	0	0	39	2	0	41	3	0	1	0	4	58	355
	6:15 AM	0	14	0	0	14	0	0	0	0	0	1	46	4	0	51	5	0	3	0	8	73	466
	6:30 AM	2	33	0	0	35	0	0	0	0	0	0	55	5	0	60	1	0	11	0	12	107	580
	6:45 AM	0	31	0	0	31	0	0	0	0	0	0	66	5	0	71	11	0	4	0	15	117	698
	7:00 AM	1	50	3	0	54	1	0	1	0	2	3	77	10	0	90	8	1	14	0	23	169	849
	7:15 AM	1	61	0	0	62	0	0	1	0	1	2	84	14	0	100	10	0	14	0	24	187	941
	7:30 AM	0	81	1	0	82	1	0	0	0	1	3	114	7	0	124	8	0	10	0	18	225	973
	7:45 AM	1	121	3	0	125	0	0	0	0	0	2	108	12	0	122	10	0	11	0	21	268	966
	8:00 AM	1	118	0	0	119	0	0	1	0	1	0	101	11	0	112	14	2	13	0	29	261	905
	8:15 AM	0	88	0	0	88	0	0	0	0	0	1	93	13	0	107	9	0	15	0	24	219	
	8:30 AM	0	86	0	0	86	2	0	0	0	2	0	98	8	0	106	15	0	9	0	24	218	
	8:45 AM	3	63	1	0	67	0	0	0	0	0	0	104	10	0	114	12	0	14	0	26	207	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	109	1	0	110	1	0	0	0	1	3	141	15	0	159	5	2	12	0	19	289	1094
	2:15 PM	1	88	1	0	90	0	0	1	0	1	0	133	14	0	147	8	0	14	0	22	260	1100
	2:30 PM	6	97	1	0	104	0	0	1	0	1	0	134	18	0	152	9	0	10	0	19	276	1169
	2:45 PM	4	95	1	0	100	0	1	1	0	2	2	132	12	0	146	8	1	12	0	21	269	1191
	3:00 PM	5	121	0	0	126	0	0	2	0	2	0	137	13	0	150	5	0	12	0	17	295	1265
	3:15 PM	4	138	0	0	142	0	0	0	0	0	0	146	14	0	160	8	0	19	0	27	329	1310
	3:30 PM	3	109	0	1	113	0	0	0	0	0	0	139	21	1	161	10	0	14	0	24	298	1293
	3:45 PM	4	135	0	0	139	1	1	1	0	3	0	149	22	0	171	8	0	22	0	30	343	1346
	4:00 PM	2	130	1	0	133	2	0	1	0	3	1	165	13	0	179	4	0	21	0	25	340	1343
	4:15 PM	3	125	1	1	130	3	0	0	0	3	0	144	15	0	159	8	0	12	0	20	312	1303
	4:30 PM	5	137	0	0	142	0	0	0	0	0	0	164	22	0	186	11	0	12	0	23	351	1314
	4:45 PM	2	142	0	0	144	1	0	1	0	2	0	160	11	0	171	8	2	13	0	23	340	1258
	5:00 PM	2	124	1	0	127	1	0	4	0	5	0	137	13	1	151	11	0	6	0	17	300	1179
	5:15 PM	0	129	0	0	129	2	0	0	0	2	0	158	18	0	176	8	0	8	0	16	323	1129
	5:30 PM	2	104	0	0	106	0	0	1	0	1	1	156	8	0	165	8	1	14	0	23	295	1015
	5:45 PM	1	104	0	0	105	0	0	1	0	1	0	130	9	0	139	6	0	10	0	16	261	913
	6:00 PM	2	92	0	0	94	1	1	0	0	2	0	133	16	0	149	2	0	3	0	5	250	811
	6:15 PM	0	76	0	0	76	0	0	1	0	1	0	122	3	0	125	4	0	3	0	7	209	768
	6:30 PM	0	83	1	0	84	0	0	0	0	0	1	99	6	0	106	2	0	1	0	3	193	733
	6:45 PM	0	65	0	0	65	0	0	0	0	0	0	86	7	0	93	0	0	1	0	1	159	694
	7:00 PM	2	74	0	0	76	0	0	1	0	1	1	112	8	0	121	3	0	6	0	9	207	660
	7:15 PM	0	72	0	0	72	0	0	0	0	0	0	91	4	0	95	2	0	5	0	7	174	556
	7:30 PM	1	62	0	0	63	0	0	0	0	0	0	74	4	0	78	7	0	6	0	13	154	474
	7:45 PM	0	33	0	0	33	0	0	0	0	0	0	84	3	0	87	0	0	5	0	5	125	410
	8:00 PM	0	43	0	1	44	0	0	0	0	0	0	57	0	0	57	1	0	1	0	2	103	369
	8:15 PM	0	37	0	0	37	0	0	0	0	0	1	54	0	0	55	0	0	0	0	0	92	
	8:30 PM	0	38	0	0	38	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	90	
	8:45 PM	0	28	0	0	28	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	84	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		58	3348	17	3	3426	16	3	19	0	38	22	4330	390	2	4744	252	9	361	0	622	8830	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	4	355	1	0	360	2	0	1	0	3	1	396	42	0	439	50	2	51	0	103	905
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	2	316	1	0	319	1	1	1	0	3	1	440	32	0	473	8	0	8	0	16	811

Intersection Traffic Volume Report

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

Port Washington Road & Cardinal Stritch DW

Count Basics		*Page 7 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses

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

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	37
	6:30 AM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	50
	6:45 AM	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	18	61
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14	63
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	15	85
	7:30 AM	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	14	81
	7:45 AM	0	6	0	0	6	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1	20	75
	8:00 AM	0	13	0	0	13	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	36	67
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	11	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8	
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	2	0	0	2	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	10	43
	2:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6	50
	2:30 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10	63
	2:45 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17	64
	3:00 PM	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17	62
	3:15 PM	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	19	52
	3:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	42
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15	36
	4:00 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7	27
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	26
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	22
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	21
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	18
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	15
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	11
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	8
	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	7:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	5
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	111	0	0	112	0	0	0	0	0	2	197	2	0	201	2	0	2	0	4	317	

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

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	21	0	0	21	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	67
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

Port Washington Road & Cardinal Stritch DW

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min Totals	Hourly Sum
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	3
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	4
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	5	0	0	5	0	0	0	0	0	0	7	1	0	8	0	0	2	0	2	15	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly Volume
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	
AM	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Port Washington Road & Cardinal Stritch DW

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	39
	6:30 AM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4	52
	6:45 AM	0	5	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	18	62
	7:00 AM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15	65
	7:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	15	87
	7:30 AM	0	6	0	0	6	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	14	84
	7:45 AM	0	6	0	0	6	0	0	0	0	0	0	13	1	0	14	1	0	0	0	1	21	79
	8:00 AM	0	14	0	0	14	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	37	70
	8:15 AM	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12	
	8:30 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	
	8:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	3	0	0	3	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	12	46
	2:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	6	53
	2:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	66
	2:45 PM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	17	66
	3:00 PM	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	19	65
	3:15 PM	0	4	0	0	4	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	19	56
	3:30 PM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11	46
	3:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	16	40
	4:00 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	10	30
	4:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9	26
	4:30 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	22
	4:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6	21
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6	18
	5:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	15
	5:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4	11
	5:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	8
	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	4
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	7:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	5
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	116	0	0	117	0	0	0	0	0	2	204	3	0	209	2	0	4	0	6	332	

Peak Hour Heavy Vehicle Volume Summary

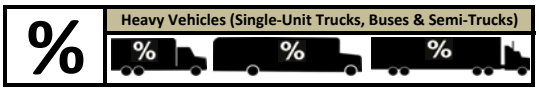
	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	22	0	0	22	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	70
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Port Washington Road & Cardinal Stritch DW

Count Basics			*Page 10 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute	↓ From North					← From East					↑ From South					→ From West					Total Heavy	Hourly Heavy
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Vehicle	Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	2.7	7.7
	6:30 AM	0.0	5.7	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	100.0	1.8	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	3.6	8.2
	6:45 AM	0.0	13.9	0.0	0.0	13.9	0.0	0.0	0.0	0.0	0.0	0.0	16.5	0.0	0.0	15.5	0.0	0.0	0.0	0.0	0.0	13.3	8.2
	7:00 AM	0.0	7.4	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.9	0.0	0.0	0.0	0.0	0.0	8.2	7.1
	7:15 AM	0.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	10.7	9.1	0.0	0.0	0.0	4.0	7.4	8.5
	7:30 AM	0.0	6.9	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	25.0	5.8	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	5.9	7.9
	7:45 AM	0.0	4.7	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	10.7	7.7	0.0	10.3	9.1	0.0	0.0	0.0	4.5	7.3	7.6
	8:00 AM	0.0	10.6	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	18.5	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	12.4	7.2
	8:15 AM	0.0	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	9.7	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0	5.2	
	8:30 AM	0.0	2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	4.0	
	8:45 AM	0.0	6.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	5.5	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	5.4	6.3	0.0	5.4	0.0	0.0	0.0	0.0	0.0	4.0	4.0
	2:15 PM	50.0	1.1	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.3	0.0	0.0	12.5	0.0	8.3	2.3	4.6
	2:30 PM	0.0	4.9	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	3.8	5.3
	2:45 PM	0.0	7.8	0.0	0.0	7.4	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	5.9	5.3
	3:00 PM	0.0	6.9	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.1	4.9
	3:15 PM	0.0	2.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	5.5	4.1
	3:30 PM	0.0	4.4	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.6	3.4
	3:45 PM	0.0	5.6	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0	0.0	4.5	4.3	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.5	2.9
	4:00 PM	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.7	0.0	0.0	8.7	0.0	7.4	2.9	2.2
	4:15 PM	0.0	3.1	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	2.8	2.0
	4:30 PM	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	1.4	1.6
	4:45 PM	0.0	2.1	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.7	1.6
	5:00 PM	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	2.0	1.5
	5:15 PM	0.0	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.5	1.3
	5:30 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.3	1.1
	5:45 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	1.1	0.9
	6:00 PM	0.0	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.7
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.5	0.5
	6:30 PM	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.6	0.9
	7:00 PM	0.0	1.3	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8
	7:15 PM	0.0	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.7	0.9
	7:30 PM	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.6
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.0	0.8
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.1	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	1.1	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		1.7	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	8.3	4.5	0.8	0.0	4.2	0.8	0.0	1.1	0.0	1.0	3.6	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly	↓ From North					← From East					↑ From South					→ From West					Hourly Heavy
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	5.8	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	10.8	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0	7.2
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	6:00 PM	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.7

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Port Washington Road & Cardinal Stritch DW

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	6:15 AM	0	0	0	1	0	1	1	0	1	1	0	1	3	3
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	1	0	1	1	0	1	2	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	2	0	2	1	0	1	0	0	0	0	0	0	3	7
	2:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	2:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	6
	2:45 PM	1	0	1	1	0	1	0	0	0	0	0	0	2	8
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:15 PM	0	0	0	2	1	3	0	0	0	0	0	0	3	7
	3:30 PM	0	0	0	1	0	1	1	0	1	1	0	1	3	4
	3:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	4
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4:30 PM	0	1	1	1	1	2	0	0	0	0	0	0	3	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	2
	6:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	1
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	1	4	12	2	14	5	0	5	4	0	4	27	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach Port Washington Road			Crossing East Approach Cardinal Stritch DW			Crossing South Approach Port Washington Road			Crossing West Approach Aldi Driveway			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	1		1	0		0	0		0	1	4
	6:15 AM	0		0	1		1	1		1	1		1	3	3
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	2
	7:00 AM	0		0	0		0	0		0	0		0	0	2
	7:15 AM	0		0	0		0	0		0	0		0	0	2
	7:30 AM	0		0	0		0	1		1	1		1	2	2
	7:45 AM	0		0	0		0	0		0	0		0	0	2
	8:00 AM	0		0	0		0	0		0	0		0	0	2
	8:15 AM	0		0	0		0	0		0	0		0	0	2
	8:30 AM	0		0	0		0	1		1	1		1	2	2
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	3
	1:30 PM	0		0	0		0	0		0	0		0	0	4
	1:45 PM	0		0	0		0	0		0	0		0	0	5
PM Peak Period	2:00 PM	2		2	1		1	0		0	0		0	3	7
	2:15 PM	0		0	1		1	0		0	0		0	1	4
	2:30 PM	0		0	1		1	0		0	0		0	1	5
	2:45 PM	1		1	1		1	0		0	0		0	2	7
	3:00 PM	0		0	0		0	0		0	0		0	0	6
	3:15 PM	0		0	2		2	0		0	0		0	2	6
	3:30 PM	0		0	1		1	1		1	1		1	3	4
	3:45 PM	0		0	1		1	0		0	0		0	1	2
	4:00 PM	0		0	0		0	0		0	0		0	0	1
	4:15 PM	0		0	0		0	0		0	0		0	0	1
	4:30 PM	0		0	1		1	0		0	0		0	1	1
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	1
	5:15 PM	0		0	0		0	0		0	0		0	0	2
	5:30 PM	0		0	0		0	0		0	0		0	0	2
	5:45 PM	0		0	0		0	1		1	0		0	1	2
	6:00 PM	0		0	1		1	0		0	0		0	1	1
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**3**	**0**	**3**	**12**	**0**	**12**	**5**	**0**	**5**	**4**	**0**	**4**	**24**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Bicyclists

15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **Port Washington Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Port Washington Road & Cardinal Stritch DW*** **IX_ID:**

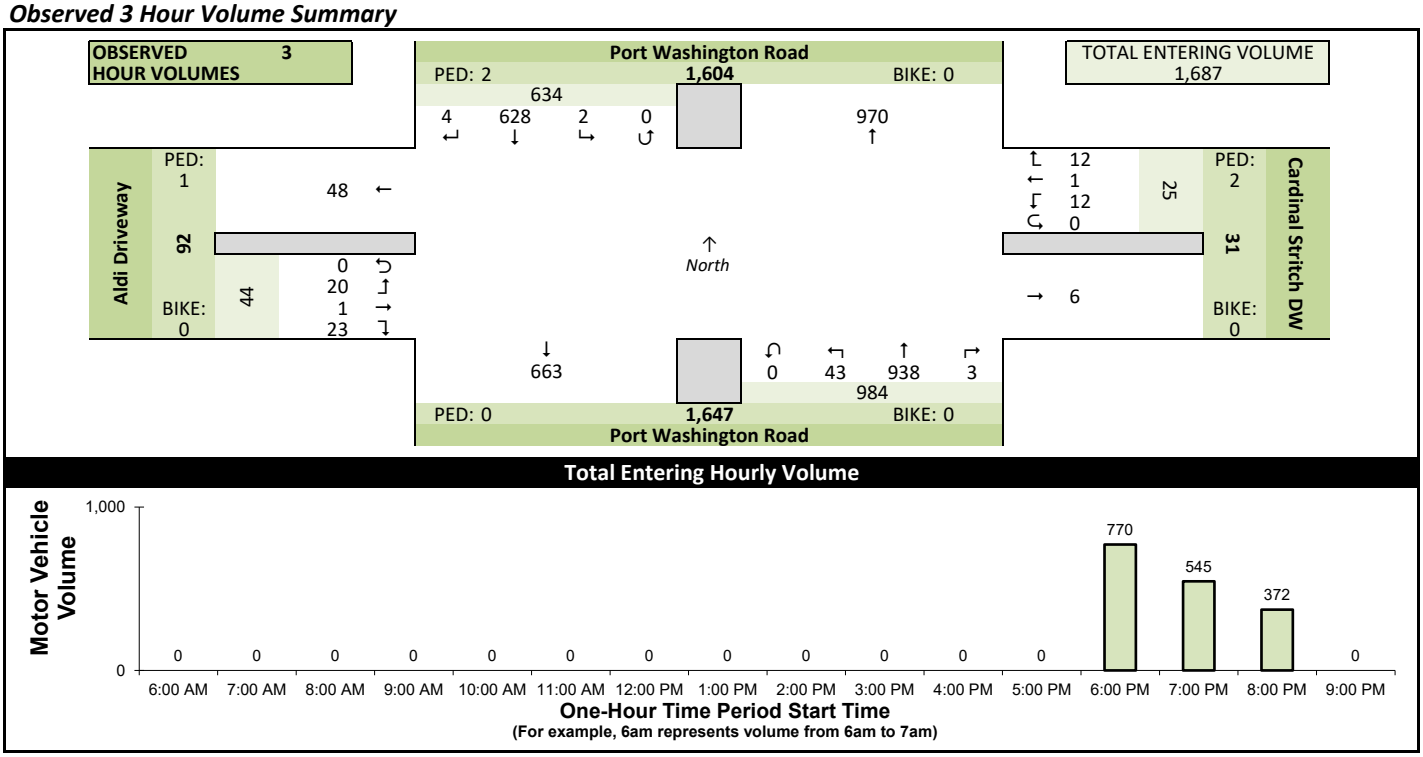
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Port Washington Road		
East Leg	Cardinal Stritch DW		
South Leg	Port Washington Road		
West Leg	Aldi Driveway		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

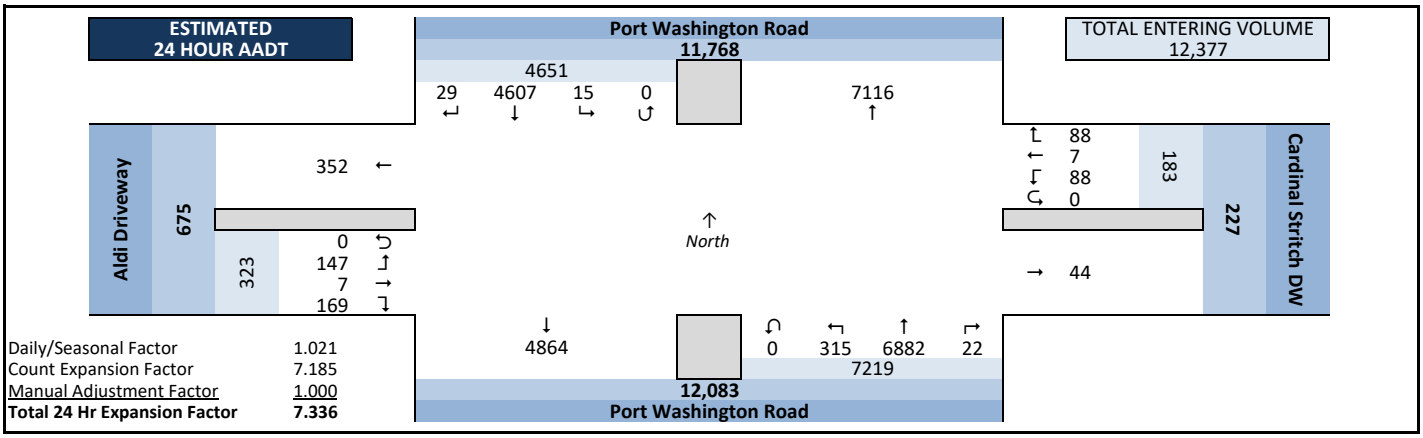
Count Information

Hrs Counted:	06:00 PM-09:00 PM				
1st Day of Count	Friday, December 1, 2023			Weather	
AM Peak Period	Friday, December 1, 2023			Clear & Dry	
Midday Peak Period	Friday, December 1, 2023			Clear & Dry	
PM Peak Period	Friday, December 1, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	6:00-7:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.021	Count Expansion Factor	7.185		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Amy Scheuerlein				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

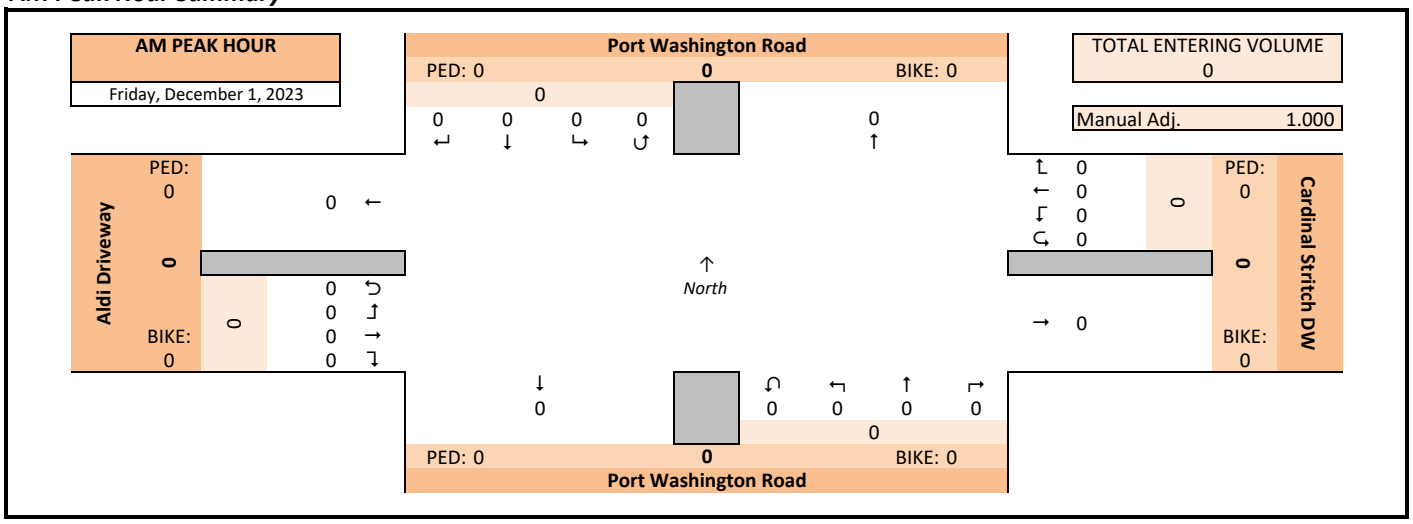
Peak Hour Volume Graphical Summary

Port Washington Road & Cardinal Stritch DW

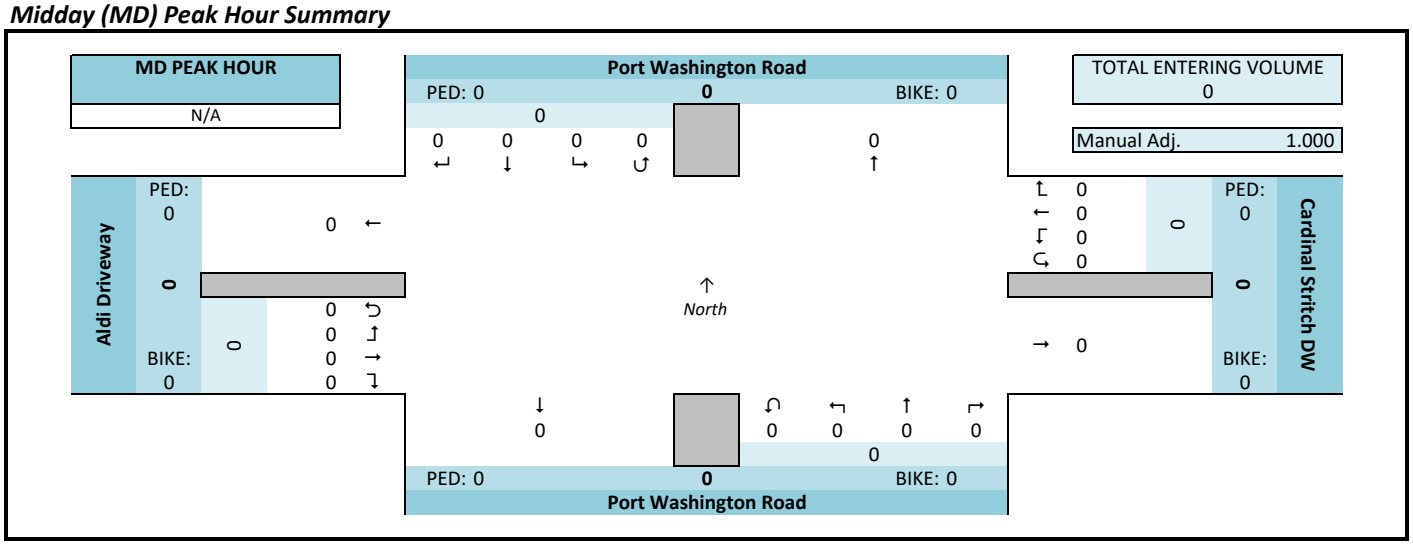
Count Basics			*Page 2 of 13*
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

All Motor Vehicles

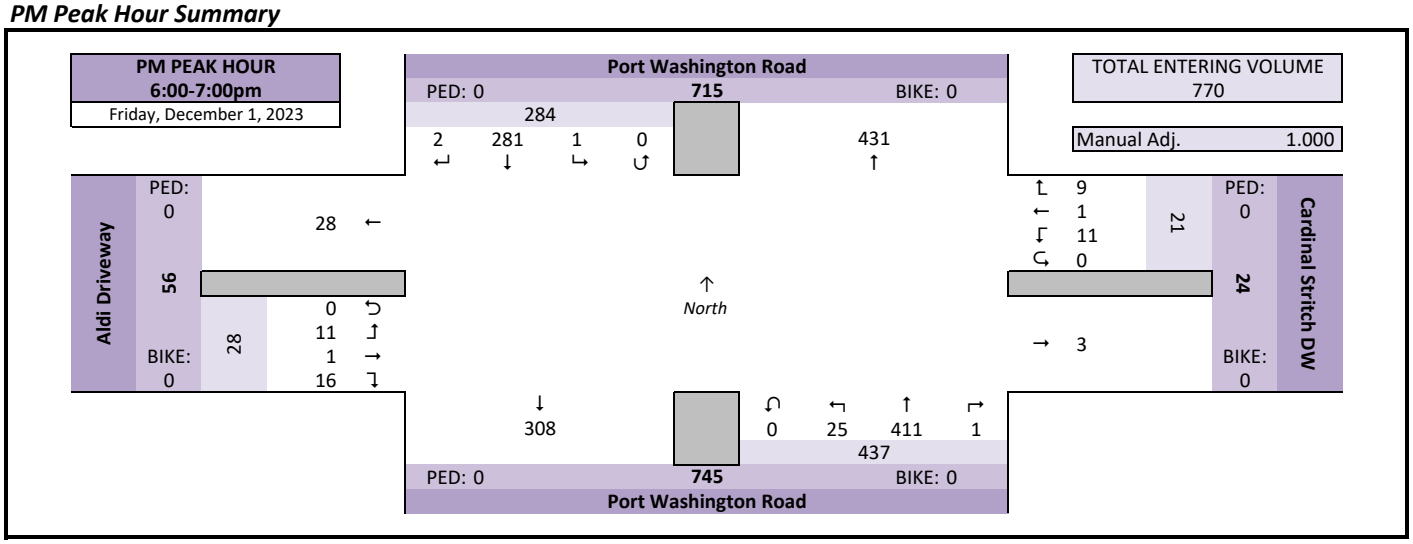
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

Port Washington Road & Cardinal Stritch DW

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Friday, December 1, 2023		From North					From East					From South					From West					
	AM Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
	MD Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Friday, December 1, 2023		From North					From East					From South					From West					
	PM Peak Hour	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	6:00 PM	2	80	0	0	82	2	0	4	0	6	0	125	6	0	131	4	1	3	0	8	227
	6:15 PM	0	70	0	0	70	4	1	4	0	9	0	96	13	0	109	5	0	2	0	7	195
	6:30 PM	0	63	0	0	63	1	0	3	0	4	1	106	5	0	112	6	0	4	0	10	189
	6:45 PM	0	68	1	0	69	2	0	0	0	2	0	84	1	0	85	1	0	2	0	3	159
	Peak Hour Volume	2	281	1	0	284	9	1	11	0	21	1	411	25	0	437	16	1	11	0	28	770
	Rounded Hourly Volume	0	280	0	0	280	10	0	10	0	20	0	410	25	0	435	15	0	10	0	25	760
	% Single Unit Trucks	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.2
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.2
	Peak Hour Factor (PHF)	0.25	0.88	0.25	0.00	0.87	0.56	0.25	0.69	0.00	0.58	0.25	0.82	0.48	0.00	0.83	0.67	0.25	0.69	0.00	0.70	0.85

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

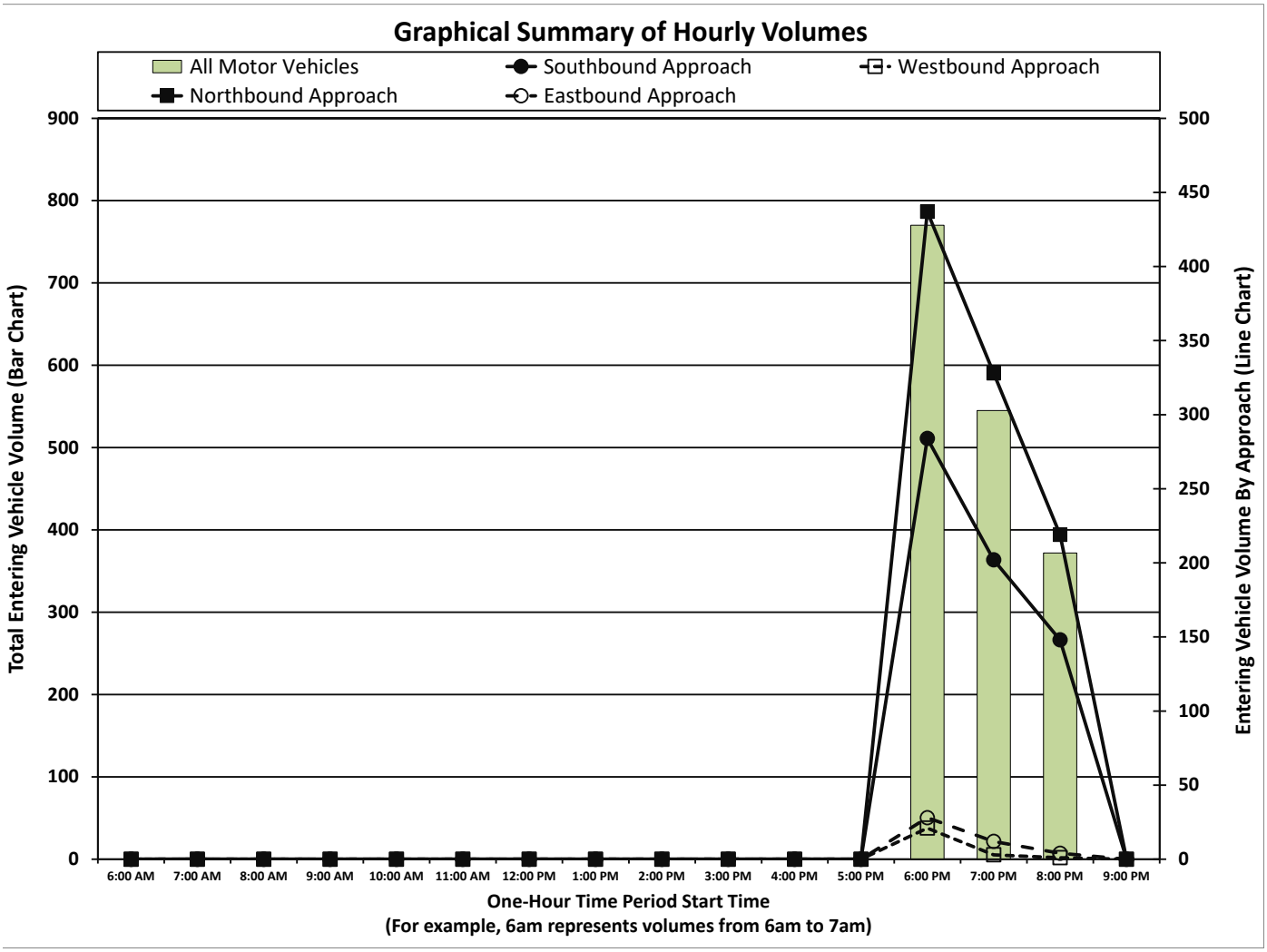
Hourly Volume Summary - Motor Vehicle Data

Port Washington Road & Cardinal Stritch DW

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	2	281	1	0	284	9	1	11	0	21	1	411	25	0	437	16	1	11	0	28	770	49	721
	7:00 PM	2	199	1	0	202	2	0	1	0	3	1	310	17	0	328	5	0	7	0	12	545	15	530
	8:00 PM	0	148	0	0	148	1	0	0	0	1	1	217	1	0	219	2	0	2	0	4	372	5	367
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		4	628	2	0	634	12	1	12	0	25	3	938	43	0	984	23	1	20	0	44	1687	69	1618



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Count Basics		
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

Port Washington Road & Cardinal Stritch DW

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	2	80	0	0	82	2	0	4	0	6	0	125	6	0	131	4	1	3	0	8	227	770	0.85
	6:15 PM	0	70	0	0	70	4	1	4	0	9	0	96	13	0	109	5	0	2	0	7	195	711	0.91
	6:30 PM	0	63	0	0	63	1	0	3	0	4	1	106	5	0	112	6	0	4	0	10	189	660	0.87
	6:45 PM	0	68	1	0	69	2	0	0	0	2	0	84	1	0	85	1	0	2	0	3	159	590	0.88
	7:00 PM	0	63	0	0	63	1	0	1	0	2	1	90	8	0	99	1	0	3	0	4	168	545	0.81
	7:15 PM	1	54	0	0	55	0	0	0	0	0	0	78	4	0	82	3	0	4	0	7	144	469	0.81
	7:30 PM	0	44	1	0	45	1	0	0	0	1	0	68	5	0	73	0	0	0	0	0	119	427	0.90
	7:45 PM	1	38	0	0	39	0	0	0	0	0	0	74	0	0	74	1	0	0	0	1	114	392	0.86
	8:00 PM	0	39	0	0	39	1	0	0	0	1	1	49	0	0	50	1	0	1	0	2	92	372	0.91
	8:15 PM	0	37	0	0	37	0	0	0	0	0	0	64	1	0	65	0	0	0	0	0	102		
	8:30 PM	0	36	0	0	36	0	0	0	0	0	0	47	0	0	47	0	0	1	0	1	84		
	8:45 PM	0	36	0	0	36	0	0	0	0	0	0	57	0	0	57	1	0	0	0	1	94		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		4	628	2	0	634	12	1	12	0	25	3	938	43	0	984	23	1	20	0	44	1687		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	6:00 PM	2	281	1	0	284	9	1	11	0	21	1	411	25	0	437	16	1	11	0	28	770	0.85

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Automobile Data

Port Washington Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	2	80	0	0	82	2	0	4	0	6	0	123	6	0	129	4	1	3	0	8	225	761
	6:15 PM	0	68	0	0	68	4	1	4	0	9	0	93	13	0	106	5	0	2	0	7	190	702
	6:30 PM	0	62	0	0	62	1	0	3	0	4	1	106	5	0	112	6	0	4	0	10	188	655
	6:45 PM	0	68	1	0	69	2	0	0	0	2	0	83	1	0	84	1	0	2	0	3	158	584
	7:00 PM	0	62	0	0	62	1	0	1	0	2	1	89	8	0	98	1	0	3	0	4	166	540
	7:15 PM	1	54	0	0	55	0	0	0	0	0	0	77	4	0	81	3	0	4	0	7	143	466
	7:30 PM	0	42	1	0	43	1	0	0	0	1	0	68	5	0	73	0	0	0	0	0	117	425
	7:45 PM	1	38	0	0	39	0	0	0	0	0	0	74	0	0	74	1	0	0	0	1	114	392
	8:00 PM	0	39	0	0	39	1	0	0	0	1	1	49	0	0	50	1	0	1	0	2	92	371
	8:15 PM	0	37	0	0	37	0	0	0	0	0	0	64	1	0	65	0	0	0	0	0	102	
	8:30 PM	0	36	0	0	36	0	0	0	0	0	0	47	0	0	47	0	0	1	0	1	84	
	8:45 PM	0	36	0	0	36	0	0	0	0	0	0	56	0	0	56	1	0	0	0	1	93	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		4	622	2	0	628	12	1	12	0	25	3	929	43	0	975	23	1	20	0	44	1672	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	2	278	1	0	281	9	1	11	0	21	1	405	25	0	431	16	1	11	0	28	761

Intersection Traffic Volume Report

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

Port Washington Road & Cardinal Stritch DW

Count Basics		*Page 7 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses

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

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	9
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	9
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	4
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14	

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

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

Port Washington Road & Cardinal Stritch DW

Semi-Trucks

15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			Page 9 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Port Washington Road & Cardinal Stritch DW

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

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	9
	6:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5	9
	6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	7:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	5
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	7:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15	

Peak Hour Heavy Vehicle Volume Summary

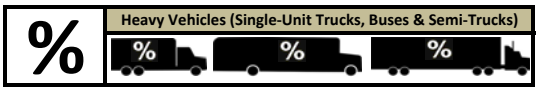
	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9

Intersection Traffic Volume Report

Count Basics		
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages

Port Washington Road & Cardinal Stritch DW



15-Minute Heavy Vehicle Percentages

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)					Total Heavy	Hourly Heavy
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Vehicle	Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.9	1.2
	6:15 PM	0.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.6	1.3
	6:30 PM	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.6	1.0
	7:00 PM	0.0	1.6	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.2	0.9
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.7	0.6
	7:30 PM	0.0	4.5	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.5
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.1	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.9	

Peak Hour Heavy Vehicle Percentages Summary

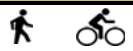
	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Hourly Heavy
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	6:00 PM	0.0	1.1	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.2

Intersection Traffic Volume Report

Count Basics			
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Port Washington Road & Cardinal Stritch DW

Pedestrians and Bicyclists


15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Port Washington Road			Cardinal Stritch DW			Port Washington Road			Aldi Driveway				
Start Time		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	7:30 PM	2	0	2	2	0	2	0	0	0	0	0	0	4	4
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**2**	**0**	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**5**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time		Crossing North Approach: Port Washington Road			Crossing East Approach: Cardinal Stritch DW			Crossing South Approach: Port Washington Road			Crossing West Approach: Aldi Driveway			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	4
	7:00 PM	0		0	0		0	0		0	0		0	0	4
	7:15 PM	0		0	0		0	0		0	0		0	0	4
	7:30 PM	2		2	2		2	0		0	0		0	4	4
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	1
	8:15 PM	0		0	0		0	0		0	0		0	0	1
	8:30 PM	0		0	0		0	0		0	0		0	0	1
	8:45 PM	0		0	0		0	0		0	1		1	1	1
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**2**	**0**	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**1**	**5**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Port Washington Road & Cardinal Stritch DW

Bicyclists

15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Base Information, Observed (10) Hour and Estimated (24) Hour Volume Summaries

Major St: **Yates Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Yates Road & Cardinal Stritch DW*** **IX_ID:**

