NOTICE OF MEETING
VILLAGE OF FOX POINT
VILLAGE BOARD MEETING

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

TUESDAY
October 8, 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 any matter that is the subject of a public hearing, as the appropriate time for such comments is at the duly noticed public hearing, so that all interested persons can hear the comments and due process is preserved.

3. **Committee Reports**

   a. Plan Commission

      1. St Augustine Prep Report

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 September 10, 2024 Village Board meeting. Pages 4 - 7

b. Approve Village Manager to submit letters of intent/purchase orders in the amount of $53,706.75 to Napleton Chevrolet of Columbus for a police fleet vehicle when the order window/allocation opens for delivery in 2025. Pages 8 - 9

c. Approve payment of the bills in the amount of $1,274,504.04 for the period September 1, 2024 to September 30, 2024 per the report submitted by the Village Manager. Pages 10 - 23

5. Unfinished Business

a. Consideration of St Augustine Prep Conditional Use Permit Application

The Village Board will receive and consider the Plan Commission's referral of a conditional use permit application for St. Augustine Prep on the former Cardinal Strich property, 6801 N Yates Road as required per Village Code Sections 745-10 and 745-20, and Wis. Stats. Section 62.23(7) (de) (3) and Wis. Stats. 61.35 Pages 24 - 290

NOTE: No public comments will be heard during this agenda item which has been the subject of a public hearing, as the appropriate time for such comments was at the duly noticed public hearing, so that all interested persons can hear the comments and due process is preserved.

6. New Business

a. Presentation of Report on Lead and Copper Services in the Village of Fox Point

The Village Board will hear a report from the Director of Public Works and the Water Utility Superintendent regarding the lead water services in the Village of Fox Point, including inventory methods and mapping to make the information publicly accessible per the Department of Natural Resource requirements. The Village Board may discuss the information but no action is expected to be taken on this matter. Pages 291 - 294

b. Consideration of Request of Trustees Ollman and Miller re: Stop Sign at Bradley and Regent Roads Pages 295 - 305

"The Village Board may discuss the stop signs placement at the intersection of Bradley Road and Regent Road and take possible action to have this intersection be a four way stop sign intersection."

7. Future Agenda Items

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

8. Closed Session, if necessary

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)(a) for deliberating concerning a case which was the subject of any judicial or quasi-judicial trial or hearing before that governmental body, and 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 Plan Commission's referral of a conditional use permit application for St. Augustine Prep on the former Cardinal Strich property, 6801 N Yates Road as required per Village Code Sections 745-10 and 745-20, and Wis. Stats. Section 62.23(7) (de) (3) and Wis. Stats. 61.35.

9. Reconvene into Open Session

The Village Board will reconvene into open session and may take action as it deems appropriate regarding the matter discussed in closed session.

10. 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 Miller
g. Trustee Freedman
h. Village Manager Botcher

11. Adjournment

NEXT REGULAR VILLAGE BOARD MEETING: November 11, 2024 7:00 P.M.

Printed and Posted October 3, 2024

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

VILLAGE OF FOX POINT
VILLAGE BOARD MEETING MINUTES
SEPTEMBER 10, 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, September 10, 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
Trustee Eric Fonstad
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

Teresa Sparacino, 175 E Bradley Road, Fox Point; is in favor of keeping the stop sign at E. Bradley Road. She would like to see this item on the next Village Board agenda.

Andrew Elmer, 101 E Bradley Road, Fox Point; thought there was overwhelming consensus that the stop sign remain when discussed at the public information meeting. He is in favor of keeping the stop sign at E. Bradley Road. He would like sub-contractor reminded they are operating in a community where people live.

Hearing no other comments, President Symchych closed public comment.

COMMITTEE REPORTS – Plan Commission

Trustee Fonstad attended the September 3, 2024 Plan Commission meeting; there were two items on the agenda. The first was relating to the Floodplain Zoning ordinance. Adopting the Ordinance change will bring the village in line with state requirements. The Plan Commission recommends that the Village Board adopts the ordinance change.

Mr. Botcher explained the Plan Commission went through the application submitted by the St. Augustine Prep and the commission noted the setback shown on the drawings wasn't there before. The Plan Commission tabled the item to a meeting on the October 8 before the Village Board meeting with a joint meeting for public hearing starting at 5:00 p.m.

VILLAGE OF FOX POINT
VILLAGE BOARD MEETING MINUTES
SEPTEMBER 10, 2024

Ordinance to Repeal and Recreate Chapter 724 of the Village of Fox Point Village Code Relating to Floodplain Zoning.

Public Comment

Motion by President Symchych, seconded by Trustee Ollman, and carried by roll call vote (7-0), to open the public hearing at 7:10 p.m., regarding Ordinance to Repeal and Recreate Chapter 724 of the Village of Fox Point Village Code Relating to Floodplain Zoning.

There were no public comments.

Motion by President Symchych, seconded by Trustee Ollman, and carried by roll call vote (7-0), to close the public hearing at 7:13 p.m., regarding Ordinance to Repeal and Recreate Chapter 724 of the Village of Fox Point Village Code Relating to Floodplain Zoning.

St Augustine Prep Conditional Use Permit Application

Motion by President Symchych, seconded by Trustee Stoltz, and carried by roll call vote (7-0), to table St. Augustine Prep Conditional Use Permit Application until October 8, 2024.

CONSENT AGENDA

a. Approve the minutes of the August 13, 2024 Village Board meeting.
b. Approve the request of Bob and Jenny Hillis residing at 951 E Wye Lane for a waiver under Section 260-25(A)(2) of the Village Code, which would allow discharge water from the swimming pool into the sanitary sewer system.
c. Approve payment of the bills in the amount of $1,580,198.90 for the period August 1, through August 31, 2024 per the report submitted by the Village Manager.

Trustee Aelion requested the removal of consent agenda item B.

Motion by President Symchych, seconded by Trustee Fonstad, and carried by roll call vote (7-0), to approve the consent agenda, absent consent agenda items B.

NEW BUSINESS

Consent Agenda Item B
Approve the request of Bob and Jenny Hillis residing at 951 E Wye Lane for a waiver under Section 260-25(A)(2) of the Village Code, which would allow discharge water from the swimming pool into the sanitary sewer system.

Following a lengthy discussion by the Village Board, Trustee Freedman Called the Question.

VILLAGE OF FOX POINT
VILLAGE BOARD MEETING MINUTES
SEPTEMBER 10, 2024

Motion by Trustee Stoltz, seconded by Trustee Freedman, and carried by roll call vote (7-0), to approve the request of Bob and Jenny Hillis residing at 951 E Wye Lane for a waiver under Section 260-25(A)(2) of the Village Code, which would allow discharge water from the swimming pool into the sanitary sewer system as a one-time purpose and included indemnification with conditions as presented.

a. Consideration and Possible Action on an Ordinance to Repeal and Recreate Chapter 724 of the Village of Fox Point Village Code Relating to Floodplain Zoning.

Motion by President Symchych, seconded by Trustee Fonstad, and carried by roll call vote (7-0), to Consideration and Possible Action on an Ordinance to Repeal and Recreate Chapter 724 of the Village of Fox Point Village Code Relating to Floodplain Zoning with Attorney Larson's additional changes by the DNR.

b. Consideration of Design Contract for the 2026 Road and Utility Project.

Motion by President Symchych, seconded by Trustee Miller, and carried by roll call vote (7-0), to award the design Contract for the 2026 Road and Utility Project to Kapur and Associates not to exceed $168,705.00.

Beth Gray 7414 N Boyd Way, Fox Point; would like to see the width of Bell be addressed, and she expressed concerns about safety for pedestrians and school kids.

FUTURE AGENDA ITEMS – None

ANNOUNCEMENTS

President Symchych announced the North Shore Fire Department swore in five new fire fighters and discussed fiscal restraints with the budget. She met with the candidates who would like to participate in the Sentential Committee

Trustee Fonstad announced the Tree Commission met on August 15, 2024 and discussed three separate initiatives to encourage residents to plant trees and not cut them down. One constraint the commission noted; it will require more forester time and more funds to purchase trees. The commission would like the village to reconsider redirecting some funds to supporting planting trees instead of removing.

Trustee Ollman announced the Fox Point Foundation picnic was Saturday and four Trustees attended.

Trustee Aelion commended the Fox Point Foundation on a wonderful picnic.

Trustee Stoltz No Announcements

Trustee Freedman commended the Fox Point Foundation on the picnic and all the things they do. There was a wonderful article on TMJ4 on the North Shore Library.

VILLAGE OF FOX POINT
VILLAGE BOARD MEETING MINUTES
SEPTEMBER 10, 2024

Trustee Miller No Announcements

Manager Botcher No Announcements

CLOSED SESSION

President Symchych recused herself and Trustee Fonstad took over

Motion made by Trustee Fonstad, seconded by Trustee Miller, to convene into closed session, at 8:00 p.m., Pursuant to State 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.

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 Fonstad, seconded by Stoltz and carried by roll call vote (6-0), to reconvene into open session at 8:28 p.m.

ADJOURNMENT

Motion made by Stoltz, second by Miller, and carried by roll call vote (6-0) to adjourn the Village Board meeting at 8:28 p.m.

Respectfully submitted,

Sara A. Bruckman
Village Clerk Treasurer

DRAFT

MEMORANDUM

POLICE DEPARTMENT
VILLAGE OF FOX POINT

TO: FOX POINT BOARD OF TRUSTEES

FROM: CHIEF CHRISTOPHER FREEDY

DATE: SEPTEMBER 18, 2024

REGARDING: FLEET EQUIPMENT

Background / History

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. The police fleet in Fox Point has a lifespan of approximately 4 years and 90,000 – 100,000 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.

Current Situation / Information

The availability of vehicle components and production schedules has impacted the automotive sector in a manner that is not friendly to traditional municipal budgeting and procurement. Most car manufacturers are requiring customers place orders for vehicles with a future delivery date of anywhere between 3 and 10 months from the time of order, and specialty vehicle upfitters are then delaying the deployment of the finished vehicle by several more months.

Our 2024 fleet vehicle was delivered 7 months after order and will be placed in service almost 1 year after order request.

Request to Board

Based on the information being provided and limited resources for police fleet vehicles, I am being told that vehicle orders will need to be placed prior to the submission and approval of the annual capital budget (currently expecting end of September / first weeks of October, with no defined allocation date as of this writing). As noted in previous years, I expect that this may become the normal procedure for vehicle manufacturers.

I am asking the Village Board to authorize the Village Manager to submit letters of intent / purchase orders in the amount of $53,706.75 to Napleton Chevrolet of Columbus for a police fleet vehicle when the order window / allocation opens for delivery in 2025. This amount is based on a current price quote for 2025 vehicle delivery.

This is to certify that the attached is true and correct list of bills due for a period from September 1-30, 2024, in the total amount of $1,274,504.04. Each bill has been approved in writing by the official department head or employee authorized to incur the obligations and which bills have been audited by the undersigned pursuant to resolution of the Village Board.

Scott Botcher
Village Manager
Village of Fox Point

This is to certify that the above listed accounts and demands have been presented and allowed and ordered paid by the Village Board at a meeting thereof held on October 8, 2024

Christine Symchych
Village President

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

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
10-13100 ACCOUNTS RECEIVABLE - SUNDRY						
919	DAVID J. FRANK LANDSCAPE C	70831	8590 N REGENT	09/09/2024	80.00	09/13/2024
919	DAVID J. FRANK LANDSCAPE C	70832	8033 N REGENT	09/09/2024	880.00	09/13/2024
Total 10-13100 ACCOUNTS RECEIVABLE - SUNDRY:					960.00	
10-21520 GROUP LIFE						
18	SECURIAN FINANCIAL GROUP I	OCTOBER 2024	LIFE INSURANCE	09/12/2024	956.77	09/13/2024
Total 10-21520 GROUP LIFE:					956.77	
10-21521 SUPPLEMENTAL PLANS						
1227	AFLAC	186137	ACCT #G8B41	09/12/2024	890.19	09/13/2024
Total 10-21521 SUPPLEMENTAL PLANS:					890.19	
10-21530 DEFERRED COMPENSATION						
77	MissionSquare - 303753	PR0912241	Deferred Comp ICMA-PRETAX	09/11/2024	1,160.14	09/13/2024
77	MissionSquare - 303753	PR0926241	Deferred Comp ICMA-PRETAX	09/25/2024	1,160.14	09/27/2024
375	NORTH SHORE BANK, FSB	PR0912242	Deferred Comp NORTH SHORE	09/11/2024	2,260.00	09/13/2024
375	NORTH SHORE BANK, FSB	PR0926242	Deferred Comp NORTH SHORE	09/25/2024	2,210.00	09/27/2024
814	GREAT-WEST TRUST COMPAN	PR0912241	Deferred Comp WI DEFER - PRE	09/11/2024	3,697.60	09/13/2024
814	GREAT-WEST TRUST COMPAN	PR0912241	Deferred Comp WI DEFER - RO	09/11/2024	1,240.00	09/13/2024
814	GREAT-WEST TRUST COMPAN	PR0926241	Deferred Comp WI DEFER - PRE	09/25/2024	3,697.60	09/27/2024
814	GREAT-WEST TRUST COMPAN	PR0926241	Deferred Comp WI DEFER - RO	09/25/2024	1,240.00	09/27/2024
Total 10-21530 DEFERRED COMPENSATION:					16,665.48	
10-23000 WORKERS COMPENSATION						
1658	R & R INSURANCE SERVICES, I	3082403	WORKERS COMP	09/12/2024	21,623.00	09/13/2024
Total 10-23000 WORKERS COMPENSATION:					21,623.00	
10-44120 LIQUOR/TOBACCO LICENSES						
727	WI DEPT. OF JUSTICE	dquxvbnc	BARTENDER	09/23/2024	7.00	09/27/2024
727	WI DEPT. OF JUSTICE	ucdfbsdr	BARTENDER	09/16/2024	7.00	09/20/2024
Total 10-44120 LIQUOR/TOBACCO LICENSES:					14.00	
10-51200-395 COUNTY COURT FEES						
330	MILWAUKEE COUNTY TREASU	AUGUST 2024	DRIVER SUR/JAIL FEE	09/04/2024	392.80	09/06/2024
552	WISCONSIN, STATE OF - COUR	AUGUST 2024	AUGUST	09/04/2024	1,317.95	09/06/2024
Total 10-51200-395 COUNTY COURT FEES:					1,710.75	
10-51300-218 VILLAGE ATTORNEY						
535	MUNICIPAL LAW & LITIGATION	12809	VLG ATTORNEY	09/05/2024	16,460.12	09/06/2024
Total 10-51300-218 VILLAGE ATTORNEY:					16,460.12	
10-51440-233 EQUIPMENT MAINTENANCE						
774	ELECTION SYSTEMS & SOFTW	CD2096868	MAINTENANCE FEE	09/05/2024	334.75	09/06/2024
Total 10-51440-233 EQUIPMENT MAINTENANCE:					334.75	
10-51440-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	08/27/2024	ELECTIONS	09/09/2024	31.55	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	ELECTIONS	09/09/2024	72.31	09/13/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
57	JPMORGAN CHASE BANK NA	08/27/2024	ELECTIONS	09/09/2024	23.87	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	ELECTIONS	09/09/2024	28.10	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	ELECTIONS	09/09/2024	5.99	09/13/2024
Total 10-51440-310 SUPPLIES/EXPENSES:					161.82	
10-51530-210 CONTRACT SERVICES						
2706	ASSOCIATED APPRAISAL CON	176075	PROFESSION SERV/ INTERNET	09/05/2024	2,850.15	09/06/2024
Total 10-51530-210 CONTRACT SERVICES:					2,850.15	
10-51600-210 CONTRACT SERVICES						
57	JPMORGAN CHASE BANK NA	08/27/2024	AMAZON	09/09/2024	139.00	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	ZOOM	09/09/2024	40.00	09/13/2024
477	TAYLOR COMPUTER SERVICES	26806	MANAGED SERVICES	09/18/2024	976.15	09/20/2024
1353	FORWARD TS, LTD	AR235381	MONTHLY COPIES	09/12/2024	633.30	09/13/2024
Total 10-51600-210 CONTRACT SERVICES:					1,788.45	
10-51600-220 GAS-HEAT						
536	WE-ENERGIES	08/27/2024	0702787382-00002	09/04/2024	22.46	09/06/2024
Total 10-51600-220 GAS-HEAT:					22.46	
10-51600-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	08/27/2024	0702787382-00002	09/04/2024	1,606.72	09/06/2024
536	WE-ENERGIES	09/06/2024	0702787382-00009	09/12/2024	20.41	09/13/2024
Total 10-51600-221 ELECTRIC UTILITIES:					1,627.13	
10-51600-222 TELEPHONE UTILITIES						
2691	CENTURYLINK-BUSINESS SVC.	704281359	87619173	09/10/2024	.33	09/13/2024
5312	AT & T- VILLAGE	08/22/2024	414 351-8909-758 7	09/04/2024	63.50	09/06/2024
Total 10-51600-222 TELEPHONE UTILITIES:					63.83	
10-51600-223 WATER/SEWER UTILITIES						
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/24	VH WATER AND SEWER	09/04/2024	882.08	09/06/2024
Total 10-51600-223 WATER/SEWER UTILITIES:					882.08	
10-51600-231 ELEVATOR MAINTENANCE						
382	OTIS ELEVATOR COMPANY	10000169450	SERVICE	09/11/2024	95.00	09/13/2024
Total 10-51600-231 ELEVATOR MAINTENANCE:					95.00	
10-51600-234 VILLAGE HALL MAINTENANCE						
57	JPMORGAN CHASE BANK NA	08/27/2024	AMAZON	09/09/2024	27.99	09/13/2024
360	NASSCO INC.	6467058	PAPERSUPPLIES	09/17/2024	335.61	09/20/2024
742	NELCO ELECTRIC INC	23977	REPAIR	09/11/2024	789.24	09/13/2024
892	SPECTRUM	09/07/2024	8348 10 012 0042231 VLG	09/13/2024	15.16	09/20/2024
1583	NEPTUNE CROSS CONNECTIO	24-177	ANNUAL	09/20/2024	200.00	09/27/2024
Total 10-51600-234 VILLAGE HALL MAINTENANCE:					1,368.00	
10-51600-310 SUPPLIES/MISC EXPENSES						
57	JPMORGAN CHASE BANK NA	08/27/2024	AMAZON	09/09/2024	289.90	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	AMAZON	09/09/2024	37.99	09/13/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
57	JPMORGAN CHASE BANK NA	08/27/2024	AMAZON	09/09/2024	19.99	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	AMAZON	09/09/2024	54.47	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	AMAZON	09/09/2024	17.96	09/13/2024
1762	SOS ELECTRONICS	24-08028	REPAIR	09/04/2024	135.00	09/06/2024
	Total 10-51600-310 SUPPLIES/MISC EXPENSES:				555.31	
10-51700-510 INSURANCE						
1658	R & R INSURANCE SERVICES, I	3082404	PKG C	09/12/2024	26,459.25	09/13/2024
	Total 10-51700-510 INSURANCE:				26,459.25	
10-51700-511 GROUP HEALTH - RETIREES						
433	RESNICK, AMY	58	HEALTH INSURANCE REIMBUR	09/01/2024	313.50	09/06/2024
435	RIES, DANIEL	72	HEALTH	09/01/2024	466.80	09/06/2024
520	WICHMAN, MICHELLE	17	MONTHLY	09/01/2024	386.76	09/06/2024
1227	AFLAC	186137	ACCT #G8B41	09/12/2024	250.47	09/13/2024
2194	OBREMSKI, DANIEL	21	SUPPLEMENTAL PAY	09/01/2024	386.76	09/06/2024
	Total 10-51700-511 GROUP HEALTH - RETIREES:				1,804.29	
10-52100-210 POLICE MAINTENANCE CONTRACTS						
1710	UP NORTH SERVICES	4606	POLICE PEST CONTROL	09/19/2024	55.00	09/20/2024
5152	JAMES IMAGING SYSTEMS, IN	1482651	MONTHLY PD	09/18/2024	127.31	09/20/2024
	Total 10-52100-210 POLICE MAINTENANCE CONTRACTS:				182.31	
10-52100-220 GAS UTILITIES						
536	WE-ENERGIES	08/27/2024	0702787382-00008	09/04/2024	144.46	09/06/2024
	Total 10-52100-220 GAS UTILITIES:				144.46	
10-52100-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	08/27/2024	0702787382-00006	09/04/2024	2,551.43	09/06/2024
536	WE-ENERGIES	08/27/2024	0702787382-00015	09/04/2024	38.10	09/06/2024
	Total 10-52100-221 ELECTRIC UTILITIES:				2,589.53	
10-52100-222 TELEPHONE UTILITIES						
892	SPECTRUM	20240909OTA	8348 10 012 0041845 POLICE	09/11/2024	13.20	09/13/2024
892	SPECTRUM	238770901090124	238770901	09/11/2024	599.00	09/13/2024
2101	IPITOMY COMMUNICATIONS LL	45054	SIP TRUNK 85995	09/03/2024	235.03	09/06/2024
2691	CENTURYLINK-BUSINESS SVC.	704281359	87619173	09/10/2024	.32	09/13/2024
5312	AT & T- VILLAGE	08/22/2024	414 351-8909-758 7	09/04/2024	39.69	09/06/2024
5312	AT & T- VILLAGE	287329447591X091	287329447591-PD	09/19/2024	412.29	09/20/2024
	Total 10-52100-222 TELEPHONE UTILITIES:				1,299.53	
10-52100-223 WATER/SEWER UTILITIES						
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/24	POLICE WATER AND SEWER	09/04/2024	1,539.03	09/06/2024
	Total 10-52100-223 WATER/SEWER UTILITIES:				1,539.03	
10-52100-232 VEHICLE MAINTENANCE						
57	JPMORGAN CHASE BANK NA	08/27/2024	POLICE	09/09/2024	30.86	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	POLICE	09/09/2024	83.58	09/13/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
Total 10-52100-232 VEHICLE MAINTENANCE:					114.44	
10-52100-233 EQUIPMENT MAINTENANCE						
57	JPMORGAN CHASE BANK NA	08/27/2024	POLICE	09/09/2024	243.60	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	POLICE	09/09/2024	34.74	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	POLICE	09/09/2024	29.97	09/13/2024
Total 10-52100-233 EQUIPMENT MAINTENANCE:					308.31	
10-52100-234 BUILDING MAINTENANCE						
57	JPMORGAN CHASE BANK NA	08/27/2024	POLICE	09/09/2024	72.50	09/13/2024
503	VILLAGE HARDWARE - DPS	242123	SPRAY PAINT	09/11/2024	23.19	09/13/2024
503	VILLAGE HARDWARE - DPS	242209	MISC	09/18/2024	12.00	09/20/2024
503	VILLAGE HARDWARE - DPS	242355	MISC	09/18/2024	14.39	09/20/2024
2644	DOORMASTER GARAGE DOOR	36446	REPAIR PD	09/11/2024	705.50	09/13/2024
Total 10-52100-234 BUILDING MAINTENANCE:					827.58	
10-52100-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	08/27/2024	POLICE	09/09/2024	10.99	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	POLICE	09/09/2024	10.80	09/13/2024
Total 10-52100-310 SUPPLIES/EXPENSES:					21.79	
10-52100-330 CLOTHING ALLOWANCE						
473	STREICHER'S	1706276	JOHNSON	09/11/2024	23.98	09/13/2024
473	STREICHER'S	1710964	GROSSMUELLER	09/11/2024	41.99	09/13/2024
473	STREICHER'S	1714803	JOHNSON	09/11/2024	9.99	09/13/2024
473	STREICHER'S	1717014	JOHNSON	09/11/2024	835.00	09/13/2024
473	STREICHER'S	1717445	HUBER	09/18/2024	64.99	09/20/2024
473	STREICHER'S	1717873	HANNA	09/18/2024	4.68	09/20/2024
473	STREICHER'S	1717979	WIESMUELLER	09/18/2024	96.24	09/20/2024
473	STREICHER'S	1718024	BASTRESS	09/18/2024	6.50	09/20/2024
473	STREICHER'S	1718026	FIELD	09/18/2024	6.50	09/20/2024
473	STREICHER'S	1718027	FIELD	09/18/2024	35.99	09/20/2024
Total 10-52100-330 CLOTHING ALLOWANCE:					1,125.86	
10-52100-334 JANITORIAL SUPPLIES						
57	JPMORGAN CHASE BANK NA	08/27/2024	POLICE	09/09/2024	17.98	09/13/2024
393	PACKERLAND RENT-A-MAT INC.	3142911	POLICE 10586-10586	09/11/2024	158.20	09/13/2024
Total 10-52100-334 JANITORIAL SUPPLIES:					176.18	
10-52100-335 SCHOOL EXPENSES						
57	JPMORGAN CHASE BANK NA	08/27/2024	POLICE	09/09/2024	75.00	09/13/2024
Total 10-52100-335 SCHOOL EXPENSES:					75.00	
10-52200-224 NORTH SHORE FIRE DEPARTMENT						
54	NORTH SHORE FIRE DEPARTM	202442	OPERATING	09/12/2024	304,243.00	09/13/2024
Total 10-52200-224 NORTH SHORE FIRE DEPARTMENT:					304,243.00	
10-52520-400 MATERIALS						
2134	CENTURY TRAFFIC, LLC	241380801	PAVEMENT MARKERS	09/17/2024	3,000.00	09/20/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
	Total 10-52520-400 MATERIALS:				3,000.00	
10-53100-233 GIS MAINTENANCE						
39	RUEKERT MIELKE, INC.	153111	GENERAL SVCS	09/10/2024	234.00	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	ENGINEER	09/09/2024	810.00	09/13/2024
2010	AMPLIFY GRAPHICS & BRANDI	181867	REPAIR	09/10/2024	43.12	09/13/2024
	Total 10-53100-233 GIS MAINTENANCE:				1,087.12	
10-53100-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	08/27/2024	ENGINEER	09/09/2024	108.74	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	ENGINEER	09/09/2024	12.32	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	ENGINEER	09/09/2024	23.45	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	ENGINEER	09/09/2024	27.26	09/13/2024
	Total 10-53100-310 SUPPLIES/EXPENSES:				171.77	
10-53100-321 PROFESSIONAL DUES/MEETINGS						
57	JPMORGAN CHASE BANK NA	08/27/2024	ENGINEER	09/09/2024	38.24	09/13/2024
	Total 10-53100-321 PROFESSIONAL DUES/MEETINGS:				38.24	
10-53300-221 STREET LIGHTS - ELECTRIC						
536	WE-ENERGIES	09/06/2024	0702787382-00001	09/12/2024	205.58	09/13/2024
536	WE-ENERGIES	09/11/2024	0702787382-00013	09/17/2024	17.19	09/20/2024
	Total 10-53300-221 STREET LIGHTS - ELECTRIC:				222.77	
10-53300-405 STREET MATERIALS						
458	SHERWIN INDUSTRIES, INC.	SC052858	FIBER BULK	09/09/2024	489.81	09/13/2024
502	VILLAGE HARDWARE - VH	242350/1	MISC	09/20/2024	43.18	09/27/2024
1074	MATHESON TRI-GAS, INC	0030287041	MISC	09/20/2024	362.60	09/27/2024
1273	WOLF PAVING CO. INC.	48450	GRADE 5	09/09/2024	568.00	09/13/2024
	Total 10-53300-405 STREET MATERIALS:				1,463.59	
10-53400-221 BUS STOP-ELECTRIC						
536	WE-ENERGIES	09/11/2024	0702787382-00016	09/17/2024	15.23	09/20/2024
536	WE-ENERGIES	09/11/2024	0702787382-00005	09/17/2024	15.23	09/20/2024
536	WE-ENERGIES	09/11/2024	0702787382-00003	09/17/2024	17.08	09/20/2024
	Total 10-53400-221 BUS STOP-ELECTRIC:				47.54	
10-53630-370 LANDFILL FEES						
1298	WASTE MANAGEMENT OF WI-M	0001023-1996-9	MSW	09/10/2024	7,934.76	09/13/2024
	Total 10-53630-370 LANDFILL FEES:				7,934.76	
10-53641-400 MATERIALS						
4888	CARLIN SALES	3062485-00	MISC	09/20/2024	251.30	09/27/2024
	Total 10-53641-400 MATERIALS:				251.30	
10-53642-400 MATERIALS						
1298	WASTE MANAGEMENT OF WI-M	0070848-2286-0	YARDWASTE	09/11/2024	1,083.42	09/13/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
	Total 10-53642-400 MATERIALS:				1,083.42	
10-53700-300 MISCELLANEOUS EXPENSE						
2241	ITU ABSORB TECH, INC	8399646	SHOP	09/11/2024	12.20	09/13/2024
2241	ITU ABSORB TECH, INC	8407435	SHOP	09/20/2024	12.20	09/27/2024
5691	CINTAS CORPORATION	5228118637	FIRST AID CABINET	09/11/2024	214.49	09/13/2024
	Total 10-53700-300 MISCELLANEOUS EXPENSE:				238.89	
10-53700-341 REPAIR PARTS						
57	JPMORGAN CHASE BANK NA	08/27/2024	SHOP	09/09/2024	91.82	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	SHOP	09/09/2024	35.57	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	SHOP	09/09/2024	100.74	09/13/2024
57	JPMORGAN CHASE BANK NA	08/27/2024	SHOP	09/09/2024	122.51	09/13/2024
502	VILLAGE HARDWARE - VH	241663/1	MISC	09/11/2024	14.56	09/13/2024
547	ROLAND MACHINERY	40129126	LUBE SPIN	09/11/2024	161.03	09/13/2024
631	FACTORY MOTOR PARTS	160-220687	PARTS	09/11/2024	52.68	09/13/2024
631	FACTORY MOTOR PARTS	160-220869	MISC	09/11/2024	101.33	09/13/2024
631	FACTORY MOTOR PARTS	160-221158	MISC	09/11/2024	300.33	09/13/2024
665	LAKESIDE INTERNATIONAL TR	1084461	REPAIRS	09/20/2024	2,541.21	09/27/2024
1042	EJ EQUIPMENT INC	P13547	MISC	09/11/2024	555.61	09/13/2024
1042	EJ EQUIPMENT INC	P13548	MISC	09/11/2024	221.20	09/13/2024
1042	EJ EQUIPMENT INC	P13656	MISC	09/11/2024	1,971.28	09/13/2024
2609	GRAY'S INC.	38792	PARTS	09/20/2024	1,340.00	09/27/2024
2810	CONTREE SALES, INC.	82743	MISC	09/20/2024	53.80	09/27/2024
4389	BOBCAT PLUS, INC.	IB28208	PARTS	09/11/2024	485.30	09/13/2024
4777	BATTERIES PLUS -	P75040504	BATTERY	09/11/2024	134.01	09/13/2024
102169	TRUCK COUNTRY OF WISCON	R207027123:01	DIAGNOSE	09/11/2024	2,553.39	09/13/2024
102169	TRUCK COUNTRY OF WISCON	X207070285:01	MISC PARTS	09/20/2024	85.62	09/27/2024
102169	TRUCK COUNTRY OF WISCON	X207070289:01	MISC PARTS	09/20/2024	56.02	09/27/2024
	Total 10-53700-341 REPAIR PARTS:				10,978.01	
10-53700-342 TIRES						
615	PERFECT CIRCLE TIRE LLC	107406	DISMOUNT/MOUNT	09/11/2024	3,768.88	09/13/2024
	Total 10-53700-342 TIRES:				3,768.88	
10-53700-343 FUEL						
57	JPMORGAN CHASE BANK NA	08/27/2024	FUEL	09/09/2024	50.26	09/13/2024
2179	EDWARD H. WOLF & SON'S INC	930542	FUEL	09/11/2024	1,182.01	09/13/2024
2179	EDWARD H. WOLF & SON'S INC	930554	FUEL	09/11/2024	1,614.76	09/13/2024
2179	EDWARD H. WOLF & SON'S INC	944573	FUEL	09/23/2024	1,876.84	09/27/2024
2179	EDWARD H. WOLF & SON'S INC	944586	FUEL	09/23/2024	1,472.56	09/27/2024
	Total 10-53700-343 FUEL:				6,196.43	
10-53700-344 OIL						
2103	HARTLAND LUBRICANTS & CH	SI291257	OIL	09/11/2024	891.50	09/13/2024
2103	HARTLAND LUBRICANTS & CH	SI291318	OIL	09/11/2024	91.41	09/13/2024
	Total 10-53700-344 OIL:				982.91	
10-53700-346 MISC DPW SHOP TOOLS						
5528	TODD A GAULKE AUTHORIZE D	090324121733	SMALL TOOLS	09/11/2024	52.25	09/13/2024
5528	TODD A GAULKE AUTHORIZE D	091724122373	SMALL TOOLS	09/20/2024	388.72	09/27/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
Total 10-53700-346 MISC DPW SHOP TOOLS:					440.97	
10-53800-220 GAS UTILITIES						
536	WE-ENERGIES	08/27/2024	0702787382-00002	09/04/2024	22.46	09/06/2024
Total 10-53800-220 GAS UTILITIES:					22.46	
10-53800-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	08/27/2024	0702787382-00002	09/04/2024	1,606.71	09/06/2024
Total 10-53800-221 ELECTRIC UTILITIES:					1,606.71	
10-53800-222 TELEPHONE UTILITIES						
5312	AT & T- VILLAGE	08/22/2024	414 351-8909-758 7	09/04/2024	55.57	09/06/2024
Total 10-53800-222 TELEPHONE UTILITIES:					55.57	
10-53800-223 WATER/SEWER UTILITIES						
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/24	VH WATER AND SEWER	09/04/2024	882.08	09/06/2024
Total 10-53800-223 WATER/SEWER UTILITIES:					882.08	
10-53800-224 CELL PHONES						
57	JPMORGAN CHASE BANK NA	08/27/2024	APPLE	09/09/2024	.99	09/13/2024
2136	VERIZON WIRELESS	9972845492	787000169-00001	09/12/2024	17.57	09/20/2024
Total 10-53800-224 CELL PHONES:					18.56	
10-53800-300 MISCELLANEOUS EXPENSE						
1074	MATHESON TRI-GAS, INC	52372650	MISC	09/11/2024	17.37	09/13/2024
1074	MATHESON TRI-GAS, INC	52386184	MISC	09/11/2024	54.55	09/13/2024
1074	MATHESON TRI-GAS, INC	52399591	MISC	09/11/2024	54.55	09/13/2024
2241	ITU ABSORB TECH, INC	8399648	DPW	09/11/2024	36.18	09/13/2024
2241	ITU ABSORB TECH, INC	8407437	TOWELS/MATS	09/20/2024	231.66	09/27/2024
Total 10-53800-300 MISCELLANEOUS EXPENSE:					394.31	
10-53900-322 TRAINING						
57	JPMORGAN CHASE BANK NA	08/27/2024	MISC	09/09/2024	40.00	09/13/2024
Total 10-53900-322 TRAINING:					40.00	
10-54100-215 CONTRACT - HEALTH						
619	MADACC	MAY=AUG 2024	DOG/CAT LICENSE	09/04/2024	1.40	09/06/2024
Total 10-54100-215 CONTRACT - HEALTH:					1.40	
10-55400-430 LX CLUB MATERIALS						
890	FOX POINT BAYSIDE LX CLUB	8.29.24	LX CLUB FEES	09/10/2024	395.00	09/13/2024
890	FOX POINT BAYSIDE LX CLUB	9.04.2024	LX CLUB FEES	09/05/2024	375.00	09/06/2024
890	FOX POINT BAYSIDE LX CLUB	9.13.2024	LX CLUB FEES	09/18/2024	1,200.00	09/20/2024
890	FOX POINT BAYSIDE LX CLUB	B 8.16.2024	LX CLUB FEES	09/04/2024	375.00	09/13/2024
890	FOX POINT BAYSIDE LX CLUB	B 8.16.2024CR	ADJUSTMENT	09/10/2024	100.00-	09/13/2024
Total 10-55400-430 LX CLUB MATERIALS:					2,245.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
10-55440-220 GAS UTILITIES						
536	WE-ENERGIES	09/11/2024	0702787382-00011	09/17/2024	26.82	09/20/2024
Total 10-55440-220 GAS UTILITIES:					26.82	
10-55440-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	09/11/2024	0702787382-00010	09/17/2024	133.74	09/20/2024
Total 10-55440-221 ELECTRIC UTILITIES:					133.74	
10-55440-450 SKATE RINK MATERIALS						
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/24	L, ICE RINK	09/04/2024	117.93	09/06/2024
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/24	LONGACRE PAVILION	09/04/2024	1,132.26	09/06/2024
360	NASSCO INC.	6467058	PAPERSUPPLIES	09/17/2024	335.61	09/20/2024
Total 10-55440-450 SKATE RINK MATERIALS:					1,585.80	
10-56100-125 FORESTRY CONSULTANT						
5933	WACHTEL TREE SCIENCE & SE	141285	FORESTRY REQUESTS	09/03/2024	4,743.75	09/06/2024
Total 10-56100-125 FORESTRY CONSULTANT:					4,743.75	
10-56100-465 TREE MAINTENANCE						
2192	EGELHOFF LAWN MOWER SER	327648	SAW PARTS	09/11/2024	107.96	09/13/2024
4888	CARLIN SALES	3062485-00	MISC	09/20/2024	25.37	09/27/2024
Total 10-56100-465 TREE MAINTENANCE:					133.33	
21-46410 SEWER REVENUE						
2150	GRUETTNER, PEGGY	09/04/2024	OVERPAYMENT WATER	09/05/2024	71.39	09/06/2024
2151	ZODL, HELMUT	09/03/2024	OVERPAYMENT WATER	09/05/2024	943.30	09/06/2024
Total 21-46410 SEWER REVENUE:					1,014.69	
21-53100-233 GIS MAINTENANCE						
2010	AMPLIFY GRAPHICS & BRANDI	181867	REPAIR	09/10/2024	43.12	09/13/2024
Total 21-53100-233 GIS MAINTENANCE:					43.12	
21-72000-220 GAS UTILITIES						
536	WE-ENERGIES	09/11/2024	0702787382-00004	09/17/2024	10.49	09/20/2024
Total 21-72000-220 GAS UTILITIES:					10.49	
21-72000-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	09/11/2024	0702787382-00007	09/17/2024	20.94	09/20/2024
536	WE-ENERGIES	09/11/2024	0702787382-00004	09/17/2024	68.87	09/20/2024
Total 21-72000-221 ELECTRIC UTILITIES:					89.81	
21-73000-400 MATERIALS						
50	BADGER METER, INC.	80170597	ORION	08/29/2024	88.39	09/06/2024
Total 21-73000-400 MATERIALS:					88.39	
21-91000-871 TELEVISING						
256	KAPUR & ASSOCIATES, INC.	127529	SANITARY	09/10/2024	3,500.00	09/13/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
	Total 21-91000-871 TELEVISING:				3,500.00	
21-91000-888 SEWER SYSTEM IMPROVEMENTS						
256	KAPUR & ASSOCIATES, INC.	127530	MANHOLE	09/10/2024	8,253.22	09/13/2024
	Total 21-91000-888 SEWER SYSTEM IMPROVEMENTS:				8,253.22	
22-48280 RECYCLING FEE						
2150	GRUETTNER, PEGGY	09/04/2024	OVERPAYMENT WATER	09/05/2024	19.50	09/06/2024
2151	ZODL, HELMUT	09/03/2024	OVERPAYMENT WATER	09/05/2024	289.99	09/06/2024
	Total 22-48280 RECYCLING FEE:				309.49	
22-53650-210 CONTRACT SERVICES						
1299	WASTE MANAGEMENT OF WI-M	IAC5876378	RECYCLING	09/23/2024	2,773.43	09/27/2024
	Total 22-53650-210 CONTRACT SERVICES:				2,773.43	
23-55420-220 GAS UTILITIES						
536	WE-ENERGIES	09/11/2024	0702787382-00012	09/17/2024	9.57	09/20/2024
	Total 23-55420-220 GAS UTILITIES:				9.57	
23-55420-221 ELECTRIC UTILITIES						
536	WE-ENERGIES	09/11/2024	0702787382-00012	09/17/2024	41.83	09/20/2024
	Total 23-55420-221 ELECTRIC UTILITIES:				41.83	
23-55420-223 WATER/SEWER UTILITIES						
186	FOX POINT, VILLAGE OF - W/U	5/1-8/1/24	POOL WATER AND SEWER	09/04/2024	1,521.58	09/06/2024
	Total 23-55420-223 WATER/SEWER UTILITIES:				1,521.58	
24-52400-210 CONTRACT SERVICES						
2256	SAFEBUILT	629669	INSPECTIONS	08/31/2024	875.52	09/06/2024
	Total 24-52400-210 CONTRACT SERVICES:				875.52	
24-52400-218 VILLAGE ATTORNEY						
535	MUNICIPAL LAW & LITIGATION	12809	VLG ATTORNEY	09/05/2024	129.60	09/06/2024
	Total 24-52400-218 VILLAGE ATTORNEY:				129.60	
24-52400-310 SUPPLIES/EXPENSES						
57	JPMORGAN CHASE BANK NA	08/27/2024	INSPECTOR	09/09/2024	40.60	09/13/2024
	Total 24-52400-310 SUPPLIES/EXPENSES:				40.60	
25-46410 STORMWATER USER REVENUE						
2150	GRUETTNER, PEGGY	09/04/2024	OVERPAYMENT WATER	09/05/2024	103.31	09/06/2024
2151	ZODL, HELMUT	09/03/2024	OVERPAYMENT WATER	09/05/2024	850.34	09/06/2024
	Total 25-46410 STORMWATER USER REVENUE:				953.65	
25-53420-400 MATERIALS						
280	LIESENER SOILS INC.	0224343	SOIL	09/03/2024	840.00	09/06/2024
327	MENARD'S - MILWAUKEE	93040	REBAR	09/03/2024	27.40	09/06/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
5506	HANKE TERMINALS	180834A	STONE	09/09/2024	989.46	09/13/2024
Total 25-53420-400 MATERIALS:					1,856.86	
25-53660-400 MATERIALS						
2966	HUMPHREY SERVICE PARTS, I	01P142947	RAKES	09/20/2024	1,093.92	09/27/2024
Total 25-53660-400 MATERIALS:					1,093.92	
25-53800-233 GIS MAINTENANCE						
39	RUEKERT MIELKE, INC.	153111	GENERAL SVCS	09/10/2024	1,526.00	09/13/2024
2010	AMPLIFY GRAPHICS & BRANDI	181867	REPAIR	09/10/2024	43.13	09/13/2024
Total 25-53800-233 GIS MAINTENANCE:					1,569.13	
25-53800-234 GREEN INSFRASTRUCT MAINTENANCE						
2824	MAREK LANDSCAPING	5712	MIXED INVASIVES	09/20/2024	1,073.46	09/27/2024
Total 25-53800-234 GREEN INSFRASTRUCT MAINTENANCE:					1,073.46	
25-91500-800 WPDES COMPLIANCE PROGRAM						
256	KAPUR & ASSOCIATES, INC.	127222	GI INSPECTION	09/10/2024	770.00	09/13/2024
776	GRAINGER, INC.	9223465130	PET WASTE BAGS	09/09/2024	285.27	09/13/2024
Total 25-91500-800 WPDES COMPLIANCE PROGRAM:					1,055.27	
25-91500-833 STORM SEWER SYSTEM IMPROVE.						
535	MUNICIPAL LAW & LITIGATION	12809	VLG ATTORNEY	09/05/2024	181.40	09/06/2024
Total 25-91500-833 STORM SEWER SYSTEM IMPROVE.:					181.40	
40-91500-801 STREET RESURFACING						
9	SINGLE SOURCE INC.	Inv 4	APPRAISALS	09/10/2024	12,625.00	09/13/2024
256	KAPUR & ASSOCIATES, INC.	127528	LAKE DR	09/10/2024	1,375.00	09/13/2024
256	KAPUR & ASSOCIATES, INC.	127532	BEACH	09/10/2024	985.00	09/13/2024
357	MUNSON INC.	0089241	ROADWAY PATCHWORK	09/19/2024	109,519.00	09/20/2024
535	MUNICIPAL LAW & LITIGATION	12809	VLG ATTORNEY	09/05/2024	833.20	09/06/2024
535	MUNICIPAL LAW & LITIGATION	12930	VILLAGE ATTORNEY	09/19/2024	683.00	09/20/2024
574	UPI, LLC	pay app 4	BRADLEY RD	09/10/2024	397,897.18	09/13/2024
1073	WI DEPT. OF TRANSPORTATIO	366369	DESIGN	09/10/2024	3,074.79	09/13/2024
1298	WASTE MANAGEMENT OF WI-M	0070848-2286-0	GENERATOR	09/11/2024	7,111.44	09/13/2024
2016	BAXTER & WOODMAN INC.	0262850	BRADLEY RD	09/03/2024	13,300.20	09/06/2024
2037	SCHWAB, KATHY	6.7.2024	PROCESS FEE	09/16/2024	250.00	09/20/2024
Total 40-91500-801 STREET RESURFACING:					547,653.81	
40-91500-825 PROJECT MANAGEMENT						
256	KAPUR & ASSOCIATES, INC.	127533	GENERAL PROF	09/10/2024	832.50	09/13/2024
Total 40-91500-825 PROJECT MANAGEMENT:					832.50	
40-91600-800 STORMWATER ROAD PROJECT						
256	KAPUR & ASSOCIATES, INC	127534	LAKE DR	09/10/2024	2,675.00	09/13/2024
574	UPI, LLC	pay app 4	BRADLEY RD	09/10/2024	9,004.14	09/13/2024
2016	BAXTER & WOODMAN INC.	0262850	BRADLEY RD	09/03/2024	13,300.21	09/06/2024
5410	UNITED STONE CORP	290476	CUTWALL	09/10/2024	2,000.00	09/13/2024
5506	HANKE TERMINALS	181194A	STONE	09/10/2024	1,167.27	09/13/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
Total 40-91600-800 STORMWATER ROAD PROJECT:					28,146.62	
40-91600-824 TREE PLANTING						
617	JOHNSON'S NURSERY	20969-1	FALL TREE PLANTING	09/20/2024	1,005.25	09/27/2024
Total 40-91600-824 TREE PLANTING:					1,005.25	
40-91600-833 TREE REPLACEMENT						
1569	CUTNGO, LLC	055650	TREE CUTTING	09/03/2024	3,600.00	09/06/2024
2824	MAREK LANDSCAPING	5713	WOODY INVASIVE	09/20/2024	1,031.61	09/27/2024
5933	WACHTEL TREE SCIENCE & SE	141284	EAB	09/03/2024	687.50	09/06/2024
5933	WACHTEL TREE SCIENCE & SE	141914	EAB	09/12/2024	207.00	09/20/2024
Total 40-91600-833 TREE REPLACEMENT:					5,526.11	
40-91600-849 BEACH DRIVE-SHORELINE EROSION						
2251	MICHELS CORP	21241089	BEACH DR SHORELIN	09/10/2024	93,878.67	09/13/2024
2251	MICHELS CORP	pay app 13	BEACH DR SHORELIN	09/12/2024	11,664.09	09/13/2024
Total 40-91600-849 BEACH DRIVE-SHORELINE EROSION:					105,542.76	
40-91700-801 NSFD CAPITAL EXPENSE						
54	NORTH SHORE FIRE DEPARTM	202442	CAPITAL	09/12/2024	3,895.00	09/13/2024
Total 40-91700-801 NSFD CAPITAL EXPENSE:					3,895.00	
40-91700-802 NSFD EXPENSE 2010 AND BEYOND						
54	NORTH SHORE FIRE DEPARTM	202442	DEBT	09/12/2024	16,757.00	09/13/2024
Total 40-91700-802 NSFD EXPENSE 2010 AND BEYOND:					16,757.00	
50-53100-233 GIS MAINTENANCE						
39	RUEKERT MIELKE, INC.	153111	GENERAL SVCS	09/10/2024	1,229.00	09/13/2024
2010	AMPLIFY GRAPHICS & BRANDI	181867	REPAIR	09/10/2024	43.13	09/13/2024
Total 50-53100-233 GIS MAINTENANCE:					1,272.13	
50-81000-601 SOURCE OF WATER SUPPLY						
378	NORTH SHORE WATER COMMI	101	MONTHLY	09/01/2024	22,939.74	09/06/2024
Total 50-81000-601 SOURCE OF WATER SUPPLY:					22,939.74	
50-81000-640 OPERATIONS LABOR WATER MAINS						
2839	CITY WATER LLC	1128	MONTHLY MANAGEMENT FEE	09/05/2024	6,300.00	09/06/2024
Total 50-81000-640 OPERATIONS LABOR WATER MAINS:					6,300.00	
50-81000-641 OPERATIONS SUPPLY AND EXPENSE						
57	JPMORGAN CHASE BANK NA	08/27/2024	WATER DEPT	09/09/2024	37.40	09/13/2024
Total 50-81000-641 OPERATIONS SUPPLY AND EXPENSE:					37.40	
50-81000-651 MAINTENANCE OF MAINS						
57	JPMORGAN CHASE BANK NA	08/27/2024	WATER DEPT	09/09/2024	124.03	09/13/2024
280	LIESENER SOILS INC.	0224343	SOIL	09/03/2024	840.00	09/06/2024
357	MUNSON INC.	0089242	WATER MAIN PATCHES	09/19/2024	12,327.00	09/20/2024
458	SHERWIN INDUSTRIES, INC.	SC052858	FIBER BULK	09/09/2024	489.81	09/13/2024

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid
474	CORE & MAIN LP	S389761CR	CREDIT	09/05/2024	1,931.78-	09/06/2024
474	CORE & MAIN LP	U61142*	PARTS	09/05/2024	3,850.00	09/06/2024
474	CORE & MAIN LP	V438081	PARTS	08/14/2024	3,293.60	09/06/2024
474	CORE & MAIN LP	V568803	PARTS	09/04/2024	16.07	09/20/2024
502	VILLAGE HARDWARE - VH	242386/1	WATER DEPT	09/19/2024	7.51	09/27/2024
1273	WOLF PAVING CO. INC.	48487	GRADE 5	09/16/2024	71.00	09/20/2024
2241	ITU ABSORB TECH, INC	8399647	WATER DEPT	09/11/2024	8.80	09/13/2024
2241	ITU ABSORB TECH, INC	8407436	WATER	09/20/2024	47.87	09/27/2024
5506	HANKE TERMINALS	180834A	STONE	09/09/2024	989.46	09/13/2024
101806	USA BLUEBOOK	INV00462331	PARTS	08/22/2024	98.08	09/13/2024
	Total 50-81000-651 MAINTENANCE OF MAINS:				20,231.45	
50-81000-800 CAPITAL OUTLAY						
256	KAPUR & ASSOCIATES, INC.	127531	NOKOMIS	09/10/2024	740.00	09/13/2024
574	UPI, LLC	pay app 4	BRADLEY RD	09/10/2024	7,888.14	09/13/2024
102047	GLOBE CONTRACTORS, INC.	2554	LATERAL REPAIR	09/03/2024	17,165.14	09/06/2024
	Total 50-81000-800 CAPITAL OUTLAY:				25,793.28	
50-81000-844 NSWC CAPITAL PROJECTS						
378	NORTH SHORE WATER COMMI	09/11/2024 KLODE	KLODE	09/18/2024	808.23	09/20/2024
378	NORTH SHORE WATER COMMI	09/11/2024 UNATTE	UNATTENDED OPER	09/18/2024	300.71	09/20/2024
	Total 50-81000-844 NSWC CAPITAL PROJECTS:				1,108.94	
50-81000-903 SUPPLIES AND EXPENSE						
50	BADGER METER, INC.	80170597	ORION	08/29/2024	88.39	09/06/2024
	Total 50-81000-903 SUPPLIES AND EXPENSE:				88.39	
50-81000-921 OFFICE SUPPLIES AND EXPENSE						
57	JPMORGAN CHASE BANK NA	08/27/2024	APPLE	09/09/2024	.99	09/13/2024
2136	VERIZON WIRELESS	9972845492	787000169-00001	09/12/2024	17.57	09/20/2024
	Total 50-81000-921 OFFICE SUPPLIES AND EXPENSE:				18.56	
50-84610 METERED SALES - RESIDENTIAL						
2150	GRUETTNER, PEGGY	09/04/2024	OVERPAYMENT WATER	09/05/2024	111.36	09/06/2024
2151	ZODL, HELMUT	09/03/2024	OVERPAYMENT WATER	09/05/2024	1,022.73	09/06/2024
	Total 50-84610 METERED SALES - RESIDENTIAL:				1,134.09	
	Grand Totals:				1,274,504.0	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Amount Paid	Date Paid

Date Approved: _____

Village Manager: _____

Village Board: _____

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Municipal LAW
& LITIGATION GROUP

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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

Municipal LAW
& LITIGATION GROUP

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MICHAEL J. MORSE
JAMES P. WALSH

July 10, 2024

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

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

Dear Mr. Botcher:

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

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

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

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

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

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

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

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

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

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

Very truly yours,

MUNICIPAL LAW & LITIGATION GROUP, S.C.

