CITY OF GLENDALE
5909 North Milwaukee River Parkway
Glendale, Wisconsin 53209

The Plan Commission Meeting Will be In-Person.
Attendance via ZOOM Virtual Meeting is Available as Well.

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AGENDA—PLAN COMMISSION MEETING

Tuesday, July 6, 2021
6:00 p.m.

1. Roll Call and Pledge of Allegiance.

2. Adoption of Minutes of Meeting held June 1, 2021.

3. 6:00 p.m. Public Hearing. Petition to Rezone, 6076 and 6100 North Port Washington Road (Tax Parcels 163-8993-000 and 163-8992-000). Request submitted by Keyhan Z. Sheikholeslami (Ogden Cleaners) to rezone 6076 North Port Washington Road property from B-1, F2 District to B-1, F1 District. Also, the City of Glendale is initiating the rezone of 6100 North Port Washington Road (Valvoline Instant Oil Change) from B-1 F2 District to B-1, F1 District. The proposed B-1, F1 District zoning classification will permit specialty retail uses in addition to the existing permitted uses.

   a. Public Hearing pertaining to the proposed rezoning for 6:00 p.m., Tuesday, July 6, 2021. Review and Recommend approval to Common Council.

4. Referral from Common Council. Petition to Rezone, 5201 North Port Washington Road (Tax Parcels 196-9000-001). Request submitted by Chick-fil-A to rezone 5201 North Port Washington Road property from B-1, B District to PD-Planned Unit Development-Chick-fil-A Fast Service Drive-In Service Only District.

   a. Initial presentation to the Plan Commission and Schedule Public Hearing pertaining to the proposed rezoning for 6:00 p.m., Tuesday, August 10, 2021.

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5. New Business
   a. Plan Commission Site Plan Change and Use and Occupancy Review, 6333 and 6343 North Green Bay Avenue. Review and approve proposed site plan change to create a parking lot within the 6343 North Green Bay Avenue property that will be connected to the parking lot within the 6343 North Green Bay Avenue property, parking use for the 6343 North Port Washington Road property (The Brick Pub and Grill).
   b. Plan Commission Site Plan Review, 700 West Lexington Boulevard, Bavarian United Soccer Club. Review and approve proposed site plan change to convert the southeast field (Ramon Field) from natural grass turf to artificial grass sport turf with marginal changes to the existing surrounding parking, and proposed field lighting to replace the existing antiquated field lighting.
   c. Plan Commission Concept Review, 6030 North Green Bay Avenue, Lupient KIA. Review and input pertaining to proposed concept for KIA brand façade enhancements.
   d. Next Plan Commission Meeting 6:00 p.m., Tuesday, August 10, 2021 (rescheduled due to the National Night Out event held annually the first Tuesday of August).

6. Adjournment.

The Regular Plan Commission Meeting is NOT a meeting of the Glendale Common Council. Although a majority of Council Members may be present, Council action will not take place.

Upon reasonable notice, efforts will be made to accommodate the needs of persons with disabilities.

CITY OF GLENDALE — PLAN COMMISSION
June 1, 2021

Regular meeting of the City of Glendale Plan Commission convened in the Glendale City Hall Council Chambers, 5909 North Milwaukee River Parkway, and via Zoom.

The meeting was called to order by Mayor Kennedy at 6:00 p.m.

Roll Call: Present: Mayor Bryan Kennedy, Commissioners, Kyle Mack, Fred Cohn, Karn Cronwell, Phillip Bailey, Imani Ray, and Amanda Seligman. Absent: None.

Other Officials Present: Rachel Safstrom, City Administrator; Todd M. Stuebe, Director of Community Development; Nicole Maurer, Deputy Clerk.

In accordance with the Open Meeting Law, the North Shore NOW, the City's official newspaper, was advised on Thursday, May 27, 2021, of the date and time of this meeting, the agenda was posted to the official bulletin board of City Hall, the Glendale Police Department, and the North Shore Library; that copies of the agenda were made available to the general public in the Municipal Building and the Police Department, and those persons who requested were sent copies of the agenda.

PLEDGE OF ALLEGIANCE.

The Members of the Plan Commission, City staff, and all those present pledged allegiance to the flag of the United States of America.

MATTERS TO BE CONSIDERED.

Adoption of Minutes of the May 4, 2021, Plan Commission Meeting.

Motion was made by Commissioner Cronwell, seconded by Commissioner Seligman, to adopt minutes from the May 4, 2021, Plan Commission meeting. Motion carried unanimously.

Petition to Rezone, 6076 and 6100 North Port Washington Road (Tax Parcels 163-8993-000 and 163-8992-000). Request submitted by Keyhan Z. Sheikholeslami (Ogden Cleaners) to rezone of 6076 North Port Washington Road property from B-1, F2 District to B-1, F1 District. Also, the City of Glendale is initiating the rezone 6100 North Port Washington Road (Valvoline Instant Oil Change) from B-1 F2 District to B-1, F1 District. The proposed B-1, F1 District zoning classification will permit specialty retail uses in addition to the existing permitted uses. Plan Commission review and schedule Plan Commission Public Hearing for 6:00 p.m., Tuesday, July 6, 2021.

Mr. Stuebe gave a brief overview of the request submitted by Mr. Keyhan Sheikholeslami, owner of Ogden Cleaners, to rezone 6076 North Port Washington Road from B-1, F2 District to B-1, F1 District. The business is being relocated by the Wisconsin Department of Transportation as part of the Interstate 43 and North Port Washington Road reconstruction projects. Ogden Cleaners is a retail counter service only dry-cleaning specialty service business enterprise; the actual dry-cleaning processes are completed elsewhere.

Also included with the proposed rezone, at the initiative of the City of Glendale, is 6100 North Port Washington Road, where there is an existing Valvoline Instant Oil Change business. Inclusion of 6100 North Port Washington Road in the rezone alleviates concerns about spot zoning

as both the Ogden Cleaners and the existing Valvoline Instant Oil Change business uses will be permitted uses in the district.

Mr. Sheikholeslami was present for the meeting and gave a brief overview of the business. Mayor Kennedy asked Mr. Sheikholeslami if dry-cleaning will take place on site. Mr. Sheikholeslami stated the business is drop off and pick-up only; the actual dry-cleaning processes are completed off site.

> Motion by Commissioner Cohn, seconded by Commissioner Mack, to schedule the Plan Commission Public Hearing for 6:00 p.m., Tuesday, July 6, 2021. Motion carried unanimously.

Plan Commission Use and Occupancy Review, Hawthorne Developments, LLC (Tiffany and Michael Hawthorne), 6685 North Sidney Place (Hakaduli Multi-tenant Building). Review and approve proposed remodeling business office, shop, and storage garage use and occupancy.

Mr. Stuebe gave a brief overview of the request from Hawthorne Developments to use and occupy a tenant space in the Hakaduli multi-tenant building located at 6685 North Sidney Place for a remodeling business office, shop, and storage garage use and occupancy. Mr. Stuebe recommended the Plan Commission grant approval to use and occupy 6685 North Sidney Place with five requirements.

Ms. Tiffany Hawthorne representing Hawthorne Developments was present via Zoom. Ms. Hawthorne gave a brief overview of the business. Ms. Hawthorne stated Hawthorne Developments fixes and flips homes and have been in business for 18 years. Ms. Hawthorne also noted she is a Glendale resident.

> Motion by Commissioner Cohn, seconded by Commissioner Bailey, to grant approval for Hawthorne Developments, LLC to use and occupy the tenant space located at 6685 North Sidney Place for a remodeling business office, shop, and storage garage use with the following requirements: 1) Outside storage is not permitted; 2) Site landscaping and lighting features being maintained and replaced and/or replenished whenever necessary pursuant to tenant/owner lease responsibilities; 3) Dumpster enclosure(s) per Zoning Code 13.1.144; 4) All City of Glendale building, fire, and health codes being fulfilled to the satisfaction of the Building Inspector, the North Shore Fire Department, and the North Shore Health Consortium; 5) Compliance with State of Wisconsin requirements for ADA parking. Motion carried unanimously.

Consider Rescheduling Regular 6:00 p.m., Tuesday, August 3, 2021, Plan Commission meeting due to the National Night Out event held annually the first Tuesday in August.

Administrator Safstrom stated the annual National Night Out event will be held on Tuesday, August 3, 2021, which is the same day as the regularly scheduled Plan Commission meeting. The North Shore communities are working together to hold the event this year and it will take place in Brown Deer. Administrator Safstrom questioned if members of the Commission would like to attend the event and reschedule the August meeting for Tuesday, August 10, 2021, at 6:00 p.m.

Motion by Commissioner Cronwell, seconded by Commissioner Cohn to reschedule the next Plan Commission meeting for Tuesday, August 10, 2021, at 6:00 p.m. Motion carried unanimously.

ADJOURNMENT.

There being no further business, motion was made by Commissioner Ray, seconded by Commissioner Mack, to adjourn the meeting. Motion carried and adjournment of the Plan Commission was ordered at 6:18 p.m., until Tuesday, July 6, 2021, at 6:00 p.m.

Nicole Maurer, Deputy Clerk

Recorded: June 1, 2021

3/7.6.2021

5909 North Milwaukee River Parkway
Glendale, WI 53209

SUBJECT: Plan Commission Agenda, Item 3.
6:00 p.m. Public Hearing. Petition to Rezone, 6076 and 6100 North Port Washington Road (Tax Parcels 163-8993-000 and 163-8992-000). Request submitted by Keyhan Z. Sheikholeslami (Ogden Cleaners) to rezone 6076 North Port Washington Road property from B-1, F2 District to B-1, F1 District. Also, the City of Glendale is initiating the rezone of 6100 North Port Washington Road (Valvoline Instant Oil Change) from B-1 F2 District to B-1, F1 District. The proposed B-1, F1 District zoning classification will permit specialty retail uses in addition to the existing permitted uses.

Public Hearing pertaining to the proposed rezoning for 6:00 p.m., Tuesday, July 6, 2021. Review and Recommend approval to Common Council.

FROM: Todd M. Stuebe, Dir. of Community Development

MEETING DATE: July 6, 2021

FISCAL SUMMARY:

Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statues:	N/A
Municipal Code:	Zoning Code

BACKGROUND/ANALYSIS:

The rezone proposal is to change the zoning of both 6076 and 6100 North Port Washington Road from B-1, Sub-Area F2 to B-1, Sub-Area F1, which will permit specialty retail uses in addition to the existing permitted uses.

Keyhan Z. Sheikholeslami requests to rezone the 6076 North Port Washington Road property to facilitate the relocation of Ogden Cleaners from 6260 North Port Washington Road to 6076 North Port Washington Road. The relocation of the Ogden Cleaners business enterprise is directly related to the Interstate Highway 43 and North Port Washington Road reconstruction projects. Ogden Cleaners is a retail counter service only dry-cleaning specialty service business enterprise, and the actual dry-cleaning processes are completed elsewhere where the dry-cleaning process is permitted.

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5909 North Milwaukee River Parkway
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Item 3 (Cont.)

Also included with the proposed rezone, at the initiative of the City of Glendale, is 6100 North Port Washington Road, where there is an existing Valvoline Instant Oil Change business. Inclusion of the 6100 North Port Washington Road in the rezone alleviates concerns about spot zoning as both the Ogden Cleaners and existing Valvoline Instant Oil Change business uses will be permitted uses in the district.

RECOMMENDATION:

Approve the rezoning and recommend that the Common Council approve same.

ACTION REQUESTED:

As above.

ATTACHMENTS:

1. Rezone Petition submittal materials.

CITY OF GLENDALE
COMMUNITY DEVELOPMENT DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1742
FAX: (414) 228-1725
WWW.GLENDALE-WI.ORG

APPLICATION FOR CHANGE OF ZONING
Application Fee: $250 ($500 for Planned Development)

APPLICANT INFORMATION

Name of Applicant: Keyhan Z. Sheikholeslami

Name of Business Owner (if different from applicant): same

Business Name: Ogden Cleaners

Address of Applicant: 6260 N. Port Rd. Glendale

City, State, Zip: _____

Office Phone Number: 414-378-4545 Cell: 414-378-4545 Fax: _____

Applicant E-Mail: _____

Applicant Signature: _____ Date: 5/3/21

PROPERTY INFORMATION

(Please use additional application forms if re-zoning more than one parcel)

Current Zoning of Property: office Proposed Zoning of Property: Retail

Current Use of Property: Dental office Proposed Use of Property: Dry clean pickup drop off

Property Address (or addresses): 6076 N. Port Rd

Property Owner (s) (if different from applicant): Michael A. Micallef DDS

Property Owner Address: _____

City, State, Zip: _____

Property Owner Phone: 414-962-2100 Cell: _____ Fax: _____

Tax Key Number: 163-8993000

Lot Size: Depth: 275.80 Width: 50 Area: _____

PROPOSAL INFORMATION

Type of Business: Dry clean Drop off / pick up

Reason for Seeking a Change In Zoning: _____

See Attached Letter

Who is the Primary Contact for This Project: Keyhan Sheikholeslami

Contact Phone Number: 414-378-4545 Cell: 414-378-4545 Fax: _____

Contact E-Mail: Keyhanzia1234@gmail.com

Please See Reverse Side of Application for Additional Submittal Requirements

CITY OF GLENDALE USE ONLY

Total Fee: _____ *Application Date:* _____ *Hearing Date:* _____ *Time:* _____

OTHER INFORMATION REQUIRED

In addition to the information above, the following items are also required:

- ❑ Plot plan, drawn to a scale of one (1) inch equals one hundred (100) feet showing the area proposed to be rezoned, its location, its dimensions, the location and classification of adjacent zoning districts and the location and existing use of all properties within three hundred (300) feet of the area proposed to be rezoned.
- ❑ Owners' names and addresses of all properties lying within two hundred (200) feet of the area proposed to be rezoned.
- ❑ Legal Description of real estate to be rezoned
- ❑ A detailed cover letter outlining your proposal and reasons for rezoning
- ❑ Any other information you feel is necessary

To: Honorable mayor Kennedy and distinguished members of Glendale city counsel

04/30/2021

With a heavy heart, we would like to inform the city of Glendale that Ogden cleaner's cleaning operation at 6260 N. port Rd will come to an end soon since our building is in eminent domain and part of state road expansion project. We do understand such projects are for the good of general public. We are a bit disheartened that DOT surprised us at March of 2021 with a short notice of departure even though all others were informed earlier and the only business affected by this project was dealt with last. We have since been in talks with DOT and have secured a small extension. We have found a new location to purchase for our business at 6705 N. port road. We find this location to be the only suitable location that will insure survival of our operation in respect to location and financial feasibility.

We are cordially requesting city of Glendale's support in order for us to be able to continue our cleaning services in city of Glendale. This is a unique situation that may never happen again in city of Glendale to another business.

In advance, I would like to thank you for your time and considerations on behalf of myself and my family.

Sincerely ,

Kayhan Z. Sheikholeslami

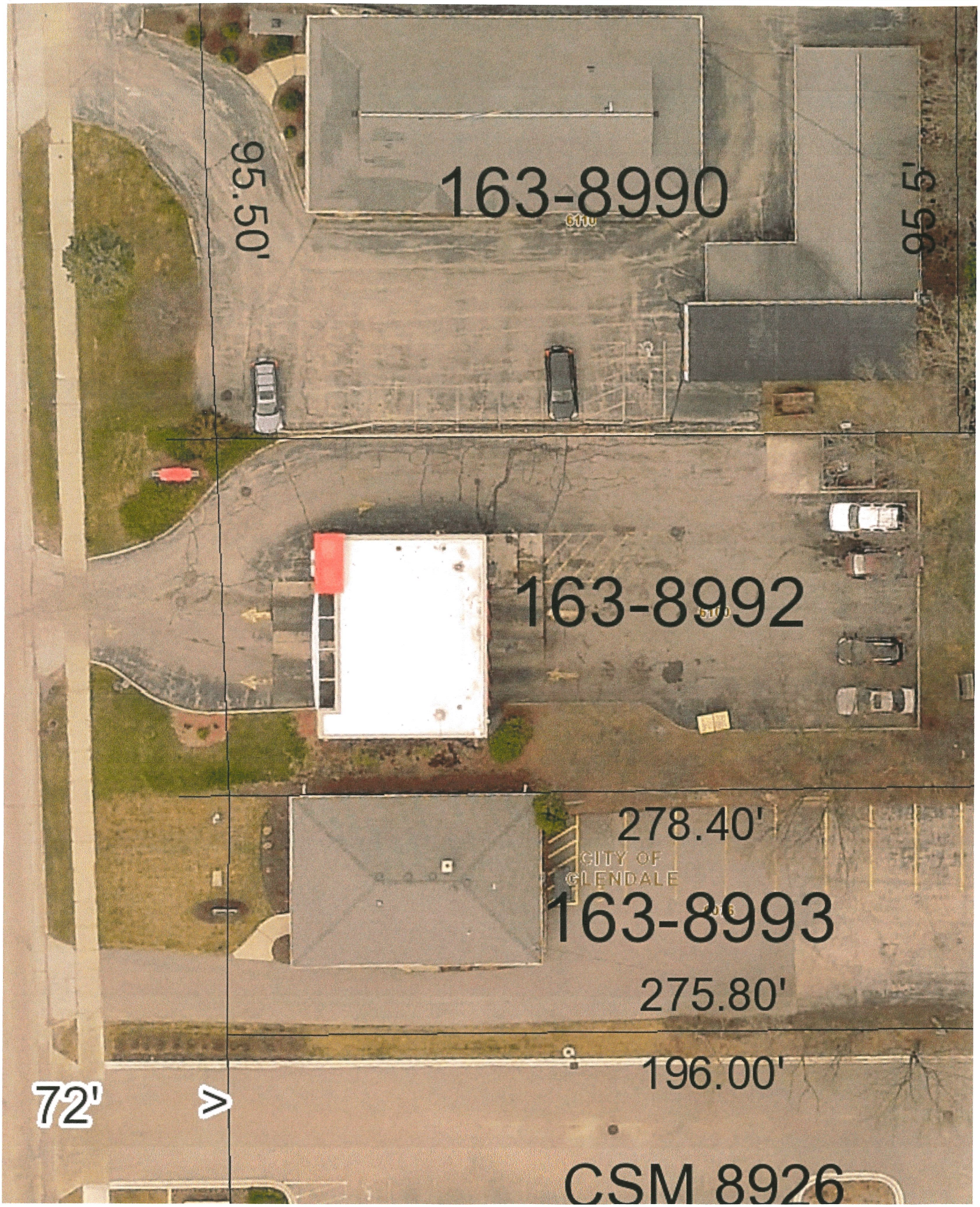
Ogden cleaners

Owner and operator

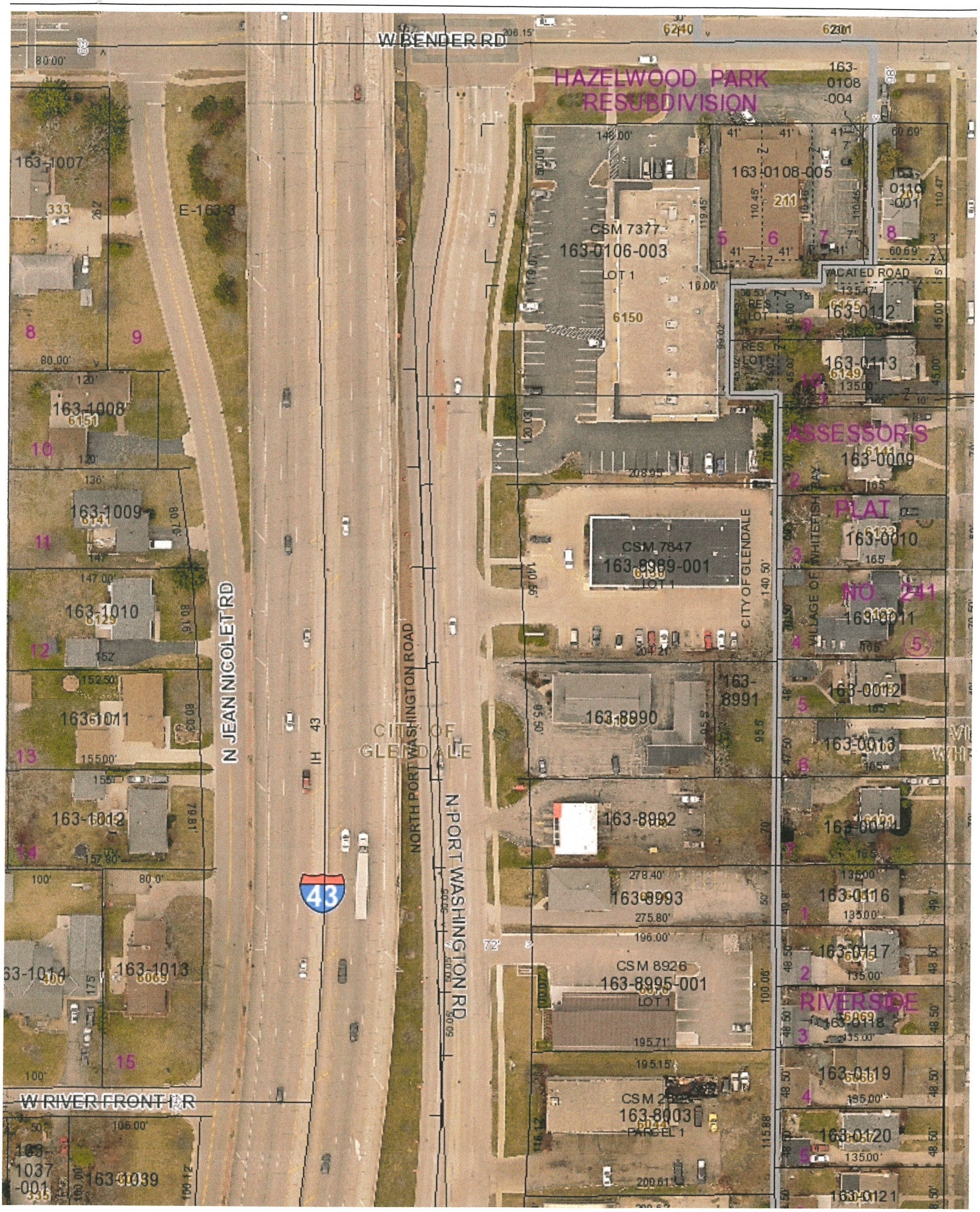
6076 N Port Washington Rd, KMTL, LLC



6076 N Port Washington Rd, KMTL, LLC



6076 N Port Washington Rd, KMTL, LLC



5909 North Milwaukee River Parkway
Glendale, WI 53209

SUBJECT: Plan Commission Agenda, Item 4
Referral from Common Council. Petition to Rezone, 5201 North Port Washington Road (Tax Parcels 196-9000-001). Request submitted by Chick-fil-A to rezone 5201 North Port Washington Road property from B-1, B District to PD-Planned Unit Development-Chick-fil-A Fast Service Drive-In Service Only District.

FROM: Todd M. Stuebe, Dir. of Community Development

MEETING DATE: July 6, 2021

FISCAL SUMMARY:

Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statues:	N/A
Municipal Code:	Zoning Code

BACKGROUND/ANALYSIS:

Chick-fil-A requests to rezone the 5201 North Port Washington Road property to provide for the development of a Chick-fil-A fast service drive-in service only restaurant. The previous Plan Commission approval occurred Tuesday, July 2, 2002, when Plastic Surgery Associates was approved to make architectural improvements to an existing building and to operate a plastic surgery and laser surgery facility with ancillary retail sales of healthcare products. Historic prior uses located at the 5201 North port Washington Road property have included a Denny's Restaurant, which was granted a Certificate of Occupancy that is dated October 27, 1983, and Barnaby's restaurant, with a Certificate of Occupancy dated March 10, 1971.

The 5201 property is presently zoned B-1, B District and the PD-Planned Unit Development District will specifically permit the proposed Chick-fil-A use and occupancy, that will be a fast service drive-in service only restaurant. There will be a single place of ingress-egress to and from the 5201 North Port Washington Road property via the intersection of North Port Washington Road and West Henry Clay Street, and the northerly ingress-egress serving the property will be permanently closed.

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5909 North Milwaukee River Parkway
Glendale, WI 53209

Item 4 (Cont.)

There are tentative plans for Chick-fil-A to obtain some additional land from the Wisconsin Department of Transportation (WDOT) to improve the alignment of the ingress-egress in relationship to the intersection of North Port Washington Road and West Henry Clay Street, and also building a turning lane from northbound North Port Washington Road west into the Chick-fil-A premises.

Lighting height is generally limited to 15 feet.

RECOMMENDATION:
Same as Action Requested.

ACTION REQUESTED:
Schedule Plan Commission Public Hearing for 6:00 p.m., Tuesday, August 10, 2021.

ATTACHMENTS:
1. Rezone Petition submittal materials.

CITY OF GLENDALE
COMMUNITY DEVELOPMENT DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1742
FAX: (414) 228-1725
WWW.GLENDALE-WI.ORG

APPLICATION FOR CHANGE OF ZONING
Application Fee: $250 ($500 for Planned Development)

APPLICANT INFORMATION

Name of Applicant: HR Green, Inc. (Joseph Vavrina)

Name of Business Owner (if different from applicant): Chick-fil-A, Inc.

Business Name: Chick-fil-A, Inc.