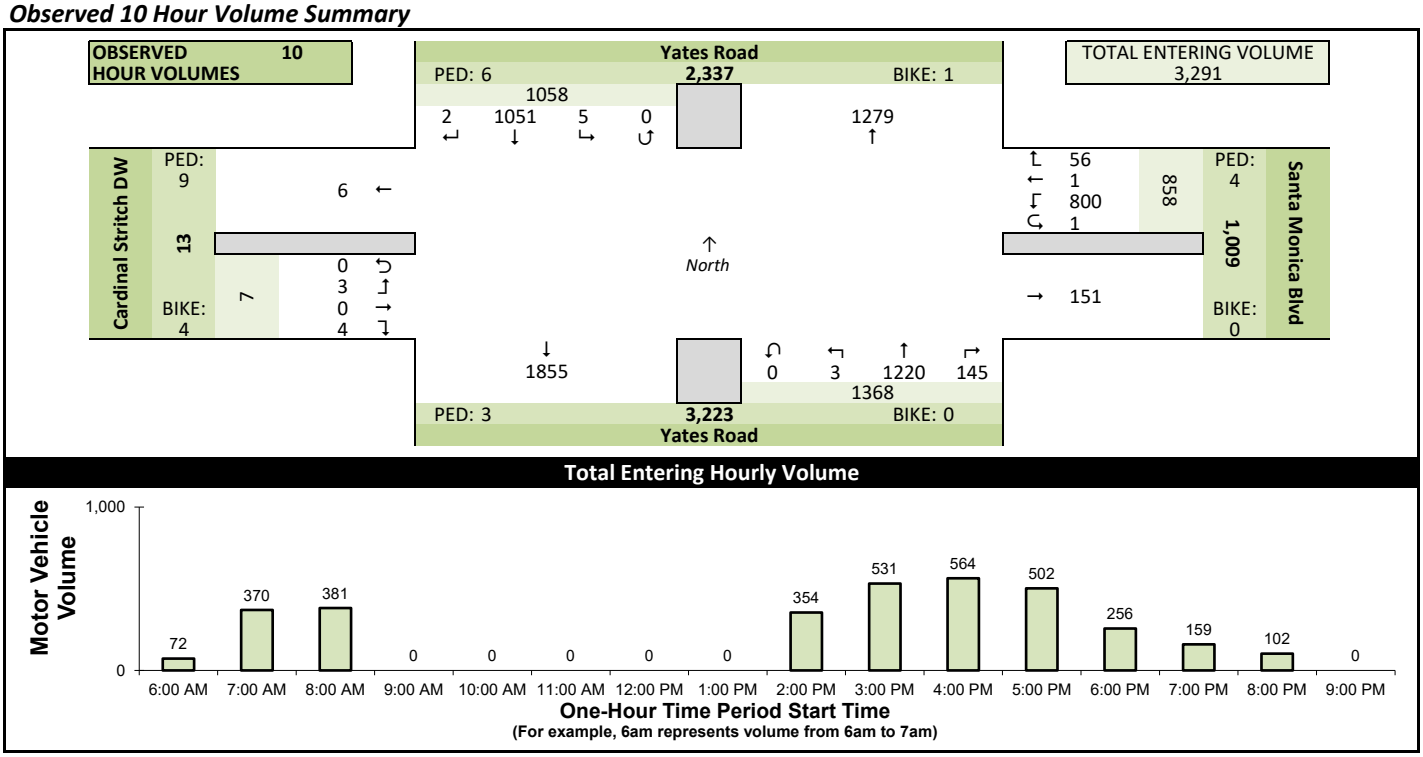
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Yates Road		
East Leg	Santa Monica Blvd		
South Leg	Yates Road		
West Leg	Cardinal Stritch DW		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

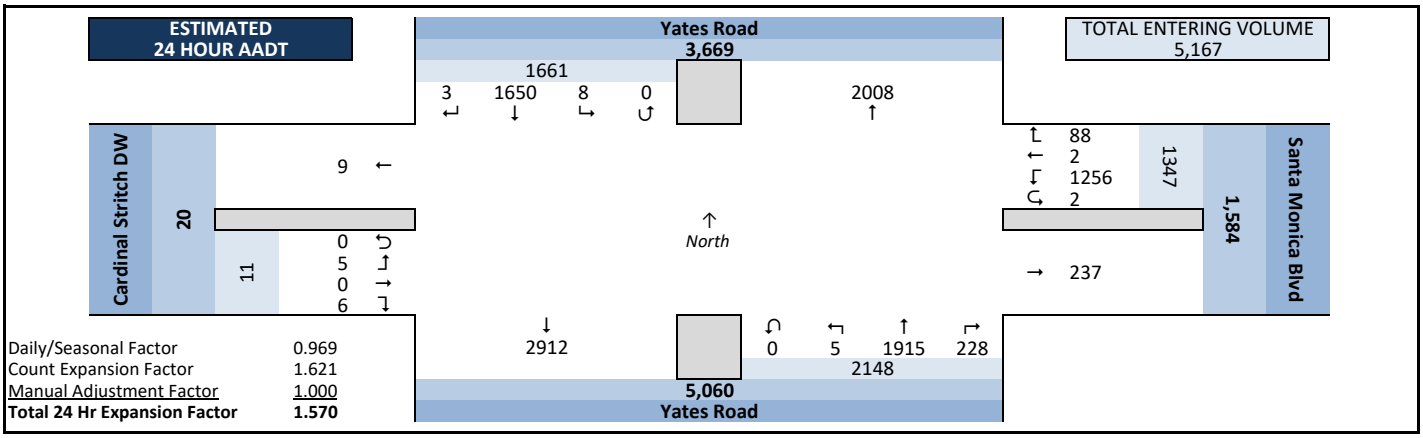
Count Information

Hrs Counted:	06:00 AM-09:00 AM and 02:00 PM-09:00 PM				
1st Day of Count	Wednesday, November 29, 2023			Weather	
AM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Midday Peak Period	Thursday, November 30, 2023			Clear & Dry	
PM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	2:30-3:30pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.969	Count Expansion Factor	1.621		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	Wendy Picard			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	Jane Fait			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 10 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	0.969
Count Expansion Factor	1.621
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.570**

Intersection Traffic Volume Report

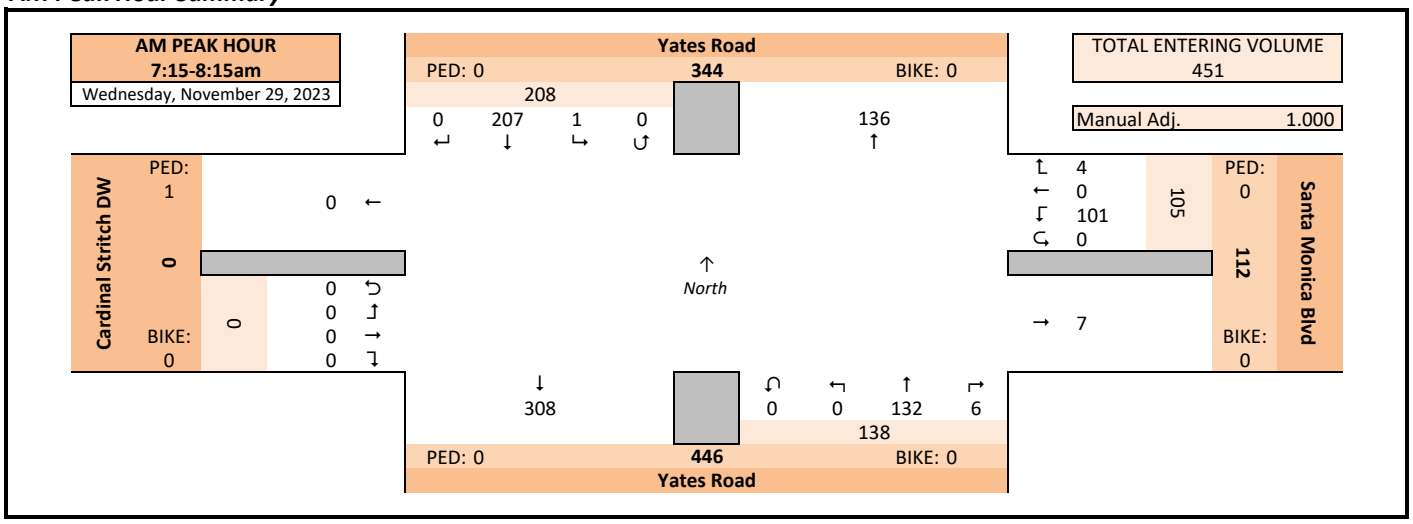
Peak Hour Volume Graphical Summary

Yates Road & Cardinal Stritch DW

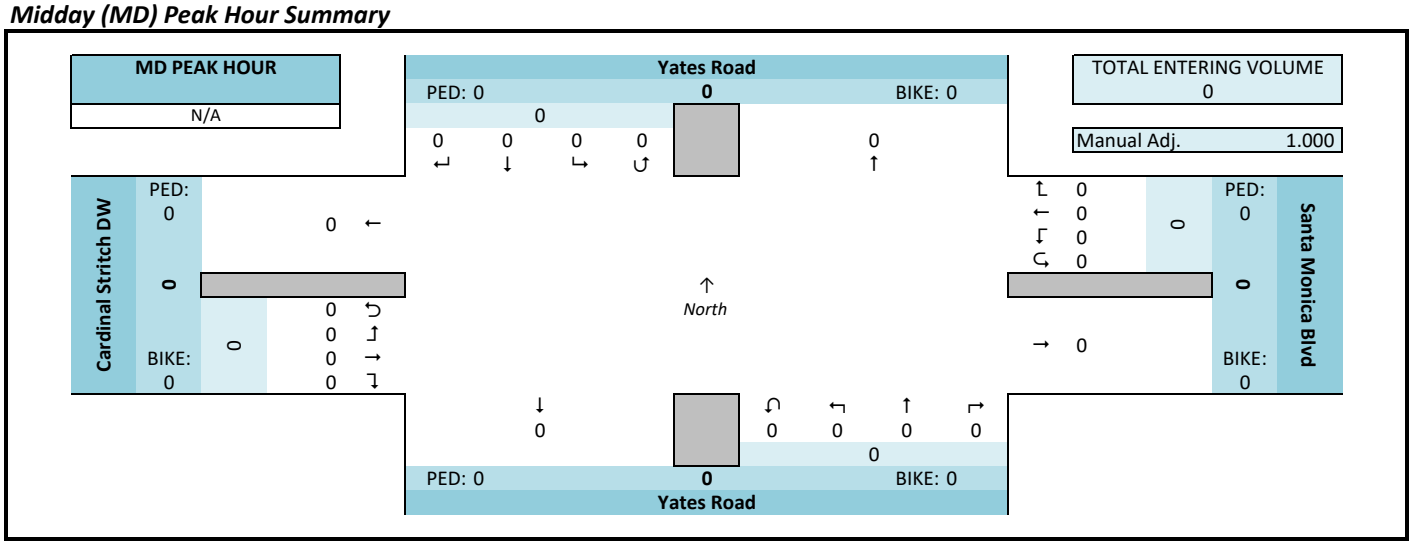
Count Basics			*Page 2 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

All Motor Vehicles

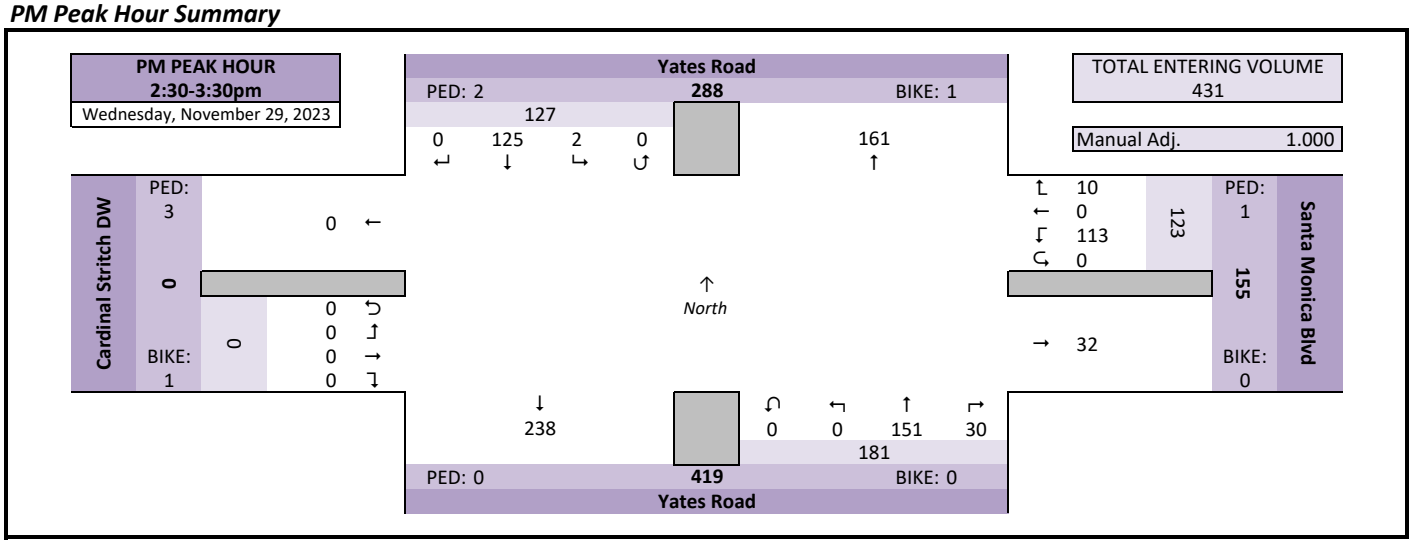
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Peak Hour Volume Summary

Yates Road & Cardinal Stritch DW

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Wednesday, November 29, 2023		From North					From East					From South					From West					
	AM Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	0	33	0	0	33	1	0	18	0	19	2	22	0	0	24	0	0	0	0	0	76
	7:30 AM	0	48	0	0	48	0	0	30	0	30	1	27	0	0	28	0	0	0	0	0	106
	7:45 AM	0	73	0	0	73	2	0	32	0	34	2	37	0	0	39	0	0	0	0	0	146
	8:00 AM	0	53	1	0	54	1	0	21	0	22	1	46	0	0	47	0	0	0	0	0	123
	Peak Hour Volume	0	207	1	0	208	4	0	101	0	105	6	132	0	0	138	0	0	0	0	0	451
	Rounded Hourly Volume	0	205	0	0	205	5	0	100	0	105	5	130	0	0	135	0	0	0	0	0	445
	% Single Unit Trucks	0.0	1.0	0.0	0.0	1.0	50.0	0.0	2.0	0.0	3.8	0.0	3.8	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	2.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	1.0	0.0	0.0	1.0	50.0	0.0	2.0	0.0	3.8	0.0	3.8	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	2.4
	Peak Hour Factor (PHF)	0.00	0.71	0.25	0.00	0.71	0.50	0.00	0.79	0.00	0.77	0.75	0.72	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.77

N/A		From North					From East					From South					From West					
	MD Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, November 29, 2023		From North					From East					From South					From West					
	PM Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	2:30 PM	0	14	1	0	15	2	0	14	0	16	8	34	0	0	42	0	0	0	0	0	73
	2:45 PM	0	35	0	0	35	4	0	32	0	36	7	36	0	0	43	0	0	0	0	0	114
	3:00 PM	0	23	1	0	24	2	0	31	0	33	8	42	0	0	50	0	0	0	0	0	107
	3:15 PM	0	53	0	0	53	2	0	36	0	38	7	39	0	0	46	0	0	0	0	0	137
	Peak Hour Volume	0	125	2	0	127	10	0	113	0	123	30	151	0	0	181	0	0	0	0	0	431
	Rounded Hourly Volume	0	125	0	0	125	10	0	115	0	125	30	150	0	0	180	0	0	0	0	0	430
	% Single Unit Trucks	0.0	6.4	0.0	0.0	6.3	0.0	0.0	0.9	0.0	0.8	6.7	1.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	3.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	6.4	0.0	0.0	6.3	0.0	0.0	0.9	0.0	0.8	6.7	1.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	3.0
	Peak Hour Factor (PHF)	0.00	0.59	0.50	0.00	0.60	0.62	0.00	0.78	0.00	0.81	0.94	0.90	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.00	0.79

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	1	0	1	1
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	1	1	0	0	0	0	0	0	0	1	1	2
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	3:15 PM	2	0	2	0	0	0	0	0	0	3	0	3	5
	Total	2	1	3	1	0	1	0	0	0	3	1	4	8

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

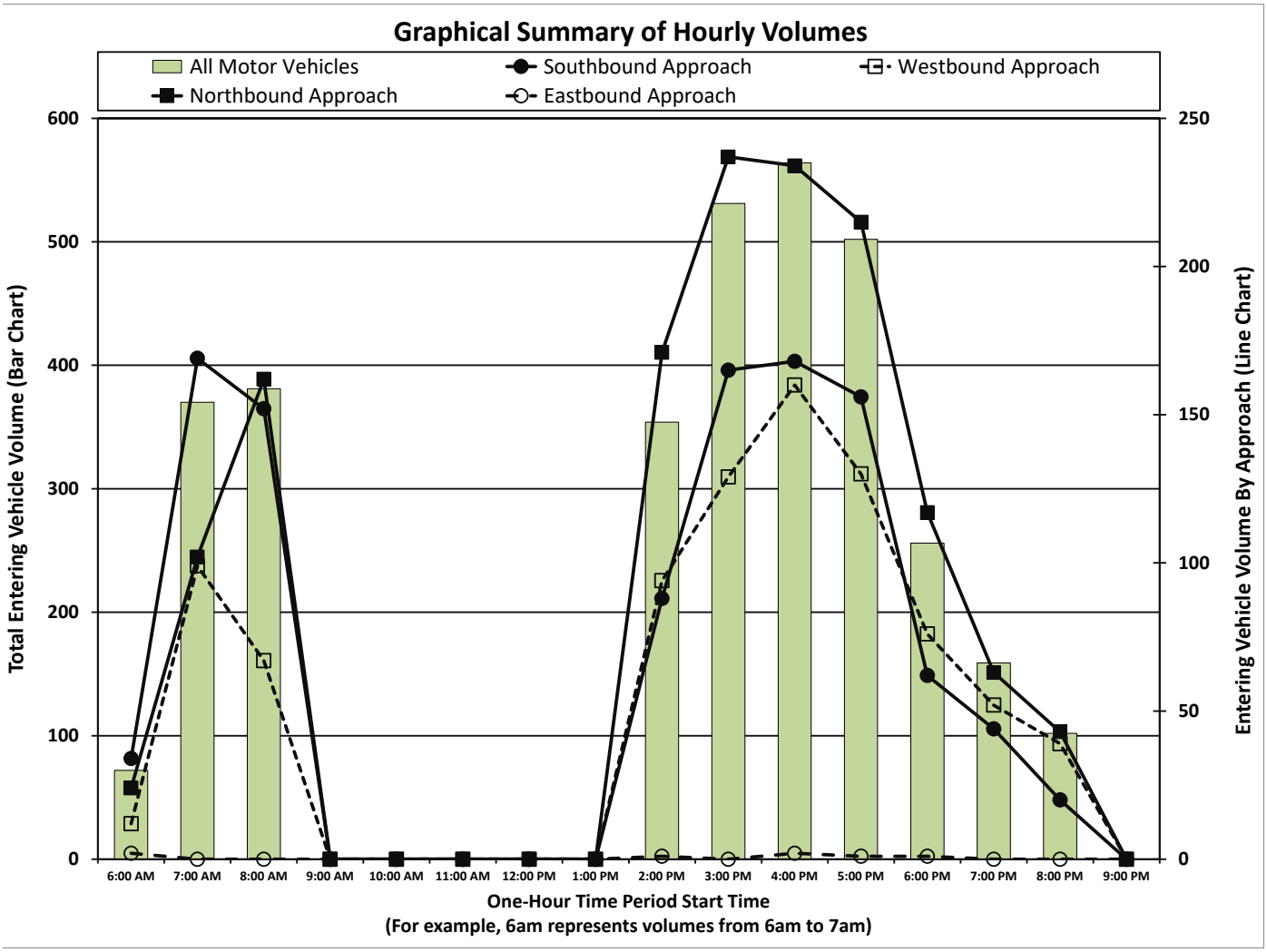
Yates Road & Cardinal Stritch DW

Count Basics			*Page 4 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	34	0	0	34	0	0	12	0	12	5	17	2	0	24	1	0	1	0	2	72	14	58
AM	7:00 AM	0	169	0	0	169	3	0	96	0	99	7	95	0	0	102	0	0	0	0	0	370	99	271
AM	8:00 AM	0	151	1	0	152	2	0	65	0	67	9	153	0	0	162	0	0	0	0	0	381	67	314
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	87	1	0	88	7	0	87	0	94	22	148	1	0	171	0	0	1	0	1	354	95	259
PM	3:00 PM	0	163	2	0	165	8	0	121	0	129	26	211	0	0	237	0	0	0	0	0	531	129	402
PM	4:00 PM	1	167	0	0	168	16	1	143	0	160	29	205	0	0	234	1	0	1	0	2	564	162	402
PM	5:00 PM	1	155	0	0	156	6	0	123	1	130	18	197	0	0	215	1	0	0	0	1	502	131	371
PM	6:00 PM	0	62	0	0	62	6	0	70	0	76	18	99	0	0	117	1	0	0	0	1	256	77	179
PM	7:00 PM	0	44	0	0	44	4	0	48	0	52	7	56	0	0	63	0	0	0	0	0	159	52	107
PM	8:00 PM	0	19	1	0	20	4	0	35	0	39	4	39	0	0	43	0	0	0	0	0	102	39	63
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		2	1051	5	0	1058	56	1	800	1	858	145	1220	3	0	1368	4	0	3	0	7	3291	865	2426



Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

Yates Road & Cardinal Stritch DW

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	6	0	0	6	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	12	72	0.56
	6:15 AM	0	5	0	0	5	0	0	4	0	4	0	2	0	0	2	0	0	0	0	0	11	102	0.61
	6:30 AM	0	8	0	0	8	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	17	167	0.55
	6:45 AM	0	15	0	0	15	0	0	3	0	3	3	7	2	0	12	1	0	1	0	2	32	256	0.60
	7:00 AM	0	15	0	0	15	0	0	16	0	16	2	9	0	0	11	0	0	0	0	0	42	370	0.63
	7:15 AM	0	33	0	0	33	1	0	18	0	19	2	22	0	0	24	0	0	0	0	0	76	451	0.77
	7:30 AM	0	48	0	0	48	0	0	30	0	30	1	27	0	0	28	0	0	0	0	0	106	475	0.81
	7:45 AM	0	73	0	0	73	2	0	32	0	34	2	37	0	0	39	0	0	0	0	0	146	452	0.77
	8:00 AM	0	53	1	0	54	1	0	21	0	22	1	46	0	0	47	0	0	0	0	0	123	381	0.77
	8:15 AM	0	46	0	0	46	0	0	14	0	14	2	38	0	0	40	0	0	0	0	0	100		
	8:30 AM	0	27	0	0	27	0	0	19	0	19	4	33	0	0	37	0	0	0	0	0	83		
	8:45 AM	0	25	0	0	25	1	0	11	0	12	2	36	0	0	38	0	0	0	0	0	75		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	20	0	0	20	1	0	20	0	21	3	42	0	0	45	0	0	0	0	0	86	354	0.78
	2:15 PM	0	18	0	0	18	0	0	21	0	21	4	36	1	0	41	0	0	1	0	1	81	375	0.82
	2:30 PM	0	14	1	0	15	2	0	14	0	16	8	34	0	0	42	0	0	0	0	0	73	431	0.79
	2:45 PM	0	35	0	0	35	4	0	32	0	36	7	36	0	0	43	0	0	0	0	0	114	495	0.90
	3:00 PM	0	23	1	0	24	2	0	31	0	33	8	42	0	0	50	0	0	0	0	0	107	531	0.89
	3:15 PM	0	53	0	0	53	2	0	36	0	38	7	39	0	0	46	0	0	0	0	0	137	579	0.93
	3:30 PM	0	48	1	0	49	1	0	25	0	26	6	56	0	0	62	0	0	0	0	0	137	571	0.92
	3:45 PM	0	39	0	0	39	3	0	29	0	32	5	74	0	0	79	0	0	0	0	0	150	564	0.91
	4:00 PM	1	46	0	0	47	7	0	34	0	41	8	58	0	0	66	0	0	1	0	1	155	564	0.91
	4:15 PM	0	39	0	0	39	3	0	30	0	33	11	46	0	0	57	0	0	0	0	0	129	562	0.92
	4:30 PM	0	43	0	0	43	3	1	35	0	39	2	46	0	0	48	0	0	0	0	0	130	575	0.94
	4:45 PM	0	39	0	0	39	3	0	44	0	47	8	55	0	0	63	1	0	0	0	1	150	563	0.92
	5:00 PM	1	46	0	0	47	3	0	34	0	37	6	62	0	0	68	1	0	0	0	1	153	502	0.82
	5:15 PM	0	43	0	0	43	1	0	42	1	44	3	52	0	0	55	0	0	0	0	0	142	432	0.76
	5:30 PM	0	40	0	0	40	2	0	25	0	27	4	47	0	0	51	0	0	0	0	0	118	363	0.77
	5:45 PM	0	26	0	0	26	0	0	22	0	22	5	36	0	0	41	0	0	0	0	0	89	293	0.82
	6:00 PM	0	19	0	0	19	1	0	21	0	22	4	38	0	0	42	0	0	0	0	0	83	256	0.77
	6:15 PM	0	9	0	0	9	2	0	23	0	25	6	33	0	0	39	0	0	0	0	0	73	231	0.79
	6:30 PM	0	21	0	0	21	0	0	12	0	12	2	12	0	0	14	1	0	0	0	1	48	200	0.86
	6:45 PM	0	13	0	0	13	3	0	14	0	17	6	16	0	0	22	0	0	0	0	0	52	185	0.80
	7:00 PM	0	15	0	0	15	2	0	20	0	22	3	18	0	0	21	0	0	0	0	0	58	159	0.69
	7:15 PM	0	10	0	0	10	2	0	18	0	20	1	11	0	0	12	0	0	0	0	0	42	142	0.85
	7:30 PM	0	7	0	0	7	0	0	7	0	7	1	18	0	0	19	0	0	0	0	0	33	129	0.79
	7:45 PM	0	12	0	0	12	0	0	3	0	3	2	9	0	0	11	0	0	0	0	0	26	117	0.71
	8:00 PM	0	4	0	0	4	1	0	19	0	20	3	14	0	0	17	0	0	0	0	0	41	102	0.62
	8:15 PM	0	7	0	0	7	1	0	8	0	9	0	13	0	0	13	0	0	0	0	0	29		
	8:30 PM	0	3	1	0	4	2	0	7	0	9	1	7	0	0	8	0	0	0	0	0	21		
	8:45 PM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		2	1051	5	0	1058	56	1	800	1	858	145	1220	3	0	1368	4	0	3	0	7	3291		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	7:15 AM	0	207	1	0	208	4	0	101	0	105	6	132	0	0	138	0	0	0	0	0	451	0.77
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	2:30 PM	0	125	2	0	127	10	0	113	0	123	30	151	0	0	181	0	0	0	0	0	431	0.79

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Automobile Data

Yates Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	6	0	0	6	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	12	72
	6:15 AM	0	5	0	0	5	0	0	4	0	4	0	2	0	0	2	0	0	0	0	0	11	101
	6:30 AM	0	8	0	0	8	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	17	163
	6:45 AM	0	15	0	0	15	0	0	3	0	3	3	7	2	0	12	1	0	1	0	2	32	248
	7:00 AM	0	14	0	0	14	0	0	16	0	16	2	9	0	0	11	0	0	0	0	0	41	361
	7:15 AM	0	33	0	0	33	0	0	18	0	18	2	20	0	0	22	0	0	0	0	0	73	440
	7:30 AM	0	47	0	0	47	0	0	28	0	28	1	26	0	0	27	0	0	0	0	0	102	467
	7:45 AM	0	73	0	0	73	1	0	32	0	33	2	37	0	0	39	0	0	0	0	0	145	444
	8:00 AM	0	52	1	0	53	1	0	21	0	22	1	44	0	0	45	0	0	0	0	0	120	373
	8:15 AM	0	46	0	0	46	0	0	14	0	14	2	38	0	0	40	0	0	0	0	0	100	
	8:30 AM	0	26	0	0	26	0	0	19	0	19	1	33	0	0	34	0	0	0	0	0	79	
	8:45 AM	0	25	0	0	25	1	0	10	0	11	2	36	0	0	38	0	0	0	0	0	74	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	20	0	0	20	1	0	19	0	20	3	40	0	0	43	0	0	0	0	0	83	340
	2:15 PM	0	18	0	0	18	0	0	21	0	21	4	36	1	0	41	0	0	1	0	1	81	363
	2:30 PM	0	10	1	0	11	2	0	14	0	16	7	32	0	0	39	0	0	0	0	0	66	418
	2:45 PM	0	33	0	0	33	4	0	31	0	35	6	36	0	0	42	0	0	0	0	0	110	486
	3:00 PM	0	22	1	0	23	2	0	31	0	33	8	42	0	0	50	0	0	0	0	0	106	525
	3:15 PM	0	52	0	0	52	2	0	36	0	38	7	39	0	0	46	0	0	0	0	0	136	573
	3:30 PM	0	47	1	0	48	1	0	23	0	24	6	56	0	0	62	0	0	0	0	0	134	563
	3:45 PM	0	39	0	0	39	3	0	28	0	31	5	74	0	0	79	0	0	0	0	0	149	558
	4:00 PM	1	45	0	0	46	7	0	34	0	41	8	58	0	0	66	0	0	1	0	1	154	555
	4:15 PM	0	38	0	0	38	3	0	29	0	32	11	45	0	0	56	0	0	0	0	0	126	554
	4:30 PM	0	43	0	0	43	3	1	35	0	39	2	45	0	0	47	0	0	0	0	0	129	570
	4:45 PM	0	38	0	0	38	3	0	44	0	47	8	52	0	0	60	1	0	0	0	1	146	559
	5:00 PM	1	46	0	0	47	3	0	34	0	37	6	62	0	0	68	1	0	0	0	1	153	502
	5:15 PM	0	43	0	0	43	1	0	42	1	44	3	52	0	0	55	0	0	0	0	0	142	432
	5:30 PM	0	40	0	0	40	2	0	25	0	27	4	47	0	0	51	0	0	0	0	0	118	363
	5:45 PM	0	26	0	0	26	0	0	22	0	22	5	36	0	0	41	0	0	0	0	0	89	293
	6:00 PM	0	19	0	0	19	1	0	21	0	22	4	38	0	0	42	0	0	0	0	0	83	256
	6:15 PM	0	9	0	0	9	2	0	23	0	25	6	33	0	0	39	0	0	0	0	0	73	231
	6:30 PM	0	21	0	0	21	0	0	12	0	12	2	12	0	0	14	1	0	0	0	1	48	200
	6:45 PM	0	13	0	0	13	3	0	14	0	17	6	16	0	0	22	0	0	0	0	0	52	185
	7:00 PM	0	15	0	0	15	2	0	20	0	22	3	18	0	0	21	0	0	0	0	0	58	159
	7:15 PM	0	10	0	0	10	2	0	18	0	20	1	11	0	0	12	0	0	0	0	0	42	142
	7:30 PM	0	7	0	0	7	0	0	7	0	7	1	18	0	0	19	0	0	0	0	0	33	129
	7:45 PM	0	12	0	0	12	0	0	3	0	3	2	9	0	0	11	0	0	0	0	0	26	117
	8:00 PM	0	4	0	0	4	1	0	19	0	20	3	14	0	0	17	0	0	0	0	0	41	102
	8:15 PM	0	7	0	0	7	1	0	8	0	9	0	13	0	0	13	0	0	0	0	0	29	
	8:30 PM	0	3	1	0	4	2	0	7	0	9	1	7	0	0	8	0	0	0	0	0	21	
	8:45 PM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	1035	5	0	1042	54	1	791	1	847	140	1206	3	0	1349	4	0	3	0	7	3245	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	205	1	0	206	2	0	99	0	101	6	127	0	0	133	0	0	0	0	0	440
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	117	2	0	119	10	0	112	0	122	28	149	0	0	177	0	0	0	0	0	418

Intersection Traffic Volume Report

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

Yates Road & Cardinal Stritch DW

Count Basics		*Page 7 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses

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

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	7:30 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4	8
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	8
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	
	8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	14
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	2:30 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7	13
	2:45 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4	9
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	8
	3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	4:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	16	0	0	16	2	0	9	0	11	5	14	0	0	19	0	0	0	0	0	46	

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

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	2	0	0	2	2	0	2	0	4	0	5	0	0	5	0	0	0	0	0	11
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	8	0	0	8	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	13

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics			*Page 8 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Yates Road & Cardinal Stritch DW

Semi-Trucks

15-Minute Semi-Truck Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Semi-Truck Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Yates Road & Cardinal Stritch DW

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

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	7:30 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4	8
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	8
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	
	8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	14
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	2:30 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7	13
	2:45 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4	9
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	8
	3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	4:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	16	0	0	16	2	0	9	0	11	5	14	0	0	19	0	0	0	0	0	46	

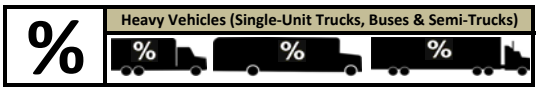
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	2	0	0	2	2	0	2	0	4	0	5	0	0	5	0	0	0	0	0	11
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	8	0	0	8	0	0	1	0	1	2	2	0	0	4	0	0	0	0	0	13

Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Yates Road & Cardinal Stritch DW

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
	7:00 AM	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.4
	7:15 AM	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	5.3	0.0	9.1	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	3.9	2.4
	7:30 AM	0.0	2.1	0.0	0.0	2.1	0.0	0.0	6.7	0.0	6.7	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.8	1.7
	7:45 AM	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.8
	8:00 AM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.4	2.1
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	4.8	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	4.8	0.0	4.8	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	3.5	4.0
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
	2:30 PM	0.0	28.6	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	12.5	5.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9.6	3.0
	2:45 PM	0.0	5.7	0.0	0.0	5.7	0.0	0.0	3.1	0.0	2.8	14.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	3.5	1.8
	3:00 PM	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	1.1
	3:15 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.0
	3:30 PM	0.0	2.1	0.0	0.0	2.0	0.0	0.0	8.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	1.4
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.1
	4:00 PM	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.6
	4:15 PM	0.0	2.6	0.0	0.0	2.6	0.0	0.0	3.3	0.0	3.0	0.0	2.2	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	2.3	1.4
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.8	0.9
	4:45 PM	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	2.7	0.7
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.5	0.0	0.0	1.5	3.6	0.0	1.1	0.0	1.3	3.4	1.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	7:15 AM	0.0	1.0	0.0	0.0	1.0	50.0	0.0	2.0	0.0	3.8	0.0	3.8	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	2.4
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	2:30 PM	0.0	6.4	0.0	0.0	6.3	0.0	0.0	0.9	0.0	0.8	6.7	1.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	3.0

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Yates Road & Cardinal Stritch DW

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW				
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	2	0	2	0	0	0	0	1	1	3	7
	2:15 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	5
	2:30 PM	0	1	1	0	0	0	0	0	0	0	1	1	2	8
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	12
	3:15 PM	2	0	2	0	0	0	0	0	0	3	0	3	5	14
	3:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	9
	3:45 PM	3	0	3	0	0	0	0	0	0	2	0	2	5	8
	4:00 PM	0	0	0	0	0	0	1	0	1	2	0	2	3	4
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	2
	5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	1	7	4	0	4	3	0	3	9	4	13	27	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period Start Time		Crossing North Approach Yates Road			Crossing East Approach Santa Monica Blvd			Crossing South Approach Yates Road			Crossing West Approach Cardinal Stritch DW			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	1
	7:00 AM	0		0	0		0	0		0	0		0	0	1
	7:15 AM	0		0	0		0	0		0	0		0	0	1
	7:30 AM	0		0	0		0	0		0	1		1	1	1
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	2
	8:15 AM	0		0	0		0	0		0	0		0	0	2
	8:30 AM	0		0	0		0	0		0	0		0	0	2
	8:45 AM	0		0	1		1	1		1	0		0	2	2
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	2
	1:30 PM	0		0	0		0	0		0	0		0	0	4
	1:45 PM	0		0	0		0	0		0	0		0	0	4
PM Peak Period	2:00 PM	0		0	2		2	0		0	0		0	2	4
	2:15 PM	1		1	0		0	0		0	1		1	2	3
	2:30 PM	0		0	0		0	0		0	0		0	0	6
	2:45 PM	0		0	0		0	0		0	0		0	0	6
	3:00 PM	0		0	1		1	0		0	0		0	1	11
	3:15 PM	2		2	0		0	0		0	3		3	5	13
	3:30 PM	0		0	0		0	0		0	0		0	0	8
	3:45 PM	3		3	0		0	0		0	2		2	5	8
	4:00 PM	0		0	0		0	1		1	2		2	3	3
	4:15 PM	0		0	0		0	0		0	0		0	0	1
	4:30 PM	0		0	0		0	0		0	0		0	0	1
	4:45 PM	0		0	0		0	0		0	0		0	0	1
	5:00 PM	0		0	0		0	1		1	0		0	1	1
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**6**	**0**	**6**	**4**	**0**	**4**	**3**	**0**	**3**	**9**	**0**	**9**	**22**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Bicyclists

15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Base Information, Observed (10) Hour and Estimated (24) Hour Volume Summaries

Major St: **Yates Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Yates Road & Cardinal Stritch DW*** **IX_ID:**

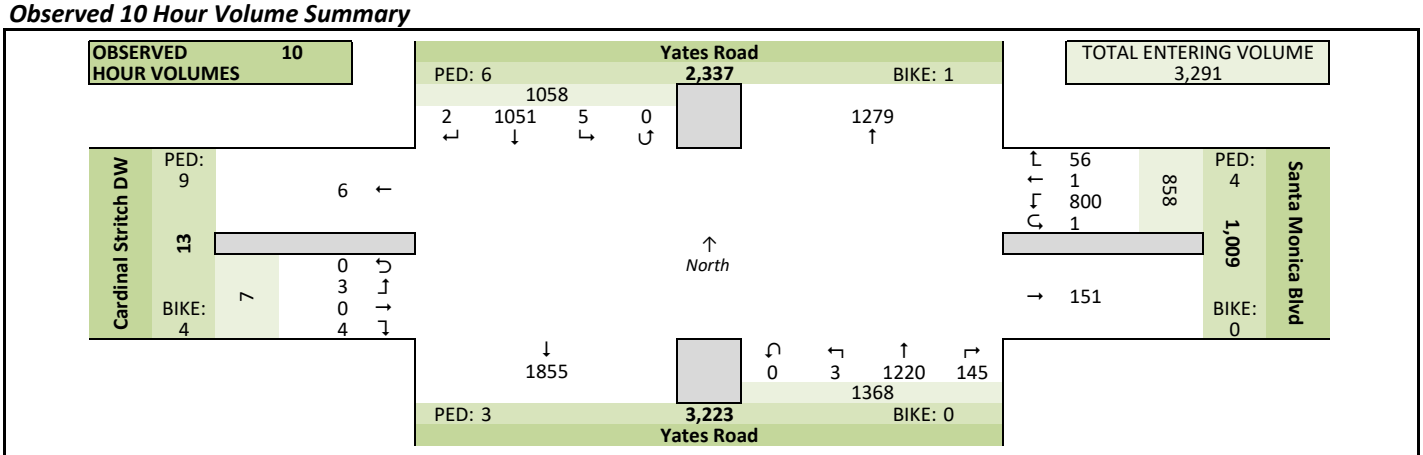
Site Information

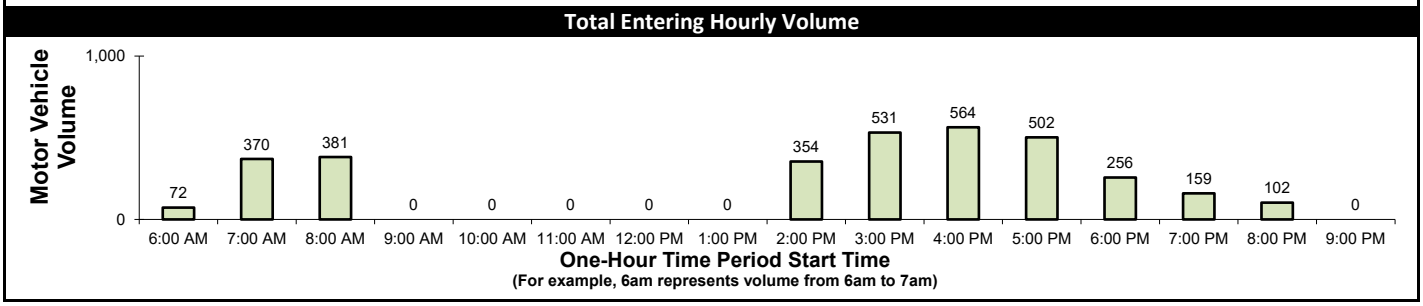
Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Yates Road		
East Leg	Santa Monica Blvd		
South Leg	Yates Road		
West Leg	Cardinal Stritch DW		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