Eric J. Larson

Eric J. Larson

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

AUGUSTINE
PREP

September 11, 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

Please find enclosed a package outlining proposed changes to the Aug Prep North Campus site, located in Fox Point. 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 will remain 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/or 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 site plan replaces previously empty buildings, formerly owned and operated by Cardinal Stritch University, with track and field spaces, new park-like green spaces as well as landscaping designed to preserve and add greenery to enhance the overall campus and neighborhood experience. To the east of the new track, a berm with evergreen screening trees is proposed. New open spaces and the proposed evergreen trees are appropriate additions to the location because they enhance the quality of trees along Yates road. These gestures endeavor to improve the compatibility of this parcel with the surrounding park-like, residential

quality of the neighborhood. This also is supported by Goal 2 in the 2021 Fox Point Comprehensive Plan.

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 specifically studied Fox Point. With the introduction of components consistent with the goal of the Fox Point Comprehensive Plan, the expansion St. Augustine Preparatory Academy, one of the highest rated K-12 learning environments in the state of Wisconsin (#2 K4-12 school in the State of Wisconsin), is likely to draw new families to the area. Aug Prep has seen significant changes in its South Campus neighborhood as area home prices have increased by close to 40% while crime rates have dropped by 43% since opening in 2017.

As part of the development of the Fox Point Comprehensive Plan, the Village conducted an online community survey[1] in late summer of 2019. Responses to this survey indicated a desire for strengthened partnerships with schools and faith based organizations, among others. We look forward to the opportunity to be part of those partnerships and are excited to be a part of the Fox Point community.

Within this package, you will find the following documents:

- Exhibit A: Operational Letter – Includes a summary of school operations, specifically for the Fox Point portion of the site.
- Exhibit B: F Institutional District Application - Application form required for any proposed change in premises for an F Institutional District.
- Exhibit Cv2: Site Civil and Landscape Package - Proposed drawing package for site, civil, and landscape design. The ‘v2’ designation represents this package being a second version of the previous iteration submitted for the September Plan Commission.
- Exhibit D1v2: Traffic Impact Analysis conducted by TADI to model the proposed projects effect on adjacent roadway and intersection traffic. The ‘v2’ designation represents the amended report and reply to the Village’s third party review of the traffic Impact Analysis
- Exhibit D2: Appendix to the Traffic Impact Analysis.
- Exhibit E: Photometric Lighting Plan - outlines anticipated light levels (measured in footcandles) at the property lines bounding the property.
- Exhibit F: Presentation Drawings - Drawings are updated with additional information requested by the Planning Commission.
    - F1 - Proposed Fox Point Site Plan - updated with address numbers and property lines, including the change in property line beginning at 6800 N Yates Road
    - F2 - Outline of planned arrival and dismissal traffic flow
        - Purple: Entrance for all cars from Port Washington Road
        - Pink: High school arrival and departure traffic flow
        - Blue: K-8 arrival and departure traffic flow
    - F3 - Village of Fox Point Setback Compliance related to proposed property usage
    - F4 - Proposed Landscape Plan

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

    - F5 - Enlarged Photometric Lighting Plan - outline of new fixtures; view represents south portion of property
    - F6 - Lighting Plan - outline of existing fixture replacement one for one
- Exhibit G: Property Visualization - Views from North Yates Road

We look forward to the opportunity to present and discuss this proposal to the Fox Point Plan Commission and Village Board. More importantly, we look forward to joining the Fox Point community and becoming a part of the fabric of the neighborhood.

Sincerely,



Matt Miller

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

September 11, 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 less than 10% of the total traffic generated by the site.
- Port Washington Road is expected to accommodate greater than 90% 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 Exhibit F Page 2 for diagrams and configurations of the proposed drop-off and pick-up zones. Refer to the Traffic Impact Analysis (Exhibit D1v2) for reiteration of the drop off loops and associated analysis. 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

September 11, 2024

Date

TO BE COMPLETED BY THE VILLAGE OF FOX POINT

Date Received: _____ Receipt No. _____

ASPHALT SEALCOAT NOTES

ASPHALT PAVEMENT SEALCOAT

A. BOTH THE AMBIENT AND SURFACE TEMPERATURE MUST BE A MINIMUM OF 50 DEGREES F BEFORE APPLYING SEALCOAT. DO NOT APPLY IF RAIN IS FORECASTED WITHIN 48 HOURS AFTER THE START OF APPLYING SEALCOAT.

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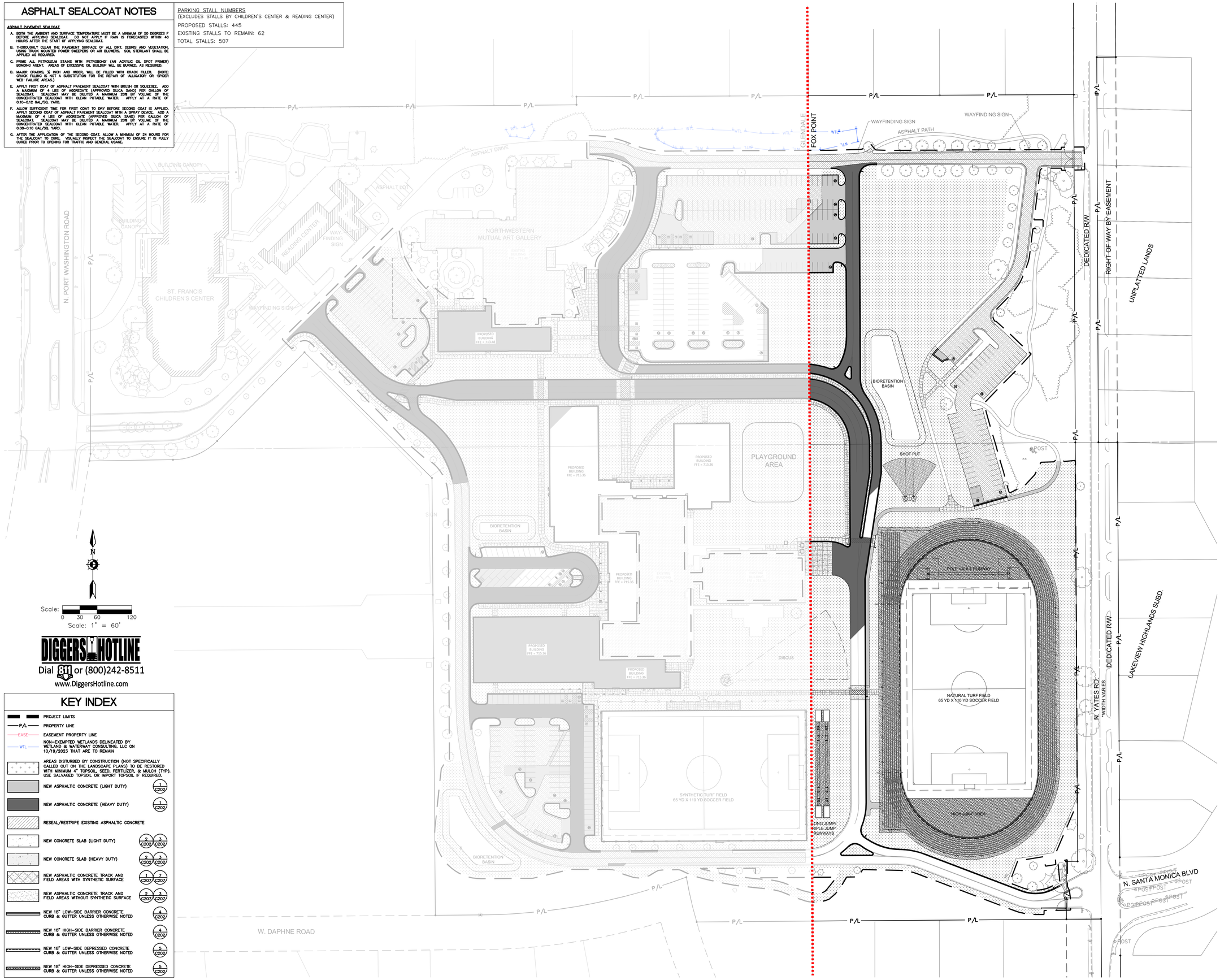
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PARKING STALL NUMBERS
(EXCLUDES STALLS BY CHILDREN'S CENTER & READING CENTER)

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



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

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PROJECT MANAGER CR
PROJECT NUMBER 323527-01

OVERALL SITE LAYOUT PLAN

C102

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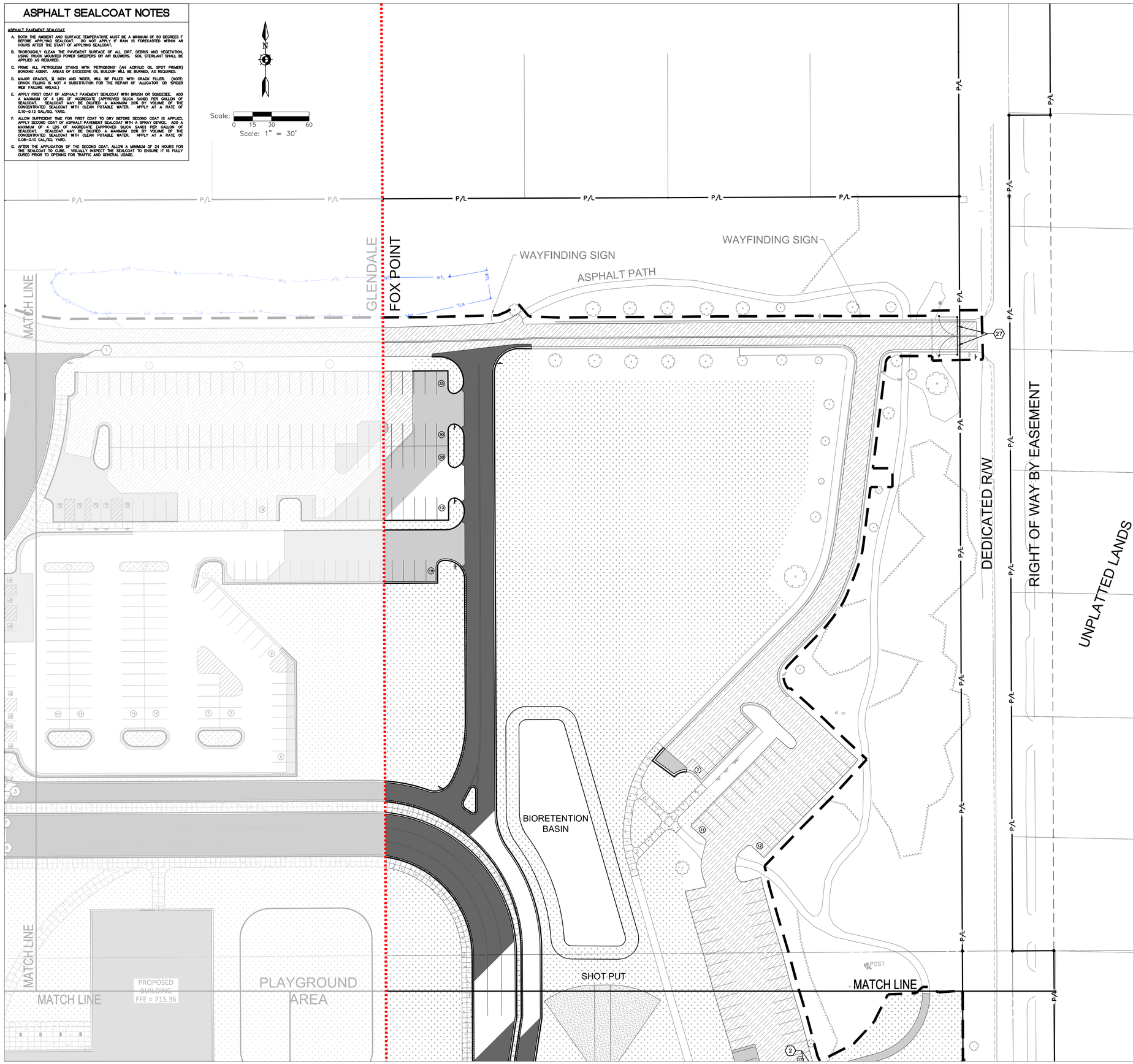
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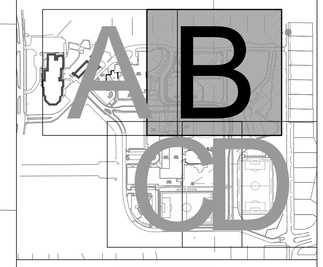
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PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
09/11/2024	FOX POINT PLAN COMMISSION SUBMITTAL

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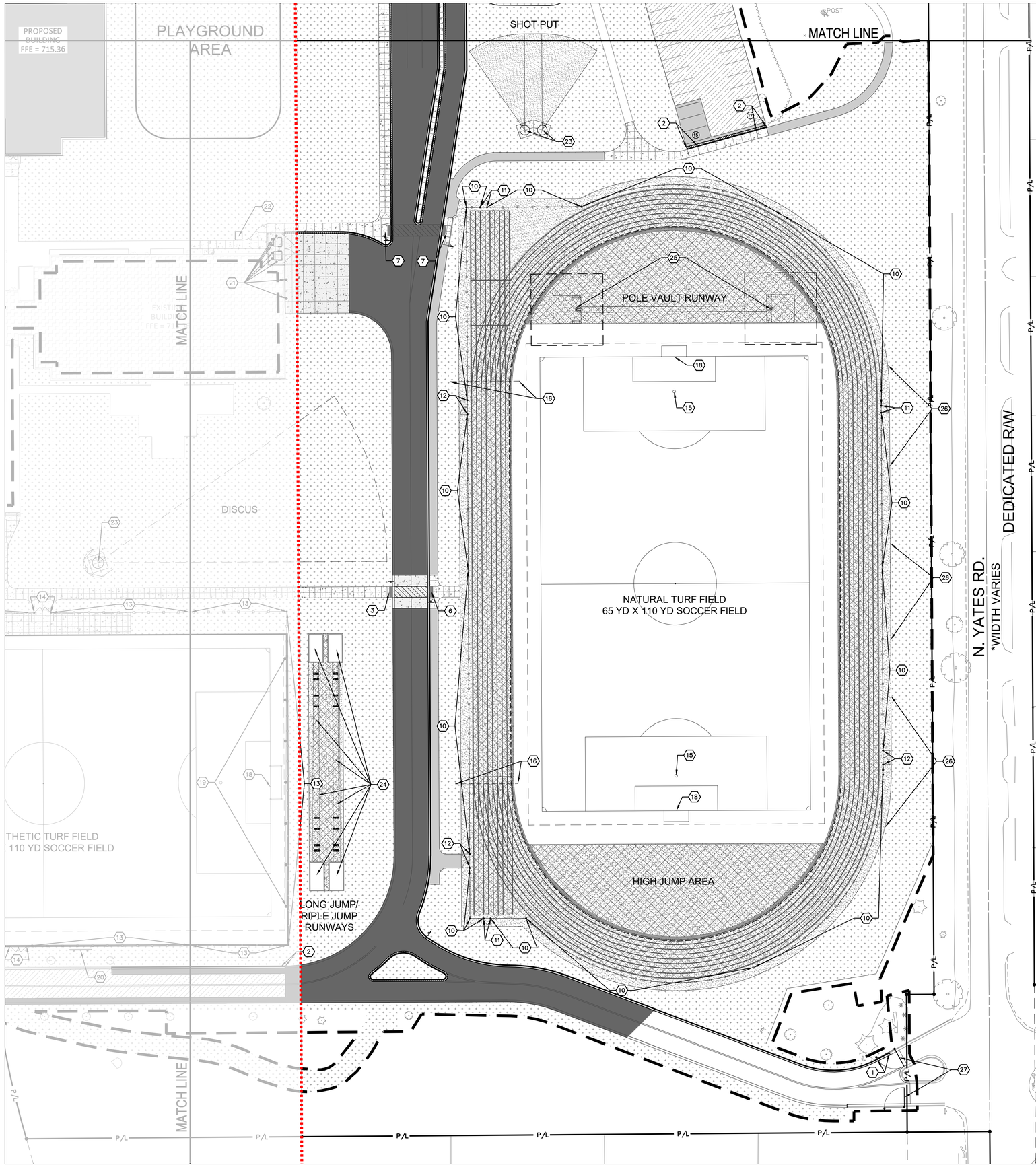
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SITE LAYOUT PLAN - AREA B

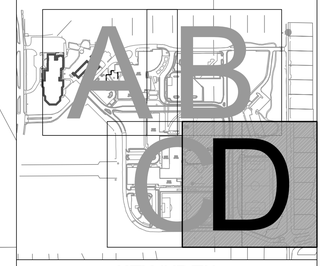
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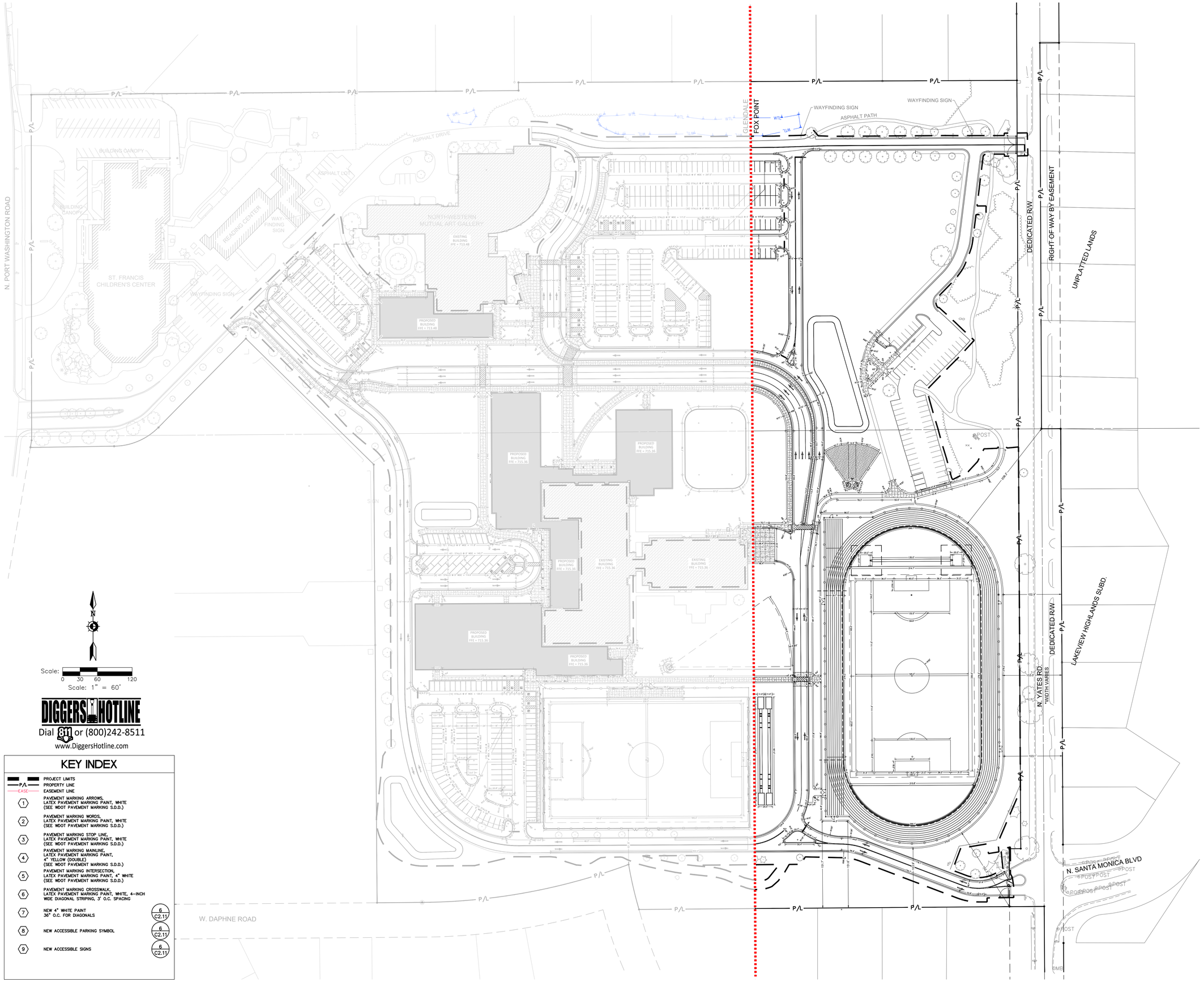
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SITE LAYOUT
PLAN - AREA D

C102D

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3	PAVEMENT MARKING STOP LINE, LATEX PAVEMENT MARKING PAINT, WHITE (SEE WDOT PAVEMENT MARKING S.D.D.)	
4	PAVEMENT MARKING MAINLINE, LATEX PAVEMENT MARKING PAINT, 4" YELLOW (DOUBLE) (SEE WDOT PAVEMENT MARKING S.D.D.)	
5	PAVEMENT MARKING INTERSECTION, LATEX PAVEMENT MARKING PAINT, 4" WHITE (SEE WDOT PAVEMENT MARKING S.D.D.)	
6	PAVEMENT MARKING CROSSWALK, LATEX PAVEMENT MARKING PAINT, WHITE, 4-INCH WIDE DIAGONAL STRIPING, 3' O.C. SPACING	
7	NEW 4" WHITE PAINT 36" O.C. FOR DIAGONALS	6 / C2.11
8	NEW ACCESSIBLE PARKING SYMBOL	6 / C2.11
9	NEW ACCESSIBLE SIGNS	6 / C2.11

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PROJECT INFORMATION

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ISSUANCE AND REVISIONS

DATE	DESCRIPTION
09/11/2024	FOX POINT PLAN COMMISSION SUBMITTAL

KEY PLAN

SHEET INFORMATION

PROGRESS DOCUMENTS NOT FOR CONSTRUCTION

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PROJECT MANAGER CR

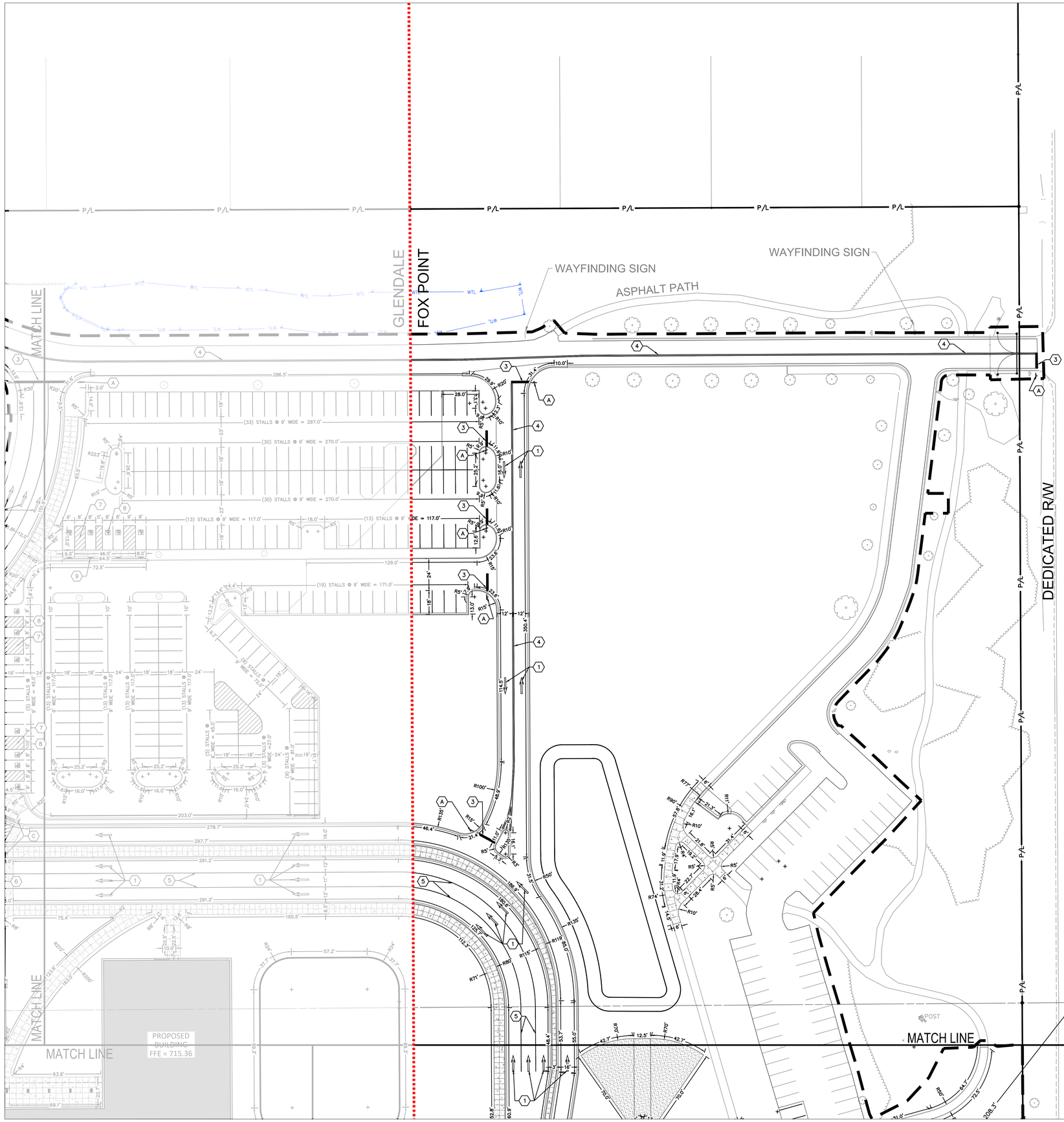
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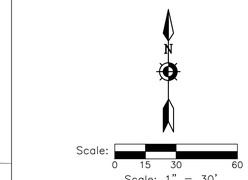
OVERALL SITE SIGNAGE & TRAFFIC CONTROL PLAN

C103

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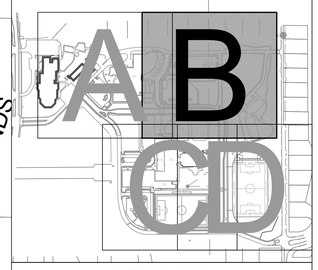
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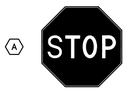


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VICINITY MAP



SIGN INDEX

A	 R1–1 30" X 30"	 R5–1 30" X 30" B
C	 R1–6 12" X 36"	

KEY INDEX

	PROJECT LIMITS
P/L	PROPERTY LINE
EASE	EASEMENT LINE
1	PAVEMENT MARKING ARROWS, LATEX PAVEMENT MARKING PAINT, WHITE (SEE WDOT PAVEMENT MARKING S.D.D.)
2	PAVEMENT MARKING WORDS, LATEX PAVEMENT MARKING PAINT, WHITE (SEE WDOT PAVEMENT MARKING S.D.D.)
3	PAVEMENT MARKING STOP LINE, LATEX PAVEMENT MARKING PAINT, WHITE (SEE WDOT PAVEMENT MARKING S.D.D.)
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9	NEW ACCESSIBLE SIGNS — 6 C2.11

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C

KEY PLAN

B

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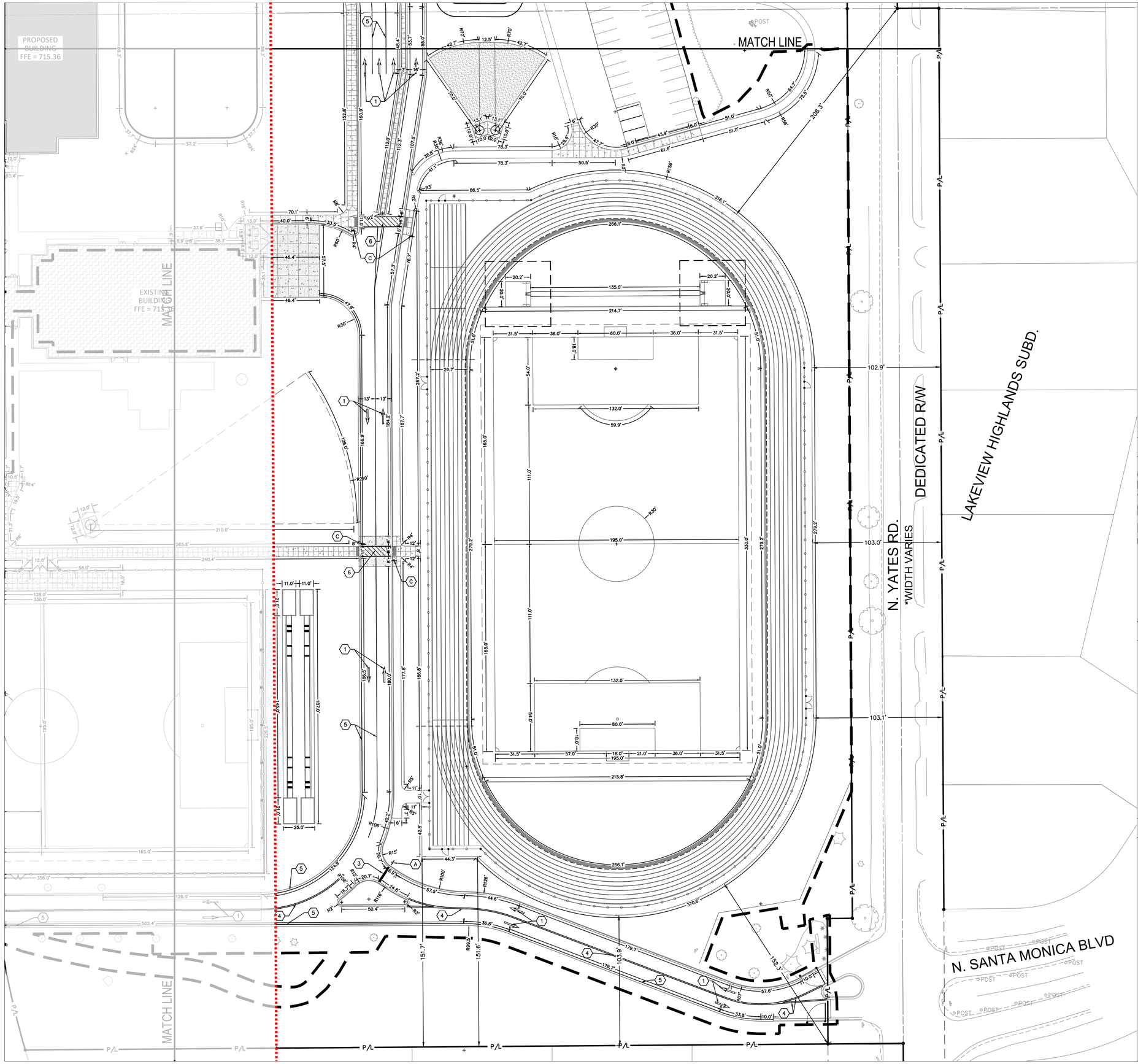
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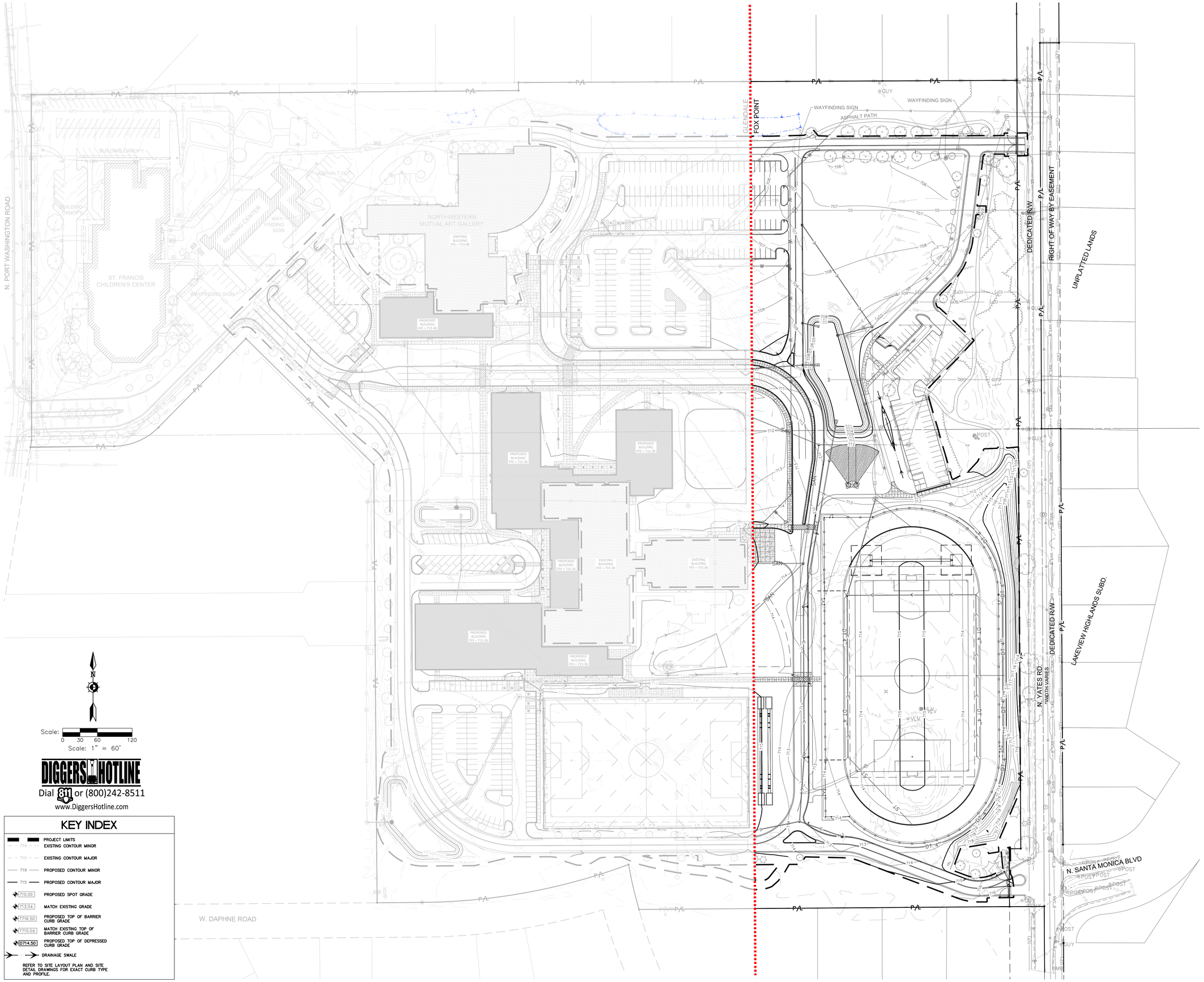
SITE SIGNAGE & TRAFFIC CONTROL PLAN - AREA B

C103B

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1 2 3 4 5 6 7


PROPOSED BUILDING FFE = 715.36
EXISTING BUILDING FFE = 714
MATCH LINE
MATCH LINE
POST
N. YATES RD.
*WIDTH VARIES
DEDICATED R/W
LAKEVIEW HIGHLANDS SUBD.
N. SANTA MONICA BLVD
P/L
EASE
MATCH LINE
42.7'
12.5'
R70'
70.0'
13.1'
10.0'
10.0'
10.0'
10.0'
10.0'
10.0'
13.1'
70.0'
R30'
R15'
R50'
R56'
R15'
R30'
R30'
R50'
R56'
R15'
R30'
R30'
R50'
R56'
R15'
R30'
R30



N

Scale: 0 30 60 120

Scale: 1" = 60'

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KEY INDEX

- PROJECT LIMITS
- 719 EXISTING CONTOUR MINOR
- 715 EXISTING CONTOUR MAJOR
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- 715 PROPOSED CONTOUR MAJOR
- 710.00 PROPOSED SPOT GRADE
- 713.0± MATCH EXISTING GRADE
- T716.50 PROPOSED TOP OF BARRIER CURB GRADE
- T715.0± MATCH EXISTING TOP OF BARRIER CURB GRADE
- D714.50 PROPOSED TOP OF DEPRESSED CURB GRADE
- DRAINAGE SWALE

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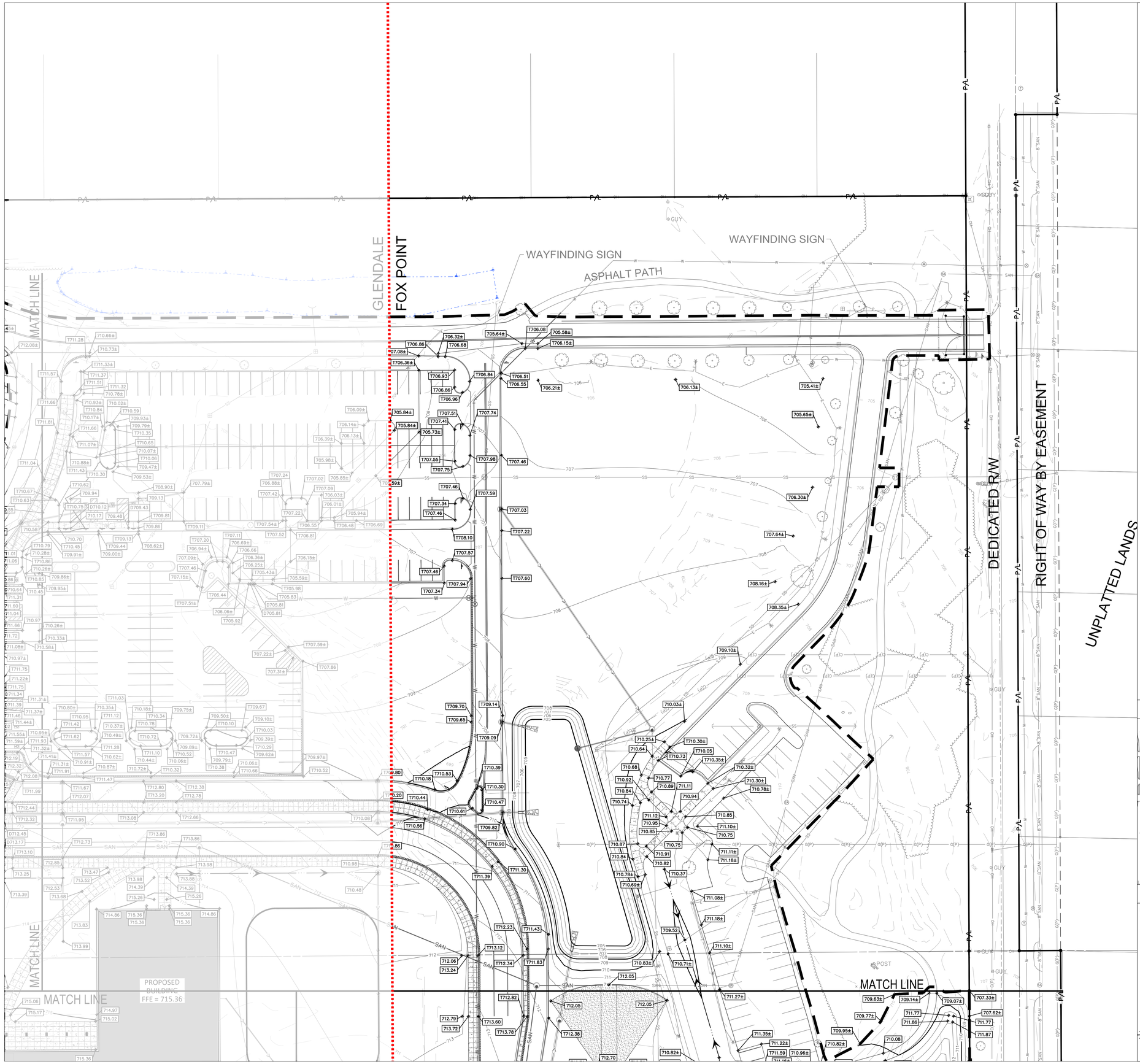
PROJECT MANAGER CR

PROJECT NUMBER 323527-01

OVERALL SITE GRADING PLAN

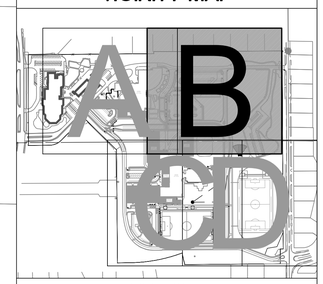
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VICINITY MAP



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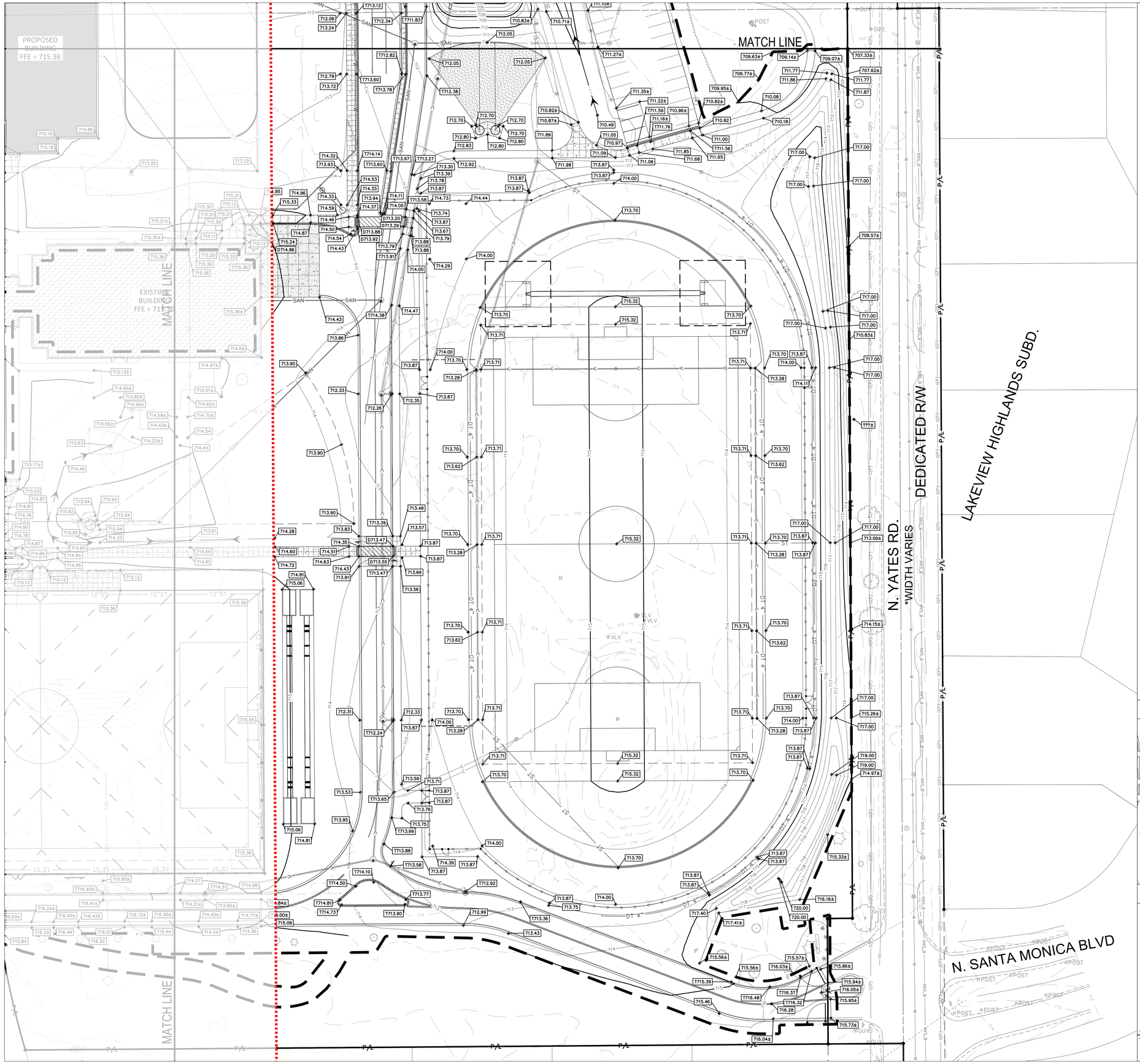
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PROJECT NUMBER 323527-01

SITE GRADING PLAN - AREA B

C104B

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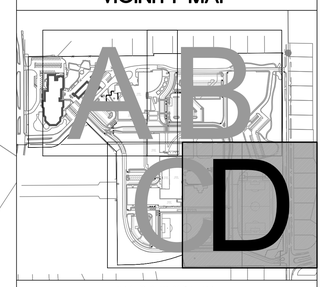
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Scale: 1" = 30'

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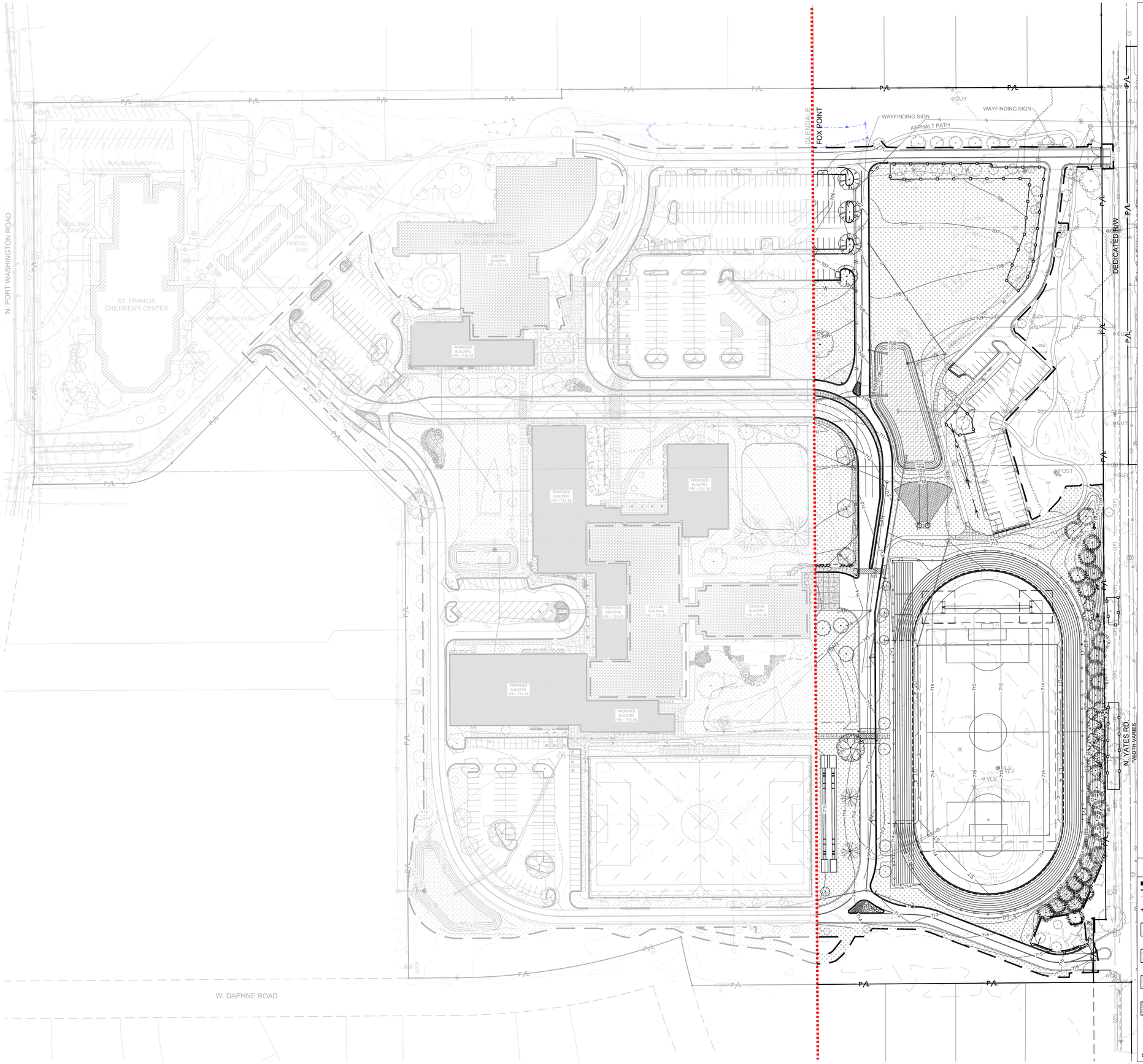
PROJECT MANAGER	CR
PROJECT NUMBER	323527-01