Address of Applicant: 3980 Albany Street, Suite 4

City, State, Zip: McHenry, IL 60050

Office Phone Number: (815) 759-1778 Cell: (815) 482-7868 Fax: _____

Applicant E-Mail: jvavrina@hrgreen.com

Applicant Signature: _____ Date: May 25,2021

PROPERTY INFORMATION

(Please use additional application forms if re-zoning more than one parcel)

Current Zoning of Property: B-1 Business & Commercial Proposed Zoning of Property: PUD

Current Use of Property: Office Building Proposed Use of Property: Drive-thru Restaurant

Property Address (or addresses): 5201 North Port Washington Road

Property Owner (s) (if different from applicant): R&Z Holdings (c/o Roger Mixter)

Property Owner Address: 5201 North Port Washington Road

City, State, Zip: Glendale, WI 53217

Property Owner Phone: (414) 963-0500 Cell: (414) 916-8866 Fax: _____

Tax Key Number: 1969000001

Lot Size: Depth: 452 feet Width: 156 feet Area: 42,828 SF (0.98 acres)

PROPOSAL INFORMATION

Type of Business: Quick Service Restaurant

Reason for Seeking a Change In Zoning: Change in zoning is being requested in order to allow for the proposed drive-thru lane which is not allowed by right in the current B-1 zoning district. Also to reduce the required landscape yard depth which cannot be met along the west property line.

Who is the Primary Contact for This Project: HR Green, Inc. (c/o Joseph Vavrina)

Contact Phone Number: (815) 759-8363 Cell: (815) 482-7868 Fax: _____

Contact E-Mail: jvavrina@hrgreen.com

Please See Reverse Side of Application for Additional Submittal Requirements

CITY OF GLENDALE USE ONLY

Total Fee: _____ *Application Date:* _____ *Hearing Date:* _____ *Time:* _____

Chick-fil-A, Inc. | 5200 Buffington Road Atlanta, Georgia 30349-2998 | chick-fil-a.com | 404.765.8000

Project Narrative

Site Summary

Chick-fil-A (CFA) is proposing to redevelop a 0.98-acre parcel located at 5201 N. Port Washington Road in the City of Glendale, WI. The site is currently developed with an approximate 6,956 square foot restaurant building and associated parking lot. CFA is proposing to raze the building and redevelop the site with a new single story 2,781 square foot free-standing restaurant, dual drive-thru lanes, drive-thru lane canopies, 38 stall parking lot, detention system, and associated utilities. The property is currently zoned B-1 (Business and Commercial District) which permits restaurant uses but does not allow drive-thru facilities. The subject Chick-fil-A lot will need to be rezoned to a Planned Unit Development (PUD) to permit the proposed drive-thru lane. Although operating hours have not yet been defined, many CFA restaurants are generally open Monday thru Saturday, between 6:00 AM to 10:30 PM, closed on Sundays. We are anticipating that a total of 15 employees will be at the restaurant during the largest shift.

Lot Layout/Configuration

The CFA building has been situated on the north side of the property in order to provide adequate visibility to the building. Providing ample vision will be key to the success of the CFA restaurant as it will attract potential new customers that are traveling along the major arterial roadways. Positioning the buildings in the given layout also provides pedestrian connectivity. A pedestrian connection will be provided to the existing sidewalk along N. Port Washington Road.

Parking for the CFA will be located south of the proposed building. Per City Code, the building will require a total of 56 spaces and the total parking being provided is 38 spaces. While the provided parking count is below City ordinance requirements the proposed restaurant is a drive thru only concept which will have no available seating inside nor is any outdoor seating being proposed. As such CFA feels the number of parking stalls provided is more than adequate to provide enough parking spaces for their team members and curbside pickup operations. The parking lot has been configured to maximize circulation and minimize backups given the drive-thru facilities. Access to the parking lot will be provided via a full entrance onto N. Port Washington Road.

A dual bin trash enclosure for CFA has been situated along the south of the building.

A sufficiently long CFA dual drive-thru lane is proposed to start on the east side of the CFA, run along the north side of the building, and end on the west side of the CFA. The drive-thru lane has been positioned in a way to promote circulation on the exterior of the site in order to prevent backups within the parking lot. CFA is proposing to install two free-standing canopies over the drive-thru lane: An order point canopy to be located just east of the building; and an order meal delivery canopy to be located on the west side of the CFA building, over the pick-up window.

CFA's drive-thru operation consists of two lanes of customer ordering and two lanes of meal fulfillment. This dual flex lane concept allows the restaurant operator to use the outer lane as either

a second meal fulfillment lane or as a by-pass lane at their discretion to properly support the operational needs of his or her business. If/when the outer lane is not in use, a series of magnetic delineators will be used to merge cars back into one lane for meal fulfillment at the window. Providing the two full lanes gives the operator the most flexibility to service their guests effectively and efficiently. Additionally, Chick-fil-a has a philosophy of encouraging a team member forward drive-thru operation to provide a personal guest experience and increase overall efficiency. CFA has achieved this through incorporating the ability for team members to take meal orders & payment face-to-face prior to guests arriving at the meal fulfillment area and through team members executing outdoor meal delivery in the meal fulfillment area. Enhancements have also been made at the pick-up window through implementation of a drive thru door. The enhancement constitutes replacing the typical window with a multi-function door, that also can function as a window. The purpose of the drive thru door is to allow team members to stage more meals and beverages indoors while they are delivering meals outside, directly to vehicle windows. The door allows easier access to the meals without passing them through a small window. This change helps to create an efficient drive-thru operation and improve the overall guest experience. During non-peak times or periods of inclement weather, the door can be closed and will function as a standard pickup window. Innovative features such as these are what have earned Chick-fil-A best drive-thru in America for ten consecutive years as determined by a nationally recognized quick service authority. Out of all the quick service restaurants surveyed, Chick-fil-A scored the highest in order accuracy, friendliness of the order takers, and speed of service.

Deliveries to the site will occur both after operating hours via key drops and during non-peak hours of operating days. The semi-truck deliveries will be made overnight and would occur 1-2 times a week with the smaller box truck type deliveries occur daily.

The Chick-fil-A site will be attractively landscaped to provide year-round interest and to meet the intent of the City Code.

Signage

CFA's signage will be paramount and has been designed to notify potential customers that are approaching the site from multiple directions. In an effort to assist them in locating the restaurant, signage is proposed on three elevations: west, south & east with typical script sign proposed on the west and east elevations and a script sign on the south elevation. Additionally, CFA is proposing a monument style sign to replace the existing pylon sign at the east side of the property. Appropriate signage will be key to the success of the restaurant.

Building Elevations

The Chick-fil-A building has been designed with a mixture of brick veneer, prefinished metal, and glass. The mechanical units for heating/cooling will be located on the roof and will be screened via a parapet wall. Accent light via wall sconces are proposed around the building to provide nighttime interest. The trash enclosure will incorporate the same-colored brick veneer as the building to maintain consistency. The dumpsters inside of the enclosure will be screened from the front by durable double gates with prefinished plastic lumber (weathered wood).

Chick-fil-A, Inc. | 5200 Buffington Road Atlanta, Georgia 30349-2998 | chick-fil-a.com | 404.765.8000

The Chick-fil-A Story

It's a story that began when a man named Truett Cathy was born in 1921 in the small town of Eatonton, Georgia, about 80 miles from Atlanta, where he grew up. Truett's mom ran a boarding house, which meant she had to cook a lot of meals – but Truett helped, and he paid close attention, and picked up cooking and serving tips that would come in quite handy later. Along the way, he also learned to be quite the entrepreneur. He sold magazines door to door, delivered newspapers all over the neighborhood, and sold Coca-Colas from a stand in his front yard and all the while he was learning the importance of good customer service.

After serving his country in World War II, in 1946 Truett used the business experience he gained growing up and opened his first restaurant with his brother, Ben, calling it the Dwarf Grill (later renamed the Dwarf House). Hamburgers were on the menu but, ironically, no chicken because he said it took too long to cook. Truett worked hard with that first venture, but considered Sunday to be a day of rest, for himself and his employees and as you know, that's a practice that Chick-fil-A honors to this day.

The early 60s would be a pivotal time in Truett's life. That's when he first took a boneless breast of chicken and spent the next few years experimenting until he found the perfect mix of seasonings. He breaded and cooked the filet so that it stayed juicy, put it between two buttered buns and added two pickles for extra measure and in 1963 unveiled what we now know as the Chick-fil-A Chicken Sandwich. As far as the name, Truett says it just came to him. He had it registered that year in 1963 and created a logo that has been updated but is still very similar to the original designed 50 years ago.

The Chick-fil-A sandwich was a huge hit, and in 1967 Truett opened his first Chick-fil-A restaurant in an enclosed shopping mall where, up to that point, food normally wasn't sold. Frankly, the developer of the Greenbriar Shopping Center in Atlanta wasn't too keen on serving food inside his mall, but as we know that turned out to be a very smart decision on his part, and especially Truett's. Today, Truett is recognized as the pioneer in quick-service mall food. It wasn't until 1986 that Chick-fil-A opened its first "freestanding" restaurant on North Druid Hills Road in Atlanta. Today there are over 2,500 restaurants locations in 47 states, and it's become so popular that people literally camp out in the parking lot the night before a grand opening of a new restaurant; they're hoping to be one of the first 100 people in line because they'll be rewarded with free Chick-fil-A for a year, which gives new meaning to the phrase "happy campers!"

Chick-fil-A is now the largest quick-service chicken restaurant and one of the largest that's privately held. Three generations of Cathy family members are involved in the business, including Truett's sons Dan (the president and CEO) and Bubba (senior VP) and also, his grandchildren.

Our Food

There are a lot of things people say they like about Chick-fil-A, but it all begins with the food, and especially the Original Chick-fil-A Chicken Sandwich. It was a significant product innovation, and it

remains our best-selling item on the menu. Our innovations didn't stop with the chicken sandwich. In 1982, we were the first restaurant to sell chicken nuggets nationally, and three years later added our trademark Waffle Potato Fries to the menu, and we still use 100% fully refined peanut oil, which is cholesterol and trans-fat free. In 2010, we introduced the Chick-fil-A Spicy Chicken Sandwich. With its special blend of peppers and other seasonings, it became such a "hot" selling item that we soon after introduced the Spicy Chicken Biscuit. More recently and within the last couple years we introduced to our menu a new grilled chicken sandwich and grilled chicken nuggets along with the most recent addition of mac & cheese. People also like the fact that we offer a variety of menu options for those wanting foods that are lower in calories, carbs or fats, such as the Chick-fil-A Chargrilled Chicken Sandwich, entrée salads and fruit cups and by the way, fruit cups are an option with our kid's meals these days. In fact, Men's Health magazine named us "America's Healthiest Chain Restaurant for Kids." The high quality of our food is the number one reason people keep coming back to Chick-fil-A but there are a few more reasons – and one has four legs and is a terrible speller.

Serving our Customers

Whenever you ask people what they like about Chick-fil-A, one of first things they say is "the service" and it's an important part of our story, because it goes back to Truett's experience as a young businessman and to the values he instilled in Chick-fil-A. We call it Second Mile Service, and it's based on the belief that if someone asks you to carry something for them one mile, you do one better and carry it for them two. Its doing those unexpected things that make people feel special. Our drive-thru has been voted "America's #1 drive-thru" for six years in a row. We do our best to ensure a quick and pleasurable experience, and might even have a nugget for the family pet when you arrive at the window. But no matter if you're being served in our restaurants, at our drive-thrus, or with an outside delivery, you can always count on our team members responding to your words of thanks with two special words of their own – "My pleasure."

Chick-fil-A Philosophy & Operator/Employment Model

The Company's philosophy is that their restaurants become integral parts of the communities in which they are located. Chick-fil-A makes scholarships available to store employees and sponsors the Winshape Foundation which supports a family of programs designed to encourage outstanding young people nationwide. The Foundation has a college program and operates a series of camps, homes, and retreats. On the local level, individual restaurant operators typically engage in community support activities such as sponsoring youth sports teams, supporting educational activities, and leadership initiatives. Finally, and in accordance with company policy, the operators and employees in each Chick fil A Restaurant strive for a level of customer service unequaled in the quick-service food industry. It is quite common to go into a Chick-fil-A and have your tray carried to your table, have people clear your table, and ask if they can come and refresh your beverage.

Beyond the above, Chick-fil-A's operator's model is very unique in the fast-food industry. In their situation, the operator is part owner with Chick-fil-A. It's similar to a franchise except they usually have one location. Sometimes they have two but for the most part they have one location and what that provides is a situation where they have very competent partners with great character in the

restaurants who are deeply involved in the community. What Chick-fil-A likes to say is that their operators are in business for themselves, but not by themselves. It is very unusual for an operator to shut down and the retention rate for operators is about 98%. A typical Chick-fil-A store will employ approximately 60 - 80 jobs with approximately 120 jobs created for temporary construction employment. A typical store will operate between the hours of 6:30am to 10:00pm; Monday thru Saturday and are always closed on Sundays.

5201 N Port Washington Rd, R & Z Holdings, LLC



Projection

NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_Ft_US

1: 564

94 0 47 94 Feet

Notes

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

© MCAMLIS

5201 N Port Washington Rd



Projection

NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_Ft_US

1: 1,129

188 0 94 188 Feet

Notes

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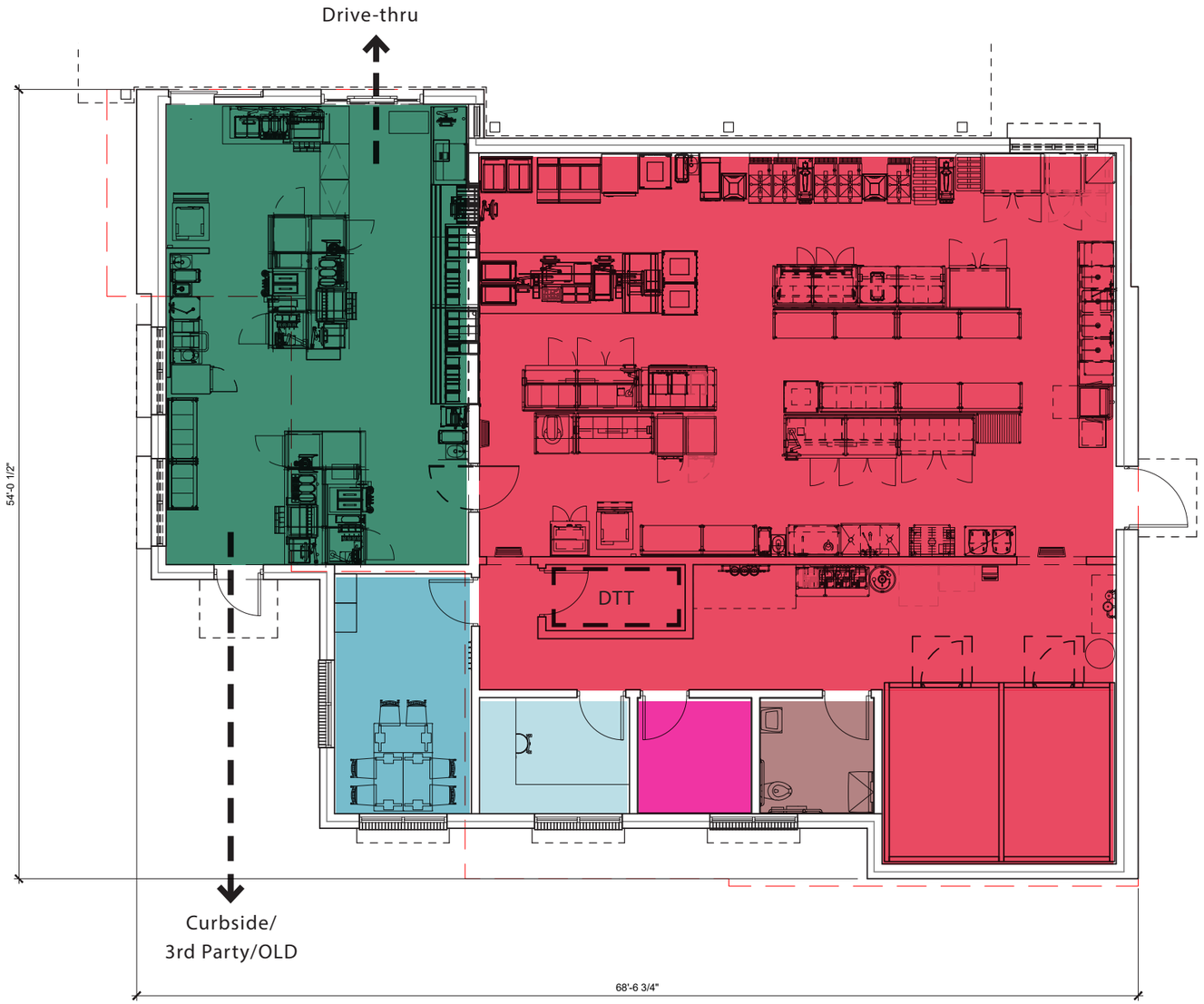
THIS MAP IS NOT TO BE USED FOR NAVIGATION

© MCAMLIS

Square – No Walk Up

Total Area: 2,998 SF

Kitchen/BOH	1,879 SF
Meal Fulfillment Area	703 SF
Multi-Function Space	176 SF
Office	94 SF
Restroom	73 SF
Flex Space	73 SF



Square – Elevations

SOUTH ELEVATION



EXTERIOR FINISHES

EC-1
PREFINISHED METAL COPING
COLOR: DARK BRONZE

CM-1
WOOD COMPOSITE PANEL
COLOR: GOLDEN OAK

PT-113
EXTERIOR PAINT
COLOR: DARK BRONZE
FINISH: SEMI-GLOSS

BR-A
BRICK VENEER
COLOR: DARK GRAY
SIZE: MODULAR

ST-1
STOREFRONT
COLOR: DARK BRONZE

BR-B
BRICK VENEER
COLOR: WHITE
SIZE: MODULAR

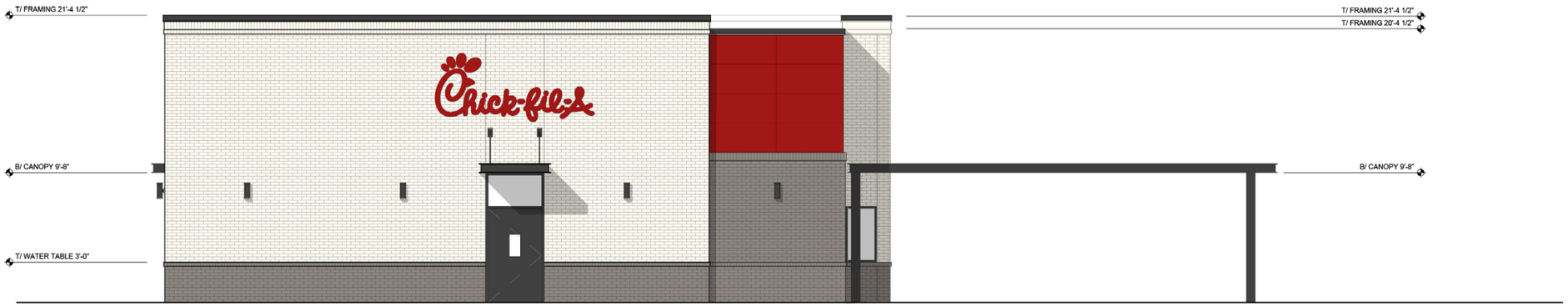
MP-1
METAL PANEL
COLOR: CFA RED

EXT FINISH LEGEND
1/2" = 1'-0"

EAST ELEVATION



Square – Elevations



NORTH ELEVATION

EXTERIOR FINISHES

EC-1
PREFINISHED METAL COPING
COLOR: DARK BRONZE

CM-1
WOOD COMPOSITE PANEL
COLOR: GOLDEN OAK

PT-113
EXTERIOR PAINT
COLOR: DARK BRONZE
FINISH: SEMI-GLOSS

BR-A
BRICK VENEER
COLOR: DARK GRAY
SIZE: MODULAR

ST-1
STOREFRONT
COLOR: DARK BRONZE

BR-B
BRICK VENEER
COLOR: WHITE
SIZE: MODULAR

MP-1
METAL PANEL
COLOR: CFA RED

EXT FINISH LEGEND
12" = 1'-0"



WEST ELEVATION

Square – Southeast View



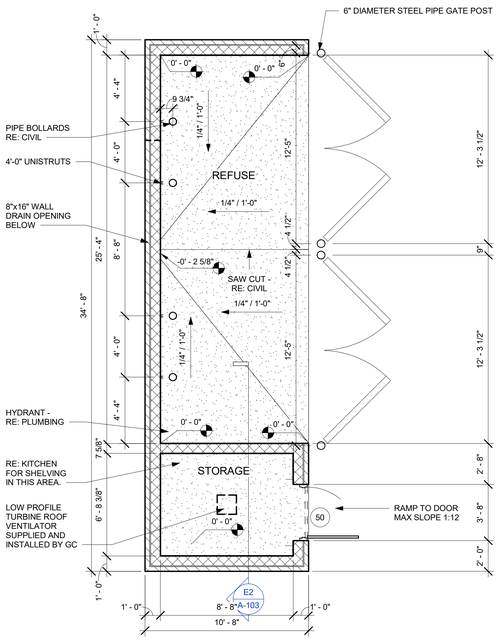
Square – Northeast View



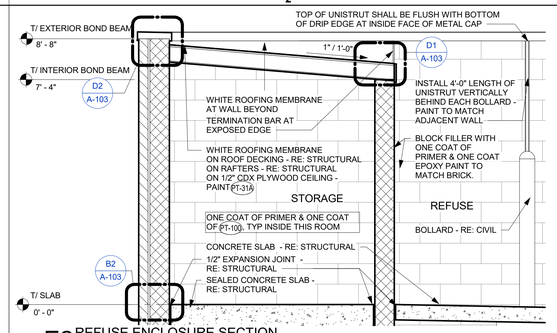
Square – Southwest View



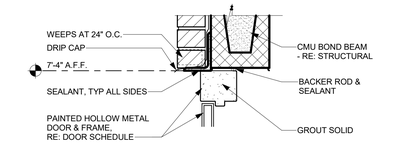
TRASH ENCLOSURE LAYOUT TO MATCH CIVIL SITE PLAN. SHEET PROVIDED AS GENERAL REFERENCE TO TRASH ENCLOSURE MATERIALS



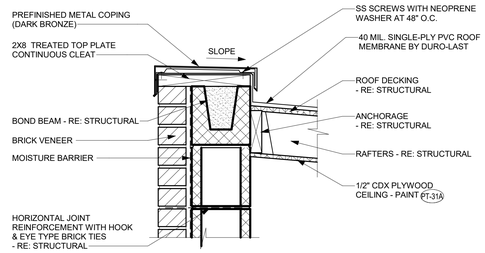
D3 REFUSE ENCLOSURE PLAN
1/4" = 1'-0"



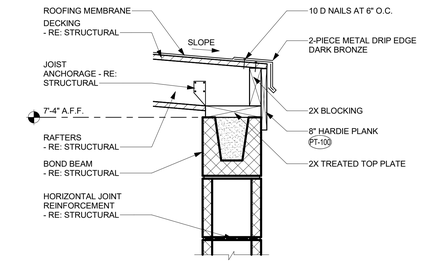
E2 REFUSE ENCLOSURE SECTION
1/2" = 1'-0"



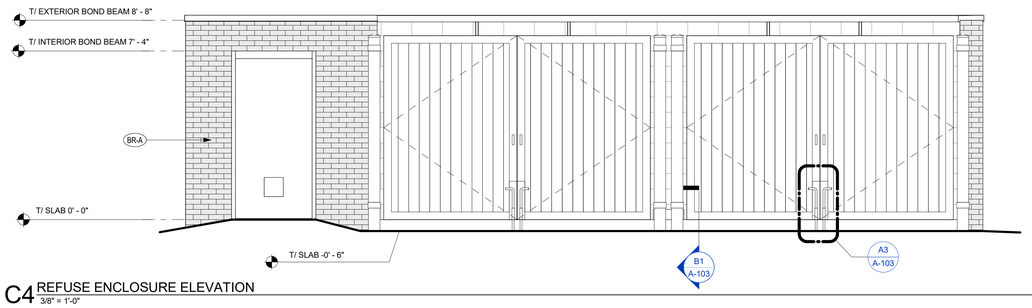
E1 REFUSE ENCLOSURE DOOR HEAD DETAIL
1 1/2" = 1'-0"



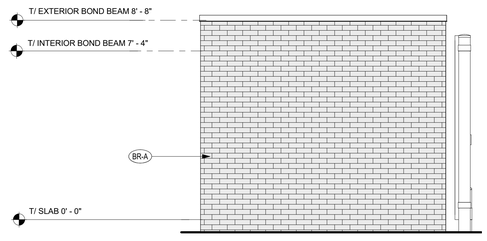
D2 REFUSE ENCLOSURE ROOF EDGE DETAIL
1 1/2" = 1'-0"



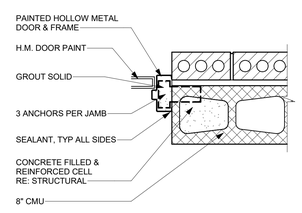
D1 REFUSE ENCLOSURE DRIP EDGE
1 1/2" = 1'-0"



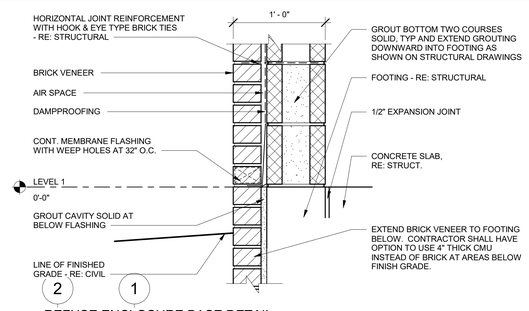
C4 REFUSE ENCLOSURE ELEVATION
3/8" = 1'-0"



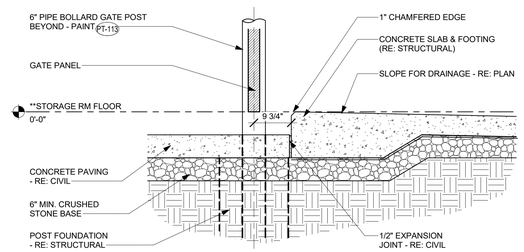
C2 REFUSE ENCLOSURE ELEVATION
3/8" = 1'-0"



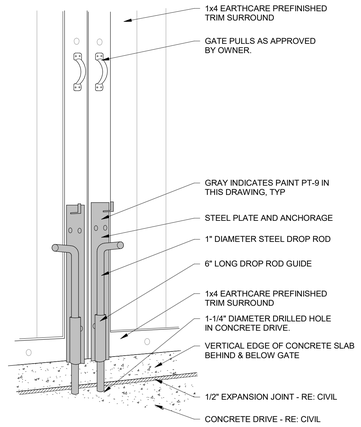
C1 REFUSE ENCLOSURE DOOR JAMB DETAIL
1 1/2" = 1'-0"



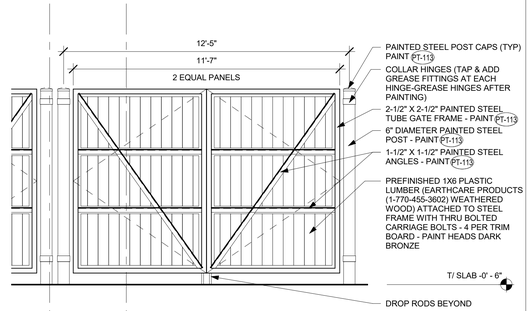
B2 REFUSE ENCLOSURE BASE DETAIL
1 1/2" = 1'-0"



B1 REFUSE PAD AT CONCRETE PAVING DETAIL
3/4" = 1'-0"



A3 REFUSE ENCOSURE DROP ROD 3-D DETAIL
1/2" = 1'-0"



A2 REFUSE ENCLOSURE GATE REAR ELEVATION
3/8" = 1'-0"

REFUSE ENCLOSURE NOTES

1. ** IN THE ARCHITECTURAL DRAWINGS, REFUSE ENCLOSURE AND MAIN BUILDING ARE BOTH NOTED WITH FINISH SLAB AT 0'-0". ACTUAL FINISH SLAB HEIGHTS WILL VARY BETWEEN MAIN BUILDING AND REFUSE ENCLOSURE. REFER TO CIVIL FOR ALL FINISH SLAB HEIGHTS.