Count Information

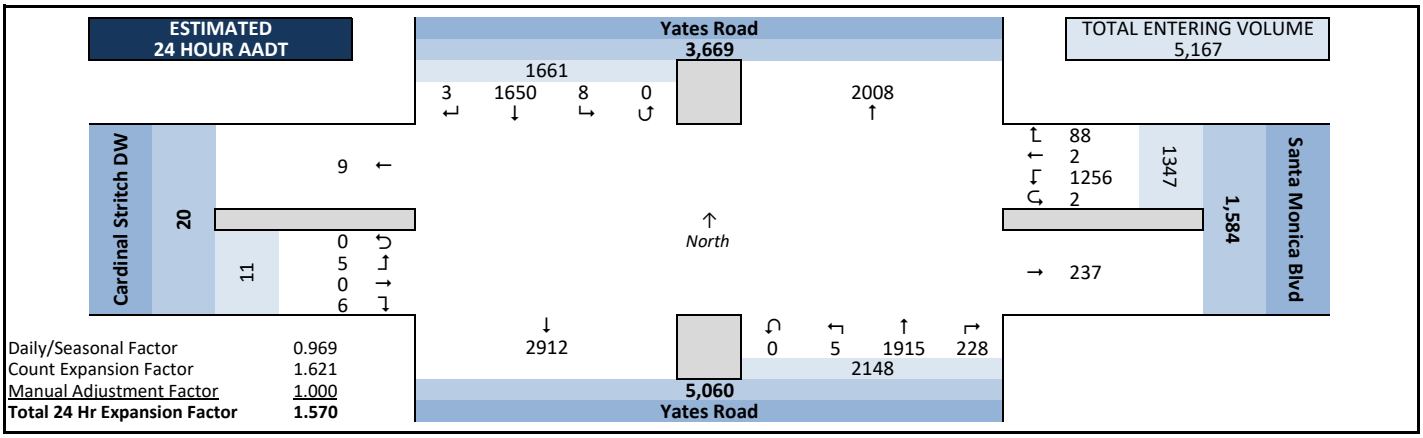
Hrs Counted:	06:00 AM-09:00 AM and 02:00 PM-09:00 PM				
1st Day of Count	Wednesday, November 29, 2023			Weather	
AM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Midday Peak Period	Thursday, November 30, 2023			Clear & Dry	
PM Peak Period	Wednesday, November 29, 2023			Clear & Dry	
Calculated Peak Hours					
AM	7:30-8:30am	MD		PM	3:15-4:15pm
Peak Hours Selected for Analysis					
AM		MD		PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.969	Count Expansion Factor	1.621		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	Wendy Picard			
	Midday Peak Period	Wendy Picard			
	PM Peak Period	Jane Fait			
Comments	2021 DOT Daily & Seasonal Factors				

Observed 10 Hour Volume Summary





Estimated 24 Hour AADT



Daily/Seasonal Factor	0.969
Count Expansion Factor	1.621
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**1.570**

Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

Yates Road & Cardinal Stritch DW

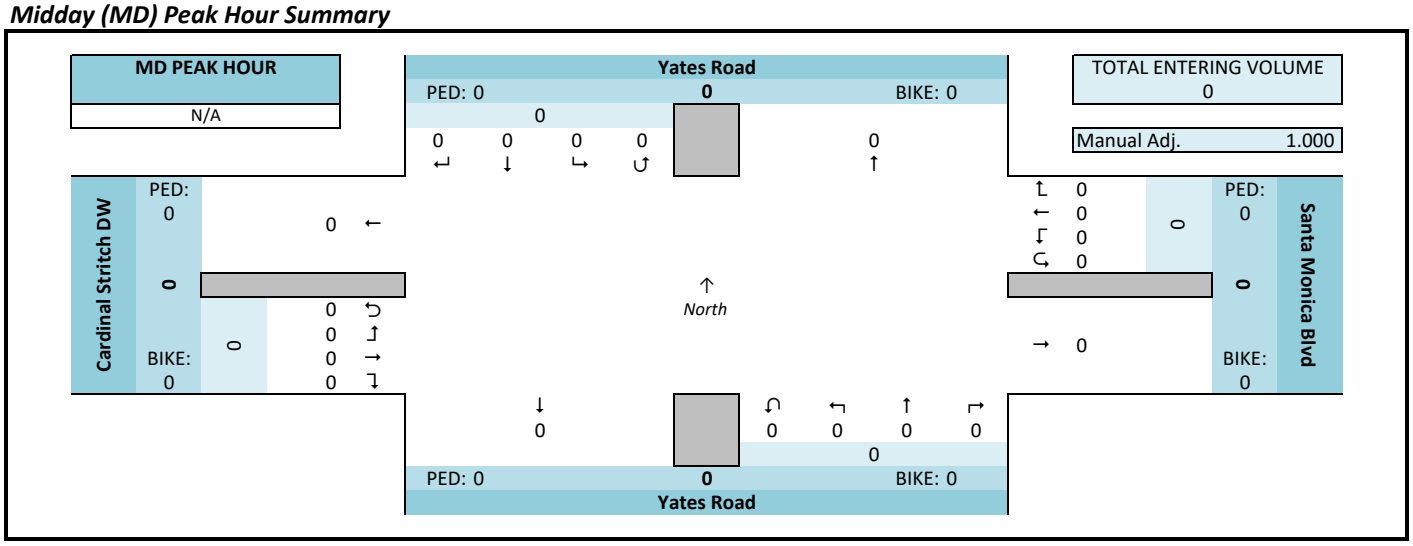
Count Basics			*Page 2 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

All Motor Vehicles

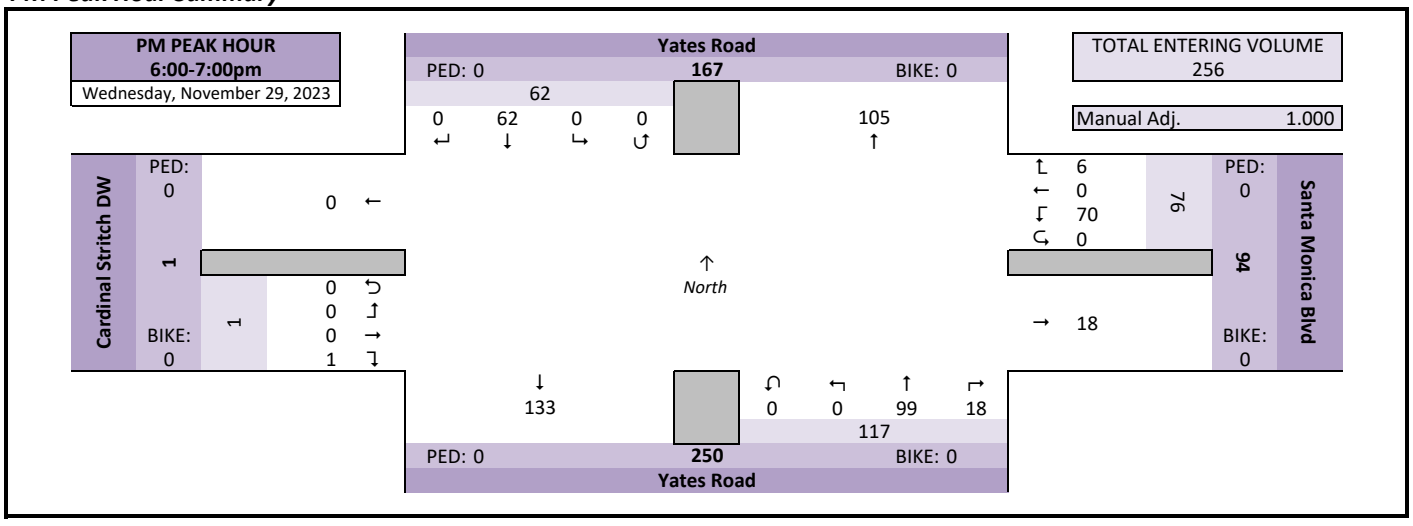
AM Peak Hour Summary

[redacted]

Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

Peak Hour Volume Summary

Yates Road & Cardinal Stritch DW

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

[redacted]

N/A		From North					From East					From South					From West					
	MD Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
Midday (MD) Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Wednesday, November 29, 2023		From North					From East					From South					From West					
	PM Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
PM Peak Hour	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
	6:00 PM	0	19	0	0	19	1	0	21	0	22	4	38	0	0	42	0	0	0	0	0	83
	6:15 PM	0	9	0	0	9	2	0	23	0	25	6	33	0	0	39	0	0	0	0	0	73
	6:30 PM	0	21	0	0	21	0	0	12	0	12	2	12	0	0	14	1	0	0	0	1	48
	6:45 PM	0	13	0	0	13	3	0	14	0	17	6	16	0	0	22	0	0	0	0	0	52
	Peak Hour Volume	0	62	0	0	62	6	0	70	0	76	18	99	0	0	117	1	0	0	0	1	256
	Rounded Hourly Volume	0	60	0	0	60	5	0	70	0	75	20	100	0	0	120	0	0	0	0	0	255
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.74	0.00	0.00	0.74	0.50	0.00	0.76	0.00	0.76	0.75	0.65	0.00	0.00	0.70	0.25	0.00	0.00	0.00	0.25	0.77

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
	Total	0	0	0	1	0	1	1	0	1	0	0	0	2
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Yates Road & Cardinal Stritch DW

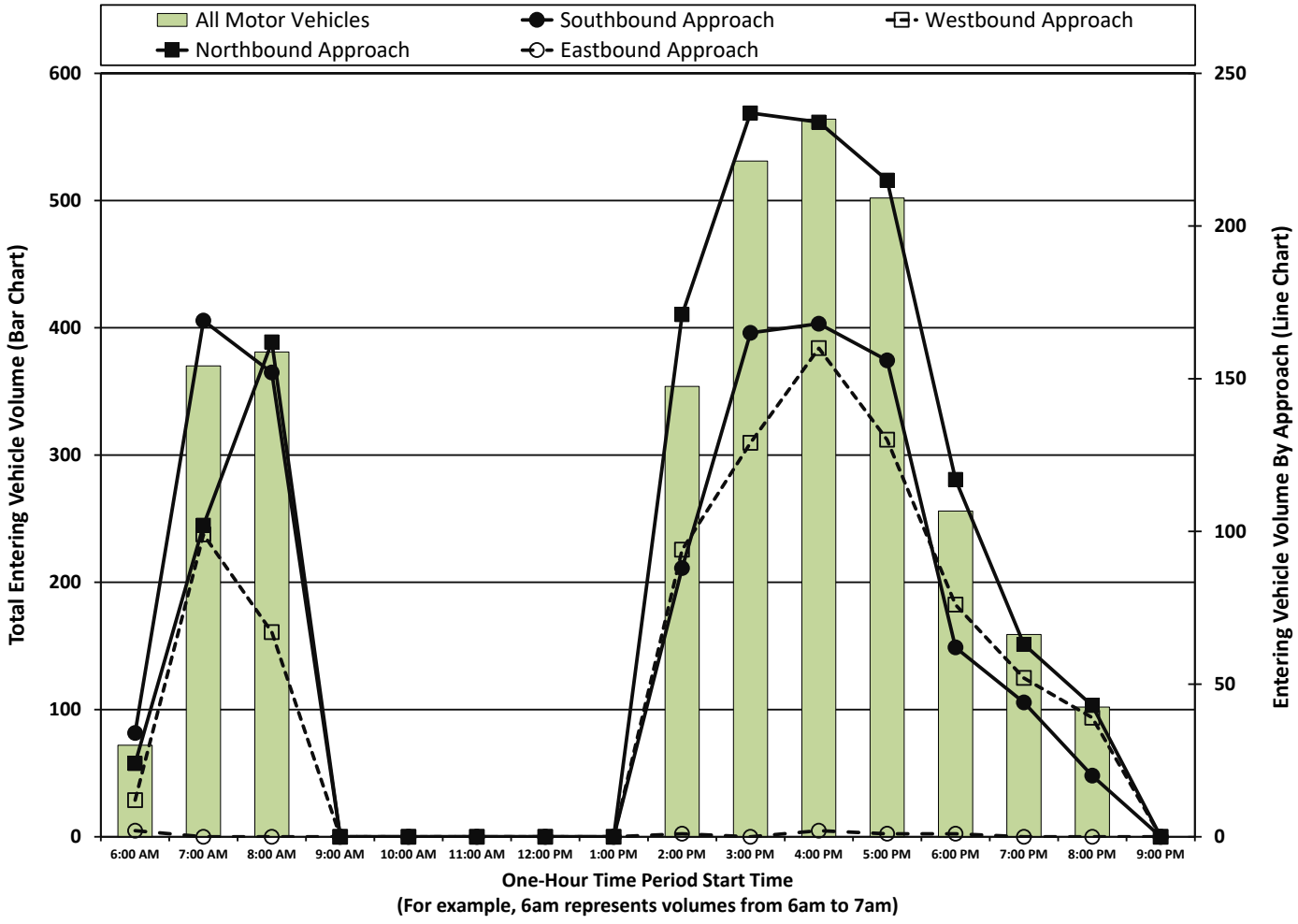
Count Basics			*Page 4 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Vehicle Volume	Directional Volume Totals	
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		E/W	N/S
AM	6:00 AM	0	34	0	0	34	0	0	12	0	12	5	17	2	0	24	1	0	1	0	2	72	14	58
AM	7:00 AM	0	169	0	0	169	3	0	96	0	99	7	95	0	0	102	0	0	0	0	0	370	99	271
AM	8:00 AM	0	151	1	0	152	2	0	65	0	67	9	153	0	0	162	0	0	0	0	0	381	67	314
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	87	1	0	88	7	0	87	0	94	22	148	1	0	171	0	0	1	0	1	354	95	259
PM	3:00 PM	0	163	2	0	165	8	0	121	0	129	26	211	0	0	237	0	0	0	0	0	531	129	402
PM	4:00 PM	1	167	0	0	168	16	1	143	0	160	29	205	0	0	234	1	0	1	0	2	564	162	402
PM	5:00 PM	1	155	0	0	156	6	0	123	1	130	18	197	0	0	215	1	0	0	0	1	502	131	371
PM	6:00 PM	0	62	0	0	62	6	0	70	0	76	18	99	0	0	117	1	0	0	0	1	256	77	179
PM	7:00 PM	0	44	0	0	44	4	0	48	0	52	7	56	0	0	63	0	0	0	0	0	159	52	107
PM	8:00 PM	0	19	1	0	20	4	0	35	0	39	4	39	0	0	43	0	0	0	0	0	102	39	63
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		2	1051	5	0	1058	56	1	800	1	858	145	1220	3	0	1368	4	0	3	0	7	3291	865	2426

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Yates Road & Cardinal Stritch DW

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	6	0	0	6	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	12	72	0.56
	6:15 AM	0	5	0	0	5	0	0	4	0	4	0	2	0	0	2	0	0	0	0	0	11	102	0.61
	6:30 AM	0	8	0	0	8	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	17	167	0.55
	6:45 AM	0	15	0	0	15	0	0	3	0	3	3	7	2	0	12	1	0	1	0	2	32	256	0.60
	7:00 AM	0	15	0	0	15	0	0	16	0	16	2	9	0	0	11	0	0	0	0	0	42	370	0.63
	7:15 AM	0	33	0	0	33	1	0	18	0	19	2	22	0	0	24	0	0	0	0	0	76	451	0.77
	7:30 AM	0	48	0	0	48	0	0	30	0	30	1	27	0	0	28	0	0	0	0	0	106	475	0.81
	7:45 AM	0	73	0	0	73	2	0	32	0	34	2	37	0	0	39	0	0	0	0	0	146	452	0.77
	8:00 AM	0	53	1	0	54	1	0	21	0	22	1	46	0	0	47	0	0	0	0	0	123	381	0.77
	8:15 AM	0	46	0	0	46	0	0	14	0	14	2	38	0	0	40	0	0	0	0	0	100		
	8:30 AM	0	27	0	0	27	0	0	19	0	19	4	33	0	0	37	0	0	0	0	0	83		
	8:45 AM	0	25	0	0	25	1	0	11	0	12	2	36	0	0	38	0	0	0	0	0	75		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	20	0	0	20	1	0	20	0	21	3	42	0	0	45	0	0	0	0	0	86	354	0.78
	2:15 PM	0	18	0	0	18	0	0	21	0	21	4	36	1	0	41	0	0	1	0	1	81	375	0.82
	2:30 PM	0	14	1	0	15	2	0	14	0	16	8	34	0	0	42	0	0	0	0	0	73	431	0.79
	2:45 PM	0	35	0	0	35	4	0	32	0	36	7	36	0	0	43	0	0	0	0	0	114	495	0.90
	3:00 PM	0	23	1	0	24	2	0	31	0	33	8	42	0	0	50	0	0	0	0	0	107	531	0.89
	3:15 PM	0	53	0	0	53	2	0	36	0	38	7	39	0	0	46	0	0	0	0	0	137	579	0.93
	3:30 PM	0	48	1	0	49	1	0	25	0	26	6	56	0	0	62	0	0	0	0	0	137	571	0.92
	3:45 PM	0	39	0	0	39	3	0	29	0	32	5	74	0	0	79	0	0	0	0	0	150	564	0.91
	4:00 PM	1	46	0	0	47	7	0	34	0	41	8	58	0	0	66	0	0	1	0	1	155	564	0.91
	4:15 PM	0	39	0	0	39	3	0	30	0	33	11	46	0	0	57	0	0	0	0	0	129	562	0.92
	4:30 PM	0	43	0	0	43	3	1	35	0	39	2	46	0	0	48	0	0	0	0	0	130	575	0.94
	4:45 PM	0	39	0	0	39	3	0	44	0	47	8	55	0	0	63	1	0	0	0	1	150	563	0.92
	5:00 PM	1	46	0	0	47	3	0	34	0	37	6	62	0	0	68	1	0	0	0	1	153	502	0.82
	5:15 PM	0	43	0	0	43	1	0	42	1	44	3	52	0	0	55	0	0	0	0	0	142	432	0.76
	5:30 PM	0	40	0	0	40	2	0	25	0	27	4	47	0	0	51	0	0	0	0	0	118	363	0.77
	5:45 PM	0	26	0	0	26	0	0	22	0	22	5	36	0	0	41	0	0	0	0	0	89	293	0.82
	6:00 PM	0	19	0	0	19	1	0	21	0	22	4	38	0	0	42	0	0	0	0	0	83	256	0.77
	6:15 PM	0	9	0	0	9	2	0	23	0	25	6	33	0	0	39	0	0	0	0	0	73	231	0.79
	6:30 PM	0	21	0	0	21	0	0	12	0	12	2	12	0	0	14	1	0	0	0	1	48	200	0.86
	6:45 PM	0	13	0	0	13	3	0	14	0	17	6	16	0	0	22	0	0	0	0	0	52	185	0.80
	7:00 PM	0	15	0	0	15	2	0	20	0	22	3	18	0	0	21	0	0	0	0	0	58	159	0.69
	7:15 PM	0	10	0	0	10	2	0	18	0	20	1	11	0	0	12	0	0	0	0	0	42	142	0.85
	7:30 PM	0	7	0	0	7	0	0	7	0	7	1	18	0	0	19	0	0	0	0	0	33	129	0.79
	7:45 PM	0	12	0	0	12	0	0	3	0	3	2	9	0	0	11	0	0	0	0	0	26	117	0.71
	8:00 PM	0	4	0	0	4	1	0	19	0	20	3	14	0	0	17	0	0	0	0	0	41	102	0.62
	8:15 PM	0	7	0	0	7	1	0	8	0	9	0	13	0	0	13	0	0	0	0	0	29		
	8:30 PM	0	3	1	0	4	2	0	7	0	9	1	7	0	0	8	0	0	0	0	0	21		
	8:45 PM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		2	1051	5	0	1058	56	1	800	1	858	145	1220	3	0	1368	4	0	3	0	7	3291		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	151	1	0	152	2	0	65	0	67	9	153	0	0	162	0	0	0	0	0	381	0.77
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	6:00 PM	0	62	0	0	62	6	0	70	0	76	18	99	0	0	117	1	0	0	0	1	256	0.77

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Automobile Data

Yates Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	6	0	0	6	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	12	72
	6:15 AM	0	5	0	0	5	0	0	4	0	4	0	2	0	0	2	0	0	0	0	0	11	101
	6:30 AM	0	8	0	0	8	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	17	163
	6:45 AM	0	15	0	0	15	0	0	3	0	3	3	7	2	0	12	1	0	1	0	2	32	248
	7:00 AM	0	14	0	0	14	0	0	16	0	16	2	9	0	0	11	0	0	0	0	0	41	361
	7:15 AM	0	33	0	0	33	0	0	18	0	18	2	20	0	0	22	0	0	0	0	0	73	440
	7:30 AM	0	47	0	0	47	0	0	28	0	28	1	26	0	0	27	0	0	0	0	0	102	467
	7:45 AM	0	73	0	0	73	1	0	32	0	33	2	37	0	0	39	0	0	0	0	0	145	444
	8:00 AM	0	52	1	0	53	1	0	21	0	22	1	44	0	0	45	0	0	0	0	0	120	373
	8:15 AM	0	46	0	0	46	0	0	14	0	14	2	38	0	0	40	0	0	0	0	0	100	
	8:30 AM	0	26	0	0	26	0	0	19	0	19	1	33	0	0	34	0	0	0	0	0	79	
	8:45 AM	0	25	0	0	25	1	0	10	0	11	2	36	0	0	38	0	0	0	0	0	74	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	20	0	0	20	1	0	19	0	20	3	40	0	0	43	0	0	0	0	0	83	340
	2:15 PM	0	18	0	0	18	0	0	21	0	21	4	36	1	0	41	0	0	1	0	1	81	363
	2:30 PM	0	10	1	0	11	2	0	14	0	16	7	32	0	0	39	0	0	0	0	0	66	418
	2:45 PM	0	33	0	0	33	4	0	31	0	35	6	36	0	0	42	0	0	0	0	0	110	486
	3:00 PM	0	22	1	0	23	2	0	31	0	33	8	42	0	0	50	0	0	0	0	0	106	525
	3:15 PM	0	52	0	0	52	2	0	36	0	38	7	39	0	0	46	0	0	0	0	0	136	573
	3:30 PM	0	47	1	0	48	1	0	23	0	24	6	56	0	0	62	0	0	0	0	0	134	563
	3:45 PM	0	39	0	0	39	3	0	28	0	31	5	74	0	0	79	0	0	0	0	0	149	558
	4:00 PM	1	45	0	0	46	7	0	34	0	41	8	58	0	0	66	0	0	1	0	1	154	555
	4:15 PM	0	38	0	0	38	3	0	29	0	32	11	45	0	0	56	0	0	0	0	0	126	554
	4:30 PM	0	43	0	0	43	3	1	35	0	39	2	45	0	0	47	0	0	0	0	0	129	570
	4:45 PM	0	38	0	0	38	3	0	44	0	47	8	52	0	0	60	1	0	0	0	1	146	559
	5:00 PM	1	46	0	0	47	3	0	34	0	37	6	62	0	0	68	1	0	0	0	1	153	502
	5:15 PM	0	43	0	0	43	1	0	42	1	44	3	52	0	0	55	0	0	0	0	0	142	432
	5:30 PM	0	40	0	0	40	2	0	25	0	27	4	47	0	0	51	0	0	0	0	0	118	363
	5:45 PM	0	26	0	0	26	0	0	22	0	22	5	36	0	0	41	0	0	0	0	0	89	293
	6:00 PM	0	19	0	0	19	1	0	21	0	22	4	38	0	0	42	0	0	0	0	0	83	256
	6:15 PM	0	9	0	0	9	2	0	23	0	25	6	33	0	0	39	0	0	0	0	0	73	231
	6:30 PM	0	21	0	0	21	0	0	12	0	12	2	12	0	0	14	1	0	0	0	1	48	200
	6:45 PM	0	13	0	0	13	3	0	14	0	17	6	16	0	0	22	0	0	0	0	0	52	185
	7:00 PM	0	15	0	0	15	2	0	20	0	22	3	18	0	0	21	0	0	0	0	0	58	159
	7:15 PM	0	10	0	0	10	2	0	18	0	20	1	11	0	0	12	0	0	0	0	0	42	142
	7:30 PM	0	7	0	0	7	0	0	7	0	7	1	18	0	0	19	0	0	0	0	0	33	129
	7:45 PM	0	12	0	0	12	0	0	3	0	3	2	9	0	0	11	0	0	0	0	0	26	117
	8:00 PM	0	4	0	0	4	1	0	19	0	20	3	14	0	0	17	0	0	0	0	0	41	102
	8:15 PM	0	7	0	0	7	1	0	8	0	9	0	13	0	0	13	0	0	0	0	0	29	
	8:30 PM	0	3	1	0	4	2	0	7	0	9	1	7	0	0	8	0	0	0	0	0	21	
	8:45 PM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		2	1035	5	0	1042	54	1	791	1	847	140	1206	3	0	1349	4	0	3	0	7	3245	

Peak Hour Automobile Volume Summary

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	149	1	0	150	2	0	64	0	66	6	151	0	0	157	0	0	0	0	0	373
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	62	0	0	62	6	0	70	0	76	18	99	0	0	117	1	0	0	0	1	256

Intersection Traffic Volume Report

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

Yates Road & Cardinal Stritch DW

Count Basics		*Page 7 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses

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

	15-Minute	From North (↓)					From East (←)					From South (↑)					From West (→)						
	Time Period	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	7:30 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4	8
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	8
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	
	8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	14
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	2:30 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7	13
	2:45 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4	9
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	8
	3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	4:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	16	0	0	16	2	0	9	0	11	5	14	0	0	19	0	0	0	0	0	46	

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

	Hourly	From North (↓)					From East (←)					From South (↑)					From West (→)					Total
	Time Period	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	2	0	0	2	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	8
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

Count Basics		*Page 8 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

Yates Road & Cardinal Stritch DW

Semi-Trucks

15-Minute Semi-Truck Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Semi-Truck Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Yates Road & Cardinal Stritch DW

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

15-Minute Heavy Vehicle Data

	15-Minute	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	7:15 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3	11
	7:30 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4	8
	7:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	8
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	
	8:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	3	14
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
	2:30 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	7	13
	2:45 PM	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	4	9
	3:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
	3:30 PM	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	8
	3:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	6
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
	4:15 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	8
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	16	0	0	16	2	0	9	0	11	5	14	0	0	19	0	0	0	0	0	46	

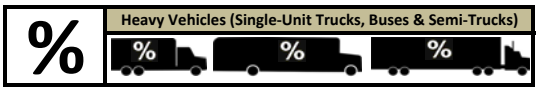
Peak Hour Heavy Vehicle Volume Summary

	Hourly	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Time Period Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	2	0	0	2	0	0	1	0	1	3	2	0	0	5	0	0	0	0	0	8
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Yates Road & Cardinal Stritch DW

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
	7:00 AM	0.0	6.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.4
	7:15 AM	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	5.3	0.0	9.1	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	3.9	2.4
	7:30 AM	0.0	2.1	0.0	0.0	2.1	0.0	0.0	6.7	0.0	6.7	0.0	3.7	0.0	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.8	1.7
	7:45 AM	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.8
	8:00 AM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	2.4	2.1
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	3.7	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0	4.8	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	4.8	0.0	4.8	0.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0	3.5	4.0
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
	2:30 PM	0.0	28.6	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	12.5	5.9	0.0	0.0	7.1	0.0	0.0	0.0	0.0	0.0	9.6	3.0
	2:45 PM	0.0	5.7	0.0	0.0	5.7	0.0	0.0	3.1	0.0	2.8	14.3	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	3.5	1.8
	3:00 PM	0.0	4.3	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9	1.1
	3:15 PM	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.0
	3:30 PM	0.0	2.1	0.0	0.0	2.0	0.0	0.0	8.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	1.4
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	1.1
	4:00 PM	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	1.6
	4:15 PM	0.0	2.6	0.0	0.0	2.6	0.0	0.0	3.3	0.0	3.0	0.0	2.2	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	2.3	1.4
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.8	0.9
	4:45 PM	0.0	2.6	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	2.7	0.7
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	1.5	0.0	0.0	1.5	3.6	0.0	1.1	0.0	1.3	3.4	1.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.4	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	1.3	0.0	0.0	1.3	0.0	0.0	1.5	0.0	1.5	33.3	1.3	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	2.1
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Yates Road & Cardinal Stritch DW

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period	Start Time	Crossing North Approach (Yates Road)			Crossing East Approach (Santa Monica Blvd)			Crossing South Approach (Yates Road)			Crossing West Approach (Cardinal Stritch DW)			15-Min Totals	Hourly Sum
		Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total		
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	2	0	2	0	0	0	0	1	1	3	7
	2:15 PM	1	0	1	0	0	0	0	0	0	1	0	1	2	5
	2:30 PM	0	1	1	0	0	0	0	0	0	0	1	1	2	8
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	3:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	12
	3:15 PM	2	0	2	0	0	0	0	0	0	3	0	3	5	14
	3:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	9
	3:45 PM	3	0	3	0	0	0	0	0	0	2	0	2	5	8
	4:00 PM	0	0	0	0	0	0	1	0	1	2	0	2	3	4
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	2
	5:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		6	1	7	4	0	4	3	0	3	9	4	13	27	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	Start Time	Crossing North Approach Yates Road			Crossing East Approach Santa Monica Blvd			Crossing South Approach Yates Road			Crossing West Approach Cardinal Stritch DW			15-Min Totals	Hourly Sum
		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total		
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	1
	7:00 AM	0		0	0		0	0		0	0		0	0	1
	7:15 AM	0		0	0		0	0		0	0		0	0	1
	7:30 AM	0		0	0		0	0		0	1		1	1	1
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	2
	8:15 AM	0		0	0		0	0		0	0		0	0	2
	8:30 AM	0		0	0		0	0		0	0		0	0	2
	8:45 AM	0		0	1		1	1		1	0		0	2	2
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	2
	1:30 PM	0		0	0		0	0		0	0		0	0	4
	1:45 PM	0		0	0		0	0		0	0		0	0	4
PM Peak Period	2:00 PM	0		0	2		2	0		0	0		0	2	4
	2:15 PM	1		1	0		0	0		0	1		1	2	3
	2:30 PM	0		0	0		0	0		0	0		0	0	6
	2:45 PM	0		0	0		0	0		0	0		0	0	6
	3:00 PM	0		0	1		1	0		0	0		0	1	11
	3:15 PM	2		2	0		0	0		0	3		3	5	13
	3:30 PM	0		0	0		0	0		0	0		0	0	8
	3:45 PM	3		3	0		0	0		0	2		2	5	8
	4:00 PM	0		0	0		0	1		1	2		2	3	3
	4:15 PM	0		0	0		0	0		0	0		0	0	1
	4:30 PM	0		0	0		0	0		0	0		0	0	1
	4:45 PM	0		0	0		0	0		0	0		0	0	1
	5:00 PM	0		0	0		0	1		1	0		0	1	1
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**6**	**0**	**6**	**4**	**0**	**4**	**3**	**0**	**3**	**9**	**0**	**9**	**22**	

Intersection Traffic Volume Report

Count Basics			*Page 13 of 13*
Start Date:	Wednesday, November 29, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 10		Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Bicyclists

15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics	Version 2023.10		Page 1 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Base Information, Observed (3) Hour and Estimated (24) Hour Volume Summaries

Major St: **Yates Road**
Minor St: **Cardinal Stritch DW**
Intersection of: ***Yates Road & Cardinal Stritch DW*** **IX_ID:**

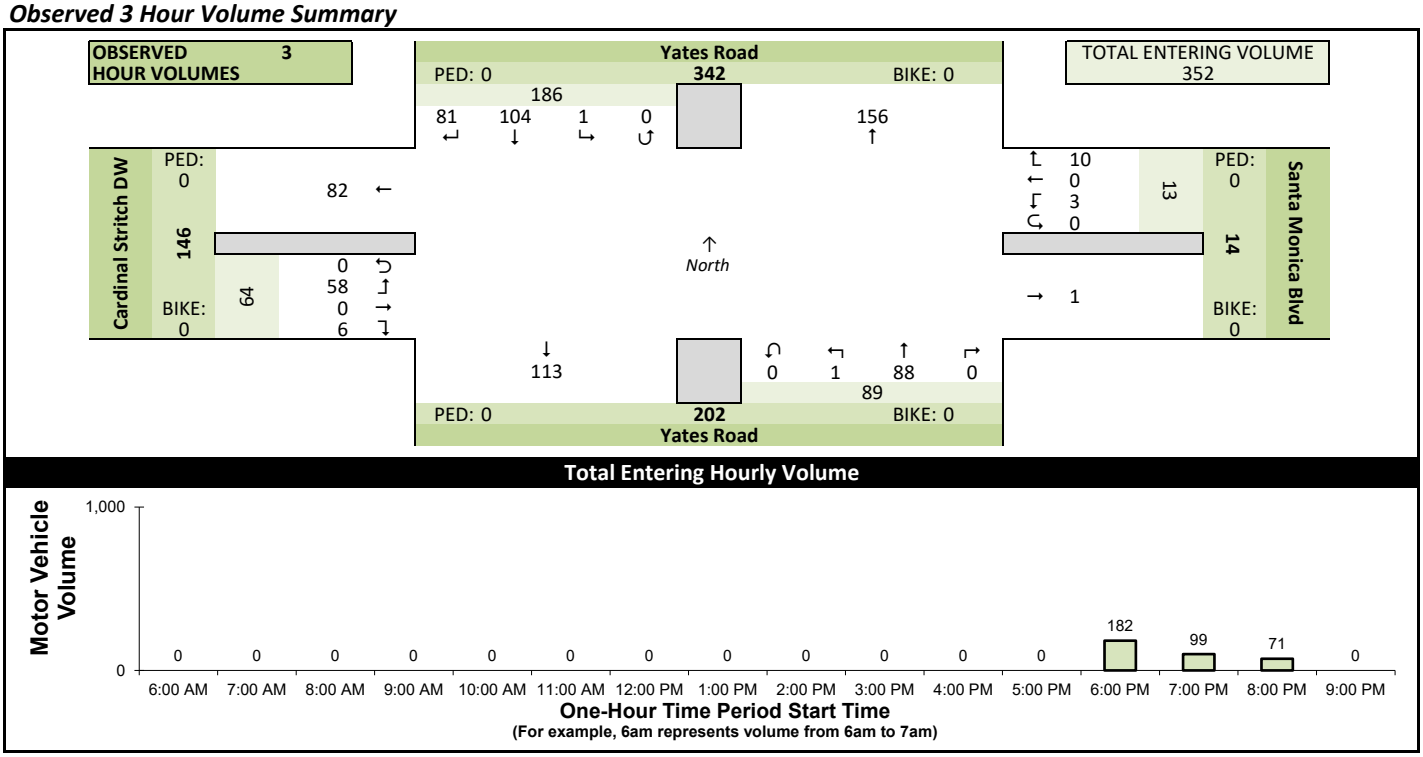
Site Information

Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Yates Road		
East Leg	Santa Monica Blvd		
South Leg	Yates Road		
West Leg	Cardinal Stritch DW		
Special Considerations			
Schools	In Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None		

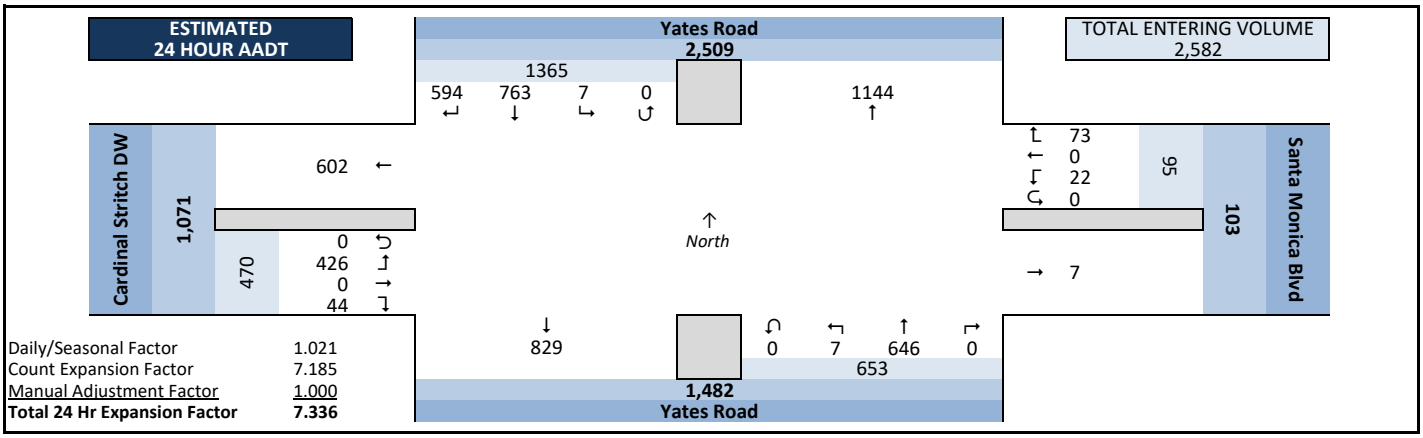
Count Information

Hrs Counted:	06:00 PM-09:00 PM				
1st Day of Count	Friday, December 1, 2023			Weather	
AM Peak Period	Friday, December 1, 2023			Clear & Dry	
Midday Peak Period	Friday, December 1, 2023			Clear & Dry	
PM Peak Period	Friday, December 1, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	6:00-7:00pm
Peak Hours Selected for Analysis					
AM		MD		PM	6:00-7:00pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.021	Count Expansion Factor	7.185		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers: AM Peak Period	None				
Observers: Midday Peak Period	None				
Observers: PM Peak Period	Jane Fait				
Comments	2021 DOT Daily & Seasonal Factors				

Observed 3 Hour Volume Summary



Estimated 24 Hour AADT



Daily/Seasonal Factor	1.021
Count Expansion Factor	7.185
Manual Adjustment Factor	1.000
Total 24 Hr Expansion Factor	**7.336**

Intersection Traffic Volume Report

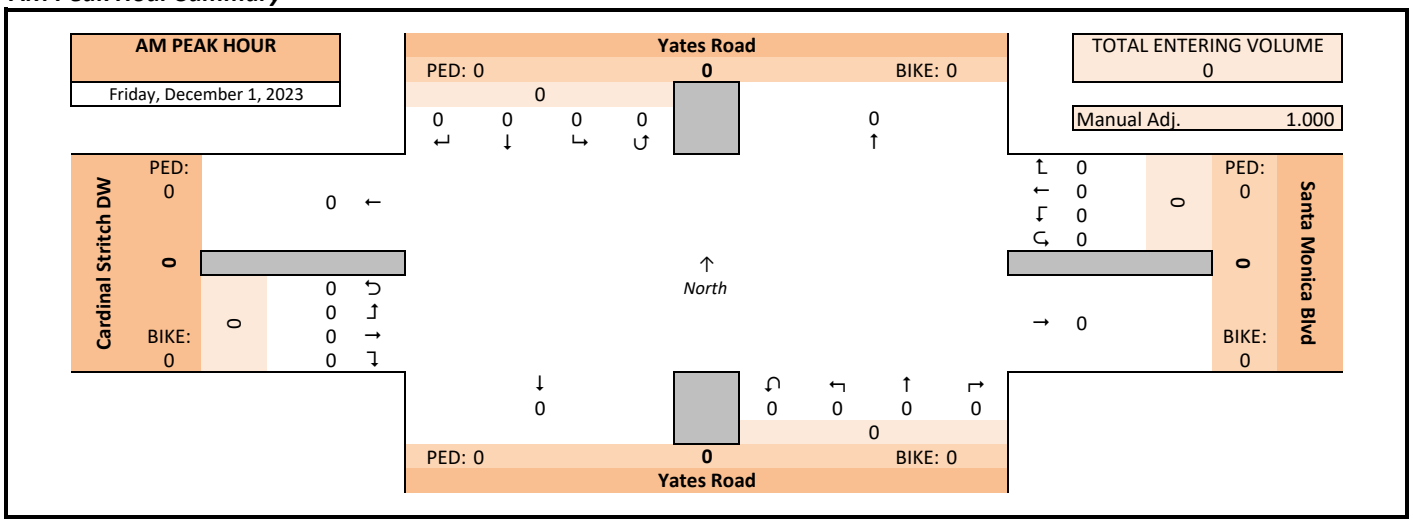
Peak Hour Volume Graphical Summary

Yates Road & Cardinal Stritch DW

Count Basics			*Page 2 of 13*
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