SITE GRADING PLAN - AREA D

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1 2 3 4 5 6 7



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

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HATCH LEGEND

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- TEMPORARY TREE PROTECTION FENCE — 5 / L201
- AREAS DISTURBED BY CONSTRUCTION TO BE RESTORED WITH MINIMUM 4" TOPSOIL, KENTUCKY BLUE GRASS SEED, FERTILIZER, AND MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED.
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- MIX 1: 3" PLUG PLANTINGS IN BIORETENTION AREA. REFER TO CIVIL AND LANDSCAPE DETAILS. PLUGS TO BE PLANTED 12-INCHES O.C.
- KAFKA GRANITE WAX POLYMER PATHWAY MIX MANUFACTURER: KAFKA GRANITE COLOR: CONTRACTOR TO COORDINATE COLOR WITH OWNER (OR APPROVED EQUAL) — 11 / L202
- TYPICAL RE-USED OUTCROPPING STONE ACCENTS. SALVAGED FROM ON-SITE WATER FEATURE (LOCATED AT THE PLANTING BED AT THE DROP-OFF AND AT THE EAST MONUMENT SIGN. — 5 / L202
- TYPICAL RE-USED OUTCROPPING STONE SITTING STONES. SALVAGED FROM ON-SITE WATER FEATURE (LOCATED AT THE WEST BUILDING ENTRY AND — 6 / L202

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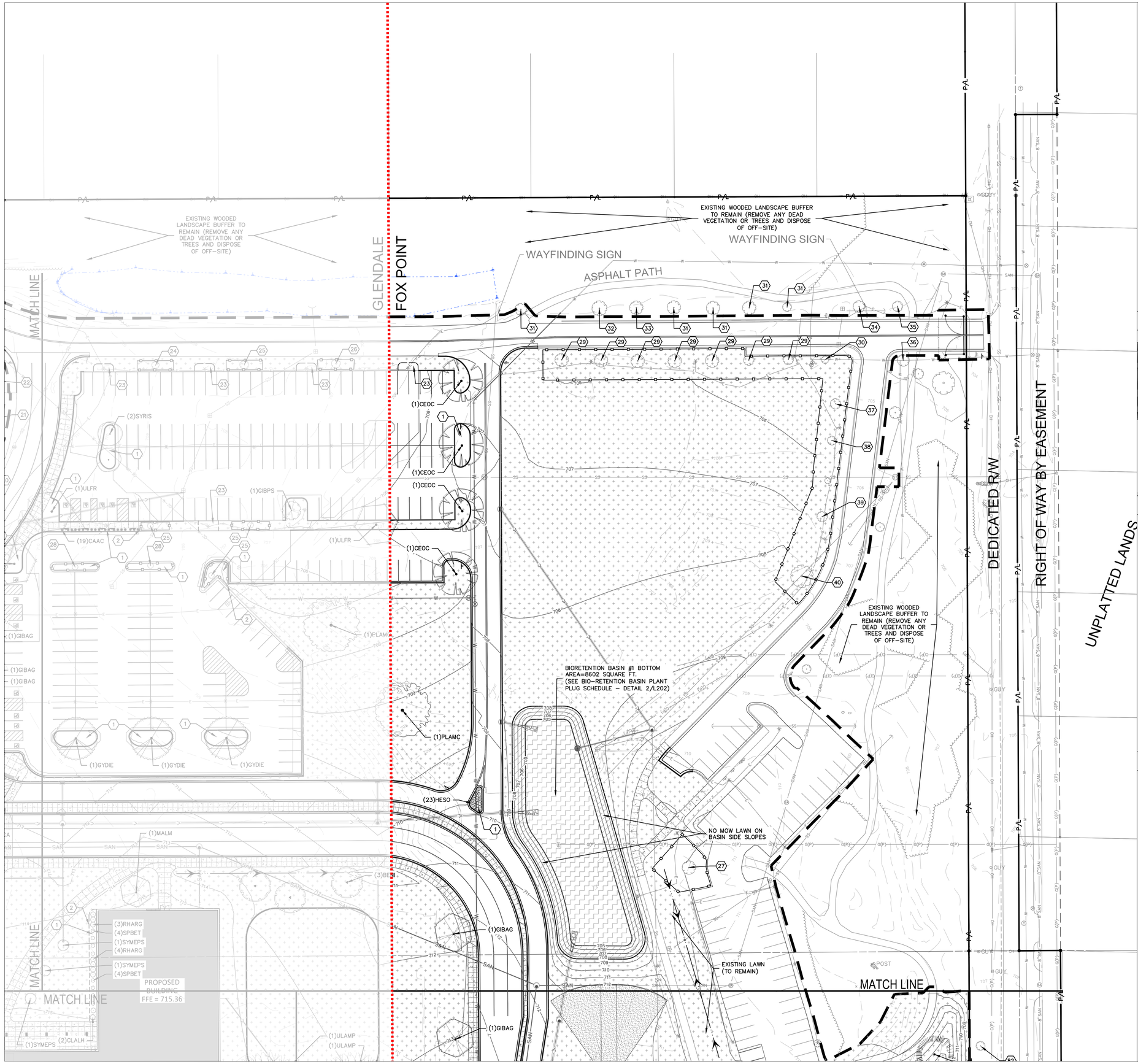
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OVERALL SITE LANDSCAPE PLAN

L101

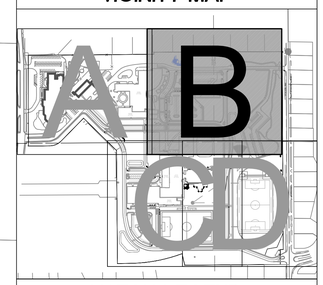
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VICINITY MAP



HATCH LEGEND

- PROJECT LIMITS
- P/L — PROPERTY LINE
- EASE — EASEMENT LINE
- TEMPORARY TREE PROTECTION FENCE — 5 / L201
- AREAS DISTURBED BY CONSTRUCTION TO BE RESTORED WITH MINIMUM 4" TOPSOIL, KENTUCKY BLUE GRASS SEED, FERTILIZER, AND MULCH (TYP). USE SALVAGED TOPSOIL OR IMPORT TOPSOIL IF REQUIRED.
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- LEADER LINE
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23	EX. DAYLILIES (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION) (REMOVE WEEDS & TOPDRESS WITH MULCH)	
24	EXISTING 7" DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
25	EXISTING 8" DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
26	EXISTING 10" DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
27	EXISTING 12" DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
28	EXISTING UNKNOWN DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
29	EXISTING APPROX. 12"-15" DBH ELM (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
30	EXISTING UNKNOWN DBH LINDEN (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
31	EXISTING 12" DBH ELM (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
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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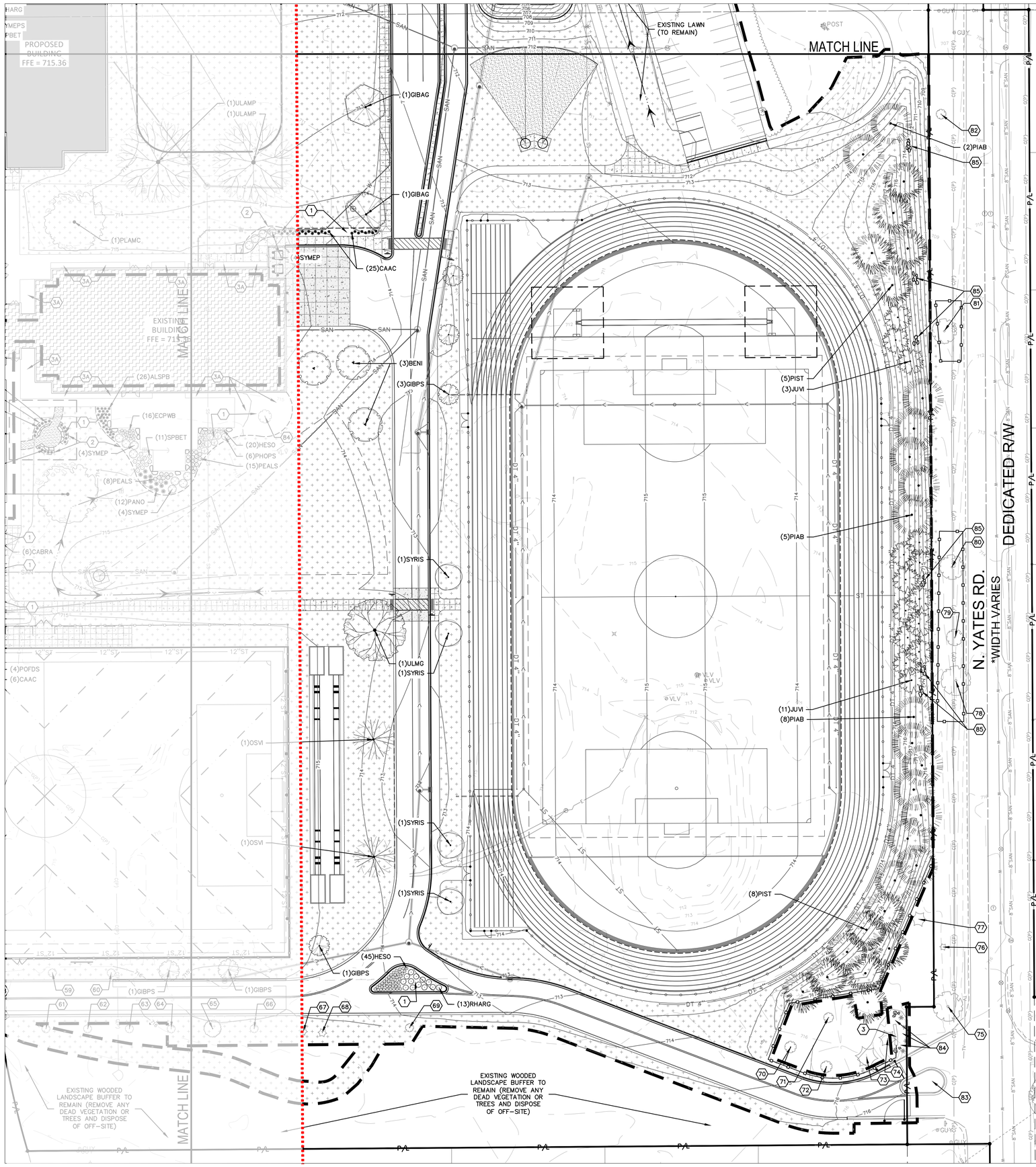
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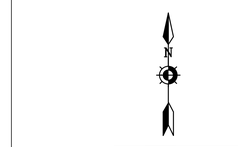
PROJECT NUMBER 323527-01

SITE LANDSCAPE PLAN - AREA B

L101B

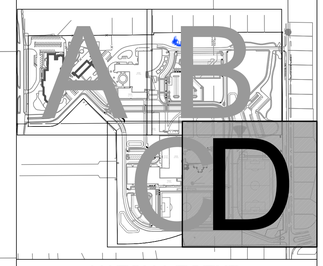
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HATCH LEGEND

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2	ALUMINUM EDGING AT PLANTING BED	2/L202
3	EXISTING MONUMENT SIGN	
3A	EXISTING FOUNDATION PLANTINGS (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION) TRIM/PRUNE PLANTS AS NECESSARY TO CREATE A GROOMED APPEARANCE AND REMOVE WEEDS FROM PLANTING BEDS.	
65	EXISTING 7.5" DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
66	EXISTING 7" DBH HONEYLOCUST (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
67	EXISTING 18' TALL ARBORVITAE (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
68	EXISTING 18' TALL ARBORVITAE (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
69	EXISTING 7.5" DBH MAPLE (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
70	EXISTING 11" DBH MAPLE (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
71	EXISTING 9" DBH HAWTHORNE (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
72	EXISTING 10" DBH MAPLE (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
73	EXISTING 12" DBH MAPLE (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
74	EXISTING 9" DBH WHITE PINE (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
75	EXISTING 24" DBH ELM (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
76	EXISTING 4.5" DBH BUCKEYE (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
77	EXISTING 18" DBH BASSWOOD (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
78	EXISTING 30" DBH ASH (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
79	EXISTING 18" DBH ASH (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
80	EXISTING 26" DBH ASH (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
81	EXISTING 22" DBH ASH (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
82	EXISTING 11" DBH ASH (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
83	EXISTING LOW JUNIPERS (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION)	
84	EXISTING 16" DBH RIVER BIRCH AND HYDRANGEA BELOW THE CANOPY (TO REMAIN – PROTECT FROM DAMAGE DURING CONSTRUCTION) TRIM LOWER BRANCHES OF RIVER BIRCH TO PROVIDE 10 FEET OF CLEARANCE UNDER TREE.	
85	TYPICAL RANDOMLY PLACED SALVAGED OUTCROPPING STONE INCORPORATED INTO SIDE SLOPE OF BERM TO BE VISIBLE FROM N. YATES ROAD. UTILIZE LEFT OVER SALVAGED OUTCROPPING STONE THAT ARE NOT ACCEPTABLE FOR ANY OTHER PROPOSED RE-USE ON SITE.	2/L203

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PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
09/11/2024	FOX POINT 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 CR

PROJECT NUMBER 323527-01

SITE LANDSCAPE PLAN - AREA D

L101D

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Plant Schedule

Code	Scientific Name	Common Name	Quantity	Spacing	Install Size	Mature Size (Height/Spread)
Canopy Trees: (Install in accordance with detail 6/L201)						
CEOC	Celtis occidentalis	Common Hackberry	4	Per Plan	2.5" caliper B&B	40'-60'/40'-60'
GIBAG	Ginko biloba 'Autumn Gold'	Autumn Gold Ginko (male)	10	Per Plan	2.5" caliper B&B	50'/30'
GIBPS	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo (male)	7	Per Plan	2.5" caliper B&B	40'/15'
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	10	Per Plan	2.5" caliper B&B	30'/15'
TIAMS	Tilia americana 'Sentry'	Sentry American Linden	3	Per Plan	2.5" caliper B&B	50'-60'/25'-35'
ULAMP	Ulmus americana 'Princeton'	Princeton Elm	2	Per Plan	4" caliper B&B	60'-80'/40'-60'
ULFR	Ulmus 'Frontier'	Frontier Elm	11	Per Plan	2.5" caliper B&B	40'-50'/25'-35'
ULMG	Ulmus 'Morton Glossy'	Triumph Elm	4	Per Plan	2.5" caliper B&B	55'/45'
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'
CACJU	Carpinus caroliniana 'J.N. Upright'	Firespice Musclewood	2	Per Plan	2.5" caliper B&B	20'/8'-10'
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'
OSVI	Ostrya virginiana	Ironwood, Hophornbeam	2	Per Plan	2.5" caliper B&B	25'-40'/15'-30'
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	10	Per Plan	2.5" caliper B&B	25'/15'
Evergreen Trees: (Install in accordance with detail 7/L201)						
JUVI	Juniperus virginiana	Eastern Red Cedar	14	Per Plan	10'-12' tall B&B	30'-40'/15'-20'
PIAB	Picea aibes	Norway Spruce	15	Per Plan	10'-12' tall B&B	50'-70'/25'-30'
PIST	Pinus strobus	Eastern White Pine	13	Per Plan	10'-12' 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	11	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	56	Per Plan	18" spread pot	2'-3'/6'-8'
RIALG	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	14	Per Plan	18" tall pot	3'-5'/3'-5'
SPBET	Spirea betulifolia 'Tor'	Tor Birchleaf Spirea	42	Per Plan	18" tall pot	2'-3'/3'
SPFRA	Spiraea x fritschiana 'JN Select A'	Pink-a-licious Fritsch Spirea	37	Per Plan	18" tall pot	2'-3'/2'-3'
SYMEP	Syringa meyeri 'Palibin'	Meyer Lilac (Dwarf Korean Lilac)	33	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	94	Per Plan	#1 cont.	8"-12"/18"-24"
CAAC	Calamagrostis x acutiflora Karl Foerster	Karl Foerster Reed Grass	102	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	29	Per Plan	#1 cont.	18"-24"/12"-16"
HESO	Hemerocallis 'Stella De Oro'	Stella De Oro Daylily	228	Per Plan	#1 cont.	16"-18"/16"-24"
NEJW	Nepeta x 'Junior Walker'	Junior Walker Catmint	104	Per Plan	#1 cont.	15"-18"/30"-36"
PANO	Panicum virgatum 'Northwinds'	Northwinds Switch Grass	35	Per Plan	#1 cont.	4'-5'/24"-30"
PEALS	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage	40	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	Soldier Spacing	Install Size	Mature Size (Height/Spread)
Bio-mix: (Space according to detail 3/L202								
BIOMIX 1	Aster ericoides	Heath Aster	530	96	332	12" o.c.	3" plug	18"-24"/12"-18"
BIOMIX 1	Aster novae-angliae	New England Aster	530	96	332	12" o.c.	3" plug	48"-60"/18"-24"
BIOMIX 1	Physostegia virginiana	Obedient Plant	530	96	332	12" o.c.	3" plug	24"-48"/18"-24"
BIOMIX 1	Verbena hastata	Blue Vervain	530	96	332	12" o.c.	3" plug	36"-48"/18"-24"
BIOMIX 1	Liatris spicata	Marsh Blazing Star	530	96	332	12" o.c.	3" plug	36"-48"/12"-24"
BIOMIX 1	Monarda fistulosa	Wild Bergamot	530	96	332	12" o.c.	3" plug	36"-48"/24"-36"
BIOMIX 1	Rudbeckia hirta	Black-eyed Susan	530	96	332	12" o.c.	3" plug	36"-48"/12"-18"
BIOMIX 1	Solidago rugosa 'Fireworks'	Fireworks Goldenrod	530	96	332	12" o.c.	3" plug	42"-48"/18"-24"
BIOMIX 1	Tradescanta ohiensis	Spiderwort	530	96	332	12" o.c.	3" plug	24"-36"/12"-18"
BIOMIX 1	Ratibida pinnata	Yellow Coneflower	530	96	332	12" o.c.	3" plug	36"-48"/12"-18"
BIOMIX 1	Carex bebbi	Bebb's Sedge	591	104	401	12" o.c.	3" plug	12"-24"/8"-12"
BIOMIX 1	Bromus ciliatus	Fringed Brome Grass	530	96	332	12" o.c.	3" plug	20"-40"/12"-18"
BIOMIX 1	Panicum virgatum	Switch Grass	530	96	332	12" o.c.	3" plug	60"-108"/24"-36"
BIOMIX 1	Elymus canadensis	Canada Wild Rye	530	96	332	12" o.c.	3" plug	24"-48"/10"-12"
BIOMIX 1	Elymus virginius	Virginia Wild Rye	530	96	332	12" o.c.	3" plug	24"-48"/18"-24"
BIOMIX 1	Carex vulpinoidea	Fox Sedge	591	104	401	12" o.c.	3" plug	12"-36"/24"-36"

landscape plan. When discrepancies between the plant schedule, labels and the landscape plan occur, the quantity drawn on the landscape plan shall be the official quantity.

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

LANDSCAPE CALCULATIONS

Village of Glendale Landscaping Requirements

Site Zoning: S-1 Special (Institutional) District

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

3 / L201 LANDSCAPE CALCULATIONS
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

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

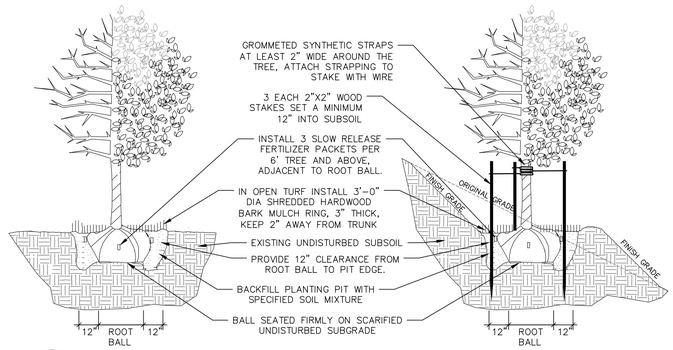
4 / L201 LANDSCAPE NOTES
REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION

TREE PROTECTION NOTES:

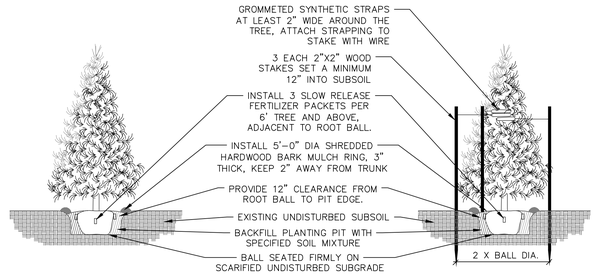
DURING CONSTRUCTION, REASONABLE STEPS NECESSARY TO PREVENT THE DESTRUCTION OR DAMAGING OF TREES (OTHER THAN THOSE SPECIFIED TO BE REMOVED) SHALL BE TAKEN, INCLUDING, BUT NOT LIMITED TO THE FOLLOWING.

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

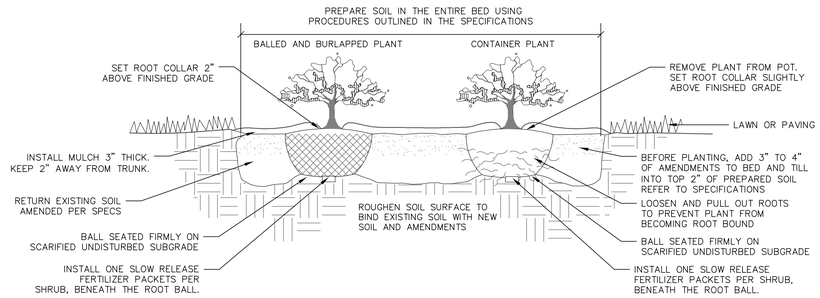
5 / L201 TREE PROTECTION NOTES



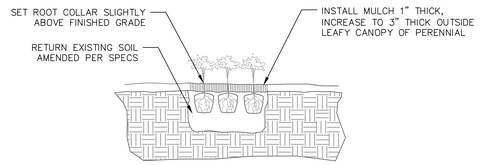
6 / L201 DECIDUOUS TREE PLANTING, STAKING, & PLANTING ON A SLOPE
N.T.S.



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



8 / L201 DECIDUOUS & EVERGREEN SHRUB PLANTING
N.T.S.



9 / L202 PERENNIAL PLANTING
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PROJECT INFORMATION

SAPA NORTH - K-8

6810 N. PORT WASHINGTON ROAD GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION
09/11/2024	FOX POINT PLAN COMMISSION SUBMITTAL

KEY PLAN

SHEET INFORMATION

PROGRESS DOCUMENTS NOT FOR CONSTRUCTION

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PROJECT MANAGER CR

PROJECT NUMBER 323527-01

SITE LANDSCAPE DETAILS

L201

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1 2 3 4 5 6 7

TRAFFIC ANALYSIS & DESIGN, INC.

PROVIDING TRAFFIC ENGINEERING SOLUTIONS

Date: September 4, 2024

Response Memorandum

To: Scott Brandmeieer, P.E.
Village of Fox Point

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

cc:

Subject: Traffic Impact Analysis (TIA) Review
Augustine Preparatory Academy Development,
Village of Fox Point, Milwaukee County, Wisconsin

Traffic Analysis & Design, Inc. prepared a Traffic Impact Analysis (TIA), dated June 14, 2024, for the referenced project located in the Village of Fox Point, Milwaukee County, Wisconsin. The following is a memorandum which addresses the comments received in the review memo dated August 27, 2024. The bullet points are the response to the comments received in the original memo which have been paraphrased in this response memo. The Kapur memo has been attached for reference to show the comments in their entirety.

Report Comments

1) How was the breakdown of 80-percent of vehicles going/ to/from the north determined….

- As stated in the report, 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. For vehicles utilizing the interstate highway, the IH-43/Good Hope Road ramps are expected to provide a quicker route to the site when compared to the IH-43/Silver Spring Drive ramps since there are three traffic signals located between Silver Spring Drive and the site potentially causing higher delays when compared to the two signals utilizing the Good Hope Road route. The distance from the exit ramp along the lower speed sideroad routes, once off the highway, is also about 1.4 miles from the Silver Spring Drive ramps compared to a distance of .055 miles using the Good Hope Road ramps.
- It is noted that if the percentage of traffic from the south is higher than utilized in the study, this would allow for better operation of the Port Washington Road signalized intersection with the North Access Road as there would be less southbound left turn movements and more northbound right-turn movements which can make their movement with a right-turn on red. The report has been updated to provide an additional explanation. It is also noted that Milwaukee County, who has jurisdiction for Port Washington Road, approved this distribution.

2) The calculations for the existing volumes during a soccer game are not calculated correctly.

    - There was a typo in the report concerning how the volumes were calculated. The report stated 30% of entering traffic was assumed to also exit during the peak hour. However, the calculations were based on 35%, which was the intended higher percentage. Regardless, a higher percentage would show a worst case (higher volume) scenario, and the analysis shows that the intersections are expected to operate acceptably at the higher percentage. The exhibit has been updated to show the higher percentage.

3) In the recommendations section the report states "Without the recommended modifications, longer queues are expected for the southbound left-turn movements and the eastbound right-turn movements at the signalized Port Washington Road intersection with the North Access Road." However, this seems to be inaccurate. It appears that some movements queues are increasing with the modifications. Please review the statement.

    - We agree that technically speaking the queue lengths are shown to increase slightly (by about 5') for the movements you refer to. However, since vehicle lengths are assumed at 25 in length, the actual queue of vehicles for these movements are not increasing (i.e., 40' increase to 45' is still 2 vehicles, which is less than 50'). Regardless, the language in the report was changed to avoid confusion.

Exhibit Comments

1) Exhibit 3-2A. The northbound right-turn volumes at node 100 from the counts, exhibits and models don't match.

    - All volumes are rounded to the nearest 5. When the vehicle count shows 8, it is rounded to the value of 10 shown on the exhibit. In addition, the volume was input correctly in the model as shown in the input section of the model. However, for right-turn movements at signals (per WisDOT modeling standards), a right turn on red factor of 0.62 is utilized in the model that changes the 10-vehicle input to 6 in the calculations. No changes have been made to the exhibit or report.

2) Exhibit 3-3A. Node 100 queues don't match outputs.

    - Consistent throughout the report, all queues are rounded to the nearest 5 (in some cases rounding down). In addition, since a vehicle is 25 feet in length, a minimum of 25' is shown for anything greater than 1 and less than 25. No changes have been made to the exhibit or report.

3) Exhibit 4-3B. Note 2 states that 30% of traffic entering is assumed to exit. The calculations are shown incorrectly.

    - See answer to question #3 in the previous section. The exhibit has been updated to show the higher 35% used in the calculations; however, no changes were made to any volumes or models.

4) Exhibit 4-3B. Trip distribution on Yates Road for Theater peak hour inbound is reversed.
    - The northbound and southbound volumes for these movements along Yates Road were shown as 0 and 5, respectively. The volumes were rounded and could be switched to 5 and 0, respectively if rounding were chosen differently for these two numbers. However, this modification has no impact on the results of the study as all movements along Yates Road are operating at LOS C or better and 5 vehicles will not change any of these results. No changes have been made to the exhibit or report.
5) Exhibit 4-4A. It would be helpful to see how many vehicles are using North Access vs South Access to access Yates Road/Santa Monica Boulevard since some vehicles are shown using the South Access to/from the north.
    - With the two school buildings being located to the north (higher grades) and south (lower grades), it is expected that vehicles entering/exiting the site along Yates Road will utilize the closest access drive; hence, some exiting to the north and some to the south. The exhibit has been updated to show the percentages used to distinguish the turning calculations between the two Yates Road access points.
6) Exhibit 4-5A. Review trips on Yates, exhibit should show only new trips to the school. However, it shows vehicles continuing straight on Yates. Total number of vehicles entering and exiting to/from Yates doesn't match the trip generation table.
    - The volumes are shown correctly. Per the previous question response, vehicles entering and exiting the site along Yates Road are expected to use both the north and south access drives. If a vehicle is exiting at the north driveway and heading south, it would be a straight vehicle at the adjacent intersection. No changes have been made to the exhibit or report.
7) Exhibit 4-5B, 4-11A, 4-11B. Update based on previous comments.
    - Per previous responses, no changes are needed to any of these volume exhibits. No changes have been made to the exhibit or report.
8) Exhibit 5-1A, 5-1B, 5-2A, 5-2B. Update based on previous comments.
    - Per previous responses, no changes are needed to any of these volume exhibits. The exhibits you marked up show rounding changes which were rounded down instead of up and have no change to the number of vehicles in the queue nor have any impact on the results of the study. No changes have been made to the exhibit or report.

The above responses are meant to address the review comments received. It is our hope that we provided clarification on the TIA. We have also provided an updated report to reflect the changes where applicable and as described above. If you have any questions or concerns, please let us know as we'd be happy to discuss them further.

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memo

Augustine Preparatory Academy
Traffic Analysis Review
Village of Fox Point
Milwaukee County

Date:	27 August 2024
To:	Scott Brandmeier, PE – Village of Fox Point
Cc:	Aaron Bubb, PE – Kapur & Associates
	Files
From:	Neal Styka, P.E., PTOE, RSP1 - Kapur & Associates, Inc.
RE:	Augustine Preparatory Academy Traffic Impact Analysis Review

Project Background

Kapur was hired by the Village of Fox Point to review the traffic analysis dated June 14, 2024 prepared by Traffic Analysis & Design, Inc. for the Augustine Preparatory Academy. The project will demolish several buildings on the former Cardinal Stritch University campus. A new High School and Elementary School are going to be constructed on the 43.5 Acre site located within the City of Glendale and Village of Fox Point, south of the North Access Roadway and bounded by Port Washington Road and North Yates Road on the west and east sides of the property. Comments on the analysis are in accordance with WisDOT TIA Guidelines and ITE's *Trip Generation Manual, 11th Edition*.

General Comments for TIA Report

Trip Generation and Distribution:

- How was the breakdown of 80-percent of vehicles going to/from the north determined? A check was performed using Google Maps to get directions from multiple locations on the north side of Milwaukee (south of Silver Spring Drive) to the site and all the trips used I-43 to Silver Spring Drive to Port Washington Road to the Site Access Road. Given the target demographics are students on the northern side of the Milwaukee area, this area would seem to account for more than 14-percent of the traffic that is currently shown utilizing Port Washington Road south of the Access Road.
- See comment on Exhibit 3-2B on how volumes were calculated for the exiting traffic during a soccer game.

Chapter VI- Part A:

- In the recommendations section on the last page of the TIA, the report states, "Without the recommended modifications, longer queues are expected for the southbound left-turn movements ***and the eastbound right-turn***

movements at the signalized Port Washington Road intersection with the North Access Road." In reviewing the queues from Table 5-1A (full build with no modifications) and 5-2A (full build with modifications) the eastbound through and right turn queue increases with the modifications as does the westbound and southbound. Please review the statement.

Comments on Exhibits within the Report

- **Exhibit 3-2A:** AM northbound left at the North Access Road shows 10 vehicles, 6 vehicles used in Synchro, existing turning movement counts show 8.
- **Exhibit 3-3A:** Node 100 queues for AM & PM northbound left and southbound through don't match results from Synchro.
- **Exhibit 4-3B:** Note 2 states that 30% of entering traffic is assumed to exit between JV and Varsity Events. 30% of the 250 entering traffic is 75 vehicles not 90 vehicles. Trip distribution will need to be updated based on new volume. Other exhibits and models will need to be updated including but not limited to 4-5B, 4-11B, and 5-2B.
- **Exhibit 4-3B:** Trip distribution on Yates Road for Theater Peak Hour In are reversed.
- **Exhibit 4-4A:** It would be helpful to see how many vehicles are using North Access vs South Access to Access Yates Road/Santa Monica Boulevard since some vehicles are shown using south access to/from the north.
- **Exhibit 4-5A:** Review trips on Yates Road, exhibit should show only new trips to the school. However, it shows vehicles continuing straight on Yates. Total number of vehicles entering and exiting to/from Yates doesn't match the trip generation table.
- **Exhibit 4-5B, 4-11A, 4-11B:** Update based on previous comments.
- **Exhibit 5-1A, 5-1B, 5-2A, 5-2B:** Verify and update queues as shown in attached document for Node 100.

Analysis:

Update affected analysis based on comments listed above.

Appendices:

Update affected analysis based on comments listed above.

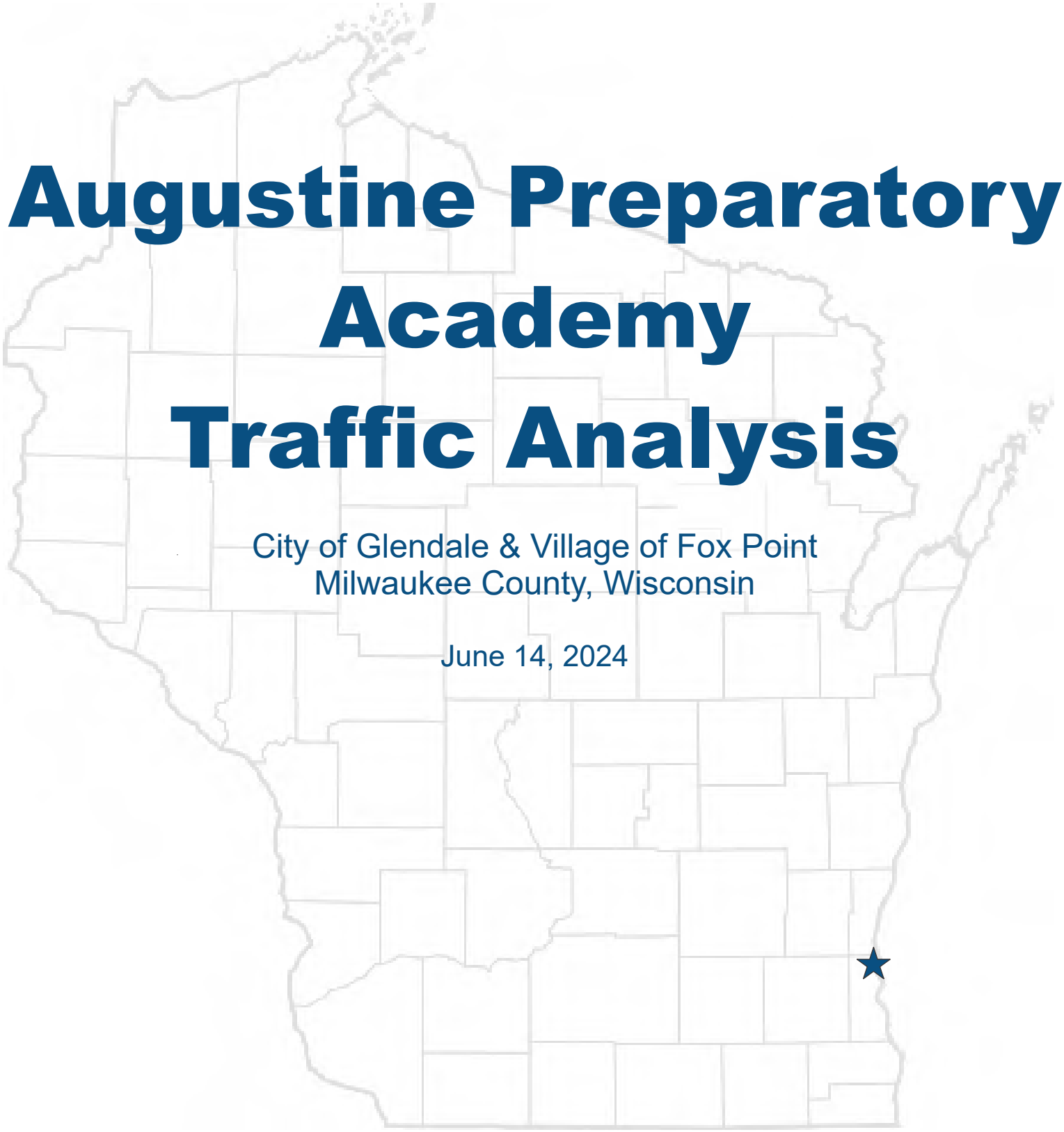
TRAFFIC ANALYSIS & DESIGN, INC.

P.O. Box 128
Cedarburg, WI 53012
800.605.3091
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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:
VJS Construction Services, Inc.
W233 N2847 Roundy Circle West
Pewaukee, WI 53072
Phone: (262) 542-9000
Contact Person: Ben Bergles

PREPARED BY:
Traffic Analysis & Design, Inc.
P.O. Box 128
Cedarburg, WI 53012
Phone: (800) 605-3091
Contact Person: Donald J. Lee, P.E. (WisDOT TIA Certification # SE05-804-046)
John Bieberitz, P.E., PTOE (WisDOT TIA Certification # SE05-804-044)

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

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

Augustine Preparatory Academy North Campus
Traffic Impact Analysis
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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.

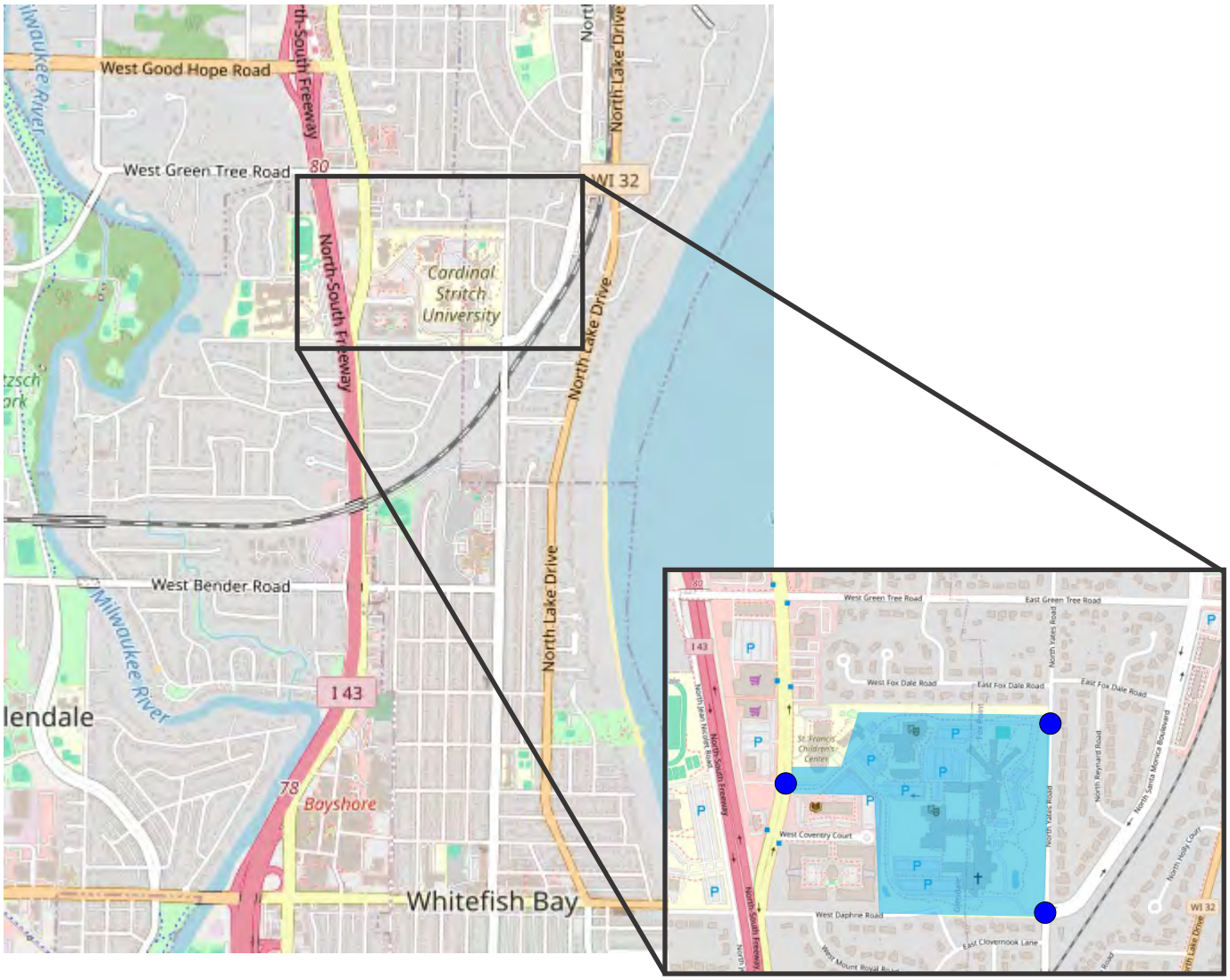
All intersections are expected to operate acceptably with the proposed build out of the Augustine Preparatory Academy campus with the recommended modifications. Without the recommended modifications, longer queues are expected for the southbound left-turn movements and the eastbound right-turn movements 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

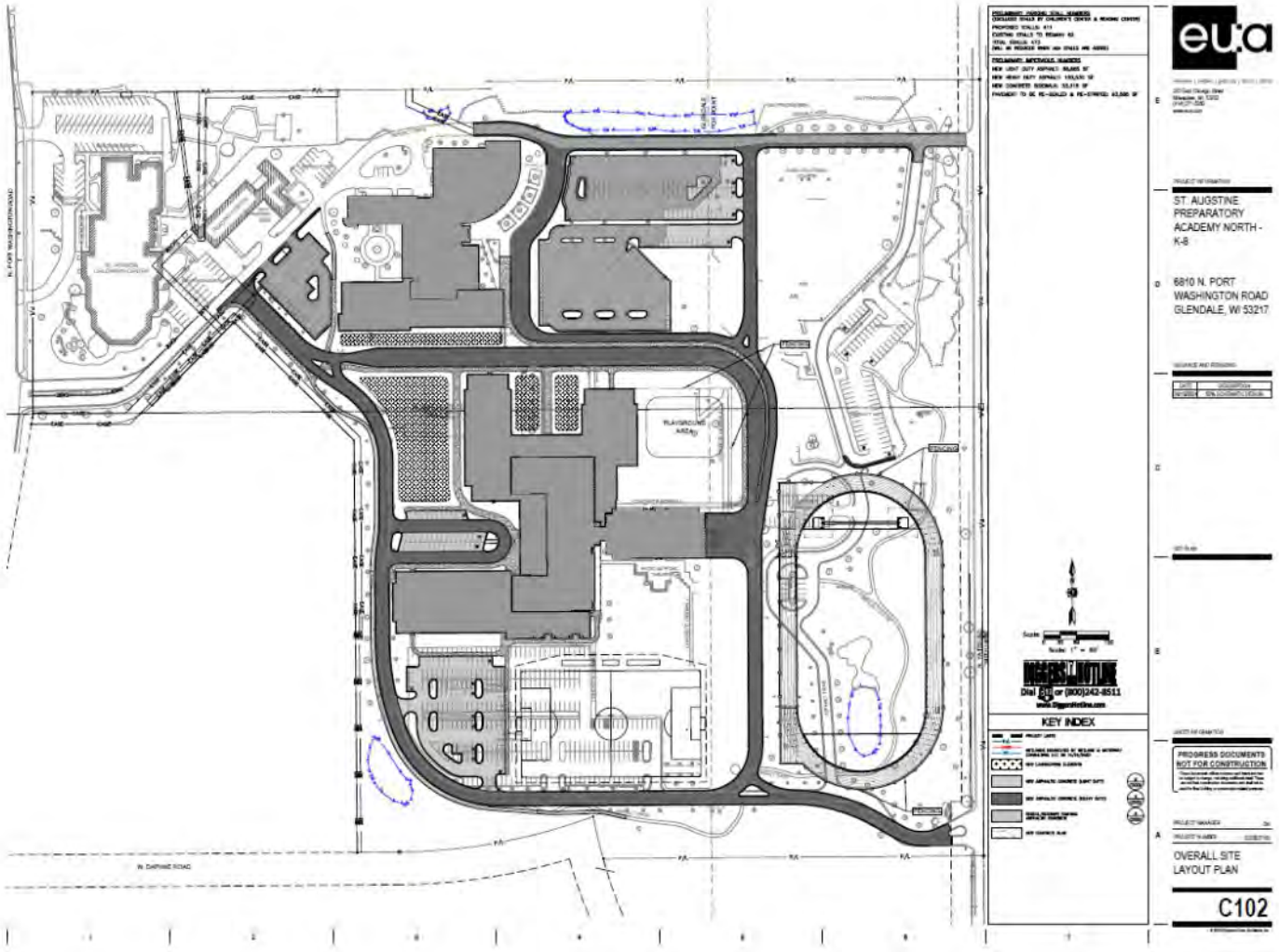
- Study Intersection
- Proposed School Site

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

N

EXHIBIT 1-1
PROJECT LOCATION MAP

MILWAUKEE, WISCONSIN

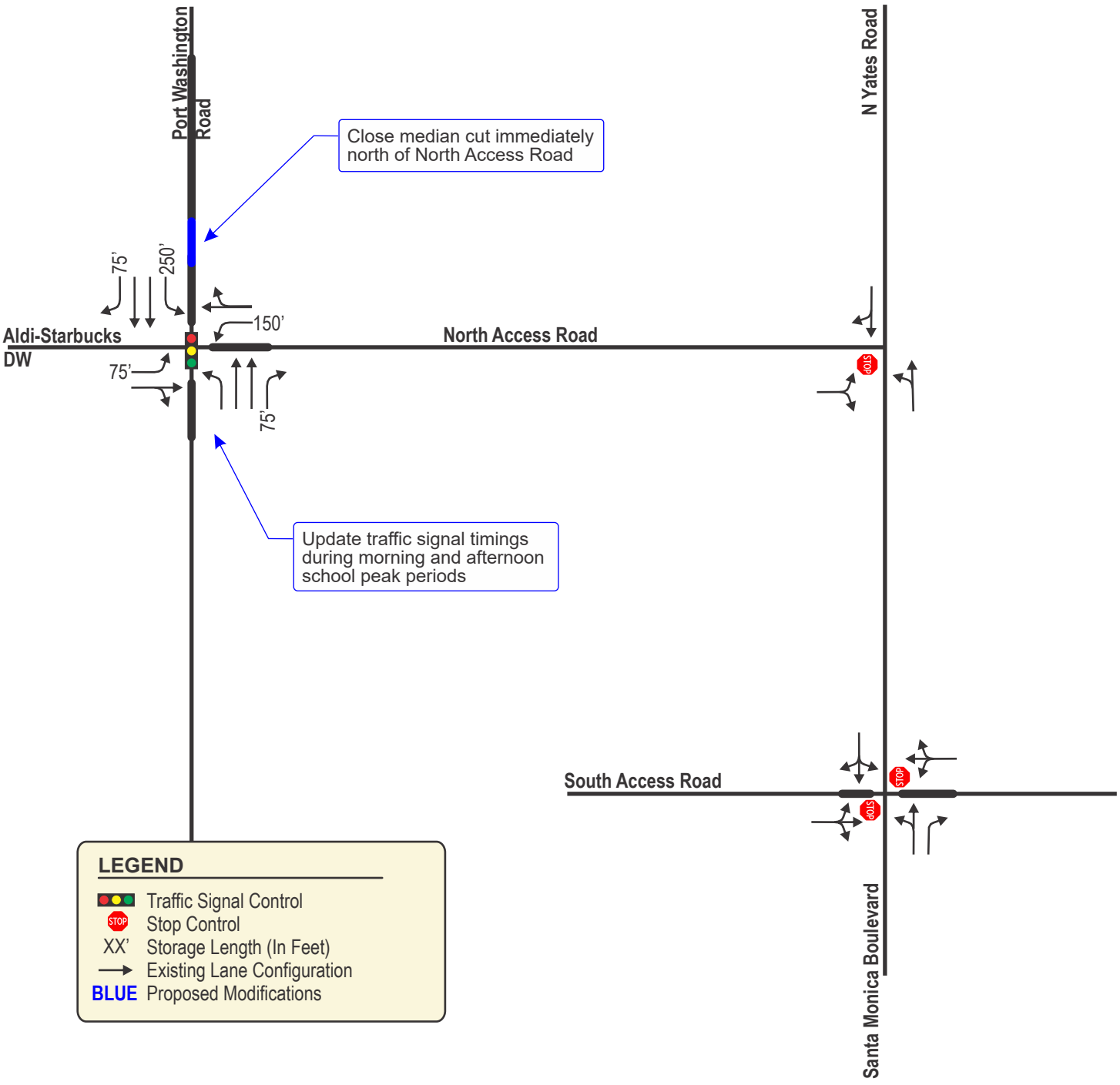


TADI
TRAFFIC ANALYSIS & DESIGN, INC.
3171: 6/13/24

N
NOT TO SCALE

EXHIBIT 1-2
PRELIMINARY SITE PLAN

MILWAUKEE, WISCONSIN



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

N
NOT TO SCALE

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.