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

CHIPMAN DESIGN ARCHITECTURE INC
1350 E TOUHY AVE
FIRST FLOOR EAST
DES PLAINES, IL 60018
TEL: 847.298.6900

I HEREBY CERTIFY THAT THESE PLANS HAVE BEEN PREPARED UNDER MY SUPERVISION AND THAT TO THE BEST OF MY KNOWLEDGE, THE SAME COMPLY WITH ALL RULES, REGULATIONS AND ORDINANCES OF GLENDALE, WI RELATING TO STRUCTURES AND BUILDINGS.

CHICK-FIL-A
GLENDALE FSU

5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR#04943

BUILDING TYPE / SIZE: P13 DTO
RELEASE: 21.05

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

PRELIMINARY

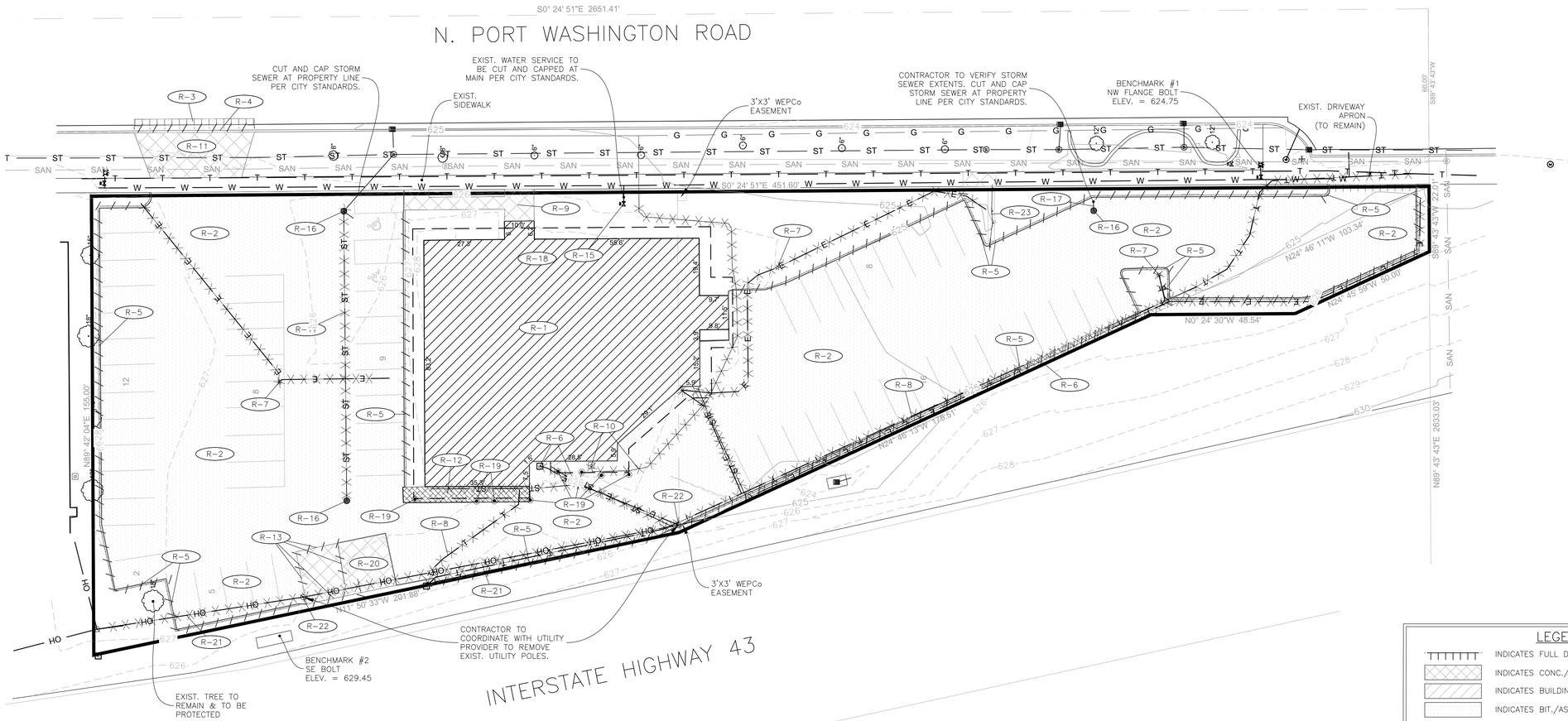
CONSULTANT PROJECT #	####
PRINTED FOR	PRELIMINARY
DATE	MM/DD/YY
DRAWN BY	Author
CHECKED BY	AS

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SHEET
REFUSE ENCLOSURE

SHEET NUMBER
A-103

5/24/2021 5:41:34 PM BIM 360://WI_04943_Glendale (WI).DTO_2021.5_DTO/04943_Glendale (WI).DTO_ARC.rvt
10-DTO-04943-A-103-REFUSE ENCLOSURE



LEGEND

- INDICATES FULL DEPTH SAWCUT
- INDICATES CONC./SIDEWALK REMOVAL (FULL DEPTH)
- INDICATES BUILDING REMOVAL
- INDICATES BIT./ASPHALT REMOVAL (FULL DEPTH)
- R-# — INDICATES MISC. REMOVAL ITEMS (SEE THIS SHEET FOR SIZE AND QUANTITY)
- DENOTES EXIST. CONCRETE CURB & GUTTER, WALL OR FENCE REMOVAL
- DENOTES UTILITIES TO BE REMOVED
- INDICATES TREE AND BRUSH REMOVAL (SEE LANDSCAPING PLANS FOR SIZE AND QUANTITY)
- INDICATES TREE AND BRUSH PROTECTION (SEE LANDSCAPING PLANS FOR SIZE AND QUANTITY)

R-# REMOVAL TAGS

REMOVALS / RELOCATES / ADJUSTMENTS

NUMBER		REMARKS
R-1	BUILDING W/ FOUNDATION	REMOVE
R-2	BITUMINOUS PAVEMENT	REMOVE
R-3	BITUMINOUS PAVEMENT	REMOVE AND REPLACE (MATCH EXISTING SECTION)
R-4	CONCRETE CURB & GUTTER	REMOVE & REPLACE
R-5	CONCRETE BARRIER CURB	REMOVE
R-6	ELECTRIC SERVICE AND METER	REMOVE (COORD. W/ UTILITY)
R-7	LIGHT POLE	REMOVE
R-8	TELEPHONE LINE	REMOVE (COORD. W/ UTILITY)
R-9	CONCRETE SIDEWALK	REMOVE
R-10	GAS SERVICE AND METER	REMOVE (COORD. W/ UTILITY)
R-11	CONCRETE APRON	REMOVE
R-12	BRICK WALK	REMOVE
R-13	CONCRETE WALL	REMOVE
R-14	WOOD FENCE	REMOVE
R-15	WATER SERVICE	REMOVE (COORD. W/ UTILITY)
R-16	STORM SEWER STRUCTURE	REMOVE
R-17	STORM SEWER	REMOVE
R-18	SANITARY SERVICE	REMOVE (COORD. W/ UTILITY)
R-19	BOLLARD	REMOVE
R-20	CONCETE PAVEMENT	REMOVE
R-21	OVERHEAD ELECTRIC SERVICE	REMOVE (COORD. W/ UTILITY)
R-22	UTILITY POLE	REMOVE (COORD. W/ UTILITY)
R-23	PYLON SIGN AND BASE	REMOVE

PROJECT NOTES:

- LAND DISTURBING ACTIVITIES SHALL NOT COMMENCE UNTIL APPROVAL TO DO SO HAS BEEN RECEIVED BY GOVERNING AUTHORITIES, IN ADDITION TO, NO LAND CLEARING OR GRADING SHALL BEGIN UNTIL ALL PERIMETER EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED. (INCLUDING STORM WATER POLLUTION PREVENTION PLAN PER THE DEVELOPMENT CRITERIA.) SEE SHEET C-302 FOR EROSION CONTROL MEASURES)
- ALL EXISTING UTILITIES TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
- CONTRACTOR SHALL COORDINATE AND COMPLY WITH ALL UTILITY COMPANIES INVOLVED IN PROJECT AND PAY ALL REQUIRED FEES AND COSTS.
- ALL STRUCTURES & DEBRIS SHALL BE REMOVED PRIOR TO CONSTRUCTION & DISPOSED OF OFFSITE.
- ANY EXISTING FIELD DRAIN TILES ENCOUNTERED SHALL BE RECONNECTED OR CONNECTED TO THE NEAREST STORM SEWER.
- CONTRACTOR TO KEEP ACCESS DRIVE OPEN AT ALL TIMES WITH MINOR CLOSINGS ALLOWED FOR PAVING ACTIVITIES.
- THE CONTRACTOR IS CAUTIONED NEITHER TO OBSTRUCT NOR REMOVE ANY EXISTING PAVEMENT, NOR TO DISTURB THE EXISTING TRAFFIC PATTERNS MORE THAN IS NECESSARY FOR THE PROPER EXECUTION OF THE WORK.
- ALL BITUMINOUS PAVEMENT REMOVAL AREAS SHALL BE SAWCUT.
- CONTRACTOR SHALL INSTALL CONSTRUCTION FENCING AND SIGNAGE AROUND CONSTRUCTION BOUNDARIES TO PROTECT PEDESTRIANS.

TRAFFIC CONTROL NOTES:

- ALL APPLICABLE CITY PERMITS, INCLUDING BUT NOT LIMITED TO CLOSURE PERMITS, SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION WITHIN CITY ROW OR LANE CLOSURES.
- ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- PERMANENT SIGNING THAT CONVEYS A MESSAGE CONTRARY TO THE MESSAGE OF TEMPORARY SIGNING AND NOT APPLICABLE TO THE WORKING CONDITIONS SHALL BE COVERED BY THE CONTRACTOR WHEN DIRECTED BY THE CITY.
- THE CONTRACTOR SHALL COORDINATE HIS TRAFFIC CONTROL WITH OTHER CONSTRUCTION PROJECTS IN THE AREA.
- SIDEWALK CLOSED SIGNS REQUIRED FOR ALL SIDEWALK CLOSURES.
- THE CONTRACTOR IS CAUTIONED NEITHER TO OBSTRUCT NOR REMOVE ANY EXISTING PAVEMENT, NOR TO DISTURB THE EXISTING TRAFFIC PATTERNS MORE THAN IS NECESSARY FOR THE PROPER EXECUTION OF THE WORK.

STAGING NOTES:

(STAGING SUBJECT TO CHANGES PER SITE CONTRACTORS SCHEDULE AND METHODS OF OPERATION)

1. EROSION CONTROL MEASURES AND STOCKPILE STAGING
2. CONSTRUCTION ENTRANCES
3. PLAN REMOVALS
4. PROPOSED UNDERGROUND
5. GRADING
6. PAVING

SITE BENCHMARKS:

DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

SITE BENCHMARK #1
NW FLANGE BOLT FIRE HYDRANT .
ELEV. = 624.75

SITE BENCHMARK #2
SE BOLT ON HIGHWAY SIGN.
ELEV. = 629.45

DIGGERS HOTLINE

CALL DIGGERS HOTLINE
1-800-242-8511
WITH THE FOLLOWING:
COUNTY MILWAUKEE COUNTY
CITY- TOWNSHIP CITY OF GLENDALE, TOWNSHIP 8N
SEC. & 1/4 SEC. NO.# NW1/4 OF SEC 32-T 8N-R22E
3 working days prior notice before digging.
Diggers Hotline is open 24 hours a day, 7 days a week, 365 days a year!

NORTH

0 20'
1" = 20'
BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

PRELIMINARY
NOT FOR CONSTRUCTION

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

HRGreen
HRGreen.com

CHICK-FIL-A

GLENDALE (WI) FSU

5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

PRELIMINARY

ENGINEER'S PROJECT # 210400
PRINTED FOR PRELIMINARY
DATE 05/17/2021
DRAWN BY: ERN
CHECKED BY: JFV

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SHEET
SITE DEMOLITION PLAN

SHEET NUMBER
C-100

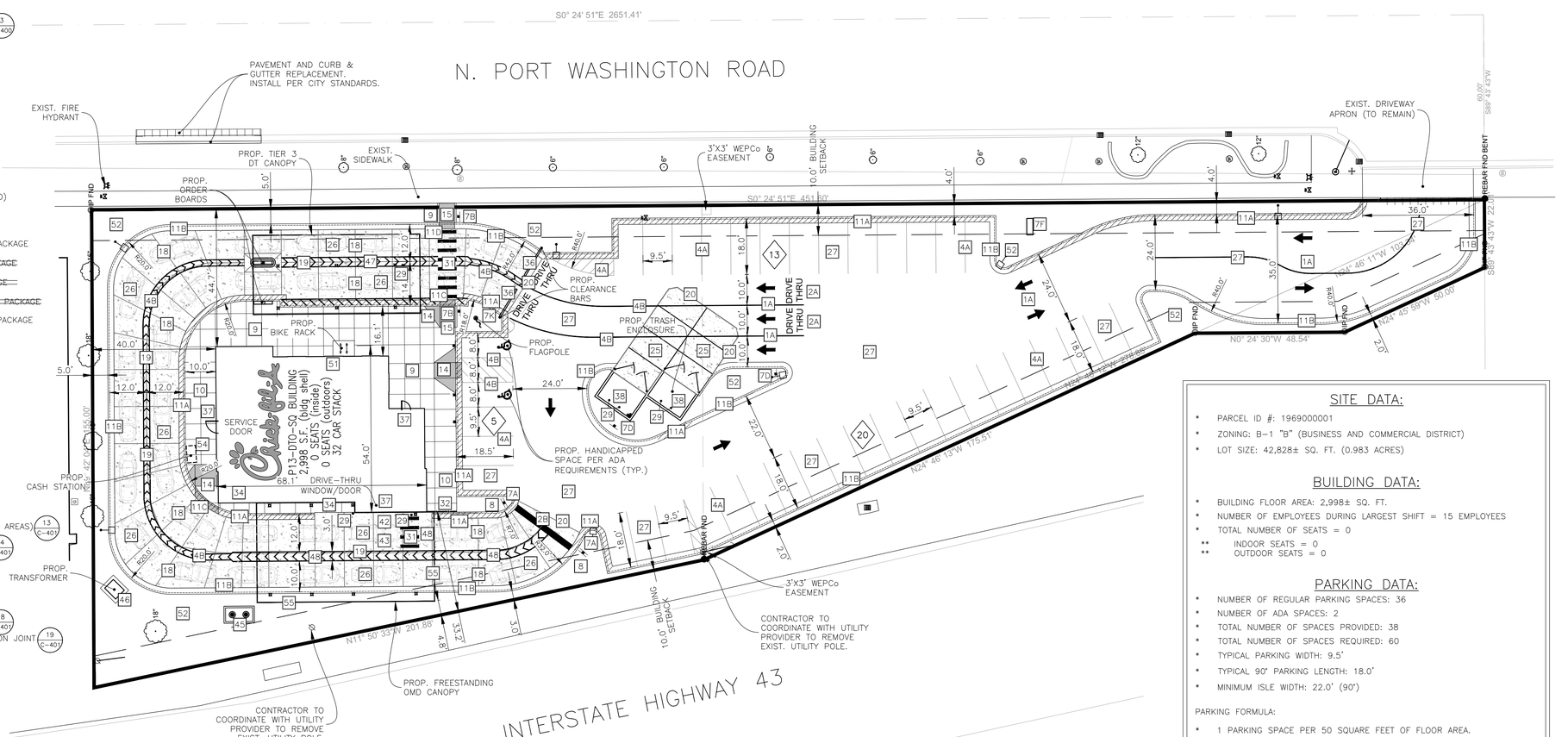
SITE PLAN DESIGN NOTES & KEY PLAN

1A DIRECTIONAL ARROW (1A C-400)
1B PAINTED HANDICAP PARKING SYMBOL (1B C-400)
2A DRIVE-THRU GRAPHICS (2A C-400)
2B STOP LINE GRAPHIC (2B C-400)
3 STANDARD PARKING STALL (9.5'x18.0') PER CODE (3 C-400)
~~4 STANDARD 60 DEGREE PARKING STALL~~ (4 C-400)
4A 4" SOLID WHITE STRIPING
4B 4" SOLID YELLOW STRIPING
~~4C 4" SKIP DASH YELLOW STRIPING~~
5 BOLLARD MOUNTED SIGN (5 C-400)
6 ADA ACCESSIBLE PARKING SIGN (6 C-400)
7 DIRECTIONAL SIGNAGE

ALL SIGNS SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" BY THE U.S. DEPARTMENT OF TRANSPORTATION. (SEE SIGN LEGEND)

7A THRU 7E (SEE SIGNAGE LEGEND, THIS SHEET)

7F CHICK-FIL-A MONUMENT SIGN, SEE SIGNAGE PACKAGE
~~7G CHICK-FIL-A "ENTER" SIGN, SEE SIGNAGE PACKAGE~~
~~7H CHICK-FIL-A "EXIT" SIGN, SEE SIGNAGE PACKAGE~~
~~7I CHICK-FIL-A "DRIVE THRU" SIGN, SEE SIGNAGE PACKAGE~~
7J DRIVE THRU ORDERING STATION, SEE SIGNAGE PACKAGE
7K FLAGPOLE, 50', SEE SIGNAGE PACKAGE
8 STOP SIGN, SEE SIGNAGE PACKAGE (8 C-400)
9 TYPICAL CONCRETE SIDEWALK, 5' MIN. (9 C-400)
10 7' WIDE SIDEWALK w/ CURB & GUTTER (10 C-400)
11 24" CONCRETE CURB & GUTTER (11 C-400)
11A SPILLING CURB SECTION
11B CATCHING CURB SECTION
11C DEPRESSED SPILLING CURB
11D DEPRESSED CATCHING CURB
~~12 CONCRETE PAVEMENT SECTIONS~~ (12 C-400)
13 HANDICAP RAMP w/ SHORT FLARED SIDES (GRASSED AREAS) (13 C-401)
14 HANDICAP RAMP w/ FLARED SIDES (IN SIDEWALK) (14 C-401)
15 RETURNED CURB HANDICAP RAMP (15 C-401)
16 SIDEWALK (ADA COMPLIANT) RAMP (16 C-401)
~~17 DETECTABLE WARNING DEVICE~~ (17 C-401)
18 TRANSVERSE & LONGITUDINAL CONTRACTION JOINT (18 C-401)
19 TRANSVERSE & LONGITUDINAL DOWELED CONSTRUCTION JOINT (19 C-401)
20 PAVEMENT EDGE DETAIL (20 C-401)
21 CONTRACTION JOINT (21 C-401)
22 KEYED CONSTRUCTION JOINT (22 C-401)
23 LONGITUDINAL BUTT JOINT (23 C-401)
24 EXPANSION JOINT (24 C-401)
(21, 22, 23, 24 FOR CONCRETE PAVING)
25 CONCRETE APRON @ TRASH ENCLOSURE (25 C-402)
26 CONCRETE PAVEMENT DRIVE-THRU LANE (26 C-402)
27 TYPICAL HMA PAVEMENT SECTION (27 C-402)
~~28 BUTT JOINT~~ (28 C-402)
29 CONCRETE BOLLARD (29 C-402)
~~30 MULTI-LANE DIRECTIONAL GRAPHICS~~ (30 C-402)
31 CROSSWALK MARKINGS (31 C-402)
32 ALUMINUM HANDRAIL (32 C-402)
~~33 TYPICAL ADA RAMP & HANDRAIL~~ (33 C-402)
34 BUILDING DOWNSPOUT CONNECTION (TO SITE DRAINAGE SYSTEM) (34 C-402)
~~35 ROLLOVER/MOUNTABLE CURB~~ (35 C-402)
36 DRIVE-THRU CLEARANCE BAR (36 C-402)
37 ENTRY DOOR FROST SLAB DETAIL (37 C-403)
38 SCREENED REFUSE ENCLOSURE FOUNDATION (38 C-403)
39 MENU BOARD LOOP DETECTION SYSTEM (39 C-403)
40 MENU BOARD LOOP DETECTION SYSTEM (ISO VIEW) (40 C-403)
41 DRIVE-THRU ORDER POINT ISLAND (41 C-403)
42 DRIVE-THRU PLAN FLUSH WITH FFE (42 C-403)
43 DRIVE-THRU ISOMETRIC PLAN (43 C-403)
~~44 DRIVE-THRU PLAN = 2" BELOW FFE~~ (44 C-403)
45 GREASE TRAP
46 PROPOSED TRANSFORMER
47 DRIVE-THRU STRIPING (47 C-404)
48 MEAL DELIVERY AREA STRIPING (48 C-404)
~~49 LANDSCAPE & IRRIGATION PROTECTOR~~ (49 C-404)
~~50 SOLID PLASTIC WHEEL STOP~~ (50 C-404)
51 BIKE RACK
52 LANDSCAPED AREA
~~53 TYPICAL LOCATION FOR OUTDOOR TABLES.(SEE EQUIPMENT SCHEDULE)~~
54 CONCRETE PAD FOR OPTIONAL CASH STATION
55 FACE-TO-FACE DRIVE-THRU CANOPY SYSTEMS



SITE DATA:

* PARCEL ID #: 1969000001
* ZONING: B-1 "B" (BUSINESS AND COMMERCIAL DISTRICT)
* LOT SIZE: 42,828± SQ. FT. (0.983 ACRES)

BUILDING DATA:

* BUILDING FLOOR AREA: 2,998± SQ. FT.
* NUMBER OF EMPLOYEES DURING LARGEST SHIFT = 15 EMPLOYEES
* TOTAL NUMBER OF SEATS = 0
  ** INDOOR SEATS = 0
  ** OUTDOOR SEATS = 0

PARKING DATA:

* NUMBER OF REGULAR PARKING SPACES: 36
* NUMBER OF ADA SPACES: 2
* TOTAL NUMBER OF SPACES PROVIDED: 38
* TOTAL NUMBER OF SPACES REQUIRED: 60
* TYPICAL PARKING WIDTH: 9.5'
* TYPICAL 90° PARKING LENGTH: 18.0'
* MINIMUM ISLE WIDTH: 22.0' (90°)

PARKING FORMULA:

* 1 PARKING SPACE PER 50 SQUARE FEET OF FLOOR AREA.
  ** TOTAL REQUIRED PARKING = 60 SPACES

BID ALTERNATE:

* CONTRACTOR TO INCLUDE COST FOR MATERIALS AND INSTALLATION OF CONCRETE PAVEMENT OF THE ENTIRE PARKING LOT.