All Motor Vehicles

AM Peak Hour Summary


AM PEAK HOUR
Friday, December 1, 2023
Yates Road
PED: 0
0
BIKE: 0
TOTAL ENTERING VOLUME
0
Manual Adj. 1.000
Cardinal Stritch DW
Santa Monica Blvd
North
PED: 0
0
BIKE: 0
0
0

Intersection Traffic Volume Report

Count Basics			Page 3 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

Peak Hour Volume Summary

Yates Road & Cardinal Stritch DW

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Friday, December 1, 2023		From North					From East					From South					From West					
	AM Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

N/A		From North					From East					From South					From West					
	MD Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Friday, December 1, 2023		From North					From East					From South					From West					
	PM Peak Hour	Yates Road					Santa Monica Blvd					Yates Road					Cardinal Stritch DW					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	6:00 PM	14	13	0	0	27	2	0	2	0	4	0	17	0	0	17	0	0	10	0	10	58
	6:15 PM	8	10	0	0	18	4	0	1	0	5	0	16	0	0	16	1	0	10	0	11	50
	6:30 PM	9	17	1	0	27	4	0	0	0	4	0	5	1	0	6	0	0	6	0	6	43
	6:45 PM	8	12	0	0	20	0	0	0	0	0	0	7	0	0	7	1	0	3	0	4	31
	Peak Hour Volume	39	52	1	0	92	10	0	3	0	13	0	45	1	0	46	2	0	29	0	31	182
	Rounded Hourly Volume	40	50	0	0	90	10	0	5	0	15	0	45	0	0	45	0	0	30	0	30	180
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.70	0.76	0.25	0.00	0.85	0.62	0.00	0.37	0.00	0.65	0.00	0.66	0.25	0.00	0.68	0.50	0.00	0.72	0.00	0.70	0.78

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Hourly Volume Summary - Motor Vehicle Data

Yates Road & Cardinal Stritch DW

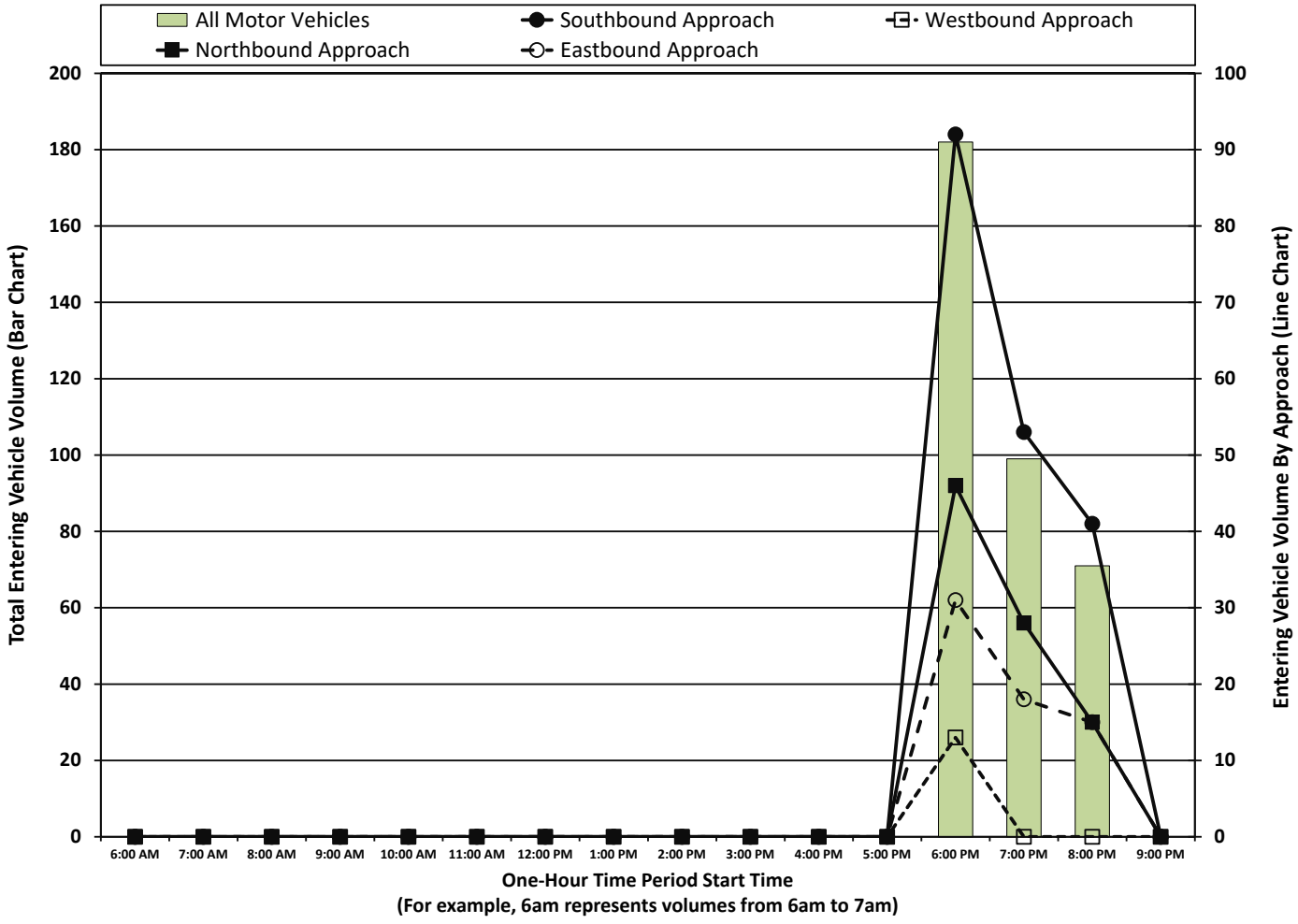
Count Basics			*Page 4 of 13*
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

All Motor Vehicles

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	39	52	1	0	92	10	0	3	0	13	0	45	1	0	46	2	0	29	0	31	182	44	138
PM	7:00 PM	21	32	0	0	53	0	0	0	0	0	0	28	0	0	28	2	0	16	0	18	99	18	81
PM	8:00 PM	21	20	0	0	41	0	0	0	0	0	0	15	0	0	15	2	0	13	0	15	71	15	56
PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		81	104	1	0	186	10	0	3	0	13	0	88	1	0	89	6	0	58	0	64	352	77	275

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Yates Road & Cardinal Stritch DW

Count Basics		*Page 5 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum	PHF
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:00 PM	14	13	0	0	27	2	0	2	0	4	0	17	0	0	17	0	0	10	0	10	58	182	0.78
	6:15 PM	8	10	0	0	18	4	0	1	0	5	0	16	0	0	16	1	0	10	0	11	50	157	0.79
	6:30 PM	9	17	1	0	27	4	0	0	0	4	0	5	1	0	6	0	0	6	0	6	43	125	0.73
	6:45 PM	8	12	0	0	20	0	0	0	0	0	0	7	0	0	7	1	0	3	0	4	31	108	0.82
	7:00 PM	8	13	0	0	21	0	0	0	0	0	0	7	0	0	7	0	0	5	0	5	33	99	0.75
	7:15 PM	3	4	0	0	7	0	0	0	0	0	0	5	0	0	5	1	0	5	0	6	18	82	0.79
	7:30 PM	8	8	0	0	16	0	0	0	0	0	0	7	0	0	7	0	0	3	0	3	26	79	0.76
	7:45 PM	2	7	0	0	9	0	0	0	0	0	0	9	0	0	9	1	0	3	0	4	22	72	0.82
	8:00 PM	3	5	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	16	71	0.85
	8:15 PM	7	3	0	0	10	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	15		
	8:30 PM	7	6	0	0	13	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	19		
	8:45 PM	4	6	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	5	0	5	21		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		81	104	1	0	186	10	0	3	0	13	0	88	1	0	89	6	0	58	0	64	352		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly	
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume	PHF
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	6:00 PM	39	52	1	0	92	10	0	3	0	13	0	45	1	0	46	2	0	29	0	31	182	0.78

Intersection Traffic Volume Report

15-Minute Automobile Data

Count Basics		*Page 6 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

Yates Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)

15-Minute Automobile Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	14	13	0	0	27	2	0	2	0	4	0	17	0	0	17	0	0	10	0	10	58	182
	6:15 PM	8	10	0	0	18	4	0	1	0	5	0	16	0	0	16	1	0	10	0	11	50	157
	6:30 PM	9	17	1	0	27	4	0	0	0	4	0	5	1	0	6	0	0	6	0	6	43	125
	6:45 PM	8	12	0	0	20	0	0	0	0	0	0	7	0	0	7	1	0	3	0	4	31	108
	7:00 PM	8	13	0	0	21	0	0	0	0	0	0	7	0	0	7	0	0	5	0	5	33	99
	7:15 PM	3	4	0	0	7	0	0	0	0	0	0	5	0	0	5	1	0	5	0	6	18	82
	7:30 PM	8	8	0	0	16	0	0	0	0	0	0	7	0	0	7	0	0	3	0	3	26	79
	7:45 PM	2	7	0	0	9	0	0	0	0	0	0	9	0	0	9	1	0	3	0	4	22	72
	8:00 PM	3	5	0	0	8	0	0	0	0	0	0	6	0	0	6	0	0	2	0	2	16	71
	8:15 PM	7	3	0	0	10	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	15	
	8:30 PM	7	6	0	0	13	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	19	
	8:45 PM	4	6	0	0	10	0	0	0	0	0	0	6	0	0	6	0	0	5	0	5	21	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		81	104	1	0	186	10	0	3	0	13	0	88	1	0	89	6	0	58	0	64	352	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	39	52	1	0	92	10	0	3	0	13	0	45	1	0	46	2	0	29	0	31	182

Intersection Traffic Volume Report

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

Yates Road & Cardinal Stritch DW

Count Basics		*Page 7 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

Single Unit (SU) Trucks & Buses

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

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Yates Road & Cardinal Stritch DW

Semi-Trucks

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Yates Road & Cardinal Stritch DW

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

15-Minute Heavy Vehicle Data

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

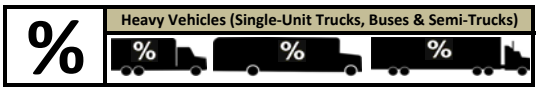
Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Yates Road & Cardinal Stritch DW

15-Minute Heavy Vehicle Percentages

	15-Minute Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	7:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Midday Peak Period	10:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	10:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:15 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:30 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	11:45 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	12:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	1:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PM Peak Period	2:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	2:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	3:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	4:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	5:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	6:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	7:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	8:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	8:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:15 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:30 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	9:45 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Totals		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Peak Hour Heavy Vehicle Percentages Summary

	Hourly Time Period	From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	12:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	6:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Yates Road & Cardinal Stritch DW

Pedestrians and Bicyclists

15-Minute Pedestrian and Bicyclist Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Special Pedestrians

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

Intersection Traffic Volume Report

Count Basics			
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3		Non-Holiday	No Special Events

15-Minute Adult & Children Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Adults & Children

15-Minute Adult & Children Pedestrian Data

15-Minute Time Period		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			15-Min	Hourly
		Yates Road			Santa Monica Blvd			Yates Road			Cardinal Stritch DW				
Start Time		Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Adults	Children	Total	Totals	Sum
AM Peak Period	6:00 AM	0		0	0		0	0		0	0		0	0	0
	6:15 AM	0		0	0		0	0		0	0		0	0	0
	6:30 AM	0		0	0		0	0		0	0		0	0	0
	6:45 AM	0		0	0		0	0		0	0		0	0	0
	7:00 AM	0		0	0		0	0		0	0		0	0	0
	7:15 AM	0		0	0		0	0		0	0		0	0	0
	7:30 AM	0		0	0		0	0		0	0		0	0	0
	7:45 AM	0		0	0		0	0		0	0		0	0	0
	8:00 AM	0		0	0		0	0		0	0		0	0	0
	8:15 AM	0		0	0		0	0		0	0		0	0	0
	8:30 AM	0		0	0		0	0		0	0		0	0	0
	8:45 AM	0		0	0		0	0		0	0		0	0	0
	9:00 AM	0		0	0		0	0		0	0		0	0	0
	9:15 AM	0		0	0		0	0		0	0		0	0	0
	9:30 AM	0		0	0		0	0		0	0		0	0	0
	9:45 AM	0		0	0		0	0		0	0		0	0	0
Midday Peak Period	10:00 AM	0		0	0		0	0		0	0		0	0	0
	10:15 AM	0		0	0		0	0		0	0		0	0	0
	10:30 AM	0		0	0		0	0		0	0		0	0	0
	10:45 AM	0		0	0		0	0		0	0		0	0	0
	11:00 AM	0		0	0		0	0		0	0		0	0	0
	11:15 AM	0		0	0		0	0		0	0		0	0	0
	11:30 AM	0		0	0		0	0		0	0		0	0	0
	11:45 AM	0		0	0		0	0		0	0		0	0	0
	12:00 PM	0		0	0		0	0		0	0		0	0	0
	12:15 PM	0		0	0		0	0		0	0		0	0	0
	12:30 PM	0		0	0		0	0		0	0		0	0	0
	12:45 PM	0		0	0		0	0		0	0		0	0	0
	1:00 PM	0		0	0		0	0		0	0		0	0	0
	1:15 PM	0		0	0		0	0		0	0		0	0	0
	1:30 PM	0		0	0		0	0		0	0		0	0	0
	1:45 PM	0		0	0		0	0		0	0		0	0	0
PM Peak Period	2:00 PM	0		0	0		0	0		0	0		0	0	0
	2:15 PM	0		0	0		0	0		0	0		0	0	0
	2:30 PM	0		0	0		0	0		0	0		0	0	0
	2:45 PM	0		0	0		0	0		0	0		0	0	0
	3:00 PM	0		0	0		0	0		0	0		0	0	0
	3:15 PM	0		0	0		0	0		0	0		0	0	0
	3:30 PM	0		0	0		0	0		0	0		0	0	0
	3:45 PM	0		0	0		0	0		0	0		0	0	0
	4:00 PM	0		0	0		0	0		0	0		0	0	0
	4:15 PM	0		0	0		0	0		0	0		0	0	0
	4:30 PM	0		0	0		0	0		0	0		0	0	0
	4:45 PM	0		0	0		0	0		0	0		0	0	0
	5:00 PM	0		0	0		0	0		0	0		0	0	0
	5:15 PM	0		0	0		0	0		0	0		0	0	0
	5:30 PM	0		0	0		0	0		0	0		0	0	0
	5:45 PM	0		0	0		0	0		0	0		0	0	0
	6:00 PM	0		0	0		0	0		0	0		0	0	0
	6:15 PM	0		0	0		0	0		0	0		0	0	0
	6:30 PM	0		0	0		0	0		0	0		0	0	0
	6:45 PM	0		0	0		0	0		0	0		0	0	0
	7:00 PM	0		0	0		0	0		0	0		0	0	0
	7:15 PM	0		0	0		0	0		0	0		0	0	0
	7:30 PM	0		0	0		0	0		0	0		0	0	0
	7:45 PM	0		0	0		0	0		0	0		0	0	0
	8:00 PM	0		0	0		0	0		0	0		0	0	0
	8:15 PM	0		0	0		0	0		0	0		0	0	0
	8:30 PM	0		0	0		0	0		0	0		0	0	0
	8:45 PM	0		0	0		0	0		0	0		0	0	0
	9:00 PM	0		0	0		0	0		0	0		0	0	0
	9:15 PM	0		0	0		0	0		0	0		0	0	0
	9:30 PM	0		0	0		0	0		0	0		0	0	0
	9:45 PM	0		0	0		0	0		0	0		0	0	0
Totals		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Intersection Traffic Volume Report

Count Basics			Page 13 of 13
Start Date:	Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted:	3	Non-Holiday	No Special Events

15-Minute Bicycle Turning Movement Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Bicyclists

15-Minute Bicycle Data

15-Minute Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					15-Min	Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM					0					0					0					0	0	0
	6:15 AM					0					0					0					0	0	0
	6:30 AM					0					0					0					0	0	0
	6:45 AM					0					0					0					0	0	0
	7:00 AM					0					0					0					0	0	0
	7:15 AM					0					0					0					0	0	0
	7:30 AM					0					0					0					0	0	0
	7:45 AM					0					0					0					0	0	0
	8:00 AM					0					0					0					0	0	0
	8:15 AM					0					0					0					0	0	0
	8:30 AM					0					0					0					0	0	0
	8:45 AM					0					0					0					0	0	0
	9:00 AM					0					0					0					0	0	0
	9:15 AM					0					0					0					0	0	0
	9:30 AM					0					0					0					0	0	0
	9:45 AM					0					0					0					0	0	0
Midday Peak Period	10:00 AM					0					0					0					0	0	0
	10:15 AM					0					0					0					0	0	0
	10:30 AM					0					0					0					0	0	0
	10:45 AM					0					0					0					0	0	0
	11:00 AM					0					0					0					0	0	0
	11:15 AM					0					0					0					0	0	0
	11:30 AM					0					0					0					0	0	0
	11:45 AM					0					0					0					0	0	0
	12:00 PM					0					0					0					0	0	0
	12:15 PM					0					0					0					0	0	0
	12:30 PM					0					0					0					0	0	0
	12:45 PM					0					0					0					0	0	0
	1:00 PM					0					0					0					0	0	0
	1:15 PM					0					0					0					0	0	0
	1:30 PM					0					0					0					0	0	0
	1:45 PM					0					0					0					0	0	0
PM Peak Period	2:00 PM					0					0					0					0	0	0
	2:15 PM					0					0					0					0	0	0
	2:30 PM					0					0					0					0	0	0
	2:45 PM					0					0					0					0	0	0
	3:00 PM					0					0					0					0	0	0
	3:15 PM					0					0					0					0	0	0
	3:30 PM					0					0					0					0	0	0
	3:45 PM					0					0					0					0	0	0
	4:00 PM					0					0					0					0	0	0
	4:15 PM					0					0					0					0	0	0
	4:30 PM					0					0					0					0	0	0
	4:45 PM					0					0					0					0	0	0
	5:00 PM					0					0					0					0	0	0
	5:15 PM					0					0					0					0	0	0
	5:30 PM					0					0					0					0	0	0
	5:45 PM					0					0					0					0	0	0
	6:00 PM					0					0					0					0	0	0
	6:15 PM					0					0					0					0	0	0
	6:30 PM					0					0					0					0	0	0
	6:45 PM					0					0					0					0	0	0
	7:00 PM					0					0					0					0	0	0
	7:15 PM					0					0					0					0	0	0
	7:30 PM					0					0					0					0	0	0
	7:45 PM					0					0					0					0	0	0
	8:00 PM					0					0					0					0	0	0
	8:15 PM					0					0					0					0	0	0
	8:30 PM					0					0					0					0	0	0
	8:45 PM					0					0					0					0	0	0
	9:00 PM					0					0					0					0	0	0
	9:15 PM					0					0					0					0	0	0
	9:30 PM					0					0					0					0	0	0
	9:45 PM					0					0					0					0	0	0
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Bicycle Turning Movement Volume Summary

Hourly Time Period		From North (↓) Yates Road					From East (←) Santa Monica Blvd					From South (↑) Yates Road					From West (→) Cardinal Stritch DW					Total Hourly
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Date: May 24, 2024

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Port Washington at Aldi Driveway

Urbanized Area/Cluster Population
1,376,476

Exit Ramp:	No
Speed Limit:	35

Sat. Flow Rate (pc/h/ln)				
1900		1891 *		1891 *

**Consider using 1900 pc/h/ln*

N

Exit Ramp:	Sat. Flow (pc/h/ln)		# of Lanes	Lane Type
No	1760	*	1	L
Speed Limit:				L-T
25				T
	1760	*	1	T-R
				R

**Consider using 1900 pc/h/ln*

Traffic Signal

# of Lanes				
Lane Type	R	T-R	T	L-T	L
	1		2		1
	L	L-T	T	T-R	R
Lane Type					
# of Lanes					

Lane Type	# of Lanes		Sat. Flow (pc/h/ln)	Exit Ramp:
R				No
T-R	1		1760 *	Speed Limit:
T				25
L-T				
L	1	*	1760	

**Consider using 1900 pc/h/ln*

**Consider using 1900 pc/h/ln*

Sat. Flow Rate (pc/h/ln)				
1891 *		1891 *		1900

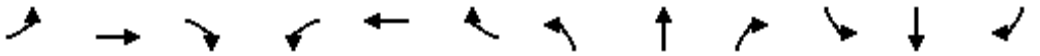
Speed Limit:	35
Exit Ramp:	No

Bureau of Traffic Operations
Last Updated: 4/7/2022

Appendix B
Existing Traffic
Peak Hour Analysis Outputs

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1	45	1	1	1	45	460	10	5	410	5
Future Volume (vph)	50	1	45	1	1	1	45	460	10	5	410	5
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.98	1.00		0.98
Frt		0.853			0.925				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1639	1452	0	1655	1601	0	1618	3237	1455	1679	3358	1509
Flt Permitted	0.757			0.722			0.479			0.392		
Satd. Flow (perm)	1305	1452	0	1257	1601	0	815	3237	1422	693	3358	1477
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	11%	11%	11%	7%	7%	7%
Adj. Flow (vph)	58	1	52	1	1	1	52	535	7	6	477	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	53	0	1	2	0	52	535	7	6	477	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

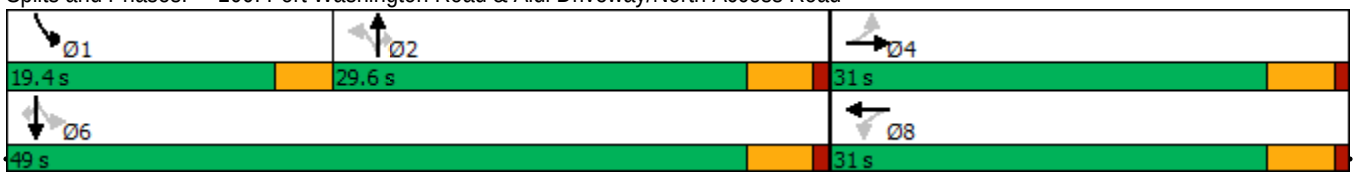
AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.3	10.3		10.3	10.3		23.5	23.5	23.5	25.5	25.2	25.2
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.57	0.57	0.57	0.62	0.61	0.61
v/c Ratio	0.18	0.15		0.00	0.00		0.11	0.29	0.01	0.01	0.23	0.00
Control Delay	15.0	14.5		14.0	13.5		8.7	7.8	7.8	4.2	5.5	4.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	14.5		14.0	13.5		8.7	7.8	7.8	4.2	5.5	4.7
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		14.8			13.7			7.9			5.5	
Approach LOS		B			B			A			A	

Intersection Summary

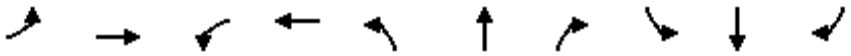
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 41.1
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.29
Intersection Signal Delay: 7.6 Intersection LOS: A
Intersection Capacity Utilization 47.2% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
AM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

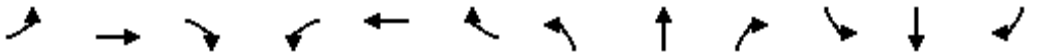


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	53	1	2	52	535	7	6	477	4
v/c Ratio	0.18	0.15	0.00	0.00	0.11	0.29	0.01	0.01	0.23	0.00
Control Delay	15.0	14.5	14.0	13.5	8.7	7.8	7.8	4.2	5.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	14.5	14.0	13.5	8.7	7.8	7.8	4.2	5.5	4.7
Queue Length 50th (ft)	8	7	0	0	5	32	1	1	28	1
Queue Length 95th (ft)	38	35	3	5	27	85	7	3	42	3
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	851	947	819	1044	569	2260	993	824	3190	1403
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.06	0.00	0.00	0.09	0.24	0.01	0.01	0.15	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024



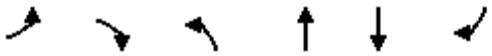
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	45	1	1	1	45	460	10	5	410	5
Future Volume (veh/h)	50	1	45	1	1	1	45	460	10	5	410	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1733	1733	1733	1746	1746	1746	1729	1729	1737	1788	1788	1796
Adj Flow Rate, veh/h	58	1	52	1	1	1	52	535	7	6	477	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	1	1	1	11	11	11	7	7	7
Cap, veh/h	449	5	270	402	151	151	557	1381	605	475	1800	789
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.42	0.42	0.42	0.01	0.53	0.53
Sat Flow, veh/h	1309	27	1425	1260	795	795	844	3285	1440	1703	3397	1489
Grp Volume(v), veh/h	58	0	53	1	0	2	52	535	7	6	477	4
Grp Sat Flow(s),veh/h/ln	1309	0	1452	1260	0	1590	844	1642	1440	1703	1698	1489
Q Serve(g_s), s	1.3	0.0	1.1	0.0	0.0	0.0	1.4	4.0	0.1	0.1	2.7	0.0
Cycle Q Clear(g_c), s	1.4	0.0	1.1	1.1	0.0	0.0	1.4	4.0	0.1	0.1	2.7	0.0
Prop In Lane	1.00		0.98	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	0	276	402	0	302	557	1381	605	475	1800	789
V/C Ratio(X)	0.13	0.00	0.19	0.00	0.00	0.01	0.09	0.39	0.01	0.01	0.26	0.01
Avail Cap(c_a), veh/h	1154	0	1059	1081	0	1159	784	2265	993	1215	4190	1837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	12.2	12.6	0.0	11.7	6.4	7.2	6.0	5.2	4.6	4.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.5	0.0	0.0	0.0	0.3	1.6	0.0	0.0	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	12.3	12.6	0.0	11.7	6.5	7.4	6.0	5.2	4.7	4.0
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		111			3			594			487	
Approach Delay, s/veh		12.3			12.0			7.3			4.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	3.9	20.0		11.8		23.9		11.8				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	2.1	6.0		3.4		4.7		3.1				
Green Ext Time (p_c), s	0.0	5.0		0.2		5.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			6.7									
HCM 6th LOS			A									

Lanes, Volumes, Timings
200: Yates Road & North Access Road

AM Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	135	205	5
Future Volume (vph)	5	5	5	135	205	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.997	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1711	0	0	1823	1876	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1823	1876	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Adj. Flow (vph)	6	6	6	175	266	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	181	272	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.5%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

AM Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	135	205	5
Future Vol, veh/h	5	5	5	135	205	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	6	6	6	175	266	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	458	271	273	0	-	0
Stage 1	270	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	563	770	1279	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	559	769	1278	-	-	-
Mov Cap-2 Maneuver	559	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	647	-	-
HCM Lane V/C Ratio	0.005	-	0.02	-	-
HCM Control Delay (s)	7.8	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	100	1	5	1	130	5	1	205	1
Future Volume (vph)	1	1	1	100	1	5	1	130	5	1	205	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.994				0.850		0.999	
Flt Protected		0.984			0.955							
Satd. Flow (prot)	0	1768	0	0	1734	0	0	1827	1553	0	1879	0
Flt Permitted		0.984			0.955							
Satd. Flow (perm)	0	1768	0	0	1734	0	0	1827	1553	0	1879	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	1	1	1	130	1	6	1	169	6	1	266	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	137	0	0	170	6	0	268	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
AM Peak

300: Yates Road & South Access Road/Santa Monica Blvd

06/13/2024

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	1	1	100	1	5	1	130	5	1	205	1
Future Vol, veh/h	1	1	1	100	1	5	1	130	5	1	205	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	1	1	1	130	1	6	1	169	6	1	266	1

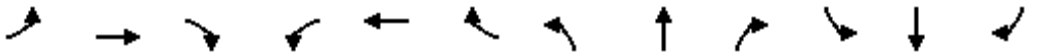
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	449	448	269	443	442	171	268	0	0	176	0	0
Stage 1	270	270	-	172	172	-	-	-	-	-	-	-
Stage 2	179	178	-	271	270	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	522	507	772	522	507	868	1284	-	-	1406	-	-
Stage 1	738	688	-	825	753	-	-	-	-	-	-	-
Stage 2	825	754	-	730	682	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	515	505	771	518	505	866	1283	-	-	1405	-	-
Mov Cap-2 Maneuver	515	505	-	518	505	-	-	-	-	-	-	-
Stage 1	737	687	-	823	751	-	-	-	-	-	-	-
Stage 2	816	752	-	726	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	14.2	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1283	-	-	575	528	1405	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.261	0.001	-	-
HCM Control Delay (s)	7.8	0	-	11.3	14.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1	30	5	1	1	55	590	1	1	475	20
Future Volume (vph)	55	1	30	5	1	1	55	590	1	1	475	20
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.854			0.925				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1469	0	1655	1601	0	1695	3390	1524	1711	3422	1538
Flt Permitted	0.757			0.734			0.453			0.350		
Satd. Flow (perm)	1318	1469	0	1278	1601	0	808	3390	1482	630	3422	1505
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	6%	6%	6%	5%	5%	5%
Adj. Flow (vph)	62	1	34	6	1	1	62	663	1	1	534	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	35	0	6	2	0	62	663	1	1	534	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

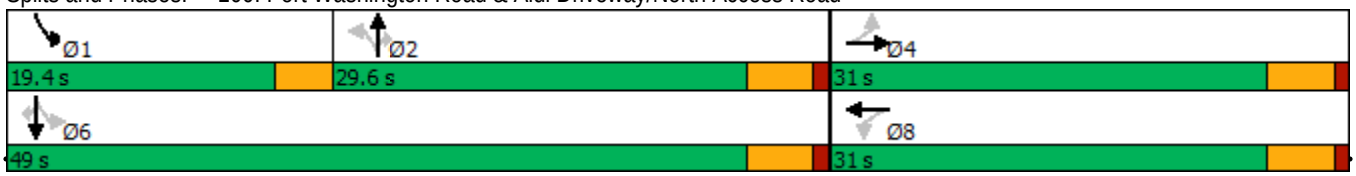
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.3	10.3		10.3	10.3		26.7	26.7	26.7	27.5	28.2	28.2
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.67	0.67	0.67	0.69	0.71	0.71
v/c Ratio	0.18	0.09		0.02	0.00		0.11	0.29	0.00	0.00	0.22	0.01
Control Delay	15.9	15.1		15.0	15.0		7.9	6.7	7.0	4.0	4.5	4.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	15.1		15.0	15.0		7.9	6.7	7.0	4.0	4.5	4.6
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		15.6			15.0			6.8			4.5	
Approach LOS		B			B			A			A	

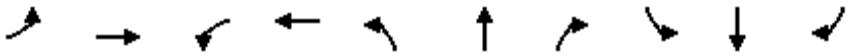
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 39.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 6.6		Intersection LOS: A	
Intersection Capacity Utilization 48.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
PM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

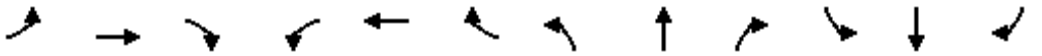


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	35	6	2	62	663	1	1	534	14
v/c Ratio	0.18	0.09	0.02	0.00	0.11	0.29	0.00	0.00	0.22	0.01
Control Delay	15.9	15.1	15.0	15.0	7.9	6.7	7.0	4.0	4.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	15.1	15.0	15.0	7.9	6.7	7.0	4.0	4.5	4.6
Queue Length 50th (ft)	10	5	1	0	7	42	0	0	32	1
Queue Length 95th (ft)	45	29	10	5	31	109	2	1	49	6
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	887	988	860	1077	610	2562	1120	881	3289	1446
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.04	0.01	0.00	0.10	0.26	0.00	0.00	0.16	0.01

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



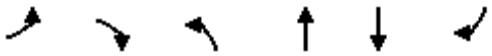
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	30	5	1	1	55	590	1	1	475	20
Future Volume (veh/h)	55	1	30	5	1	1	55	590	1	1	475	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1802	1802	1811	1817	1817	1826
Adj Flow Rate, veh/h	62	1	34	6	1	1	62	663	1	1	534	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	6	6	6	5	5	5
Cap, veh/h	446	8	260	414	145	145	560	1469	642	429	1834	802
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.43	0.43	0.43	0.00	0.53	0.53
Sat Flow, veh/h	1319	42	1424	1280	795	795	826	3425	1496	1731	3453	1510
Grp Volume(v), veh/h	62	0	35	6	0	2	62	663	1	1	534	14
Grp Sat Flow(s),veh/h/ln	1319	0	1466	1280	0	1590	826	1712	1496	1731	1726	1510
Q Serve(g_s), s	1.4	0.0	0.7	0.1	0.0	0.0	1.6	4.8	0.0	0.0	3.0	0.2
Cycle Q Clear(g_c), s	1.4	0.0	0.7	0.8	0.0	0.0	1.6	4.8	0.0	0.0	3.0	0.2
Prop In Lane	1.00		0.97	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	446	0	268	414	0	291	560	1469	642	429	1834	802
V/C Ratio(X)	0.14	0.00	0.13	0.01	0.00	0.01	0.11	0.45	0.00	0.00	0.29	0.02
Avail Cap(c_a), veh/h	1185	0	1091	1133	0	1183	787	2410	1053	1212	4346	1900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	12.0	12.3	0.0	11.7	6.2	7.1	5.7	5.2	4.5	3.9
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.4	0.1	0.0	0.0	0.3	1.9	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	12.0	12.3	0.0	11.7	6.3	7.4	5.7	5.2	4.7	3.9
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		97			8			726			549	
Approach Delay, s/veh		12.2			12.2			7.3			4.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	3.6	20.0		11.4		23.6		11.4				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	2.0	6.8		3.4		5.0		2.8				
Green Ext Time (p_c), s	0.0	6.1		0.1		5.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		6.6	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	160	125	5
Future Volume (vph)	5	5	5	160	125	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.995	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1711	0	0	1861	1783	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1711	0	0	1861	1783	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	2	1	3			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	6%	6%
Adj. Flow (vph)	6	6	6	203	158	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	209	164	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

PM Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	160	125	5
Future Vol, veh/h	5	5	5	160	125	5
Conflicting Peds, #/hr	2	1	3	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	6	6
Mvmt Flow	6	6	6	203	158	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	381	165	167	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	623	882	1411	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	616	879	1407	-	-	-
Mov Cap-2 Maneuver	616	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1407	-	724	-	-
HCM Lane V/C Ratio	0.004	-	0.017	-	-
HCM Control Delay (s)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	115	1	10	1	150	30	1	125	1
Future Volume (vph)	1	1	1	115	1	10	1	150	30	1	125	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.989				0.850		0.999	
Flt Protected		0.984			0.956							
Satd. Flow (prot)	0	1768	0	0	1727	0	0	1827	1553	0	1879	0
Flt Permitted		0.984			0.956							
Satd. Flow (perm)	0	1768	0	0	1727	0	0	1827	1553	0	1879	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	1	1	1	149	1	13	1	195	39	1	162	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	163	0	0	196	39	0	164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.1%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
PM Peak
300: Yates Road & South Access Road/Santa Monica Blvd
06/13/2024

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	1	1	115	1	10	1	150	30	1	125	1
Future Vol, veh/h	1	1	1	115	1	10	1	150	30	1	125	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	1	1	1	149	1	13	1	195	39	1	162	1

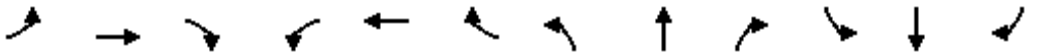
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	391	403	165	365	364	197	164	0	0	235	0	0
Stage 1	166	166	-	198	198	-	-	-	-	-	-	-
Stage 2	225	237	-	167	166	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	570	538	882	587	561	839	1402	-	-	1338	-	-
Stage 1	838	763	-	799	733	-	-	-	-	-	-	-
Stage 2	780	711	-	830	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	558	536	880	583	559	837	1401	-	-	1337	-	-
Mov Cap-2 Maneuver	558	536	-	583	559	-	-	-	-	-	-	-
Stage 1	836	761	-	797	732	-	-	-	-	-	-	-
Stage 2	765	710	-	826	755	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	13.3	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1401	-	-	626	597	1337	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.274	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.8	13.3	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	10	1	1	1	30	440	1	1	320	1
Future Volume (vph)	10	1	10	1	1	1	30	440	1	1	320	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.862			0.925				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1483	0	1655	1601	0	1779	3557	1599	1779	3557	1599
Flt Permitted							0.519			0.401		
Satd. Flow (perm)	1741	1483	0	1741	1601	0	971	3557	1555	750	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	12	1	1	1	37	543	1	1	395	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	13	0	1	2	0	37	543	1	1	395	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

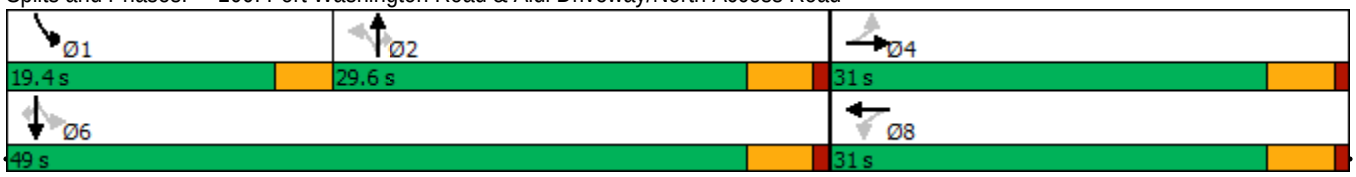
Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.2	10.2		10.2	10.2		33.2	33.2	33.2	32.0	34.8	34.8
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.88	0.88	0.88	0.84	0.92	0.92
v/c Ratio	0.03	0.03		0.00	0.00		0.04	0.17	0.00	0.00	0.12	0.00
Control Delay	13.1	13.2		13.0	13.5		5.1	3.7	6.0	2.0	1.6	3.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	13.2		13.0	13.5		5.1	3.7	6.0	2.0	1.6	3.0
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		13.1			13.3			3.8			1.6	
Approach LOS		B			B			A			A	

Intersection Summary

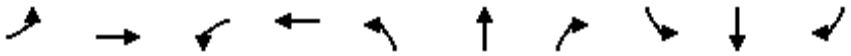
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 37.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.17
Intersection Signal Delay: 3.2 Intersection LOS: A
Intersection Capacity Utilization 45.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024

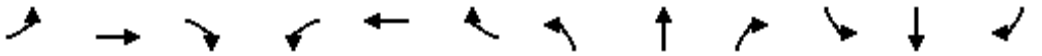


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	13	1	2	37	543	1	1	395	1
v/c Ratio	0.03	0.03	0.00	0.00	0.04	0.17	0.00	0.00	0.12	0.00
Control Delay	13.1	13.2	13.0	13.5	5.1	3.7	6.0	2.0	1.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	13.2	13.0	13.5	5.1	3.7	6.0	2.0	1.6	3.0
Queue Length 50th (ft)	2	2	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	12	12	3	4	19	78	2	1	33	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	1216	1036	1216	1119	873	3198	1398	1074	3475	1529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.00	0.00	0.04	0.17	0.00	0.00	0.11	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024



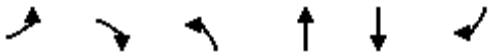
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	10	1	1	1	30	440	1	1	320	1
Future Volume (veh/h)	10	1	10	1	1	1	30	440	1	1	320	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	12	1	1	1	37	543	1	1	395	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	324	8	94	314	55	55	718	1743	762	583	2156	943
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.49	0.49	0.49	0.00	0.60	0.60
Sat Flow, veh/h	1315	114	1365	1303	795	795	989	3565	1558	1787	3565	1560
Grp Volume(v), veh/h	12	0	13	1	0	2	37	543	1	1	395	1
Grp Sat Flow(s),veh/h/ln	1315	0	1478	1303	0	1590	989	1782	1558	1787	1782	1560
Q Serve(g_s), s	0.3	0.0	0.3	0.0	0.0	0.0	0.6	2.8	0.0	0.0	1.5	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.3	0.3	0.0	0.0	0.6	2.8	0.0	0.0	1.5	0.0
Prop In Lane	1.00		0.92	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	0	102	314	0	110	718	1743	762	583	2156	943
V/C Ratio(X)	0.04	0.00	0.13	0.00	0.00	0.02	0.05	0.31	0.00	0.00	0.18	0.00
Avail Cap(c_a), veh/h	1348	0	1253	1328	0	1348	1028	2858	1249	1504	5112	2236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	13.4	13.5	0.0	13.3	4.2	4.7	4.0	3.4	2.7	2.4
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.8	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	13.6	13.5	0.0	13.3	4.2	4.9	4.0	3.4	2.8	2.4
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		25			3			581			397	
Approach Delay, s/veh		13.5			13.4			4.8			2.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	3.6	20.0		7.1		23.6		7.1				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	2.0	4.8		2.3		3.5		2.3				
Green Ext Time (p_c), s	0.0	5.0		0.0		4.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		4.3	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road