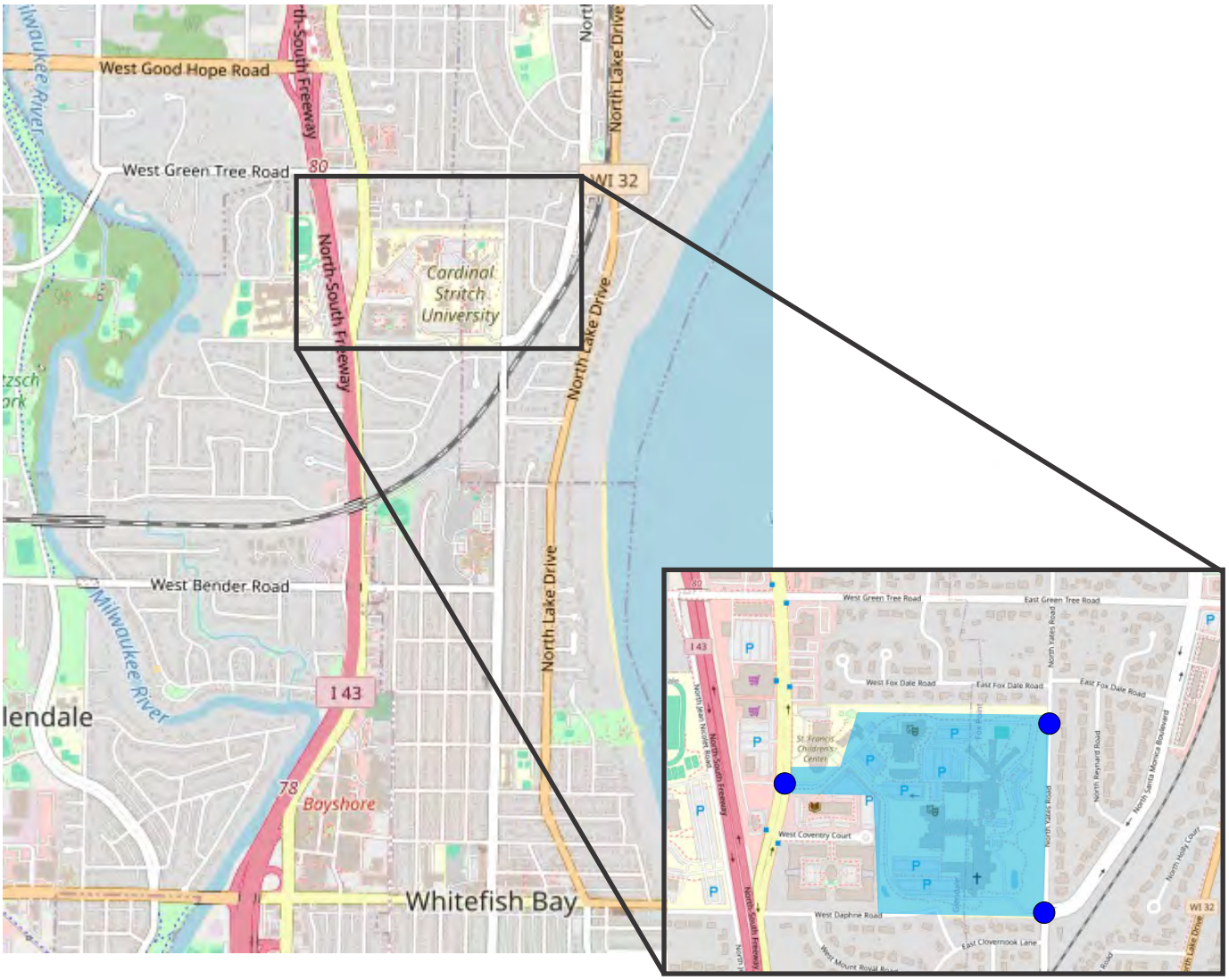
North Access Road is an east-west two-lane undivided private local roadway that provides access to and within the overall campus site. The posted speed limit on the North Access Road is 15-mph. There are currently no WisDOT AADT volumes collected along North Access Road. Sidewalks are provided along 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

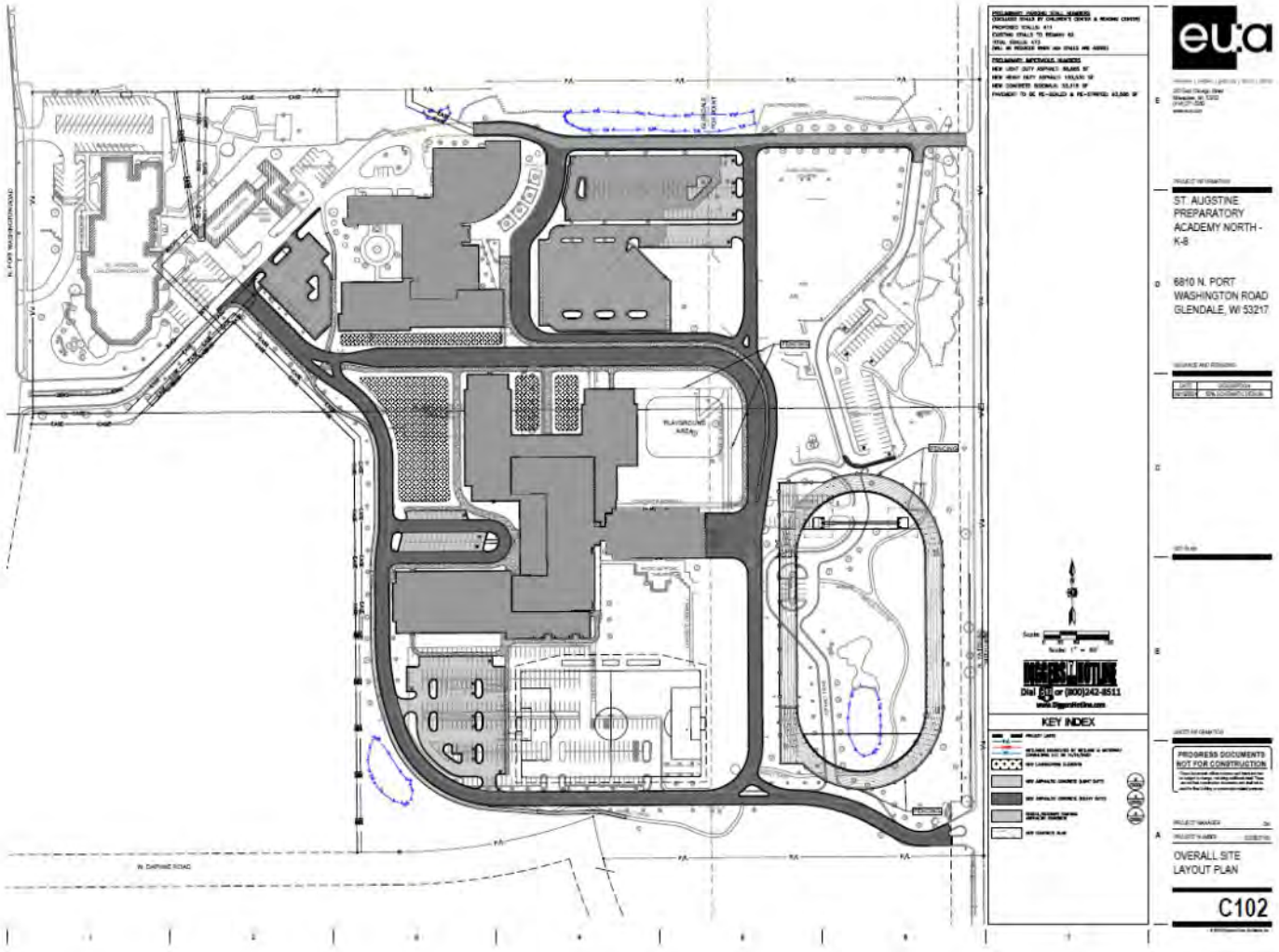
- Study Intersection
- Proposed School Site

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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

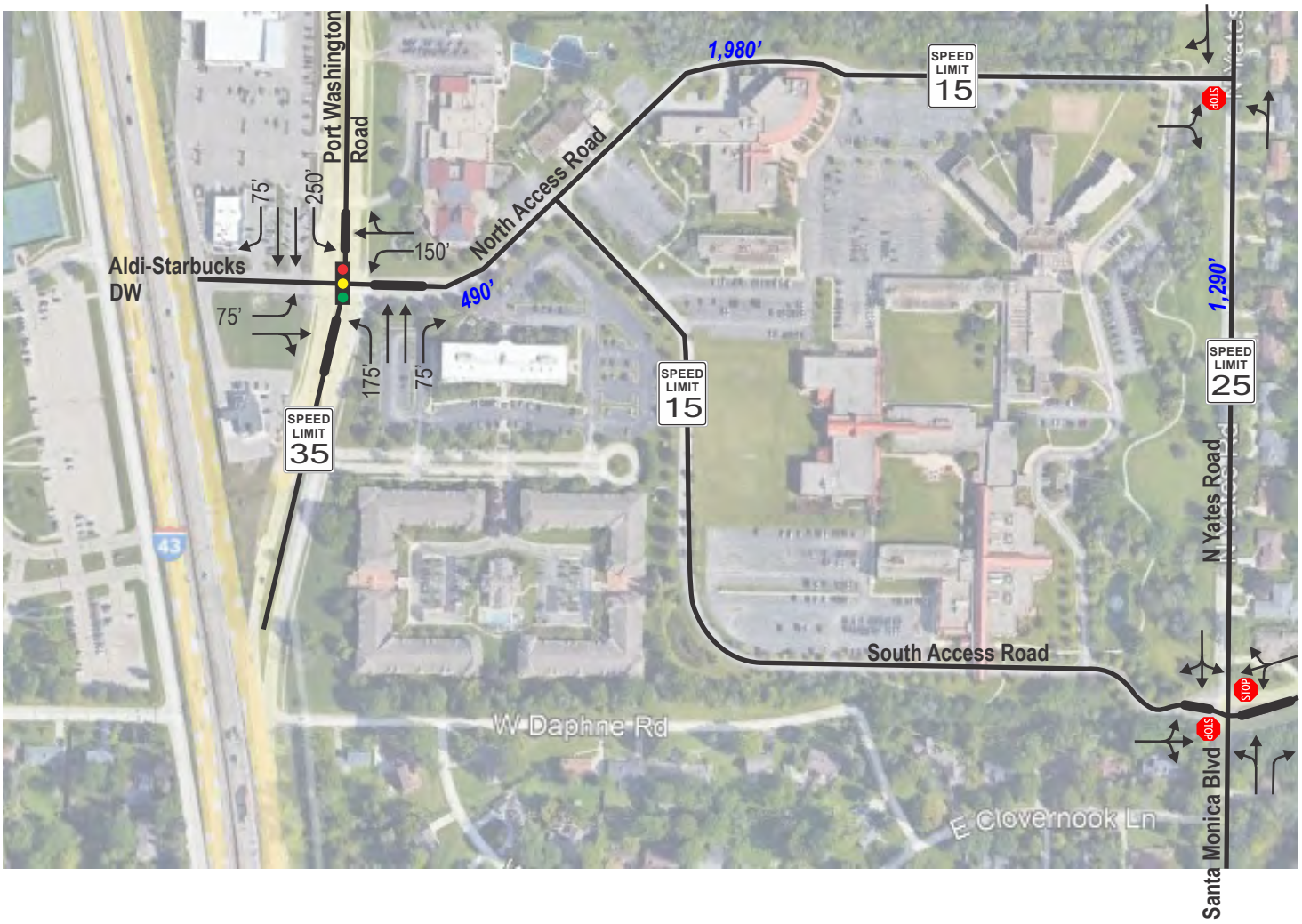
Exhibits 3-3A&B show the Existing traffic peak hour operating conditions at the study area intersections for the typical school day and the typical school event peak hour, respectively. The Existing traffic analysis was conducted using the existing lane configurations shown in Exhibit 3-1 and the Existing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



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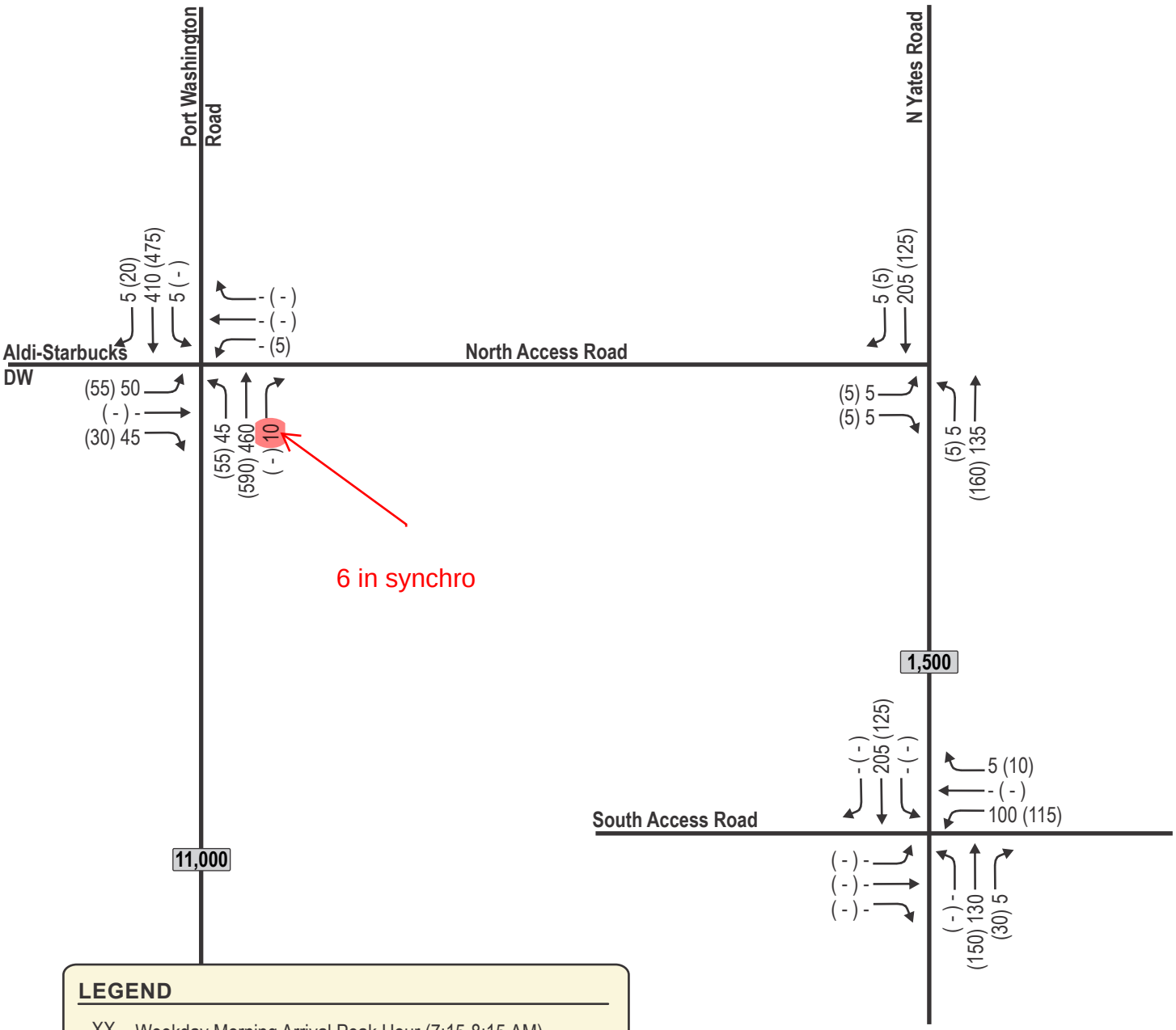
- Traffic Signal Control
- Stop Control
- Existing Lane Configuration
- XX' Existing Storage Length (in Feet)
- ***XX'*** Distance Between Roadways (in Feet)
- Divided Roadway Median

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EXHIBIT 3-1
EXISTING TRANSPORTATION DETAIL

MILWAUKEE, WISCONSIN



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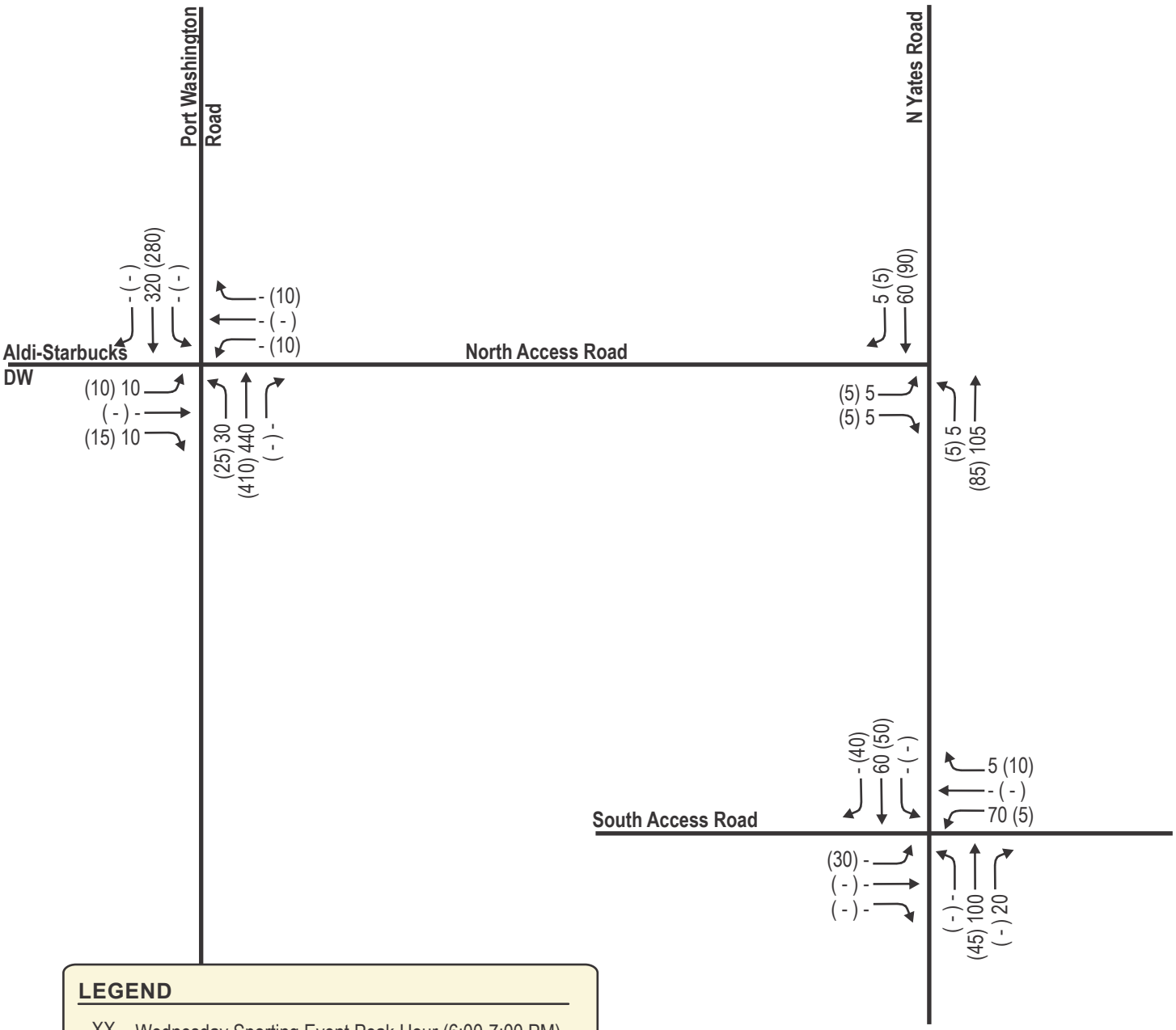
XX	Weekday Morning Arrival Peak Hour (7:15-8:15 AM)
(XX)	Weekday Afternoon Discharge Peak Hour (2:30 PM-3:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)
X,XXX	2019 Annual Average Daily Traffic (AADT)

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

MILWAUKEE, WISCONSIN



LEGEND

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

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

MILWAUKEE, WISCONSIN

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

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

45'

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

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EXHIBIT 3-3A
YEAR 2024 EXISTING TRAFFIC OPERATIONS
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN

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

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

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

CHAPTER IV – DEVELOPMENT TRAFFIC

PART A – DEVELOPMENT TRAFFIC FORECASTING

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

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

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

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

A1. Trip Generation & Distribution

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

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

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

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

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

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

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

A2. Mode Split

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

A3. Determination of Linked and Pass-by Trip Traffic

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

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

A4. Trip Assignment

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

PART B – DETERMINATION OF BUILD TRAFFIC

B1. Full Build Traffic –Typical School Day

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

B2. Full Build Traffic – School Event

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

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

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

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

TRIP DISTRIBUTION (New Trips)

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

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

MILWAUKEE, WISCONSIN

Have to update synchro model for Wednesday Out. This will affect the appendix, exhibit 4-5B, 4-11B, 5-1B, and 5-2B

30% of 250 is 75 not 90

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

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

[2] *Wed evening soccer game assumes high attended event (400), even though typical expected to be 200 atteendees, 1.6 pp/car, start time expected at 7:00 pm with JV ending around 6:30. Assumed 30% of entering traffic will exit between JV and Varisty events.*
[3] *Friday evening theater event assumes 200 typical attendance, 1.6 pp/car, event start at 7:00, Peak hour used was 6:00-7:00 due to higher adjacent traffic during this peak hour instead of lower volume adjacent street exiting traffic. Assume 15% drop offs for exiting traffic.*

TRIP DISTRIBUTION (New Trips)

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

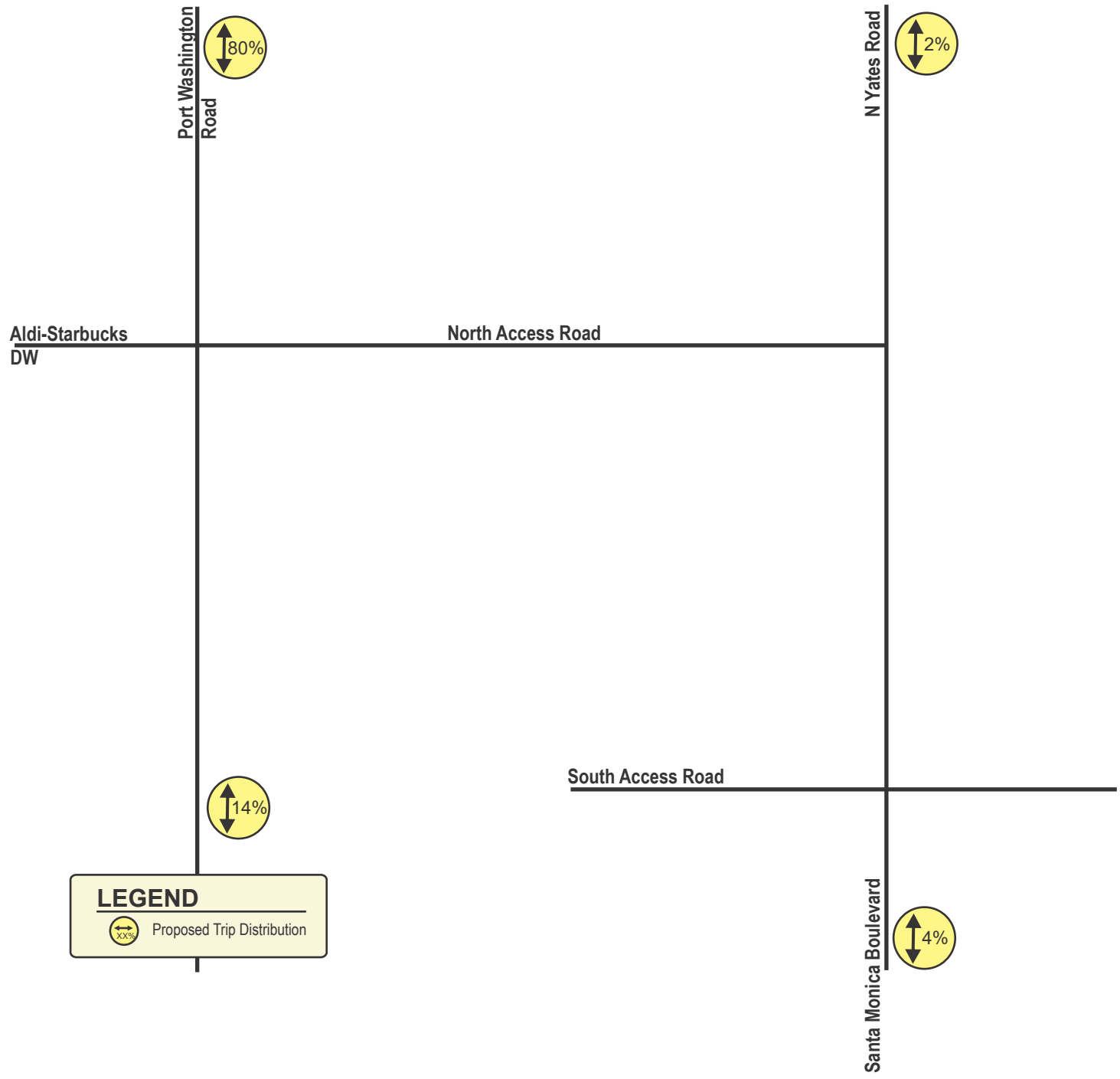
60,10,0,5

North Should be 0 and south should be 5

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

MILWAUKEE, WISCONSIN

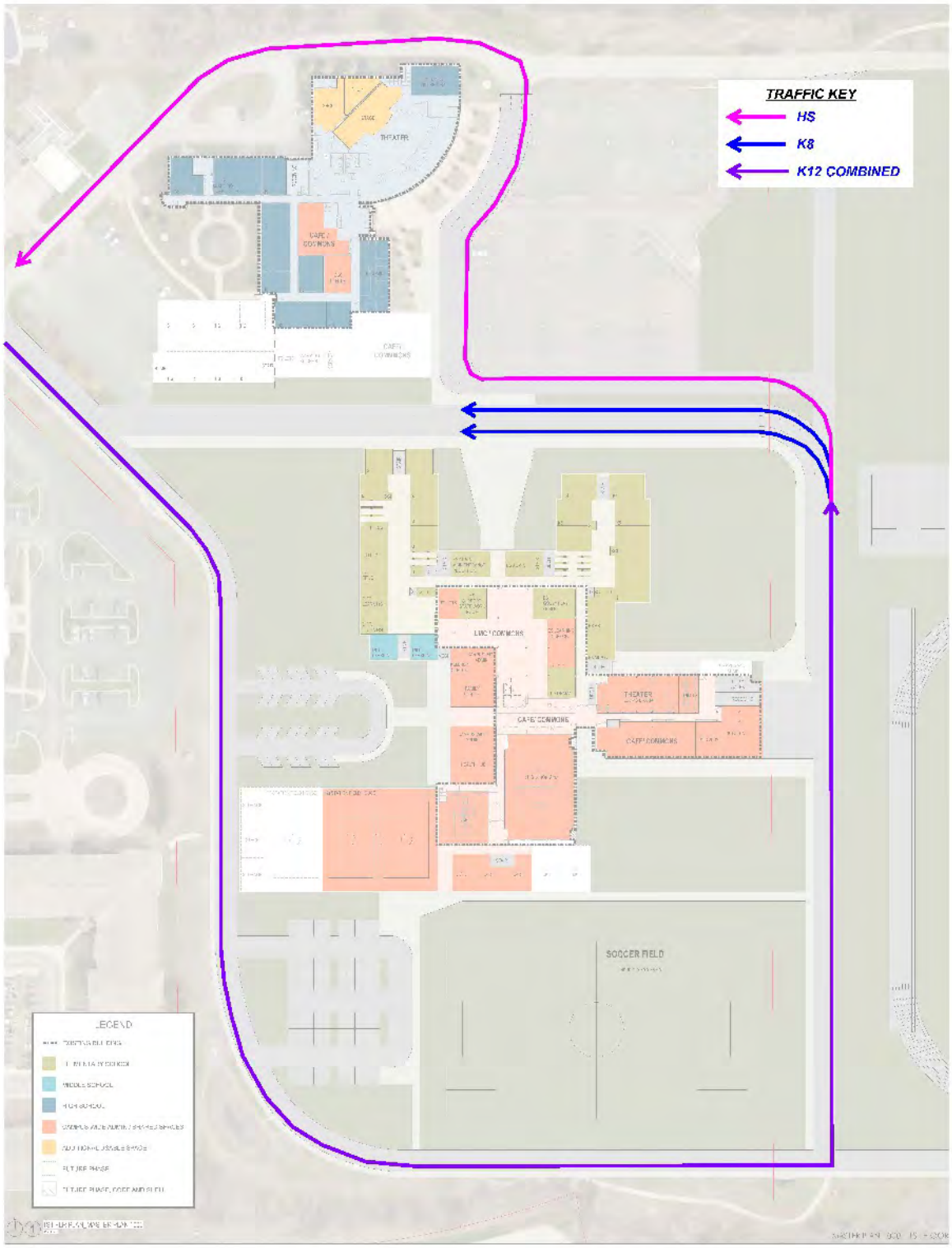


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EXHIBIT 4-4A
TRIP DISTRIBUTION

MILWAUKEE, WISCONSIN

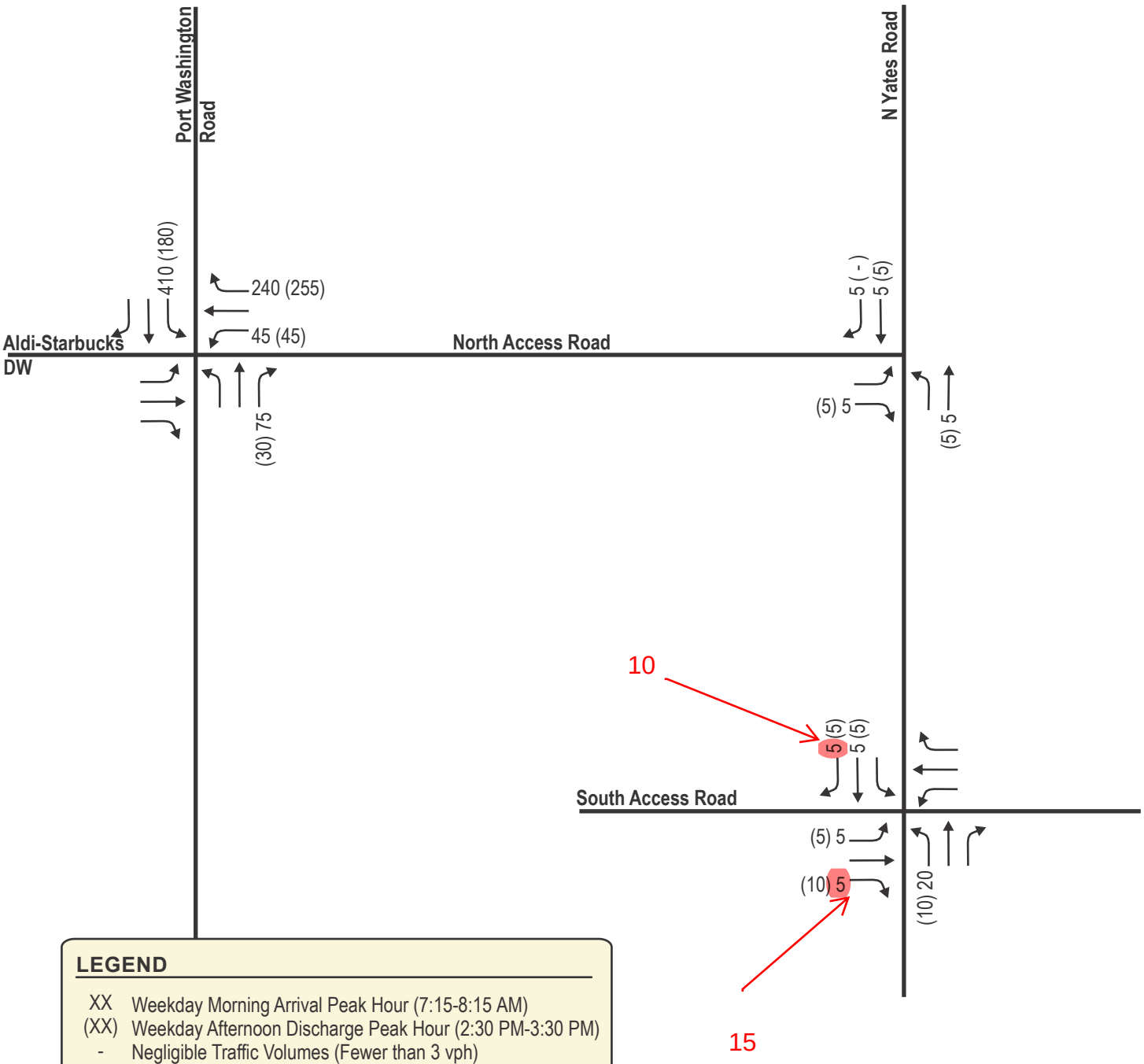


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EXHIBIT 4-4B
DROP-OFF/PICK-UP ROUTES

MILWAUKEE, WISCONSIN

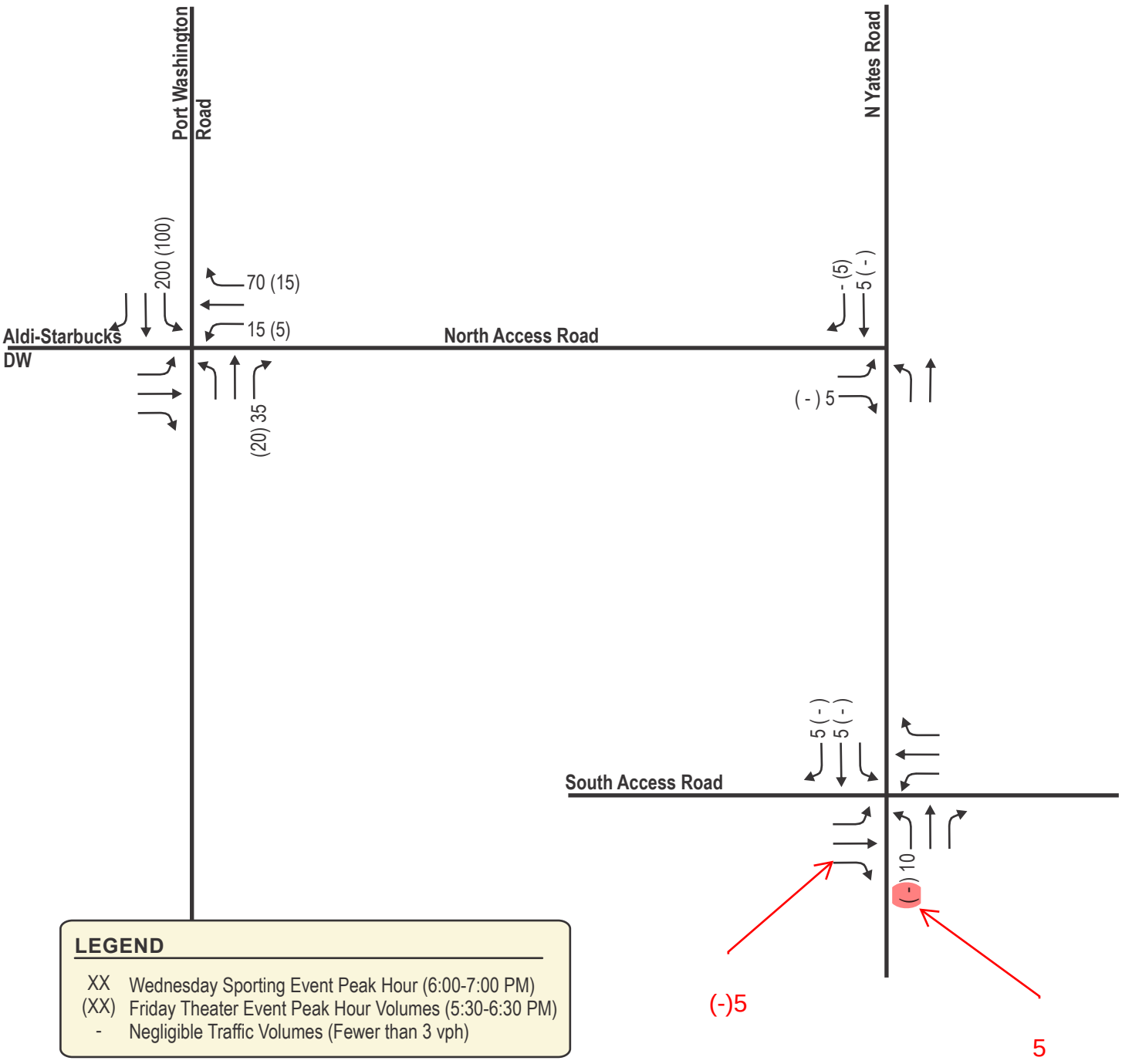


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N
NOT TO SCALE

EXHIBIT 4-5A
NEW TRIPS
TYPICAL SCHOOL DAY

MILWAUKEE, WISCONSIN

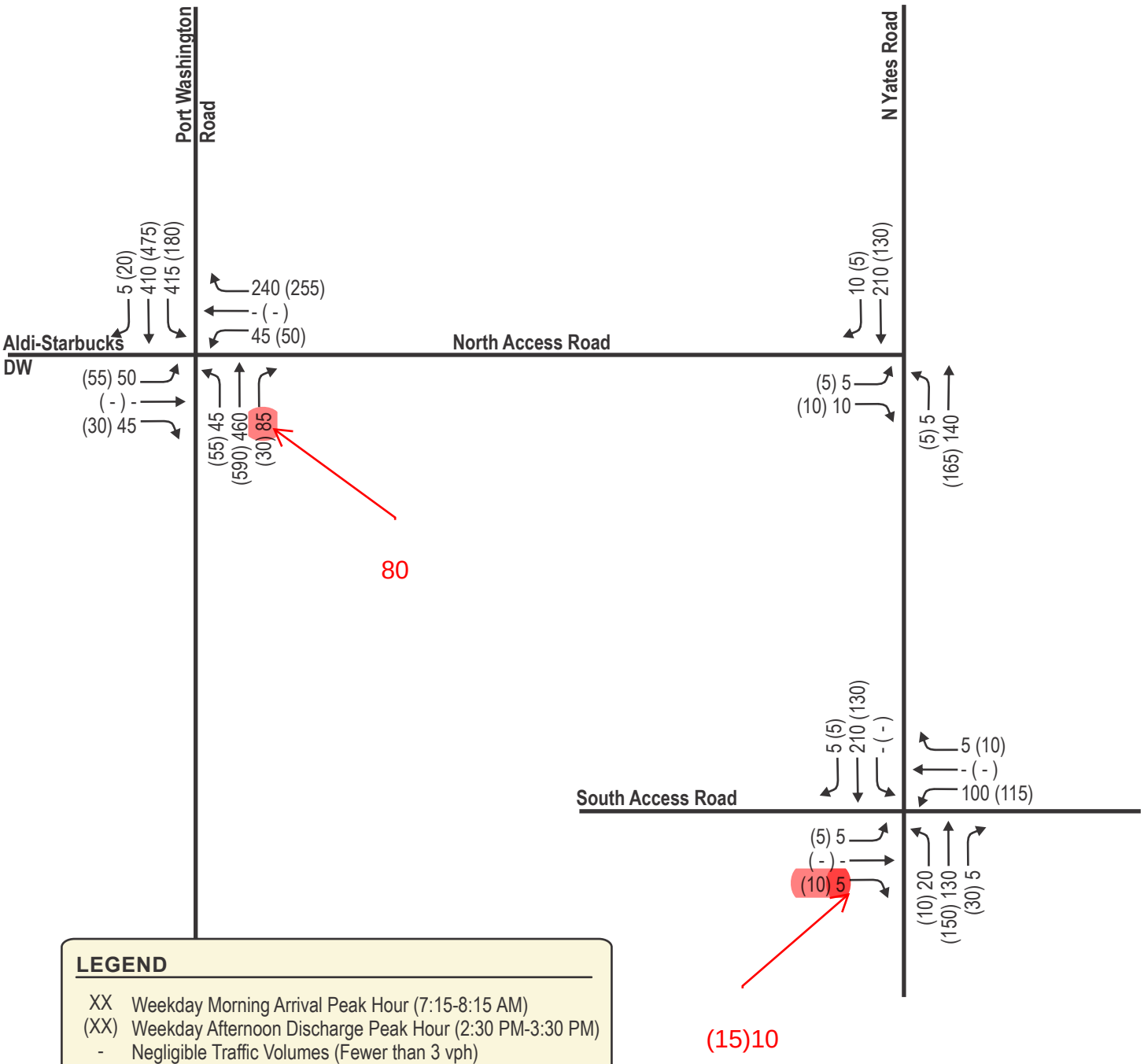


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N
NOT TO SCALE

EXHIBIT 4-5B
NEW TRIPS
SCHOOL EVENT

MILWAUKEE, WISCONSIN



LEGEND

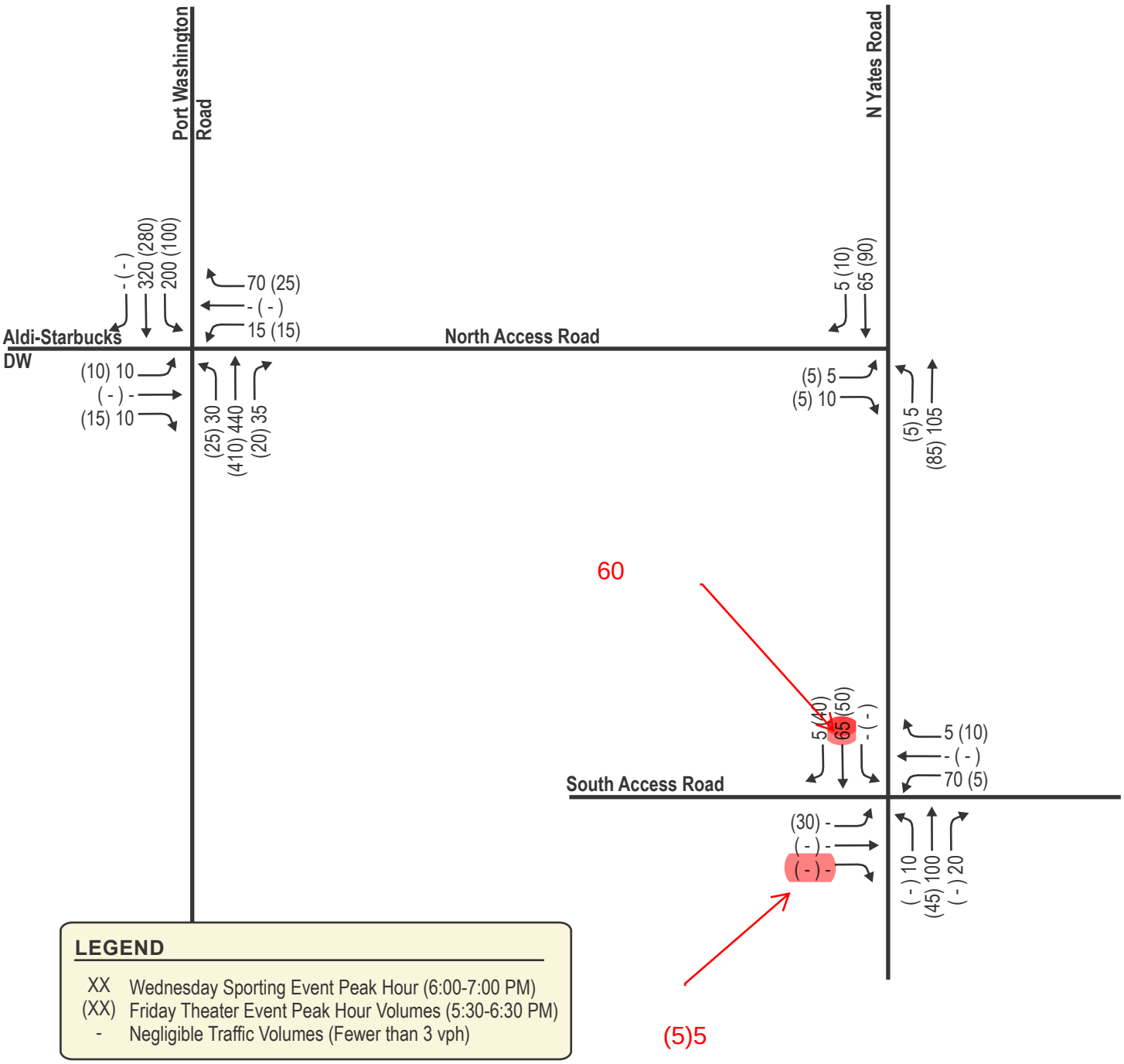
XX	Weekday Morning Arrival Peak Hour (7:15-8:15 AM)
(XX)	Weekday Afternoon Discharge Peak Hour (2:30 PM-3:30 PM)
-	Negligible Traffic Volumes (Fewer than 3 vph)

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N
NOT TO SCALE

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

MILWAUKEE, WISCONSIN



LEGEND

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

TRAFFIC ANALYSIS & DESIGN, INC.
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N
NOT TO SCALE

EXHIBIT 4-11B
FULL BUILD TRAFFIC VOLUMES
SCHOOL EVENT

MILWAUKEE, WISCONSIN

CHAPTER V – TRAFFIC AND IMPROVEMENT ANALYSIS

PART A – FUTURE CAPACITY LEVEL OF SERVICE

A1. Full Build Traffic Operating Conditions – Typical School Day

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

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

A2. Full Build Traffic Operating Conditions – School Event

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

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

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

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

PART B – QUEUEING ANALYSIS

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

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

PART C – DROP-OFF/PICK-UP OPERATION

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

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

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

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

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

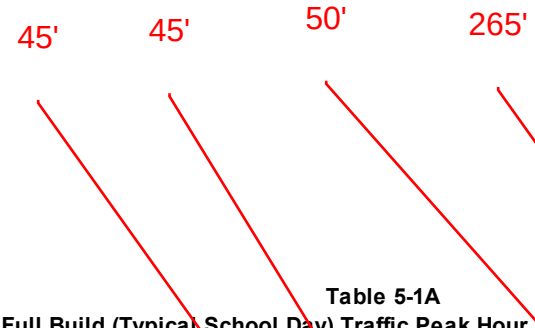


Table 5-1A
Full Build (Typical School Day) Traffic Peak Hour Operating Conditions
With Existing Geometrics and Traffic Control

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	AM	LOS	C	B		B	B		B	B	B	B	A	A	B
		Delay	24.7	15.7		17.0	19.6		16.4	19.0	16.1	15.0	6.6	5.6	15.1
		Queue	50'	40'		40'	185'		45'	155'	45'	#260'	85'	25'	
	PM	LOS	C	B		B	B		B	B	B	A	A	A	B
		Delay	21.5	13.2		14.2	16.9		12.7	15.1	11.8	8.9	6.9	5.8	12.4
		Queue	50'	30'		45'	185'		55'	190'	25'	80'	95'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	AM	LOS	B			-			A		-	-	*		100'
		Delay	10.5			-			7.9		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	A			-			A		-	-	*		55'
		Delay	9.9			-			7.6		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*	*1*			
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	AM	LOS	B			C			A		*	A			
		Delay	11.6			15.8			7.9		*	7.6			
		Queue	25'			30'			25'		*	25'			
	PM	LOS	B			B			A		*	A			
		Delay	10.3			14.2			7.6		*	7.7			
		Queue	25'			30'			25'		*	25'			

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

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EXHIBIT 5-1A
FULL BUILD TRAFFIC OPERATIONS
TYPICAL SCHOOL DAY
WITHOUT MODIFICATIONS

MILWAUKEE, WISCONSIN

55' 90'

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

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

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

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EXHIBIT 5-1B
FULL BUILD TRAFFIC OPERATIONS
SCHOOL EVENT
WITHOUT MODIFICATIONS

MILWAUKEE, WISCONSIN

55' 170' 55' 195' 75'

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

Intersection	Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
			Eastbound			Westbound			Northbound			Southbound			
			↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
		Lanes->	*1*	*1*		*1*	*1*		*1*	*2*	*1*	*1*	*2*	*1*	
Node 100: Port Washington Road & North Access Road/Aldi Driveway *Traffic Signal Control*	AM	LOS	C	B		B	B		B	B	B	B	A	A	B
		Delay	24.9	15.8		17.1	19.7		16.5	19.1	16.1	11.8	6.6	5.6	14.4
		Queue	50'	45'		45'	200'		50'	165'	50'	190'	70'	25'	
	PM	LOS	C	B		B	B		B	B	B	A	A	A	B
		Delay	21.5	13.2		14.2	16.9		12.7	15.1	11.8	8.9	6.9	5.8	12.4
		Queue	50'	30'		45'	185'		50'	190'	25'	80'	95'	25'	
		Lanes->	*1*			-			*1*		-	-	*1*		
Node 200: Yates Road & North Access Road *One-Way Stop Control*	AM	LOS	B			-			A		-	-	*		100'
		Delay	10.5			-			7.9		-	-	*		
		Queue	25'			-			25'		-	-	*		
	PM	LOS	A			-			A		-	-	*		55'
		Delay	9.9			-			7.6		-	-	*		
		Queue	25'			-			25'		-	-	*		
		Lanes->	*1*			*1*			*1*		*1*		*1*		
Node 300: Yates Road & South Access Road/Santa Monica *Two-Way Stop Control*	AM	LOS	B			C			A		*		A		
		Delay	11.6			15.8			7.9		*		7.6		
		Queue	25'			30'			25'		*		25'		
	PM	LOS	B			B			A		*		A		
		Delay	10.3			14.2			7.6		*		7.7		
		Queue	25'			30'			25'		*		25'		

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

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EXHIBIT 5-2A
FULL BUILD TRAFFIC OPERATIONS
TYPICAL SCHOOL DAY
WITH MODIFICATIONS

MILWAUKEE, WISCONSIN

55' 90'

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

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

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

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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:**