PROJECT NOTES:

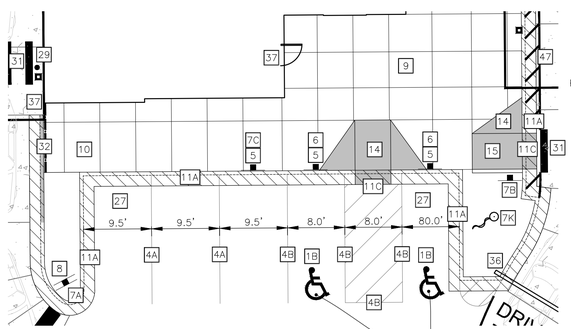
* ALL CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS AND OR CONNECTION TO PUBLIC SEWERS AND STREETS SHALL COMPLY WITH THE **CITY OF GLENDALE** STANDARD CONSTRUCTION SPECIFICATIONS.
* AT LEAST ONE WEEK PRIOR TO ANY CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, THE CONTRACTOR SHALL CONTACT THE **CITY** TO OBTAIN APPLICABLE **CITY** PERMITS.
* INGRESS/EGRESS WILL BE PROVIDED INTERNAL AND EXTERNAL TO THIS SITE.
* ALL CONCRETE CURB & GUTTER SHALL BE 24" (B6.18) UNLESS OTHERWISE NOTED ON THE PLANS.
* ALL PAVEMENT DIMENSIONS ARE MEASURED TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
* ALL CURB ADJOINING SIDEWALKS SHALL BE DOWELED INTO THE CURB. SEE DETAIL ON SHEET C-400
* ALL CONSTRUCTION MATERIALS, DUMPSTER, DETACHED TRAILERS OR SIMILAR ITEMS ARE PROHIBITED ON PUBLIC STREETS OR WITHIN THE PUBLIC RIGHT-OF-WAY"

HATCH LEGEND

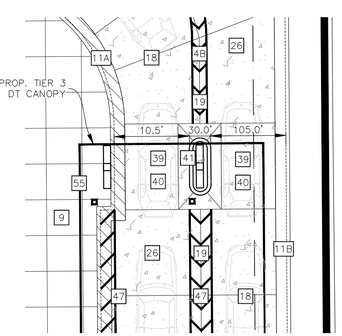
DENOTES STANDARD PAVEMENT SECTION 27
DENOTES CONCRETE SECTION 25 26
DENOTES PROP. SIDEWALK
DENOTES AREA OF DEPRESSED SIDEWALK
DENOTES AREA OF DEPRESSED CURB AND GUTTER WITH LENGTH NOTED ON PLANS. 11D
DENOTES REVERSE CURB & GUTTER 11A

SIGN LEGEND

6 — DENOTES "HANDICAPPED PARKING" R7-8, 12" X 18" (TYP.)
DENOTES "$250 FINE" R7-1101 6" X 12" (TYP.)
7A — DENOTES "DO NOT ENTER" R5-1, 30" X 30" (TYP.)
7B — DENOTES "PEDESTRIAN CROSSWALK" 12" X 18" (TYP.)
7C — DENOTES "CATERING & CARRY OUT" 12" X 18" (TYP.)
7D — DENOTES "ONE WAY" 18" X 24" (TYP.)
8 — DENOTES "STOP" R1-1, 30" X 30" (TYP.)



1 C-200 ADA PARKING STALL LAYOUT DETAIL
SCALE: 1"=10'



2 C-200 ORDER CANOPY LAYOUT DETAIL
SCALE: 1"=10'

NORTH
0 20'
1" = 20'

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

PRELIMINARY
NOT FOR CONSTRUCTION

PRELIMINARY

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

HRGreen
HRGreen.com

CHICK-FIL-A
GLENDALE (WI) FSU
5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

ENGINEER'S PROJECT #	210400
PRINTED FOR	PRELIMINARY
DATE	05/17/2021
DRAWN BY:	ERN
CHECKED BY:	JFV

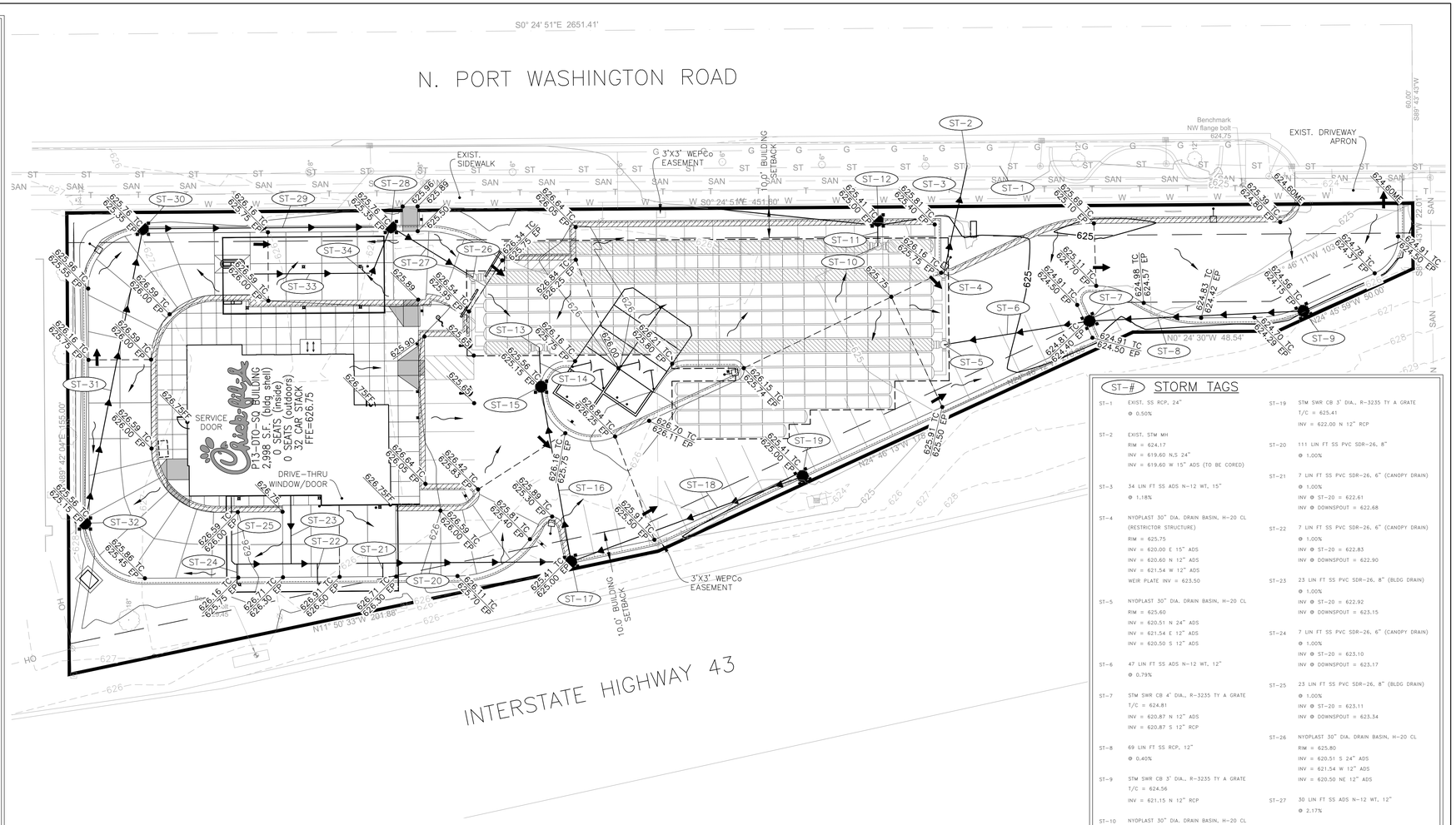
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SHEET
SITE PLAN

SHEET NUMBER
C-200

GRADING & DRAINAGE NOTES

1. CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF SITE PLAN DOCUMENTS AND ARCHITECTURAL DESIGN FOR EXACT BUILDING UTILITY CONNECTION LOCATIONS, GREASE TRAP REQUIREMENTS/DETAILS, DOOR ACCESS, AND EXTERIOR GRADING. THE UTILITY SERVICE SIZES ARE TO BE DETERMINED BY THE ARCHITECT. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES/SERVICES WITH THE INDIVIDUAL COMPANIES, TO AVOID CONFLICTS AND ENSURE PROPER DEPTHS ARE ACHIEVED. THE JURISDICTION UTILITY REQUIREMENTS SHALL ALSO BE MET, AS WELL AS COORDINATING THE UTILITY TIE-INS/CONNECTIONS PRIOR TO CONNECTING TO THE EXISTING UTILITY/SERVICE. WHERE CONFLICTS EXIST WITH THESE SITE PLANS, ENGINEER IS TO BE NOTIFIED PRIOR TO CONSTRUCTION TO RESOLVE SAME.
2. SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING WITH SUITABLE MATERIALS AS SPECIFIED IN THE GEOTECHNICAL REPORT. ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED AS OUTLINED IN THE GEOTECHNICAL REPORT. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL BE SUBMITTED IN COMPACTION REPORT PREPARED BY A QUALIFIED GEOTECHNICAL ENGINEER, REGISTERED WITH THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL FILLED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING PAD AREA AND AREAS TO BE PAVED HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT. SUBBASE MATERIAL FOR SIDEWALKS, CURB, OR ASPHALT SHALL BE FREE OF ORGANICS AND OTHER UNSUITABLE MATERIALS. SHOULD SUBBASE BE DEEMED UNSUITABLE BY OWNER OR OWNER'S REPRESENTATIVE, SUBBASE IS TO BE REMOVED AND FILLED WITH APPROVED FILL MATERIAL COMPACTED AS DIRECTED BY THE GEOTECHNICAL REPORT.
3. ALL FILL, COMPACTION, AND BACKFILL MATERIALS REQUIRED FOR UTILITY INSTALLATION SHALL BE AS PER THE RECOMMENDATIONS PROVIDED IN THE GEOTECHNICAL REPORT AND SHALL BE COORDINATED WITH THE APPLICABLE UTILITY COMPANY SPECIFICATIONS.
4. THE CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST OSHA STANDARDS AND REGULATIONS, OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE "MEANS AND METHODS" REQUIRED TO MEET THE INTENT AND PERFORMANCE CRITERIA OF OSHA, AS WELL AS ANY OTHER ENTITY THAT HAS JURISDICTION FOR EXCAVATION AND/OR TRENCHING PROCEDURES.
5. PAVEMENT SHALL BE SAW CUT IN STRAIGHT LINES TO THE FULL DEPTH OF THE EXISTING PAVEMENT. ALL DEBRIS FROM REMOVAL OPERATIONS SHALL BE REMOVED FROM THE SITE AT THE TIME OF EXCAVATION. STOCKPILING OF DEBRIS WILL NOT BE PERMITTED.
6. THE TOPS OF EXISTING MANHOLES, INLET STRUCTURES, AND SANITARY CLEANOUT TOPS SHALL BE ADJUSTED, IF REQUIRED, TO MATCH PROPOSED GRADES IN ACCORDANCE WITH ALL APPLICABLE STANDARDS.
7. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF EXISTING TOPOGRAPHIC INFORMATION AND UTILITY INVERT ELEVATIONS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. CONTRACTOR TO ENSURE 0.75% MINIMUM SLOPE ALONG ALL ISLANDS, GUTTERS, AND CURBS; 1.0% ON ALL CONCRETE SURFACES; AND 1.5% MINIMUM ON ASPHALT, TO PREVENT PONDING. ANY DISCREPANCIES THAT MAY AFFECT THE PUBLIC SAFETY OR PROJECT COST MUST BE IDENTIFIED TO THE ENGINEER IN WRITING IMMEDIATELY. PROCEEDING WITH CONSTRUCTION WITHOUT NOTIFICATION IS DONE SO AT THE CONTRACTOR'S OWN RISK.
8. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 6" ABOVE EXISTING LOCAL ASPHALT GRADE UNLESS OTHERWISE NOTED. FIELD ADJUST TO CREATE A MINIMUM OF 0.75% GUTTER GRADE ALONG CURB FACE. ENGINEER TO APPROVE FINAL CURBING CUT SHEETS PRIOR TO INSTALLATION.
9. IN CASE OF DISCREPANCIES BETWEEN PLANS OR RELATIVE TO OTHER PLANS, THE SITE PLAN WILL TAKE PRECEDENCE. IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY CONFLICTS.
10. CONTRACTOR SHALL BE REQUIRED TO SECURE ALL NECESSARY PERMITS AND APPROVALS FOR ALL OFF-SITE MATERIAL SOURCES AND DISPOSAL FACILITIES. CONTRACTOR SHALL SUPPLY A COPY OF APPROVALS TO ENGINEER AND OWNER PRIOR TO INITIATING WORK.
11. SITE GRADING SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
12. SEE EROSION CONTROL PLAN FOR EROSION CONTROL MEASURES AND NOTES.
13. ALL EXISTING STRUCTURES, UNLESS OTHERWISE NOTED TO REMAIN, FENCING, TREES, & ETC., WITHIN CONSTRUCTION AREA SHALL BE REMOVED & DISPOSED OF OFF SITE. NO ON SITE BURNING WILL BE ALLOWED
14. ALL DRAINAGE STRUCTURES SHALL BE PRE-CAST.
15. ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC (H20) LOADING AND BE INSTALLED ACCORDINGLY.
16. GENERAL CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN RIGHT-OF-WAY PRIOR TO EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY LOCATING COMPANY AND LOCATE ALL UTILITIES PRIOR TO GRADING START.
17. NO PART OF THE PROPOSED PROJECT IS LOCATED WITHIN A FLOOD HAZARD AREA
18. SPOT ELEVATIONS SHOWN ARE @ EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON PLAN.
19. ALL CONCRETE CURB & GUTTER SHALL BE TYPE B-6.18 CURB UNLESS OTHERWISE NOTED ON THE PLANS.
20. ALL STORM SEWER JOINTS SHALL HAVE O-RING GASKETS.
21. MATCH EXISTING GRADES AT PROPERTY LINES AND/OR CONSTRUCTION LIMITS.
22. BACKFILL TO THE TOP OF CURBS.
23. SITE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS
24. ALL SIDEWALK CROSS SLOPES SHALL BE A MAXIMUM OF 1.5%.
25. DESIGNATED HANDICAP PARKING AREAS SHALL BE GRADED TO A MAXIMUM OF 1.5%
26. SLOPES IN PAVEMENT SHALL BE UNIFORM TO AVOID PONDING OF PAVEMENT.
27. THE CONTRACTOR SHALL CONFINE HIS GRADING OPERATIONS TO WITHIN CONSTRUCTION LIMITS AND EASEMENTS SHOWN ON THE PLANS. ANY DAMAGE TO PROPERTIES OUTSIDE THE SITE BOUNDARY SHALL BE AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
28. THE CONTRACTOR SHALL APPLY NECESSARY MOISTURE CONTROL TO THE CONSTRUCTION AREA AND HAUL ROADS TO PREVENT THE SPREAD OF DUST.
29. ALL FIELD TILES ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM AND LOCATED AND IDENTIFIED ON THE RECORD PLANS BY THE CONTRACTOR.
30. ALL STORM DRAINAGE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE MOST CURRENT **CITY OF GLENDALE STANDARDS & SPECIFICATIONS AND THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES STANDARDS.**



CFA STORMTECH SYSTEM:

- SC-740 CHAMBERS: 216 EACH
- TOP STONE ELEV = 623.50
- TOP OF CHAMBER ELEV = 623.00
- BOTTOM OF CHAMBER ELEV: 620.50
- BOTTOM STONE ELEV: 620.00

STORMTECH NOTES:

- CONTRACTOR TO HAVE GEOTECHNICAL ENGINEER VERIFY VOID SPACE IN THE AGGREGATE BELOW & AROUND THE STORMTECH SYSTEM AND PROVIDE DOCUMENTATION TO ENGINEER PRIOR TO BACKFILLING.
- CONTRACTOR TO PROVIDE ENGINEER WITH RECORD DRAWING OF EXCAVATED AREA FOR THE UNDERGROUND DETENTION SYSTEM.
- CONTRACTOR TO VERIFY WEIR ORIFICE AND TOP OF WEIR PLATE INVERT(S) AND NOTIFY ENGINEER OF ANY DISCREPANCIES FROM THE PLANS.

NOTE:

- ALL STORM STRUCTURES WITHIN PAVED AREAS REQUIRE WEEP HOLES. SEE DETAILS 40 & 40A ON SHEET C-403 FOR WEEP HOLE DETAILS.

HATCH LEGEND

- DENOTES REVERSE (SPILLING) CURB & GUTTER
- DENOTES CONCRETE CURB & GUTTER (CATCHING)
- DENOTES AREA OF DEPRESSED SPILLING CURB & GUTTER
- DENOTES AREA OF DEPRESSED CATCHING CURB & GUTTER
- DENOTES AREA OF DEPRESSED SIDEWALK
- XXX.XX DENOTES EXISTING AND OR PROPOSED SPOT ELEVATIONS.
- DENOTES PROPOSED DRAINAGE DIRECTION ARROW.
- DENOTES PROPOSED OVERFLOW DIRECTION ARROW.

TRAFFIC CONTROL NOTES:

- ALL APPLICABLE **CITY** PERMITS, INCLUDING BUT NOT LIMITED TO CLOSURE PERMITS, SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION WITHIN **CITY** ROW OR LANE CLOSURES.
- ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- SIDEWALK CLOSED SIGNS REQUIRED FOR ALL SIDEWALK CLOSURES.
- THE CONTRACTOR IS CAUTIONED NEITHER TO OBSTRUCT NOR REMOVE ANY EXISTING PAVEMENT, NOR TO DISTURB THE EXISTING TRAFFIC PATTERNS MORE THAN IS NECESSARY FOR THE PROPER EXECUTION OF THE WORK.

GENERAL NOTES:

- ACCESSIBLE PARKING, RAMPS, AND SIGNAGE SHALL COMPLY WITH ADA ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES.
- ALL WORK SHALL BE IN ACCORDANCE WITH OSHA CODES AND STANDARDS, NOTHING INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH ANY APPROPRIATE SAFETY REGULATIONS.
- 1 WEEK PRIOR TO CONSTRUCTION WITHIN **CITY** OR STATE ROW OR ANY CONNECTION TO PUBLIC SEWERS, CONTRACTOR SHALL NOTIFY THE APPROPRIATE **CITY** ENGINEERING DIVISION.
- CONTRACTOR TO VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS. PLACE 3/4 INCH EXPANSION JOINT BETWEEN ALL P.C.C. PAVEMENT/ SIDEWALKS AND BUILDING. PLACE 1/2 INCH EXPANSION JOINT BETWEEN SIDEWALKS AND P.C.C. PAVEMENT. CUT/TRIM EXPANSION JOINTS TO BE FLUSH WITH SURFACE.
- ALL PROPERTY PINS SHALL BE PROTECTED FROM GRADING OR OTHER OPERATIONS. ANY PINS DISTURBED SHALL BE RESET AT THE CONTRACTOR'S EXPENSE.
- DO NOT STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN THE RIGHT-OF-WAY.
- THE CONTRACTOR SHALL NOT DISTURB DESIRABLE GRASS AREAS AND DESIRABLE TREES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK OR SERVICE VEHICLES AND EQUIPMENT OR USE THESE AREAS FOR STORAGE OR MATERIALS. STORAGE, PARKING AND SERVICE AREAS WILL BE SUBJECT TO THE APPROVAL OF THE OWNER.
- THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY AREAS OF PAVEMENT OR SIDEWALK NOT TO BE REMOVED THAT IS DAMAGED DUE TO OPERATING EQUIPMENT ON THE PAVEMENT OR SIDEWALK.
- THE CONTRACTOR MAY BE REQUIRED TO PLACE TEMPORARY WARNING DEVICES AND SAFETY FENCE AT CERTAIN LOCATIONS WHERE REPLACEMENT FEATURES ARE NOT INSTALLED THE SAME DAY, AS DIRECTED BY THE ENGINEER OR THE **CITY**.
- ALL CONSTRUCTION WITHIN PUBLIC ROW/EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, SHALL COMPLY WITH THE **CITY** CONSTRUCTION SPECIFICATIONS FOR SUBDIVISIONS AND LATEST EDITION OF **WISDOT** DESIGN STANDARDS
- EXCAVATION SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL REPORT PREPARED FOR THIS PROJECT.
- CONTRACTOR TO GRADE 4" BELOW THE BACK OF CURB TO ALLOW FOR THE PLACEMENT OF TOPSOIL. A MINIMUM OF 4" OF TOPSOIL SHALL BE PLACED IN ALL PLANTING BEDS AND ALL GRASSED AREAS. GRADED AREAS TO BE HELD DOWN TO THE APPROPRIATE ELEVATION TO ACCOUNT FOR TOPSOIL. SEE SHEET L-101 FOR DETAILS.

ST-# STORM TAGS

- ST-1: EXIST. SS RCP, 24" @ 0.50%
- ST-2: EXIST. STM MH; RIM = 624.17; INV = 619.60 N,S 24"; INV = 619.60 W 15" ADS (TO BE CORED)
- ST-3: 34 LIN FT SS ADS N-12 WT, 15" @ 1.18%
- ST-4: NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL (RESTRICTOR STRUCTURE); RIM = 625.75; INV = 620.00 E 15" ADS; INV = 620.60 N 12" ADS; INV = 621.54 W 12" ADS; WEIR PLATE INV = 623.50
- ST-5: NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL; RIM = 625.60; INV = 620.51 N 24" ADS; INV = 621.54 E 12" ADS; INV = 620.50 S 12" ADS
- ST-6: 47 LIN FT SS ADS N-12 WT, 12" @ 0.79%
- ST-7: STM SWR CB 4' DIA., R-3235 TY A GRATE; T/C = 624.81; INV = 620.87 N 12" ADS; INV = 620.87 S 12" RCP
- ST-8: 69 LIN FT SS RCP, 12" @ 0.40%
- ST-9: STM SWR CB 3' DIA., R-3235 TY A GRATE; T/C = 624.56; INV = 621.15 N 12" RCP
- ST-10: NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL; RIM = 625.20; INV = 620.51 N,S 24" ADS; INV = 621.25 E 12" ADS
- ST-11: 6 LIN FT SS ADS N-12 WT, 12" @ 4.17%
- ST-12: STM SWR CB 3' DIA., R-3235 TY A GRATE; T/C = 625.41; INV = 621.50 W 12" ADS
- ST-13: NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL; RIM = 625.75; INV = 620.51 N,S 24" ADS; INV = 620.90 W 15" ADS
- ST-14: 10 LIN FT SS ADS N-12 WT, 15" @ 2.00%
- ST-15: STM SWR CB 4' DIA., R-3235 TY A GRATE; T/C = 625.56; INV = 621.10 E 15" ADS; INV = 621.10 W 15" RCP
- ST-16: 56 LIN FT SS RCP, 15" @ 0.89%
- ST-17: STM SWR CB 4' DIA., R-3235 TY A GRATE; T/C = 625.41; INV = 621.60 E 15" RCP; INV = 621.60 S 12" RCP; INV = 622.00 N 8" PVC
- ST-18: 80 LIN FT SS RCP, 12" @ 0.50%
- ST-19: STM SWR CB 3' DIA., R-3235 TY A GRATE; T/C = 625.41; INV = 622.00 N 12" RCP
- ST-20: 111 LIN FT SS PVC SDR-26, 8" @ 1.00%
- ST-21: 7 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN) @ 1.00%; INV @ ST-20 = 622.61; INV @ DOWNSPOUT = 622.68
- ST-22: 7 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN) @ 1.00%; INV @ ST-20 = 622.83; INV @ DOWNSPOUT = 622.90
- ST-23: 23 LIN FT SS PVC SDR-26, 8" (BLDG DRAIN) @ 1.00%; INV @ ST-20 = 622.92; INV @ DOWNSPOUT = 623.15
- ST-24: 7 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN) @ 1.00%; INV @ ST-20 = 623.10; INV @ DOWNSPOUT = 623.17
- ST-25: 23 LIN FT SS PVC SDR-26, 8" (BLDG DRAIN) @ 1.00%; INV @ ST-20 = 623.11; INV @ DOWNSPOUT = 623.34
- ST-26: NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL; RIM = 625.80; INV = 620.51 S 24" ADS; INV = 621.54 W 12" ADS; INV = 620.50 NE 12" ADS
- ST-27: 30 LIN FT SS ADS N-12 WT, 12" @ 2.17%
- ST-28: STM SWR CB 4' DIA., R-3235 TY A GRATE; T/C = 625.76; INV = 621.15 SW 12" ADS; INV = 621.15 N 12" RCP; INV = 622.35 W 6" PVC
- ST-29: 80 LIN FT SS RCP, 12" @ 0.75%
- ST-30: STM SWR CB 4' DIA., R-3235 TY A GRATE; T/C = 625.76; INV = 621.75 S 12" RCP; INV = 621.75 NW 12" RCP
- ST-31: 98 LIN FT SS RCP, 12" @ 0.40%
- ST-32: STM SWR CB 3' DIA., R-3235 TY A GRATE; T/C = 625.56; INV = 622.15 SE 12" RCP
- ST-33: 60 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN) @ 1.00%; INV @ N DOWNSPOUT = 622.95
- ST-34: 3 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN) @ 1.00%; INV @ ST-33 = 622.52; INV @ S DOWNSPOUT = 622.55

NORTH

0 20'
1" = 20'

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

PRELIMINARY
NOT FOR CONSTRUCTION

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

HRGreen
HRGreen.com

CHICK-FIL-A

GLENDALE (WI) FSU

5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

PRELIMINARY

ENGINEER'S PROJECT #	210400
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DRAWN BY:	ERN
CHECKED BY:	JFV

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SHEET
GRADING PLAN

SHEET NUMBER
C-300

S-# SANITARY SEWER TAGS

S-1 EXIST. SAN MH
RIM = 625.71
INV = 613.40 S 12"
INV = 613.40 N 12"

S-2 EXIST. SAN SWR MAIN, 12"
@ 1.01%

S-3 CONNECTION TO EXIST. SAN SEWER
VIA WYE CONNECTION
INV @ MAIN = +/- 614.67
(CONTRACTOR TO FIELD VERIFY INVERT AT
MAIN PRIOR TO ORDERING MATERIAL. NOTIFY
ENGINEER W/ ANY DISCREPANCIES.)