Wed Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	105	60	5
Future Volume (vph)	5	5	5	105	60	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.990	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1711	0	0	1877	1862	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1711	0	0	1877	1862	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	6	6	136	78	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	142	84	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.9%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

Wed Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	105	60	5
Future Vol, veh/h	5	5	5	105	60	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	6	6	136	78	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	231	83	85	0	-	0
Stage 1	82	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	759	979	1518	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	754	977	1517	-	-	-
Mov Cap-2 Maneuver	754	-	-	-	-	-
Stage 1	939	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1517	-	851	-	-
HCM Lane V/C Ratio	0.004	-	0.015	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	70	1	5	1	100	20	1	60	1
Future Volume (vph)	1	1	1	70	1	5	1	100	20	1	60	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.992				0.850		0.998	
Flt Protected		0.984			0.956						0.999	
Satd. Flow (prot)	0	1768	0	0	1784	0	0	1881	1599	0	1876	0
Flt Permitted		0.984			0.956						0.999	
Satd. Flow (perm)	0	1768	0	0	1784	0	0	1881	1599	0	1876	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	91	1	6	1	130	26	1	78	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	98	0	0	131	26	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
300: Yates Road & South Access Road/Santa Monica Blvd

Wed Peak
06/13/2024

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↗		↕	
Traffic Vol, veh/h	1	1	1	70	1	5	1	100	20	1	60	1
Future Vol, veh/h	1	1	1	70	1	5	1	100	20	1	60	1
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	91	1	6	1	130	26	1	78	1

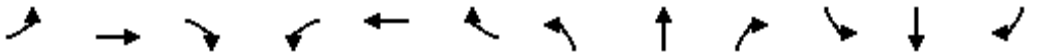
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	232	241	81	216	215	132	80	0	0	157	0	0
Stage 1	82	82	-	133	133	-	-	-	-	-	-	-
Stage 2	150	159	-	83	82	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	725	662	982	743	684	920	1524	-	-	1429	-	-
Stage 1	929	829	-	873	788	-	-	-	-	-	-	-
Stage 2	855	768	-	928	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	716	659	980	739	681	918	1523	-	-	1428	-	-
Mov Cap-2 Maneuver	716	659	-	739	681	-	-	-	-	-	-	-
Stage 1	927	827	-	871	786	-	-	-	-	-	-	-
Stage 2	846	766	-	924	827	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	10.5	0.1	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1523	-	-	762	748	1428	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.132	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.7	10.5	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	1	1	1	25	410	1	1	280	1
Future Volume (vph)	10	1	15	1	1	1	25	410	1	1	280	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.858			0.925				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1476	0	1655	1601	0	1779	3557	1599	1779	3557	1599
Flt Permitted							0.553			0.424		
Satd. Flow (perm)	1741	1476	0	1741	1601	0	1034	3557	1555	792	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	18	1	1	1	29	482	1	1	329	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	19	0	1	2	0	29	482	1	1	329	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

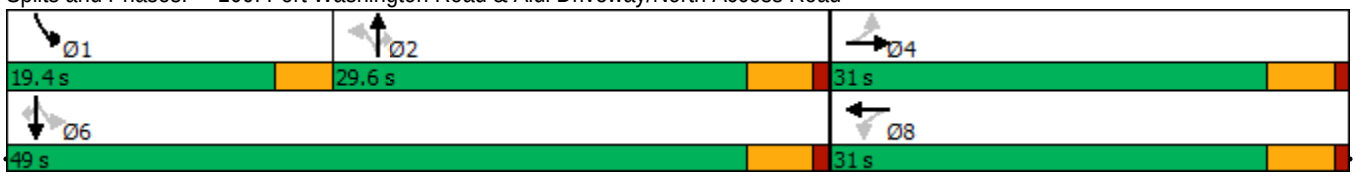
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.2	10.2		10.2	10.2		31.4	31.4	31.4	31.2	33.1	33.1
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.79	0.79	0.79	0.78	0.83	0.83
v/c Ratio	0.03	0.05		0.00	0.00		0.04	0.17	0.00	0.00	0.11	0.00
Control Delay	14.4	14.6		14.0	14.5		7.0	5.1	8.0	3.0	2.9	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	14.6		14.0	14.5		7.0	5.1	8.0	3.0	2.9	4.0
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		14.5			14.3			5.2			2.9	
Approach LOS		B			B			A			A	

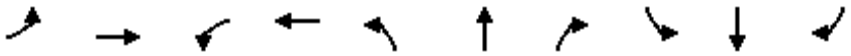
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 39.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.17			
Intersection Signal Delay: 4.7		Intersection LOS: A	
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024

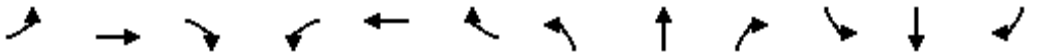


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	19	1	2	29	482	1	1	329	1
v/c Ratio	0.03	0.05	0.00	0.00	0.04	0.17	0.00	0.00	0.11	0.00
Control Delay	14.4	14.6	14.0	14.5	7.0	5.1	8.0	3.0	2.9	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	14.6	14.0	14.5	7.0	5.1	8.0	3.0	2.9	4.0
Queue Length 50th (ft)	2	3	0	0	0	0	0	0	0	0
Queue Length 95th (ft)	12	16	3	4	17	74	2	1	29	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	1160	983	1160	1066	845	2908	1271	1022	3462	1523
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.00	0.00	0.03	0.17	0.00	0.00	0.10	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024



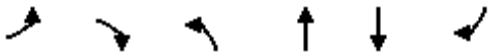
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	15	1	1	1	25	410	1	1	280	1
Future Volume (veh/h)	10	1	15	1	1	1	25	410	1	1	280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	18	1	1	1	29	482	1	1	329	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	338	6	114	322	65	65	738	1719	751	604	2127	930
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.48	0.48	0.48	0.00	0.60	0.60
Sat Flow, veh/h	1316	77	1395	1297	795	795	1051	3565	1558	1787	3565	1559
Grp Volume(v), veh/h	12	0	19	1	0	2	29	482	1	1	329	1
Grp Sat Flow(s),veh/h/ln	1316	0	1472	1297	0	1590	1051	1782	1558	1787	1782	1559
Q Serve(g_s), s	0.3	0.0	0.4	0.0	0.0	0.0	0.5	2.5	0.0	0.0	1.3	0.0
Cycle Q Clear(g_c), s	0.3	0.0	0.4	0.4	0.0	0.0	0.5	2.5	0.0	0.0	1.3	0.0
Prop In Lane	1.00		0.95	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	0	121	322	0	130	738	1719	751	604	2127	930
V/C Ratio(X)	0.04	0.00	0.16	0.00	0.00	0.02	0.04	0.28	0.00	0.00	0.15	0.00
Avail Cap(c_a), veh/h	1330	0	1231	1300	0	1329	1062	2819	1232	1511	5043	2206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	13.3	13.5	0.0	13.1	4.3	4.8	4.2	3.5	2.8	2.5
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.2	0.0	0.0	0.0	0.1	0.7	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.3	0.0	13.5	13.5	0.0	13.1	4.3	4.9	4.2	3.5	2.8	2.5
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		31			3			512			331	
Approach Delay, s/veh		13.4			13.3			4.9			2.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	3.6	20.0		7.5		23.6		7.5				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	2.0	4.5		2.4		3.3		2.4				
Green Ext Time (p_c), s	0.0	4.3		0.0		3.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		4.5	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road

Friday Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	85	90	5
Future Volume (vph)	5	5	5	85	90	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.993	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1711	0	0	1876	1868	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1711	0	0	1876	1868	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	6	6	109	115	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	115	121	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.9%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

Friday Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	85	90	5
Future Vol, veh/h	5	5	5	85	90	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	6	6	109	115	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	241	120	122	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	749	934	1472	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	745	932	1471	-	-	-
Mov Cap-2 Maneuver	745	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1471	-	828	-	-
HCM Lane V/C Ratio	0.004	-	0.015	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Friday Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Future Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.912				0.850		0.941	
Flt Protected		0.955			0.985			0.999				
Satd. Flow (prot)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Flt Permitted		0.955			0.985			0.999				
Satd. Flow (perm)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	1	1	6	1	13	1	58	1	1	64	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	20	0	0	59	1	0	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
300: Yates Road & South Access Road/Santa Monica Blvd

Friday Peak
06/13/2024

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Future Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	38	1	1	6	1	13	1	58	1	1	64	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	155	92	155	179	60	116	0	0	60	0	0
Stage 1	93	93	-	61	61	-	-	-	-	-	-	-
Stage 2	69	62	-	94	118	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	805	739	968	814	717	1008	1479	-	-	1550	-	-
Stage 1	916	820	-	953	846	-	-	-	-	-	-	-
Stage 2	944	845	-	915	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	791	736	966	809	714	1006	1478	-	-	1549	-	-
Mov Cap-2 Maneuver	791	736	-	809	714	-	-	-	-	-	-	-
Stage 1	914	818	-	951	844	-	-	-	-	-	-	-
Stage 2	929	843	-	911	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9	0.2	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	794	913	1549	-	-
HCM Lane V/C Ratio	0.001	-	-	0.052	0.022	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

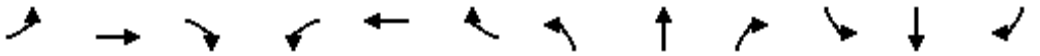
Appendix C
Build Traffic
Peak Hour Analysis Outputs

Full (Typical School Day) Build Traffic

Full (School Event) Build Traffic

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1	45	45	1	240	45	460	85	415	410	5
Future Volume (vph)	50	1	45	45	1	240	45	460	85	415	410	5
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.98	1.00		0.98
Frt		0.853			0.851				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1639	1452	0	1655	1463	0	1618	3237	1455	1679	3358	1509
Flt Permitted	0.457			0.722			0.479			0.316		
Satd. Flow (perm)	788	1452	0	1257	1463	0	815	3237	1422	558	3358	1477
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	11%	11%	11%	7%	7%	7%
Adj. Flow (vph)	58	1	52	52	1	279	52	535	61	483	477	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	53	0	52	280	0	52	535	61	483	477	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

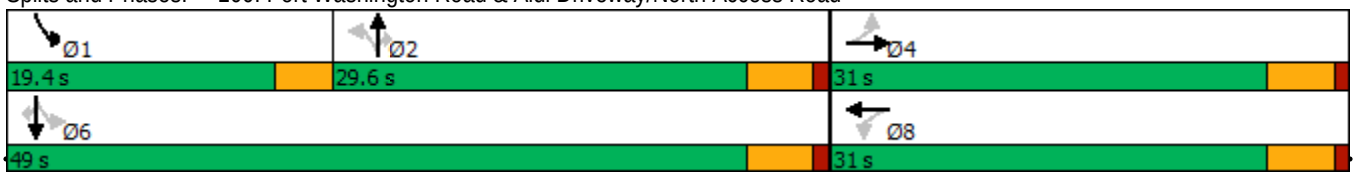
AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	16.6	16.6		16.6	16.6		18.9	18.9	18.9	38.8	37.2	37.2
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.29	0.29	0.29	0.61	0.58	0.58
v/c Ratio	0.29	0.14		0.16	0.74		0.22	0.56	0.15	0.81	0.24	0.00
Control Delay	23.9	19.9		20.4	35.1		21.9	22.8	19.7	22.3	7.6	7.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	19.9		20.4	35.1		21.9	22.8	19.7	22.3	7.6	7.3
LOS	C	B		C	D		C	C	B	C	A	A
Approach Delay		22.0			32.8			22.4			15.0	
Approach LOS		C			C			C			B	

Intersection Summary

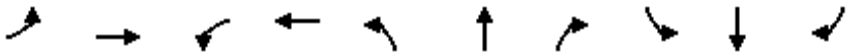
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 64.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 20.6 Intersection LOS: C
Intersection Capacity Utilization 76.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
AM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024



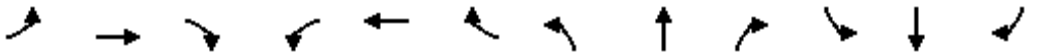
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	53	52	280	52	535	61	483	477	4
v/c Ratio	0.29	0.14	0.16	0.74	0.22	0.56	0.15	0.81	0.24	0.00
Control Delay	23.9	19.9	20.4	35.1	21.9	22.8	19.7	22.3	7.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	19.9	20.4	35.1	21.9	22.8	19.7	22.3	7.6	7.3
Queue Length 50th (ft)	18	16	16	100	15	92	18	88	41	1
Queue Length 95th (ft)	48	41	42	183	45	155	47	#261	83	5
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	329	606	525	611	322	1279	562	623	2374	1044
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.09	0.10	0.46	0.16	0.42	0.11	0.78	0.20	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024



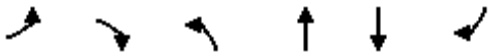
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Future Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1733	1733	1733	1746	1746	1746	1729	1729	1737	1788	1788	1796
Adj Flow Rate, veh/h	58	1	52	52	1	279	52	535	61	483	477	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	1	1	1	11	11	11	7	7	7
Cap, veh/h	223	7	381	430	1	389	353	876	384	610	1885	827
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.23	0.56	0.56
Sat Flow, veh/h	1018	27	1425	1260	5	1455	844	3285	1438	1703	3397	1489
Grp Volume(v), veh/h	58	0	53	52	0	280	52	535	61	483	477	4
Grp Sat Flow(s),veh/h/ln	1018	0	1452	1260	0	1460	844	1642	1438	1703	1698	1489
Q Serve(g_s), s	3.1	0.0	1.6	1.8	0.0	9.8	2.7	8.0	1.8	10.5	4.1	0.1
Cycle Q Clear(g_c), s	12.9	0.0	1.6	3.4	0.0	9.8	2.7	8.0	1.8	10.5	4.1	0.1
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	0	388	430	0	390	353	876	384	610	1885	827
V/C Ratio(X)	0.26	0.00	0.14	0.12	0.00	0.72	0.15	0.61	0.16	0.79	0.25	0.00
Avail Cap(c_a), veh/h	422	0	672	676	0	675	497	1437	629	707	2658	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	15.7	17.0	0.0	18.7	16.1	18.1	15.8	10.6	6.5	5.6
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.0	0.0	0.9	0.3	1.0	0.3	4.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.9	0.9	0.0	5.7	0.9	5.0	1.0	6.5	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	15.7	17.0	0.0	19.6	16.4	19.0	16.1	15.0	6.6	5.6
LnGrp LOS	C	A	B	B	A	B	B	B	B	B	A	A
Approach Vol, veh/h		111			332			648			964	
Approach Delay, s/veh		20.4			19.2			18.5			10.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.2	20.0		20.0		36.2		20.0				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	12.5	10.0		14.9		6.1		11.8				
Green Ext Time (p_c), s	0.2	4.7		0.2		4.9		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

Lanes, Volumes, Timings
200: Yates Road & North Access Road

AM Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	140	210	10
Future Volume (vph)	5	10	5	140	210	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.994	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1681	0	0	1823	1870	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1681	0	0	1823	1870	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Adj. Flow (vph)	6	13	6	182	273	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	188	286	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

AM Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	140	210	10
Future Vol, veh/h	5	10	5	140	210	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	6	13	6	182	273	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	476	282	287	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	195	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	549	759	1264	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	545	758	1263	-	-	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1263	-	671	-	-
HCM Lane V/C Ratio	0.005	-	0.029	-	-
HCM Control Delay (s)	7.9	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	5	100	1	5	20	130	5	1	210	5
Future Volume (vph)	5	1	5	100	1	5	20	130	5	1	210	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938			0.994				0.850		0.997	
Flt Protected		0.977			0.955			0.993				
Satd. Flow (prot)	0	1724	0	0	1734	0	0	1814	1553	0	1876	0
Flt Permitted		0.977			0.955			0.993				
Satd. Flow (perm)	0	1724	0	0	1734	0	0	1814	1553	0	1876	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	6	1	6	130	1	6	26	169	6	1	273	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	137	0	0	195	6	0	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
AM Peak

300: Yates Road & South Access Road/Santa Monica Blvd
06/13/2024

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	1	5	100	1	5	20	130	5	1	210	5
Future Vol, veh/h	5	1	5	100	1	5	20	130	5	1	210	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	6	1	6	130	1	6	26	169	6	1	273	6

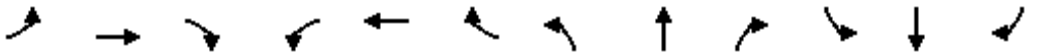
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	508	507	278	505	504	171	280	0	0	176	0	0
Stage 1	279	279	-	222	222	-	-	-	-	-	-	-
Stage 2	229	228	-	283	282	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	477	470	763	474	467	868	1271	-	-	1406	-	-
Stage 1	730	682	-	776	716	-	-	-	-	-	-	-
Stage 2	776	717	-	720	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	463	458	762	459	455	866	1270	-	-	1405	-	-
Mov Cap-2 Maneuver	463	458	-	459	455	-	-	-	-	-	-	-
Stage 1	712	681	-	757	699	-	-	-	-	-	-	-
Stage 2	750	700	-	711	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	15.8	1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1270	-	-	563	469	1405	-	-
HCM Lane V/C Ratio	0.02	-	-	0.025	0.294	0.001	-	-
HCM Control Delay (s)	7.9	0	-	11.6	15.8	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	1.2	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1	30	50	1	255	55	590	30	180	475	20
Future Volume (vph)	55	1	30	50	1	255	55	590	30	180	475	20
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.854			0.851				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1469	0	1655	1463	0	1695	3390	1524	1711	3422	1538
Flt Permitted	0.475			0.734			0.453			0.269		
Satd. Flow (perm)	827	1469	0	1278	1463	0	808	3390	1482	484	3422	1505
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	6%	6%	6%	5%	5%	5%
Adj. Flow (vph)	62	1	34	56	1	287	62	663	21	202	534	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	35	0	56	288	0	62	663	21	202	534	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

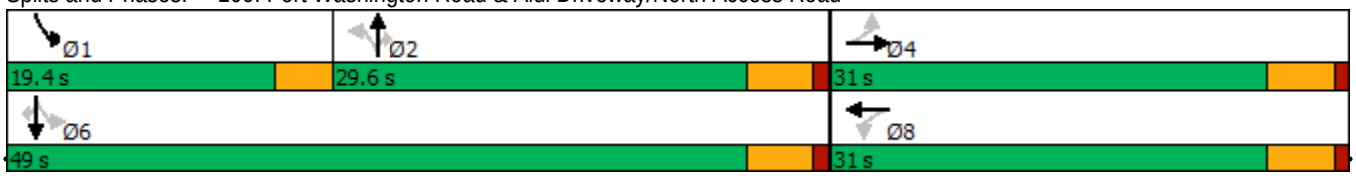
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	16.2	16.2		16.2	16.2		19.9	19.9	19.9	33.6	32.0	32.0
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.34	0.34	0.34	0.57	0.55	0.55
v/c Ratio	0.27	0.09		0.16	0.71		0.23	0.58	0.04	0.44	0.29	0.02
Control Delay	21.0	17.2		18.1	30.5		18.7	19.3	15.9	10.3	8.3	7.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	17.2		18.1	30.5		18.7	19.3	15.9	10.3	8.3	7.8
LOS	C	B		B	C		B	B	B	B	A	A
Approach Delay		19.6			28.4			19.1			8.8	
Approach LOS		B			C			B			A	

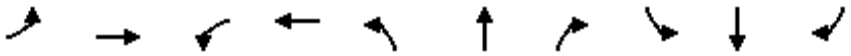
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 58.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
PM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

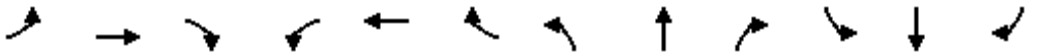


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	35	56	288	62	663	21	202	534	14
v/c Ratio	0.27	0.09	0.16	0.71	0.23	0.58	0.04	0.44	0.29	0.02
Control Delay	21.0	17.2	18.1	30.5	18.7	19.3	15.9	10.3	8.3	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	17.2	18.1	30.5	18.7	19.3	15.9	10.3	8.3	7.8
Queue Length 50th (ft)	16	9	14	87	14	92	5	29	45	2
Queue Length 95th (ft)	49	30	43	185	51	188	22	79	97	11
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	380	675	588	673	351	1475	645	622	2664	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.05	0.10	0.43	0.18	0.45	0.03	0.32	0.20	0.01

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



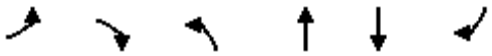
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Future Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1802	1802	1811	1817	1817	1826
Adj Flow Rate, veh/h	62	1	34	56	1	287	62	663	21	202	534	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	6	6	6	5	5	5
Cap, veh/h	248	12	396	479	1	405	407	1084	473	487	1795	785
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.32	0.32	0.32	0.13	0.52	0.52
Sat Flow, veh/h	1018	42	1424	1281	5	1455	826	3425	1493	1731	3453	1509
Grp Volume(v), veh/h	62	0	35	56	0	288	62	663	21	202	534	14
Grp Sat Flow(s),veh/h/ln	1018	0	1466	1281	0	1460	826	1712	1493	1731	1726	1509
Q Serve(g_s), s	2.9	0.0	0.9	1.7	0.0	8.8	2.7	8.1	0.5	3.3	4.4	0.2
Cycle Q Clear(g_c), s	11.7	0.0	0.9	2.5	0.0	8.8	2.7	8.1	0.5	3.3	4.4	0.2
Prop In Lane	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	0	408	479	0	406	407	1084	473	487	1795	785
V/C Ratio(X)	0.25	0.00	0.09	0.12	0.00	0.71	0.15	0.61	0.04	0.41	0.30	0.02
Avail Cap(c_a), veh/h	499	0	770	795	0	767	555	1701	741	813	3067	1341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	13.2	14.2	0.0	16.1	12.5	14.3	11.7	8.7	6.8	5.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.9	0.2	0.8	0.1	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	0.5	0.8	0.0	4.9	0.8	4.9	0.3	1.6	2.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	13.2	14.2	0.0	16.9	12.7	15.1	11.8	8.9	6.9	5.8
LnGrp LOS	C	A	B	B	A	B	B	B	B	A	A	A
Approach Vol, veh/h		97			344			746			750	
Approach Delay, s/veh		18.5			16.5			14.8			7.4	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	20.7		18.8		30.7		18.8				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	5.3	10.1		13.7		6.4		10.8				
Green Ext Time (p_c), s	0.1	5.6		0.1		5.7		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Lanes, Volumes, Timings
200: Yates Road & North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	165	130	5
Future Volume (vph)	5	10	5	165	130	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.995	
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1681	0	0	1861	1783	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1681	0	0	1861	1783	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	2	1	3			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	6%	6%
Adj. Flow (vph)	6	13	6	209	165	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	215	171	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.0%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

PM Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	165	130	5
Future Vol, veh/h	5	10	5	165	130	5
Conflicting Peds, #/hr	2	1	3	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	6	6
Mvmt Flow	6	13	6	209	165	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	394	172	174	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	613	874	1403	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	606	871	1399	-	-	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1399	-	760	-	-
HCM Lane V/C Ratio	0.005	-	0.025	-	-
HCM Control Delay (s)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	10	115	1	10	10	150	30	1	130	5
Future Volume (vph)	5	1	10	115	1	10	10	150	30	1	130	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.912			0.989				0.850		0.995	
Flt Protected		0.985			0.956			0.997				
Satd. Flow (prot)	0	1690	0	0	1727	0	0	1821	1553	0	1872	0
Flt Permitted		0.985			0.956			0.997				
Satd. Flow (perm)	0	1690	0	0	1727	0	0	1821	1553	0	1872	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	6	1	13	149	1	13	13	195	39	1	169	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	163	0	0	208	39	0	176	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
300: Yates Road & South Access Road/Santa Monica Blvd

PM Peak
06/13/2024

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	1	10	115	1	10	10	150	30	1	130	5
Future Vol, veh/h	5	1	10	115	1	10	10	150	30	1	130	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	6	1	13	149	1	13	13	195	39	1	169	6

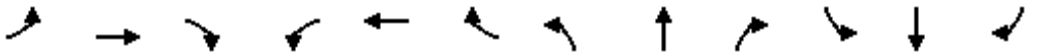
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	424	436	174	404	400	197	176	0	0	235	0	0
Stage 1	175	175	-	222	222	-	-	-	-	-	-	-
Stage 2	249	261	-	182	178	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	542	515	872	554	535	839	1388	-	-	1338	-	-
Stage 1	829	756	-	776	716	-	-	-	-	-	-	-
Stage 2	757	694	-	815	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	527	508	870	538	528	837	1387	-	-	1337	-	-
Mov Cap-2 Maneuver	527	508	-	538	528	-	-	-	-	-	-	-
Stage 1	819	754	-	767	707	-	-	-	-	-	-	-
Stage 2	735	686	-	800	747	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	14.2	0.4	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	697	554	1337	-	-
HCM Lane V/C Ratio	0.009	-	-	0.03	0.295	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.3	14.2	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	10	15	1	70	30	440	35	200	320	1
Future Volume (vph)	10	1	10	15	1	70	30	440	35	200	320	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.862			0.852				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1483	0	1655	1465	0	1779	3557	1599	1779	3557	1599
Flt Permitted	0.755			0.755			0.519			0.375		
Satd. Flow (perm)	1315	1483	0	1314	1465	0	971	3557	1555	701	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	12	19	1	86	37	543	27	247	395	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	13	0	19	87	0	37	543	27	247	395	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

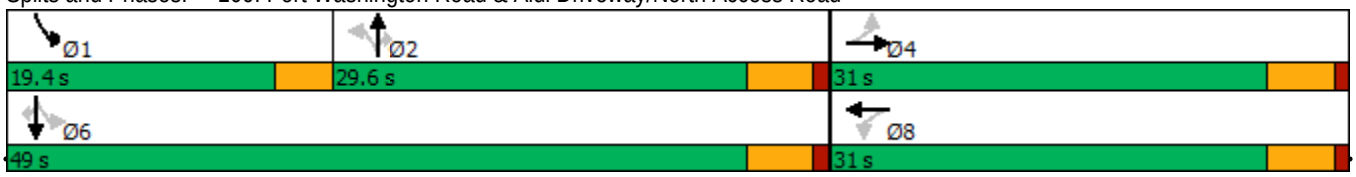
Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.7	10.7		10.7	10.7		17.8	17.8	17.8	30.9	32.1	32.1
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.42	0.42	0.42	0.73	0.76	0.76
v/c Ratio	0.04	0.03		0.06	0.24		0.09	0.37	0.04	0.35	0.15	0.00
Control Delay	17.3	17.3		17.5	18.6		11.2	11.1	10.6	4.9	3.8	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	17.3		17.5	18.6		11.2	11.1	10.6	4.9	3.8	4.0
LOS	B	B		B	B		B	B	B	A	A	A
Approach Delay		17.3			18.4			11.1			4.2	
Approach LOS		B			B			B			A	

Intersection Summary

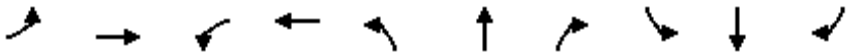
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 42.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 45.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
Wed Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

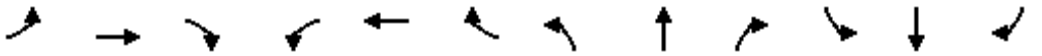


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	13	19	87	37	543	27	247	395	1
v/c Ratio	0.04	0.03	0.06	0.24	0.09	0.37	0.04	0.35	0.15	0.00
Control Delay	17.3	17.3	17.5	18.6	11.2	11.1	10.6	4.9	3.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	17.3	17.5	18.6	11.2	11.1	10.6	4.9	3.8	4.0
Queue Length 50th (ft)	2	3	4	19	7	57	5	25	22	0
Queue Length 95th (ft)	13	14	18	52	20	86	16	43	34	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	851	961	851	949	595	2181	953	937	3316	1459
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.01	0.02	0.09	0.06	0.25	0.03	0.26	0.12	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024



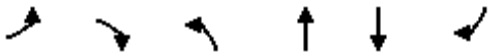
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Future Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	12	19	1	86	37	543	27	247	395	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	329	21	251	398	3	266	512	1242	542	638	2082	910
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.35	0.35	0.35	0.15	0.58	0.58
Sat Flow, veh/h	1222	114	1364	1306	17	1445	988	3565	1555	1787	3565	1559
Grp Volume(v), veh/h	12	0	13	19	0	87	37	543	27	247	395	1
Grp Sat Flow(s),veh/h/ln	1222	0	1478	1306	0	1462	988	1782	1555	1787	1782	1559
Q Serve(g_s), s	0.4	0.0	0.3	0.5	0.0	2.2	1.1	5.0	0.5	3.1	2.2	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.3	0.8	0.0	2.2	1.1	5.0	0.5	3.1	2.2	0.0
Prop In Lane	1.00		0.92	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	0	272	398	0	269	512	1242	542	638	2082	910
V/C Ratio(X)	0.04	0.00	0.05	0.05	0.00	0.32	0.07	0.44	0.05	0.39	0.19	0.00
Avail Cap(c_a), veh/h	842	0	892	947	0	883	732	2037	889	1022	3644	1594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	14.5	14.8	0.0	15.2	9.5	10.8	9.3	5.9	4.2	3.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.3	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.2	0.3	0.0	1.2	0.3	2.8	0.2	1.2	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	14.5	14.8	0.0	15.5	9.6	11.1	9.4	6.0	4.3	3.7
LnGrp LOS	B	A	B	B	A	B	A	B	A	A	A	A
Approach Vol, veh/h		25			106			607			643	
Approach Delay, s/veh		15.4			15.4			11.0			4.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	20.0		12.9		30.1		12.9				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	5.1	7.0		4.6		4.2		4.2				
Green Ext Time (p_c), s	0.2	4.8		0.0		4.0		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		8.6	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road

Wed Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	105	65	5
Future Volume (vph)	5	10	5	105	65	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.991	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1681	0	0	1877	1864	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1681	0	0	1877	1864	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	13	6	136	84	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	142	90	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.9%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

Wed Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	105	65	5
Future Vol, veh/h	5	10	5	105	65	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	13	6	136	84	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	237	89	91	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	753	972	1510	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	970	1509	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	883	-	-
HCM Lane V/C Ratio	0.004	-	0.022	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	70	1	5	10	100	20	1	65	5
Future Volume (vph)	1	1	1	70	1	5	10	100	20	1	65	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.992				0.850		0.991	
Flt Protected		0.984			0.956			0.995			0.999	
Satd. Flow (prot)	0	1768	0	0	1784	0	0	1872	1599	0	1862	0
Flt Permitted		0.984			0.956			0.995			0.999	
Satd. Flow (perm)	0	1768	0	0	1784	0	0	1872	1599	0	1862	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	91	1	6	13	130	26	1	84	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	98	0	0	143	26	0	91	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
300: Yates Road & South Access Road/Santa Monica Blvd

Wed Peak
06/13/2024

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	1	1	70	1	5	10	100	20	1	65	5
Future Vol, veh/h	1	1	1	70	1	5	10	100	20	1	65	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	91	1	6	13	130	26	1	84	6

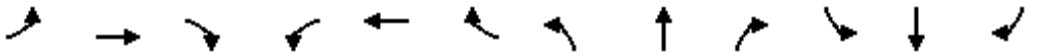
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	264	273	89	248	250	132	91	0	0	157	0	0
Stage 1	90	90	-	157	157	-	-	-	-	-	-	-
Stage 2	174	183	-	91	93	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	691	636	972	708	655	920	1510	-	-	1429	-	-
Stage 1	920	822	-	848	770	-	-	-	-	-	-	-
Stage 2	830	750	-	919	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	679	628	970	700	647	918	1509	-	-	1428	-	-
Mov Cap-2 Maneuver	679	628	-	700	647	-	-	-	-	-	-	-
Stage 1	911	820	-	840	762	-	-	-	-	-	-	-
Stage 2	815	743	-	915	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	10.9	0.6	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	732	710	1428	-	-
HCM Lane V/C Ratio	0.009	-	-	0.005	0.139	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.9	10.9	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	15	1	25	25	410	20	100	280	1
Future Volume (vph)	10	1	15	15	1	25	25	410	20	100	280	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.858			0.855				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1476	0	1655	1470	0	1779	3557	1599	1779	3557	1599
Flt Permitted							0.553			0.411		
Satd. Flow (perm)	1741	1476	0	1741	1470	0	1034	3557	1555	768	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	18	18	1	29	29	482	15	118	329	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	19	0	18	30	0	29	482	15	118	329	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

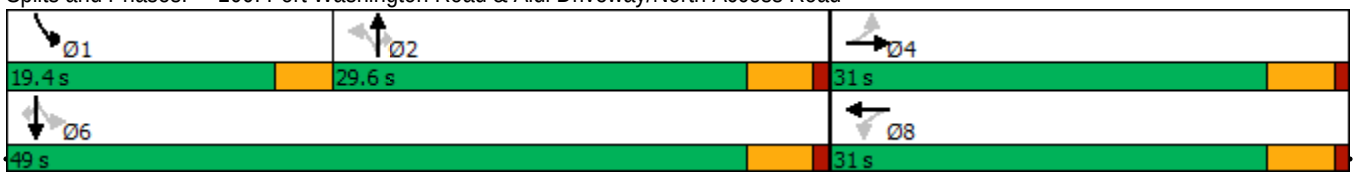
Friday Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.4	10.4		10.4	10.4		24.0	24.0	24.0	29.2	31.2	31.2
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.64	0.64	0.64	0.77	0.83	0.83
v/c Ratio	0.03	0.05		0.04	0.07		0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1		14.0	14.2		9.6	7.9	9.3	3.3	2.9	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1		14.0	14.2		9.6	7.9	9.3	3.3	2.9	4.0
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		14.1			14.1			8.0			3.0	
Approach LOS		B			B			A			A	

Intersection Summary

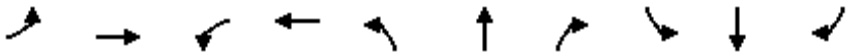
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 37.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.21
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 45.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
Friday Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

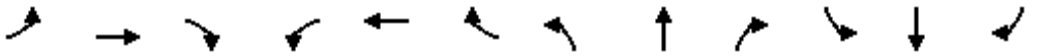


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	19	18	30	29	482	15	118	329	1
v/c Ratio	0.03	0.05	0.04	0.07	0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1	14.0	14.2	9.6	7.9	9.3	3.3	2.9	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1	14.0	14.2	9.6	7.9	9.3	3.3	2.9	4.0
Queue Length 50th (ft)	1	2	2	3	2	19	1	0	0	0
Queue Length 95th (ft)	12	16	15	22	17	74	11	23	29	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	1250	1059	1250	1055	763	2627	1148	1038	3474	1528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.01	0.03	0.04	0.18	0.01	0.11	0.09	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024



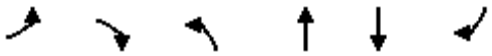
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Future Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	18	18	1	29	29	482	15	118	329	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	349	11	205	359	7	208	583	1359	593	670	2135	934
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.38	0.38	0.38	0.13	0.60	0.60
Sat Flow, veh/h	1286	77	1394	1298	49	1418	1050	3565	1556	1787	3565	1559
Grp Volume(v), veh/h	12	0	19	18	0	30	29	482	15	118	329	1
Grp Sat Flow(s),veh/h/ln	1286	0	1472	1298	0	1467	1050	1782	1556	1787	1782	1559
Q Serve(g_s), s	0.3	0.0	0.4	0.5	0.0	0.7	0.7	3.8	0.2	1.2	1.6	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.4	0.9	0.0	0.7	0.7	3.8	0.2	1.2	1.6	0.0
Prop In Lane	1.00		0.95	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	349	0	216	359	0	216	583	1359	593	670	2135	934
V/C Ratio(X)	0.03	0.00	0.09	0.05	0.00	0.14	0.05	0.35	0.03	0.18	0.15	0.00
Avail Cap(c_a), veh/h	1009	0	972	1026	0	969	839	2228	973	1161	3985	1743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	14.5	14.9	0.0	14.6	7.8	8.7	7.6	4.6	3.5	3.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.2	0.2	0.0	0.4	0.2	1.9	0.1	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	14.6	14.9	0.0	14.7	7.8	8.9	7.6	4.6	3.5	3.2
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		31			48			526			448	
Approach Delay, s/veh		14.8			14.8			8.8			3.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.6	20.0		10.8		28.6		10.8				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	3.2	5.8		3.0		3.6		2.9				
Green Ext Time (p_c), s	0.1	4.3		0.0		3.2		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		7.1	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road

Friday Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	85	90	10
Future Volume (vph)	5	5	5	85	90	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.986	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1711	0	0	1876	1855	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1711	0	0	1876	1855	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	6	6	109	115	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	115	128	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.9%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

Friday Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	85	90	10
Future Vol, veh/h	5	5	5	85	90	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	6	6	109	115	13

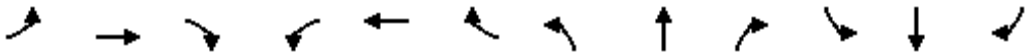
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	124	129	0	-	0
Stage 1	123	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	746	929	1463	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	742	927	1462	-	-	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1462	-	824	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Friday Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Future Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.912				0.850		0.941	
Flt Protected		0.955			0.985			0.999				
Satd. Flow (prot)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Flt Permitted		0.955			0.985			0.999				
Satd. Flow (perm)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	1	1	6	1	13	1	58	1	1	64	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	20	0	0	59	1	0	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
300: Yates Road & South Access Road/Santa Monica Blvd

Friday Peak
06/13/2024

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Future Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	38	1	1	6	1	13	1	58	1	1	64	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	155	92	155	179	60	116	0	0	60	0	0
Stage 1	93	93	-	61	61	-	-	-	-	-	-	-
Stage 2	69	62	-	94	118	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	805	739	968	814	717	1008	1479	-	-	1550	-	-
Stage 1	916	820	-	953	846	-	-	-	-	-	-	-
Stage 2	944	845	-	915	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	791	736	966	809	714	1006	1478	-	-	1549	-	-
Mov Cap-2 Maneuver	791	736	-	809	714	-	-	-	-	-	-	-
Stage 1	914	818	-	951	844	-	-	-	-	-	-	-
Stage 2	929	843	-	911	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9	0.2	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	794	913	1549	-	-
HCM Lane V/C Ratio	0.001	-	-	0.052	0.022	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

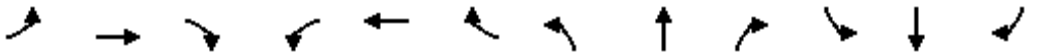
Appendix D
Improvement
Peak Hour Analysis Outputs

Full (Typical School Day) Build Traffic - With Modifications

Full (School Event) Build Traffic - With Modifications

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1	45	45	1	240	45	460	85	415	410	5
Future Volume (vph)	50	1	45	45	1	240	45	460	85	415	410	5
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.98	1.00		0.98
Frt		0.853			0.851				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1639	1452	0	1655	1462	0	1618	3237	1455	1679	3358	1509
Flt Permitted	0.453			0.722			0.479			0.310		
Satd. Flow (perm)	781	1452	0	1257	1462	0	815	3237	1421	548	3358	1477
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	11%	11%	11%	7%	7%	7%
Adj. Flow (vph)	58	1	52	52	1	279	52	535	61	483	477	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	53	0	52	280	0	52	535	61	483	477	4
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