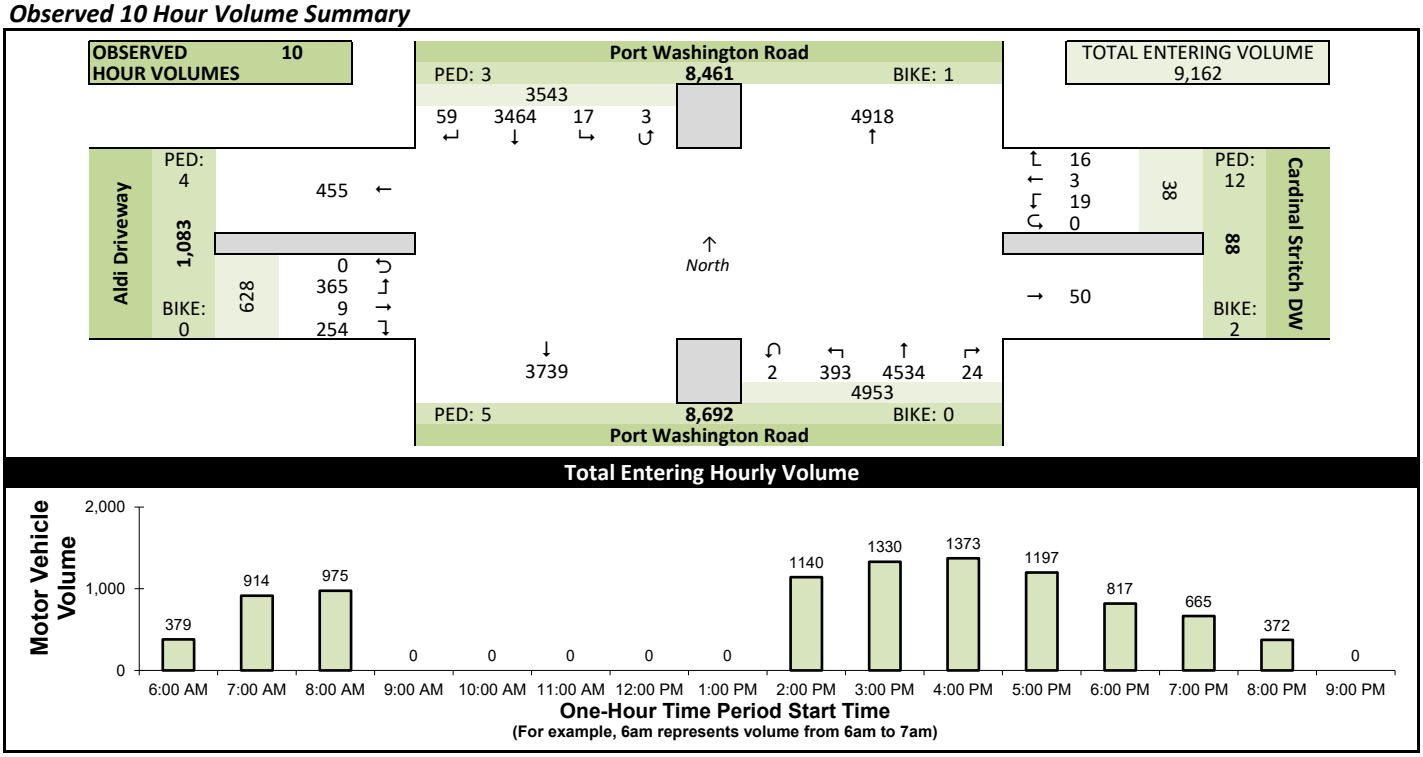
Site Information

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		

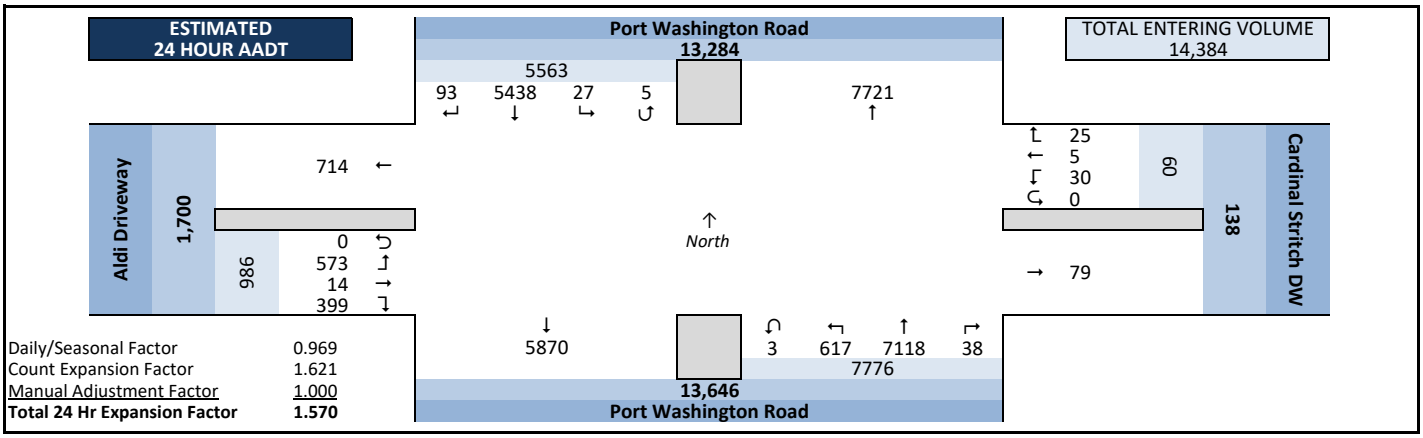
Count Information

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



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

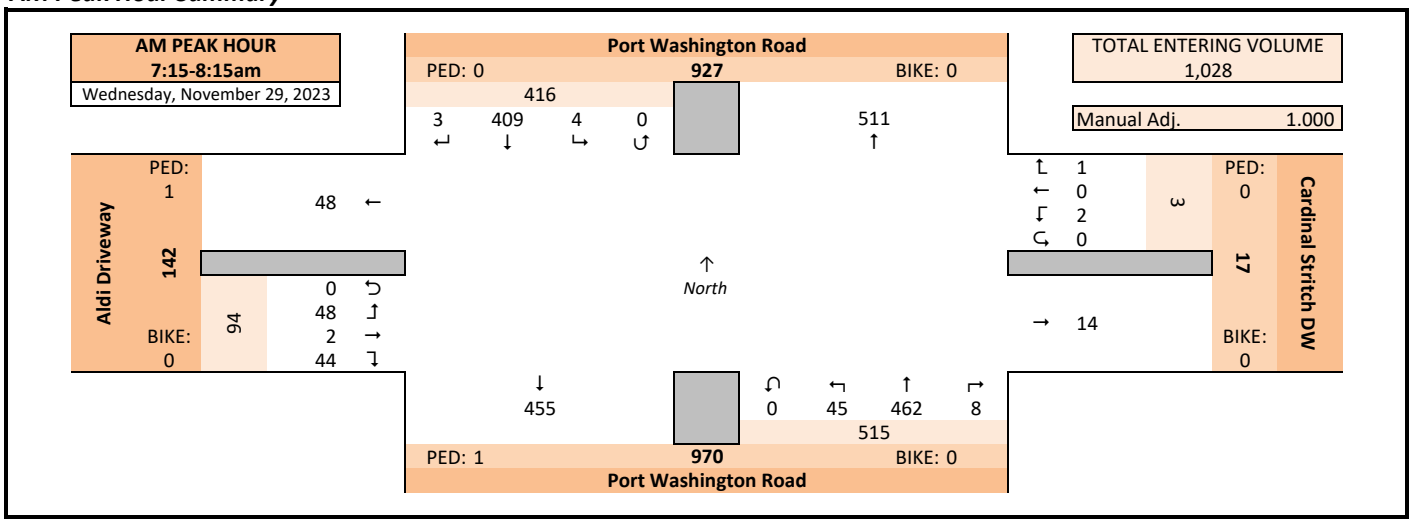
Port Washington Road & Cardinal Stritch DW

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

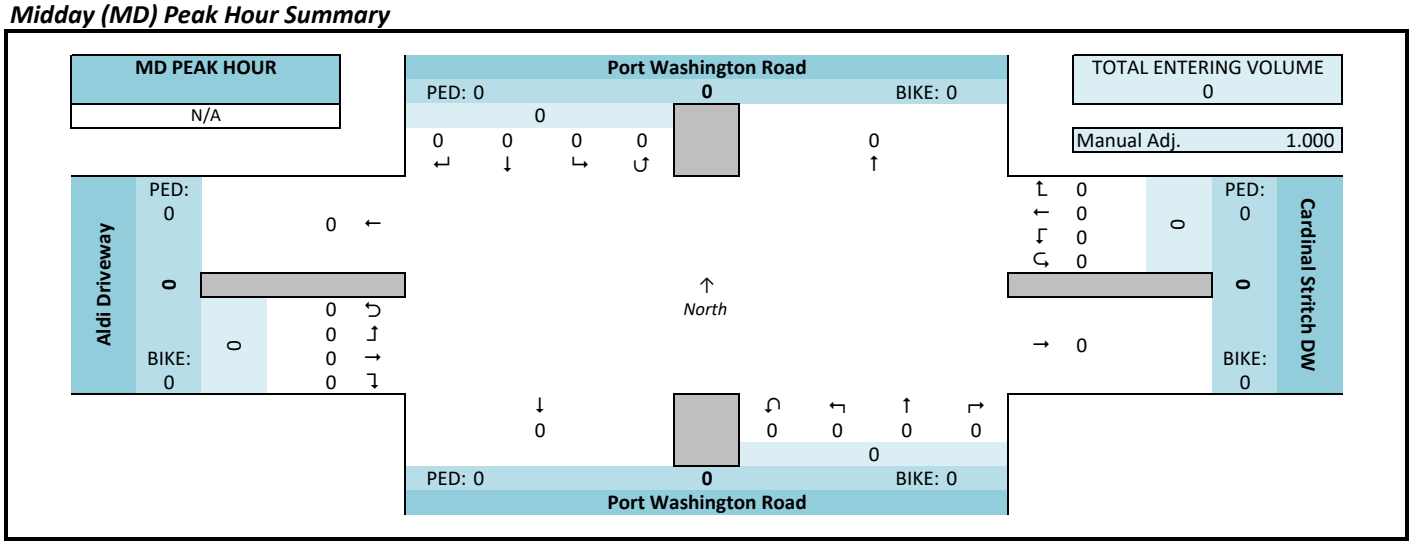
All Motor Vehicles



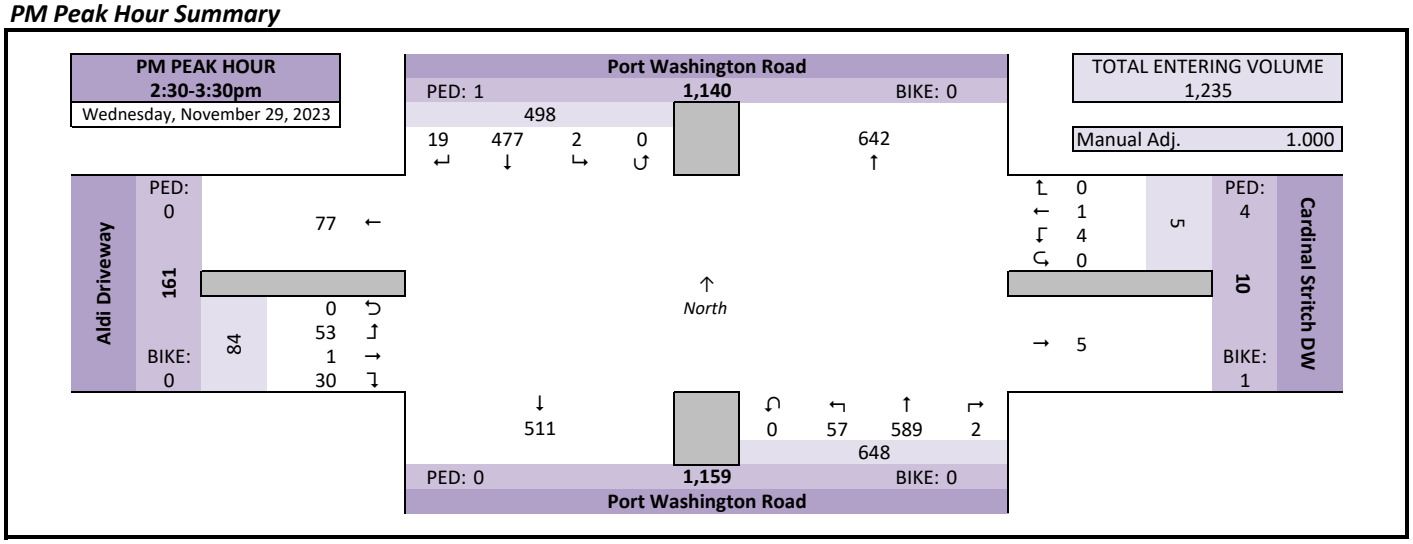
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

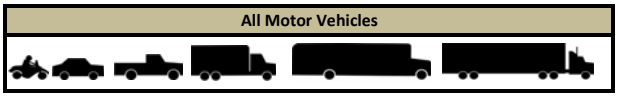


Intersection Traffic Volume Report

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

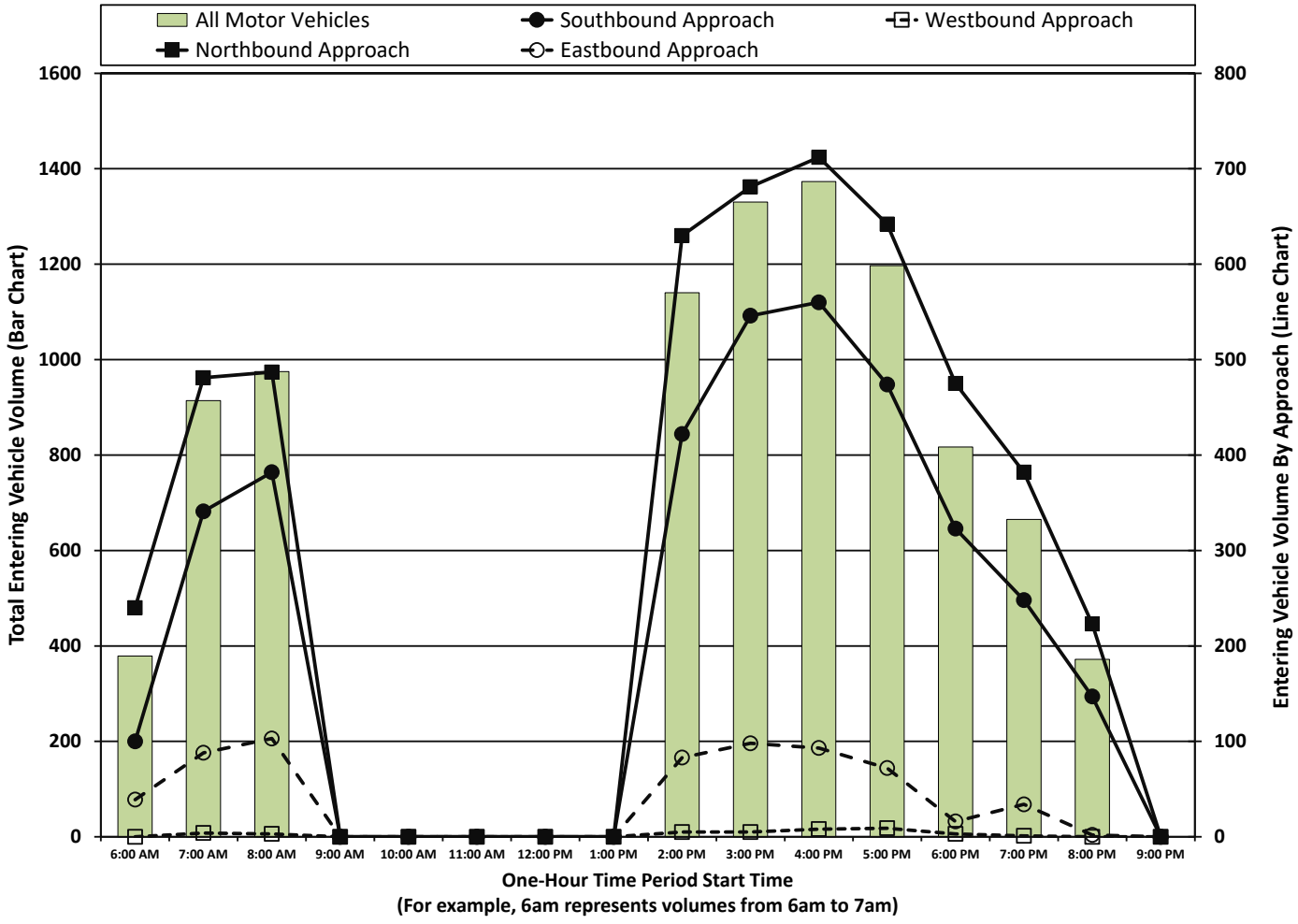
All Motor Vehicles



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

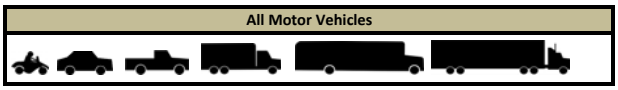


Intersection Traffic Volume Report

Count Basics		
Start Date: Wednesday, November 29, 2023	Weekday	Schools in Session
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15-Minute Motor Vehicle Data

Port Washington Road & Cardinal Stritch DW



15-Minute Motor Vehicle Data

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

Peak Hour All Vehicle Volume Summary

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

Intersection Traffic Volume Report

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

15-Minute Automobile Data

Port Washington Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

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

Peak Hour Automobile Volume Summary

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

Intersection Traffic Volume Report

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

Port Washington Road & Cardinal Stritch DW

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

Single Unit (SU) Trucks & Buses



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

	15-Minute 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	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 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	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

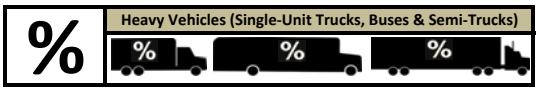
	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	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:**

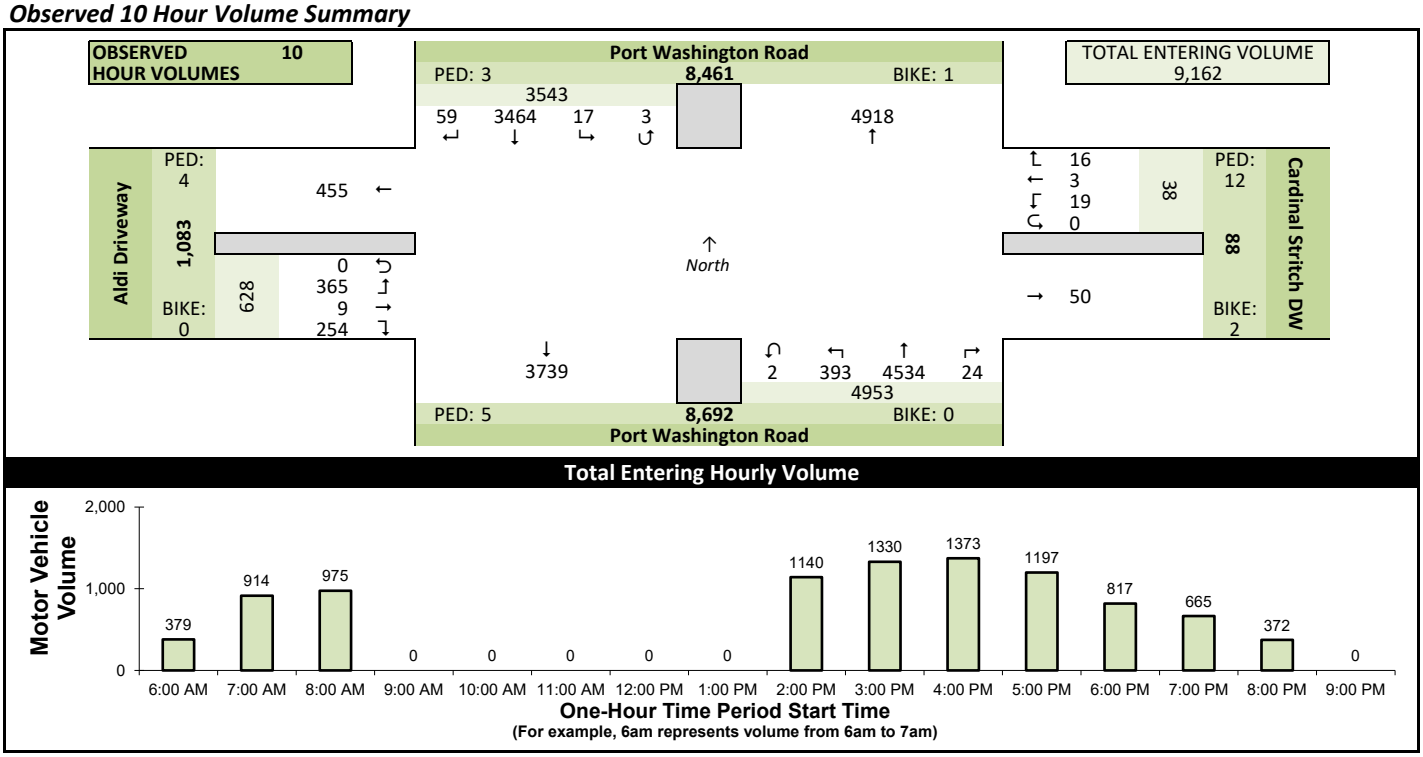
Site Information

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		

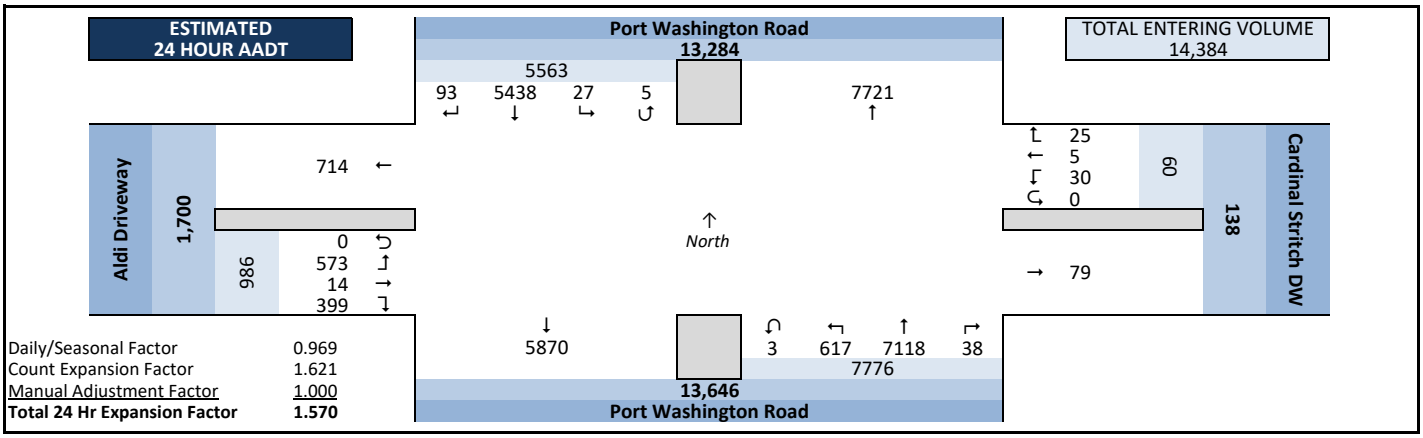
Count Information

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

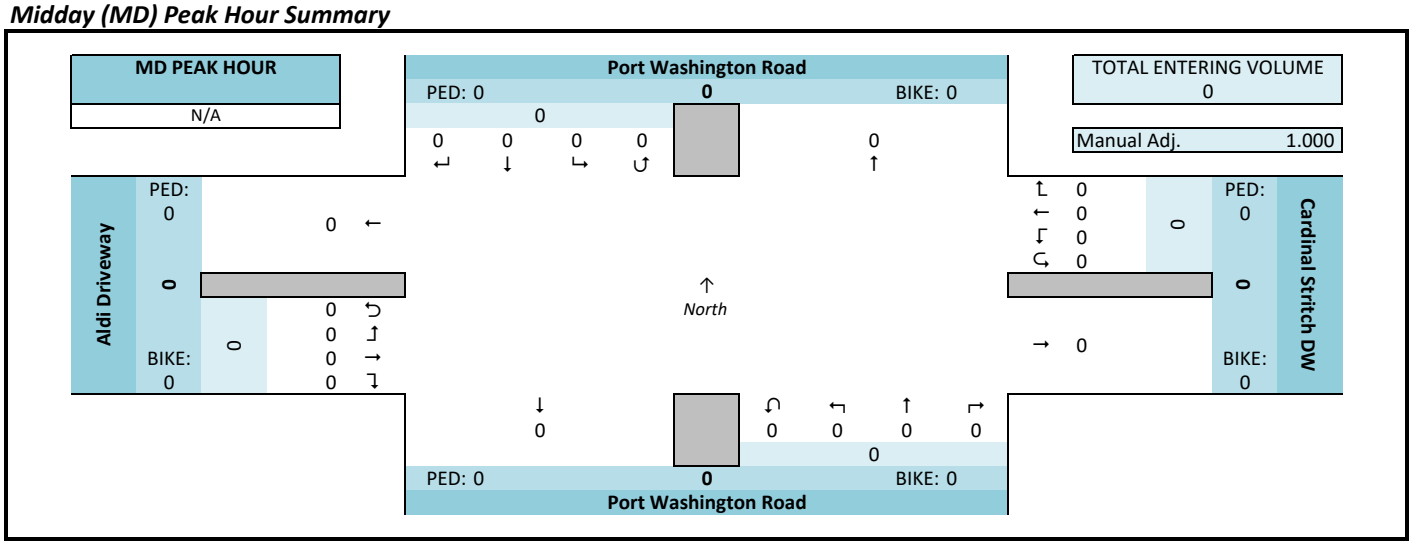
All Motor Vehicles



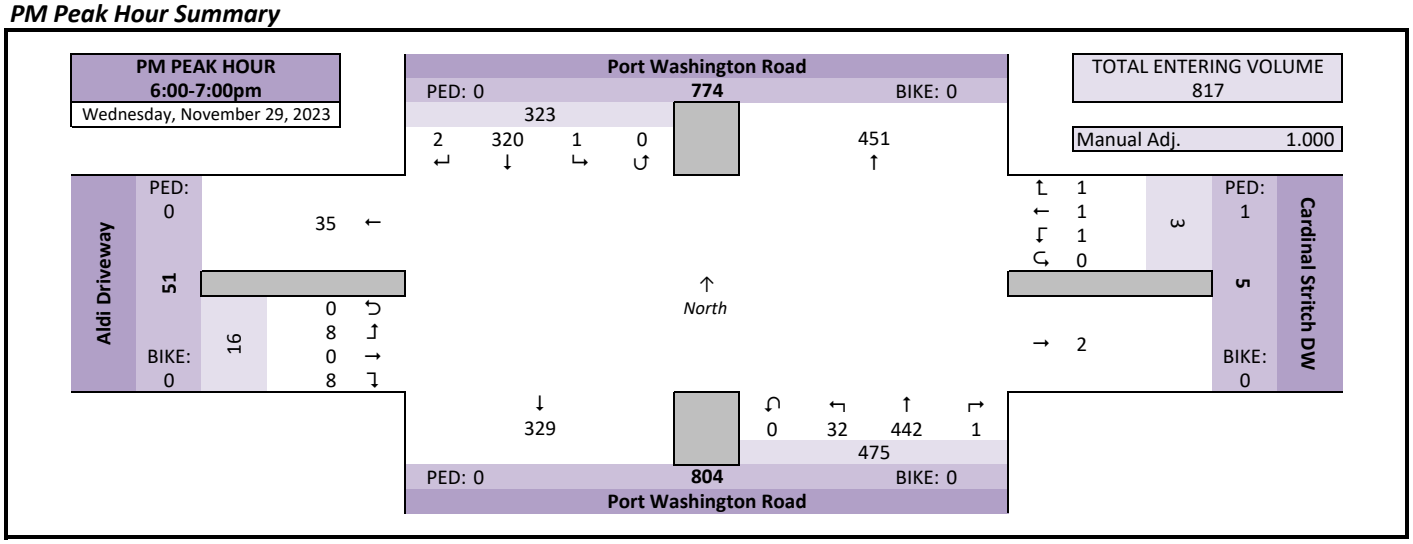
AM Peak Hour Summary



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

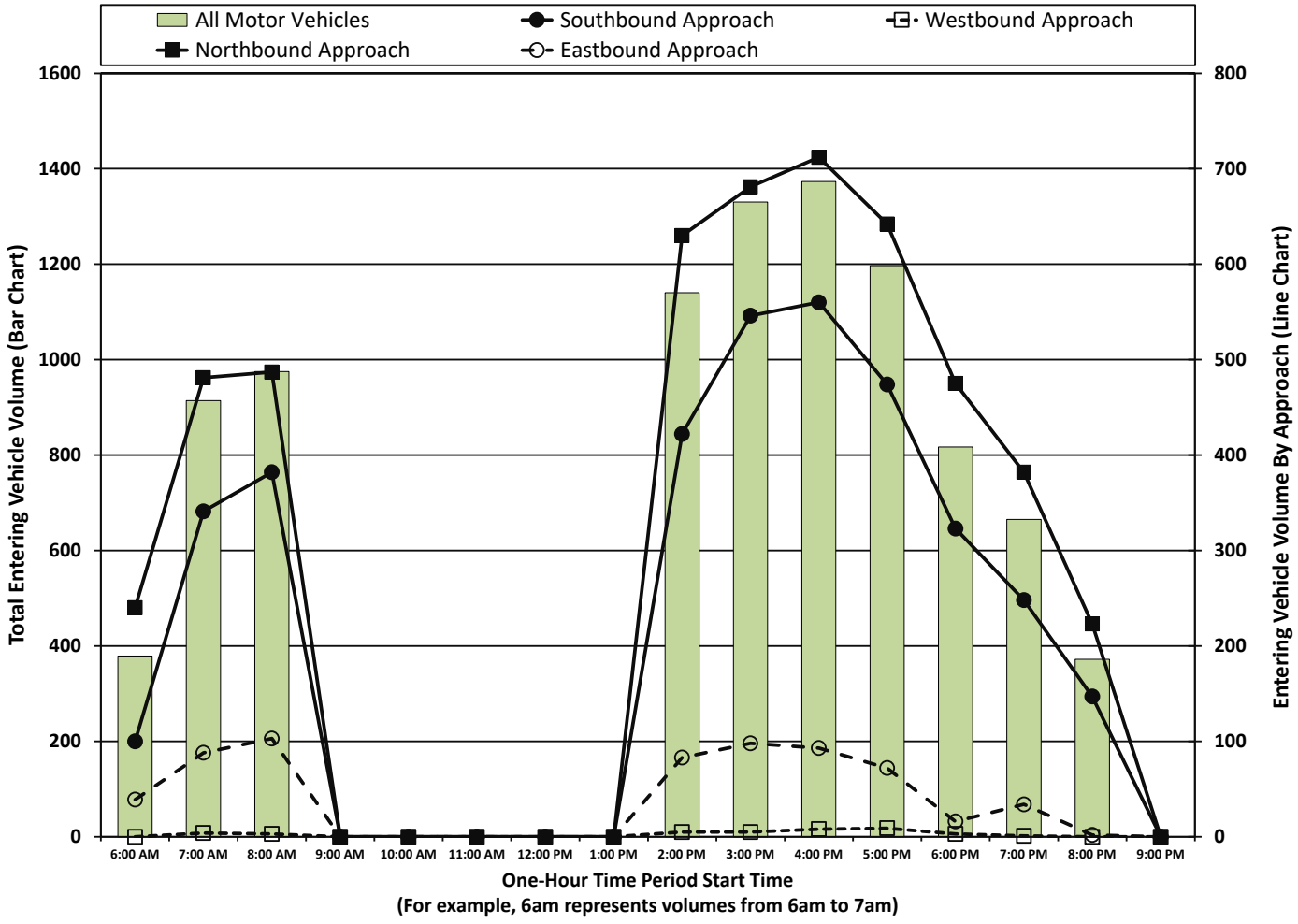
All Motor Vehicles



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			*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 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

Port Washington Road & Cardinal Stritch DW

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

Semi-Trucks



15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

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

Intersection Traffic Volume Report

Count Basics		*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

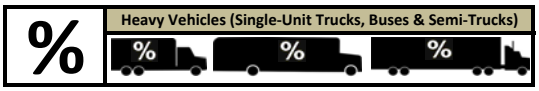
	Hourly Time Period	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	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

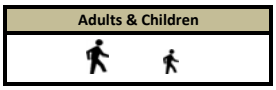
Pedestrian Type	None	1 or 2	A Few	Several	Many	Unknown
Pre-school Children	x					
Elementry School Age Children	x					
Visually Impaired (white cane/help	x					
Elderly/Disabled (except wheelchai	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

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



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 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
	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 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	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:**

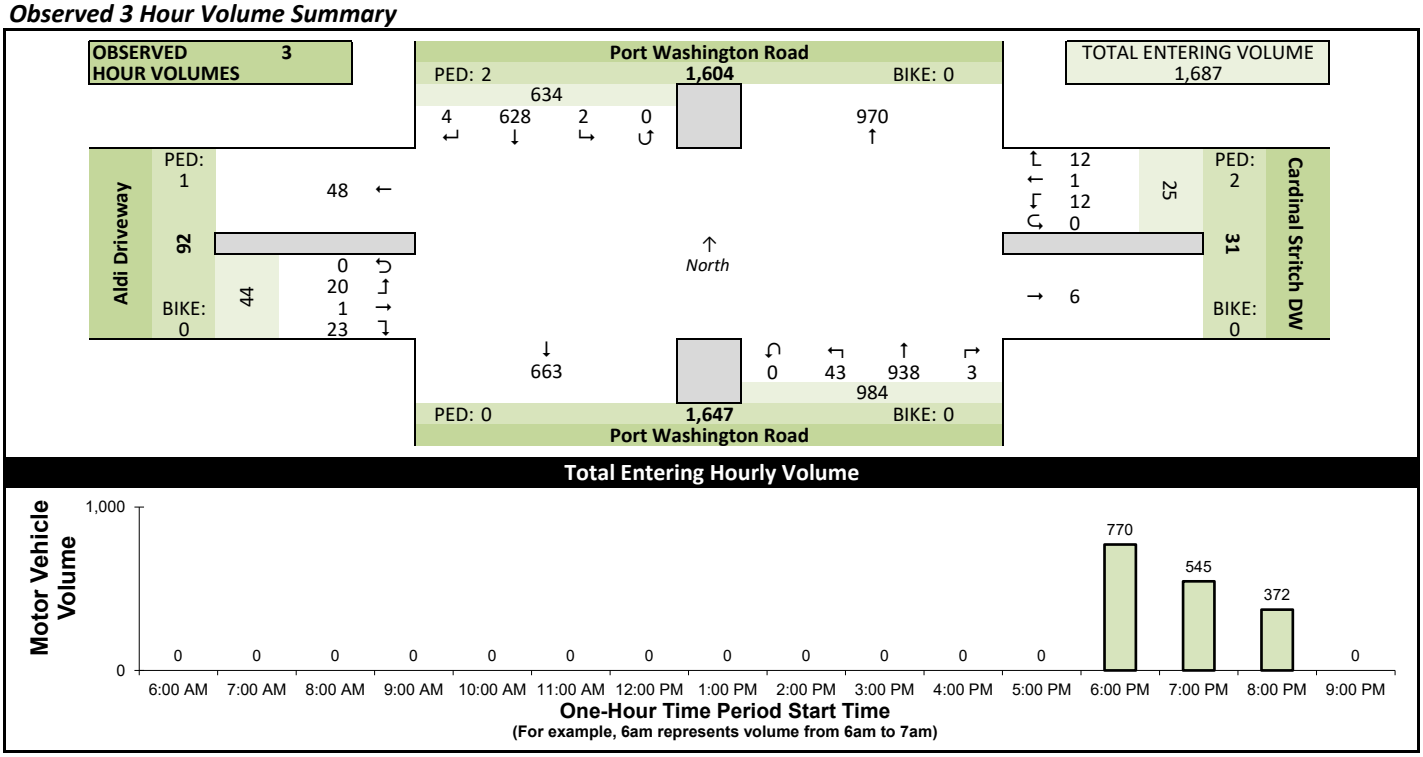
Site Information

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		

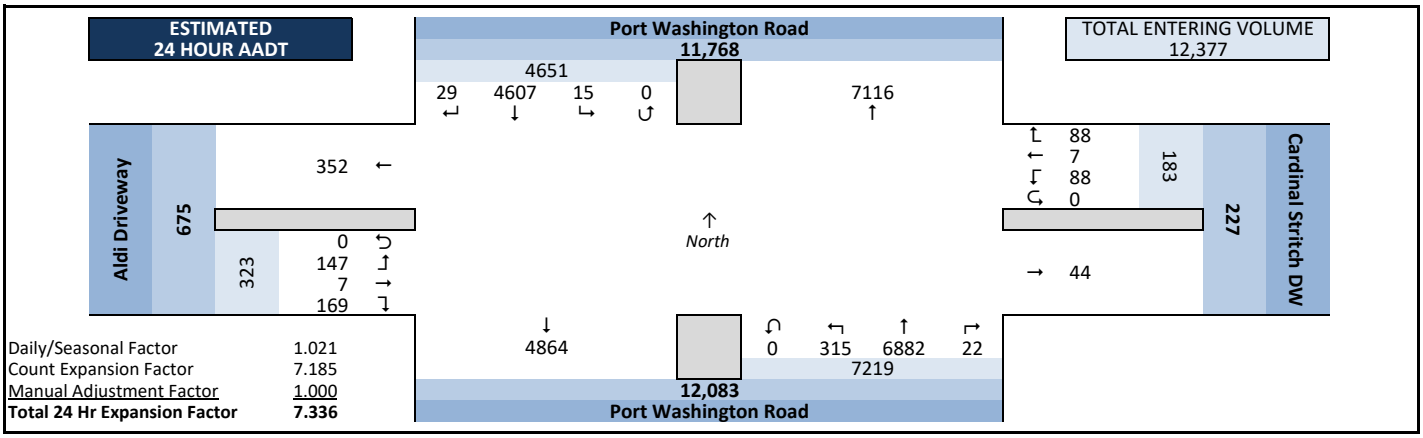
Count Information

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

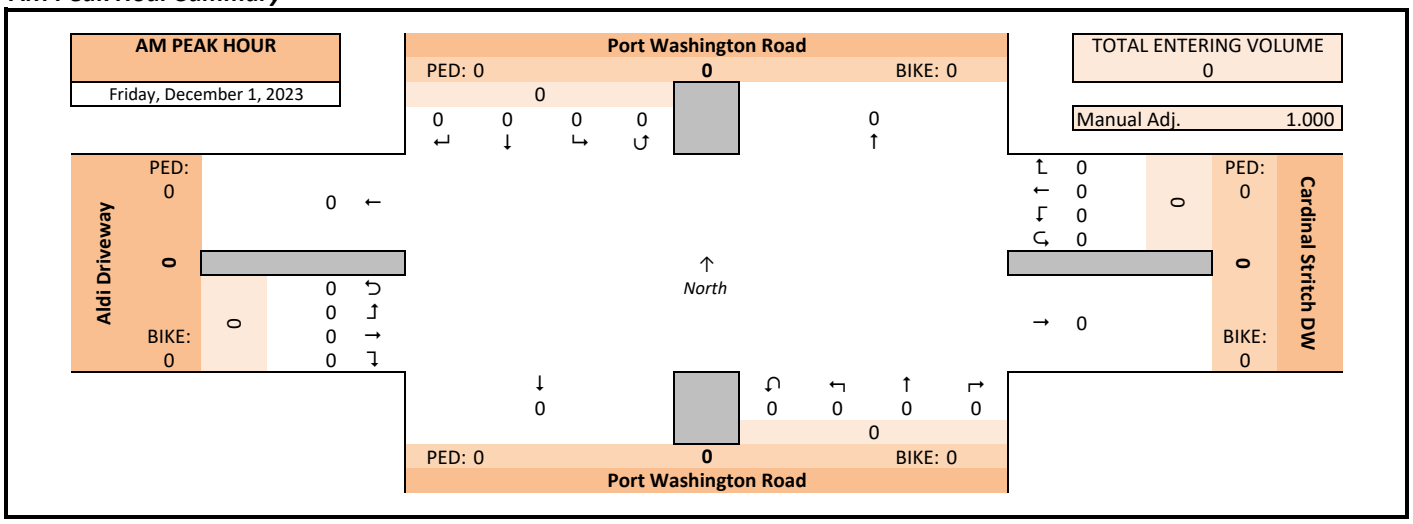
Port Washington Road & Cardinal Stritch DW

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

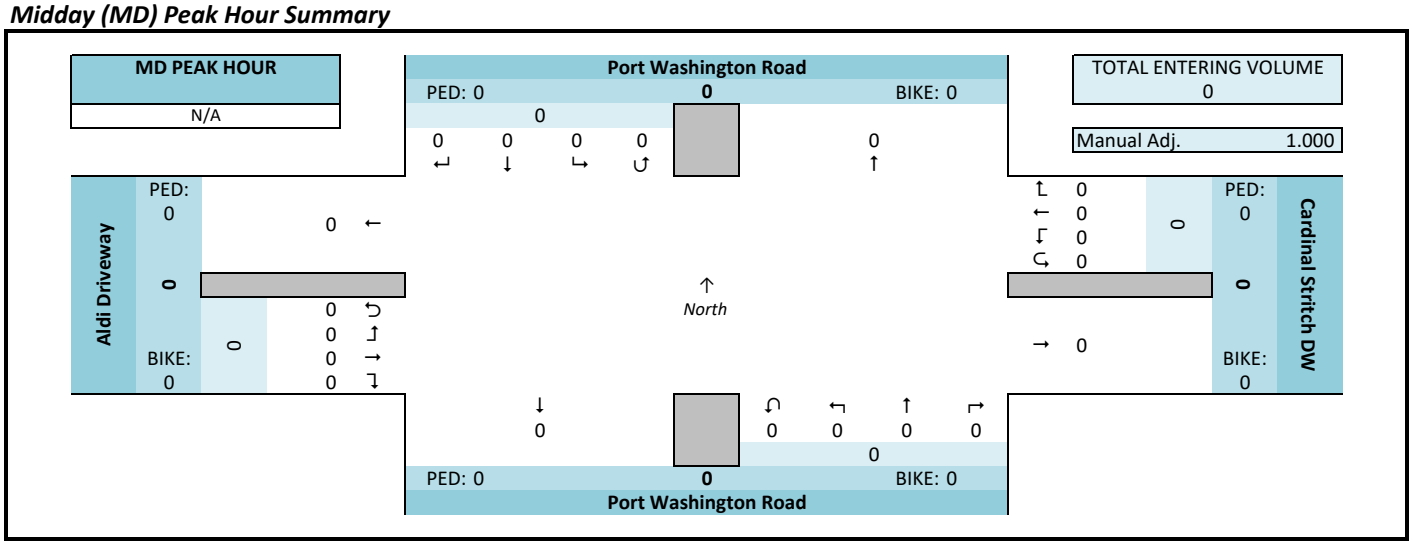
All Motor Vehicles



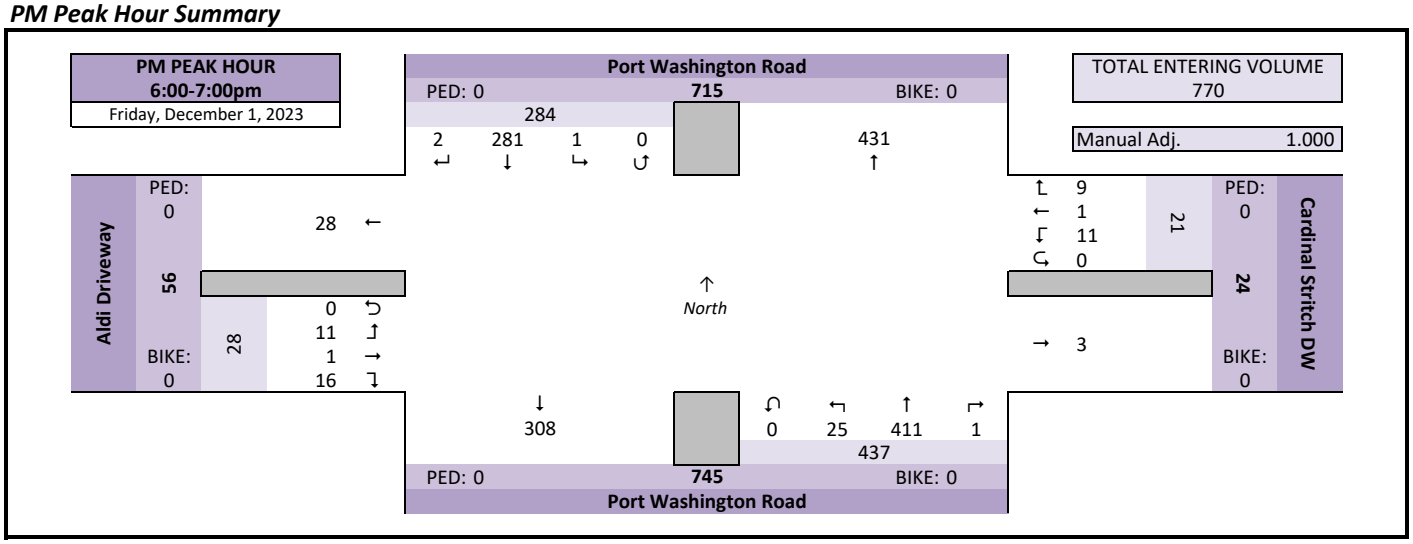
AM Peak Hour Summary



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

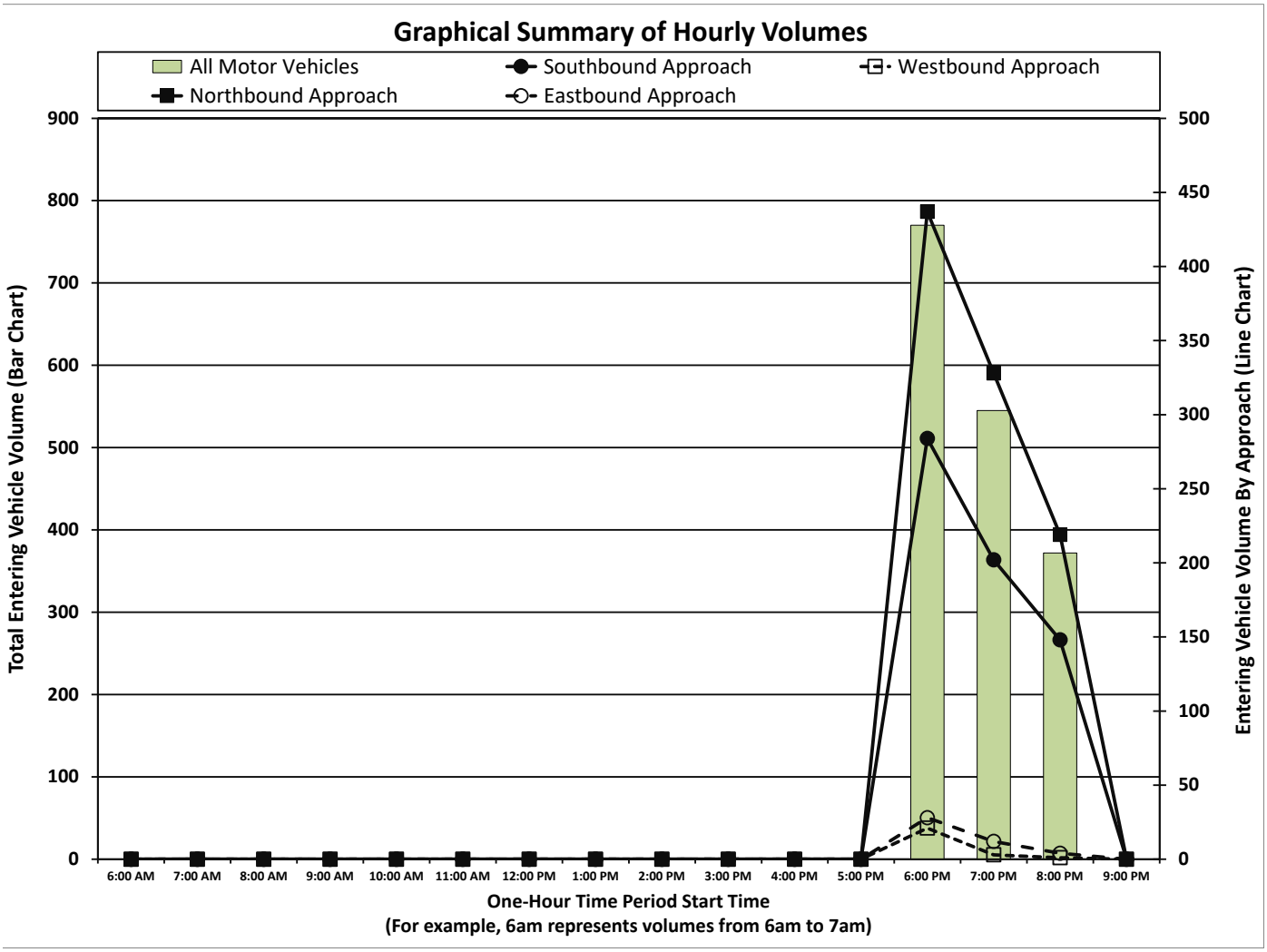
Port Washington Road & Cardinal Stritch DW

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

Port Washington 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 (↓) 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

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

Port Washington Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

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

Peak Hour Automobile Volume Summary

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

Intersection Traffic Volume Report

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

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

Port Washington Road & Cardinal Stritch DW

Single Unit (SU) Trucks & Buses



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

	15-Minute	↓ From North					← From East					↑ From South					→ From West					15-Min	Hourly
	Time Period	Port Washington Road					Cardinal Stritch DW					Port Washington Road					Aldi Driveway					Totals	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	
	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	↓ 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

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

Peak Hour Heavy Vehicle Volume Summary

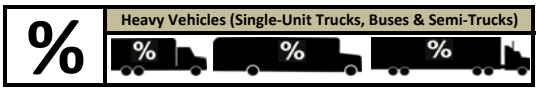
	Hourly Time Period / Start Time	From North (↓) Port Washington Road					From East (←) Cardinal Stritch DW					From South (↑) Port Washington Road					From West (→) Aldi Driveway					Total Hourly Volume
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left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