S-4 124 LIN FT SAN SERVICE, 6" PVC SDR 26
2.5 LIN FT RISER (1:1 SLOPE)
INV @ TOP OF RISER = 617.17
121.5 LIN FT SERVICE @ 1.39%

S-5 CLEANOUT (SEE DETAIL)
RIM = 625.85
INV = 618.86

S-6 30 LIN FT SAN SERVICE, 6" PVC SDR 26
@ 1.04%
INV @ S-4 = 618.84

S-7 CLEANOUT (SEE DETAIL)
RIM = 626.25
INV = 619.15

S-8 8 LIN FT SAN SERVICE, 6" PVC SDR 26
@ 1.04%
INV @ S-6 = 619.13

S-9 TWO-WAY CLEAN OUT (SEE DETAIL)
RIM = 626.25
INV = +/- 619.18

S-10 GREASE TRAP (1,000 GAL.)
SEE BUILDING PLUMBING PLAN FOR DETAILS
RIM(S) = 626.50 N, 626.50 S
INV = 619.38 (INLET)
INV = 619.21 (OUTLET)

S-11 14 LIN FT SAN SERVICE, 4" PVC SDR 26
@ 2.08%

S-12 CLEANOUT (SEE DETAIL)
RIM = 626.75
INV = 619.67

S-13 37 LIN FT SAN SERVICE, 4" PVC SDR 26
@ 2.08%
INV @ S-11 = 619.63
INV @ BLDG = 620.40
(VERIFY WITH ARCHITECT/PLANS)

S-14 TWO-WAY CLEAN OUT (SEE DETAIL)
RIM = 626.70
INV = +/- 620.36

S-15 42 LIN FT SAN SERVICE, 4" PVC SDR 26
@ 2.76%
INV @ S-8 = 619.24
INV @ BLDG = 620.40
(VERIFY WITH ARCHITECT/PLANS)

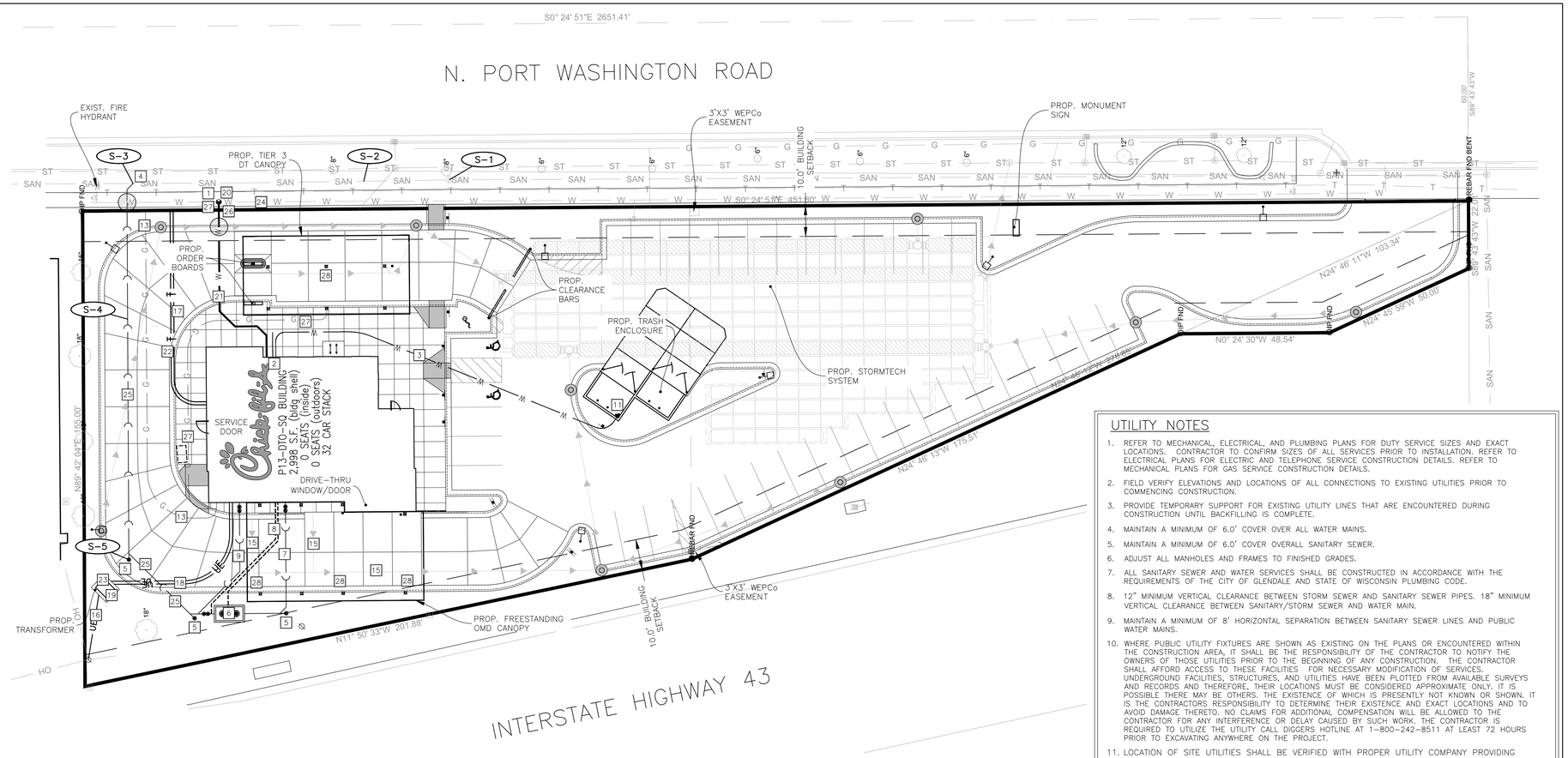
S-16 TWO-WAY CLEAN OUT (SEE DETAIL)
RIM = 626.70
INV = +/- 620.34

MISCELLANEOUS NOTES:

* ALL BUILDING UTILITY SERVICE LOCATIONS TO BE VERIFIED W/ ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION.
* FOR EXACT LIGHT POLE LOCATIONS SEE PHOTOMETRICS PLAN
* AT LEAST ONE WEEK PRIOR TO ANY CONSTRUCTION WITHIN PUBLIC R.O.W./ EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, THE CONTRACTOR SHALL CONTACT THE CITY AND/OR WISDOT TO OBTAIN APPLICABLE PERMITS.
* WORK WITHIN THE ROW SHALL BE DONE IN ACCORDANCE WITH THE CITY SPECIFICATIONS.
* ONLY THE CITY OF GLENDALE PUBLIC WORKS DEPARTMENT MAY OPERATE EXISTING VALVES.
* THE CONTRACTOR MUST CONTACT THE CITY OF GLENDALE PUBLIC WORKS DEPARTMENT TO SCHEDULE INSPECTIONS FOR ALL WORK WITHIN THE ROW.
* TRACER WIRE ON THE WATER SERVICE SHALL BE CONNECTED TO THE TRACER WIRE ON THE WATER MAIN AND INSTALLED IN ACCORDANCE WITH CITY SPECIFICATIONS.
* ANY WORK PERFORMED IN THE ROW SHALL BE PERFORMED BY A CITY "QUALIFIED" CONTRACTOR AND MONITORED BY PUBLIC WORKS.

LEGEND:

DENOTES MAINTAIN 18" VERTICAL SEPARATION PER WIDNR'S REQUIREMENTS



LAYOUT NOTES

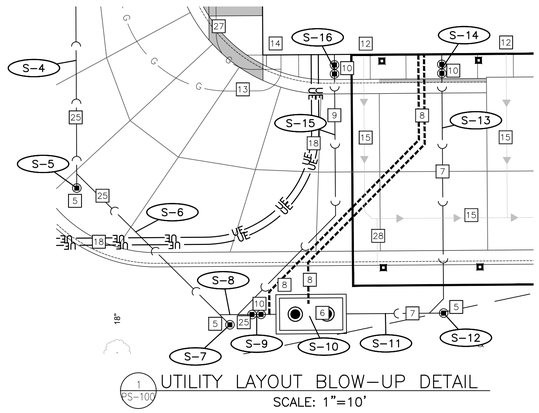
1 PAY CONNECTION FEES FOR 2" DOMESTIC'/6" FIRE WATER SERVICE AND METER. DOMESTIC SERVICE TO SPLIT OFF FIRE SERVICE INTERNAL OF BUILDING.
2 1.5" SOFT COPPER (TYPE K) IRRIGATION LINE TO HAVE SEPARATE METER LOCATION ADJACENT TO DOMESTIC WATER METER INTERNAL TO THE BUILDING. MAINTAIN MIN. 6' COVER.
3 3/4" CW TO DUMPSTER POST HYDRANT (SOFT COPPER TYPE K). MAINTAIN MIN. 6' COVER.
4 CONNECTION TO EXIST. 12" SANITARY SEWER MAIN. CONTRACTOR TO VERIFY INVERT AT MAIN PRIOR TO ORDERING STRUCTURES. SEE SANITARY TAGS FOR INFO.
5 4" OR 6" CLEAN OUT (SEE DETAIL). CLEANOUT SHALL BE FLUSH w/ PAVEMENT & INSTALLED UNDER A PROTECTIVE METAL BOX COVER SIMILAR TO A METER PIT COVER WITH A TRAFFIC BEARING LID.
6 PRECAST 1,000 GAL. CAPACITY GREASE TRAP. PLUMBING CONTRACTOR TO COORDINATE WITH BUILDING CONTRACTOR. TOP OF MANHOLE TO BE 0.2' ABOVE FINISH GRADE AND MATCH SIDEWALK GRADES WHERE REQUIRED.VERIFY GREASE TRAP MEETS CITY/COUNTY SPECIFICATIONS PRIOR TO INSTALLATION. REFER TO PLUMBING PLAN. SHEET P-101.
7 4" KITCHEN WASTE LINE (SEE SANITARY TAGS FOR INFO)
8 3" VENT LINE. CONNECT TO GREASE INTERCEPTOR. (SEE SHEET P-101 FOR LOCATION)
9 4" RESTROOM WASTE LINE (SEE SANITARY TAGS FOR INFO)
10 4" OR 6" TWO-WAY CLEAN OUT (REFER TO PLUMBING PLANS)(SEE DETAIL 37/C-403)
11 DUMPSTER POST HYDRANT. REFER TO THE FIXTURE CONNECTION SCHEDULE (P-303) DEPICTED ON THE PROJECT PLUMBING PLANS.
12 DOWNSPOUT FOR ROOF DRAINAGE (REFER TO ARCHITECTURAL PLANS)
13 PROPOSED GAS SERVICE (SEE NOTE 19)
14 COORDINATE GAS METER INSTALLATION WITH GAS COMPANY.
15 8" PVC SDR 26 ROOF DRAIN PIPE SYSTEM (CONNECT TO SITE STORM DRAIN)
16 UNDERGROUND PRIMARY ELECTRIC SERVICE. (SEE NOTE 21)
17 UNDERGROUND PRIMARY TELEPHONE SERVICE. (SEE NOTE 20)
18 UNDERGROUND SECONDARY ELECTRIC SERVICE TO BUILDING. (SEE NOTE 21)
19 PROPOSED PAD MOUNTED TRANSFORMER PER ELECTRIC COMPANY STANDARDS. SEE SERVICE UTILITY NOTES, THIS SHEET.
20 CFA FIRE SERVICE CONNECTION. CONNECT TO EXISTING 16" WATER WATERMAIN VIA TAPPING SLEEVE & VALVE. CONTRACTOR TO VERIFY LOCATION, DEPTH, AND SIZE OF THE EXISTING WATERMAIN PRIOR TO ORDERING MATERIALS. NOTIFY ENGINEER WITH ANY DISCREPANCIES.
21 6" PVC C900 PIPE – FIRE SERVICE. MAINTAIN MIN. 6' COVER.
22 UNDERGROUND ISP SERVICE (SEE NOTE 22)
23 INSTALL TRANSFORMER PAD (SEE NOTE 21)
24 EXISTING 16" WATERMAIN
25 6" PVC SDR 26 – SANITARY SERVICE PIPE
26 6" VALVE & VALVE BOX
27 1.5" GAS SERVICE LINE TO DRIVE-THRU CANOPY
28 6" PVC SDR 26 CANOPY DRAIN SYSTEM (CONNECT TO SITE STORM DRAIN)

A CONFLICT TAGS

OMITTED FOR THIS SUBMITTAL

ONSITE WATERLINE NOTES:

* THRUST BLOCKS SHALL BE PROVIDED AT ALL BENDS, TEES, AND FIRE HYDRANTS.
* ALL FIRE HYDRANTS SHALL BE PROVIDED WITH AN APPROVED AUXILIARY GATE VALVE.
* ALL WATER MAINS SHALL BE HYDROSTATICALLY TESTED AND DISINFECTED BEFORE ACCEPTANCE. SEE SITE WORK SPECIFICATIONS.
* ALL TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.
* GENERAL CONTRACTOR SHALL HAVE APPROVAL OF ALL GOVERNING AGENCIES HAVING JURISDICTION OVER THIS SYSTEM PRIOR TO INSTALLATION.
* ALL WATER MAIN SHALL BE INSTALLED WITH TRACER WIRE IN ACCORDANCE WITH CITY STANDARDS.



1 / PS-100 UTILITY LAYOUT BLOW-UP DETAIL
SCALE: 1"=10'

UTILITY NOTES

1. REFER TO MECHANICAL, ELECTRICAL, AND PLUMBING PLANS FOR DUTY SERVICE SIZES AND EXACT LOCATIONS. CONTRACTOR TO CONFIRM SIZES OF ALL SERVICES PRIOR TO INSTALLATION. REFER TO ELECTRICAL PLANS FOR ELECTRIC AND TELEPHONE SERVICE CONSTRUCTION DETAILS. REFER TO MECHANICAL PLANS FOR GAS SERVICE CONSTRUCTION DETAILS.
2. FIELD VERIFY ELEVATIONS AND LOCATIONS OF ALL CONNECTIONS TO EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION.
3. PROVIDE TEMPORARY SUPPORT FOR EXISTING UTILITY LINES THAT ARE ENCOUNTERED DURING CONSTRUCTION UNTIL BACKFILLING IS COMPLETE.
4. MAINTAIN A MINIMUM OF 6.0' COVER OVER ALL WATER MAINS.
5. MAINTAIN A MINIMUM OF 6.0' COVER OVERALL SANITARY SEWER.
6. ADJUST ALL MANHOLES AND FRAMES TO FINISHED GRADES.
7. ALL SANITARY SEWER AND WATER SERVICES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF GLENDALE AND STATE OF WISCONSIN PLUMBING CODE.
8. 12" MINIMUM VERTICAL CLEARANCE BETWEEN STORM SEWER AND SANITARY SEWER PIPES. 18" MINIMUM VERTICAL CLEARANCE BETWEEN SANITARY/STORM SEWER AND WATER MAIN.
9. MAINTAIN A MINIMUM OF 8' HORIZONTAL SEPARATION BETWEEN SANITARY SEWER LINES AND PUBLIC WATER MAINS.
10. WHERE PUBLIC UTILITY FIXTURES ARE SHOWN AS EXISTING ON THE PLANS OR ENCOUNTERED WITHIN THE CONSTRUCTION AREA, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE OWNERS OF THOSE UTILITIES PRIOR TO THE BEGINNING OF ANY CONSTRUCTION. THE CONTRACTOR SHALL AFFORD ACCESS TO THESE FACILITIES FOR NECESSARY MODIFICATION OF SERVICES. UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS AND THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATIONS AND TO AVOID DAMAGE THERETO. NO CLAIMS FOR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR ANY INTERFERENCE OR DELAY CAUSED BY SUCH WORK. THE CONTRACTOR IS REQUIRED TO UTILIZE THE UTILITY CALL DIGGERS HOTLINE AT 1-800-242-8511 AT LEAST 72 HOURS PRIOR TO EXCAVATING ANYWHERE ON THE PROJECT.
11. LOCATION OF SITE UTILITIES SHALL BE VERIFIED WITH PROPER UTILITY COMPANY PROVIDING SERVICE.
12. ALL WATER AND SANITARY LEADS TO BUILDING SHALL END 5' OUTSIDE THE BUILDING LIMITS AS SHOWN ON PLAN AND SHALL BE PROVIDED WITH A TEMPORARY PLUG AT END.
13. SEE SITE SPECIFICATIONS "UNDERGROUND UTILITIES" FOR BACKFILLING AND COMPACTION REQUIREMENTS.
14. GENERAL CONTRACTOR WILL BE RESPONSIBLE FOR ALL TAP AND TIE ON FEES REQUIRED, AS WELL AS COST OF UNDERGROUND SERVICE CONNECTIONS TO THE BUILDING.
15. ELECTRICAL SERVICE TO PAD MOUNTED TRANSFORMER SHALL BE RUN UNDERGROUND, FROM ROAD RIGHT-OF-WAY TO TRANSFORMER LOCATION. ASSOCIATED COST BY GENERAL CONTRACTOR.
16. ALL EXISTING UTILITIES TO BE FIELD VERIFIED PRIOR TO CONSTRUCTION.
17. FOR EXACT LIGHT POLE LOCATIONS SEE PHOTOMETRICS PLAN.
18. MATERIAL PERMITTED FOR USE AS SANITARY SEWER PIPES SHALL BE SDR 26 FOR 4" & 6".
19. WE ENERGIES WILL FURNISH AND INSTALL THE GAS MAINS AND GAS SERVICE UP TO AND INCLUDING THE METER. WE ENERGIES WILL BORE THE NEW SERVICE LINE UNDER PAVEMENT.
20. CONTRACTOR TO FURNISH AND INSTALL (2) 4" SCHEDULE 40 PVC CONDUITS FOR TELEPHONE SERVICE FROM AT&T PEDESTAL TO BUILDING. AT&T TO SUPPLY, PROVIDE AND INSTALL PRIMARY TELEPHONE SERVICE. CONDUITS TO BE INSTALLED A MINIMUM 24" BELOW FINISHED GRADE.
21. CONTRACTOR TO FURNISH AND INSTALL (2) 4" SCHEDULE 40 PVC CONDUITS WITH PULL WIRE FOR PRIMARY ELECTRIC SERVICE. WE ENERGIES TO PROVIDE AND INSTALL PRIMARY ELECTRIC SERVICE. CONTRACTOR TO FURNISH AND INSTALL (4) 4" SCHEDULE 40 PVC CONDUITS WITH PULL WIRE FOR SECONDARY ELECTRIC SERVICE. CONDUITS SHALL HAVE A MINIMUM OF 36" OF COVER. CONTRACTOR TO PROVIDE AND INSTALL TRANSFORMER PAD AND SECONDARY SERVICE IN ACCORDANCE WITH WE ENERGIES SPECIFICATIONS AND REQUIREMENTS. TRANSFORMER PAD SHALL BE INSTALLED TO FINAL GRADE AND LEVELED.
22. CONTRACTOR TO FURNISH AND INSTALL (1) 3" SCHEDULE 40 PVC CONDUIT WITH PULL STRING FOR ISP SERVICE FROM AT&T MAIN TO BUILDING. AT&T TO SUPPLY, PROVIDE AND INSTALL ISP SERVICE. CONDUIT TO BE INSTALLED MINIMUM 24" BELOW FINISHED GRADE.
23. ALL SEWER CONSTRUCTION SHALL MEET THE REQUIREMENTS OF THE CITY OF GLENDALE.
24. ALL CONNECTIONS TO PUBLIC SANITARY SEWERS SHALL BE PER CITY STANDARD SPECIFICATIONS.
25. THE CFA FIRE SERVICE PIPE SHALL BE PVC C900 PIPE.
26. ALL FIELD TILES ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM AND LOCATED AND IDENTIFIED ON THE RECORD PLANS BY THE CONTRACTOR.
27. ROOF DRAINS, FOUNDATION DRAINS, AND OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.
28. PROVIDE UNDERDRAINS FROM SEEPS OR SPRINGS ENCOUNTERED. EXTEND TO STORM SEWER SYSTEM OR DAYLIGHT AT THE BOTTOM OF THE FILL SLOPE.
29. ALL PROPOSED PIPE CONNECTIONS TO EXISTING OR PROPOSED MANHOLES SHALL CONFORM TO ASTM-C923.
30. TRACER WIRE IS REQUIRED PER STATE AND CITY STANDARDS.
31. IF EXISTING SANITARY/WATER LATERALS ARE NOT TO BE USED/REUSED, THEY SHALL BE ABANDONED AT MAIN PER CITY STANDARDS.

NORTH

0 20' 1" = 20'

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

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30349-2998

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GLENDALE (WI) FSU

5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

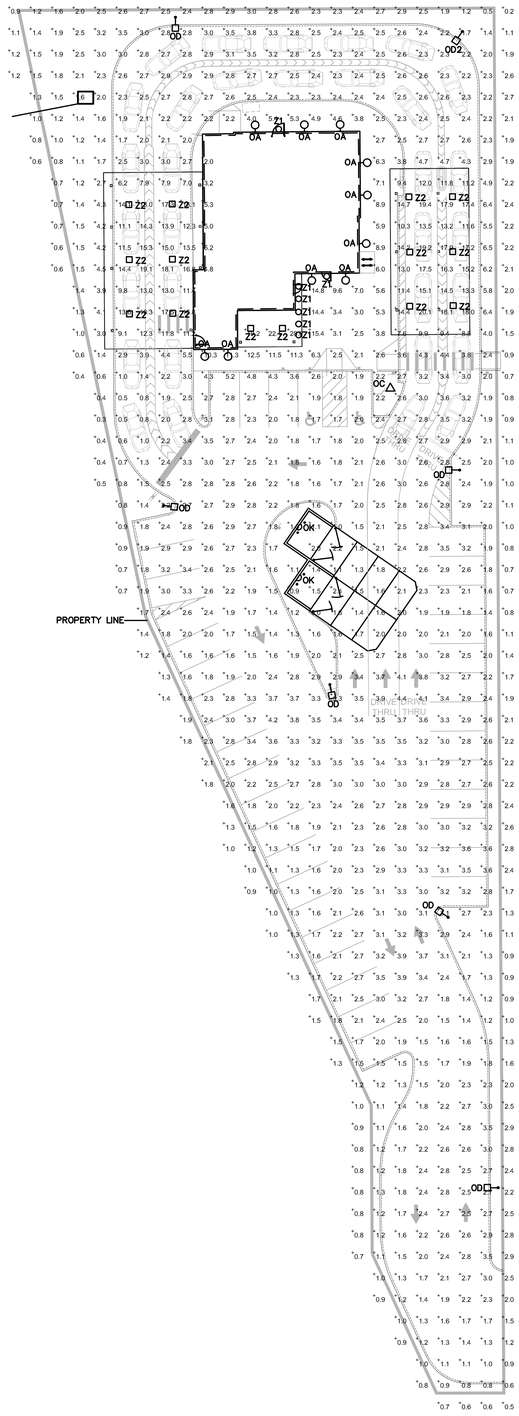
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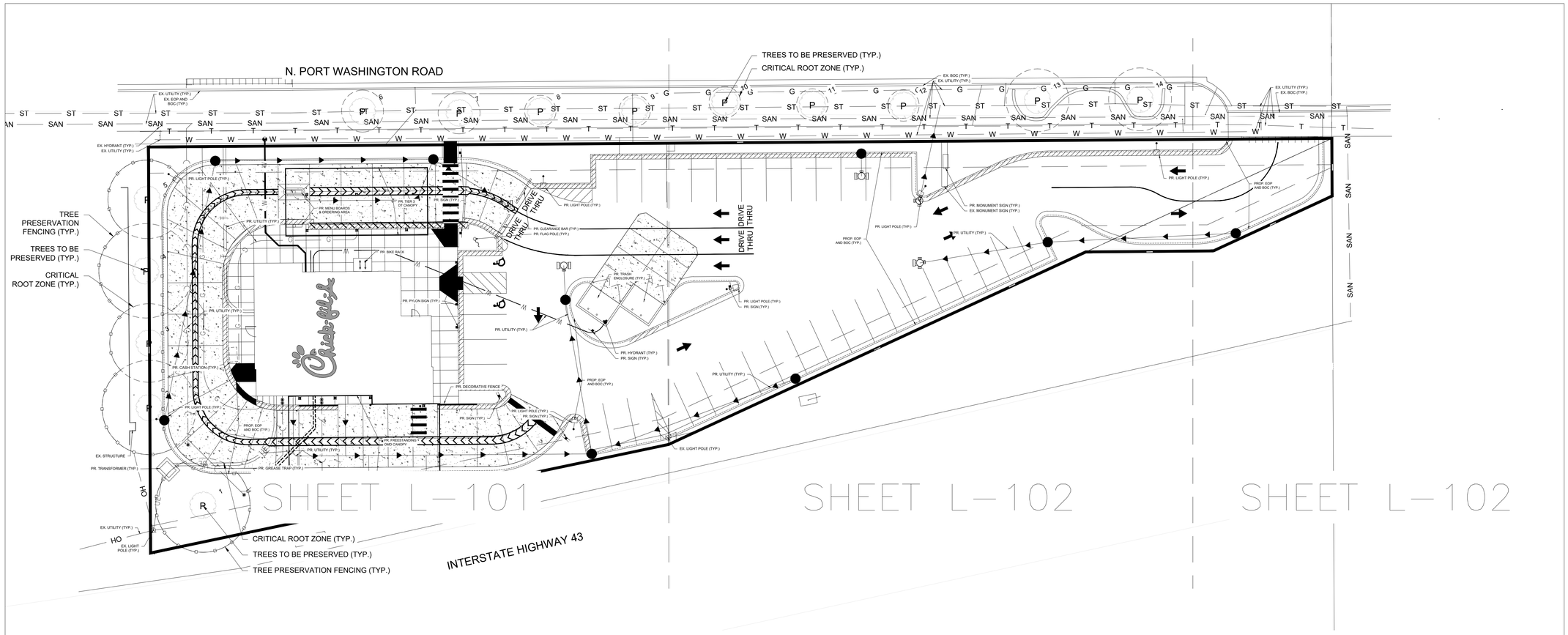
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DATE	05/17/2021
DRAWN BY:	ERN
CHECKED BY:	JFV