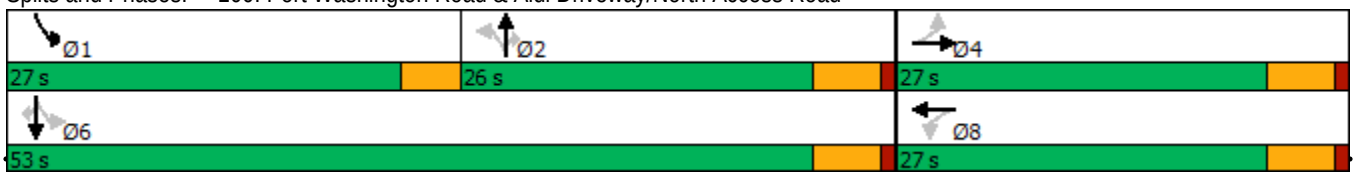
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	27.0	27.0		27.0	27.0		26.0	26.0	26.0	27.0	53.0	53.0
Total Split (%)	33.8%	33.8%		33.8%	33.8%		32.5%	32.5%	32.5%	33.8%	66.3%	66.3%
Maximum Green (s)	22.0	22.0		22.0	22.0		21.0	21.0	21.0	23.5	48.0	48.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	16.4	16.4		16.4	16.4		18.4	18.4	18.4	39.1	37.5	37.5
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.29	0.29	0.29	0.61	0.58	0.58
v/c Ratio	0.29	0.14		0.16	0.75		0.22	0.58	0.15	0.80	0.24	0.00
Control Delay	25.9	21.6		22.1	37.7		24.4	24.6	21.9	19.5	7.2	6.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	21.6		22.1	37.7		24.4	24.6	21.9	19.5	7.2	6.3
LOS	C	C		C	D		C	C	C	B	A	A
Approach Delay		23.9			35.2			24.3			13.4	
Approach LOS		C			D			C			B	

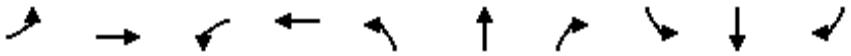
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 64.4			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
AM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

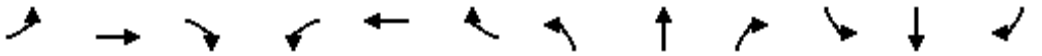


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	53	52	280	52	535	61	483	477	4
v/c Ratio	0.29	0.14	0.16	0.75	0.22	0.58	0.15	0.80	0.24	0.00
Control Delay	25.9	21.6	22.1	37.7	24.4	24.6	21.9	19.5	7.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	21.6	22.1	37.7	24.4	24.6	21.9	19.5	7.2	6.3
Queue Length 50th (ft)	18	16	16	100	15	93	18	91	42	1
Queue Length 95th (ft)	52	45	45	199	49	166	51	191	72	4
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	278	518	448	521	277	1102	484	763	2597	1142
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.10	0.12	0.54	0.19	0.49	0.13	0.63	0.18	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

AM Peak
06/13/2024



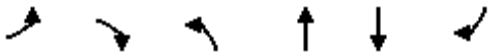
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Future Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1733	1733	1733	1746	1746	1746	1729	1729	1737	1788	1788	1796
Adj Flow Rate, veh/h	58	1	52	52	1	279	52	535	61	483	477	4
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	1	1	1	11	11	11	7	7	7
Cap, veh/h	222	7	380	428	1	388	352	874	382	613	1890	829
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.27	0.23	0.56	0.56
Sat Flow, veh/h	1018	27	1425	1260	5	1455	844	3285	1438	1703	3397	1489
Grp Volume(v), veh/h	58	0	53	52	0	280	52	535	61	483	477	4
Grp Sat Flow(s),veh/h/ln	1018	0	1452	1260	0	1460	844	1642	1438	1703	1698	1489
Q Serve(g_s), s	3.1	0.0	1.6	1.8	0.0	9.8	2.7	8.1	1.8	10.5	4.1	0.1
Cycle Q Clear(g_c), s	12.9	0.0	1.6	3.4	0.0	9.8	2.7	8.1	1.8	10.5	4.1	0.1
Prop In Lane	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	222	0	387	428	0	389	352	874	382	613	1890	829
V/C Ratio(X)	0.26	0.00	0.14	0.12	0.00	0.72	0.15	0.61	0.16	0.79	0.25	0.00
Avail Cap(c_a), veh/h	347	0	566	584	0	570	442	1223	535	934	2891	1268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	15.8	17.1	0.0	18.8	16.2	18.2	15.9	10.6	6.5	5.6
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.0	0.0	0.9	0.3	1.0	0.3	1.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	0.9	0.9	0.0	5.7	0.9	5.0	1.0	5.5	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	15.8	17.1	0.0	19.7	16.5	19.1	16.1	11.8	6.6	5.6
LnGrp LOS	C	A	B	B	A	B	B	B	B	B	A	A
Approach Vol, veh/h		111			332			648			964	
Approach Delay, s/veh		20.5			19.3			18.6			9.2	
Approach LOS		C			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.4	20.0		20.0		36.4		20.0				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	23.5	21.0		22.0		48.0		22.0				
Max Q Clear Time (g_c+I1), s	12.5	10.1		14.9		6.1		11.8				
Green Ext Time (p_c), s	0.4	4.0		0.1		5.0		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		14.4	
HCM 6th LOS		B	

Lanes, Volumes, Timings
200: Yates Road & North Access Road

AM Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	140	210	10
Future Volume (vph)	5	10	5	140	210	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.994	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1681	0	0	1823	1870	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1681	0	0	1823	1870	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Adj. Flow (vph)	6	13	6	182	273	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	188	286	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.0%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

AM Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	140	210	10
Future Vol, veh/h	5	10	5	140	210	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	6	13	6	182	273	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	476	282	287	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	195	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.236	-	-	-
Pot Cap-1 Maneuver	549	759	1264	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	545	758	1263	-	-	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1263	-	671	-	-
HCM Lane V/C Ratio	0.005	-	0.029	-	-
HCM Control Delay (s)	7.9	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

AM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	5	100	1	5	20	130	5	1	210	5
Future Volume (vph)	5	1	5	100	1	5	20	130	5	1	210	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938			0.994				0.850		0.997	
Flt Protected		0.977			0.955			0.993				
Satd. Flow (prot)	0	1724	0	0	1734	0	0	1814	1553	0	1876	0
Flt Permitted		0.977			0.955			0.993				
Satd. Flow (perm)	0	1724	0	0	1734	0	0	1814	1553	0	1876	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	6	1	6	130	1	6	26	169	6	1	273	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	137	0	0	195	6	0	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
AM Peak

300: Yates Road & South Access Road/Santa Monica Blvd
06/13/2024

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	1	5	100	1	5	20	130	5	1	210	5
Future Vol, veh/h	5	1	5	100	1	5	20	130	5	1	210	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	6	1	6	130	1	6	26	169	6	1	273	6

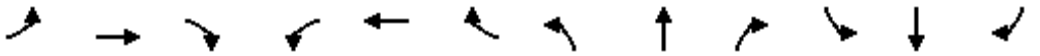
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	508	507	278	505	504	171	280	0	0	176	0	0
Stage 1	279	279	-	222	222	-	-	-	-	-	-	-
Stage 2	229	228	-	283	282	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	477	470	763	474	467	868	1271	-	-	1406	-	-
Stage 1	730	682	-	776	716	-	-	-	-	-	-	-
Stage 2	776	717	-	720	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	463	458	762	459	455	866	1270	-	-	1405	-	-
Mov Cap-2 Maneuver	463	458	-	459	455	-	-	-	-	-	-	-
Stage 1	712	681	-	757	699	-	-	-	-	-	-	-
Stage 2	750	700	-	711	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	15.8	1	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1270	-	-	563	469	1405	-	-
HCM Lane V/C Ratio	0.02	-	-	0.025	0.294	0.001	-	-
HCM Control Delay (s)	7.9	0	-	11.6	15.8	7.6	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	1.2	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1	30	50	1	255	55	590	30	180	475	20
Future Volume (vph)	55	1	30	50	1	255	55	590	30	180	475	20
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.854			0.851				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1469	0	1655	1463	0	1695	3390	1524	1711	3422	1538
Flt Permitted	0.475			0.734			0.453			0.269		
Satd. Flow (perm)	827	1469	0	1278	1463	0	808	3390	1482	484	3422	1505
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	6%	6%	6%	5%	5%	5%
Adj. Flow (vph)	62	1	34	56	1	287	62	663	21	202	534	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	35	0	56	288	0	62	663	21	202	534	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

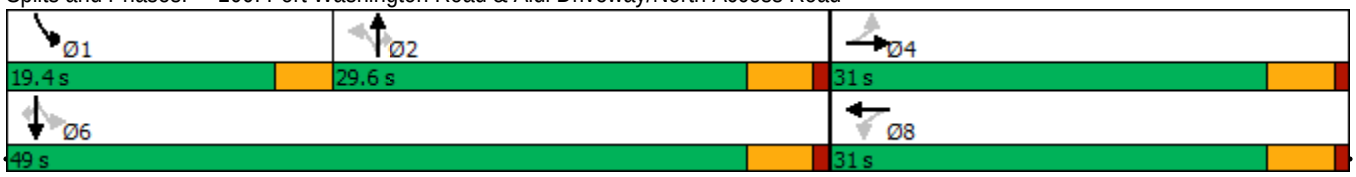
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	16.2	16.2		16.2	16.2		19.9	19.9	19.9	33.6	32.0	32.0
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.34	0.34	0.34	0.57	0.55	0.55
v/c Ratio	0.27	0.09		0.16	0.71		0.23	0.58	0.04	0.44	0.29	0.02
Control Delay	21.0	17.2		18.1	30.5		18.7	19.3	15.9	10.3	8.3	7.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	17.2		18.1	30.5		18.7	19.3	15.9	10.3	8.3	7.8
LOS	C	B		B	C		B	B	B	B	A	A
Approach Delay		19.6			28.4			19.1			8.8	
Approach LOS		B			C			B			A	

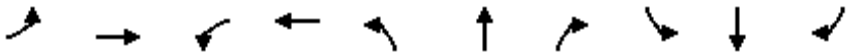
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 58.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
PM Peak

100: Port Washington Road & Aldi Driveway/North Access Road
06/13/2024

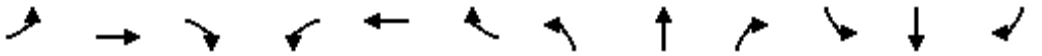


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	35	56	288	62	663	21	202	534	14
v/c Ratio	0.27	0.09	0.16	0.71	0.23	0.58	0.04	0.44	0.29	0.02
Control Delay	21.0	17.2	18.1	30.5	18.7	19.3	15.9	10.3	8.3	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	17.2	18.1	30.5	18.7	19.3	15.9	10.3	8.3	7.8
Queue Length 50th (ft)	16	9	14	87	14	92	5	29	45	2
Queue Length 95th (ft)	49	30	43	185	51	188	22	79	97	11
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	380	675	588	673	351	1475	645	622	2664	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.05	0.10	0.43	0.18	0.45	0.03	0.32	0.20	0.01

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

PM Peak
06/13/2024



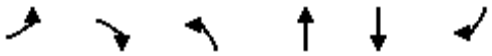
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Future Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1802	1802	1811	1817	1817	1826
Adj Flow Rate, veh/h	62	1	34	56	1	287	62	663	21	202	534	14
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	1	1	1	6	6	6	5	5	5
Cap, veh/h	248	12	396	479	1	405	407	1084	473	487	1795	785
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.32	0.32	0.32	0.13	0.52	0.52
Sat Flow, veh/h	1018	42	1424	1281	5	1455	826	3425	1493	1731	3453	1509
Grp Volume(v), veh/h	62	0	35	56	0	288	62	663	21	202	534	14
Grp Sat Flow(s),veh/h/ln	1018	0	1466	1281	0	1460	826	1712	1493	1731	1726	1509
Q Serve(g_s), s	2.9	0.0	0.9	1.7	0.0	8.8	2.7	8.1	0.5	3.3	4.4	0.2
Cycle Q Clear(g_c), s	11.7	0.0	0.9	2.5	0.0	8.8	2.7	8.1	0.5	3.3	4.4	0.2
Prop In Lane	1.00		0.97	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	0	408	479	0	406	407	1084	473	487	1795	785
V/C Ratio(X)	0.25	0.00	0.09	0.12	0.00	0.71	0.15	0.61	0.04	0.41	0.30	0.02
Avail Cap(c_a), veh/h	499	0	770	795	0	767	555	1701	741	813	3067	1341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	13.2	14.2	0.0	16.1	12.5	14.3	11.7	8.7	6.8	5.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.9	0.2	0.8	0.1	0.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	0.5	0.8	0.0	4.9	0.8	4.9	0.3	1.6	2.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	13.2	14.2	0.0	16.9	12.7	15.1	11.8	8.9	6.9	5.8
LnGrp LOS	C	A	B	B	A	B	B	B	B	A	A	A
Approach Vol, veh/h		97			344			746			750	
Approach Delay, s/veh		18.5			16.5			14.8			7.4	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	20.7		18.8		30.7		18.8				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	15.9	24.6		26.0		44.0		26.0				
Max Q Clear Time (g_c+I1), s	5.3	10.1		13.7		6.4		10.8				
Green Ext Time (p_c), s	0.1	5.6		0.1		5.7		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Lanes, Volumes, Timings
200: Yates Road & North Access Road

PM Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	165	130	5
Future Volume (vph)	5	10	5	165	130	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.995	
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1681	0	0	1861	1783	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1681	0	0	1861	1783	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	2	1	3			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	2%	2%	6%	6%
Adj. Flow (vph)	6	13	6	209	165	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	215	171	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.0%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

PM Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	165	130	5
Future Vol, veh/h	5	10	5	165	130	5
Conflicting Peds, #/hr	2	1	3	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	1	1	2	2	6	6
Mvmt Flow	6	13	6	209	165	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	394	172	174	0	-	0
Stage 1	171	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.12	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.218	-	-	-
Pot Cap-1 Maneuver	613	874	1403	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	606	871	1399	-	-	-
Mov Cap-2 Maneuver	606	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1399	-	760	-	-
HCM Lane V/C Ratio	0.005	-	0.025	-	-
HCM Control Delay (s)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

PM Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	10	115	1	10	10	150	30	1	130	5
Future Volume (vph)	5	1	10	115	1	10	10	150	30	1	130	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.912			0.989				0.850		0.995	
Flt Protected		0.985			0.956			0.997				
Satd. Flow (prot)	0	1690	0	0	1727	0	0	1821	1553	0	1872	0
Flt Permitted		0.985			0.956			0.997				
Satd. Flow (perm)	0	1690	0	0	1727	0	0	1821	1553	0	1872	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	4%	4%	4%	1%	1%	1%
Adj. Flow (vph)	6	1	13	149	1	13	13	195	39	1	169	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	163	0	0	208	39	0	176	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
PM Peak

300: Yates Road & South Access Road/Santa Monica Blvd
06/13/2024

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	5	1	10	115	1	10	10	150	30	1	130	5
Future Vol, veh/h	5	1	10	115	1	10	10	150	30	1	130	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	4	4	4	4	4	4	1	1	1
Mvmt Flow	6	1	13	149	1	13	13	195	39	1	169	6

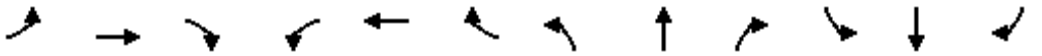
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	424	436	174	404	400	197	176	0	0	235	0	0
Stage 1	175	175	-	222	222	-	-	-	-	-	-	-
Stage 2	249	261	-	182	178	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.536	4.036	3.336	2.236	-	-	2.209	-	-
Pot Cap-1 Maneuver	542	515	872	554	535	839	1388	-	-	1338	-	-
Stage 1	829	756	-	776	716	-	-	-	-	-	-	-
Stage 2	757	694	-	815	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	527	508	870	538	528	837	1387	-	-	1337	-	-
Mov Cap-2 Maneuver	527	508	-	538	528	-	-	-	-	-	-	-
Stage 1	819	754	-	767	707	-	-	-	-	-	-	-
Stage 2	735	686	-	800	747	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	14.2	0.4	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	697	554	1337	-	-
HCM Lane V/C Ratio	0.009	-	-	0.03	0.295	0.001	-	-
HCM Control Delay (s)	7.6	0	-	10.3	14.2	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	10	15	1	70	30	440	35	200	320	1
Future Volume (vph)	10	1	10	15	1	70	30	440	35	200	320	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.862			0.852				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1483	0	1655	1464	0	1779	3557	1599	1779	3557	1599
Flt Permitted	0.755			0.755			0.519			0.375		
Satd. Flow (perm)	1314	1483	0	1314	1464	0	971	3557	1556	701	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	12	19	1	86	37	543	27	247	395	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	13	0	19	87	0	37	543	27	247	395	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

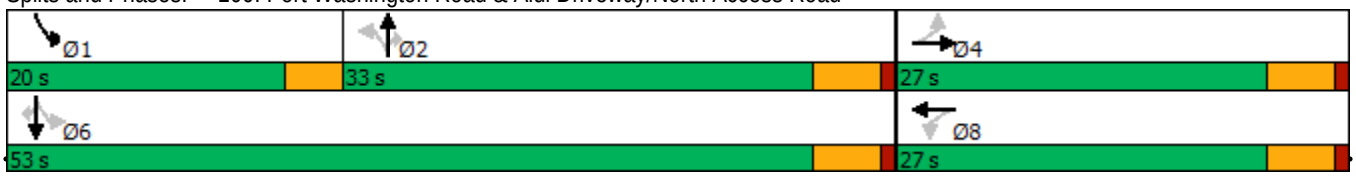
Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0	33.0	20.0	53.0	53.0
Total Split (%)	33.8%	33.8%		33.8%	33.8%		41.3%	41.3%	41.3%	25.0%	66.3%	66.3%
Maximum Green (s)	22.0	22.0		22.0	22.0		28.0	28.0	28.0	16.5	48.0	48.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.7	10.7		10.7	10.7		17.7	17.7	17.7	30.9	32.0	32.0
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.42	0.42	0.42	0.73	0.75	0.75
v/c Ratio	0.04	0.03		0.06	0.24		0.09	0.37	0.04	0.35	0.15	0.00
Control Delay	17.3	17.2		17.5	18.6		11.3	11.1	10.7	4.9	3.8	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	17.2		17.5	18.6		11.3	11.1	10.7	4.9	3.8	4.0
LOS	B	B		B	B		B	B	B	A	A	A
Approach Delay		17.2			18.4			11.1			4.2	
Approach LOS		B			B			B			A	

Intersection Summary

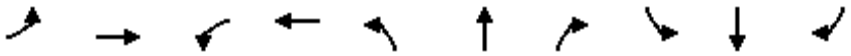
Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 42.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 45.8% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024

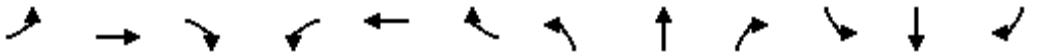


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	13	19	87	37	543	27	247	395	1
v/c Ratio	0.04	0.03	0.06	0.24	0.09	0.37	0.04	0.35	0.15	0.00
Control Delay	17.3	17.2	17.5	18.6	11.3	11.1	10.7	4.9	3.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	17.2	17.5	18.6	11.3	11.1	10.7	4.9	3.8	4.0
Queue Length 50th (ft)	2	3	4	19	7	57	5	25	22	0
Queue Length 95th (ft)	13	14	18	52	20	87	16	43	34	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	720	813	720	803	677	2483	1086	953	3450	1518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.02	0.03	0.11	0.05	0.22	0.02	0.26	0.11	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Wed Peak
06/13/2024



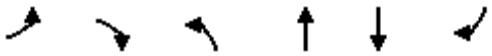
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Future Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	12	19	1	86	37	543	27	247	395	1
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	329	21	251	398	3	266	512	1242	542	638	2082	910
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.35	0.35	0.35	0.15	0.58	0.58
Sat Flow, veh/h	1222	114	1364	1306	17	1445	988	3565	1555	1787	3565	1559
Grp Volume(v), veh/h	12	0	13	19	0	87	37	543	27	247	395	1
Grp Sat Flow(s),veh/h/ln	1222	0	1478	1306	0	1462	988	1782	1555	1787	1782	1559
Q Serve(g_s), s	0.4	0.0	0.3	0.5	0.0	2.2	1.1	5.0	0.5	3.1	2.2	0.0
Cycle Q Clear(g_c), s	2.6	0.0	0.3	0.8	0.0	2.2	1.1	5.0	0.5	3.1	2.2	0.0
Prop In Lane	1.00		0.92	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	329	0	272	398	0	269	512	1242	542	638	2082	910
V/C Ratio(X)	0.04	0.00	0.05	0.05	0.00	0.32	0.07	0.44	0.05	0.39	0.19	0.00
Avail Cap(c_a), veh/h	729	0	755	825	0	747	810	2319	1011	1047	3975	1739
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	0.0	14.5	14.8	0.0	15.2	9.5	10.8	9.3	5.9	4.2	3.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.3	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.2	0.3	0.0	1.2	0.3	2.8	0.2	1.2	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	14.5	14.8	0.0	15.5	9.6	11.1	9.4	6.0	4.3	3.7
LnGrp LOS	B	A	B	B	A	B	A	B	A	A	A	A
Approach Vol, veh/h		25			106			607			643	
Approach Delay, s/veh		15.4			15.4			11.0			4.9	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.1	20.0		12.9		30.1		12.9				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	16.5	28.0		22.0		48.0		22.0				
Max Q Clear Time (g_c+I1), s	5.1	7.0		4.6		4.2		4.2				
Green Ext Time (p_c), s	0.2	5.2		0.0		4.0		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		8.6	
HCM 6th LOS		A	

Lanes, Volumes, Timings
200: Yates Road & North Access Road

Wed Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	10	5	105	65	5
Future Volume (vph)	5	10	5	105	65	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.908				0.991	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1681	0	0	1877	1864	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1681	0	0	1877	1864	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	13	6	136	84	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	142	90	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.9%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

Wed Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	10	5	105	65	5
Future Vol, veh/h	5	10	5	105	65	5
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	13	6	136	84	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	237	89	91	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	753	972	1510	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	970	1509	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	933	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	883	-	-
HCM Lane V/C Ratio	0.004	-	0.022	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Wed Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	70	1	5	10	100	20	1	65	5
Future Volume (vph)	1	1	1	70	1	5	10	100	20	1	65	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.955			0.992				0.850		0.991	
Flt Protected		0.984			0.956			0.995			0.999	
Satd. Flow (prot)	0	1768	0	0	1784	0	0	1872	1599	0	1862	0
Flt Permitted		0.984			0.956			0.995			0.999	
Satd. Flow (perm)	0	1768	0	0	1784	0	0	1872	1599	0	1862	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	1	1	1	91	1	6	13	130	26	1	84	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	98	0	0	143	26	0	91	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.1%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
300: Yates Road & South Access Road/Santa Monica Blvd

Wed Peak
06/13/2024

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	1	1	1	70	1	5	10	100	20	1	65	5
Future Vol, veh/h	1	1	1	70	1	5	10	100	20	1	65	5
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	1	1	91	1	6	13	130	26	1	84	6

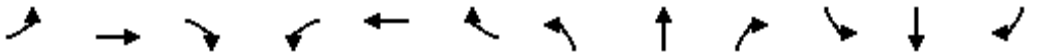
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	264	273	89	248	250	132	91	0	0	157	0	0
Stage 1	90	90	-	157	157	-	-	-	-	-	-	-
Stage 2	174	183	-	91	93	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	691	636	972	708	655	920	1510	-	-	1429	-	-
Stage 1	920	822	-	848	770	-	-	-	-	-	-	-
Stage 2	830	750	-	919	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	679	628	970	700	647	918	1509	-	-	1428	-	-
Mov Cap-2 Maneuver	679	628	-	700	647	-	-	-	-	-	-	-
Stage 1	911	820	-	840	762	-	-	-	-	-	-	-
Stage 2	815	743	-	915	818	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	10.9	0.6	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	732	710	1428	-	-
HCM Lane V/C Ratio	0.009	-	-	0.005	0.139	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.9	10.9	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0	-	-

Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	15	15	1	25	25	410	20	100	280	1
Future Volume (vph)	10	1	15	15	1	25	25	410	20	100	280	1
Ideal Flow (vphpl)	1760	1760	1760	1760	1760	1760	1891	1891	1900	1891	1891	1900
Storage Length (ft)	75		0	150		0	175		75	250		75
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00	0.99		1.00	0.99		1.00		0.97	1.00		0.98
Frt		0.858			0.855				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1655	1475	0	1655	1470	0	1779	3557	1599	1779	3557	1599
Flt Permitted							0.553			0.410		
Satd. Flow (perm)	1741	1475	0	1741	1470	0	1035	3557	1558	766	3557	1565
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		321			799			864			644	
Travel Time (s)		8.8			21.8			16.8			12.5	
Confl. Peds. (#/hr)	1		1	1		1	1		4	4		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	62%	100%	100%	62%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	12	1	18	18	1	29	29	482	15	118	329	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	19	0	18	30	0	29	482	15	118	329	1
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.10	1.10	1.10	1.10	1.10	1.01	1.01	1.00	1.01	1.01	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

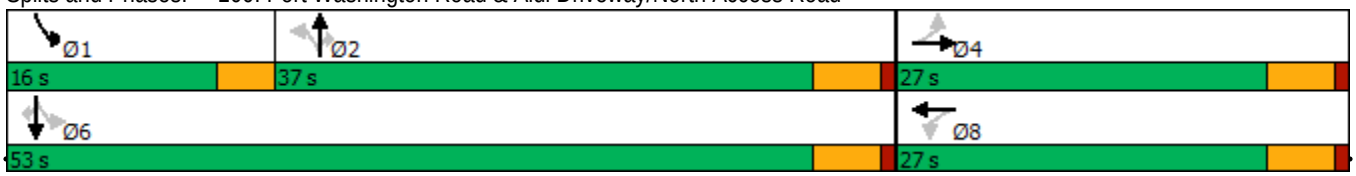
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	27.0	27.0		27.0	27.0		37.0	37.0	37.0	16.0	53.0	53.0
Total Split (%)	33.8%	33.8%		33.8%	33.8%		46.3%	46.3%	46.3%	20.0%	66.3%	66.3%
Maximum Green (s)	22.0	22.0		22.0	22.0		32.0	32.0	32.0	12.5	48.0	48.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.4	10.4		10.4	10.4		24.0	24.0	24.0	29.2	31.2	31.2
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.64	0.64	0.64	0.77	0.83	0.83
v/c Ratio	0.03	0.05		0.04	0.07		0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1		14.0	14.2		9.6	7.9	9.3	3.3	3.0	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1		14.0	14.2		9.6	7.9	9.3	3.3	3.0	4.0
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		14.1			14.1			8.0			3.1	
Approach LOS		B			B			A			A	

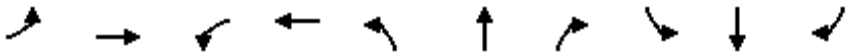
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 37.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 100: Port Washington Road & Aldi Driveway/North Access Road



Queues
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024

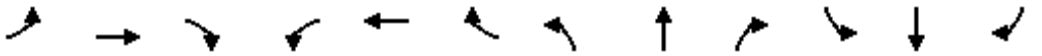


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	19	18	30	29	482	15	118	329	1
v/c Ratio	0.03	0.05	0.04	0.07	0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1	14.0	14.2	9.6	7.9	9.3	3.3	3.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1	14.0	14.2	9.6	7.9	9.3	3.3	3.0	4.0
Queue Length 50th (ft)	1	2	2	3	2	19	1	0	0	0
Queue Length 95th (ft)	12	16	15	22	17	74	11	23	29	1
Internal Link Dist (ft)		241		719		784			564	
Turn Bay Length (ft)	75		150		175		75	250		75
Base Capacity (vph)	1057	896	1057	893	887	3049	1335	943	3557	1565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.02	0.03	0.03	0.16	0.01	0.13	0.09	0.00

Intersection Summary

HCM 6th Signalized Intersection Summary
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
06/13/2024



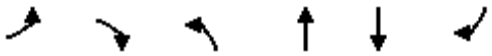
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Future Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1746	1746	1746	1746	1746	1876	1876	1885	1876	1876	1885
Adj Flow Rate, veh/h	12	1	18	18	1	29	29	482	15	118	329	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	349	11	205	359	7	208	583	1359	593	670	2135	934
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.38	0.38	0.38	0.13	0.60	0.60
Sat Flow, veh/h	1286	77	1394	1298	49	1418	1050	3565	1556	1787	3565	1559
Grp Volume(v), veh/h	12	0	19	18	0	30	29	482	15	118	329	1
Grp Sat Flow(s),veh/h/ln	1286	0	1472	1298	0	1467	1050	1782	1556	1787	1782	1559
Q Serve(g_s), s	0.3	0.0	0.4	0.5	0.0	0.7	0.7	3.8	0.2	1.2	1.6	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.4	0.9	0.0	0.7	0.7	3.8	0.2	1.2	1.6	0.0
Prop In Lane	1.00		0.95	1.00		0.97	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	349	0	216	359	0	216	583	1359	593	670	2135	934
V/C Ratio(X)	0.03	0.00	0.09	0.05	0.00	0.14	0.05	0.35	0.03	0.18	0.15	0.00
Avail Cap(c_a), veh/h	879	0	823	894	0	820	1037	2898	1265	1007	4348	1902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	14.5	14.9	0.0	14.6	7.8	8.7	7.6	4.6	3.5	3.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.2	0.2	0.0	0.4	0.2	1.9	0.1	0.4	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.1	0.0	14.6	14.9	0.0	14.7	7.8	8.9	7.6	4.6	3.5	3.2
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		31			48			526			448	
Approach Delay, s/veh		14.8			14.8			8.8			3.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.6	20.0		10.8		28.6		10.8				
Change Period (Y+Rc), s	3.5	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	12.5	32.0		22.0		48.0		22.0				
Max Q Clear Time (g_c+I1), s	3.2	5.8		3.0		3.6		2.9				
Green Ext Time (p_c), s	0.1	4.8		0.0		3.3		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		7.1
HCM 6th LOS		A

Lanes, Volumes, Timings
200: Yates Road & North Access Road

Friday Peak
06/13/2024



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	5	85	90	10
Future Volume (vph)	5	5	5	85	90	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.932				0.986	
Flt Protected	0.976			0.997		
Satd. Flow (prot)	1711	0	0	1876	1855	0
Flt Permitted	0.976			0.997		
Satd. Flow (perm)	1711	0	0	1876	1855	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1242			1256	431	
Travel Time (s)	33.9			34.3	11.8	
Confl. Peds. (#/hr)	1	1	1			1
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	6	6	6	109	115	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	115	128	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.9%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
200: Yates Road & North Access Road

Friday Peak
06/13/2024

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	85	90	10
Future Vol, veh/h	5	5	5	85	90	10
Conflicting Peds, #/hr	1	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	6	6	109	115	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	124	129	0	-	0
Stage 1	123	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	746	929	1463	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	742	927	1462	-	-	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1462	-	824	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Control Delay (s)	7.5	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Lanes, Volumes, Timings
300: Yates Road & South Access Road/Santa Monica Blvd

Friday Peak
06/13/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Future Volume (vph)	30	1	1	5	1	10	1	45	1	1	50	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		25	0		0
Storage Lanes	0		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.912				0.850		0.941	
Flt Protected		0.955			0.985			0.999				
Satd. Flow (prot)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Flt Permitted		0.955			0.985			0.999				
Satd. Flow (perm)	0	1791	0	0	1690	0	0	1879	1599	0	1770	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1592			720			282			1256	
Travel Time (s)		43.4			19.6			7.7			34.3	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	38	1	1	6	1	13	1	58	1	1	64	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	20	0	0	59	1	0	116	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

HCM 6th TWSC
300: Yates Road & South Access Road/Santa Monica Blvd

Friday Peak
06/13/2024

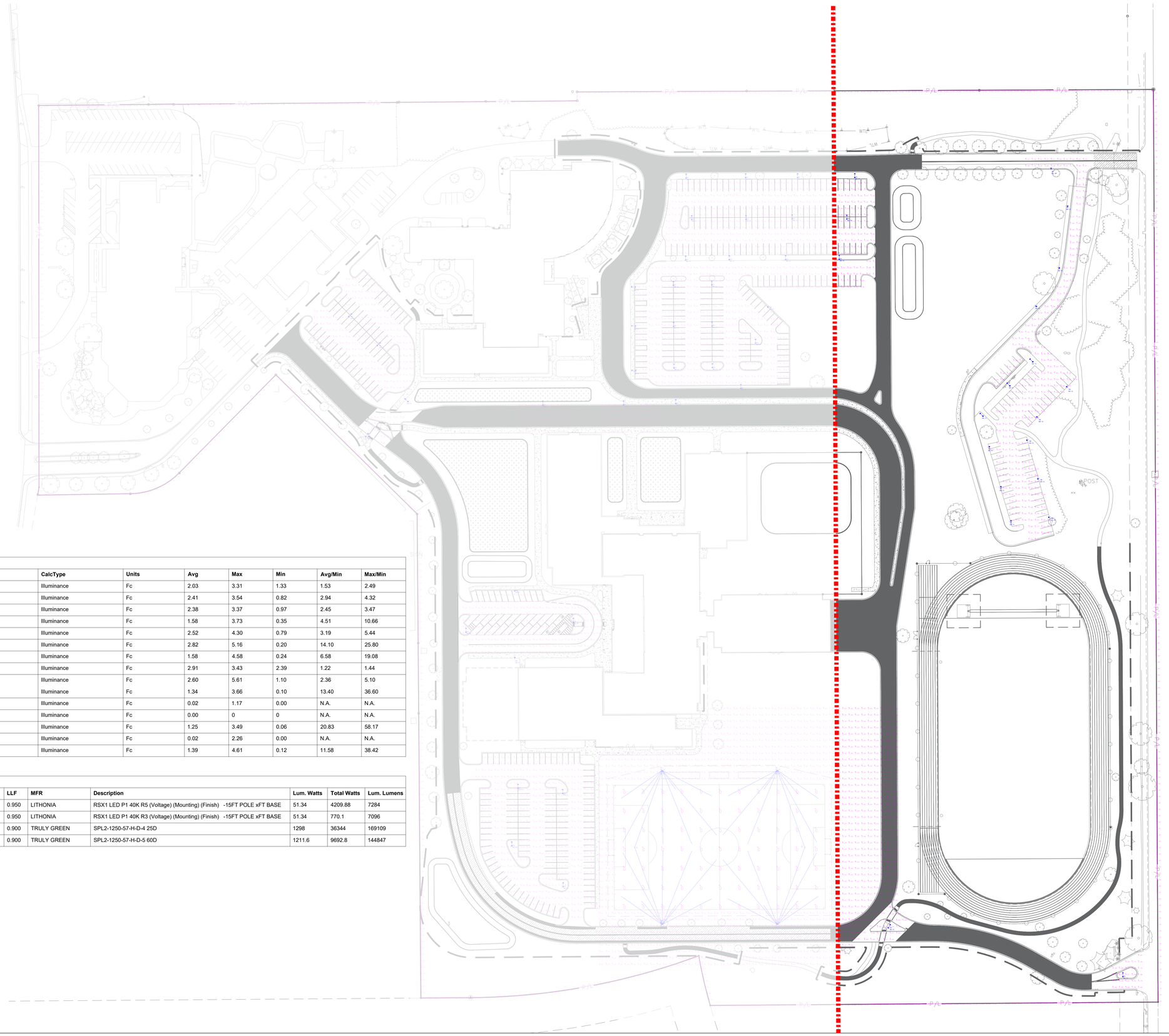
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Future Vol, veh/h	30	1	1	5	1	10	1	45	1	1	50	40
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	25	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	38	1	1	6	1	13	1	58	1	1	64	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	155	92	155	179	60	116	0	0	60	0	0
Stage 1	93	93	-	61	61	-	-	-	-	-	-	-
Stage 2	69	62	-	94	118	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	805	739	968	814	717	1008	1479	-	-	1550	-	-
Stage 1	916	820	-	953	846	-	-	-	-	-	-	-
Stage 2	944	845	-	915	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	791	736	966	809	714	1006	1478	-	-	1549	-	-
Mov Cap-2 Maneuver	791	736	-	809	714	-	-	-	-	-	-	-
Stage 1	914	818	-	951	844	-	-	-	-	-	-	-
Stage 2	929	843	-	911	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.8	9	0.2	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	794	913	1549	-	-
HCM Lane V/C Ratio	0.001	-	-	0.052	0.022	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.8	9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-



Calculation Summary							
Label	**CalcType**	**Units**	**Avg**	**Max**	**Min**	**Avg/Min**	**Max/Min**
CROSS WALK - NORTHWEST	Illuminance	Fc	2.03	3.31	1.33	1.53	2.49
CROSS WALK - SOUTH	Illuminance	Fc	2.41	3.54	0.82	2.94	4.32
CROSS WALK - SOUTHEAST	Illuminance	Fc	2.38	3.37	0.97	2.45	3.47
CROSS WALKS - NORTH	Illuminance	Fc	1.58	3.73	0.35	4.51	10.66
NORTH PARKING LOT-1	Illuminance	Fc	2.52	4.30	0.79	3.19	5.44
NORTH PARKING LOT-2	Illuminance	Fc	2.82	5.16	0.20	14.10	25.80
NORTHEAST DRIVES	Illuminance	Fc	1.58	4.58	0.24	6.58	19.08
NORTHEAST PARKING LOT-1	Illuminance	Fc	2.91	3.43	2.39	1.22	1.44
	Illuminance	Fc	2.60	5.61	1.10	2.36	5.10
	Illuminance	Fc	1.34	3.66	0.10	13.40	36.60
PROPERTY LINE	Illuminance	Fc	0.02	1.17	0.00	N.A.	N.A.
SOCCER FIELD	Illuminance	Fc	0.00	0	0	N.A.	N.A.
SOUTHWEST PARKING	Illuminance	Fc	1.25	3.49	0.06	20.83	58.17
SPILL - AROUND SOCCER FIELD	Illuminance	Fc	0.02	2.26	0.00	N.A.	N.A.
WEST PARKING & DRIVE	Illuminance	Fc	1.39	4.61	0.12	11.58	38.42

Luminaire Schedule								
Qty	**Label**	**Arrangement**	**LLF**	**MFR**	**Description**	**Lum. Watts**	**Total Watts**	**Lum. Lumens**
41	OA	BACK-BACK	0.950	LITHONIA	RSX1 LED P1 40K R5 (Voltage) (Mounting) (Finish) -15FT POLE xFT BASE	51.34	4209.88	7284
15	OB	SINGLE	0.950	LITHONIA	RSX1 LED P1 40K R3 (Voltage) (Mounting) (Finish) -15FT POLE xFT BASE	51.34	770.1	7096
28	SL1	SINGLE	0.900	TRULY GREEN	SPL2-1250-57-H-D-4 25D	1298	36344	169109
8	SL2	SINGLE	0.900	TRULY GREEN	SPL2-1250-57-H-D-5 60D	1211.6	9692.8	144847

#	DATE	COMMENTS

REVISIONS

DRAWN BY : DC

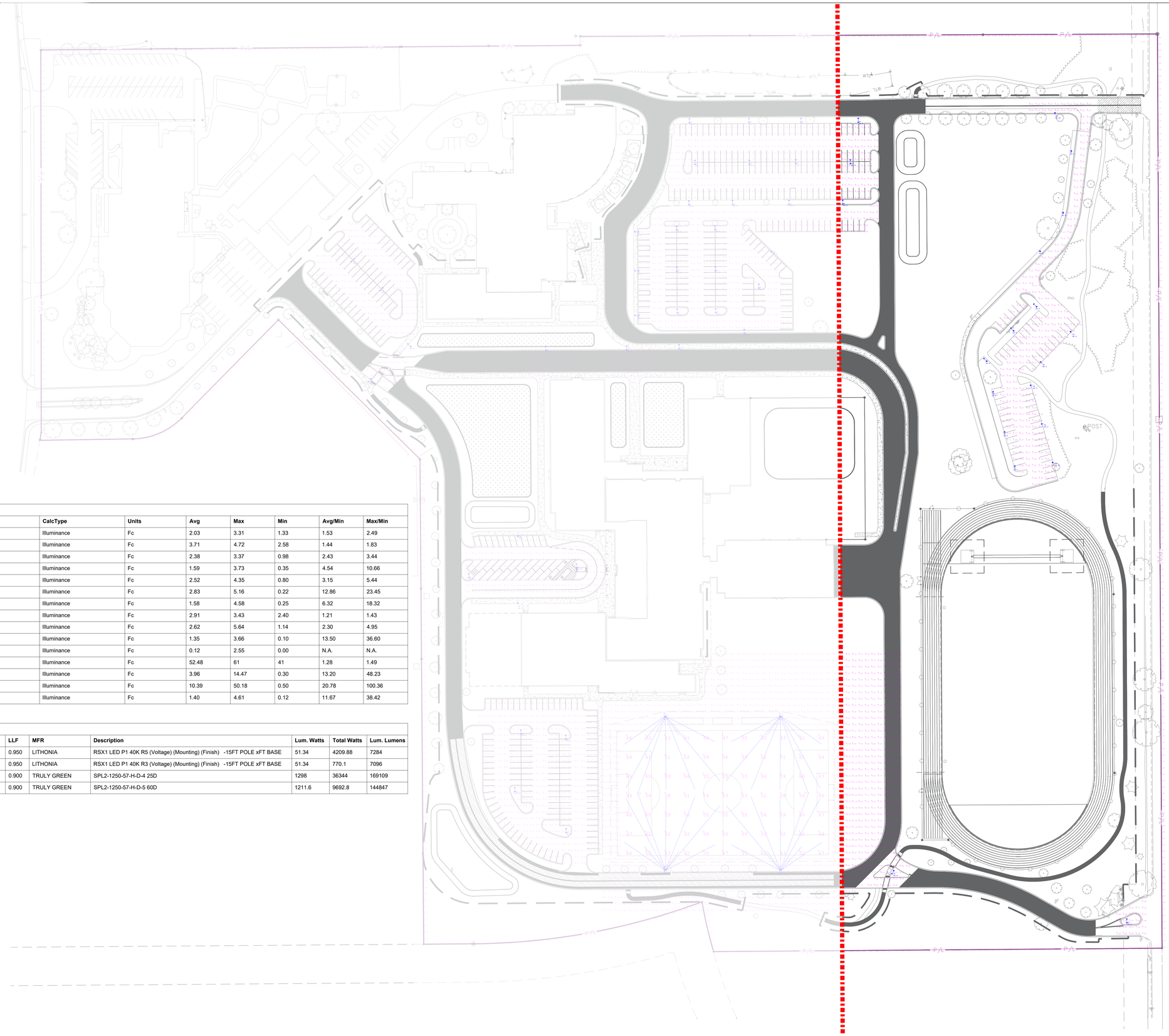
DATE : JUNE 18, 2024

SCALE : 1" = 60'-0"

ST AUGUSTINE PREP - NORTH SITE

GLENDALE, WISCONSIN

SITE LAYOUT - SOCCER FIELD OFF



Calculation Summary							
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CROSS WALK - NORTHWEST	Illuminance	Fc	2.03	3.31	1.33	1.53	2.49
CROSS WALK - SOUTH	Illuminance	Fc	3.71	4.72	2.58	1.44	1.83
CROSS WALK - SOUTHEAST	Illuminance	Fc	2.38	3.37	0.98	2.43	3.44
CROSS WALKS - NORTH	Illuminance	Fc	1.59	3.73	0.35	4.54	10.66
NORTH PARKING LOT-1	Illuminance	Fc	2.52	4.35	0.80	3.15	5.44
NORTH PARKING LOT-2	Illuminance	Fc	2.83	5.16	0.22	12.86	23.45
NORTHEAST DRIVES	Illuminance	Fc	1.58	4.58	0.25	6.32	18.32
NORTHEAST PARKING LOT-1	Illuminance	Fc	2.91	3.43	2.40	1.21	1.43
NORTHEAST PARKING LOT-2	Illuminance	Fc	2.62	5.64	1.14	2.30	4.95
NORTHWEST PARKING LOT	Illuminance	Fc	1.35	3.66	0.10	13.50	36.60
PROPERTY LINE	Illuminance	Fc	0.12	2.55	0.00	N.A.	N.A.
SOCCER FIELD	Illuminance	Fc	52.48	61	41	1.28	1.49
SOUTHWEST PARKING	Illuminance	Fc	3.96	14.47	0.30	13.20	48.23
SPILL - AROUND SOCCER FIELD	Illuminance	Fc	10.39	50.18	0.50	20.78	100.36
WEST PARKING & DRIVE	Illuminance	Fc	1.40	4.61	0.12	11.67	38.42

Luminaire Schedule								
Qty	**Label**	**Arrangement**	**LLF**	**MFR**	**Description**	**Lum. Watts**	**Total Watts**	**Lum. Lumens**
41	OA	BACK-BACK	0.950	LITHONIA	RSX1 LED P1 40K R5 (Voltage) (Mounting) (Finish) -15FT POLE xFT BASE	51.34	4209.88	7284
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28	SL1	SINGLE	0.900	TRULY GREEN	SPL2-1250-57-H-D-4 25D	1298	36344	169109
8	SL2	SINGLE	0.900	TRULY GREEN	SPL2-1250-57-H-D-5 60D	1211.6	9692.8	144847

COMMENTS

#	DATE

REVISIONS

DRAWN BY : DC

DATE : JUNE 18, 2024

SCALE : 1" = 60'-0"

ST AUGUSTINE PREP - NORTH SITE

GLENDALE, WISCONSIN

SITE LAYOUT - SOCCER FIELD ON

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: Scott Brandmeier, Director of Public Works

Through: Scott Botcher, Village Manager

CC: Mike Krueger, DPW Foreman

Date: August 8, 2024

Re: Fox Point Garden Club Native Meadow Proposal

The Village of Fox Point currently has an area of un-mowed grass between the Indian Creek Woods and the footbridge, southwest of the end of Spooner Road. This site is approximately the size of two tennis courts. The Fox Point Garden Club has submitted a proposal to develop a native meadow in this area that will be, once established, self-sustaining and a complement to the Indian Creek Woods. The northwest corner of the area already contains some native plants the Fox Point Garden Club planted several years ago to promote a butterfly way station.