Intersection Traffic Volume Report

15-Minute Heavy Vehicle Percentages

Port Washington Road & Cardinal Stritch DW

Count Basics		*Page 10 of 13*
Start Date: Friday, December 1, 2023	Weekday	Schools in Session
Total Number of Hours Counted: 3	Non-Holiday	No Special Events



15-Minute Heavy Vehicle Percentages

	15-Minute	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:**

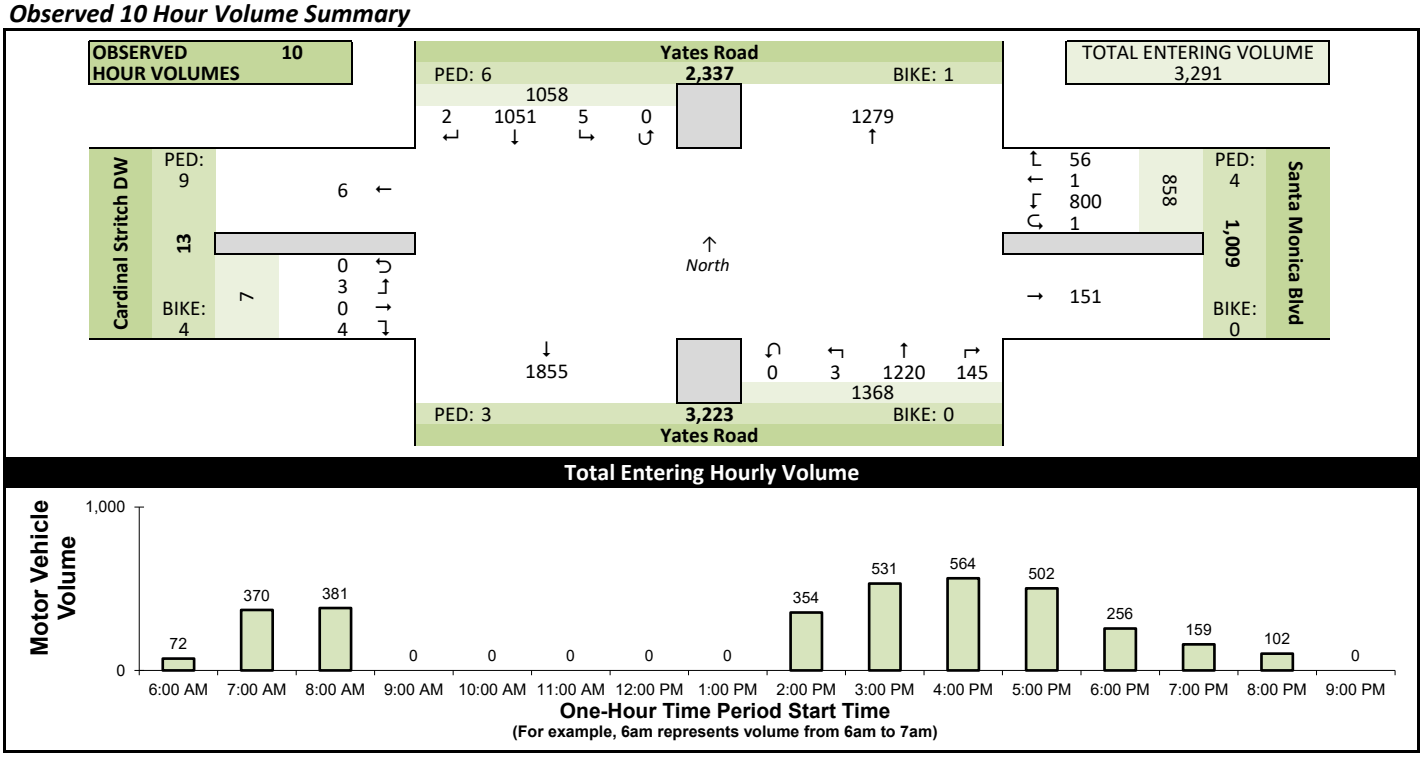
Site Information

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		

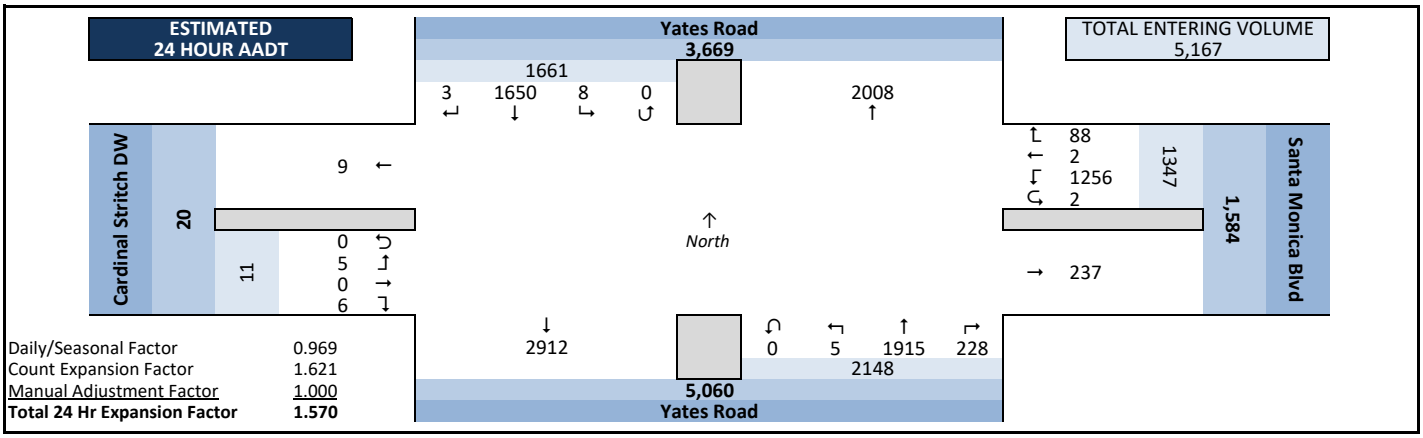
Count Information

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

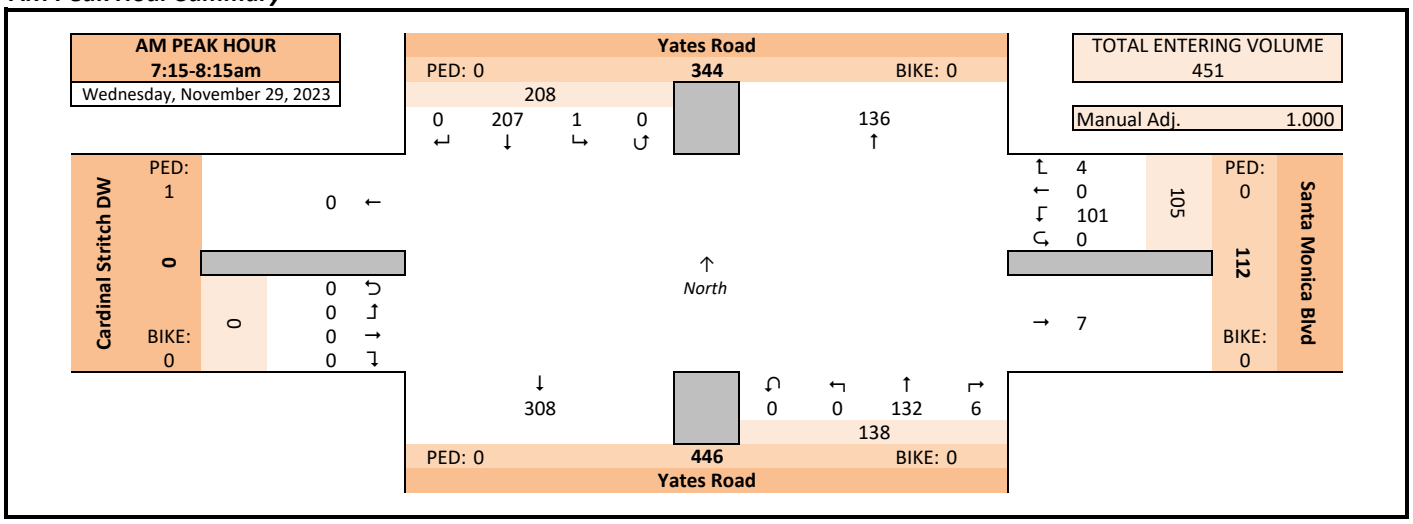
Yates Road & Cardinal Stritch DW

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

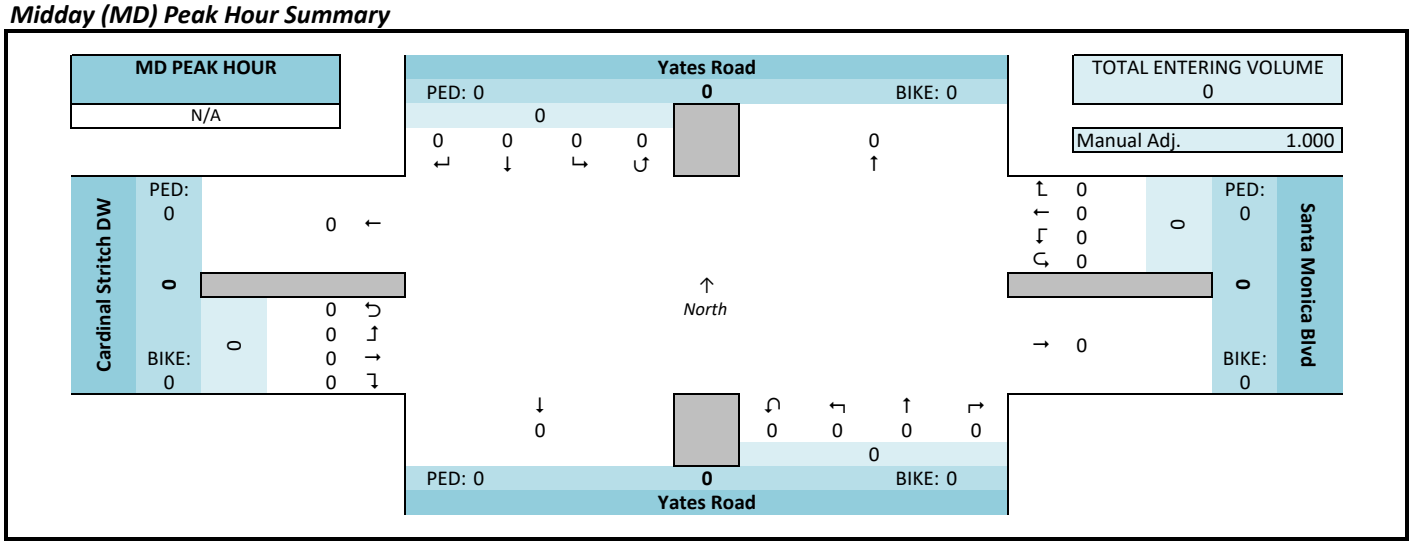
All Motor Vehicles



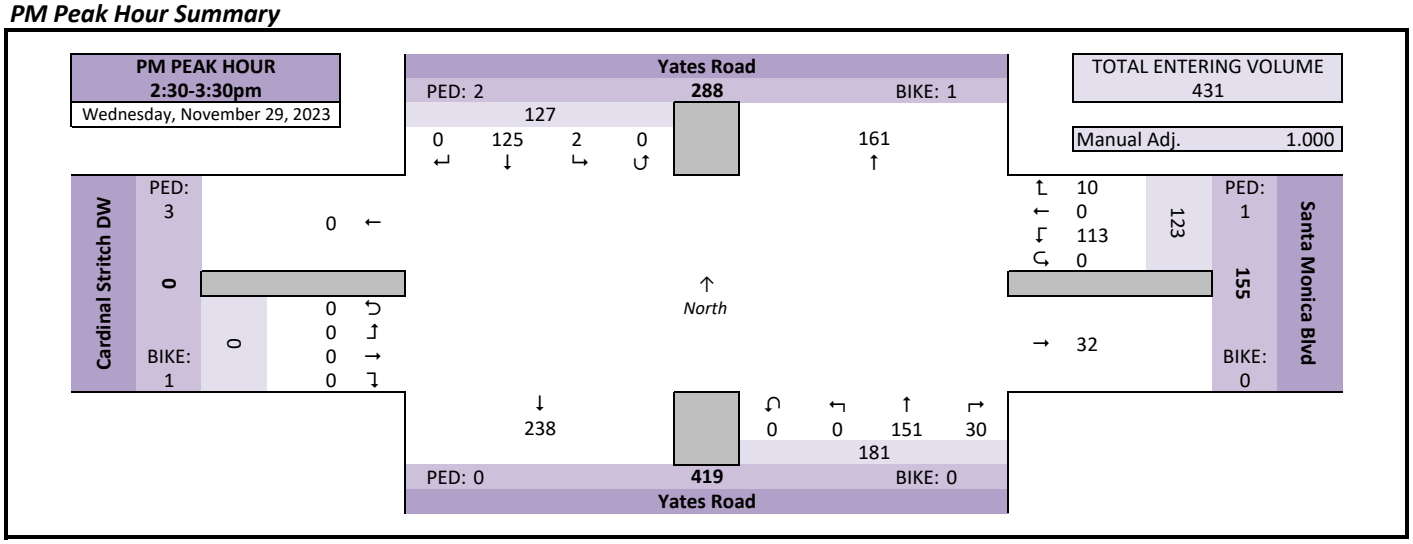
AM Peak Hour Summary



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

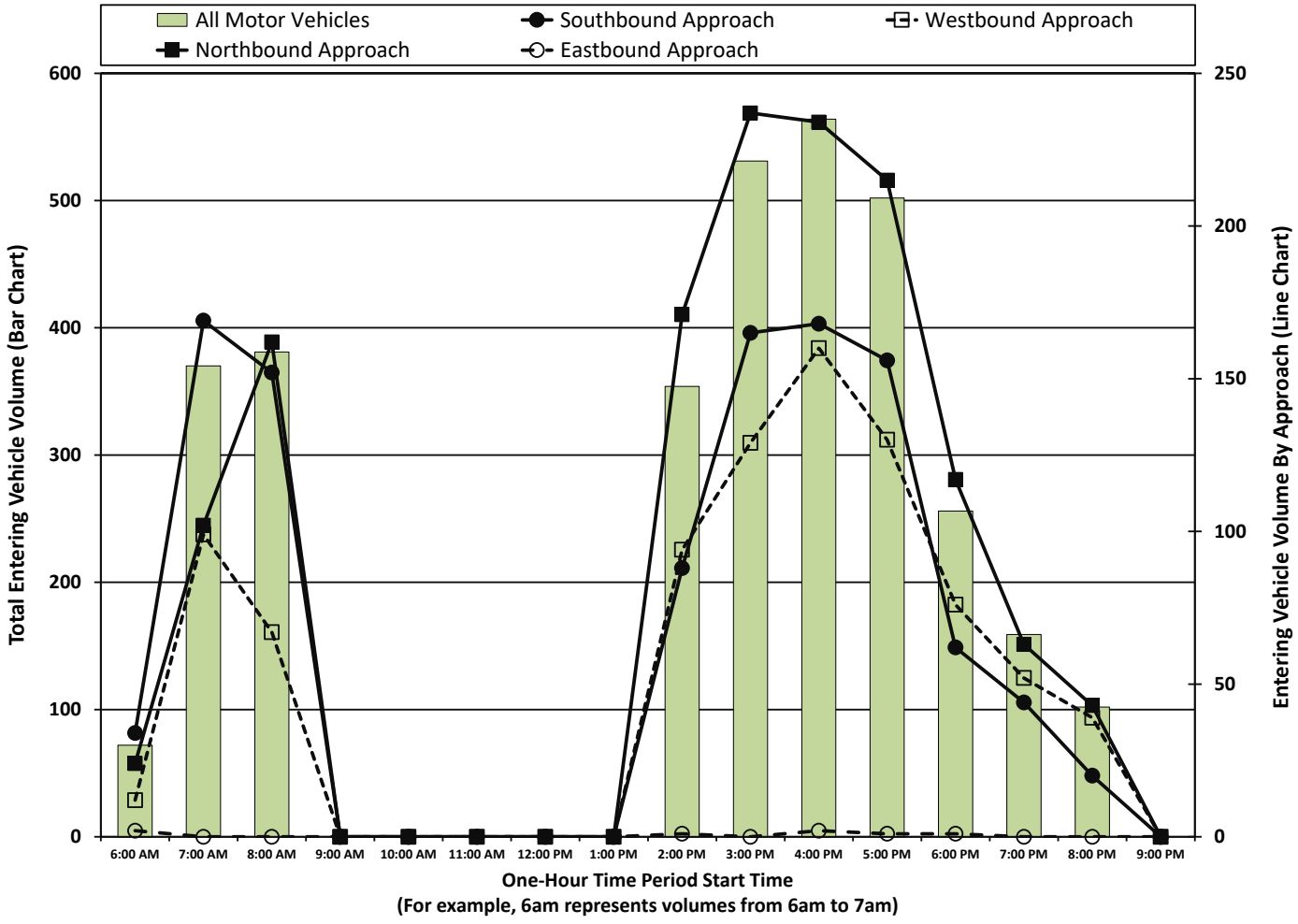
All Motor Vehicles



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

Graphical Summary of Hourly Volumes



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

Peak Hour Semi-Truck Volume Summary

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

Intersection Traffic Volume Report

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

15-Minute Heavy Vehicle Data

Yates Road & Cardinal Stritch DW

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



15-Minute Heavy Vehicle Data

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

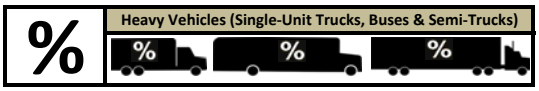
Peak Hour Heavy Vehicle Volume Summary

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

Intersection Traffic Volume Report

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

Special Pedestrians

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

Intersection Traffic Volume Report

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

15-Minute Adult & Children Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Adults & Children



15-Minute Adult & Children Pedestrian Data

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

Intersection Traffic Volume Report

Count Basics			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:**

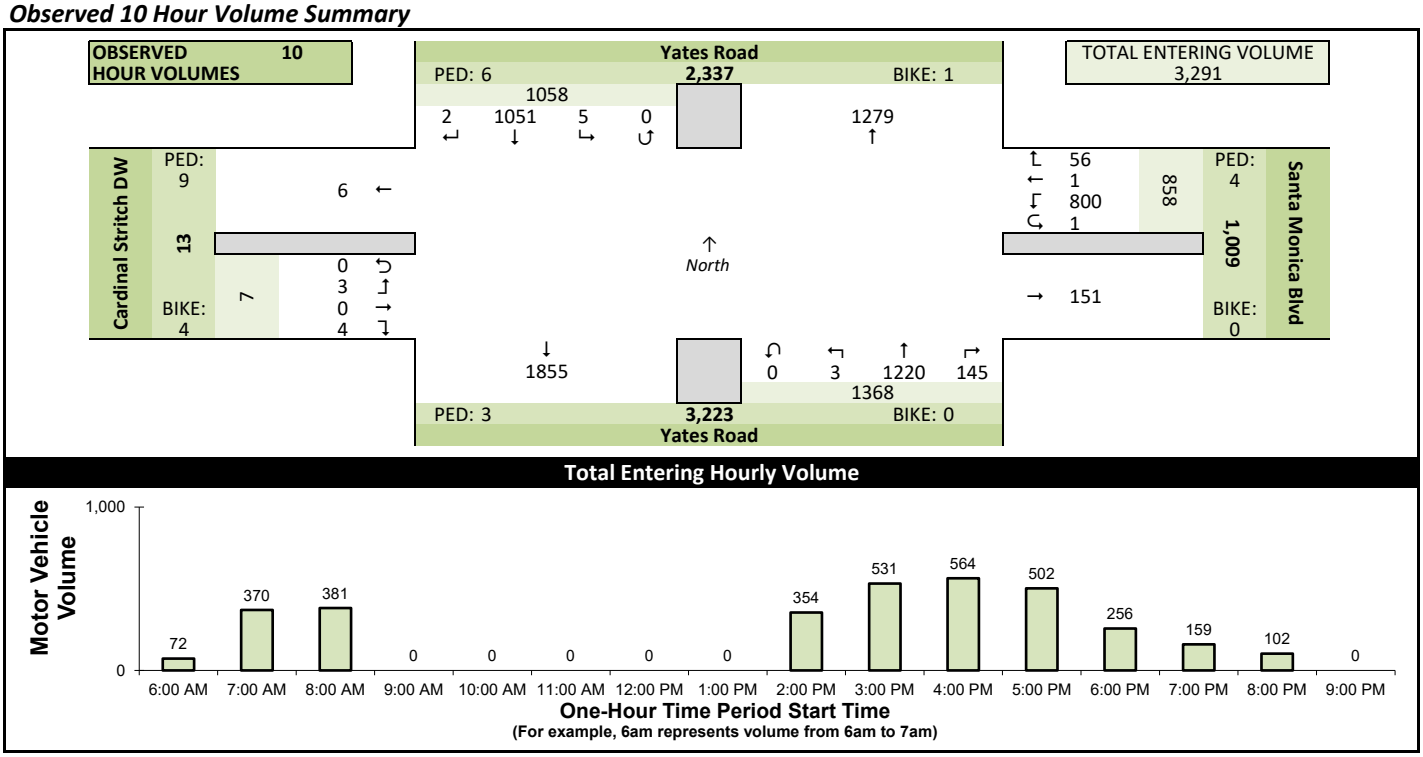
Site Information

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		

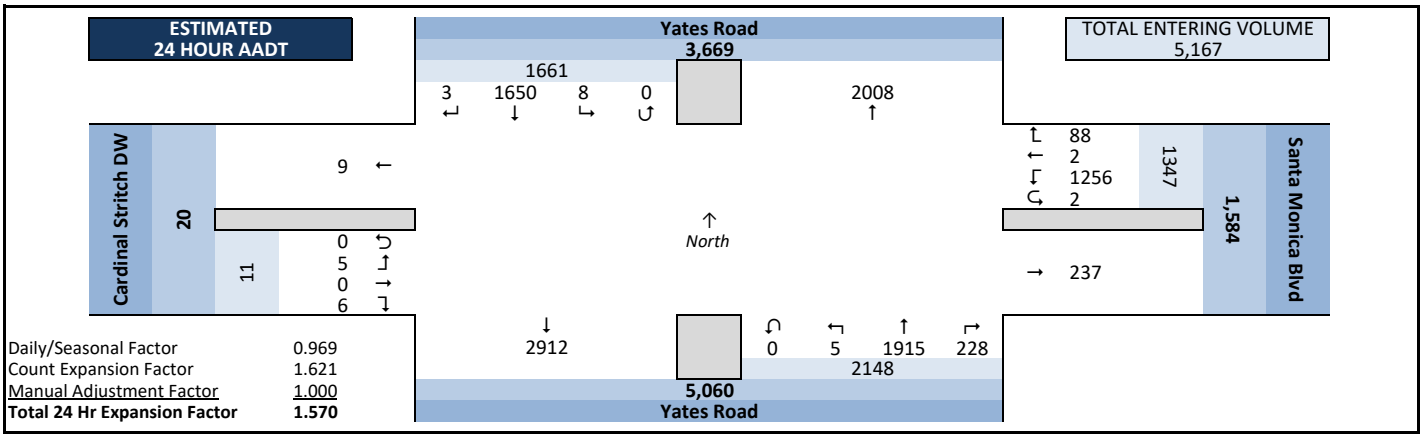
Count Information

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



Intersection Traffic Volume Report

Peak Hour Volume Graphical Summary

Yates Road & Cardinal Stritch DW

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

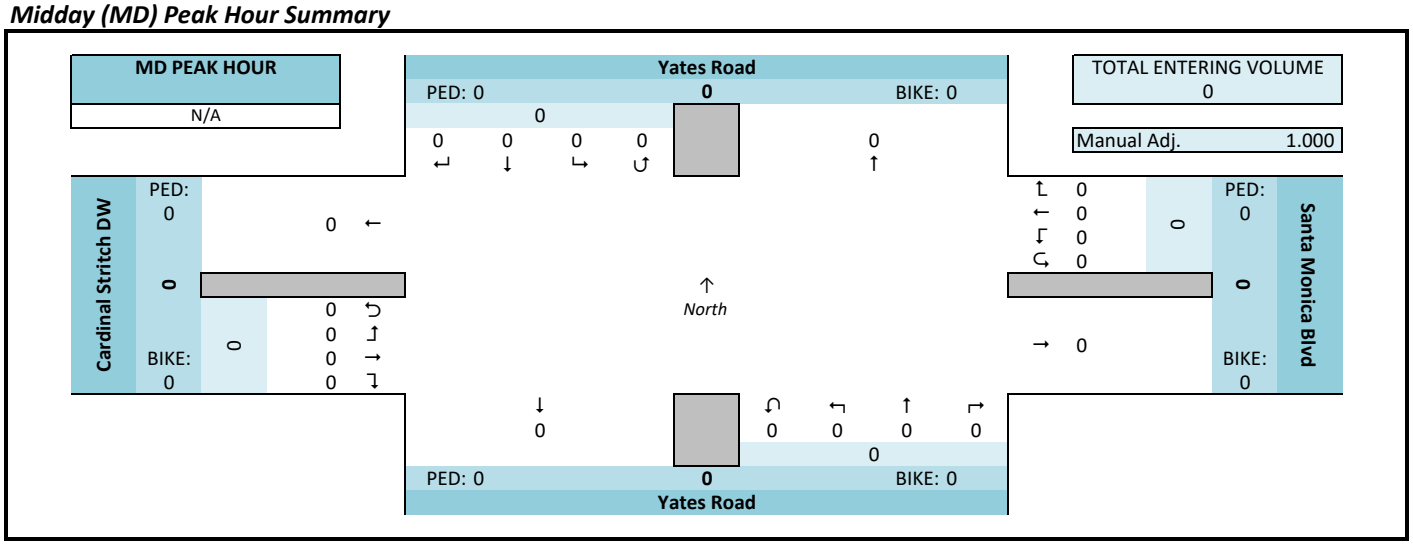
All Motor Vehicles



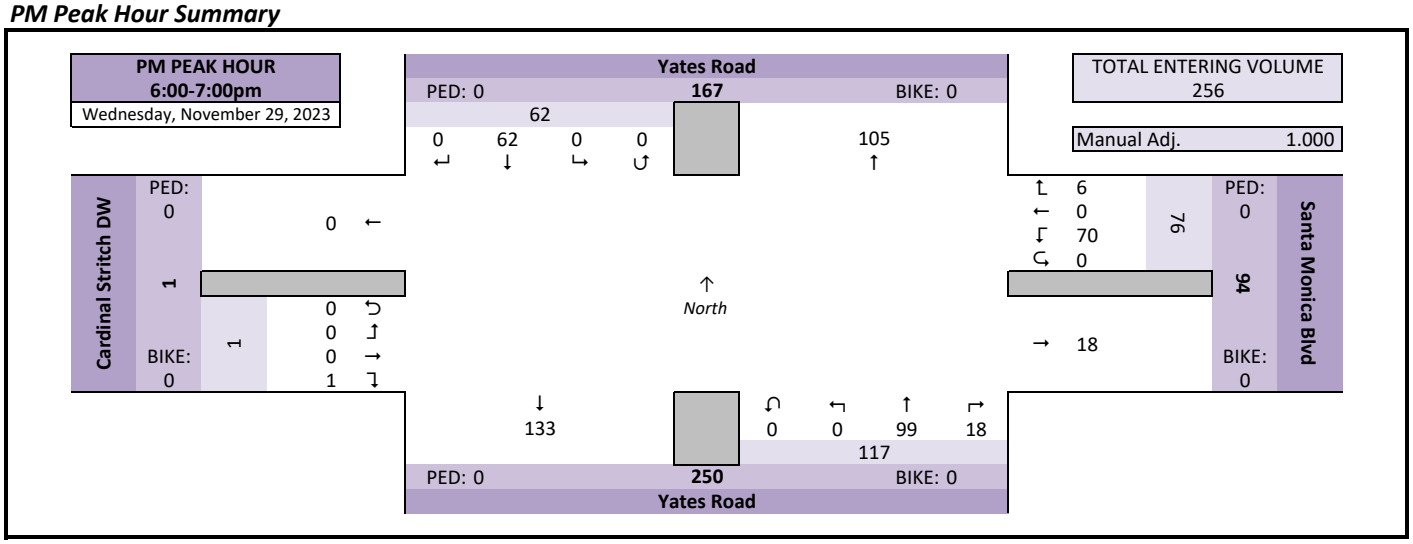
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

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

Peak Hour Volume Summary

Yates Road & Cardinal Stritch DW

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

[redacted]

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

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

Peak Hour Pedestrian and Bicyclist Volumes

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

Intersection Traffic Volume Report

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

Hourly Volume Summary - Motor Vehicle Data

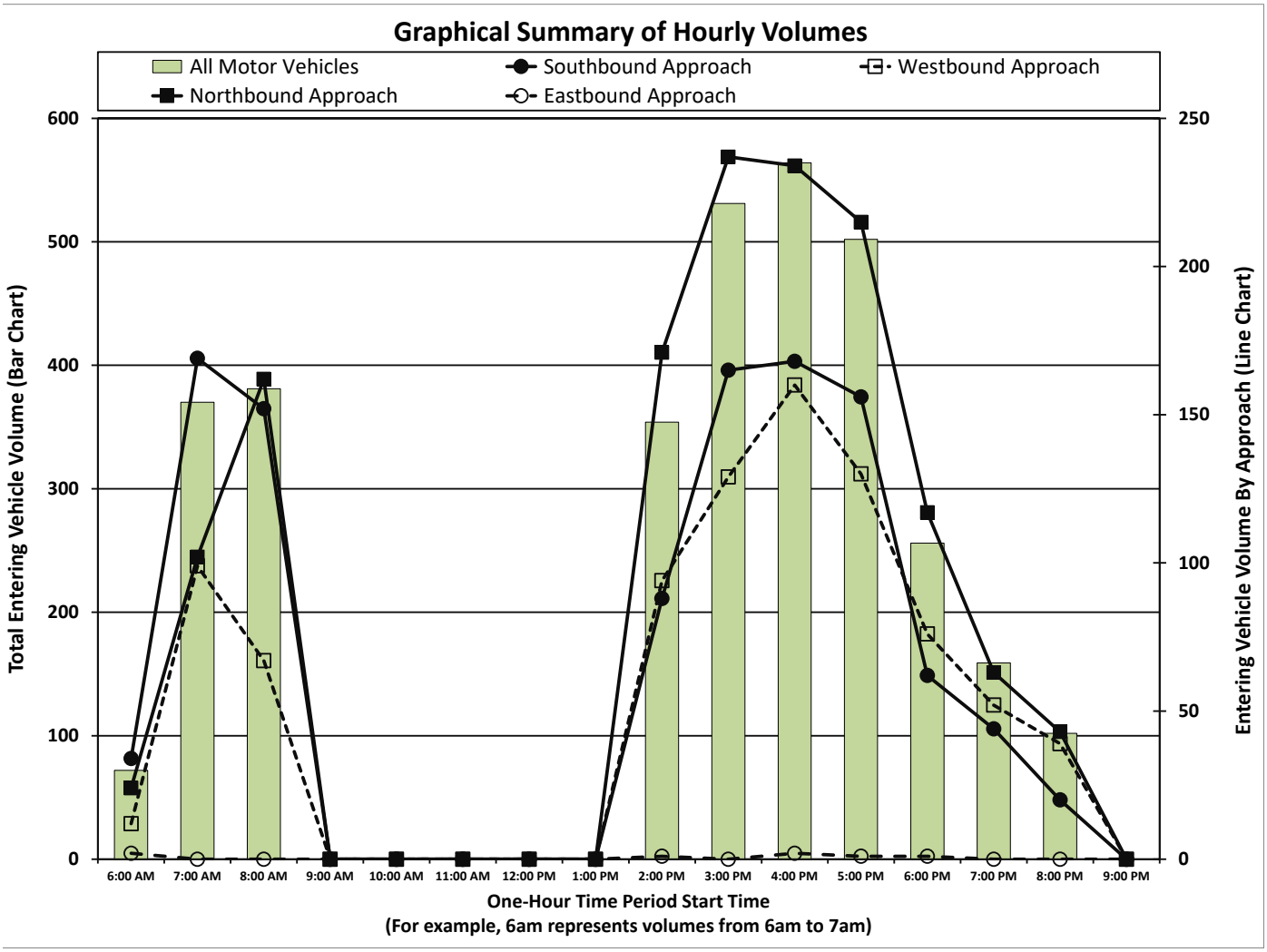
Yates Road & Cardinal Stritch DW

All Motor Vehicles



One-Hour Motor Vehicle Data

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



Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

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

Peak Hour All Vehicle Volume Summary

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

Intersection Traffic Volume Report

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

15-Minute Automobile Data

Yates Road & Cardinal Stritch DW

Automobiles (Cars, Light Trucks, & Motorcycles)



15-Minute Automobile Data

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

Peak Hour Automobile Volume Summary

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

Intersection Traffic Volume Report

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

Yates Road & Cardinal Stritch DW

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

Single Unit (SU) Trucks & Buses



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

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

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

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

Intersection Traffic Volume Report

15-Minute Semi-Truck Data

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

Yates Road & Cardinal Stritch DW

Semi-Trucks



15-Minute Semi-Truck Data

	15-Minute Time Period	↓ From North					← From East					↑ From South					→ From West					15-Min	Hourly
		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	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					← From East					↑ From South					→ From West					Total Hourly
		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	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	

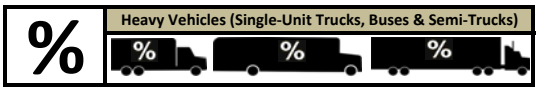
Peak Hour Heavy Vehicle Volume Summary

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

Special Pedestrians

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

Intersection Traffic Volume Report

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

15-Minute Adult & Children Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Adults & Children



15-Minute Adult & Children Pedestrian Data

15-Minute Time Period	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		
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:**

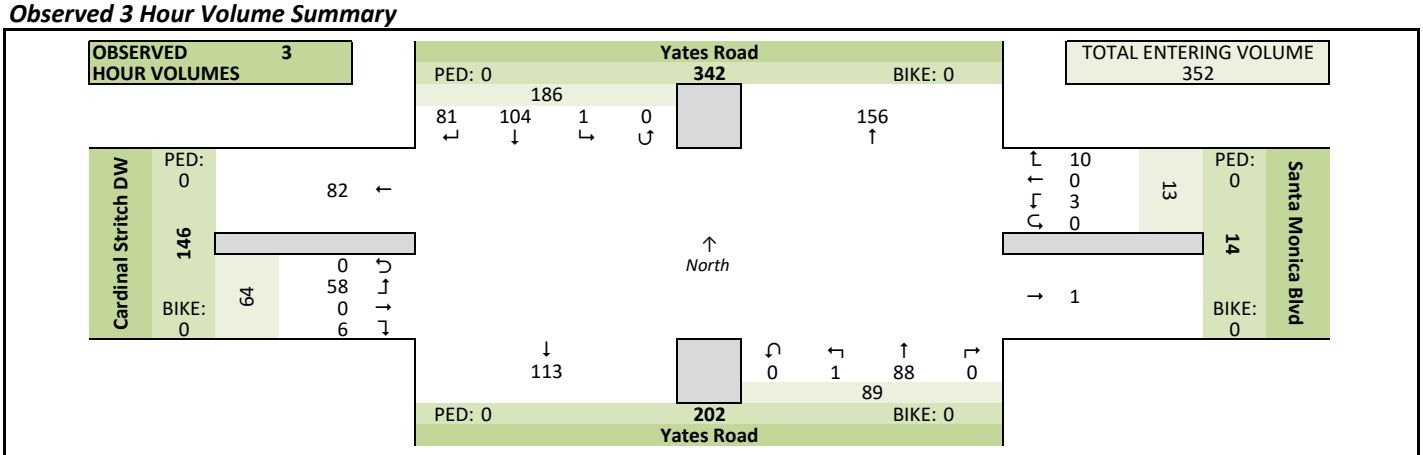
Site Information

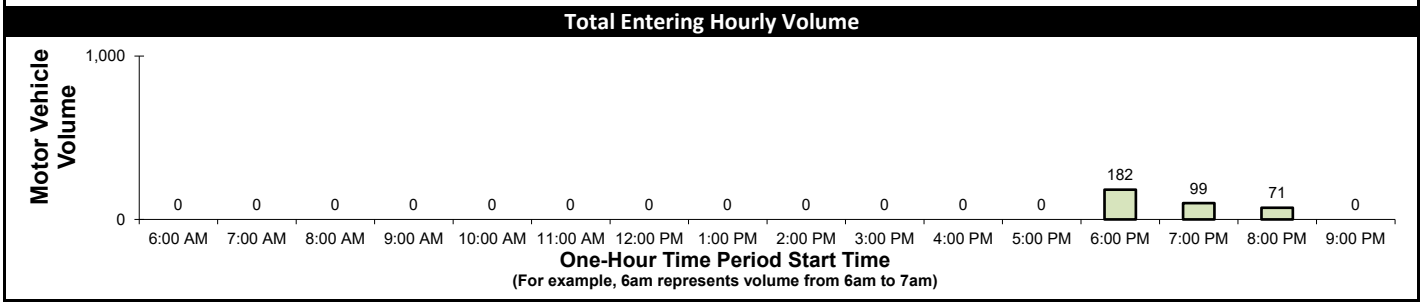
Municipality	Village of Fox Point		
County	40 - Milwaukee	WisDOT Region	SE
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Yates Road		
East Leg	Santa Monica Blvd		
South Leg	Yates Road		
West Leg	Cardinal Stritch DW		
Special Considerations			
Schools	In Session		
Holidays	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

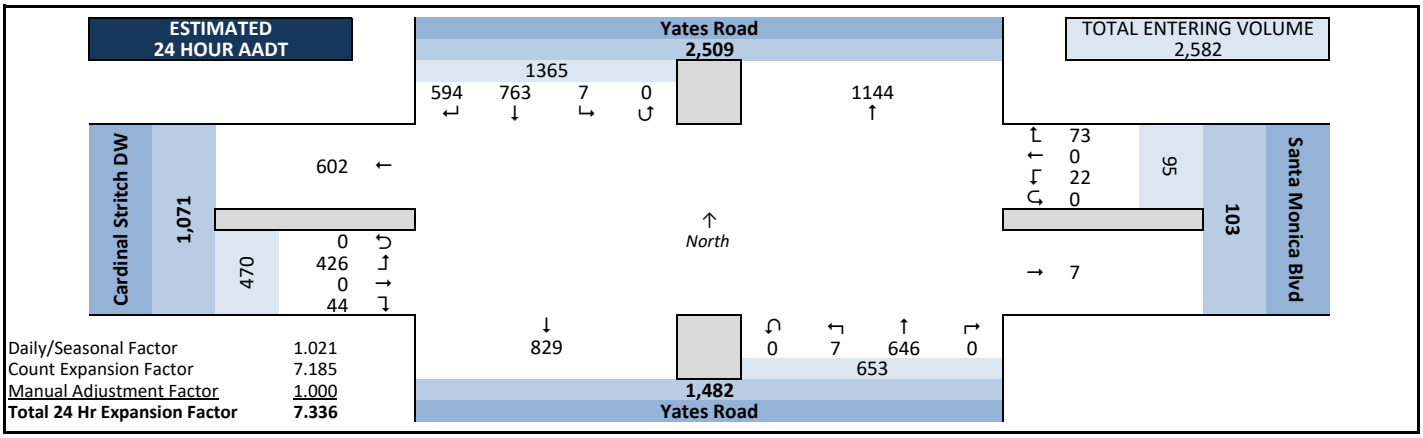
Hrs Counted:	06:00 PM-09:00 PM				
1st Day of Count	Friday, December 1, 2023			Weather	
AM Peak Period	Friday, December 1, 2023			Clear & Dry	
Midday Peak Period	Friday, December 1, 2023			Clear & Dry	
PM Peak Period	Friday, December 1, 2023			Clear & Dry	
Calculated Peak Hours					
AM		MD		PM	6:00-7:00pm
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

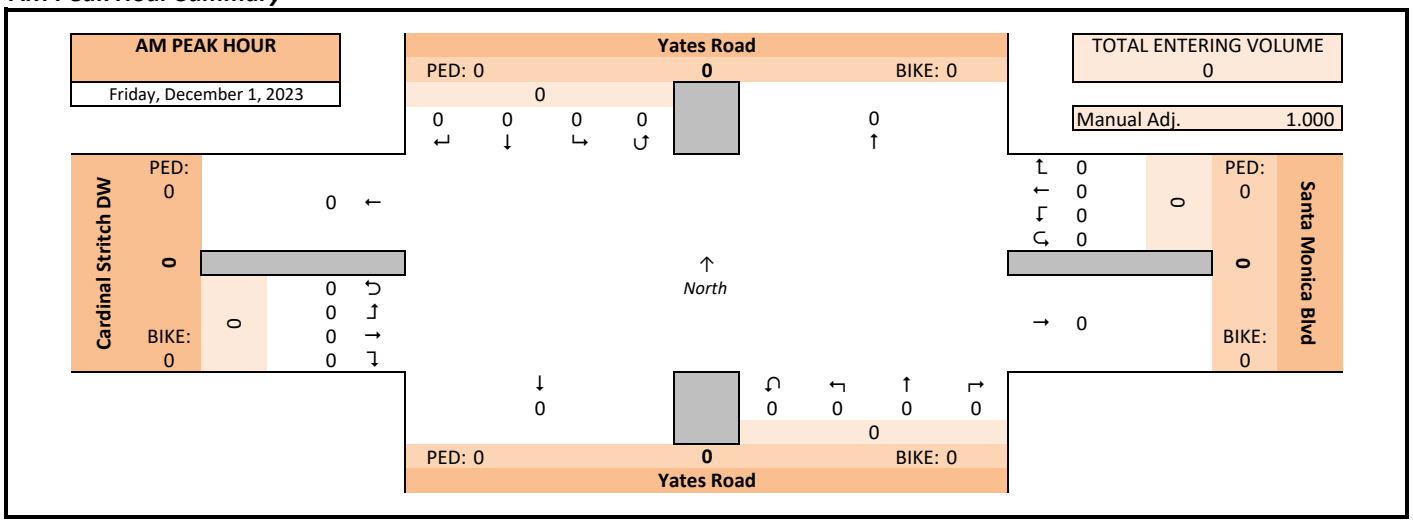
Yates Road & Cardinal Stritch DW

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

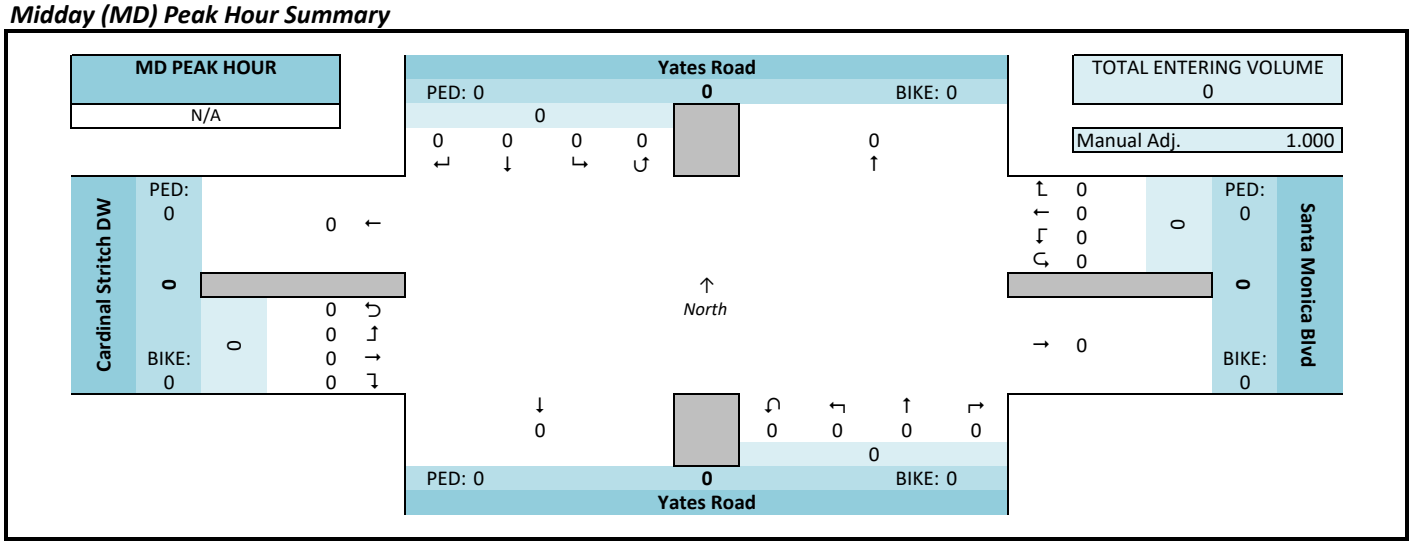
All Motor Vehicles



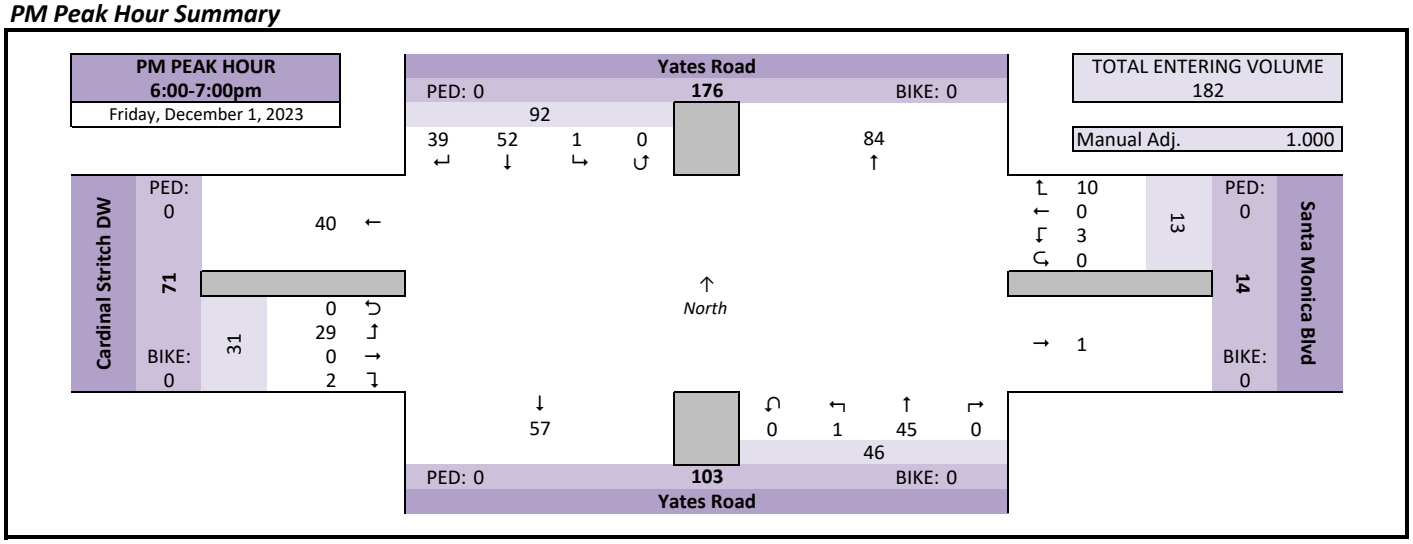
AM Peak Hour Summary



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

Yates Road & Cardinal Stritch DW

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

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

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

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

Peak Hour Pedestrian and Bicyclist Volumes

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

Intersection Traffic Volume Report

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

Hourly Volume Summary - Motor Vehicle Data

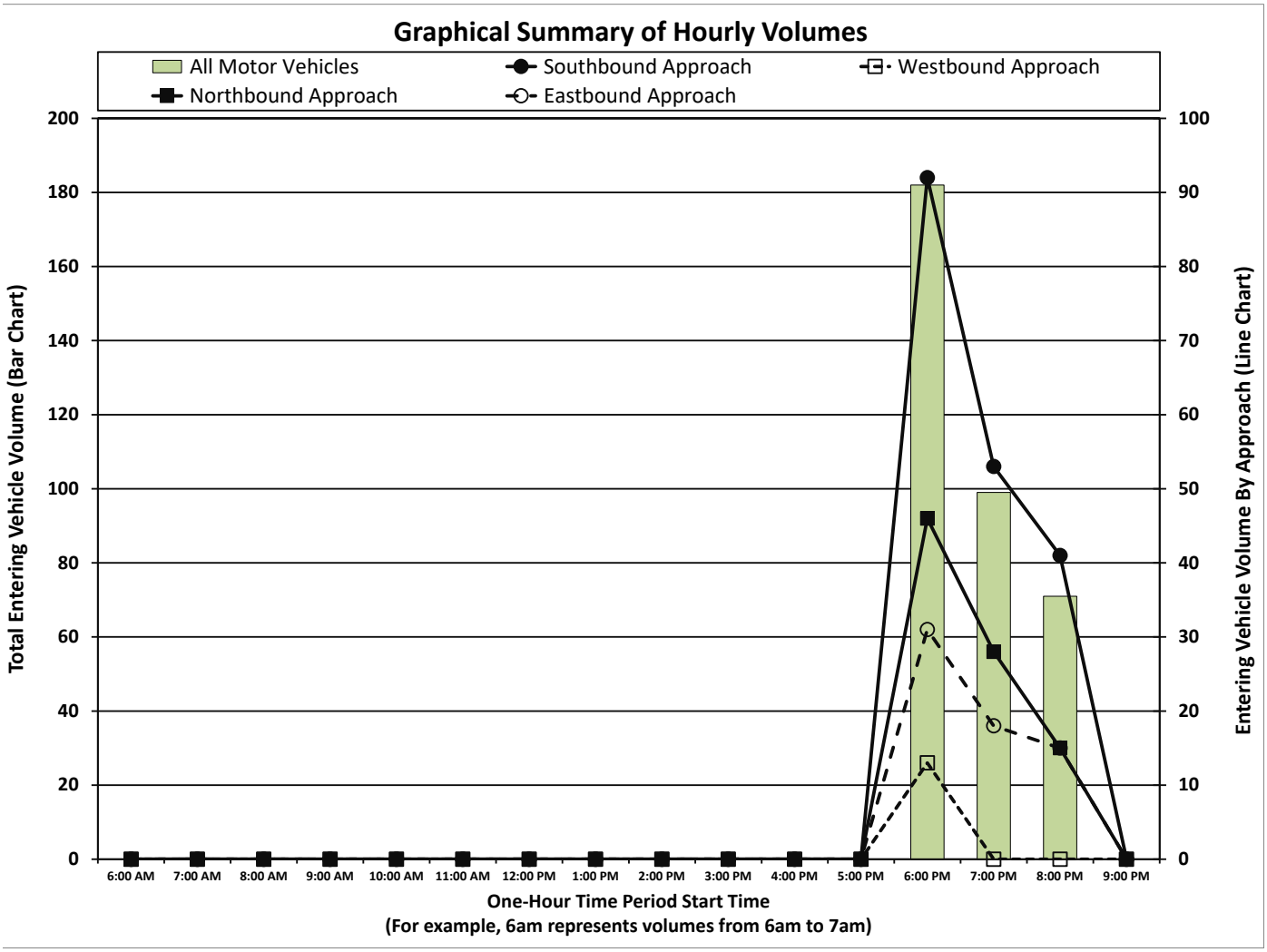
Yates Road & Cardinal Stritch DW

All Motor Vehicles



One-Hour Motor Vehicle Data

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



Intersection Traffic Volume Report

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

15-Minute Semi-Truck Data

Yates Road & Cardinal Stritch DW

Semi-Trucks



15-Minute Semi-Truck Data

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

Peak Hour Semi-Truck Volume Summary

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

Intersection Traffic Volume Report

Count Basics		*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	

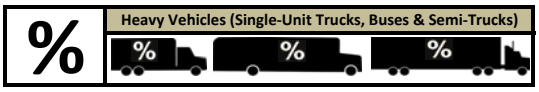
Peak Hour Heavy Vehicle Volume Summary

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

15-Minute Bicycle Turning Movement Count (Manual Entry)