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SHEET
PLUMBING SITE PLAN

SHEET NUMBER
PS-100


PROPERTY LINE
THRU
THRU
THRU



1 TREE PRESERVATION PLAN

SCALE: 1" = 20'-0"

NORTH

0 20

SCALE

TREE PROTECTION KEY

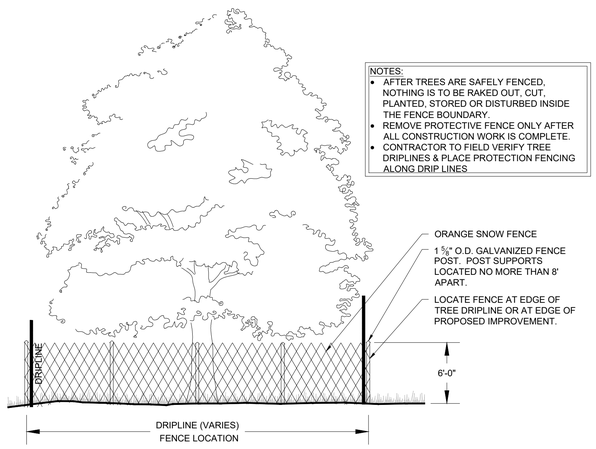
- P — EXIST. TREE TO BE PRESERVED
- X — EXISTING TREE TO BE REMOVED
- CRITICAL ROOT ZONE
- TRUNK PROTECTIVE FENCING

TOTAL QUANTITIES (IN VICINITY OF DISTURBANCE AND PROPOSED IMPROVEMENTS)

EXIST. TREES TO BE PRESERVED	14
EXIST. TREES TO BE REMOVED	0
TOTAL EXISTING TREES TAGGED	14

GENERAL NOTES

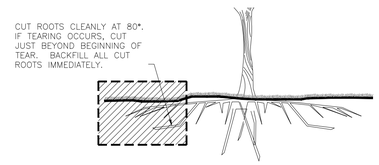
1. THE INTENT IS TO KEEP THE EXISTING TREES TO BE PRESERVED INTACT THROUGHOUT THE DURATION OF CONSTRUCTION ON-SITE. IF THE TREES ARE DAMAGED DURING CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR REPLACING PER THE MUNICIPALITY'S ORDINANCE.
2. CONTRACTOR IS RESPONSIBLE FOR THE HAUL-OFF OF ALL TREES TO BE REMOVED.



NOTES:
- AFTER TREES ARE SAFELY FENCED, NOTHING IS TO BE RAKED OUT, CUT, PLANTED, STORED OR DISTURBED INSIDE THE FENCE BOUNDARY.
- REMOVE PROTECTIVE FENCE ONLY AFTER ALL CONSTRUCTION WORK IS COMPLETE.
- CONTRACTOR TO FIELD VERIFY TREE DRIPLINES & PLACE PROTECTION FENCING ALONG DRIP LINES.

2 TYP. TREE PROTECTION SNOW FENCE DETAIL

SCALE: NTS



3 TYP. ROOT PRUNING DETAIL

SCALE: NTS

CHICK-FIL-A GLENDALE							
May 25, 2021							
TREE SURVEY							
TAG #	DBH (INCHES)	SCIENTIFIC NAME	COMMON NAME	AGE**	CONDITION***	ACTION	REASON
1	18.0	*QUERCUS ALBA*	WHITE OAK	M	B	Preserve	-
2	18.0	*ACER SACCHARUM*	SUGAR MAPLE	M	B	Preserve	-
3	15.0	*ACER SACCHARUM*	SUGAR MAPLE	M	B	Preserve	-
4	18.0	*ACER SACCHARUM*	SUGAR MAPLE	M	B	Preserve	-
5	15.0	*ACER SACCHARUM*	SUGAR MAPLE	M	B	Preserve	-
6	8.0	*FRAXINUS AMERICANA*	AUTUMN PURPLE ASH	S	A	Preserve	-
7	8.0	*FRAXINUS AMERICANA*	AUTUMN PURPLE ASH	S	A	Preserve	-
8	6.0	*FRAXINUS AMERICANA*	AUTUMN PURPLE ASH	S	A	Preserve	-
9	6.0	*FRAXINUS AMERICANA*	AUTUMN PURPLE ASH	S	A	Preserve	-
10	6.0	*FRAXINUS AMERICANA*	AUTUMN PURPLE ASH	S	A	Preserve	-
11	6.0	*FRAXINUS AMERICANA*	AUTUMN PURPLE ASH	S	A	Preserve	-
12	6.0	*FRAXINUS AMERICANA*	AUTUMN PURPLE ASH	S	A	Preserve	-
13	12.0	*QUERCUS ALBA*	WHITE OAK	M	B	Preserve	-
14	12.0	*QUERCUS ALBA*	WHITE OAK	M	B	Preserve	-

KEY

	*	**Age:**
		Semi-mature (young trees over 5 m high) - S
		Mature (approximately 40 -50 years old) - M
		Over-mature (die-back of branches, dead wood, etc.) - O
	**	**Condition:**
		A - Good
		B - Fair
		C - Poor
		D - Dead

Know what's below. Call before you dig.

BAR IS ONE INCH ON OFFICIAL DRAWINGS

0 1"

IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

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Atlanta, Georgia
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CHICK-FIL-A
GLENDALE (WI) FSU
5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

WISCONSIN
DAVID L. REITZ
LA-576-14
MCHENRY, IL
LANDSCAPE ARCHITECT

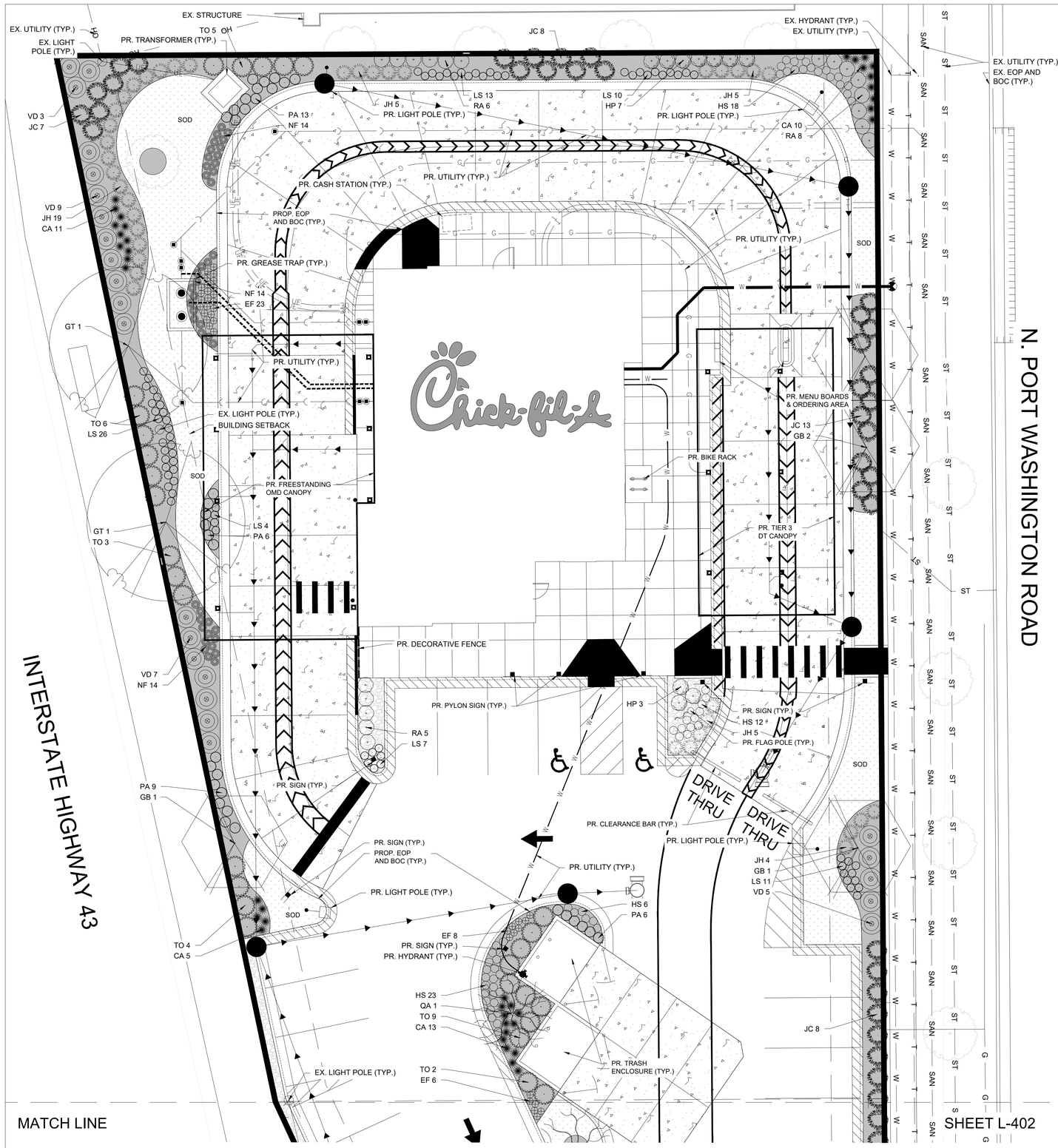
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SHEET
TREE PRESERVATION PLAN

SHEET NUMBER
L-100



1 LANDSCDAPE PLAN
SCALE: 1" = 10'-0"

NORTH

0 10
SCALE

CHICK-FIL-A GLENDALE						
May 26, 2021						
MATERIALS SCHEDULE						
QTY	KEY	BOTANICAL NAME/ITEM	COMMON NAME	SIZE	COND	REMARKS
DECIDUOUS TREES						
4	GB	GINKO BILOBA 'PRINCETON SENTRY'	GINKO	2.5" CAL.	B&B	CENTRAL LEADER; MATCHED
2	GT	GLEDITSIA TRIACANTHOS VAR. INERMIS 'SKYLINE'	SKYLINE THORNLESS HONEYLOCUST	2.5" CAL.	B&B	CENTRAL LEADER; MATCHED
4	QA	QUERCUS ALBA X ROBUR 'CRIMSCHIDT'	CRIMSON SPIRE OAK	2.5" CAL.	B&B	CENTRAL LEADER; MATCHED
DECIDUOUS SHRUBS						
39	HP	HYDRANGEA PANICULATA 'JANE'	LITTLE LIME HYDRANGEA	#3	CONT.	3' O.C.; MATCHED
39	RA	RHUS AROMATICA 'GRO-LOW'	FRAGRANT SUMAC	#3	CONT.	3' O.C.; MATCHED
24	VD	VIBURNUM DENTATUM 'SYNNESVEDT'	CHICAGO LUSTRE ARROWWOOD VIBURNUM	#5	CONT.	4' O.C. - UPRIGHT
EVERGREEN SHRUBS						
46	JC	JUNIPERUS CHINENSIS 'SEA GREEN'	JUNIPER	#5	CONT.	4' O.C.; MATCHED
46	JH	JUNIPERUS HORIZONTALIS 'HUGHES'	HUGHES JUNIPER	#5	CONT.	3' O.C.; MATCHED
32	TO	THUJA OCCIDENTALIS 'BAILJOHN'	TECHNITO EASTERN ARBORVITAE	#5	CONT.	4' O.C.; MATCHED
PERENNIALS AND GRASSES						
72	CA	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL.	CONT.	24" O.C.; MATCHED
78	EF	EUONYMUS FORTUNEI VAR. 'COLORATUS'	PURPLE WINTERCREEPER	CELLS	FLAT	15" O.C.; MATCHED
90	HS	HEMEROCALLIS 'STELLA DE ORO'	DAYLILY	1 GAL.	CONT.	18" O.C.; MATCHED
101	LS	LIATRIS SPICATA 'KOBOLD'	GAYFEATHER	1 GAL.	CONT.	18" O.C.; MATCHED
102	NF	NEPETA X FAASSENII 'CAT'S MEOW'	CAT'S MEOW CATMINT	1 GAL.	CONT.	18" O.C.; MATCHED
61	PA	PENNISETUM ALOPECUROIDES 'HAMELN'	FOUNTAIN GRASS	1 GAL.	CONT.	24" O.C.; MATCHED
MISCELLANEOUS						
266	SOD	SEE NOTE BELOW		SY		
40	MULCH	3" DEEP SHREDDED HARDWOOD MULCH		CY		
6	ROCK	3" DEEP 1-3" DIAMETER RIVER ROCK MULCH		CY		
GENERAL NOTES:						
1.	PROVIDE STRONGLY ROOTED SOD, NOT LESS THAN 2 YEARS OLD AND FREE OF WEEDS AND UNDESIRABLE NATIVE GRASSES. PROVIDE ONLY SOD CAPABLE OF GROWTH AND DEVELOPMENT WHEN PLANTED (VIABLE, NOT DORMANT). PROVIDE SOD COMPOSED PRINCIPALLY OF AN APPROVED KENTUCKY BLUE GRASS BLEND CONTAINING A MINIMUM OF FOUR IMPROVED VARIETIES.					

SITE CALCULATIONS

ZONING:	PUD (PLANNED UNIT DEVEOPMENT)	
TOTAL SITE AREA:	42,819 SF.	0.983 AC.
NUMBER OF REGULAR PARKING STALLS:	36	
NUMBER OF HANDICAP PARKING STALLS:	2	
TOTAL NUMBER OF STALLS:	38	

ORDINANCE LANDSCAPE REQUIREMENTS
ACCESSORY LANDSCAPE AREA

ALL PUBLIC AND PRIVATE OFF-STREET PARKING AREAS WHICH SERVE (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 AREA.

29,617 SF SURFACE AREA X 0.10 (10%) = 2,962 SF

MATERIAL	REQUIRED	PROVIDED
LANDSCAPED AREA	2,962 SF	7,327 SF

GROUNDCOVER LEGEND

SOD
MULCH
ROCK

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
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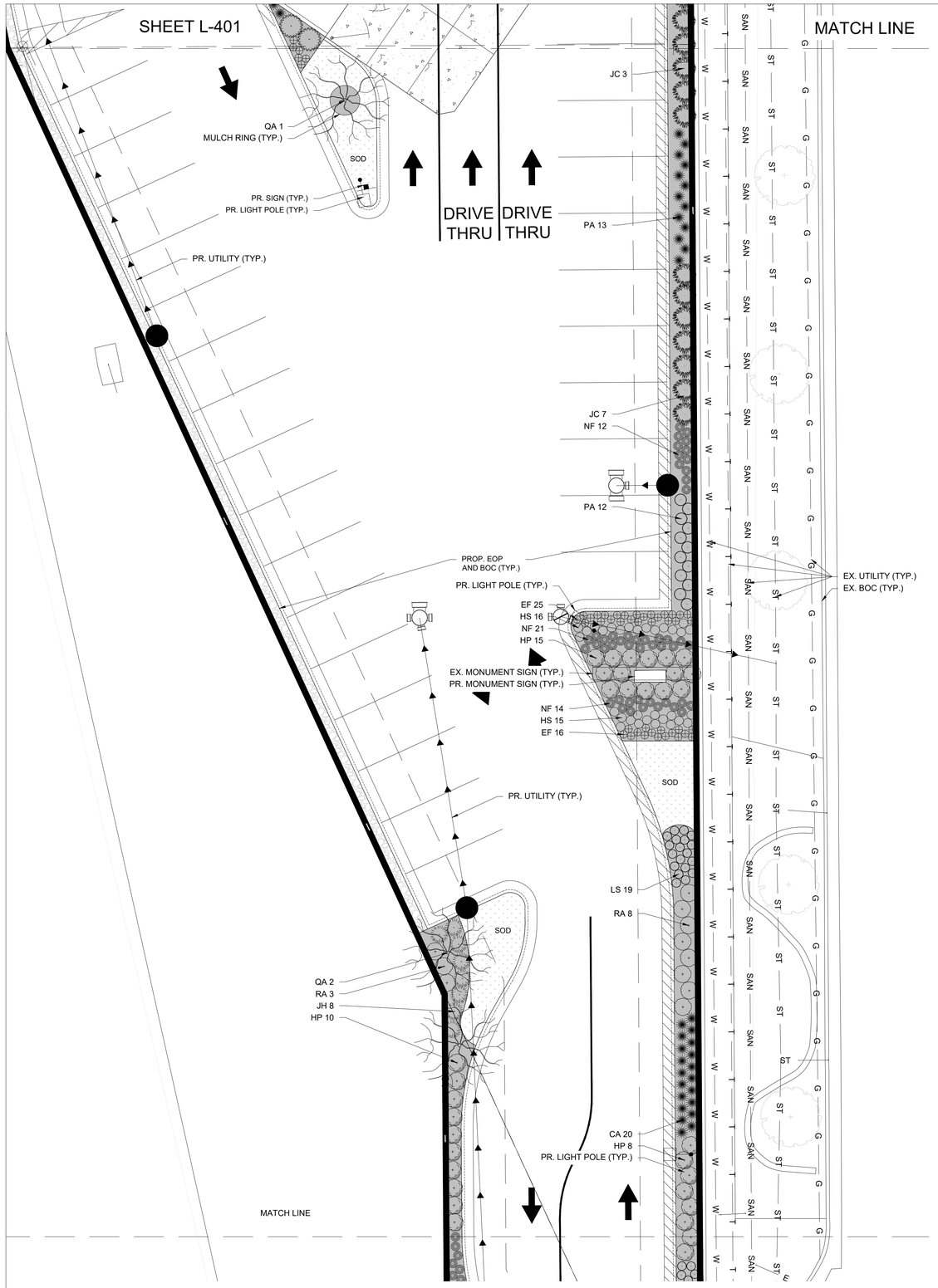
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SHEET
LANDSCAPE PLAN

SHEET NUMBER
L-101

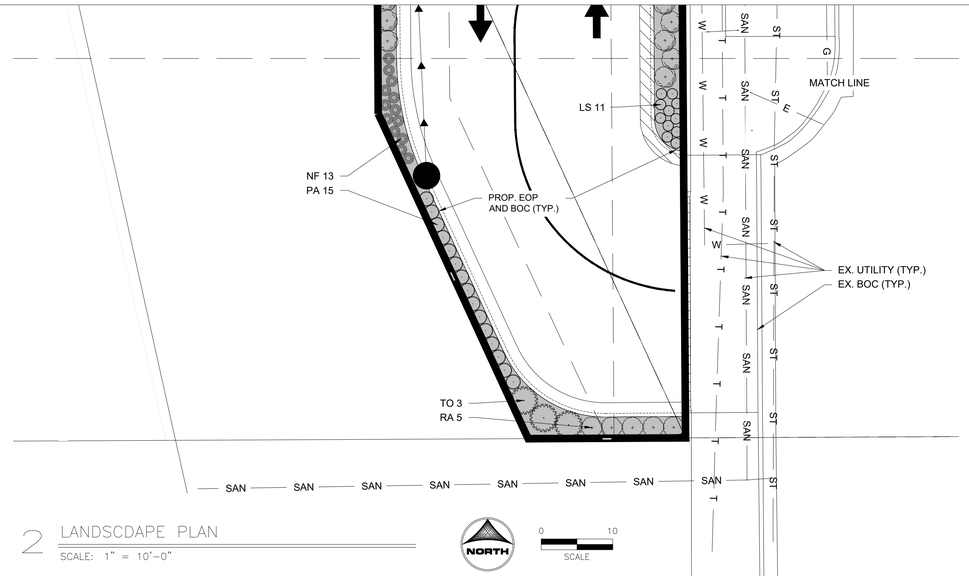


1 LANDSCDAPE PLAN

SCALE: 1" = 10'-0"

NORTH

0 10 SCALE



2 LANDSCDAPE PLAN

SCALE: 1" = 10'-0"

NORTH

0 10 SCALE

CHICK-FIL-A GLENDALE						
May 26, 2021						
MATERIALS SCHEDULE						
QTY	KEY	BOTANICAL NAME/ITEM	COMMON NAME	SIZE	COND	REMARKS
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DECIDUOUS SHRUBS						
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24	VD	VIBURNUM DENTATUM 'SYNNESVEDT'	CHICAGO LUSTRE ARROWWOOD VIBURNUM	#5	CONT.	4' O.C. - UPRIGHT
EVERGREEN SHRUBS						
46	JC	JUNIPERUS CHINENSIS 'SEA GREEN'	JUNIPER	#5	CONT.	4' O.C.; MATCHED
46	JH	JUNIPERUS HORIZONTALIS 'HUGHES'	HUGHES JUNIPER	#5	CONT.	3' O.C.; MATCHED
32	TO	THUJA OCCIDENTALIS 'BAILJOHN'	TECHNITO EASTERN ARBORVITAE	#5	CONT.	4' O.C.; MATCHED
PERENNIALS AND GRASSES						
72	CA	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL.	CONT.	24" O.C.; MATCHED
78	EF	EUONYMUS FORTUNEI VAR. 'COLORATUS'	PURPLE WINTERCREEPER	CELLS	FLAT	15" O.C.; MATCHED
90	HS	HEMEROCALLIS 'STELLA DE ORO'	DAYLILY	1 GAL.	CONT.	18" O.C.; MATCHED
101	LS	LIATRIS SPICATA 'KOBOLD'	GAYFEATHER	1 GAL.	CONT.	18" O.C.; MATCHED
102	NF	NEPETA X FAASSENII 'CAT'S MEOW'	CAT'S MEOW CATMINT	1 GAL.	CONT.	18" O.C.; MATCHED
61	PA	PENNISETUM ALOPECUROIDES 'HAMELN'	FOUNTAIN GRASS	1 GAL.	CONT.	24" O.C.; MATCHED
MISCELLANEOUS						
266	SOD	SEE NOTE BELOW		SY		
40	MULCH	3" DEEP SHREDDED HARDWOOD MULCH		CY		
6	ROCK	3" DEEP 1-3" DIAMETER RIVER ROCK MULCH		CY		
GENERAL NOTES:						
1.	PROVIDE STRONGLY ROOTED SOD, NOT LESS THAN 2 YEARS OLD AND FREE OF WEEDS AND UNDESIRABLE NATIVE GRASSES. PROVIDE ONLY SOD CAPABLE OF GROWTH AND DEVELOPMENT WHEN PLANTED (VIABLE, NOT DORMANT). PROVIDE SOD COMPOSED PRINCIPALLY OF AN APPROVED KENTUCKY BLUE GRASS BLEND CONTAINING A MINIMUM OF FOUR IMPROVED VARIETIES.					