If this proposal is approved, the Garden Club will initiate this project with a small planting this fall with continued development and maintenance next spring. The proposal indicates the area will eventually have a mix of native grasses (60-70%) and flowers (30-40%). The Garden Club's sole request is that the Department of Public Works mow in early spring for meadow maintenance, continuing the practice of mowing a walkway around the perimeter and delivering mulch.

The Fox Point Garden Club will be responsible for the cost and labor of preparing and maintaining the area with limited assistance from the Department of Public Works. Therefore, it is my recommendation that the Village Board accept the proposal of the Fox Point Garden Club and authorize the Club to develop this area into a Native Meadow and initiate their fall planting.

Proposal for a Native Meadow

Fox Point currently has a meadow of unmowed grass at the Indian Creek Park between the Indian Creek Woods and the footbridge at the west end of Spooner Road. This site, approximately the size of two tennis courts, contains old grass and some desirable native flowers (Boneset, Mountain mint, Vervain, and Obedient plant). The northwest corner contains some native plants (joe pye weed, cup plant, monarda, among others) that the Fox Point Garden Club planted several years ago to promote a butterfly way station.

The proposal is to develop a more diverse and pleasing native meadow at this site. This meadow will be a self-sustaining model of biodiversity to compliment the Indian Creek Woods. Because of the large size of this plot, it is recommended that a smaller triangle section of this meadow (approximately 500 square feet located on the northeast corner) be developed in the first year. If the trial section of planted meadow is successful, additional sections could be planted in the future.

Preparing the site in summer

- remove numerous saplings that have spontaneously sprouted.
- mow the site as short as possible.
- solarize (cook) existing vegetation. Spread a layer of paper weed barrier topped with mulch and allow the vegetation to “cook” for 4 to 6 weeks.

Planting the site, either in fall or early spring

If the site can be successfully prepared by the end of September, the planting can proceed in the fall. If the site is not ready by the end of September, the planting will be in spring. The Garden Club will plant 3” potted native plants on a grid plan with a distribution of 60-70% grasses and 40-30% flowers with a target average height of 3 feet. Plants will be dug down through the mulch, leaving the mulch in place to retain moisture and discourage weed growth.

Maintaining the meadow

- the Garden Club will monitor the meadow for excessive weeds and hand pull as necessary.
- the Village will continue mowing a walkway on the perimeter of the meadow area, as is the current practice.
- in early April of every year the Village will mow the meadow to discourage growth of woody trees and bushes.

Responsibilities of the Village of Fox Point

If this proposal for a native meadow is approved by the Village of Fox Point, the Garden Club requests that the Village mow this site (or smaller trial site)- once as part of the preparation of the site and yearly in early April as meadow maintenance. The Garden Club also requests that the Village of Fox Point DPW deliver a load of mulch as part of the initial site preparation.

Responsibilities of the Garden Club

The Fox Point Garden Club will be responsible for the cost and labor of preparing and planting the site. The Garden Club will order and plant the native plants. The Garden Club will also maintain the meadow by monitoring and pulling excessive weeds and coordinating the annual mowing schedule with the Village.

Suggested plants (sold by Prairie Nursery)

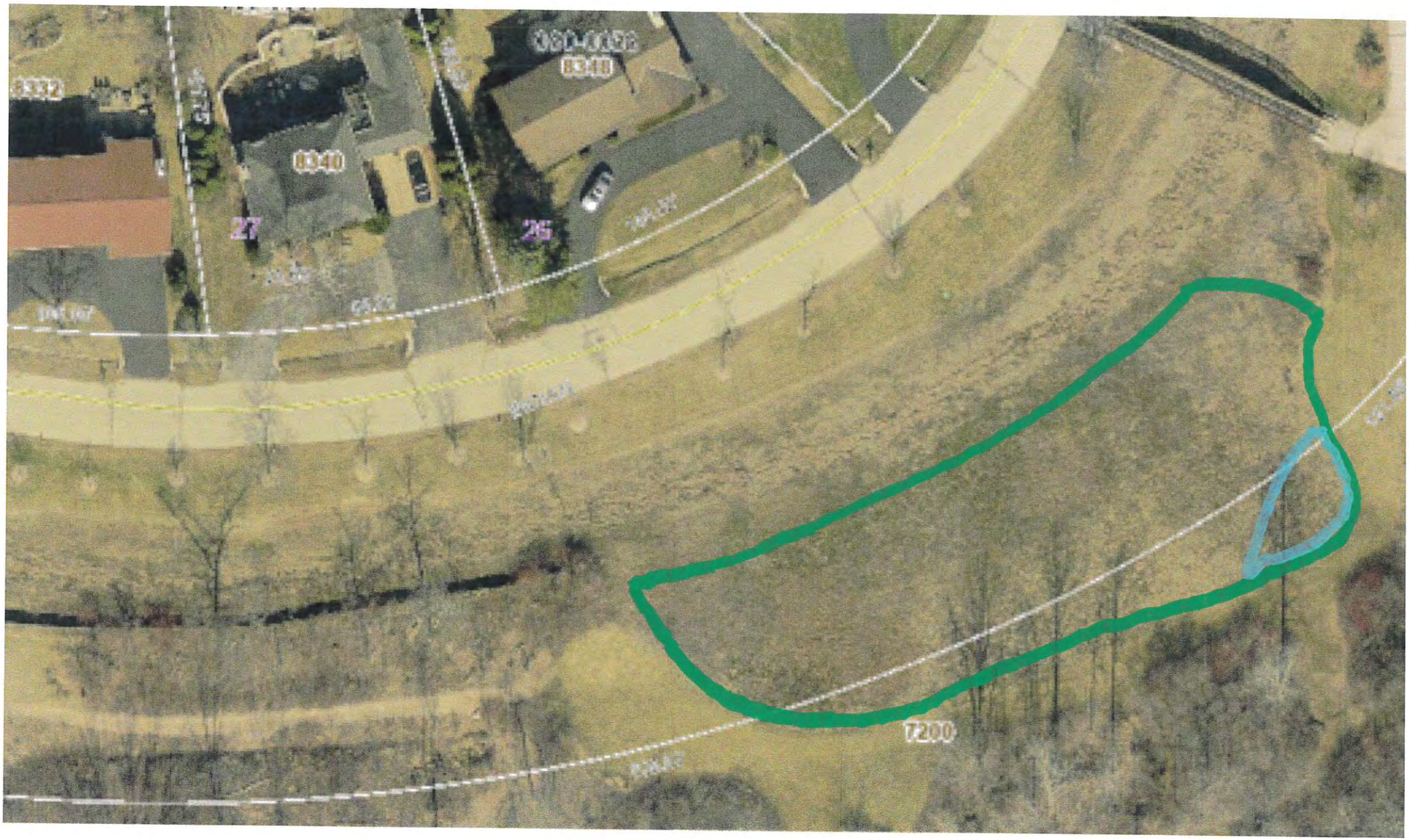
Grasses:

- Little Blue Stem, *Andropogon scoparius*
- Prairie dropseed, *Sporobolus heterolepis*
- Switchgrass, *Panicum virgatum*
- Tufted Hair Grass, *Deschampasia cespitosa*
- Vanilla Sweet Grass*, Hierochloe odorata*

Forbs:

- Early sunflower, *Heiopsis helianthoides*
- Foxglove beardtongue, *Penstemon digitalis*
- Great blue lobelia, *Lobelia siphilitica*
- Cardinal flower, *Lobelia cardinals*
- Lanceleaf coreopsis, *Coreopsis lanceolata*
- Meadow blazing star, *Liatris ligulistylis*
- Mountain mint, *Pycnanthemum Virginian*
- New England Aster*, Symphyotrichum novae-angliae*
- Purple coneflower, *Echinacea purpurea*
- Showy goldenrod, *Solidago speciosa*
- Smooth blue aster, *Symphyotrichum leave*
- Wild bergamot, *Monarda fistulosa*
- Wild quinine, *Parthenium integrifolium*

Green border- meadow area Blue border - fall 2024 trial area



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: Scott A. Botcher, Village Manager SAB

cc: Kevin Ausman, Assistant Village Manager

Date: August 6, 2024

Re: 5 Year Capital Plan

Tonight the Department Heads will present their respective 5 year capital plans.

A few things to remember as we go through this:

1. These are expansive capital plans. Some of what is listed in these plans will not be recommended by the Manager, or perhaps not in the year in which an item is currently shown. The goal here is to show the Village Board the community wide capital needs the Village will be facing and should be considering.

2. This is a conceptual review. We will not be meeting to discuss whether or not we need to do 2000LF of a street or 1500LF, or if a 15 year old truck should be replaced ahead off a 20 year old trailer. We want to be aware of needs as recommended by our Department Heads who are our subject matter experts, and then, as part of the normal budget approval process, we can drill down into the detail of any specific item.

3. Please ask questions before the meeting if something isn't clear, if there is a typo, or for any reason. It makes aour meetings generally more productive.

4. Finally, no action will be requested of the Board.

Thank you.

CAPITAL BUDGET JUSTIFICATION

POLICE DEPARTMENT
VILLAGE OF FOX POINT

TO: SCOTT BOTCHER, VILLAGE MANAGER
FOX POINT VILLAGE BOARD OF TRUSTEES

FROM: CHIEF CHRISTOPHER FREEDY

DATE: JULY 31, 2024

VEHICLE REPLACEMENT

The Police Department developed a vehicle replacement plan for all police vehicles based on maintenance costs, product wear / failure rate, resale value and lifespan as an emergency vehicle (economic life expectancy). The costs of unpredictable performance associated with high-mileage vehicles are greater than the cost of purchasing vehicles more frequently. Generally speaking, the police fleet in Fox Point has a lifespan of approximately 4 years and 90,000 miles; however, the administration will balance officer safety with fiscal responsibility and the service life of the vehicle may be extended for an additional year when appropriate.

Given the demands put on a marked patrol vehicle, they are removed from police service at the end of their lifecycle. Administrative vehicles however have a longer lifecycle and as the mileage increases are rotated to a duty area that does not include regular emergency response.

The current economy has set demands on the motor vehicle manufacturers that is putting limits on the production of fleet equipment and the dealers are now receiving allocations of fleet vehicles each year. This allocation system has forced the municipalities to make choices with their vehicles and, in many cases, purchase vehicles earlier than expected to meet the allocation opportunities.

While our fleet management is at the mercy of the vendor, we are working with the vendor to order and take delivery of the vehicles later in the year to maximize the life span of the current vehicles. We continue to monitor the manufacturers statements regarding fleet vehicle productions and develop strategic plans for fleet management.

The 2025 budget request is to replace one squad car with full police equipment upfitting.

DISPATCHING SERVICES – BAYSIDE COMMUNICATIONS

In July 1999, the Village of Fox Point contracted with the Bayside Police Department to provide public safety dispatching services for Fox Point, along with serving as the 911 public safety answering point. In 2004, Bayside also began dispatching for the Village of River Hills. The goal of this shared venture was to provide the same or better level of service to the community at a reduced cost.

In 2012 the remainder of the North Shore communities and the North Shore Fire Department joined the consolidated dispatch center.

In 2014, the North Shore communities and the fire department began utilizing a shared Records Management System (RMS) that is run through the consolidated dispatch center. This change has allowed for all of the communities to share information through the RMS, while providing the dispatch center with a single system to dispatch calls for service to the officers on the street.

Since 1999, Fox Point has been under contract with the Village of Bayside for dispatching services in one form or another. The current contract includes not only operational costs, but also contribution to the Capital Fund and Debt Service for the initial development of the combined center.

The Capital Fund has a pre-established rate through 2020 and beginning in 2021 will be a percentage of the operating budget. The request int eh Capital Budget is in accordance with the current dispatching contract.

VEHICLE LAPTOP COMPUTERS

The Police Department developed a technology replacement plan for desktop computers and the building server in 2001 based on recommendations from outside Information Technology (IT) professionals. Generally speaking, most IT professionals will tell you that you'll want to replace your computers / server every 3-5 years. This recommendation is based on software that has reached end of lifecycle and hardware that is out of warranty and/or no longer supported by the manufacturer.

I was advised that the 5-year replacement cycle is based on several factors; however, the primary reason is reliability and failure.

The police department utilizes a rugged laptop in each of the marked patrol cars for the purpose of making inquiries to criminal and traffic databases, entering information to the records management system, compiling reports, and communicating / receiving call data from the dispatch center.

The laptops function in a mobile environment which creates additional stress on the technology components not typically encountered in an office environment. The current mobile computers were purchased and put into service in 2019, which puts these machines out of any extended warranty.

The purchase of the mobile laptop computers will include the laptop PC and IT support to configure the equipment on the existing mobile network. The department will reuse the existing printers, mounting docks, and infrastructure.

LIVESCAN FINGERPRINT SYSTEM

The police department utilizes an electronic fingerprint scanner to capture, store, and transmit fingerprint records on arrestees. This system is in lieu of the traditional method of ink and paper cards. The system utilizes an electronic scanner attached to a Windows computer with proprietary software.

The current system was purchased in 2018 and is running on an HP computer with Windows 7 operating system. The operating software is obsolete and due to the age of the software, communication with state and federal networks will no longer be supported due to security issues and security patches are no longer provided / available.

The greatest drawback to all electronic fingerprint systems is the dependence on a Windows operating system. Windows has a typical lifespan of 5-8 years before dropping support and the product becoming obsolete. The police department has explored the option of sharing equipment with other agencies, but at this time the software and hardware do not allow for remote connectivity or shared services.

The manufacturer, IDEMIA, has provided a quote to upgrade the system which includes annual maintenance agreements and new hardware / software. The quote provided will bring the system up to current operating standards; and will include an interface with the Records Management System (RMS).

RADAR FEEDBACK SIGNS

The village utilizes radar feedback signs to help control vehicle speed in neighborhoods throughout the village. The police department has two (2) portable signs and an additional two signs are mounted in permanent locations. The hardware and software within the sign, along with the batteries have a limited life span before the equipment needs to be replaced.

Rather than replacing the equipment outright, staff have identified the option of returning the portable equipment to the vendor for a "refresh." The equipment refresh will upgrade any hardware and software within the unit, as well as the batteries, for a fraction of the replacement cost.

FUTURE / PROJECTED EXPENSES

The police department staff have developed a replacement schedule for all equipment that has a projected lifespan for better budget planning and fiscal responsibility. Equipment without a specified or identified lifespan have been inserted in the 5-year CIP as a placeholder for informational and planning purposes based on staff projections. These items are identified with costs marked by *italicized font*. With proper maintenance and care, some of these items will continue to operate properly and will be further extended in the CIP.

YEAR	DEPARTMENT	TYPE OF REQUEST	ITEM DESCRIPTION	PURPOSE/RATIONALE	AGE OF ITEM REPLACED	COST
2025						
2025	Clerk-Treasurer	Vehicle				
2025	Clerk-Treasurer	Technology	Scanning	Digitize old minutes, agendas, ordinances, resolutions,contracts	New	$20,000
2025	Clerk-Treasurer	Equipment	Posting Board	For posting notices	New	$5,000
2025	Clerk-Treasurer	Technology				
2025	Clerk-Treasurer	Technology				
2026						
2026	Clerk-Treasurer	Technology	Voting Equipment (Express Vote)	In person voting-replace traditional paper ballots		$12,000
2026	Clerk-Treasurer	Vehicle				
2026	Clerk-Treasurer	Technology	Scanning	Project Continuation from 2025	New	$10,000
2026	Clerk-Treasurer	Technology				
2026	Clerk-Treasurer	Equipment				
2027						
2027	Clerk-Treasurer	Equipment				
2027	Clerk-Treasurer	Technology				
2028						
2028	Clerk-Treasurer	Technology				
2028	Clerk-Treasurer	Technology				
2028	Clerk-Treasurer	Technology				
2028	Clerk-Treasurer	Technology				
2029						
2029	Clerk-Treasurer	Technology	Badger Book Replacements	Equipment Replacement	5 years	$10,000
2029	Clerk-Treasurer	Technology				
2029	Clerk-Treasurer	Technology				
2029	Clerk-Treasurer	Technology				

Proposed Road and Utility Reconstruction Schedule - 10 year term

2025-2032 - August 1, 2024

Year	Proposed Road/Utility Construction	Length (feet)	Total Length	Average Road Rating (2023)	Last Repaved	Notes	Date of Water Main Installation
2025	Lake Drive (School to Dean)	14,000			1998	Plans and specifications are due to DOT by May 2023. If funding is available, DOT will fund the project in 2024 (fiscal year begins July 1, 2023); if not, then in 2025. Cost split is 80/20 except for certain improvements that the DOT may not deem necessary but the Village requests.	
	Lake Drive (Water main)				1998		
	Beach Dr Hill (Lake to bottom of hill)	1531		5			
	Beach Dr 7328 to termini	2044					
			17,575				
2026	Santa Monica (GT to Calumet)	3960		6	1997		
	Thorne	1213		4			
	Bell	2429		3			
	Yates (Green Tree north to SM)	2165		3	1994		1931
			5807				1931
2027	Crossway (Calumet to Fairchild)	850		5	1990	36 foot boulevard rated either a 4 or 6.	1931/1940/1954/1989
	Crossway (Fairchild to Yates)	3062		6	1990	Some portions are rated a 5; non-boulevard area 22 feet wide.	1931/1940/1954/1989
	Mall Road	581		6	2008	This should be cheaper as there are no laterals coming into this piece. No water main in this segment.	1954
						Was originally planned for 2026.	
	Daisy (845 ft) & Bridge (750ft)	1595		4			
	Dean (2640 ft Lake to Fox) & Allen (898 ft)	3538		4			
			5133				
2028	Santa Monica (Calumet to Bradley)	2640		6	1999		1952;1955
	Regent Road (Calumet to Bradley)	2903		5	1990	Only 500 feet south of Bradley needs replacement.	1989
	Yates (Gr Tree north to Santa Monica) & Clair Ct	1795		5			
	Santa Monica (Yates north to Gr Tree)	2429		3			
			4224				
2029	Coleman	158		6	1993		1931
	Community Place	475		5	1965		1943
	Longacre	2798		5	1996	A section was done in 1994	
	Santa Monica (GT to Calumet)	3960		5	1997		
			3960				
2030	Santa Monica (Bradley to Dean)	2693		6	2000		1941 , 1978
	Santa Monica Horseshoes	1162		6	2004		1931/1934/1940/1953/1978/1989
			3855				
2031	Allen Lane	898		6	2001	Northern most 600 feet needs replacement.	1993
	Dean Road (Lake to Fox)	2640		3			
	Goodrich Court	422		4	1999		1958
	Goodrich Lane(Fox to Goodrich CT)	2006		5	1999	800 feet is new.	2008
	Gray Log Lane(Lake to Goodrich)	4225		5	1999	The rest was already replaced.	2008
			10191				
2032	Regent Court North	211		6	2000		2000
	Regent Court South	528		7	1968		2001
	Regent Road (Dean to Village limits)	2429		6	2000		1937, 1948
			3168				
2033							
2034							
2035							

Fox Point Paving Program
Worksheet prepared August 23, 2012
Updated October 30, 2013
Updated November 24, 2015
Updated March 18, 2019 & November 19, 2019
Updated September 15, 2020
Updated April 19, 2021

Year	Roads Paved	LF Paved
1988	Barnett (Lake - Green Tree) (Repaved in 2020) Poplar (Repaved in 2018) Santa Monica (Yates - Green Tree)	7,022
1989	Blackhawk Fairchild (Seneca-Blackhawk) Regent (Bradley-Dean) (Will be repaving in 2021) Whitney (Repaved 2013)	7,342
1990	Crossway Good Hope (Repaved in 2017) Regent (Calumet-Bradley) Santa Monica bridge approaches (Repaved 2004)	8,235
1991	Bradley (Poplar-Port Washington) Calumet (Santa Monica-Lake) (Repaved in 2019) Foxcroft Court	4,437
1992	Calumet (Port Washington-Santa Monica) (2019) Fairchild (Calument-Seneca) Green Tree (W. limits - Lake) (Repaved in 2012) Santa Monica (S. limits - Daphne) Seneca (Calumet-Fairchild)	5,967
1993	Cherokee Club Circle (Repaved in 2018) Coleman Dean (Regent - Lake) Indian Creek (Manor - Dean)	7,870
1994	Clair Ct. Longacre (Santa Monica-Yates) Spooner (Indian Creek-Regent) Yates	5,596
1995	Beach Hill Links Circle	3,115

1996	Beach (south end) Bell (Calumet - Lake) Fairchild (Blackhawk-Santa Monica) Longacre (Yates - Santa Monica (N)) School (Paved with WFB in 2017)	6,917
1997	Mohawk (Dunwood-Bradley) Santa Monica (Green Tree-MacArthur)	6,415
1998	Acacia (Repaved in 2020 and 2021) Apple Tree Bywater Lake Drive Clovernook Daisy Daphne Hyde Links (Portage-Hyde) Point	10,931
1999	Birch Hill Court Fox Lane (Dean to Gray Log) Goodrich Court Goodrich Lane (paved from Lake to Ct. 2018) Gray Log Lane Green Tree Road (east of Lake) Lilac Lane Portage Road Santa Monica (MacArthur-Bradley) View Place Winkler Lane	16,422
2000	Bayfield Road Bell Road (Calumet to MacArthur) Boyd Way Dean (Port Washington-Regent) Fox Lane (Gray Log to Bywater) MacArthur Navajo (Bradley to Cherokee) Regent (Dean-N. Village limits) Regent Court (8600 block) Santa Monica (Bradley-Dean) Seneca (Bradley-Cherokee) Van Dyke Willow Road (Mohawk-Santa Monica - Regent to Santa Monic repaved in 2013)	19,430

2001	Allen Lane Bradley (Poplar to Lake) Churchill Place Dean (Lake to Fox) Dunwood Road Fox Lane (Bywater to Poplar) Links Way (Bradley to Spooner) Lombardy Court Lombardy Road Mohawk (Mall to Calumet) Port Washington Court Quarles Place Spooner (Regent to Santa Monica) Suburban Court Suburban Drive	19,612
2002	Barnett Lane (Green Tree to termini) Belmont Lane Bergen Drive (Port Washington west to termini) Berkeley Blvd. Bradley Road (Port Washington west to termini) Bridge Lane Dean Court Dean Road (Port Washington to Dean Court) Fairchild Circle Fox Croft Lane Foxdale Road (Village limits to Yates) Indian Creek Court Indian Creek Parkway (Port Washington to Manor) Nokomis Court Regent Road (horseshoes) Seneca Court Seneca Road (Indian Creek north to Village limits)	20,064
2003	Beach Court Beach Drive (7106-N. Cul de sac) Greenvale Road Links (Churchill-N. Village limits) Private road off Barnett Spooner (Lake-Poplar) Thorn Lane	11,487
2004	Bergen Drive (Port Washington to Seneca) Holly Court	6,494

	Iroquois Road	
	Lake Drive Service Road	
	Santa Monica (Daphne to Yates and horseshoes)	
	Wye Lane	
2005	No roads paved	
2006	Mohawk (Willow-Indian Creek)	950
2007	Beach Drive (from 7120 south to termini)	1,236
	Mohawk (Willow-Bradley)	
2008	Mall Road	2,745
	Manor Court	
	Manor Lane	
2009	Fairchild (Calumet-Crossway)	1,267
	Juniper Lane	
2010	Fox Dale Court	2,481
	Fox Dale Road	
	Reynard Road	
2011	No roads paved	
2012	Green Tree Road (Village limits-Lake)	2,059
2013	Regent Road (Regent Ct #3 to Willow)	476
	Santa Monica Blvd (S.M. Ct #1 to Willow)	
	- Northbound	497
	- Southbound	293
	Whitney Road (Dean to Bradley)	2,641
	Willow Road (Regent to Santa Monica)	951
	Beach Drive (Willets Road)	300
	Total 2013 Paving	5,158
2014	Barnett Lane (termini toward Belmont 175 feet)	175
	Bridge Lane (from 135 feet west of Daisy to termini)	260
	Daisy Lane (from Bridge Lane toward Lake)	110
	Total 2014 Paving	545
2015	Bergen Court	581
2016	Dean Road (intersection of Dean and Santa Monica)	325
	Santa Monica (intesection of Dean Road)	300
	Lake Dr. (patching around manholes)	
	Total 2016 Paving	625

2017	Good Hope Road	422
	Crossway (Good Hope Road intersection)	115
	Navajo (Glendale limits to Calumet)	1,800
	Seneca (Glendale limits to Calumet)	1,850
	School Road (WFB coordinated the work)	690
	Lake Dr. (patching around manholes)	
	Quarles (patch - from path to 1015 E. Quarles)	130
	Total 2017 Paving	5,007
2018	Poplar (Bradley to Dean)	2,640
	Club Circle	3,330
	Lilac (Lake to Club)	1,160
	Gray Log Lane (Winkler - Goodrich - patch/pave)	300
	Goodrich Lane (Gray Log to Goodrich Ct.)	450
	Lake Dr. (patching around manholes)	
	Bell Road (patch west of Longacre)	
	Total 2018 Paving	7,880
2019	Goodrich (Gray Log to Lake)	650
	Calumet Road (Port Washington to Lake Drive)	4,100
	Bergen (Port Washington to 360 West Bergen)	300
	Total 2019 Paving	5,050
2020	Barnett Lane (Lake Drive to Green Tree)	1,953
	View Place	370
	Acacia (Lake Drive to 150 feet +/- east of S.M.)	700
	Green Tree Road (Barnett west 140 feet +/-)	140
	Total 2020 Paving	3,163
2021	Santa Monica (School to Yates)	1,848
	Acacia (Santa Monica to 150 feet +/- east of S.M.)	150
	Regent horseshoes (all three)	2,270
	Regent (Bradley to Dean)	2,642
	Total 2020 Paving	6,910
2022	Wye Lane (Lake Drive to termini)	950
2023	Beach Drive (8003 to 8050)	1,460
	Beach Drive (7328 to 7600)	2,450
2024	Bradley (Lake Dr to Port Washington)	4,173
	Plans for road resonstruction (8/2/24)	
2025	Beach Hill	1,531
	Beach Dr (7328 south to termini)	2,044
		3,575

2026	Yates (Santa Monica north to Green Tree)	2165
	Thorne	1214
	Bell	2429
		5808
2027	Daisy (845 ft)& Bridge (750 ft)	1595
	Dean (Lake to Fox 2640 ft) & Allen (898 ft)	3538
		5133
2028	Yates (Green Tree north to Santa Monica) & Clair Ct	1795
	Santa Monica (Yates north to Green Tree)	2429
		4224
2029	Santa Monica (Green Tree north to Calumet)	3960
2030	Santa Monica (Calumet to Bradley)	

NOTES:

1. Between 1988 and 1997, the Village paved an average of approximately 6,300 feet of roadway each year.

2. Between 1998 and 2003, the Village paved an average of approximately 16,300 feet of roadway each year with the largest amount (4 to 5 miles worth of road) occurring in 1999, 2000, 2001, and 2002.

3. In 2004, the Village paved 6,494 feet of roadway.

4. Between 2005 and 2015, the Village paved an average of 1,550 feet of roadway each year, with two years (2005 and 2011) not having any paving work performed.

5. Between 2017 and 2021, the Village began a more aggressive paving and road reconstruction schedule and have paved between 2/3 and 1-1/2 miles of roadway each year.

DEPARTMENT OF PUBLIC WORKS LONG TERM CAPITAL FUND
Proposed 2025-2037 Projects
updated 8/1/2024 F:\Public Works\DPW BUDGETS\Strategic Planning_2024\ Draft 6 LT Capital Worksheet DPW 2025-2036

YEAR	Dept.	ACCOUNT #	REQUEST TYPE	ITEM DESCRIPTION	PURPOSE/RATIONALE	AGE OF ITEM REPLACED	COST
2025							
GIS							
2025	DPW	10-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$25,000
2025	WATER	50-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
2025	SEWER	21-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
2025	STORM	25-53800-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
						total	$70,000
FORESTRY							
2025	DPW	40-91600-833	FORESTRY	EAB management	Manage ash in the Village - treatments, removals, plantings and administration (post 8-year)	Varies	$75,000
2025	DPW	40-91600-824	FORESTRY	Annual tree planting	Routine tree removals and plantings	Varies	$19,000
2025	DPW	40-91600-851	FORESTRY	Diseased elm removal	Remove diseased elms in the Village ROW	Varies	$11,000
						total	$105,000
EQUIPMENT							
2025	DPW	40-91400-xxx		Paint Guard rails - Santa Monica	med-high		$13,500
2025	DPW	40-91400-xxx		Paint Gas Tanks	high		$3,000
2025	DPW	40-91400-xxx	EQUIPMENT	#17 Patrol truck w/ plow. Chipper box	end of life up for rotation Medium (letter of intent, guarantee order in 1Q save $7,000)	15 years	$200,000
2025	DPW	40-91400-xxx	EQUIPMENT	#24 PICKUP TRUCK w/plow	severe rust, need more for towing High	13 years	$65,000
2025	DPW	40-91400-xxx	EQUIPMENT	#66 14,000 lb. tilt trailer	Replace- end of life up for rotation High	20 years	$9,500
2025	DPW	40-91400-xxx	EQUIPMENT	#75 6,000 lb. shoring trailer	severe rust, end of life High	25	$5,500
2025	DPW	40-xxxxx-xxx		Village Hall - caulk/paint exterior walls	high		$20,000
2025	DPW	40-xxxxx-xxx		Ventrac multi purpose tractor	to replace two pieces of equipment (Deweze ($10,000) and John Deer tractor ($15,000-$18,000)		$91,500
2025	DPW	40-xxxxx-xxx		Village Hall	replace valves in boiler room		$25,000
2025	DPW	40-xxxxx-xxx		oil in elevator	replace oil in elevator	10-12 years	$12,000
2025	DPW	40-xxxxx-xxx		warm storage heaters	replace heaters in garage (waiting for quotes-rough est. $15,000/unit x 6 units		$90,000
						total	$535,000
BEACH DRIVE SHORELINE							
2025	DPW	40-91600-849	DPW	Beach Drive Shoreline	Maintenance & Misc./ Repairs for Beach Drive Shoreline		$10,000
MISC. CAPITAL							
2025	DPW	40-91500-825	MISC	Miscellaneous consultant tasks	Capital account in place to assist with engineering reviews of applications		$25,000
2025	DPW	40-91500-801	DPW	Road patching	Misc. road patching - water main break, etc.		$150,000
2025	DPW	XX-XXXX-XXX	POOL	Demo pool and pool site	Remove Pool. Prepare site for future use. (Not private sector expense)		$250,000
						total	$425,000
SEWER							
2025	SEWER	21-91000-888	INFRASTRUCTURE	Design of sewers (est cost)	Rehabilitation of the sewer per 2023 and 2024 inspections	30-90 years	$40,000
2025	SEWER	21-91000-888	INFRASTRUCTURE	Const Mgmt./inspection (est cost)			$45,000
2025	SEWER	21-91000-888	INFRASTRUCTURE	Rehab Const cost (est cost)	Rehab Basins 3,5,6 & 9 (approx. 11,000 l.ft.)	30-90 years	$600,000
2025	SEWER	21-91000-888	INFRASTRUCTURE	MH insp., recommendation, design(est. cost)	Rehabilitation of the manholes in Basin 5		$35,000
2025	SEWER	21-91000-888	INFRASTRUCTURE	MH const mgmt./insp (est cost)			$42,000
2025	SEWER	21-91000-888	INFRASTRUCTURE	Const costs of MH rehab (est cost)			$280,000
						total	$1,042,000

STORM							
2025	STORM	25-915000-846	MAINTENANCE	Sewer Assessments Basin #5 & 6	Storm sewer assessments & televising		$30,000
2025	STORM	25-91500-835	INFRASTRUCTURE	Storm replacement	General storm sewer improvements as needed	40-90 years	$75,000
2025	STORM	25-91500-833	INFRASTRUCTURE	Storm	Design of spot repairs/lining of storm sewer pipe - Gray Log north of Fox Ln		$8,000
2025	STORM	25-91500-833	INFRASTRUCTURE	Storm	Spot repairs and lining of storm sewer pipe - Gray Log Lane north of Fox Lane		$100,000
2025	STORM	25-91500-833	INFRASTRUCTURE	Storm	Inspection of spot repairs/lining of storm sewer pipe - Gray Log north of Fox Ln		$20,000
2025	STORM	25-xxxxx-xxx	STORM	Bergen/Fox Croft Ln/Port Washington	Strom Sewer rehab		$125,000
2025	STORM	25-91500-834	STORM	Respect Our Waters	permit/storm water education/additional tasks		$12,000
2025	STORM	25-xxxxx-xxx	STORM	Green Tree Rd - grassy areas	Green Tree Rd- replace grassy area w/Turfstone pavers		$75,000
						total	$445,000
Lake Dr							
2025	DPW	40-91500-801	INFRASTRUCTURE	Lake Dr. crosswalk improvements	Lake Dr. crosswalk improvements (amount over grant total the village pays - est. only)		$20,000
PROJECTS (DESIGN)							
2025	DPW	40-91500-801	ROADS	Road Reconstruction (Design)	Design Thorn		$10,000
2025	STORM	40-91600-800	STORM	Storm improvements (Design)	Design Thorn		$20,000
2025	WATER	50-81000-651	WATER	Water (Design)	Design Thorn		$40,000
						total	$70,000
2025	DPW	40-91500-801	ROADS	Road Reconstruction (Design)	Design Bell (Lake to Calumet)		$25,000
2025	STORM	40-91600-800	STORM	Storm improvements (Design)	Design Bell (Lake to Calumet)		$30,000
2025	WATER	50-81000-651	WATER	Water (Design)	Design Bell (Lake to Calumet)		$30,000
						total	$85,000
2025	DPW	40-91500-801	ROADS	Road Reconstruction (Design)	Design Yates (Santa Monica north to Green Tree)		$40,000
2025	STORM	40-91600-800	STORM	Storm improvements (Design)	Design Yates (Santa Monica north to Green Tree)		$35,000
2025	WATER	50-81000-651	WATER	Water (Design)	Design Yates (Santa Monica north to Green Tree)		$70,000
						total	$145,000
2025	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design for Daisy, Bridge & Allen (design 25% in 2025 with 75% in 2026)		$5,000
2025	STORM	25-91500-845	STORM	Design Storm Water Reconstruction	Design for Daisy, Bridge & Allen (design 25% in 2025 with 75% in 2026)		$13,000
2025	WATER	50-81000-651	WATER	Design Water Reconstruction	Design for Daisy, Bridge & Allen (design 25% in 2025 with 75% in 2026)		$20,000
						total	$38,000
2025	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design Dean (Lake to Fox) (design 25% in 2025 with 75% in 2026)		$8,000
2025	STORM	25-91500-845	STORM	Design Storm Reconstruction	Design Dean (Lake to Fox) (design 25% in 2025 with 75% in 2026)		$8,000
2025	WATER	50-81000-651	WATER	Design Water Reconstruction	Design Dean (Lake to Fox) (design 25% in 2025 with 75% in 2026)		$23,000
						total	$39,000
PROJECTS							
2025	STORM	25-91500-xxx	ROADS	Storm Construction **Alt 3** Construction	Beach Dr Groins North (Jetties)		$470,000
2025	STORM	25-91500-xxx	ROADS	Storm **Alt 3** Const Mgmt./ Inspect	Beach Dr Groins North (Jetties)		$80,000
2025	STORM	40-91600-800	STORM	Design Quarles to Links Cir CIPP lining/bioswale	Quarles to Links Circle - East and West side		$10,000
2025	STORM	40-91600-800	Const. & 20% contingency	CIPP lining, Bioswale	Quarles to Links Circle - East and West side		$210,000
2025	STORM	40-91600-800	STORM	Construction management	Quarles to Links Circle - East and West side		$30,000
						total	$800,000
Beach Dr (Lake Dr to bottom of hill) and south end							
2025	DPW	40-91500-801	ROADS/Drainage	Road/Drainage	Reconstruct Beach Drive (Lake Dr to the bottom)		$600,000
2025	DPW	40-91500-801	ROADS/Drainage	Const Mgmt. Road Reconstruction **Alt. 1**	Construct Mgmt. Beach Drive (Lake Dr to the bottom)		$100,000
						total	$700,000
2025	Roads	40-9150-xxx	ROADS	Road Reconstruction	Beach Dr 7328 to south end		$350,000
2025	STORM	25-9150-xxx	STORM	Storm	Beach Dr 7328 to south end		$150,000