Yates Road & Cardinal Stritch DW

Bicyclists


15-Minute Bicycle Data

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

Peak Hour Bicycle Turning Movement Volume Summary

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

Date: May 24, 2024

BASE SATURATION FLOW RATE CALCULATIONS

Intersection Name
Port Washington at Aldi Driveway

Urbanized Area/Cluster Population
1,376,476

Exit Ramp:	No
Speed Limit:	35

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

**Consider using 1900 pc/h/ln*

N

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

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

Traffic Signal

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

**Consider using 1900 pc/h/ln*

**Consider using 1900 pc/h/ln*

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

**Consider using 1900 pc/h/ln*

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

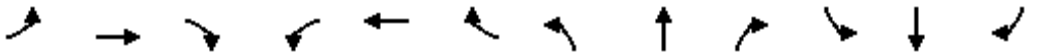
Speed Limit:	35
Exit Ramp:	No

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

Appendix B
Existing Traffic
Peak Hour Analysis Outputs

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

AM Peak
06/13/2024



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

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

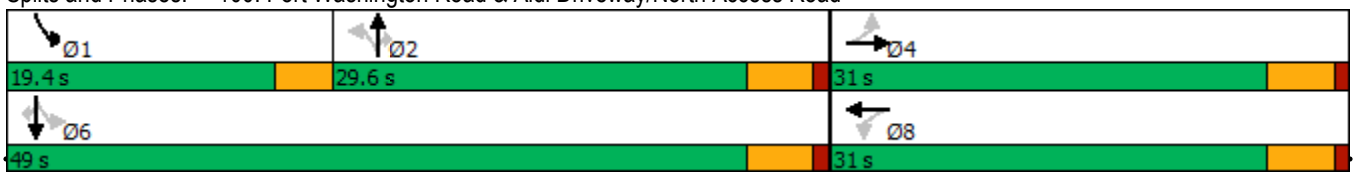
AM Peak
06/13/2024

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

Intersection Summary

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

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



Queues
AM Peak

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

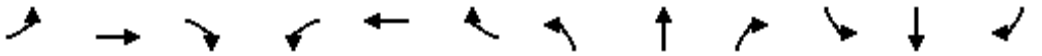


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	53	1	2	52	535	7	6	477	4
v/c Ratio	0.18	0.15	0.00	0.00	0.11	0.29	0.01	0.01	0.23	0.00
Control Delay	15.0	14.5	14.0	13.5	8.7	7.8	7.8	4.2	5.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	14.5	14.0	13.5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

Intersection Summary

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

AM Peak
06/13/2024



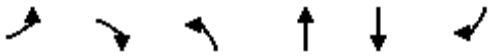
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	45	1	1	1	45	460	10	5	410	5
Future Volume (veh/h)	50	1	45	1	1	1	45	460	10	5	410	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00	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

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

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

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

AM Peak
06/13/2024



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

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

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

AM 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	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

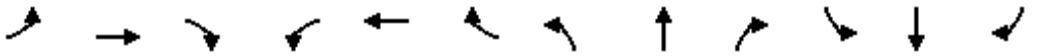
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	449	448	269	443	442	171	268	0	0	176	0	0
Stage 1	270	270	-	172	172	-	-	-	-	-	-	-
Stage 2	179	178	-	271	270	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
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	

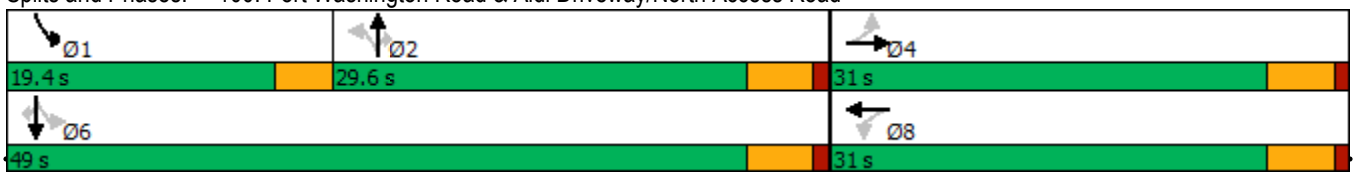
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

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

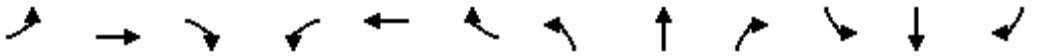


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	35	6	2	62	663	1	1	534	14
v/c Ratio	0.18	0.09	0.02	0.00	0.11	0.29	0.00	0.00	0.22	0.01
Control Delay	15.9	15.1	15.0	15.0	7.9	6.7	7.0	4.0	4.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	15.1	15.0	15.0	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



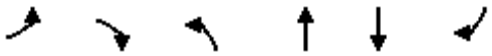
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	30	5	1	1	55	590	1	1	475	20
Future Volume (veh/h)	55	1	30	5	1	1	55	590	1	1	475	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		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

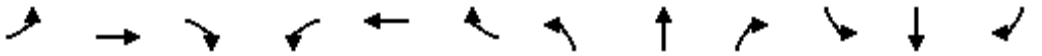
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	391	403	165	365	364	197	164	0	0	235	0	0
Stage 1	166	166	-	198	198	-	-	-	-	-	-	-
Stage 2	225	237	-	167	166	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
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

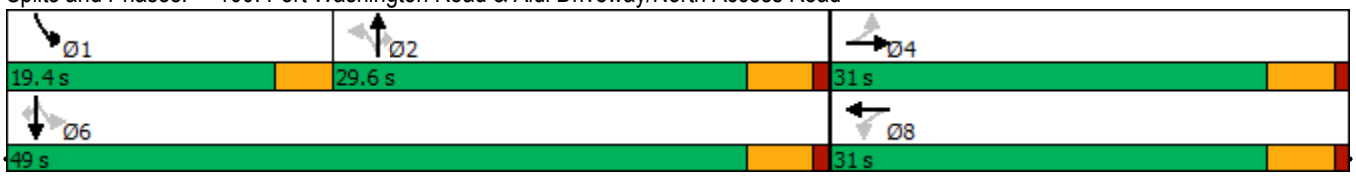
Wed Peak
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	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
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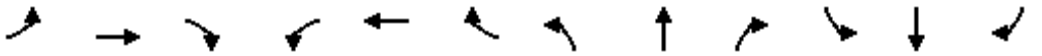


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	13	1	2	37	543	1	1	395	1
v/c Ratio	0.03	0.03	0.00	0.00	0.04	0.17	0.00	0.00	0.12	0.00
Control Delay	13.1	13.2	13.0	13.5	5.1	3.7	6.0	2.0	1.6	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	13.2	13.0	13.5	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



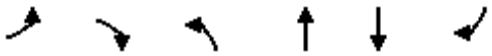
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	10	1	1	1	30	440	1	1	320	1
Future Volume (veh/h)	10	1	10	1	1	1	30	440	1	1	320	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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

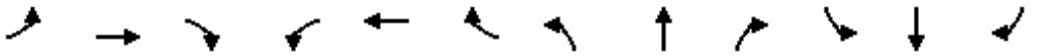
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	232	241	81	216	215	132	80	0	0	157	0	0
Stage 1	82	82	-	133	133	-	-	-	-	-	-	-
Stage 2	150	159	-	83	82	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
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	

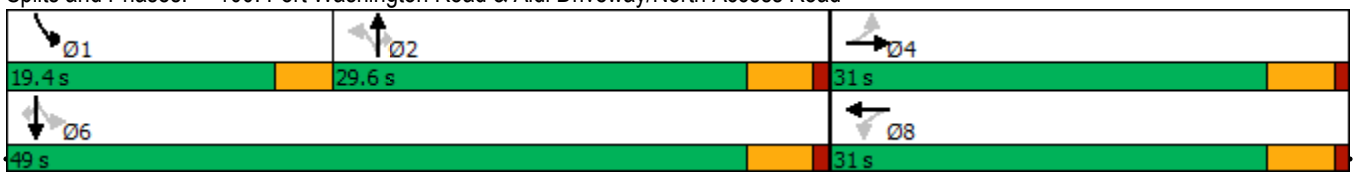
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

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

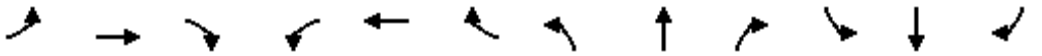


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	19	1	2	29	482	1	1	329	1
v/c Ratio	0.03	0.05	0.00	0.00	0.04	0.17	0.00	0.00	0.11	0.00
Control Delay	14.4	14.6	14.0	14.5	7.0	5.1	8.0	3.0	2.9	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	14.6	14.0	14.5	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



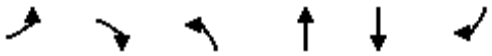
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	15	1	1	1	25	410	1	1	280	1
Future Volume (veh/h)	10	1	15	1	1	1	25	410	1	1	280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.98
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	-	-

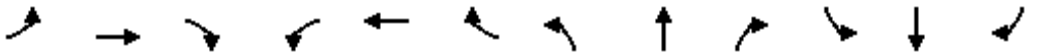
Appendix C
Build Traffic
Peak Hour Analysis Outputs

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	

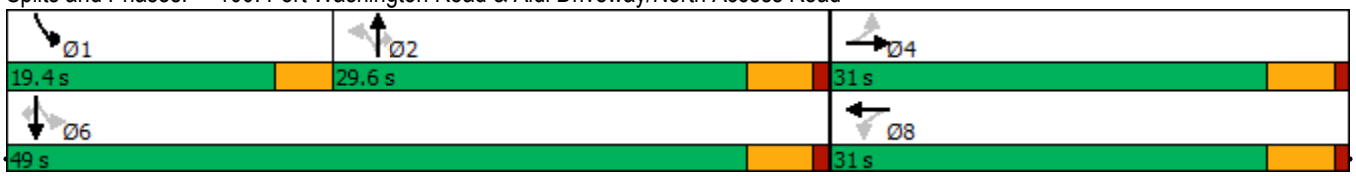
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

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



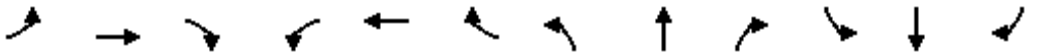
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	53	52	280	52	535	61	483	477	4
v/c Ratio	0.29	0.14	0.16	0.74	0.22	0.56	0.15	0.81	0.24	0.00
Control Delay	23.9	19.9	20.4	35.1	21.9	22.8	19.7	22.3	7.6	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	19.9	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



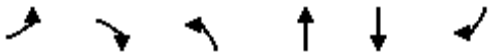
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Future Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	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

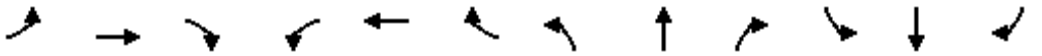
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	508	507	278	505	504	171	280	0	0	176	0	0
Stage 1	279	279	-	222	222	-	-	-	-	-	-	-
Stage 2	229	228	-	283	282	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
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	

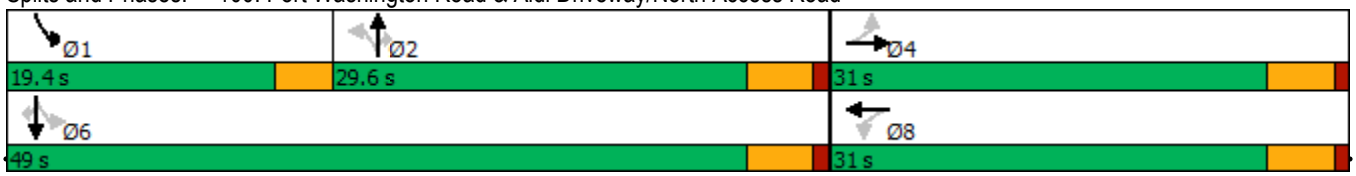
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

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	

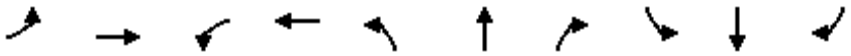
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 58.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
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

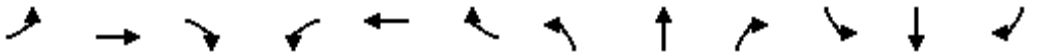


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	35	56	288	62	663	21	202	534	14
v/c Ratio	0.27	0.09	0.16	0.71	0.23	0.58	0.04	0.44	0.29	0.02
Control Delay	21.0	17.2	18.1	30.5	18.7	19.3	15.9	10.3	8.3	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	17.2	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



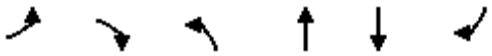
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Future Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		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

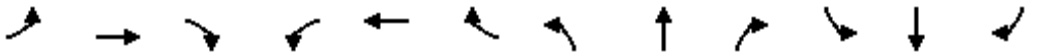
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	424	436	174	404	400	197	176	0	0	235	0	0
Stage 1	175	175	-	222	222	-	-	-	-	-	-	-
Stage 2	249	261	-	182	178	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
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

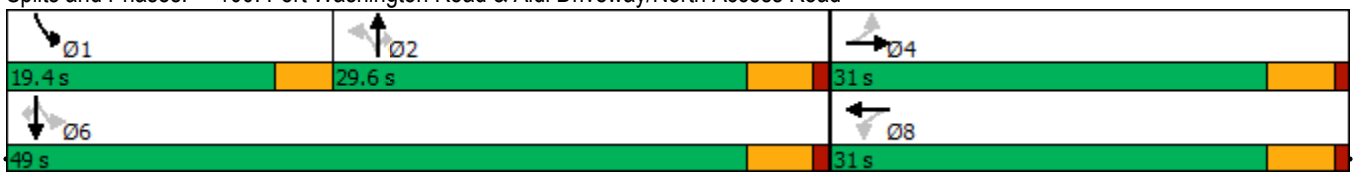
Wed Peak
06/13/2024

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

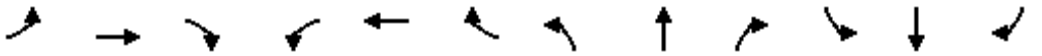


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	13	19	87	37	543	27	247	395	1
v/c Ratio	0.04	0.03	0.06	0.24	0.09	0.37	0.04	0.35	0.15	0.00
Control Delay	17.3	17.3	17.5	18.6	11.2	11.1	10.6	4.9	3.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	17.3	17.5	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



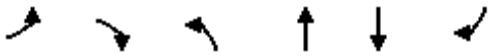
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Future Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	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

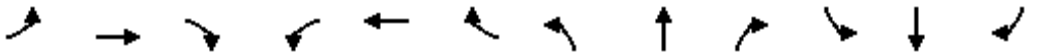
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	264	273	89	248	250	132	91	0	0	157	0	0
Stage 1	90	90	-	157	157	-	-	-	-	-	-	-
Stage 2	174	183	-	91	93	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
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	

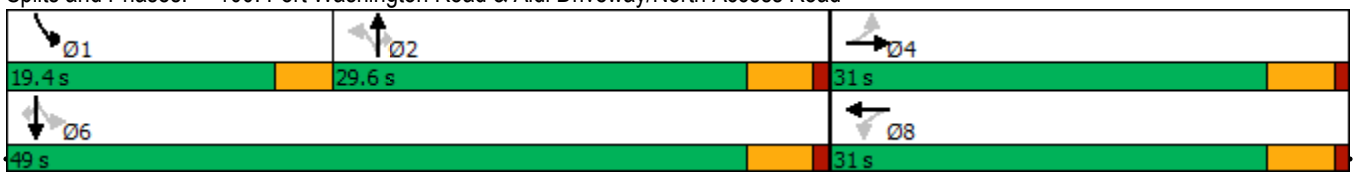
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

Friday Peak
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		15.0	15.0	15.0	7.0	15.0	15.0
Minimum Split (s)	24.0	24.0		24.0	24.0		24.0	24.0	24.0	11.5	24.0	24.0
Total Split (s)	31.0	31.0		31.0	31.0		29.6	29.6	29.6	19.4	49.0	49.0
Total Split (%)	38.8%	38.8%		38.8%	38.8%		37.0%	37.0%	37.0%	24.3%	61.3%	61.3%
Maximum Green (s)	26.0	26.0		26.0	26.0		24.6	24.6	24.6	15.9	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	3.5	5.0	5.0
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	1.5		1.5	1.5		4.0	4.0	4.0	1.5	4.0	4.0
Minimum Gap (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	1.5	2.0	2.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		20.0	20.0	20.0	0.0	20.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		15.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	Min
Act Effct Green (s)	10.4	10.4		10.4	10.4		24.0	24.0	24.0	29.2	31.2	31.2
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.64	0.64	0.64	0.77	0.83	0.83
v/c Ratio	0.03	0.05		0.04	0.07		0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1		14.0	14.2		9.6	7.9	9.3	3.3	2.9	4.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1		14.0	14.2		9.6	7.9	9.3	3.3	2.9	4.0
LOS	B	B		B	B		A	A	A	A	A	A
Approach Delay		14.1			14.1			8.0			3.0	
Approach LOS		B			B			A			A	

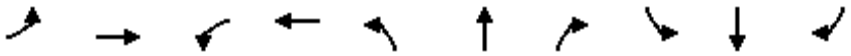
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 37.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis Period (min) 15			

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



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

Friday Peak
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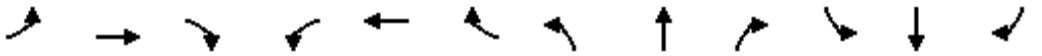


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	19	18	30	29	482	15	118	329	1
v/c Ratio	0.03	0.05	0.04	0.07	0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1	14.0	14.2	9.6	7.9	9.3	3.3	2.9	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1	14.0	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



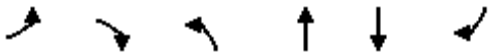
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Future Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	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	

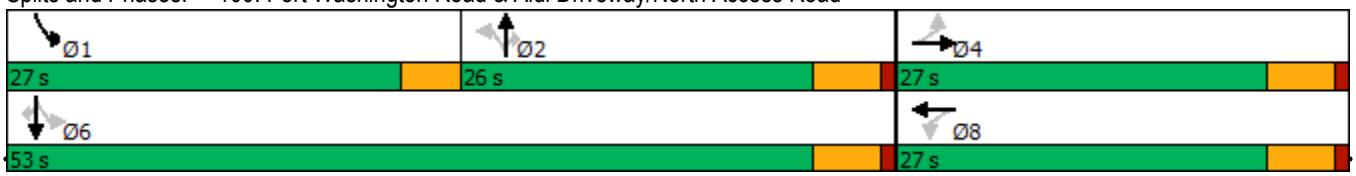
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

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

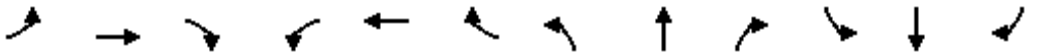


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	53	52	280	52	535	61	483	477	4
v/c Ratio	0.29	0.14	0.16	0.75	0.22	0.58	0.15	0.80	0.24	0.00
Control Delay	25.9	21.6	22.1	37.7	24.4	24.6	21.9	19.5	7.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	21.6	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



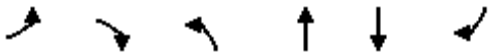
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Future Volume (veh/h)	50	1	45	45	1	240	45	460	85	415	410	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	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

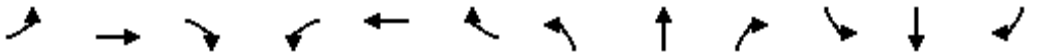
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	508	507	278	505	504	171	280	0	0	176	0	0
Stage 1	279	279	-	222	222	-	-	-	-	-	-	-
Stage 2	229	228	-	283	282	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
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	

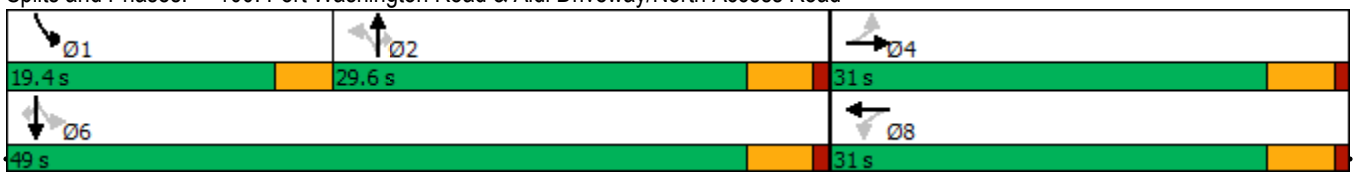
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

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	

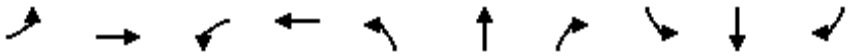
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 58.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
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

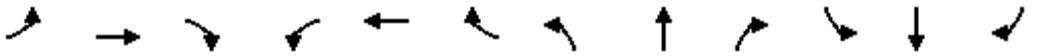


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	62	35	56	288	62	663	21	202	534	14
v/c Ratio	0.27	0.09	0.16	0.71	0.23	0.58	0.04	0.44	0.29	0.02
Control Delay	21.0	17.2	18.1	30.5	18.7	19.3	15.9	10.3	8.3	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	17.2	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



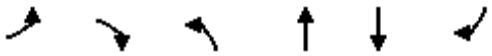
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Future Volume (veh/h)	55	1	30	50	1	255	55	590	30	180	475	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		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			

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

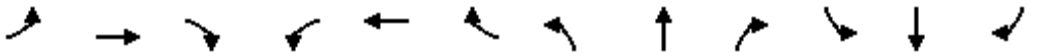
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	424	436	174	404	400	197	176	0	0	235	0	0
Stage 1	175	175	-	222	222	-	-	-	-	-	-	-
Stage 2	249	261	-	182	178	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.14	6.54	6.24	4.14	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.14	5.54	-	-	-	-	-	-	-
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	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	

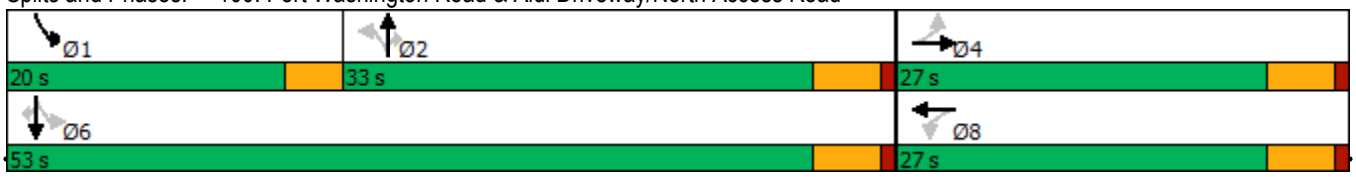
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

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

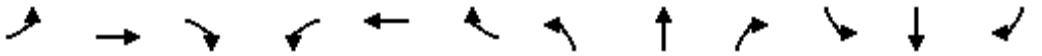


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	13	19	87	37	543	27	247	395	1
v/c Ratio	0.04	0.03	0.06	0.24	0.09	0.37	0.04	0.35	0.15	0.00
Control Delay	17.3	17.2	17.5	18.6	11.3	11.1	10.7	4.9	3.8	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	17.2	17.5	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



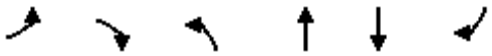
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Future Volume (veh/h)	10	1	10	15	1	70	30	440	35	200	320	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	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

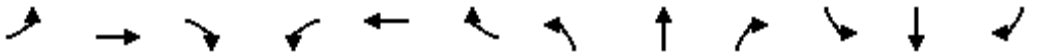
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	264	273	89	248	250	132	91	0	0	157	0	0
Stage 1	90	90	-	157	157	-	-	-	-	-	-	-
Stage 2	174	183	-	91	93	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
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	

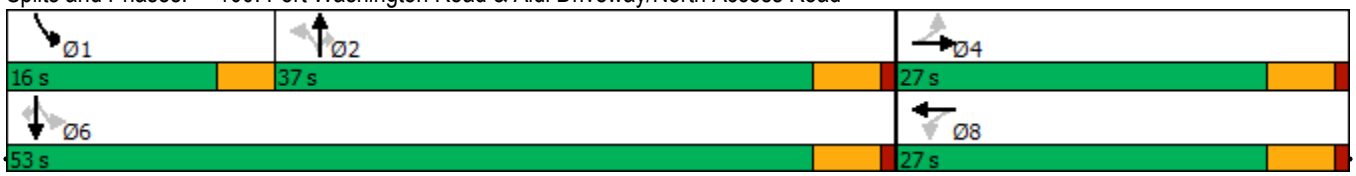
Lanes, Volumes, Timings
100: Port Washington Road & Aldi Driveway/North Access Road

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	

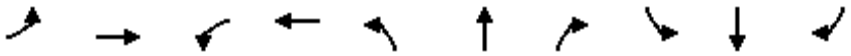
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 37.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay: 6.3		Intersection LOS: A	
Intersection Capacity Utilization 45.8%		ICU Level of Service A	
Analysis 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

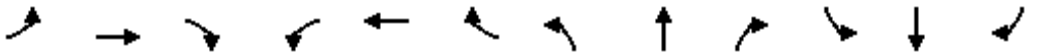


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	12	19	18	30	29	482	15	118	329	1
v/c Ratio	0.03	0.05	0.04	0.07	0.04	0.21	0.02	0.15	0.11	0.00
Control Delay	14.0	14.1	14.0	14.2	9.6	7.9	9.3	3.3	3.0	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	14.1	14.0	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



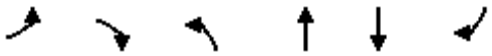
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Future Volume (veh/h)	10	1	15	15	1	25	25	410	20	100	280	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	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

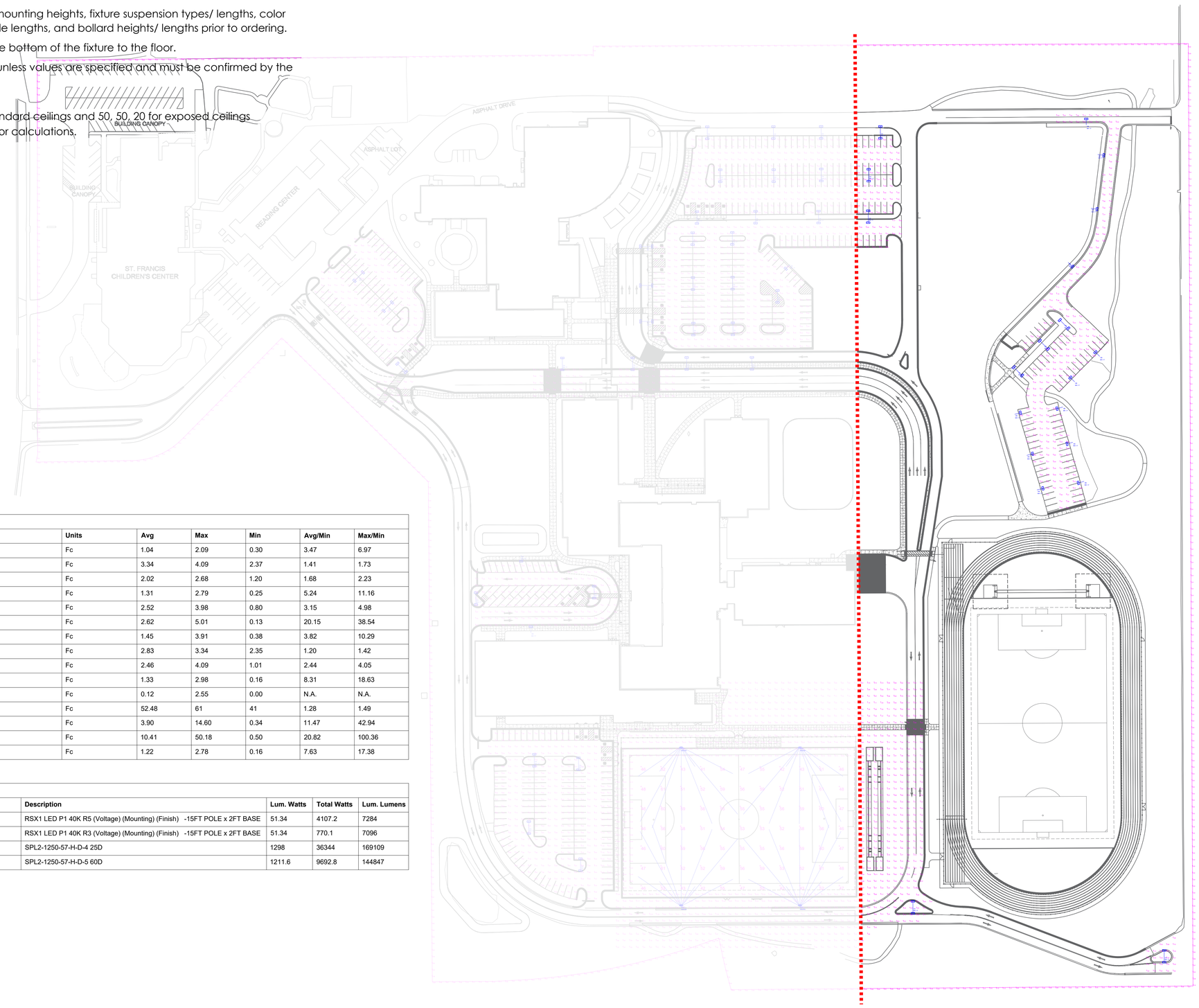
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	155	92	155	179	60	116	0	0	60	0	0
Stage 1	93	93	-	61	61	-	-	-	-	-	-	-
Stage 2	69	62	-	94	118	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical 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	-	-

NOTES:

- Customers are responsible for confirming mounting heights, fixture suspension types/ lengths, color temperature, CRI, linear fixture lengths, pole lengths, and bollard heights/ lengths prior to ordering.
- Mounting height (MH) is measured from the bottom of the fixture to the floor.
- This Lighting layout assumes the following unless values are specified and must be confirmed by the customer prior to ordering.
  - Color Temperature is 4000K
  - Room reflectance of 80, 50, 20 for standard ceilings and 50, 50, 20 for exposed ceilings
  - Wall sconces are mounted at 7 feet for calculations.



Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CROSS WALK - NORTHWEST	Illuminance	Fc	1.04	2.09	0.30	3.47	6.97
CROSS WALK - SOUTH	Illuminance	Fc	3.34	4.09	2.37	1.41	1.73
CROSS WALK - SOUTHEAST	Illuminance	Fc	2.02	2.68	1.20	1.68	2.23
CROSS WALKS - NORTH	Illuminance	Fc	1.31	2.79	0.25	5.24	11.16
NORTH PARKING LOT-1	Illuminance	Fc	2.52	3.98	0.80	3.15	4.98
NORTH PARKING LOT-2	Illuminance	Fc	2.62	5.01	0.13	20.15	38.54
NORTHEAST DRIVES	Illuminance	Fc	1.45	3.91	0.38	3.82	10.29
NORTHEAST PARKING LOT-1	Illuminance	Fc	2.83	3.34	2.35	1.20	1.42
NORTHEAST PARKING LOT-2	Illuminance	Fc	2.46	4.09	1.01	2.44	4.05
NORTHWEST PARKING LOT	Illuminance	Fc	1.33	2.98	0.16	8.31	18.63
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	3.90	14.60	0.34	11.47	42.94
SPILL - AROUND SOCCER FIELD	Illuminance	Fc	10.41	50.18	0.50	20.82	100.36
WEST PARKING & DRIVE	Illuminance	Fc	1.22	2.78	0.16	7.63	17.38

Luminaire Schedule

Qty	Label	Arrangement	LLF	MFR	Description	Lum. Watts	Total Watts	Lum. Lumens
40	OA	BACK-BACK	0.950	LITHONIA	RSX1 LED P1 40K R5 (Voltage) (Mounting) (Finish) -15FT POLE x 2FT BASE	51.34	4107.2	7284
15	OB	SINGLE	0.950	LITHONIA	RSX1 LED P1 40K R3 (Voltage) (Mounting) (Finish) -15FT POLE x 2FT 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

ENTERPRISE
Lighting & Control

#	DATE	COMMENTS

REVISIONS

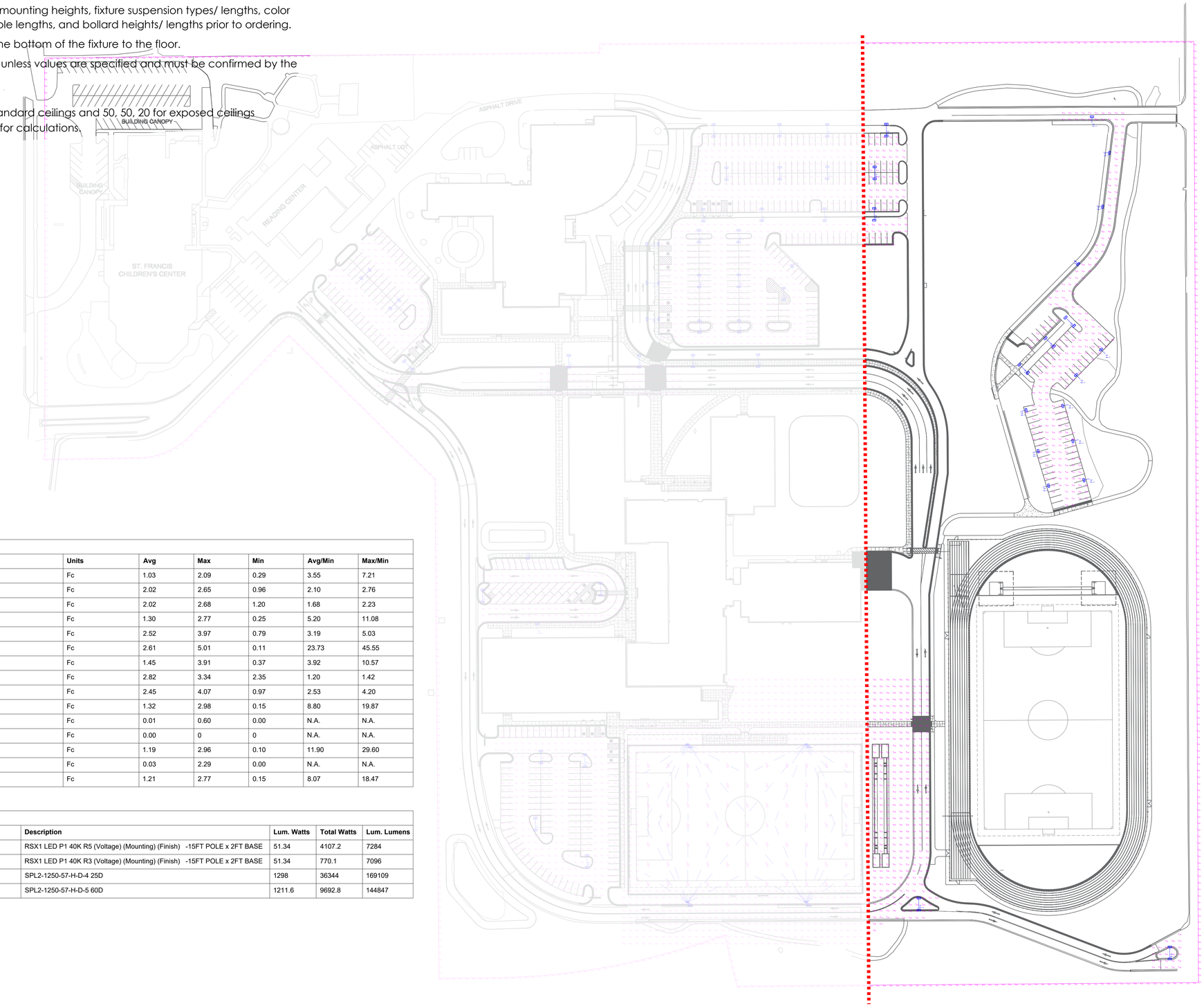
DRAWN BY : DC
DATE : SEP 10, 2024
SCALE : 1" = 75'-0"

ST AUGUSTINE PREP - NORTH SITE
FOX POINT, WISCONSIN
SITE LAYOUT - SOCCER FIELD ON

E1

NOTES:

- Customers are responsible for confirming mounting heights, fixture suspension types/ lengths, color temperature, CRI, linear fixture lengths, pole lengths, and bollard heights/ lengths prior to ordering.
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- This Lighting layout assumes the following unless values are specified and must be confirmed by the customer prior to ordering.
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  - Wall sconces are mounted at 7 feet for calculations.



Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CROSS WALK - NORTHWEST	Illuminance	Fc	1.03	2.09	0.29	3.55	7.21
CROSS WALK - SOUTH	Illuminance	Fc	2.02	2.65	0.96	2.10	2.76
CROSS WALK - SOUTHEAST	Illuminance	Fc	2.02	2.68	1.20	1.68	2.23
CROSS WALKS - NORTH	Illuminance	Fc	1.30	2.77	0.25	5.20	11.08
NORTH PARKING LOT-1	Illuminance	Fc	2.52	3.97	0.79	3.19	5.03
NORTH PARKING LOT-2	Illuminance	Fc	2.61	5.01	0.11	23.73	45.55
NORTHEAST DRIVES	Illuminance	Fc	1.45	3.91	0.37	3.92	10.57
NORTHEAST PARKING LOT-1	Illuminance	Fc	2.82	3.34	2.35	1.20	1.42
NORTHEAST PARKING LOT-2	Illuminance	Fc	2.45	4.07	0.97	2.53	4.20
NORTHWEST PARKING LOT	Illuminance	Fc	1.32	2.98	0.15	8.80	19.87
PROPERTY LINE	Illuminance	Fc	0.01	0.60	0.00	N.A.	N.A.
SOCCER FIELD	Illuminance	Fc	0.00	0	0	N.A.	N.A.
SOUTHWEST PARKING	Illuminance	Fc	1.19	2.96	0.10	11.90	29.60
SPILL - AROUND SOCCER FIELD	Illuminance	Fc	0.03	2.29	0.00	N.A.	N.A.
WEST PARKING & DRIVE	Illuminance	Fc	1.21	2.77	0.15	8.07	18.47

Luminaire Schedule

Qty	Label	Arrangement	LLF	MFR	Description	Lum. Watts	Total Watts	Lum. Lumens
40	OA	BACK-BACK	0.950	LITHONIA	RSX1 LED P1 40K R5 (Voltage) (Mounting) (Finish) -15FT POLE x 2FT BASE	51.34	4107.2	7284
15	OB	SINGLE	0.950	LITHONIA	RSX1 LED P1 40K R3 (Voltage) (Mounting) (Finish) -15FT POLE x 2FT 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

ENTERPRISE
Lighting & Control

#	DATE	COMMENTS

REVISIONS

DRAWN BY : DC
DATE : SEP 10, 2024
SCALE : 1" = 75'-0"

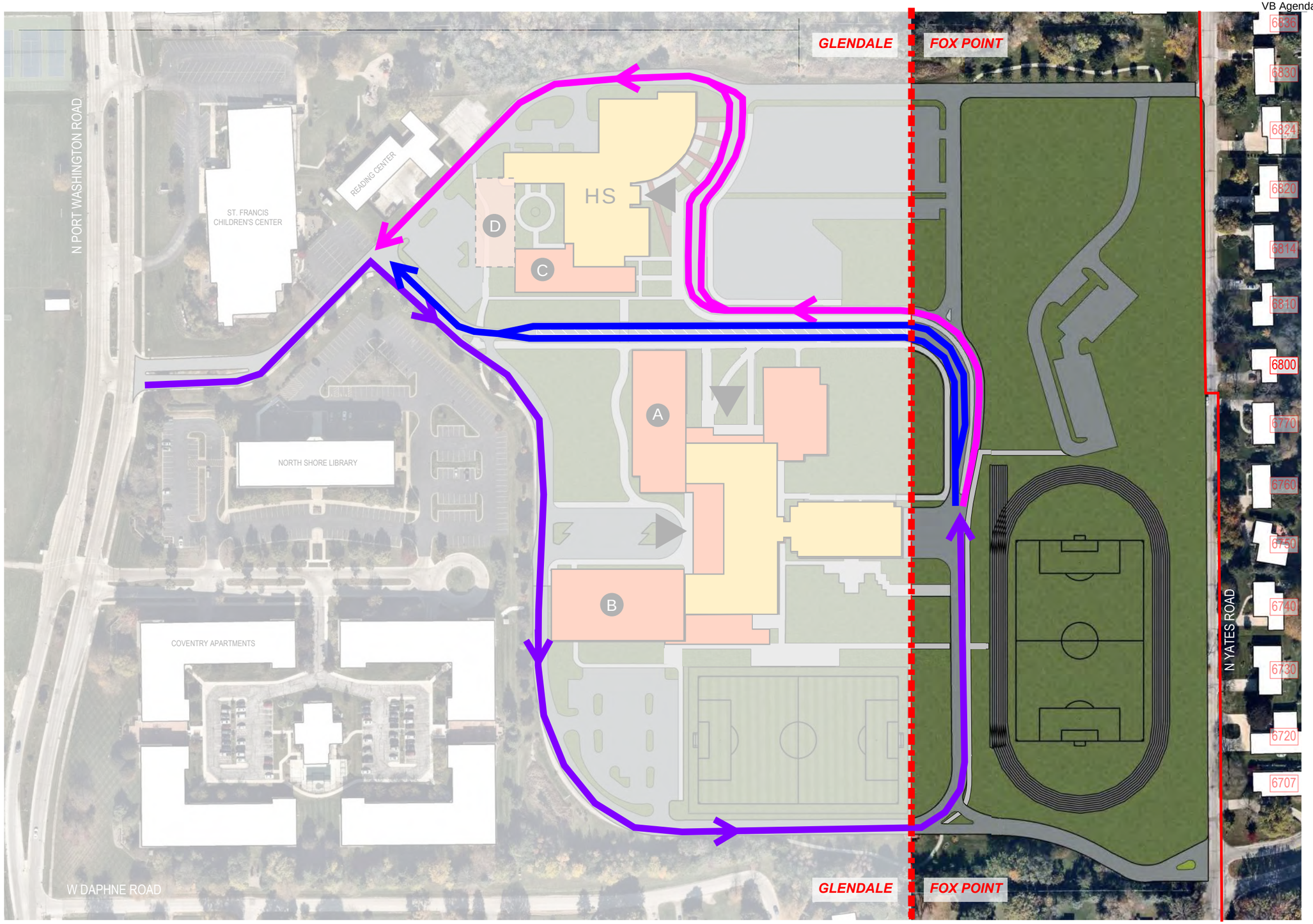
ST AUGUSTINE PREP - NORTH SITE
FOX POINT, WISCONSIN
SITE LAYOUT - SOCCER FIELD ON

E2



NORTH

PROPOSED SITE PLAN (PARTIAL) - DRAWING NOT TO SCALE

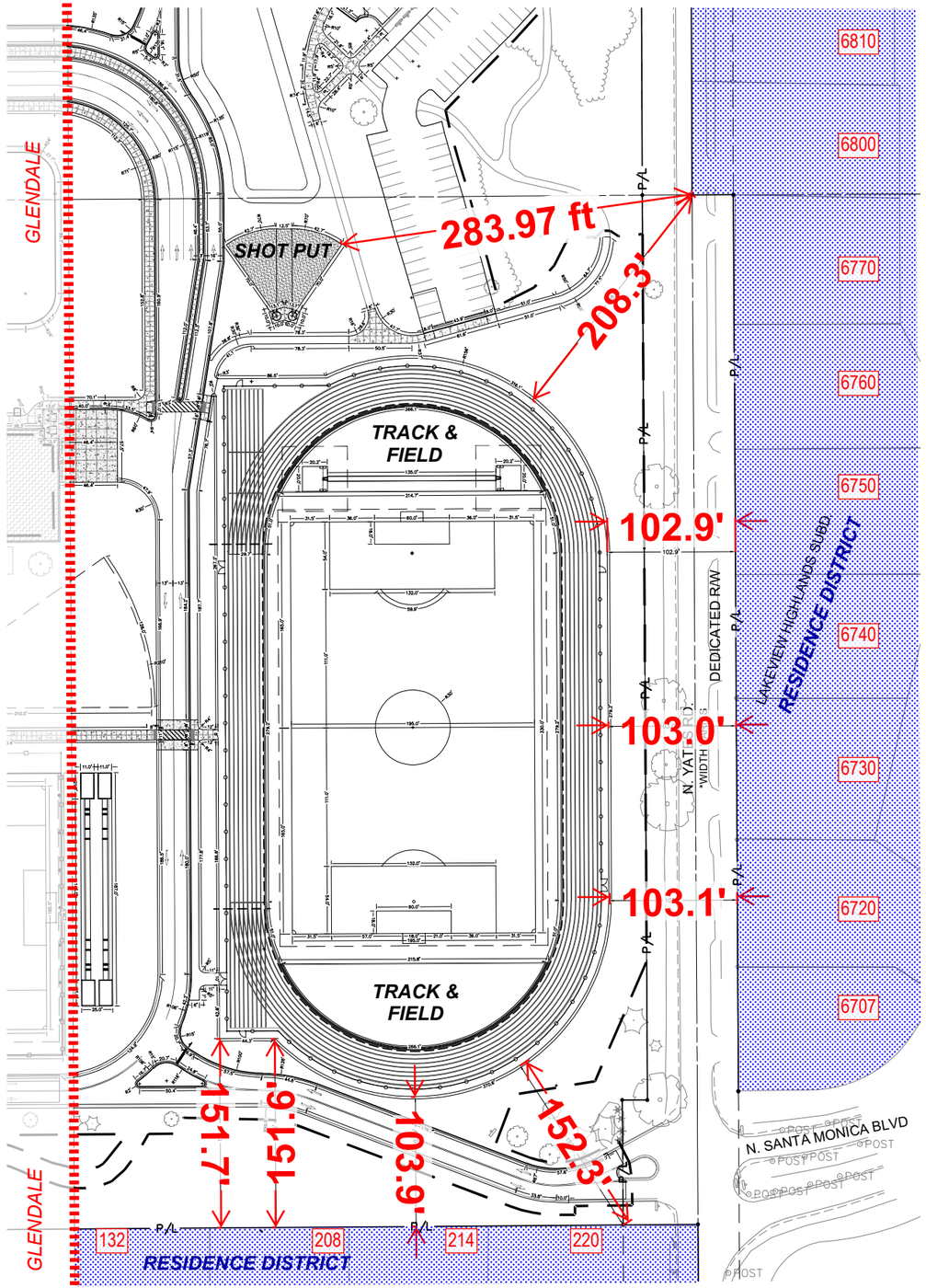


NORTH

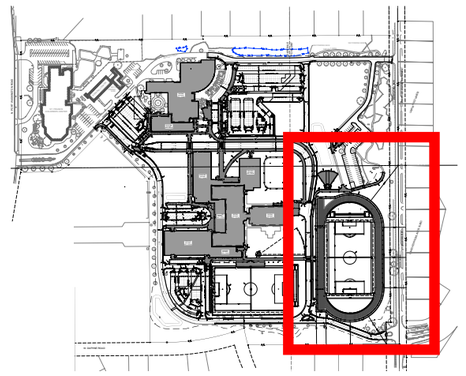
PROPOSED SITE PLAN (PARTIAL) - DRAWING NOT TO SCALE

Village of Fox Point Municipal Code
Section 745-10, F, (2):

Any active use area or structure shall conform to the appropriate open area, height, and front, side and rear setback requirements of the district in which located, provided, however, that in no case shall a swimming pool, athletic field, or game court be permitted closer than 100 feet to an adjoining property line of a property in a residence district.