GROUNDCOVER LEGEND

SOD

MULCH

ROCK

BAR IS ONE INCH ON OFFICIAL DRAWINGS

0 1"

IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

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FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

WISCONSIN
DAVID L REITZ
LA-576-14
MCHENRY, IL
LANDSCAPE ARCHITECT

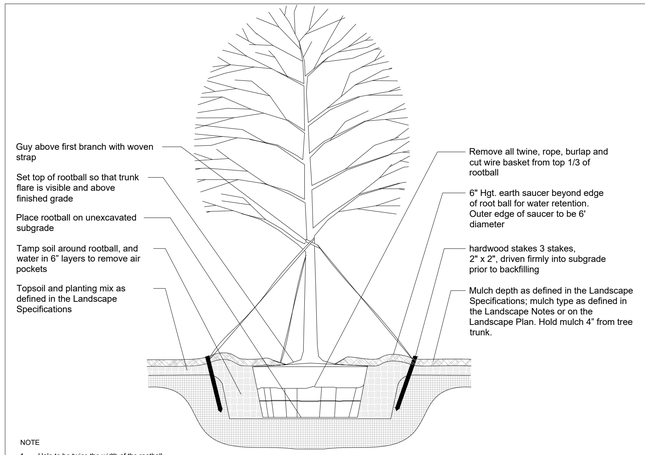
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SHEET
LANDSCAPE PLAN

SHEET NUMBER
L-102

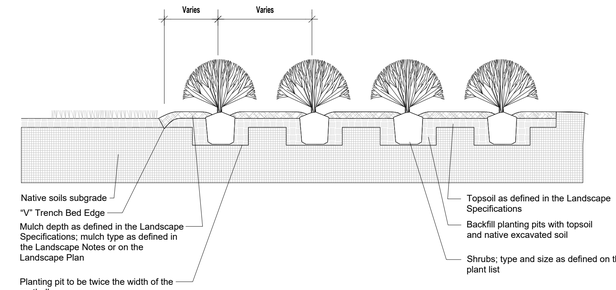


NOTE

1. Hole to be twice the width of the rootball.
2. Do not heavily prune tree at planting. Prune only crossover limbs, broken or dead branches; Do not remove the terminal buds of branches that extend to the edge of the crown.
3. Each tree must be planted such that the trunk flare is visible at the top of the rootball. Trees where the trunk flare is not visible shall be rejected. Do not cover the top of the rootball with soil. Mulch to be held back 4" away from trunk.
4. Remove Guy Wires and Staking when warranty period has expired (after one year).

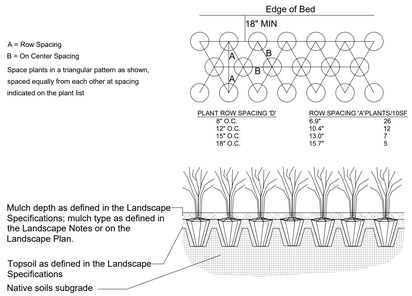
1 TREE PLANTING AND STAKING DETAIL

SCALE: NTS



2 SHRUB BED PLANTING DETAIL

SCALE: NTS



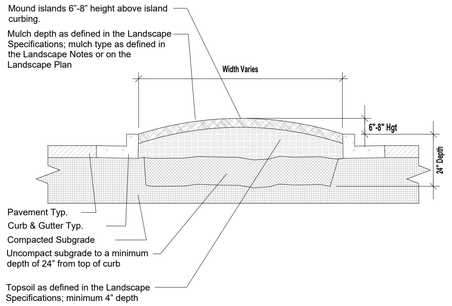
PLANT ROW SPACING 'D'	ROW SPACING 'A'	PLANTS/10SF
8" O.C.	6.9"	26
12" O.C.	10.4"	12
15" O.C.	13.0"	7
18" O.C.	15.7"	5

NOTE

1. Space groundcover plants in accordance with indicated spacing listed on the plant list, or as shown on the landscape plan.
2. Adjust spacing as necessary to evenly fill planting bed with indicated quantity of plants.
3. Plant to within 24" of the trunks of trees and shrubs within planting bed and to within 18" of edge of bed.

3 GROUNDCOVER PLANTING DETAIL

SCALE: NTS

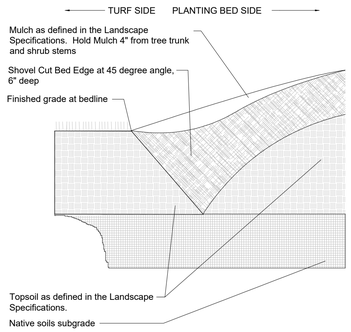


NOTE

1. Clean construction debris from within landscape island areas (ie. concrete, rocks, rubble, building materials, ect), prior to installing topsoil and plant material.
2. Fracture/loosen existing subgrade to a minimum 24" depth. Remove and replace any subgrade unsuitable for planting. Once subgrade is clean of debris and loosened, add topsoil to a minimum bermed 6"-8" height above island curbing.
3. Island plant material as per the Landscape Plan.
4. Install plant material as per tree, shrub and ground cover planting details, and as defined in the Landsacpe Specifications.
5. Install mulch or sod as specified on the Landscape Plan, and as defined in the Landscape Specifications.

4 PARKING ISLAND BERMING DETAIL

SCALE: NTS



5 "V" TRENCH BED EDGING

SCALE: NTS

GENERAL NOTES

1. BASE MAP INFORMATION IS ACCURATE AS OF THE DATE PRINTED ON THIS PACKAGE.
2. THE LANDSCAPE PLANS CONTAINED HEREIN ILLUSTRATE APPROXIMATE LOCATIONS OF ALL SITE CONDITIONS. REFER TO SURVEY, ARCHITECTURAL, CIVIL ENGINEERING, STRUCTURAL, ELECTRICAL, IRRIGATION AND ALL OTHER DRAWINGS, IF AVAILABLE, FOR ADDITIONAL DETAILED INFORMATION.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR BECOMING AWARE OF AND FIELD VERIFYING ALL RELATED EXISTING AND PROPOSED CONDITIONS, UTILITIES, PIPES AND STRUCTURES, ETC. PRIOR TO BIDDING AND CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR CONTACTING DIGGERS HOTLINE, THE COUNTY PUBLIC WORKS DEPARTMENT, THE MUNICIPALITY AND ANY OTHER PUBLIC OR PRIVATE AGENCIES NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE OF APPARENT CONFLICTS WITH CONSTRUCTION AND UTILITIES SO THAT ADJUSTMENTS CAN BE PLANNED PRIOR TO INSTALLATION. IF FIELD ADJUSTMENTS ARE NECESSARY DUE TO EXISTING UTILITY LOCATIONS THEY MUST BE APPROVED BY THE OWNER'S REPRESENTATIVE. THE CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR ANY AND ALL COSTS OR OTHER LIABILITIES INCURRED DUE TO DAMAGE OF SAID UTILITIES/STRUCTURES/ETC.
4. THE CONTRACTOR SHALL COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH SUBCONTRACTORS AND OTHER CONTRACTORS OF RELATED TRADES, AS REQUIRED, TO ACCOMPLISH THE PLANTING AND RELATED OPERATIONS.
6. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF ALL PLANT MATERIAL WITH THE INSTALLATION OF OTHER IMPROVEMENTS SUCH AS HARDSCAPE ELEMENTS AND RELATED STRUCTURES. ANY DAMAGE TO EXISTING IMPROVEMENTS IS THE RESPONSIBILITY OF THE CONTRACTOR.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ALL AREAS OF THE SITE, OR ADJACENT AREAS, WHERE DISTURBED BY OPERATIONS OF OR RELATED TO THE CONTRACTOR'S WORK.
8. ALL SURFACE DRAINAGE SHALL BE DIVERTED AWAY FROM STRUCTURES AND NOTED SITE FEATURES IN ALL AREAS AT A MINIMUM OF 2% SLOPE OR AS SHOWN ON THE CIVIL ENGINEERING PLANS. ALL AREAS SHALL POSITIVELY DRAIN AND ALL ISLANDS SHALL BE CROWNED 1" IN HEIGHT PER 1' IN ISLAND WIDTH.
9. THE CONTRACTOR SHALL STAKE ALL TREE LOCATIONS AND THE PERIMETER OF SHRUB/PERENNIAL BEDS PRIOR TO INSTALLATION AND CONTACT THE OWNER'S REPRESENTATIVE FOR APPROVAL. FINAL LOCATION AND STAKING OF ALL PLANT MATERIALS SHALL BE ACCEPTED BY THE OWNER'S REPRESENTATIVE IN ADVANCE OF PLANTING.
10. IF CONFLICTS ARISE BETWEEN THE SIZE OF AREAS AND PLANS, THE CONTRACTOR IS REQUIRED TO CONTACT THE OWNER'S REPRESENTATIVE FOR RESOLUTION PRIOR TO INSTALLATION.
11. WHERE PROVIDED, AREA TAKEOFFS AND PLANT QUANTITY ESTIMATES IN THE PLANT LIST ARE FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE TO DO THEIR OWN QUANTITY TAKE-OFFS FOR ALL PLANT MATERIALS AND SIZES SHOWN ON PLANS. IN CASE OF ANY DISCREPANCIES, PLANS TAKE PRECEDENCE OVER CALL-OUTS AND/OR THE PLANT LIST(S).
12. PLANTS ARE TO BE TYPICAL IN SHAPE AND SIZE FOR SPECIES. PLANTS PLANTED IN ROWS OR GROUPS SHALL BE MATCHED IN FORM. PLANTS SHALL NOT BE ROOT-BOUND OR LOOSE IN THEIR CONTAINERS. HANDLE ALL PLANTS WITH CARE IN TRANSPORTING, PLANTING AND MAINTENANCE UNTIL INSPECTION AND FINAL ACCEPTANCE. FIELD COLLECTED MATERIAL SHALL NOT BE USED UNLESS APPROVED BY THE OWNER'S REPRESENTATIVE.
13. SHREDDED HARDWOOD MULCH, FERTILIZING, AS SPECIFIED, STAKING, WATERING AND ONE (1) YEAR PLANT WARRANTY FOR INSTALLED PLANT MATERIAL, SHALL BE CONSIDERED INCIDENTAL TO THE PLANT ITEMS.
14. MUSHROOM COMPOST SHALL BE FINELY SCREENED, HOMOGENOUS, DECOMPOSED ORGANIC MATERIAL SUITABLE FOR HORTICULTURAL USE AS AVAILABLE FROM MIDWEST TRADING HORTICULTURAL SUPPLIES, INC. ST. CHARLES, IL 60174 (630) 365-1990 OR APPROVED EQUAL. MIX THOROUGHLY IN PLANT BED BEFORE INSTALLING PLANTS.

LANDSCAPE NOTES

1. LANDSCAPE CONTRACTOR TO READ AND UNDERSTAND THE LANDSCAPE SPECIFICATIONS (SHEET L-200) PRIOR TO FINALIZING BIDS. THE LANDSCAPE SPECIFICATIONS SHALL BE ADHERED TO THROUGHOUT THE CONSTRUCTION PROCESS.
2. CONTRACTOR RESPONSIBLE FOR LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES PRIOR TO DIGGING.
3. CONTRACTOR RESPONSIBLE FOR PROTECTING EXISTING TREES FROM DAMAGE DURING CONSTRUCTION.
4. ALL PLANTING AREAS SHALL BE CLEANED OF CONSTRUCTION DEBRIS (IE. CONCRETE, ROCK, RUBBLE, BUILDING MATERIALS, ETC.) PRIOR TO ADDING AND SPREADING OF THE TOPSOIL.
5. ALL SHRUBS BEDS (EXISTING AND NEW) TO BE MULCHED WITH A 3 INCH MINIMUM LAYER OF DOUBLE SHREDDED HARDWOOD MULCH.
6. ALL ANNUAL AND PERENNIAL BEDS TO BE TILLED TO A MINIMUM DEPTH OF 12 INCHES AND AMENDED WITH 4 INCHES OF ORGANIC MATERIAL. MULCH PLANTED ANNUAL AND PERENNIAL BEDS WITH 2 INCH DEPTH OF MINI NUGGETS.
7. PLANTING HOLES TO BE DUG A MINIMUM OF TWICE THE WIDTH OF THE SIZE OF THE ROOT BALL OF BOTH SHRUB AND TREE. BACK TO BE A MIX OF 4 PARTS TOPSOIL AND 1 PART ORGANIC SOIL CONDITIONER (IE. NATURE'S HELPER OR PRO MIX). BACKFILL AND TAMP BOTTOM OF HOLE PRIOR TO PLANTING SO TOP OF ROOT BALL DOES NOT SETTLE BELOW SURROUNDING GRADE.
8. EXISTING GRASS IN PROPOSED PLANTING AREAS TO BE KILLED AND REMOVED AND AREA TO BE HAND RAKED TO REMOVE ALL ROCKS AND DEBRIS LARGER THAN 1 INCH IN DIAMETER PRIOR TO PLANTING SHRUBS.
9. ANY EXISTING GRASS DISTURBED DURING CONSTRUCTION TO BE FULLY REMOVED, REGRADED AND REPLACED. ALL TIRE MARKS AND INDENTIONS TO BE REPAIRED.
10. SOIL TO BE TESTED TO DETERMINE FERTILIZER AND LIME REQUIREMENTS AND DISTRIBUTED PRIOR TO LAYING SOD.
11. SOD TO BE DELIVERED FRESH (CUT LESS THAN 24 HOURS PRIOR TO ARRIVING ON SITE), LAID IMMEDIATELY, ROLLED, AND WATERED THOROUGHLY IMMEDIATELY AFTER PLANTING. EDGE OF SOD IS TO BE "V" TRENCHED.
12. ALL CHANGES TO DESIGN OR PLANT SUBSTITUTIONS ARE TO BE AUTHORIZED BY THE LANDSCAPE ARCHITECT.
13. ALL LANDSCAPING SHALL BE INSTALLED IN CONFORMANCE WITH ANSI Z60.1 THE "AMERICAN STANDARD FOR NURSERY STOCK" AND THE ACCEPTED STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN.
14. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANTS INSTALLED FOR ONE FULL YEAR FROM DATE OF ACCEPTANCE BY THE OWNER. ALL PLANTS SHALL BE ALIVE AND AT A VIGOROUS RATE OF GROWTH AT THE END OF THE GUARANTEE PERIOD. THE LANDSCAPE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR ACTS OF GOD OR VANDALISM.
15. ANY PLANT THAT IS DETERMINED DEAD, IN AN UNHEALTHY OR UNSIGHTLY CONDITION, LOST ITS SHAPE DUE TO DEAD BRANCHES OR OTHER SYMPTOMS OF POOR, NON-VIGOROUS GROWTH SHALL BE REPLACED BY THE LANDSCAPE CONTRACTOR.
16. GENERAL CONTRACTOR IS RESPONSIBLE FOR ADDING A MIN OF 4" OF CLEAN FRIABLE TOPSOIL IN ALL PLANTING BEDS AND ALL GRASSED AREAS. GRADED AREAS TO BE HELD DOWN THE APPROPRIATE ELEVATION TO ACCOUNT FOR TOPSOIL. SEE SPECIFICATIONS FOR REQUIRED TOPSOIL CHARACTERISTICS.
17. IN ALL PARKING LOT ISLANDS, THE GENERAL CONTRACTOR IS RESPONSIBLE TO REMOVE ALL DEBRIS, FRACTURE/LOOSEN SUBGRADE TO A MIN. 24" DEPTH, ADD TOPSOIL TO A 6"-8" BERM HEIGHT ABOVE ISLAND CURBING; REFER TO LANDSCAPE SPECIFICATIONS AND LANDSCAPE ISLAND DETAIL.
18. PRIOR TO BEGINNING WORK, THE LANDSCAPE CONTRACTOR SHALL INSPECT THE SUBGRADE, GENERAL SITE CONDITIONS, VERIFY ELEVATIONS, UTILITY LOCATIONS, IRRIGATION, APPROVE TOPSOIL PROVIDED BY GENERAL CONTRACTOR AND OBSERVE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE DONE. NOTIFY GENERAL CONTRACTOR OF ANY UNSATISFACTORY CONDITIONS, AND WORK SHALL NOT PROCEED UNTIL SUCH CONDITIONS HAVE BEEN CORRECTED AND ARE ACCEPTABLE TO THE LANDSCAPE CONTRACTOR.
19. STAKE ALL EVERGREEN AND DECIDUOUS TREES AS SHOWN IN THE DETAILS THIS SHEET.
20. REMOVE ALL STAKES AND GUYING FROM ALL TREES AFTER ONE YEAR FROM PLANTING.
21. WATER THOROUGHLY TWICE IN FIRST 24 HOURS AND APPLY MULCH IMMEDIATELY.
22. SITE TO BE 100% IRRIGATED IN ALL PLANTING BEDS AND GRASS AREA BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM. SEE IRRIGATION PLAN L-200 FOR DESIGN.
23. ALL TREE PROTECTION DEVICES TO BE INSTALLED PRIOR TO THE START OF LAND DISTURBANCE, AND MAINTAINED UNTIL FINAL LANDSCAPING.
24. ALL TREE PROTECTION AREAS TO BE PROTECTED FROM SEDIMENTATION.
25. ALL TREE PROTECTION FENCING TO BE INSPECTED DAILY, AND REPAIRED OR REPLACED AS NEEDED.
26. NO PARKING, STORAGE OR OTHER CONSTRUCTION ACTIVITIES ARE TO OCCUR WITHIN TREE PROTECTION AREAS.
27. CONTRACTOR SHALL USE CAUTION WHEN DIGGING TREE PITS IN THE VICINITY OF UNDERGROUND UTILITY LINES AND MAY NEED TO HAND DIG THE PITS IN MANY OF THESE INSTANCES.

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GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

WISCONSIN
DAVID L. REITZ
LA-576-14
MCHENRY, IL
LANDSCAPE ARCHITECT

PRELIMINARY

ENGINEER'S PROJECT #	210400
PRINTED FOR	PRELIMINARY
DATE	05/17/2021
DRAWN BY:	JAG
CHECKED BY:	JFV

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SHEET
LANDSCAPE DETAILS AND NOTES

SHEET NUMBER
L-103

LANDSCAPE SPECIFICATIONS

PART 1 - GENERAL

DESCRIPTION

Provide trees, plants and ground covers as shown and specified. The work includes:

1. Soil preparation.
2. Trees, plants, and ground covers.
3. Planting mixes.
4. Mulch and Planting accessories.
5. Maintenance.
6. Decorative stone.

Related Work:

A. Irrigation System.

QUALITY ASSURANCE

Plant names indicated; comply with "Standardized Plant Names" as adopted by the latest edition of the American Joint Committee of Horticultural Nomenclature. Names of varieties not listed conform generally with names accepted by the nursery trade. Provide stock true to botanical name and legibly tagged.

Comply with sizing and grading standards of the latest edition of "American Standard for Nursery Stock". A plant shall be dimensioned as it stands in its natural position.

All plants shall be nursery grown under climatic conditions similar to those in the locality of the project for a minimum of 2 years.

Stock finished shall be at least the minimum size indicated. Larger stock is acceptable, at no additional cost, and providing that the larger plants will not be cut back to size indicated. Provide plants indicated by two measurements so that only a maximum of 25% are of the minimum size indicated and 75% are of the maximum size indicated.

Before submitting his bid, the Contractor shall have investigated the sources of supply and satisfied himself that he can supply the listed plants in the size, variety and quality listed and specified. Failure to take this precaution will not relieve the Contractor from his responsibility for furnishing and installing all plant materials in strict accordance with the Contract Documents without additional cost to the Owner. Landscape Architect shall approve any substitutes of plant material or changes in plant material size prior to contractor submitting a bid.

DELIVER, STORAGE AND HANDLING

Take all precautions customary in good trade practice in preparing plants for moving. Workmanship that fails to meet the highest standards will be rejected. Spray deciduous plants in foliage with an approved "Anti-Desiccant" immediately after digging to prevent dehydration. Dig, pack, transport, and handle plants with care to ensure protection against injury. Inspection certificates required by law shall accompany each shipment invoice or order to stock. Protect all plants from drying out. If plants cannot be planted immediately upon delivery, properly protect them with soil, wet peat moss, or in a manner acceptable to the Landscape Architect. Water heeled-in plantings daily. No plant shall be bound with rope or wire in a manner that could damage or break the branches. Cover plants transported on open vehicles with a protective covering to prevent windburn.

Provide dry, friable, loose topsoil for planting bed mixes. Amend with 4 parts screened topsoil and 1 part organic material (i.e. Nature's Helper, Pro-Mix). Frozen or muddy topsoil is not acceptable.

PROJECT CONDITIONS

Protect existing utilities, paving, and other facilities from damage caused by landscape operations.

A complete list of plants, including a schedule of sizes, quantities, and other requirements is shown on the drawings. In the event that quantity discrepancies or material omissions occur in the plant materials list, the planting plans shall govern.

The irrigation system will be installed prior to planting. Locate, protect and maintain the irrigation system during planting operations. Repair irrigation system components, damaged during planting operations, at the Contractor's expense.

Do not begin landscape accessory work before completion of final grading or surfacing.

WARRANTY

Warrant plant material to remain alive and be healthy, vigorous condition for a period of 1 year after completion and final acceptance of entire project.

Replace, in accordance with the drawings and specifications, all plants that are dead or, are in an unhealthy or unsightly condition, and have lost their natural shape due to dead branches, or other causes due to the Contractor's negligence. The cost of such replacement(s) is at the Contractor's expense. Warrant all replacement plants for 1 year after installation.

Warranty shall not include damage or loss of trees, plants or ground covers caused by fires, floods, freezing rains, lightning storms or winds over 75 miles per hour, winter kill caused by extreme cold and severe winter conditions not typical of planting area; acts of vandalism or negligence on a part of the Owner.

Remove and immediately replace all plants, found to be unsatisfactory during the initial planting installation.

Maintain plant material and lawns until final acceptance is made.

ACCEPTANCE

Inspection to determine of planted areas will be made by the Owner's representative.

1. Planted areas will be accepted provided all requirements, including maintenance, have been complied with and plant materials are alive and in a healthy, vigorous condition.

Upon acceptance, the Contractor shall commence the specified plant maintenance.

CODES, PERMITS AND FEES

Obtain any necessary permits for this Section of Work and pay any fees required for permits.

The entire installation shall fully comply with all local and state laws and ordinances, and with all established codes applicable thereto.

PART 2 - PRODUCTS

MATERIALS

Plants: Provide typical of their species or variety; with normal, densely developed branches and vigorous, fibrous root systems. Provide only sound, healthy, vigorous plants free from defects, disfiguring knots, sun scald injuries, frost cracks, abrasions of the bark, plant diseases, insect eggs, borers, and all forms of infestation. All plants shall have a fully developed form without voids and open spaces. Plants held on storage will be rejected if they show signs of growth during storage.

1. Dig balled and plants wrapped with burlap with firm, natural balls of earth of sufficient diameter and depth to encompass the fibrous and feeding root system necessary for full recovery of the plant. Provide ball sizes complying with the latest edition of the "American Standard for Nursery Stock". Cracked or mushroomed balls are not acceptable.
2. Container- grown stock: Grown in a container for sufficient length of time for the root system to have developed to hold its soil together, firm and whole.
   A. No plants shall be loose in the container.
   B. Container stock shall not be pot bound.
3. Provide tree species that mature at heights over 25 feet with a single main trunk. Trees that have the main trunk forming a "Y" shape are not acceptable.
4. Plants planted in rows shall be matched in form.
5. Plants larger than those specified in the plant list may be used when acceptable to the Landscape Architect.
   - If the use of larger plants is acceptable, increase the spread of roots or root ball in proportion to the size of the plant.
6. The height of the trees, measured from the crown of the roots to the top of the top branch, shall not be less than the minimum size designated in the plant list.
7. No pruning wounds shall be present with a diameter of more than 1" and such wounds must show vigorous bark on all edges.
8. Evergreen trees shall be branched to the ground or as specified in plant list.
9. Shrubs and small plants shall meet the requirements for spread and height indicated in the plant list.

- The measurements for height shall be taken from the ground level to the height of the top of the plant and not the longest branch.
- Single stemmed or thin plants will not be accepted.
- Side branches shall be generous, well-twigged, and the plant as a whole well-bushed to the ground.
- Plants shall be in a moist, vigorous condition, free from dead wood, bruises, or other root or branch injuries.

ACCESSORIES

Topsoil for Planting Beds: Fertile, friable, natural topsoil of loamy character, without admixture of subsoil material, obtained from a well-drained arable site, reasonably free from clay, lumps, coarse sands, stones, roots, sticks, and other foreign materials, with acidity range of between pH 6.0 and 6.8. Topsoil to be at a minimum depth of 4".

Mulch: See plans for type of mulch to be used.

- Hardwood: 6 month old well rotted double shredded native hardwood bark mulch not larger than 4" in length and ½" in width, free of wood chips and sawdust. Install minimum depth of 3".
- Pine Straw: Pine straw to be fresh harvest, free of debris, bright in color. Bales to be wired and tightly bound. Needles to be dry. Install minimum depth of 3".
- River Rock: Rock type to be tan to yellow-brown washed river rock, 1" – 3" in size. Install in shrub beds to an even depth of 3". Stone to be used around base of flagpole and flagpole spotlight.

Guying/Staking:

1. Arbortie: Green (or white) staking and guying material to be flat, woven, polypropylene material, 3/4" wide 900 lb. break strength. Arbortie shall be fastened to stakes in a manner which permits tree movement and supports the tree.

Tree Wrap: Standard waterproofed tree wrapping paper, 2-1/2" wide, made of 2 layers of crepe Draft paper weighing not less than 30 lbs. per ream, cemented together with asphalt.

Twine: Two-ply jute material.

PART 3 – EXECUTION

INSPECTION

Examine proposed planting areas and conditions of installation. Do not start planting work until unsatisfactory conditions are corrected.

PREPARATION

Planting shall be performed only by experienced workmen familiar with planting procedures under the supervision of a qualified supervisor.

Locate plants as indicated or as approved in the field after staking by the Contractor. If obstructions are encountered that are not shown on the drawings, do not proceed with planting operations until alternate plant locations have been selected.

Excavate circular plant pits with vertical sides, except for plants specifically indicated to be planted in beds. Provide shrub pits at least 12" greater than the diameter of the root system and 24" greater for trees. Depth of pit shall accommodate the root system. Provide undisturbed sub grade to hold root ball at nursery grade as shown on the drawings.