2025	Water	50-9150-xxx	WATER	Water	Beach Dr 7328 to south end		$375,000
						sub total	$875,000
2025	Roads	40-9150-xxx	ROADS	Road Reconstruction -inspection	Beach Dr 7328 to south end		$40,000
2025	STORM	25-9150-xxx	STORM	Storm - inspection	Beach Dr 7328 to south end		$15,000
2025	Water	50-9150-xxx	WATER	Water - inspection	Beach Dr 7328 to south end		$40,000
						sub total	$95,000
						total	$970,000
WATER							
2025	WATER	50-81000-653	WATER	Water meter equipment	replace water meters Commercial in 2025 (Residential starts in 2026)		$60,000
2025	WATER	50-81000-xxx	WATER	Water inspection and cleaning	every 10 yrs. - drain & inspect water tower		$15,000
						total	$75,000
						Total 2025	$5,574,000
2026							
GIS							
2026	DPW	10-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$25,000
2026	WATER	50-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
2026	SEWER	21-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
2026	STORM	25-53800-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
						total	$70,000
FORESTRY							
2026	DPW	40-91600-833	FORESTRY	EAB management	Manage ash in the Village - treatments, removals, plantings and administration (post 8-y	Varies	$75,000
2026	DPW	40-91600-824	FORESTRY	Annual tree planting	Routine tree removals and plantings	Varies	$20,000
2026	DPW	40-91600-851	FORESTRY	Diseased elm removal	Remove diseased elms in the Village ROW	Varies	$10,000
						total	$105,000
MISC. CAPITAL							
2026	DPW	40-91500-825	MISC	Miscellaneous consultant tasks	Capital account in place to assist with engineering reviews of applications		$25,000
2026	DPW	40-91500-801	PEDESTRIAN PATHS	Replace pedestrian path	Replace the pedestrian path between Lombardy and Longacre	25 years +/-	$21,000
2026	DPW	40-91600-xxx	DPW	Playground Equipment	General playground equipment (Spooner & Indian Creek)		$150,000
2026	DPW	40-91500-8010	DPW	Road patching	Misc. road patching - water main break, etc.		$150,000
2026	DPW	40-91500-xxx	MISC	Paths	Repave Lake Dr pedestrian path (School to Holly Ct)		$75,000
						total	$421,000
BEACH DRIVE SHORELINE							
2026	DPW	40-91600-849	DPW	Beach Drive Shoreline	Maintenance & Misc./ Repairs for Beach Drive Shoreline		$10,000
EQUIPMENT							
2026	DPW	40-91400-xxx	EQUIPMENT	#113 3/4 ton pick up w/ lift gate	pending inspection	13 years	$65,000
2026	DPW	40-91400-xxx	EQUIPMENT	#97 PRESSURE WASHER	pending inspection	13 years	$20,000
2026	DPW	40-91400-xxx	EQUIPMENT	#5 patrol truck w/ plow, wing, salter	pending inspection	11 years	$180,000
2026	DPW	40-91400-xxx	EQUIPMENT	#11 patrol truck w/ plow, wing, salter	pending inspection	11 years	$180,000
2026	DPW	40-91400-xxx	EQUIPMENT	#74 Riding roller (wacker)	pending inspection	25 years	$25,000
2026	DPW	40-91400-xxx	EQUIPMENT	#91 portable compressor	pending inspection	20 years	$30,000
						total	$500,000
SEWER							
2026	SEWER	21-91000-888	INFRASTRUCTURE	Rehab& design of Sewers	Rehabilitation of the sewer mains	30-90 years	$300,000
2026	SEWER	21-91000-888	INFRASTRUCTURE	Rehab & design of manholes	Rehabilitation of manholes		$260,000

2026	SEWER	21-xxxxx-xxx	INFRASTRUCTURE	Lateral connections - construction			$175,000
2026	SEWER	21-xxxxx-xxx	INFRASTRUCTURE	Lateral connections - engineering			$10,000
2026	SEWER	21-xxxxx-xxx	INFRASTRUCTURE	Lateral connections - const mgmt.			$15,000
						total	$760,000
STORM							
2026	STORM	25-91500-846	MAINTENANCE	Sewer Assessments	Storm sewer assessments & televising		$40,000
2026	STORM	25-91500-835	INFRASTRUCTURE	Storm replacement	General storm sewer improvements as needed	40-90 years	$75,000
2026	STORM	40-91600-800	STORM	Design of bioswale	Dean to Spooner - West side		$8,000
2026	STORM	40-91600-800	Const. & 20% contingency	Bioswale	Dean to Spooner - West side		$135,000
2026	STORM	40-91600-800	STORM	Const. inspection	Dean to Spooner - West side		$20,000
						total	$278,000
LAKE DR							
Possibility - If Lake Dr pushed to 2026 village projects may change							
PROJECTS							
Construction - Yates							
2026	DPW	40-91500-801	ROADS	Road Reconstruction	Reconstruct Yates (SM north to Gr Tree)		$305,000
2026	STORM	40-91600-800	STORM	Road Reconstruction	Reconstruct Yates (SM north to Gr Tree)		$350,000
2026	WATER	50-81000-800	WATER	Road Reconstruction	Reconstruct Yates (SM north to Gr Tree)		$865,000
2026	SEWER	21-91000-866	INFRASTRUCTURE	Manhole adjustments	Adjust manholes during street reconstruction projects	25-30 years	$35,000
						sub total	$1,555,000
Construction Management - Yates							
2026	DPW	40-91500-801	ROADS	Construct Mgmt. Road Reconstruction	Construct Mgmt. Yates (SM north to Gr Tree)		$37,000
2026	STORM	40-91600-800	STORM	Construct Mgmt. Reconstruction	Construct Mgmt. Yates (SM north to Gr Tree)		$42,000
2026	WATER	50-81000-800	WATER	Construct Mgmt. Reconstruction	Construct Mgmt. Yates (SM north to Gr Tree)		$104,000
						sub total	$183,000
						Yates total	$1,738,000
Construction - Thorne							
2026	DPW	40-91500-801	ROADS	Road Reconstruction	Reconstruct Thorne		$170,000
2026	STORM	40-91600-800	STORM	Road Reconstruction (storm)	Reconstruct Thorne		$200,000
2026	WATER	50-81000-800	WATER	Road Reconstruction (water)	Reconstruct Thorne		$485,000
2026	SEWER	21-91000-866	INFRASTRUCTURE	Manhole adjustments	Adjust manholes during street reconstruction projects	25-30 years	$25,000
						sub total	$880,000
Construction Management - Thorne							
2026	DPW	40-91500-801	ROADS	Construct Mgmt. Road Reconstruction	Construct Mgmt. Thorne		$35,000
2026	STORM	40-91600-800	STORM	Construct Mgmt. Road Reconstruction	Construct Mgmt. Thorne		$24,000
2026	WATER	50-81000-800	WATER	Construct Mgmt. Road Reconstruction	Construct Mgmt. Thorne		$59,000
						sub total	$118,000
						Thorne total	$998,000
Construction - Bell							
2026	DPW	40-91500-801	ROADS	Road Reconstruction	Reconstruct Bell		$342,000
2026	STORM	40-91600-800	STORM	Road Reconstruction (storm)	Reconstruct Bell		$392,000
2026	WATER	50-81000-800	WATER	Road Reconstruction (water)	Reconstruct Bell		$970,000
2026	SEWER	21-91000-866	INFRASTRUCTURE	Manhole adjustments	Adjust manholes during street reconstruction projects	25-30 years	$25,000
						sub total	$1,729,000
Construction Management - Bell							
2026	DPW	40-91500-801	ROADS	Construct Mgmt. Road Reconstruction	Construct Mgmt. Bell		$41,000

2026	STORM	40-91600-800	STORM	Construct Mgmt. Road Reconstruction	Construct Mgmt. Bell		$47,000
2026	WATER	50-81000-800	WATER	Construct Mgmt. Road Reconstruction	Construct Mgmt. Bell		$117,000
						sub total	$205,000
						Bell total	$1,934,000
WATER							
2026	WATER	50-81000-653	WATER	Water meter equipment	replace water meters (5% of homes/yr. First year of next replacement cycle)		$60,000
2026	Water	50-81000-800	Relay	Relay water main	Relay main in easement between Port Washington and Iroquois in the 7300 block (pipe burst?)		$100,000
						total	$160,000
Project Design							
2026	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design for Daisy, Bridge & Allen (25% in 2025)		$15,000
2026	STORM	40-91600-800	STORM	Design Storm Water Reconstruction	Design for Daisy, Bridge & Allen (25% in 2025)		$38,000
2026	WATER	50-81000-800	WATER	Design Water Reconstruction	Design for Daisy, Bridge & Allen (25% in 2025)		$60,000
						total	$113,000
2026	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design Dean (Lake to Fox) (25% in 2025)		$23,000
2026	STORM	40-91600-800	STORM	Design Storm Reconstruction	Design Dean (Lake to Fox) (25% in 2025)		$23,000
2026	WATER	50-81000-800	WATER	Design Water Reconstruction	Design Dean (Lake to Fox) (25% in 2025)		$68,000
						total	$114,000
2026	STORM	25-xxxxx-xxx	STORM	Design -finalize Manor/IC wall	final design of Manor/IC wall		$50,000
2026	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design for Yates (Green Tree north to SM) & Claire Ct (25% in 2026 75% in 2027)		$6,000
2026	STORM	40-91600-800	STORM	Design Storm Water Reconstruction	Design for Yates (Green Tree north to SM) & Claire Ct (25% in 2026 75% in 2027)		$6,000
2026	WATER	50-81000-800	WATER	Design Water Reconstruction	Design for Yates (Green Tree north to SM) & Claire Ct (25% in 2026 75% in 2027)		$12,000
						total	$24,000
2026	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design for Santa Monica (Yates to Green Tree) (25% in 2026 75% in 2027)		$8,000
2026	STORM	40-91600-800	STORM	Design Storm Reconstruction	Design for Santa Monica (Yates to Green Tree) (25% in 2026 75% in 2027)		$9,000
2026	WATER	50-81000-800	WATER	Design Water Reconstruction	Design for Santa Monica (Yates to Green Tree) (25% in 2026 75% in 2027)		$15,000
						total	$32,000
						Total 2026	$7,257,000
2027							
BEACH DRIVE SHORELINE							
2027	DPW	40-91600-849	DPW	Beach Drive Shoreline	Maintenance & Misc./ Repairs for Beach Drive Shoreline		$10,000
GIS							
2027	DPW	10-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$25,000
2027	WATER	50-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
2027	SEWER	21-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
2027	STORM	25-53800-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
						total	$70,000
FORESTRY							
2027	DPW	40-91600-833	FORESTRY	EAB management	Manage ash in the Village - treatments, removals, plantings and administration (post 8-y	Varies	$75,000
2027	DPW	40-91600-824	FORESTRY	Annual tree planting	Routine tree removals and plantings	Varies	$21,000
2027	DPW	40-91600-851	FORESTRY	Diseased elm removal	Remove diseased elms in the Village ROW	Varies	$9,000
						total	$105,000
MISC. CAPITAL							
2027	DPW	40-91500-825	MISC	Miscellaneous consultant tasks	Capital account in place to assist with engineering reviews of applications		$25,000
2027	DPW	40-91600-xxx	DPW	Playground Equipment	Playground equipment at pool design of facility		$30,000

2027	DPW	40-91500-xxx	DPW	DPW Yard	DPW Yard - pave remaining yard, modify storage areas and add cold storage (if new facil	50+ years	$450,000
2027	NSPECTION	40-91600-xxx	GIS	Electronic permitting	Create forms and tools to more efficiently perform inspections	NA	$25,000
2027	DPW	40-91500-8010	DPW	Road patching	Misc. road patching - water main break, etc.		$150,000
						total	$680,000
EQUIPMENT							
2027	WATER	40-91400-xxx	EQUIPMENT	#18 PICK-UP TRUCK 4X4 1/2 ton(utility box & plow)	pending inspection (will be split between sewer, water & storm)	11 years	$70,000
2027	DPW	40-91400-xxx	EQUIPMENT	#15 RUBBISH PACKER	pending inspection	9 years	$220,000
2027	DPW	40-91400-xxx	EQUIPMENT	#2 Jetter truck	pending inspection	12 years	$250,000
2027	DPW	40-91400-xxx	EQUIPMENT	#110 police interceptor/eng. Car	pending inspection	10 years	$40,000
2027	DPW	40-91400-xxx	EQUIPMENT	#112 inspector truck	pending inspection	17 years	$40,000
2027	DPW	40-91400-xxx	EQUIPMENT	#20 patrol truck, plow, wing, salter	pending inspection	9 years	$180,000
2027	DPW	40-91400-xxx	EQUIPMENT	#26 zero turn mower (SCAG)	pending inspection	7 years	$30,000
						total	$830,000
SEWER							
STORM							
2027	STORM	25-91500-835	INFRASTRUCTURE	Storm replacement	General storm sewer improvements as needed	40-90 years	$75,000
2027	STORM	25-xxxxx-xxx	STORM	Removal & reconstruction	Removal & reconstruction of Manor/IC wall		$700,000
2026	STORM	25-91500-833	DPW	SWMP update	Update the stormwater management plan (performed approx. every 5 years)	5 years	$90,000
2026	STORM	25-91500-xxx	INFRASTRUCTURE	Const. and Const. Mgmt. of IC retaining wall	Construction of Indian Creek and Manor retaining wall		$325,000
						total	$1,190,000
PROJECTS(DESIGN)							
2027	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design for Yates (Green Tree north to SM) & Claire Ct (25% in 2026 75% in 2027)		$19,000
2027	STORM	40-91600-800	STORM	Design Storm Water Reconstruction	Design for Yates (Green Tree north to SM) & Claire Ct (25% in 2026 75% in 2027)		$19,000
2027	WATER	50-81000-800	WATER	Design Water Reconstruction	Design for Yates (Green Tree north to SM) & Claire Ct (25% in 2026 75% in 2027)		$38,000
						total	$76,000
2027	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design for Santa Monica (Yates to Green Tree) (25% in 2026 75% in 2027)		$23,000
2027	STORM	40-91600-800	STORM	Design Storm Reconstruction	Design for Santa Monica (Yates to Green Tree) (25% in 2026 75% in 2027)		$27,000
2027	WATER	50-81000-800	WATER	Design Water Reconstruction	Design for Santa Monica (Yates to Green Tree) (25% in 2026 75% in 2027)		$18,000
						total	$68,000
2027	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design for Santa Monica (Gr Tree to Calumet) (25% in 2027 and 75% in 2028)		$14,000
2027	STORM	40-91600-800	STORM	Design Road Reconstruction	Design for Santa Monica (Gr Tree to Calumet) (25% in 2027 and 75% in 2028)		$12,000
2027	WATER	50-81000-800	WATER	Design Road Reconstruction	Design for Santa Monica (Gr Tree to Calumet) (25% in 2027 and 75% in 2028)		$40,000
						total	$66,000
PROJECTS							
Construction - Daisy & Bridge							
2027	DPW	40-91500-801	ROADS	Road Reconstruction	Reconstruct Daisy & Bridge	(Daisy 845' Bridge 750')	$350,000
2027	STORM	40-91600-800	STORM	Road Reconstruction (storm)	Reconstruct Daisy & Bridge		$490,000
2027	WATER	50-81000-800	WATER	Road Reconstruction (water)	Reconstruct Daisy & Bridge		$560,000
2027	SEWER	21-91000-866	INFRASTRUCTURE	Manhole adjustments	Adjust manholes during street reconstruction projects	25-30 years	$30,000
						sub total	$1,430,000
Construction Management- Daisy & Bridge (7%)							
2027	DPW	40-91500-801	ROADS	Construct Mgmt. Road Reconstruction	Construct Mgmt. Daisy & Bridge	(Daisy 845' Bridge 750')	$25,000
2027	STORM	40-91600-800	STORM	Construct Mgmt. Road Reconstruction	Construct Mgmt. Daisy & Bridge		$35,000
2027	WATER	50-81000-800	WATER	Construct Mgmt. Road Reconstruction	Construct Mgmt. Daisy & Bridge		$40,000

						sub total	$100,000
						Daisy/Bridge total	$1,530,000
Construction Dean (Lake to Fox) & Allen							
2027	DPW	40-91500-801	ROADS	Road Reconstruction	Reconstruct Dean Rd (Lake to Fox) & Allen	Dean 2640' Allen 898'	$775,000
2027	STORM	40-91600-800	STORM	Road Reconstruction (storm)	Reconstruct Dean Rd (Lake to Fox) & Allen		$1,085,000
2027	WATER	50-81000-800	WATER	Road Reconstruction (water)	Reconstruct Dean Rd (Lake to Fox) & Allen		$1,240,000
2027	SEWER	21-91000-866	INFRASTRUCTURE	Manhole adjustments	Adjust manholes during street reconstruction projects	25-30 years	$30,000
						sub total	$3,130,000
Construction Management - Dean (Lake to Fox) & Allen (7%)							
2027	DPW	40-91500-801	ROADS	Construct Mgmt. Road Reconstruction	Construct Mgmt. Dean Rd (Lake to Fox) & Allen	Dean 2640' Allen 898'	$55,000
2027	STORM	40-91600-800	STORM	Construct Mgmt. Road Reconstruction	Construct Mgmt. Dean Rd (Lake to Fox) & Allen		$80,000
2027	WATER	50-81000-800	WATER	Construct Mgmt. Road Reconstruction	Construct Mgmt. Dean Rd (Lake to Fox) & Allen		$57,000
						sub total	$192,000
						Dean total	$3,322,000
2027	STORM	40-91600-800	storm	design bioswale	Daphne to Acacia - West side		$25,000
2027	STORM	40-91600-800	Const. & 20% contingency	Bioswale	Daphne to Acacia - West side		$320,000
2027	STORM	40-91600-800	STORM	inspection	Daphne to Acacia - West side		$50,000
						total	$395,000
WATER							
2027	WATER	50-81000-653	WATER	Water meter equipment	replace water meters (5% of homes/yr)		$60,000
						total 2027	$8,402,000

2028							
BEACH DRIVE SHORELINE							
2028	DPW	40-91600-849	DPW	Beach Drive Shoreline	Maintenance & Misc./ Repairs for Beach Drive Shoreline		$10,000
GIS							
2028	DPW	10-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$25,000
2028	WATER	50-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
2028	SEWER	21-53100-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
2028	STORM	25-53800-233	GIS	GIS Activities	Annual maintenance, updates and enhancements to the database-migrate to ESRI	On-going	$15,000
						total	$70,000
FORESTRY							
2028	DPW	40-91600-833	FORESTRY	EAB management	Manage ash in the Village - treatments, removals, plantings and administration (post 8-y	Varies	$75,000
2028	DPW	40-91600-824	FORESTRY	Annual tree planting	Routine tree removals and plantings	Varies	$22,000
2028	DPW	40-91600-851	FORESTRY	Diseased elm removal	Remove diseased elms in the Village ROW	Varies	$8,000
						total	$105,000
MISC. CAPITAL							
2028	DPW	40-91500-825	MISC	Miscellaneous consultant tasks	Capital account in place to assist with engineering reviews of applications		$25,000
2028	DPW	40-91500-8010	DPW	Road patching	Misc. road patching - water main break, etc.		$150,000
						total	$175,000
EQUIPMENT							
2028	DPW	40-91400-xxx	EQUIPMENT	#3 1 ton DUMP with plow	pending inspection	8 years	$60,000
2028	DPW	40-91400-xxx	EQUIPMENT	#93 Spry tank	pending inspection		$7,000
2028	DPW	40-91400-xxx	EQUIPMENT	General facility up keep	repair glass block - tuck point and paint south wall		$12,000
2028	DPW	40-xxxxx-xxx	EQUIPMENT	Lift truck (hi ranger)			$225,000

						total	$304,000
STORM							
2028	STORM	25-91500-835	INFRASTRUCTURE	Storm replacement	General storm sewer improvements as needed	40-90 years	$75,000
2028	STORM	25-91500-xxx	INFRASTRUCTURE	SWMP recommendation	Sediment retention (Seneca & Indian Creek)		$125,000
2028	STORM	25-91500-xxx	INFRASTRUCTURE	SWMP recommendation	Sediment retention (Santa Monica & Indian Creek)		$125,000
						total	$325,000
PROJECTS (DESIGN)							
2028	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design for Santa Monica (Gr Tree to Calumet) (25% in 2027 and 75% in 2028)		$42,000
2028	STORM	40-91600-800	STORM	Design Road Reconstruction	Design for Santa Monica (Gr Tree to Calumet) (25% in 2027 and 75% in 2028)		$35,000
2028	WATER	50-81000-800	WATER	Design Road Reconstruction	Design for Santa Monica (Gr Tree to Calumet) (25% in 2027 and 75% in 2028)		$120,000
						total	$197,000
2028	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design for Santa Monica (Calumet to Bradley) (25% in 2028 75% in 2029)		$8,000
2028	STORM	40-91600-800	STORM	Design Road Reconstruction	Design for Santa Monica (Calumet to Bradley) (25% in 2028 75% in 2029)		$6,000
2028	WATER	50-81000-800	WATER	Design Road Reconstruction	Design for Santa Monica(Calumet to Bradley) (25% in 2028 75% in 2029)		$12,000
						total	$26,000
2028	DPW	40-91500-801	ROADS	Design Road Reconstruction	Design for Regent Rd (Calumet to Bradley) (25% in 2028 75% in 2029)		$8,000
2028	STORM	40-91600-800	STORM	Design Road Reconstruction	Design for Regent Rd (Calumet to Bradley) (25% in 2028 75% in 2029)		$6,000
2028	WATER	50-81000-800	WATER	Design Road Reconstruction	Design for Regent Rd(Calumet to Bradley) (25% in 2028 75% in 2029)		$12,000
						total	$26,000
PROJECTS							
Construction - Yates (Green Tree North to Santa Monica)							
2028	DPW	40-91500-801	ROADS	Road Reconstruction	Reconstruct Yates (Gr Tree to Santa Monica) & Clair Ct		$252,000
2028	STORM	40-91600-800	STORM	Road Reconstruction (storm)	Reconstruct Yates (Gr Tree to Santa Monica) & Clair Ct		$258,000
2028	WATER	50-81000-800	WATER	Road Reconstruction (water)	Reconstruct Yates (Gr Tree to Santa Monica) & Clair Ct		$717,000
2028	SEWER	21-91000-866	INFRASTRUCTURE	Manhole adjustments	Adjust manholes during street reconstruction projects	25-30 years	$30,000
						sub total	$1,257,000
Construction Management Yates (Green Tree north to Santa Monica							
2028	DPW	40-91500-801	ROADS	Construct Mgmt. Road Reconstruction	Construct Mgmt. Yates (Gr Tree to Santa Monica) & Clair Ct		$31,000
2028	STORM	40-91600-800	STORM	Construct Mgmt. Road Reconstruction	Construct Mgmt. Yates (Gr Tree to Santa Monica) & Clair Ct		$35,000
2028	WATER	50-81000-800	WATER	Construct Mgmt. Road Reconstruction	Construct Mgmt. Yates (Gr Tree to Santa Monica) & Clair Ct		$87,000
						sub total	$153,000
						Yates total	$1,410,000
Construction - Santa Monica (Yates to Gr Tree)							
2028	DPW	40-91500-801	ROADS	Road Reconstruction	Reconstruct Santa Monica (Yates to Gr Tree)		$341,000
2028	STORM	40-91600-800	STORM	Road Reconstruction (storm)	Reconstruct Santa Monica (Yates to Gr Tree)		$392,000
2028	WATER	50-81000-800	WATER	Road Reconstruction (water)	Reconstruct Santa Monica (Yates to Gr Tree)		$940,000
2028	SEWER	21-91000-866	INFRASTRUCTURE	Manhole adjustments	Adjust manholes during street reconstruction projects	25-30 years	$30,000
						sub total	$1,703,000
Construction Management - Santa Monica (Yates to Gr Tree)							
2028	DPW	40-91500-801	ROADS	Construct Mgmt. Road Reconstruction	Construct Mgmt. Santa Monica (Yates to Gr Tree)		$41,000
2028	STORM	25-91500-845	STORM	Construct Mgmt. Road Reconstruction	Construct Mgmt. Santa Monica (Yates to Gr Tree)		$48,000
2028	WATER	50-81000-651	WATER	Construct Mgmt. Road Reconstruction	Construct Mgmt. Santa Monica (Yates to Gr Tree)		$117,000
						sub total	$206,000
						Santa Monica total	$1,909,000
2028	STORM	40-91600-800	STORM	Bioswale design	Apple Tree Rd - West side		$20,000

2028	STORM	40-91600-800	Const. & 20% contingency	Bioswale	Apple Tree Rd - West side		$212,000
2028	STORM	40-91600-800	STORM	Bioswale inspection	Apple Tree Rd - West side		$30,000
2028	DPW	xx-xxxxx-xxx	ROADS	Speed study	Follow up speed study on Lake Dr		$30,000
						total	$292,000
WATER							
2028	WATER	50-81000-653	WATER	Water meter equipment	replace water meters (5% of homes/yr.)		$60,000
SEWER							
2028	SEWER	21-91000-xxx	INFRASTRUCTURE	Sewer abandonment	Abandon sanitary sewers under residential homes and reroute (construction)	30-80 years	$105,000

LONG TERM CAPITAL BUDGET

YEAR	DEPARTMENT	TYPE OF REQUEST	ITEM DESCRIPTION	PURPOSE/RATIONALE	AGE/ITEM REPLACED	EST. COST	NOTES
2025	INSPECTIONS	TECHNOLOGY	SOFTWARE	PERMIT TRACKING (YEARLY FEE)	N/A	$10,000	
2026	INSPECTIONS	TECHNOLOGY	SOFTWARE	PERMIT TRACKING (YEARLY FEE)	N/A	$10,000	
2027	INSPECTIONS	TECHNOLOGY	SOFTWARE	PERMIT TRACKING (YEARLY FEE)	N/A	$10,000	
2028	INSPECTIONS	TECHNOLOGY	SOFTWARE	PERMIT TRACKING (YEARLY FEE)	N/A	$10,000	
2029	INSPECTIONS	TECHNOLOGY	SOFTWARE	PERMIT TRACKING (YEARLY FEE)	N/A	$10,000	

LONG TERM **CAPITAL FUND**

Police Capital

YEAR	DEPARTMENT	TYPE OF REQUEST	ITEM DESCRIPTION	PURPOSE/RATIONALE	AGE OF ITEM REPLACED	COST
2025						
2025	Police	Vehicle	Squad Car	Vehicle at end of lifespan. (1503)	2019	$67,500.00
2025	Police	Technology	Dispatch Capital Costs	Dispatching agreement with Village of Bayside	Contract	**
2025	Police	Technology	Radar Feedback Signs	Replace Portable Radar Feedback Signs (5 year life)	2019	$4,000.00
2025	Police	Technology	Squad Laptops	End of Life (6 years old)	2019	$15,000.00
2025	Police	Equipment	LiveScan Fingerprint System	End of LifeSpan	2018	$9,500.00
2026						
2026	Police	Technology	Server Replacement	End of Lifespan (5 years) - Includes attached storage array	2021	$25,000.00
2026	Police	Vehicle	Squad Car	Vehicle at end of lifespan. (1501 / 1504)	2022	$135,000.00
2026	Police	Technology	Dispatch Capital Costs	Dispatching agreement with Village of Bayside	Contract	**
2026	Police	Technology	radar speed signs (fixed)	Return to vendor for refresh vs. replacement	2020	$4,500.00
2026	Police	Technology	AED (Defibrillator)	Replacement - End of recommended life (10 years) (qty4)	2016	$10,000.00
2026	Police	Building	Carpet Replacement	Replace carpet in offices (lifespan 7-12 years)	2008	*$8,500.00*
2026	Police	Technology	TASER (replacement)	End of proper lifespan (5 years) (qty 7)	2019	*$10,500.00*
2026	Police	Technology	Portable Radios	Replace portable radios that are no longer supported	2017	$165,000.00
2027						
2027	Police	Building	Water Heater	Replace Original Water Heater	2008	*$6,000.00*
2027	Police	Technology	Mobile Video System	End-of Life / End of Contract (AXON)	2022	$115,000.00
2027	Police	Technology	Dispatch Capital Costs	Dispatching agreement with Village of Bayside	Contract	**
2027	Police	Equipment	Generator Cabinet Doors	Replace rusted / damaged exterior cabinet doors	2008	*$6,500.00*
2027	Police	Equipment	Furniture	Replace tables in padway hall	2009	*$6,500.00*
2027	Police	Technology	Computer UPS System	5000 volt Universal Power Supply - End of Useful Life (9 years)	2018	$6,300.00
2028						
2028	Police	Vehicle	Squad Car	Vehicle at end of lifespan. (1505 / 1507)	2018	$135,000.00
2028	Police	Technology	Dispatch Capital Costs	Dispatching agreement with Village of Bayside	Contract	**
2028	Police	Equipment	Copy Machine	replace aging copy machine	2021	*$6,500.00*
2028	Police	Equipment	Mobile Radios	Replace EOL radio equipment (support ended 2019)	2017	*$100,000.00*
2029						
2029	Police	Technology	Computers	Replacement Desktop PC's; end of llifespan rotation (qty 22)	2024	$21,600.00
2029	Police	Vehicle	Squad Car	Vehicle at end of lifespan. (1503)	2025	$67,500.00
2029	Police	Technology	Dispatch Capital Costs	Dispatching agreement with Village of Bayside	Contract	**
2030						
2030	Police	Equipment	Firearms	Duty Handguns	2020	
2030	Police	Vehicle	Squad Car	Vehicle at end of lifespan. (1501 & 1504)	2026	$135,000.00
2030	Police	Technology	Dispatch Capital Costs	Dispatching agreement with Village of Bayside	Contract	**
2030	Police	Equipment	Speed Signs	Portable signs; end of life (possible refresh)	2025	$4,000.00

**New contract in 2018--update based on contract

Italicized Items are placeholders for potential repairs / replacement

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

cc: Scott Botcher, Village Manager

Date: August 6, 2024

Re: Presentation on Conceptual Zoning District

Overview

Staff will present a high-level overview of a draft zoning district overlay designed to assist revitalization of the Port Washington commercial corridor while also proactively incentivizing, through design flexibility, future development as a realization of current market factors. This information will be provided alongside a broad planning/zoning explanation guided by implementation goals of the 2021 Fox Point Comprehensive Plan.

Background

Port Washington Road is both the commercial heart of the Village and unofficial entryway to Fox Point. While the Village of Fox Point is a majority residential community, it does contain a small number of highly visible commercial parcels. Some of these commercial properties are abandoned, blighted, or could be considered otherwise underutilized. A number of these properties have sat vacant or blighted in excess of a decade. The Comprehensive Plan, adopted in 2021, after significant public input and public hearings, specifically identifies the Port Washington commercial corridor as requiring of attention to remediate these issues (DOC LINK).

Staff receive inquiries from interested buyers and inquisitive residents regarding this corridor quite often. The existing zoning code, along with development barriers specific to individual parcels create obstacles to redevelopment. A community history of non-development and a "wait-and-see" approach have yet to yield positive results. Therefore, Staff have proactively drafted a zoning district overlay as a way to provide a tool for the Village to redevelop its commercial heart.

Presentation

No specific details of the draft zoning district overlay will be discussed this evening. This presentation is intended to be high-level in order to provide an introduction to the zoning process, gauge interest in adding a tool to the Village's metaphorical toolbelt, and hopefully generate excitement. If the Board believes this project is without merit, no action need be taken and Staff will not bring a concept forward at a future meeting. However, without making a change to the Village's current rules, it is likely that many of the parcels along this corridor will remain abandoned, blighted, or otherwise underutilized.

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“PWO” Zoning District

OVERVIEW - PORT WASHINGTON OVERLAY ZONING DISTRICT

Intentions

- High Level Overview & Introduction of Concept
- Municipal Code amendment; NOT a mandatory rezoning
  - Addition of a “tool” to the Village’s metaphorical toolbelt
- Allow for greater flexibility along the Village’s main economic corridor
- Implement the Fox Point Comprehensive Plan to help direct development decisions
- “When will something be done about XYZ parcel over on ABC street?”
- Proactively address market factors

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Planning 101

What is a Comprehensive plan? What is Zoning? What is the Difference?

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Comp Plan: Long-term vision for the future of the community.

- Issues and Opportunities
- Topics: Housing, Transportation, Utilities and Community Facilities, Agricultural Natural and Cultural Resources, Economic Development, Intergovernmental Cooperation, Land Use
  - Goals and Implementation

"A local government's guide to community physical, social, and economic development. Comprehensive plans are not meant to serve as land use regulations in themselves; instead, they provide a rational basis for local land use decisions with a twenty-year vision for future planning and community decisions." –WI DOA

Zoning: The primary tool for regulating land use and design

Difference:

- Land Use (Comp Plan) is the guiding principles for what the community vision is for the future.
- Zoning is the tool for how that community vision is actually implemented.

Planning 101
What is an Overlay District?

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Base Zoning District

Broad categories of use including agricultural, residential, commercial, institutional, park, etc. Categories further classify based on the density of residential units, or intensity of commercial uses.

- Different types of cake with different ingredients (chocolate, vanilla, or fruit)

Overlay Zoning District

Add unique conditions, requirements, or triggers on top of the base district. Can be used to place additional limitations on parcels or allow for flexibility from requirements in the base district.

- Adding frosting to cake, different sized cake pans, or only eating fruitcake on a holiday

Difference from Existing Planned Development Overlay (PDO)

- Existing PDO has broad application Village-wide. Large-scale (250+ units). Severely restricted mixed-use. Rigid structure.

Planning 101
2021 Fox Point Comprehensive Plan

Housing

- Goal #2: Support Aging In Place
  - Variety of adequate housing options
  - Redevelopment takes into account building scale and neighborhood connectivity

Economic Development

- Issues and Opportunities: vacant/abandoned properties, add to tax base
- Goal #1: Support and facilitate economic development in the Village's commercial areas.
  - Encourage redevelopment of underutilized parcels
  - Consider mixed-use projects where appropriate

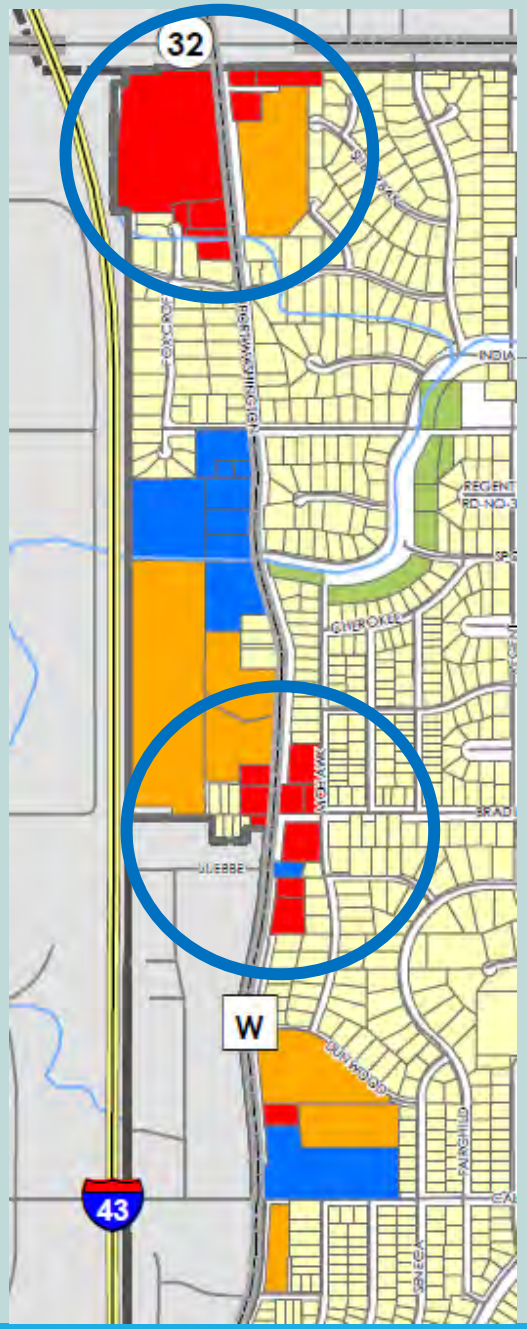
Land Use

- Issues and Opportunities: vacant properties along Port Washington, maintain Village character, respect of residential neighbors by commercial development
  - Use Land Use as guide, incentivize redevelopment of Port Washington, new developments be good neighbors to residential
- Goal #1: Identify any areas or properties which need particular study or planning in order to encourage timely and appropriate redevelopment.
- Goal #2: Support mixed-use development

What is the PWO? – High Level

- **Intention of District**: Promote vibrant commercial activity along the Port Washington corridor while preserving the unique residential character of Fox Point
  - Create opportunity for mixed-use environment along the Port Washington Road corridor (currently not allowed in code)
    - Allow greater flexibility in site orientation and use than the base district may allow for
  - Encourage a mix of commercial, retail, office, residential, and mixed-use developments
  - Promote Redevelopment: Encourage the revitalization and redevelopment of underutilized or blighted properties along the Port Washington Road corridor
    - Reuse of existing structures where appropriate, as well as the creation of new developments that complement the scale, character, and aesthetics of the surrounding properties
  - Residential Sensitivity: PWO seeks to minimize adverse impacts on nearby neighborhoods
    - Projects should incorporate design features and site layouts that mitigate noise, traffic congestion, and other potential nuisances

Adopted Land Use Map



Future Land Use

- Commercial
- Government/Institutional
- Multi Family Residential
- Open Space/Recreation
- Low Density Residential

Commercial

- Port Washington
  - Bradley Road
    - 2015 Small Area Planning Study (Prior to Dunwood)
  - Brown Deer Road
- Santa Monica (N/A for PWO)

Zoning District Adoption Process

- Staff will bring draft document to Village Board at regular meeting for referral
- Village Board refers the draft code to next meeting of Plan Commission for review
- Plan Commission reviews and makes recommendation back to Village Board
- Village Board holds public hearing and may make decision

Note: Village Board may table, hold over, make alterations to the document, or otherwise determine a timeframe at its pleasure

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Questions?

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