KEY PLAN



VILLAGE OF FOX POINT - **SET BACK COMPLIANCE** - NOT TO SCALE

N YATES RD

EXISTING PLANTINGS

EXISTING PARKING LOT REMAINING

NEW BERM AND EVERGREEN TREES

TRACK AND FIELD

BIORETENTION BASIN

SHOT PUT

DISCUS

LONG JUMP / TRIPLE JUMP

EXISTING PLANTINGS

FOX POINT

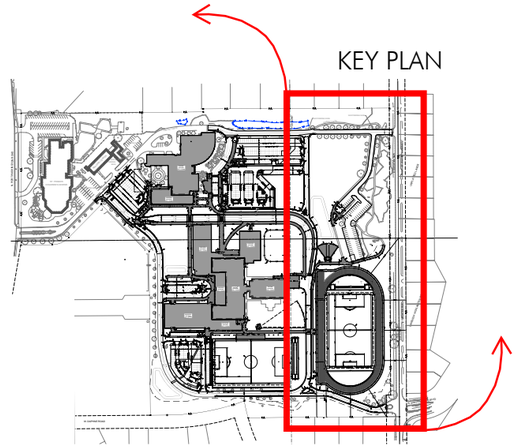
GLENDALE

FOX POINT

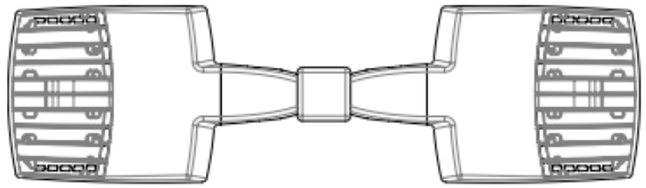
GLENDALE

NORTH

KEY PLAN



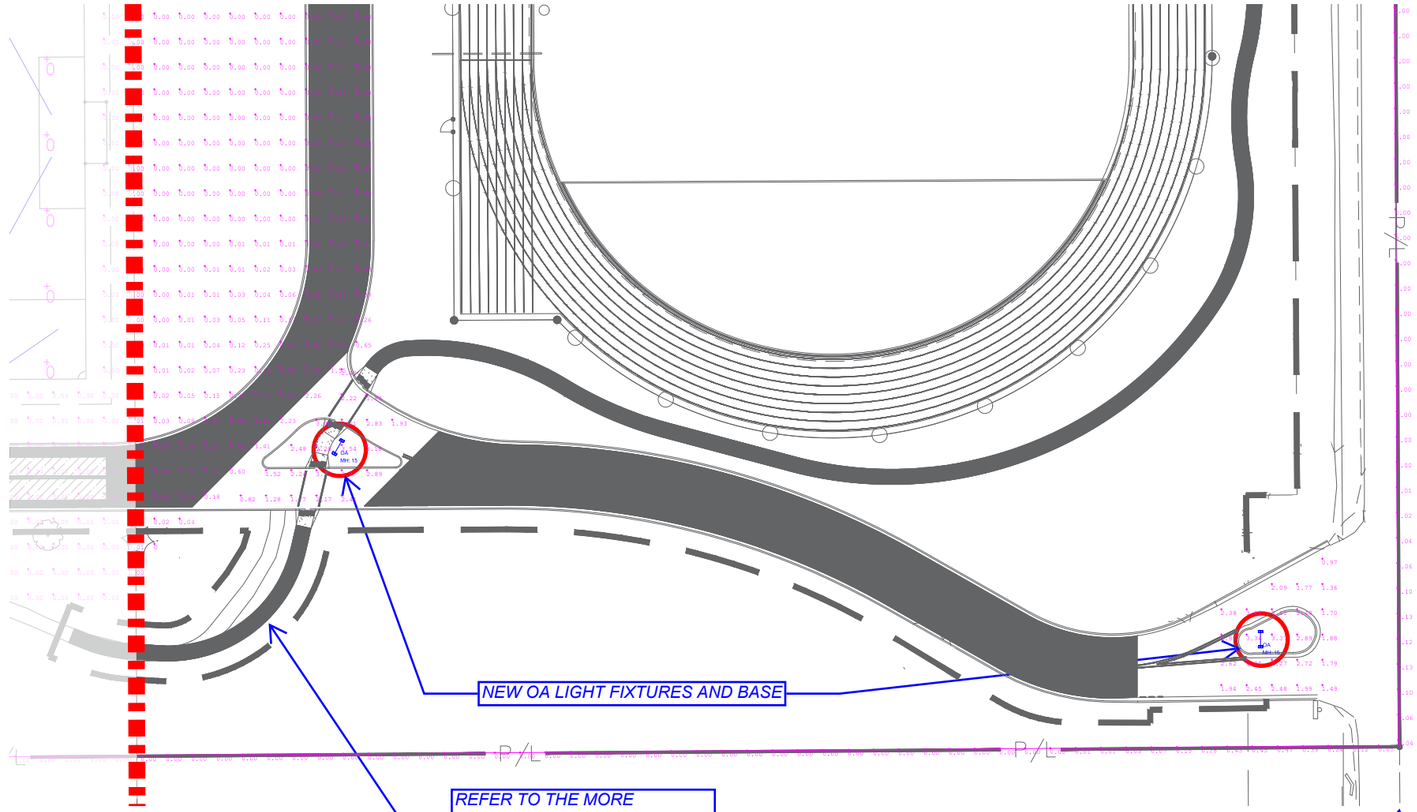
PROPOSED LANDSCAPE PLAN - DRAWING NOT TO SCALE



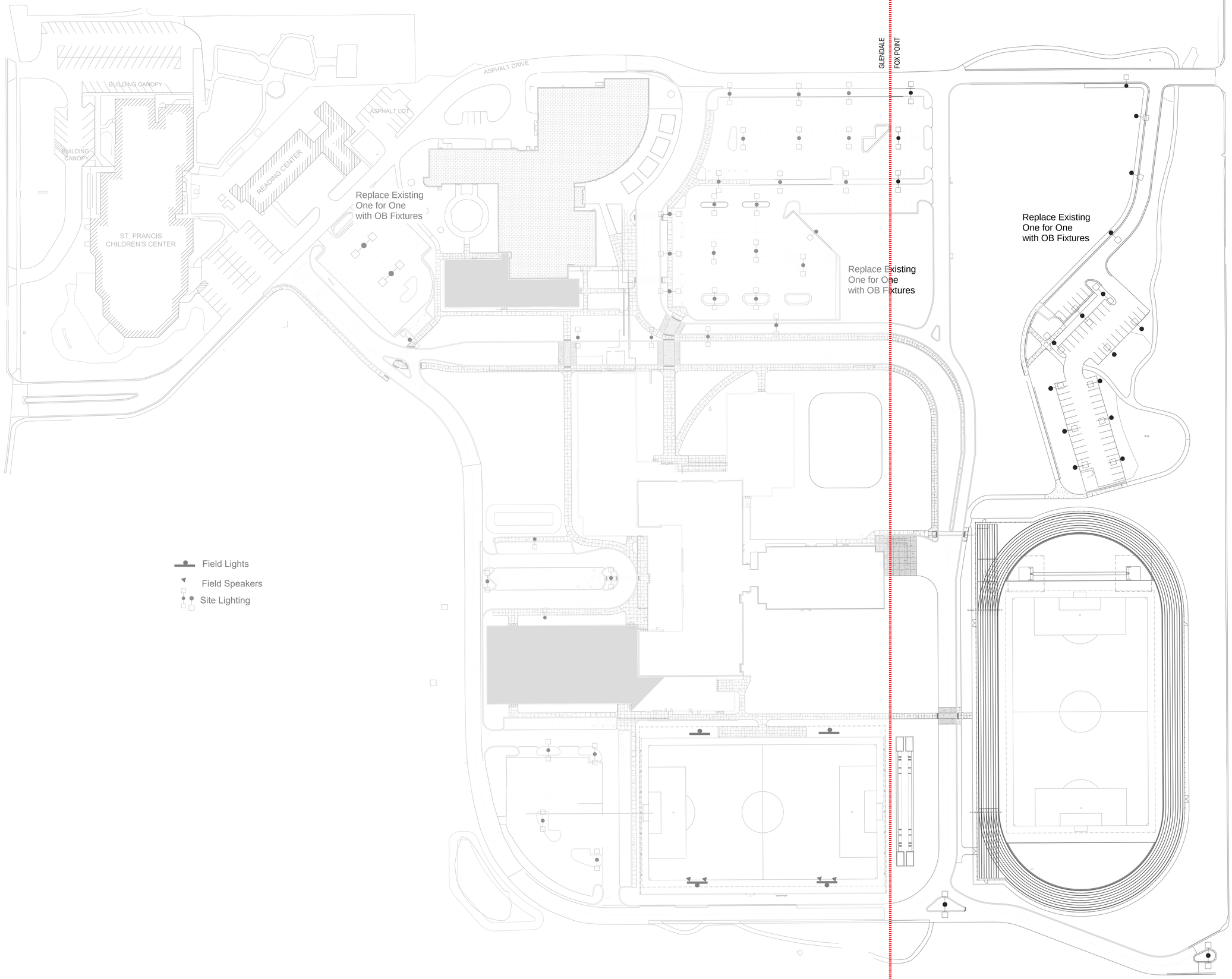
*THE PROPOSED '**OA**' LIGHT POLE IS A 'BACK-TO-BACK' FIXTURE FOR A DOUBLE SIDED CONFIGURATION, AS DEPICTED ABOVE.*

*THE PROPOSED '**OB**' LIGHT FIXTURE ARRANGES ONE LIGHT FIXTURE ON ONE SIDE OF THE POLE.*





ENLARGED PHOTOMETRIC LIGHTING PLAN - NOT TO SCALE



eua
milwaukee | madison | green bay | denver | atlanta

PROJECT INFORMATION

ST. AUGUSTINE PREP - NORTH CAMPUS K-8

6801 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

ISSUANCE AND REVISIONS

DATE	DESCRIPTION

KEY PLAN

REFER TO EXHIBIT E - PHOTOMETRIC LIGHTING PLAN FOR MORE SPECIFICS WITH RESPECT TO THE FIXTURE TYPES AND LIGHT DISTRIBUTION.

SHEET INFORMATION

PROGRESS DOCUMENTS NOT FOR CONSTRUCTION

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

PROJECT MANAGER

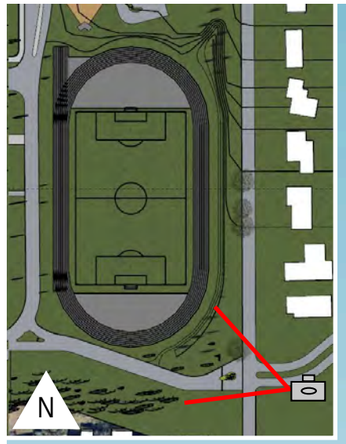
PROJECT NUMBER 2401-6600

SITE

E001

F6

1 2 3 4 5 6 7



THESE IMAGES ARE FOR VISUAL REFERENCE ONLY. SEE CIVIL PLANS FOR SPECIFIC INFORMATION.
THE STEPS SEEN IN THE IMAGES ARE REPRESENTATIVE OF ONE FOOT IN ELEVATION.

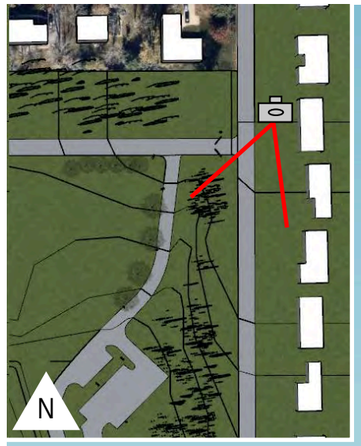
CORNER OF YATES RD AND SANTA MONICA BLVD - LOOKING WEST TOWARDS TRACK



THESE IMAGES ARE FOR VISUAL REFERENCE ONLY. SEE CIVIL PLANS FOR SPECIFIC INFORMATION.
THE STEPS SEEN IN THE IMAGES ARE REPRESENTATIVE OF ONE FOOT IN ELEVATION.



MID-WAY DOWN YATES RD - LOOKING SOUTHWEST TOWARDS TRACK



THESE IMAGES ARE FOR VISUAL REFERENCE ONLY. SEE CIVIL PLANS FOR SPECIFIC INFORMATION.
THE STEPS SEEN IN THE IMAGES ARE REPRESENTATIVE OF ONE FOOT IN ELEVATION.

NORTH DRIVE ON YATES RD - LOOKING SOUTH TOWARDS TRACK



NORTH DRIVE ON YATES RD - LOOKING WEST

Greater Milwaukee FOUNDATION
greater together

September 11, 2024

Fox Point Village Board
c/o Christine Symchych, President
7200 N Santa Monica Blvd.
Fox Point, WI 53217

Dear President Symchych, Members of the Board, and Members of the Plan Commission:

I am writing to express my strong support for the development of the former Cardinal Stritch University property in the Village of Fox Point into the St. Augustine Preparatory Academy North Campus. This project can significantly enhance our community's educational landscape and provide more children with access to high-quality education.

The Greater Milwaukee Foundation has been a pillar in the Milwaukee community for over a century, dedicated to fostering a thriving region. We firmly believe that all children deserve access to high-quality education. By 2026, the St. Augustine Preparatory Academy's North Campus will not only expand educational opportunities to more children across the Milwaukee region's North Shore but also pave the way for a brighter future, building on its record of success.

The St. Augustine Preparatory Academy is both an educational institution and a beacon of community citizenship. Its unique role in the community allows for considering the vibrant, mission-oriented, and future-focused reuse of the former Cardinal Stritch University property, which I understand is significant for the Village of Fox Point and its surrounding North Shore communities.

The foundation believes that the partnership with the St. Augustine Preparatory Academy team will be an excellent stewardship of public trust, furthering our shared goal of providing high-quality education to children and positively impacting the community.

Thank you for your attention to this matter. We deeply appreciate your consideration of this vital project and the value it would bring.

Sincerely,

Greg Wesley
President & CEO

cc: Abby Andrietsch, CEO, St. Augustine Preparatory Academy

Board of Directors Mary Ellen Stanek, Chair · Greg Oberland, Vice Chair · Pedro Colón · DeVona Wright Cottrell · Susan Ela · Thomas W. Florsheim Jr. · Cristy Garcia-Thomas · David Gay · Blaine Gibson · Cecelia Gore · Naryan Leazer · Rebeca López · Derek Mosley · Jim Schleif · Derek L. Tyus · Jacqueline Ward · Gail Yabuki President & CEO Gregory M. Wesley

FENCEROY
120 West Blackhawk Road
Fox Point, WI 53217

September 25, 2024

Fox Point Village Board
c/o Christine Symchych, President
7200 North Santa Monica Boulevard
Fox Point, WI 53217

Dear President Symchych, Members of the Board, and Members of the Plan Commission:

We are writing to express our strong support for the St. Augustine Preparatory Academy (Aug Prep) development in Fox Point. We have been residents of the Village for 13 years. While we understand that some concerns have been raised, particularly around the potential for increased traffic, we believe the long-term benefits of having Aug Prep's North Campus in our community far outweigh these challenges.

While we are fortunate to have high-quality private and public schools in and near Fox Point, not every child thrives in the same environment and offering families diverse educational options strengthens our community. Aug Prep can serve as another high-quality educational option for families seeking K4-12 non-denominational Christian school for their children. In addition, Aug Prep has a proven track record of delivering exceptional educational results and impact on the community, as seen by its South Campus where it has successfully operated for seven years, "which has quickly grown to become one of the top-rated K4-12 schools in Wisconsin. Aug Prep has exceeded or significantly exceeded expectations every year on the State of Wisconsin Department of Public Instruction report card."

While concerns around traffic congestion may be valid, many schools have worked with their communities to implement effective traffic management strategies. With thoughtful planning and collaboration with the Village, we are confident these challenges can be addressed. Additionally, Aug Prep can bring value to the neighborhood by creating jobs, boosting local businesses, and potentially increasing property values. The presence of a reputable educational institution attracts families committed to the community, contributing to the community's overall vitality and long-term growth.

We were saddened to hear about the closing of Cardinal Strich University, which had a rich history of success producing notable graduates and alumni (including my mother). This sadness was replaced by hope when we heard about Aug Prep's development plans. It represents more than just a renovation of land; it will help fill the void left by Cardinal Stritch's closing and presents an opportunity to continue an educational legacy by providing excellent education and enhancing the neighborhood's vibrancy.

We believe St. Augustine Prep will be a tremendous asset to our neighborhood, enhancing educational diversity, and providing additional opportunities for students. We respectfully ask that you support this development and its positive impact on our community.

Thank you for your consideration.

Sincerely,

Noah and Jeannie Fenceroy

Noah and Jeannie Fenceroy
cc: Abby Andrietsch, CEO, St. Augustine Preparatory Academy

memo

To: Scott Brandmeier- Village of Fox Point – Water Utility

From: Jim Voigt – Operations Manager, City Water

Date: October 1st, 2024

Re: Status of Lead Service Line Inventory – Village of Fox Point

---

Project Requirement: in 2023, the United States Environmental Protection Agency promulgated a rule that required all public water utilities to develop and submit a Lead Service Line Inventory. This requirement falls under the EPA's Lead and Copper Rule Revisions.

All public water systems must:

- Submit their initial inventory by Oct. 16, 2024.
- Make their initial inventory publicly accessible by Oct. 16, 2024.
- Submit required information about Inventory methods and completeness, and how the inventory was made publicly available.
- Send consumer notices to all consumers served by service lines classified as lead, unknown or galvanized requiring replacement by Nov. 15, 2024.

Current Status of the Fox Point Inventory: Staff has dedicated hundreds of hours to this project over the last year:

- Village plumbing permits were all inspected by staff, this information was used to populate the Wisconsin DNR template form. The good news is that Village staff since the 1920's was very diligent on requiring and completing plumbing permits. Approximately 75 percent of the public laterals and 60 percent of the private laterals were identified using this method.
- Village water main as laid drawings were inspected by staff. These documents filled in some of the gaps in the LSL inventory.
- Water Meter Install slips were inspected by staff next. The water utility operators have been recording observed private lateral material during meter replacement or repair for over a decade. This information was used to both corroborate existing data, and fill in blanks in the LSL inventory.
- Post Card mailer to unknown accounts. After all the above methods were exhausted, the Village staff developed a customer mailer. This post card included an explanation on the Villages requirement to collect the LSL data for the WDNR, and two QR Codes for customers to scan with their phones with instructions on how to collect and submit the materials data.

If customers were unable to understand how to collect the data, we offered to visit their home and collect this data for them.

Village staff completed the first three steps of the LSL inventory research in March of 2024. At that time there were still a lot of unknown services. (52 public, 780 private). The customer mailer was developed and mailed out to customers about half a dozen times over the summer. As of today, there are only 17 public, and 157 private laterals that are still unknown. Attached is Exhibit A that includes the details on the inventory as of October 1st.

As of today, the utility has identified 88 laterals that are a mix of public and/or private lead.

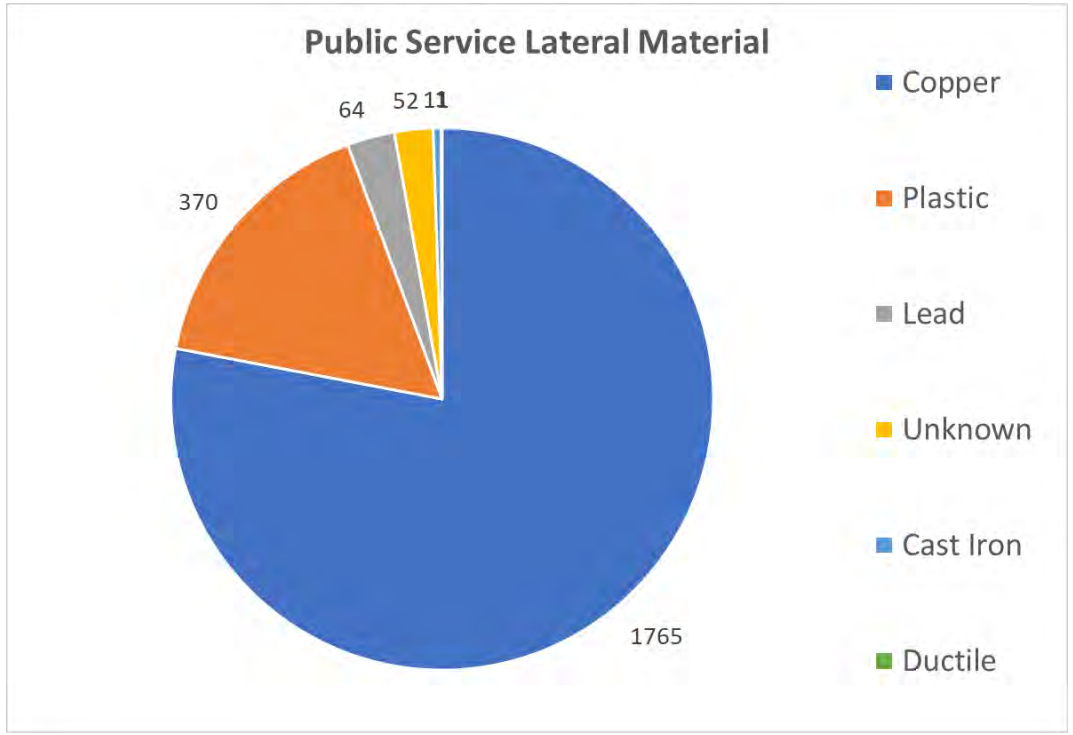
Public	Private	Qty
Lead	Copper	7
Copper	Lead	11
Lead	Lead	50
Plastic	Lead	19
Unknown	Lead	1
	Total	88

Staff has also worked with Ruekert & Mielke of Waukesha Wi to create an interactive water service map for residents and business owners to use. This map will allow customers to click on a parcel and the public/private lateral material will display. The map will be complete and available before the public notification on or before November 15th, 2024.

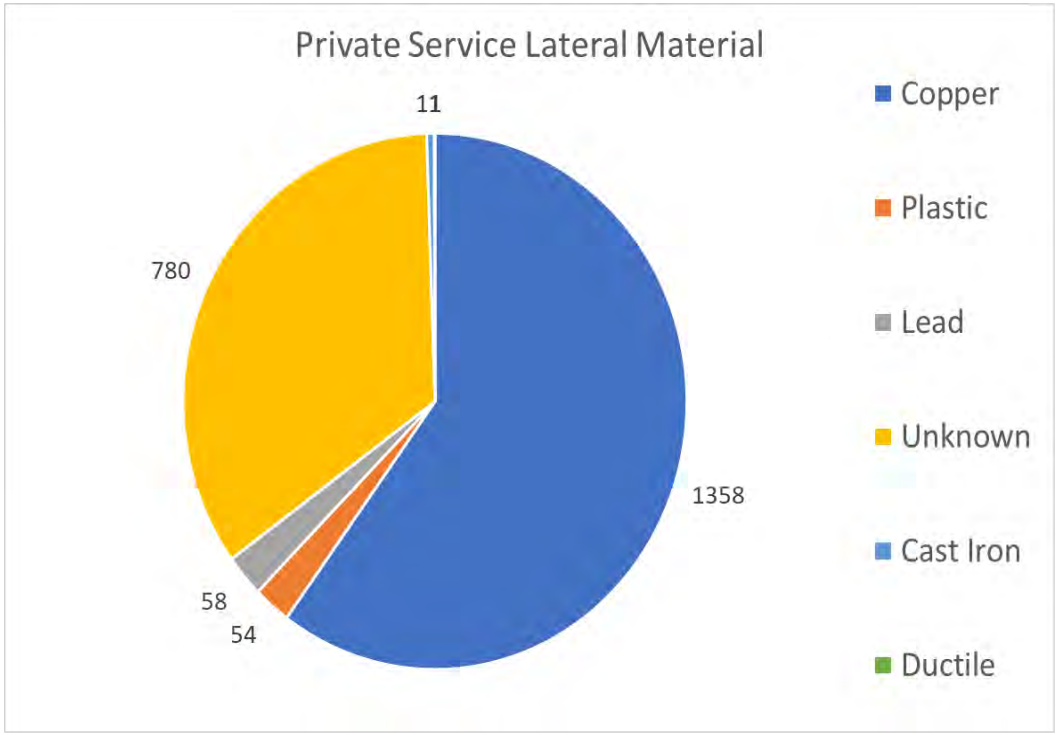
A plan will be developed next year to A) identify the remaining unknown laterals, and B) properly remove the existing public laterals and develop a plan to work with homeowners to remove the private lead laterals identified in the system.

Recommendation: City Water recommends that the Village Board and Village staff submit the current Lead Service Line Inventory before October 16th, along with the two forms identifying "Inventory methods and completeness" and "how the inventory was made publicly available". Village staff should send a letter to all 88 identified lead lateral homes by November 15th notifying them that their home is served via a lead lateral. We also recommend that the interactive map be made publicly available on the Village web site for residents to access, and that a URL be included in the third quarter bills explaining that it can be used to access the interactive lateral service material map.

Fox Point Service Lateral Inventory statistics (March)

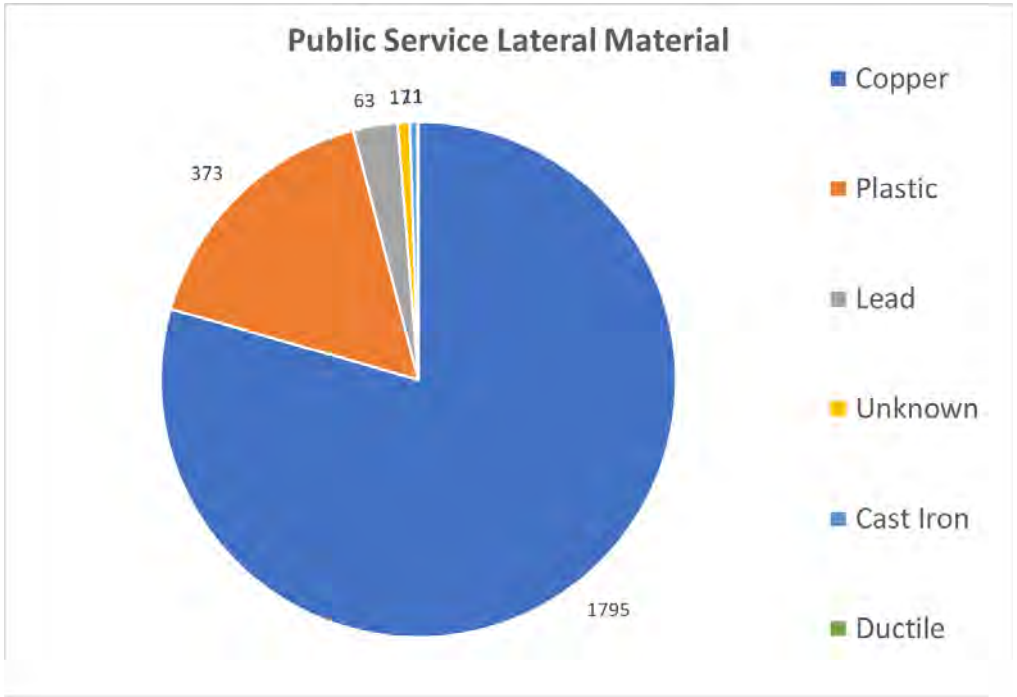


Copper	1765
Plastic	370
Lead	64
Unknown	52
Cast Iron	11
Ductile	1

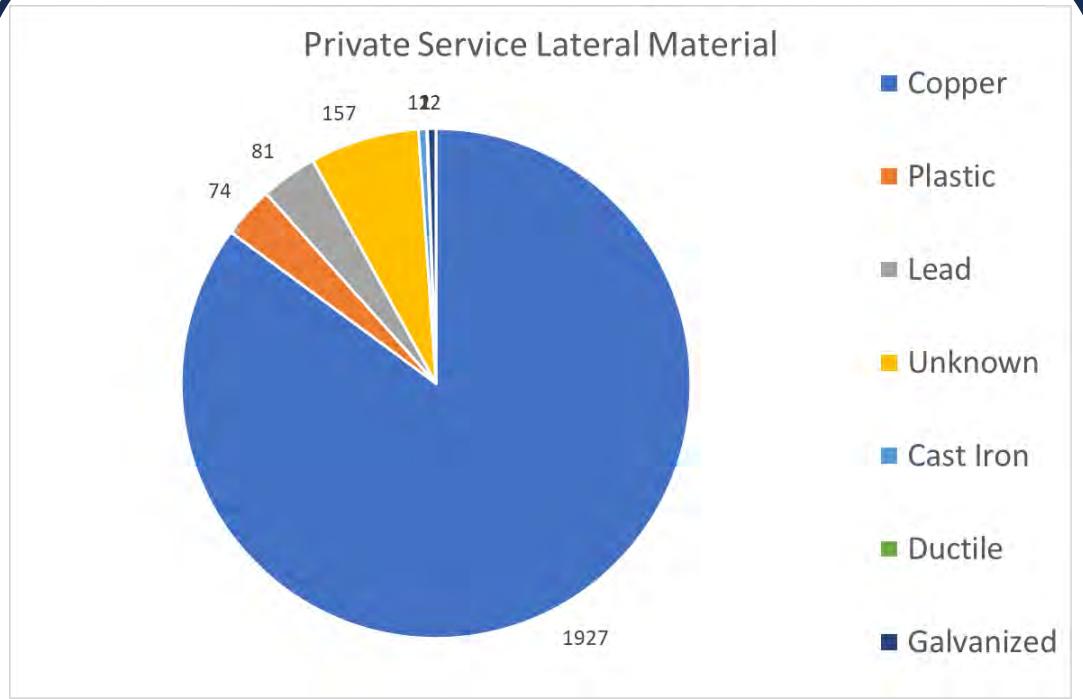


Copper	1358
Plastic	54
Lead	58
Unknown	780
Cast Iron	11
Ductile	1

Fox Point Service Lateral Inventory statistics (October)



Copper	1795
Plastic	373
Lead	63
Unknown	17
Cast Iron	11
Ductile	1



Copper	1927
Plastic	74
Lead	81
Unknown	157
Cast Iron	12
Ductile	1
Galvanized	12

VILLAGE OF FOX POINT
MILWAUKEE COUNTY
WISCONSIN

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

To: Village of Fox Point Village Board

From: Scott Brandmeier, Director of Public Works

Through: Scott Botcher, Village Manager

Date: October 3, 2024

Re: Regent and Bradley Discussion of Four-Way Stop Signs

As completion of the Bradley Road construction project nears, Staff reviewed information related to the installation of the four-way stop signs at Bradley Road and Regent and made the decision to remove them in mid-August. Since that time, a handful of residents and Trustees have reacted to the decision to have the four-way stop sign removed and it has been added for the Village Board to consider.

The decision to remove the four-way stop sign was made only after evaluating why the stop signs were installed in the first place and what their intended purpose was when they were installed. Staff consulted with Chief Freedy and determined that residents along Bradley Road had asked for a stop sign to control the speeds on the road. Chief Freedy noted that stop signs should not be used as speed control and, initially, undertook targeted enforcement. However, there appeared to be continued concerns about the speed on the road. The Village Board, at its February 13, 2018 meeting, noted that Staff should install a four-way stop sign at the intersection of Regent and Bradley for a one-year period and, during that time, the Police Department would collect and analyze data on speed and traffic counts and compare it to the data collected prior to placement of the four-way stop sign.

At the May 2019 Village Board meeting, Chief Freedy presented a report to the Village Board which noted that the four-way stop was not effective in controlling the speeds. His report, which is included as an attachment, noted that the 50th and 85th percentile speeds remained unchanged and the average speed decreased negligibly by about 0.3 miles per hour. The Village Board then suggested that the intersection be a two-way stop and that radar feedback signs be installed.

While it was the intent to remove the four-way stop signs earlier, Staff had determined that the most logical time to remove the four-way stop would be during construction of Bradley Road. Initially, construction was scheduled for 2022 but was delayed due to budgetary reasons to 2024. Leading up to the project, Staff held a number of public information meetings (PIMs) and had noted that the four-way stop signs may be removed but that more research would be performed on the history of their installation and whether their placement was warranted before removing them.

Prior to directing the removal of the four-way stop sign at Regent and Bradley, Staff not only took into consideration the information provided to the Village Board in 2018 and 2019 but evaluated the decision in light of the intersection traffic study performed in 2023 at Santa Monica and Bradley and Santa Monica and Calumet.

Similar to the request for a four-way stop at Regent, residents reached out to Staff requesting a four-way stop at Calumet and Santa Monica and Bradley and Santa Monica. The Village commissioned TADI to perform the intersection traffic study, at a cost of approximately $6,000, which found that none of the traffic warrants in the Manual on Uniform Traffic Control Devices (MUTCD) Section 2B.07 were met which would justify the placement of four-way stop signs at either of these intersections. The traffic warrants include the following:

- Where traffic signals are justified, the multi-way stop is an interim measurer that can be installed while arrangements are made for installation of the traffic signal.
- Five or more reported crashes have occurred in a 12-month period that are susceptible to correction by a multi-way stop installation.
- All-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- All-way stop control should be considered when, for each of the same eight-hours, the average volume on the major street approaches (Bradley Road) is greater than 300 vehicles per hour and the average volume on the side street approaches (Regent Road) is greater than 200 vehicles/pedestrians/bicycles per hour.
- If none of the criteria are met but the second, third and fourth bullet points are satisfied to 80 percent of the minimum values).

Given that the traffic volumes on Regent Road are less than the traffic volumes on Santa Monica, Staff arrived at the professional opinion that none of the traffic warrants would be met at Regent and Bradley. As a result, and considering the data previously presented to the Village Board (namely, that installation of the four-way stop did not change the speed on Bradley Road), Staff directed removal of the four-way stop.

As the Village Board considers placement of a four-way stop at Regent and Bradley, it should do so in light of its prior determinations and the intersection traffic study performed in 2023. Directing Staff to install a four-way stop sign at Regent and Bradley should only be done after completion of a traffic intersection study, performed when the road has been open to through traffic, which documents that the warrants are met to justify placement.



POLICE DEPARTMENT

VILLAGE OF FOX POINT

REPORT TO THE VILLAGE BOARD

FOLLOW-UP REPORT REGARDING CITIZEN CONCERNS RELATED TO VEHICLE SPEED | WEST BRADLEY ROAD

MAY 2019

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BACKGROUND / HISTORY

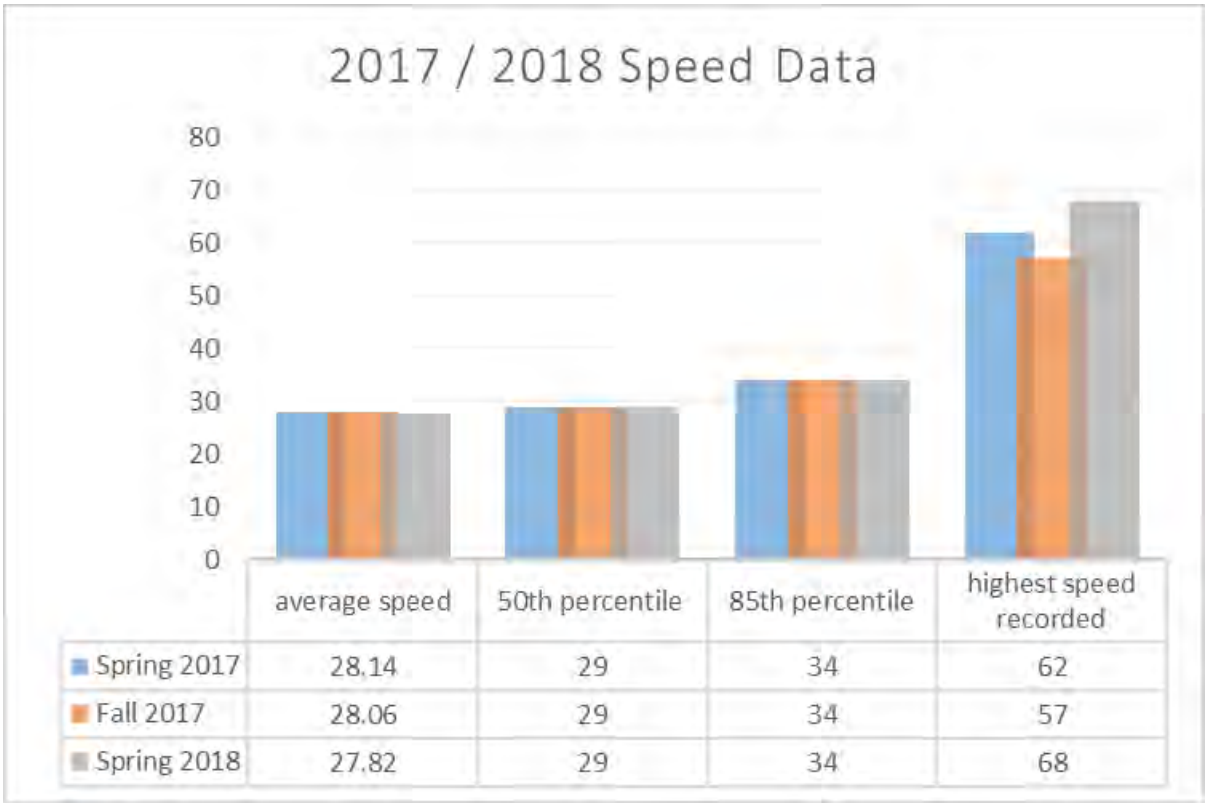
A common concern for any municipality, regardless of size or location, is the concerns expressed by citizens about cars speeding within the neighborhood. In response to these concerns, municipalities engage in traffic studies, engineering reviews and exploration of other traffic calming opportunities in an effort to streamline the flow of traffic while creating an environment that is safe for all people using the roadway.

The Village of Fox Point received repeated concerns from residents on East Bradley Road of vehicles speeding at various times of day and requested the Village Board take action to correct the problem. The immediate response to these reports was to increase traffic enforcement, both directed and random, however the residents and staff recognized that an officer can not be stationed on Bradley Road indefinitely.

TRAFFIC SPEED STUDY

In order to properly deploy personnel for enforcement and educational traffic contacts (warnings), data must be collected to identify the time of day that the greatest number of violations occur. Data was collected utilizing a mobile speed data trailer beginning in the spring of 2017 to identify when violations were occurring and data collection was repeated each spring and fall since then to gather comparative data. The speed data trailer was parked in the 300 block of West Bradley Road facing eastbound to collect data on traffic travelling west.

The data is listed below with average speed identified, along with the 50th percentile and the 85th percentile from the traffic readings in 2017 and 2018.



	average speed	50th percentile	85th percentile	highest speed recorded
Spring 2017	28.14	29	34	62
Fall 2017	28.06	29	34	57
Spring 2018	27.82	29	34	68

LAW ENFORCEMENT RESPONSE

As a law enforcement agency, one of the primary methods used to control vehicle speed and improve safety is the use of directed enforcement. Through directed enforcement activities, officers will be deployed in areas where frequent offenses are identified and vehicles are stopped who are in violation of the speed laws.

The use of directed enforcement provides several advantages, including having an impact on driver's behavior without the municipality altering the roadway and may increase awareness to other drivers. However, the use of directed enforcement is limited by personnel availability and may cause the offending traffic to divert to another roadway if enforcement activity is scripted / timed, while continuing to have drivers violate during non-enforcement time periods.

Based on the data collected, officers are deployed during times identified as high incidences of speed violations. These directed enforcement activities are in addition to random speed enforcement activities conducted by officers on patrol assignments.

CITIZEN CONCERN / REQUEST

Although officers engaged in directed enforcement and random speed traffic enforcement activities, the residents in the area continued to observe violations of the speed limit and requested additional actions to mitigate the problem. As a result, a stop sign was erected at the intersection of East Bradley Road and North Regent Road which would remain in place for a period of one (1) year as a means of reducing vehicle speed.

IMPACT OF STOP SIGN AS A SPEED CONTROL DEVICE

Stop signs are not recommended as a speed control device by the Manual on Uniform Traffic Control and Direction (MUTCD), which is corroborated by numerous other traffic programs.

The Cornell University Local Roads Program answers the question, "Why are stops signs not recommended for speed control?"

> The placement of one or more stop signs to slow traffic will often have the opposite effect. Drivers will go faster between the signs to make up for "lost" time. In addition to speeding, the drivers will need to accelerate and decelerate for each sign. A constant vehicle speed is generally safer for both vehicles and the others users along a highway.

The Institute of Transportation Engineers reviewed the placement of stop signs as a speed control device and wrote the following;

> Numerous studies have shown that stop signs are relatively ineffective as a speed control measure, except within 150 feet of the intersection. At the point of installation, speeds are reduced, but the effect on traffic approaching or leaving the stop-controlled intersection is negligible. In fact, some motorists actually increase their speed to make up for the "inconvenience" of stopping or disregard the stop signs. Studies show that more than 50% do not stop.

A study conducted in Boulder, Colorado, demonstrated that the 85th percentile speed and mean speeds on 25 mph and 35 mph roads were greater in areas that were controlled by stop signs.

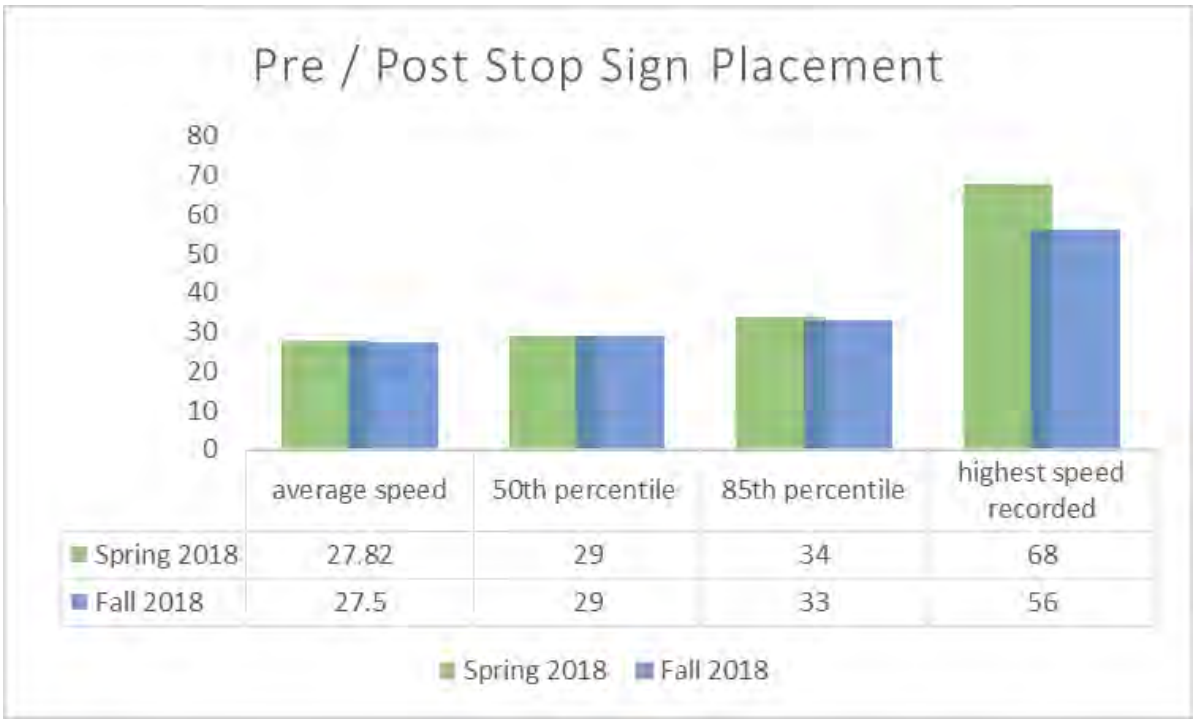
Studies in various California cities showed a slight increase, or no change, in vehicle speeds after the installation of stop signs.

While the request for stop sign installation leads all resident requests for speed control measures, it must be emphasized that studies have proven there is little or no effect on vehicle speeds in residential road networks after installation.

REGENT ROAD STOP SIGN

In response to the concerns expressed by the residents in the vicinity of North Regent Road and East Bradley Road, a stop sign was erected, on a temporary basis, to evaluate the impact on speeding vehicles in the area. *(Prior to the installation of the stop sign, the number and severity of traffic accidents did not warrant the installation of the sign as outlined int eh MUTCD).*

The stop sign was placed in May of 2018 and traffic data listed below shows pre-placement and post placement speed data. *(A complete record of the data, including repeated data collection since 2017 is included in the Raw Data section of the report.)*



After a period of one (1) year, the data collected is consistent with the findings of other traffic studies and the findings of the MUTCD that a stop sign does not reduce vehicle speeds in an area. The police department did not receive any citizen reports or comments further supporting the placement of the stop

sign; however, was contacted by one resident who complained about the increased noise from braking and accelerating vehicles.

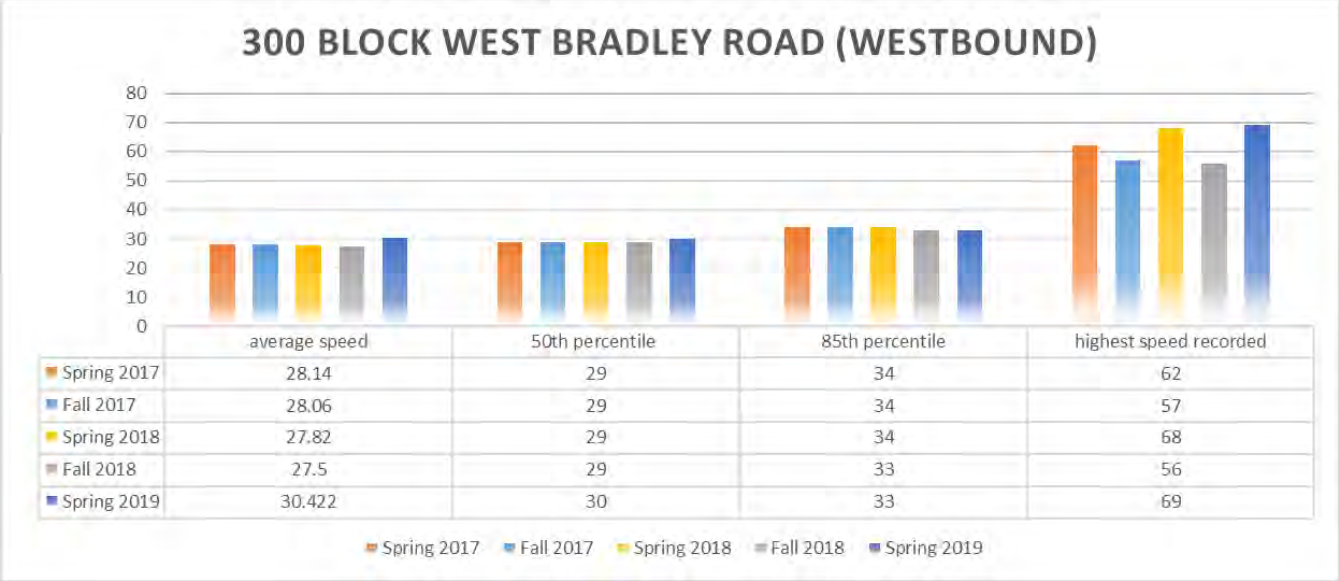
RECOMMENDATIONS

As an alternative calming method, the police department has made a request to the village board, through the capital budget, to purchase radar feedback signs which would be installed to provide continuous information to drivers on the road. The current request for equipment will allow for semi-permanent placement on East Bradley Road and semi-permanent placement on West Calumet Road. These locations are identified due to road traffic volume and data collected which indicates these residential streets serve as major collectors in the village.



RAW DATA

	Spring 2017	Fall 2017	Spring 2018	Fall 2018	Spring 2019[1]
Average Speed	28.14	28.06	27.82	27.5	30.422
50th percentile	29	29	29	29	30
85th percentile	34	34	34	33	33
Highest speed recorded	62	57	68	56	69
Total Readings	10348	11638	7411	10899	8934



[1] Spring 2019 data was collected immediately following the closure of Calumet Road and the increased speeds may be attributed to the change in traffic patterns. Additional data collection is necessary to identify specific causes.

VILLAGE OF FOX POINT

VILLAGE BOARD MEETING MINUTES

MAY 14, 2019

Four-way Stop Sign at Bradley and Regent Roads

Police Chief Chris Freedy gave a status report on the ndings of the four-way temporary stop sign placed at the inters on of Bradley Road and Regent Road. (On February 13, 2018, the Village Board took n to place a temporary four-way stop sign at the interse n, to be revisited in one year.)

Police Chief Chris Freedy noted, in general, that the data maintained some consistency in the average speed in the 50th percen e and the 85th percen e pre and post stop sign placement. There were no sign ant changes. Based on the data informa the Village Manager and Police Chief Freedy are recommending the add onal installa of radar feedback signs on a semi-permanent basis.

Andrew Elmer, 101 E Bradley Road

Mr. Elmer stated he didn't feel the signs would be e e e, although he appreciates the recommenda for the stop signs and the add onal tr c calming measure. The bushes on the southeast corner become problema visually for northbound tr c. Mr. Elmer has three young children and safety is important.

Fox Point Police Sergeant Brouwer

Sergeant Brouwer commented on his knowledge of one accident of a west bound vehicle on Bradley and a northbound vehicle on Regent prior to the signage approximately three years ago. Sergeant Brouwer is not aware of any four way stop accidents

There was notable concern regarding the bushes that obscure the view of the inters n.

The Board suggested to sta a two-way stop sign at Bradley and Regent Roads and, in add on, the radar feedback sign installa on.

**** Copied from posted village board meeting minutes***
https://villageoffoxpoint.com/AgendaCenter/ViewFile/Minutes/_05142019-719

VILLAGE OF FOX POINT
VILLAGE BOARD MEETING
TUESDAY, FEBRUARY 13, 2018

Consideration of Stop Sign at Bradley and Regent Roads

Village Manager Scott Botcher stated a four-way stop sign will be installed at Bradley and Regent Roads for an approximate one-year test time period. The village will collect data and analyze prior to the placement and following the placement of the stop sign at the intersection; this will be revisited in one year.

Elizabeth Aelion, 210 W Bergen Ct.

Ms. Aelion asked the village board to continue collecting data on the other streets that were also analyzed while collecting data on Bradly and Regent Roads to observe whether there are shifts in the traffic patterns while the four-way stop sign is tested for the one-year period.

Dr. Thomas Chelimsky

Dr. Thomas Chelimsky inquired on what data is being collected and how will the village board will determine if the four-way stop sign at the intersection of Bradly and Regent Roads will become permanent.

Andrew Elmer, 101 E Bradley Road

Mr. Elmer's opinion is a significant speed decrease will be in the areas directly adjacent to the area by the stop signs. Further down the roads this may not make a difference. He noted this may not be a long-term solution. Mr. Elmer is in full support of testing the stop sign to slow the speed of drivers.

***** Abstract copied form the Board minutes, February 13, 2018.***
https://villageoffoxpoint.com/AgendaCenter/ViewFile/Minutes/_02132018-614