Provide pre-mixed planting mixture for use around the balls and roots of the plants consisting of 4 parts screened topsoil and 1 part organic material. Add plant fertilizer per manufacturer's recommendation for each cubic yard of mixture.

Provide pre-mixed ground cover bed planting mixture consisting of 4 parts screened topsoil to 1 part peat moss and plant fertilizer per manufacturer's recommendation for each cubic yard of mixture.

DRAINAGE TEST

Randomly select a representative number of shrub and tree plant pits in each shrub planting area and test for drainage prior to planting.

Fill each selected plant pit with water and let stand for twenty-four (24) hours.

Do not proceed with planting where drainage problems are apparent.

Report to the Owner's Representative areas that do not drain within twenty-four (24) hours.

INSTALLATION

Set plant material in the planting pit to proper grade and alignment. Set plants upright, plumb, and faced to give the best appearance or relationship to each other or adjacent structure. Set plant material 2" – 3" above the finish grade. No filling will be permitted around trunks or stems. Backfill the pit with topsoil mix and excavated material. Do not use frozen or muddy mixtures for backfilling. Form a ring of soil around the edge of each planting pit to retain water.

After balled and wrapped in burlap plants are set, muddle planting soil mixture around bases of balls and fill all voids.

1. Remove all burlap, ropes, and wires from the top 2/3 of the root ball

Space ground cover plants in accordance with indicated dimensions. Adjust spacing as necessary to evenly fill planting bed with indicated quantity of plants. Plant to within 12" of the trunks of trees and shrubs within planting bed and to within 6" of edge of bed.

Mulching:

1. Mulch tree and shrub planting pits and shrub beds with required (see landscape plan) mulching material 3" deep immediately after planting. Thoroughly water mulched areas. After watering, rake mulch to provide a uniform finished surface.

Wrapping, guying, staking:

1. Inspect trees for injury to trunks, evidence of insect infestation, and improper pruning before wrapping.
2. Wrap trunks of all trees spirally from bottom to top with specified tree wrap and secure in place.
   A. Overlap ½ the width of the tree wrap strip and cover the trunk from the ground to the height of the second branch.
   B. Secure tree wrap in place with twine wound spirally downward in the opposite direction, tied around the tree in at least 3 places in addition to the top and bottom.
3. Staking/Guying:
   - Stake/guy all trees immediately after lawn sodding operations and prior to acceptance.
   - Stake deciduous trees 3" caliper and less. Stake evergreen trees under 8'-0" tall.
   - Guy deciduous trees over 3" caliper. Guy evergreen trees 8'-0" tall and over.
4. All work shall be acceptable to the Owner.

Pruning:

- Prune deciduous trees and evergreens only to remove broken or damaged branches.

Decorative Stone: (where indicated on landscape plan)

- Install weed control barrier over sub-grade prior to installing stone. Lap 6" on all sides.
- Place stone without damaging weed barrier.
- Arrange stones for best appearance.

MAINTENANCE

The Contractor shall provide as a separate bid, maintenance for a period of ***1 year*** after final acceptance of the project landscaping. The Contractor must be able to provide continued maintenance if requested by the Owner or provide the name of a reputable landscape contractor who can provide maintenance.

Maintenance shall include mowing, fertilizing, mulching, pruning, cultivation, weeding, watering, and application of appropriate insecticides and fungicides necessary to maintain plants and lawns free of insects and disease.

1. Re-set settled plants to proper grade and position. Restore planting saucer and adjacent material and remove dead material.
2. Tighten and repair guy wires and stakes as required. Remove all stakes and guy wires after 1 year.
3. Correct defective work as soon as possible after deficiencies become apparent and weather and season permit.
4. Water trees, plants and ground cover beds within the first 24 hours of initial planting, and not less than twice per week until final acceptance.

CLEANING

Perform cleaning during installation of the work and upon completion of the work. Remove from site all excess materials, soils, debris, and equipment. Repair damage resulting from planting operations. Sweep parking and walks clean of dirt and debris.

LANDSCAPE MAINTENANCE SPECIFICATIONS

STANDARDS

All landscape maintenance services shall be performed by trained personnel using current, acceptable horticultural practices.

All work shall be performed in a manner that maintains the original intent of the landscape design.

All chemical applications shall be performed in accordance with current county, state and federal laws, using EPA registered materials and methods of application. These applications shall be performed under the supervision of a Licensed Certified applicator.

APPROVALS

Any work performed in addition to that which is outlined in the contract shall only be done upon written approval by the Owner's Representative (General Manager of the restaurant).

All seasonal color selections shall be approved by the General Manager prior to ordering and installation.

SOIL TESTING

The landscape contractor shall perform soil tests as needed to identify imbalances or deficiencies causing plant material decline. The owner shall be notified of the recommendation for approval, and the necessary corrections made at an additional cost to the owner.

Acceptable Soil Test Results

	Landscape Trees and Shrubs	Turf
pH Range	5.0-7.0	6.0-7.0
Organic Matter	>1.5%	>2.5%
Magnesium (Mg)	100=lbs./acre	100=lbs./acre
Phosphorus (P2O5)	150=lbs./acre	150=lbs./acre
Potassium (K2O)	120=lbs./acre	120=lbs./acre
Soluble salts/ Conductivity	Not to exceed 900ppm/1.9 mmhos/cm in soil; not to exceed 1400 ppm/2.5 mmhos/cm in high organic mix	Not to exceed 750ppm/0.75 mmhos/cm in soil; not to exceed 2000 ppm/2.0 mmhos/cm in high organic mix

For unusual soil conditions, the following optional tests are recommended: with levels not to exceed:

Boron	3 pounds per acre
Manganese	50 pounds per acre
Potassium (K2O)	450 pounds per acre
Sodium	20 pounds per acre

WORKMANSHIP

During landscape maintenance operations, all areas shall be kept neat and clean. Precautions shall be taken to avoid damage to existing structures. All work shall be performed in a safe manner to the operators, the occupants and any pedestrians.

Upon completion of maintenance operations, all debris and waste material shall be cleaned up and removed from the site, unless provisions have been granted by the owner to use on-site trash receptacles.

Any damage to the landscape, the structure, or the irrigation system caused by the landscape contractor shall be repaired by the landscape contractor without charge to the owner.

TURF

GENERAL CLEAN UP

Prior to mowing, all trash, sticks, and other unwanted debris shall be removed from lawns, plant beds, and paved areas.

MOWING

Warm season grasses (i.e. Bermuda grass) shall be maintained at a height of 1" to 2" during the growing season.

Cool season grasses, including blue grass, tall fescue, perennial ryegrass, etc., shall be maintained at a height of 2" to 3" in spring and fall. From June through September, mowing height shall be maintained at no less than 3".

The mowing operation includes trimming around all obstacles, raking excessive grass clippings and removing debris from walks, curbs, and parking areas. Caution: Weed eaters should NOT be used around trees because of potential damage to the bark.

EDGING

Edging of all sidewalks, curbs and other paved areas shall be performed once every other mowing. Debris from the edging operations shall be removed and the areas swept clean. Caution shall be used to avoid flying debris.

LIMING & FERTILIZING

A soil test shall be taken to determine whether an application of limestone in late fall is necessary. If limestone is required, the landscape contractor shall specify the rate, obtain approval from the owner and apply it at an additional cost. A unit price for liming of turf shall accompany the bid based on a rate of 50 pounds per 1000 square feet.

Lawn areas shall be fertilized as shown in Service Schedule (Appendix A).

Fertilizer shall be applied in areas based on the existing turf species.

LAWN WEED CONTROL: HERBICIDES

Pre and post-emergent (soil-applied) herbicide to be applied as per Service Schedule (Appendix A).

Selection and proper use of herbicides shall be the landscape contractor's responsibility. All chemical applications shall be performed under the supervision of a Licensed Certified Applicator. **Read the label prior to applying any chemical.**

INSECT & DISEASE CONTROL FOR TURF

The contractor shall be responsible for monitoring the site conditions on each visit to determine if any insect pest or disease problems exist. The contractor shall identify the insect pest or disease, as well as the host plant, and then consul the most current edition of the Cooperative Extension Service's "Commercial Insecticide Recommendation for Turf" for control. The licensed applicator shall be familiar with the label provided for the selected product prior to application.

Inspection and treatment to control insect pests shall be included in the contract price.

TREES, SHRUBS, & GROUND COVER

PRUNING

All ornamental trees, shrubs and ground cover shall be pruned when appropriate to remove dead or damaged branches, develop the natural shapes. Do not shear trees or shrubs. If previous maintenance practice has been to shear and ball, then a natural shape will be restored gradually.

Pruning Guidelines:

1. Prune those that flower before the end of June immediately after flowering. Flower buds develop during the previous growing season. Fall, winter or spring pruning would reduce the spring flowering display.
2. Prune those that flower in summer or autumn in winter or spring before new growth begins, since these plants develop flowers on new growth.
3. Delay pruning plants grown for ornamental fruits, such as cotoneasters, pyracanthas and viburnums.
4. Hollies and other evergreens may be pruned during winter in order to use their branches for seasonal decoration. However, severe pruning of evergreens should be done in early spring only.
5. Broadleaf evergreen shrubs shall be hand-pruned to maintain their natural appearance after the new growth hardens off.
6. Hedges or shrubs that require shearing to maintain a formal appearance shall be pruned as required. Dead wood shall be removed from sheared plants before the firs shearing of the season.
7. Conifers shall be pruned, if required, according to their genus.
   A. Yews, junipers, hemlocks, arborvitae, and false-cypress may be pruned after new growth has hardened off in late summer. If severe pruning is necessary, it must be done in early spring.
   B. Firs and spruces may be lightly pruned in late summer, fall, or winter after completing growth. Leave side buds. Never cut central leader.
   C. Pines may be lightly pruned in early June by reducing candles.
8. Groundcover shall be edged and pruned as needed to contain it within its borders.
9. Thinning: Remove branches and water sprouts by cutting them back to their point of origin on parent stems. This method results in a more open plant, without stimulating excessive growth. Thinning is used on crepe myrtles, lilacs, viburnums, smoke bush, etc.
10. Renewal pruning: Remove oldest branches of shrub at ground, leaving the younger, more vigorous branches. Also remove weak stems. On overgrown plants, this method may be best done over a three-year period. Renewal pruning may be used on abelia, forsythia, deutzia, spiraea, etc.

Plants overhanging passageways and parking areas and damaged plants shall be pruned as needed.

Shade trees that cannot be adequately pruned from the ground shall not be included in the Maintenance Contract. A certified arborist under a separate contract shall perform this type of work.

SPRING CLEANUP

Plant beds shall receive a general cleanup before fertilizing and mulching. Cleanup includes removing debris and trash from beds and cutting back herbaceous perennials left standing through winter, e.g. ornamental grasses, Sedum Autumn Joy.

FERTILIZING

For trees, the rate of fertilization depends on the tree species, tree vigor, area available for fertilization, and growth stage of the tree. Mature specimens benefit from fertilization every 3 to 4 years; younger trees shall be fertilized more often during rapid growth stages.

The current recommendation is based on the rate of 1000 square feet of area under the tree to be fertilized. For deciduous trees, 2 to 6 pounds of Nitrogen per 1000 square feet; for narrow-leaf evergreens, 1 to 4 pounds of Nitrogen per 1000 square feet; for broadleaf evergreens, 1 to 3 pounds of Nitrogen per 1000 square feet.

Shrubs and groundcover shall be top-dressed with compost 1" deep, or fertilized once in March with 10-6-4 analysis fertilizer at the rate of 3 pounds per 100 square feet of bed area. Ericaceous material shall be fertilized with an ericaceous fertilizer at the manufacturer's recommendation rate. If plants are growing poorly, a soil sample should be taken.

MULCHING

Where necessary, all tree and shrub beds will be prepared and mulched, unless already mulched with compost, to a depth of 3" – 4" annually with quality mulch. Bed preparation shall include removing all weeds, cleaning up sad bed, edging and cultivating decayed mulch into the soil. Debris from edging is to be removed from beds where applicable. If deemed necessary, a pre-emergent herbicide may be applied to the soil to inhibit the growth of future weeds.

Organically maintained gardens shall not receive any pre-emergent herbicides. Mulch in excess of 4" will be removed from the bed areas. SPECIAL CARE shall be taken in the mulching operation not to over-mulch or cover the base of trees and shrubs. This can be detrimental to the health of the plants.

WEEDING

All beds shall be weeded on a continuous basis throughout the growing season to maintain a neat appearance at all times.

Pre-emergent (soil-applied) and post-emergent (foliar-applied) herbicides shall be used where and when applicable and in accordance with the product's label.

INSECT & DISEASE CONTROL: TREES, SHRUBS & GROUNDCOVER

The landscape contractor shall be responsible for monitoring the landscape site on a regular basis. The monitoring frequency shall be monthly except for growing season, which will be every other week. Trained personnel shall monitor for plant damaging insect activity, plant pathogenic diseases and potential cultural problems that may occur in the landscape. The pest or cultural problem will be identified under the supervision of the contractor.

For plant damaging insects and mites identified in the landscape, the contractor shall consult and follow the recommendations of the most current edition of the state Cooperative Service publication on insect control on landscape plant material.

Plant pathogenic disease problems identified by the contractor that can be resolved by pruning or physical removal of damaged plant parts will be performed as part of the contract. For an additional charge, plant pathogenic diseases that can be resolved through properly timed applications of fungicides shall be made when the owner authorizes it.

If the contractor notes an especially insect-or disease-prone plant species in the landscape, he/she will suggest replacement with a more pest-resistant cultivar or species that is consistent with the intent of the landscape design.

NOTE: For identification of plant-damaging insects and mites, a reference textbook that can be used is *Insects that feed on Trees and Shrubs* by Johnson and Lyon, Comstock Publishing Associates. For plan pathogenic diseases, two references are suggested: *Scouting and Controlling Woody Ornamental Diseases in Landscapes and Nurseries*, authorized by Gary Moorman, published by Penn State College of Agricultural Sciences, and *Diseases of Trees and Shrubs* by Sinclair and Lyon, published by Comstock Publishing Press.

TRASH REMOVAL

The landscape contractor shall remove trash from all shrub and groundcover beds with each visit.

LEAF REMOVAL

All fallen leaves shall be removed from the site in November and once in December. If requested by the owner, the landscape contractor at an additional cost to the owner shall perform supplemental leaf removals.

WINTER CLEAN-UP

The project shall receive a general clean-up once during each of the winter months, i.e., January, February, and March.

Clean-up includes:

- **Cleaning curbs and parking areas**
- **Removing all trash and unwanted debris**
- **Turning mulch where necessary**
- **Inspection of grounds**

SEASONAL COLOR: PERENNIALS, ANNUALS, AND BULBS

The installation of perennials, annuals, and bulbs, unless specified herein, shall be reviewed with the owner, and, if accepted, installed and billed to the owner.

SEASONAL COLOR MAINTENANCE

Perennialization of Bulbs:

1. **After flowering, cut off spent flower heads.**
2. **Allow leaves of daffodils and hyacinths to remain for six weeks after flowers have faded. Cut off at base.**
3. **Allow leaves of other bulbs to yellow naturally and then cut off at base.**
4. **Apply fertilizer after flowering in spring, possibly again in fall. Apply 10-10-10 at the rate of 2 pounds per 1000 square feet, or top-dress with compost 1" deep. Fall fertilization with a bulb fertilizer or mulching with 1" of compost is optional.**

Flower Rotation:

1. **Bulbs: Remove the entire plant and bulb after flowers have faded or at the direction of the owner, and install new plants if included in contract.**
2. **Summer Annuals or Fall Plants:**
   a. **Dead heading: Pinch and remove dead flowers on annuals as necessary.**
   b. **Fertilizing Summer Annuals: Fertilize using one or two methods: Apply a slow-release fertilizer in May following manufacturer's recommendations. A booster such as 10-10-10 may be necessary in late summer. Or, apply liquid fertilizations of 20-20-20 water-soluble fertilizers, not to exceed 2 pounds of 20-20-20 per 100 gallons of water, monthly; or mulch with compost1" deep.**
   c. **Removal: If fall plants are to be installed, summer annuals shall be left in the ground until the first killing frost and then removed, unless otherwise directed by the owner.**

Perennials:

1. **After initial installation, if a time-released fertilizer has been incorporated during plant installation, no more fertilizer need be applied the first growing season.**
2. **The following year:**
   a. **Fertilize perennials with a slow-release fertilizer or any 50% organic fertilizer, or mulch perennials with compost 1" deep.**
   b. **Cut all deciduous perennials flush to the ground by March 1, if this was not done the previous fall, to allow new growth to develop freely.**
   c. **Mulch the perennial bed once in early spring at 1"-2" depth. If soil is bared in late fall, re-mulch lightly after ground is frozen to protect perennials.**
   d. **Inspect for insect or disease problems on perennials. Monitor and control slugs on hostas and ligularias. Powdery mildew on phlox, monardas, and asters can be prevented with properly timed fungicides or use of disease-resistant varieties.**
   e. **Weed perennial bed as specified in "WEEDING" above.**
   f. **Prune branching species to increase density. Cut only the flowering stems after blooming. Do not remove the foliage.**
3. **The following fall cut back deteriorating plant parts unless instructed to retain for winter interest, e.g. Sedum Autumn Joy and ornamental grasses.**
4. **Long-term Care:**
   a. **Divide plants that overcrowd the space provided. Divide according to the species. Some need frequent dividing, e.g. asters and yarrow every two years; other rarely, if ever, e.g. peonies, hostas, and astilbe.**
   b. **For detailed information regarding the care of specific perennials, refer to *All About Perennials* by Ortho; *Perennials: How to Select, Grow and Enjoy* by Pamela Harper and Frederick McGourty. Hp Books Publisher; *Herbaceous Perennial Plants: A Treatise on their Identification, Culture and Garden Attributes* by Allan Armitage. Stipes Pub LLC.**

IRRIGATION MAINTENANCE

1. Fall maintenance shall include (but not limited to) draining the system by manual gravitational drains or use of compressed air. (Winterize system)
2. Spring maintenance shall include (but not limited to) the closing of all manual drain valves, inspection and realignment of all heads, operational checklist each zone for proper operation, inspection and adjustment of controller and run times.
3. Inspect irrigation system components during performance of regular maintenance items.
4. Test irrigation system once each month during the growth season by cycling and inspecting each zone.
5. Reset cycle times as necessary for seasonal changes.
6. Adjust spray at each pop-up head to ensure all planting material is irrigated, and that no over spray occurs onto pavement, building or vehicles.

SUMMARY OF MAINTENANCE

LAWN MAINTENANCE

1. **Soil analysis performed annually to determine pH. If pH does not fall within specified range, adjust according to soil test recommendations.**
2. **Maintain proper fertility and pH levels of the soil to provide an environment conducive to turf vitality for cool season grasses.**
3. **Mow warm and cool season on a regular basis and as season and weather dictates. Remove no more than the top 1/3 of leaf blade. Clippings on paved and bed areas will be removed.**
4. **Aerate warm season turf areas to maintain high standards of turf appearance.**
5. **Apply pre-emergent to turf in two applications in early February and early April to extend barrier.**
6. **Apply post emergent as needed to control weeds.**
7. **Mechanically edge curbs and walks.**
8. **Apply non-selective herbicide, to mulched bed areas and pavement and remove excess runners to maintain clean defined beds.**

TREE, GROUNDCOVER, AND SHRUB BED MAINTENANCE

1. **Prune shrubs, trees and groundcover to encourage healthy growth and create a natural appearance.**
2. **Mulch to be applied in February/March with a half rate in late summer to top dress.**
3. **Apply pre-emergent herbicides in February and April.**
4. **Manual weed control to maintain clean bed appearance.**
5. **Apply fungicides and insecticides as needed to control insects and disease.**
6. **Ornamental shrubs, trees and groundcovers to be fertilized three (3) times per year with a balanced material (January/February, April/May, and October/November)**
7. **Edge all mulched beds.**
8. **Remove all litter and debris.**

GENERAL MAINTENANCE

1. **Remove all man-made debris, blow edges.**
2. **Remove leaves as per Service Schedule (Appendix A).**
3. **Inspect grounds on a monthly basis and schedule inspection with Unit Operator.**

PRELIMINARY
NOT FOR CONSTRUCTION

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

HRGreen
HRGreen.com

CHICK-FIL-A
GLENDALE (WI) FSU
5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

WISCONSIN
DAVID L. REITZ
LA-576-14
MCHENRY, IL
LANDSCAPE ARCHITECT

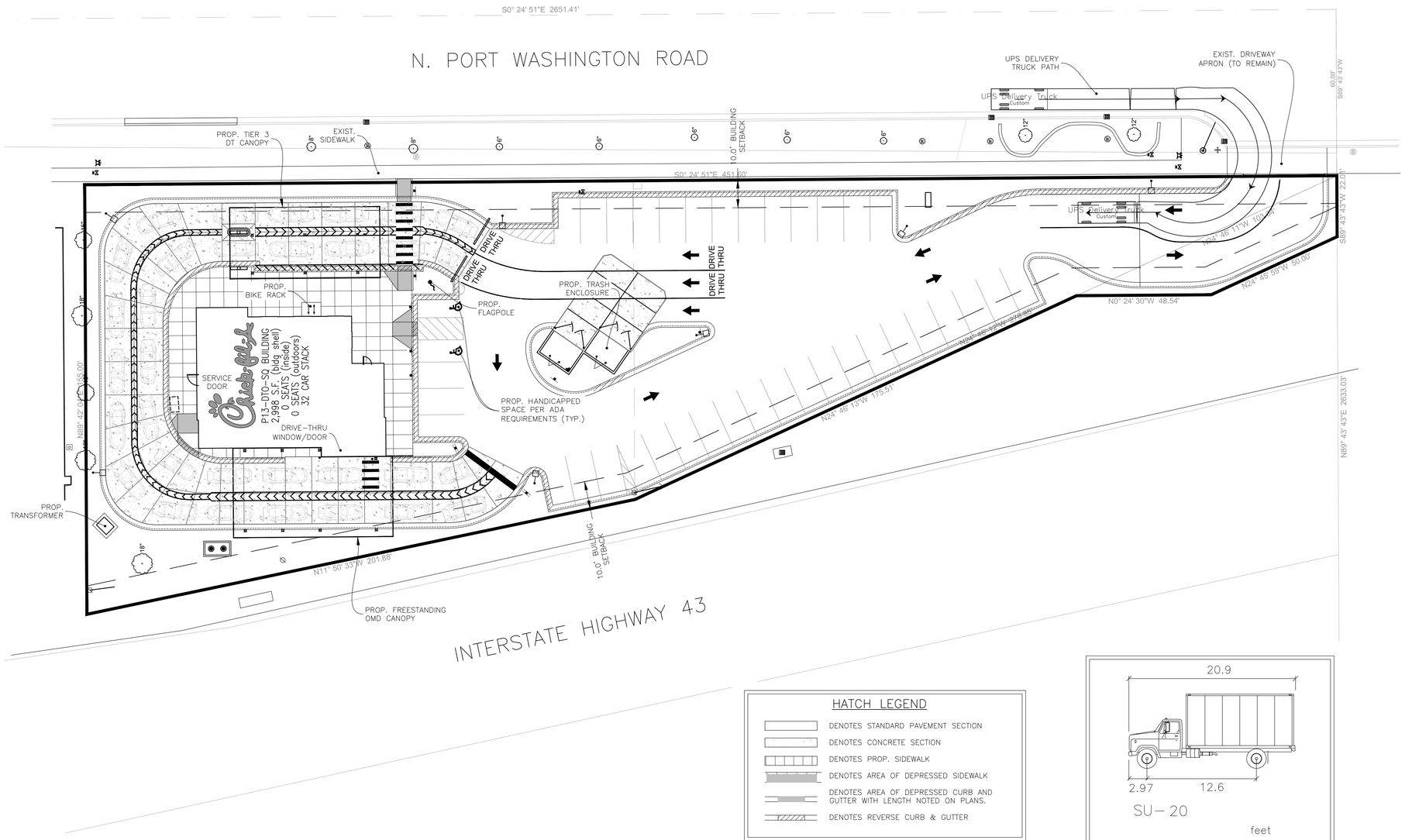
PRELIMINARY

ENGINEER'S PROJECT #	210400
PRINTED FOR	PRELIMINARY
DATE	05/17/2021
DRAWN BY:	JAG
CHECKED BY:	JFV

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SHEET
LANDSCAPE SPECIFICATIONS

SHEET NUMBER
L-104



HATCH LEGEND

- DENOTES STANDARD PAVEMENT SECTION
- DENOTES CONCRETE SECTION
- DENOTES PROP. SIDEWALK
- DENOTES AREA OF DEPRESSED SIDEWALK
- DENOTES AREA OF DEPRESSED CURB AND GUTTER WITH LENGTH NOTED ON PLANS.
- DENOTES REVERSE CURB & GUTTER

PROJECT NOTES:

* THIS EXHIBIT DEPICTS THE VEHICLE TRACKING ROUTE FOR A TYPICAL UPS DELIVERY TRUCK ENTERING THE PROPOSED SITE FROM THE SOUTHBOUND DIRECTION.

SU – 20

	feet
Width	: 7.60
Track	: 7.60
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

TRUCK PROFILE

NORTH

0 20'

1" = 20'

BAR IS ONE INCH ON OFFICIAL DRAWINGS

0 1"

IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

EXHIBIT

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

HRGreen
HRGreen.com

CHICK-FIL-A

GLENDALE (WI) FSU

5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

PRELIMINARY

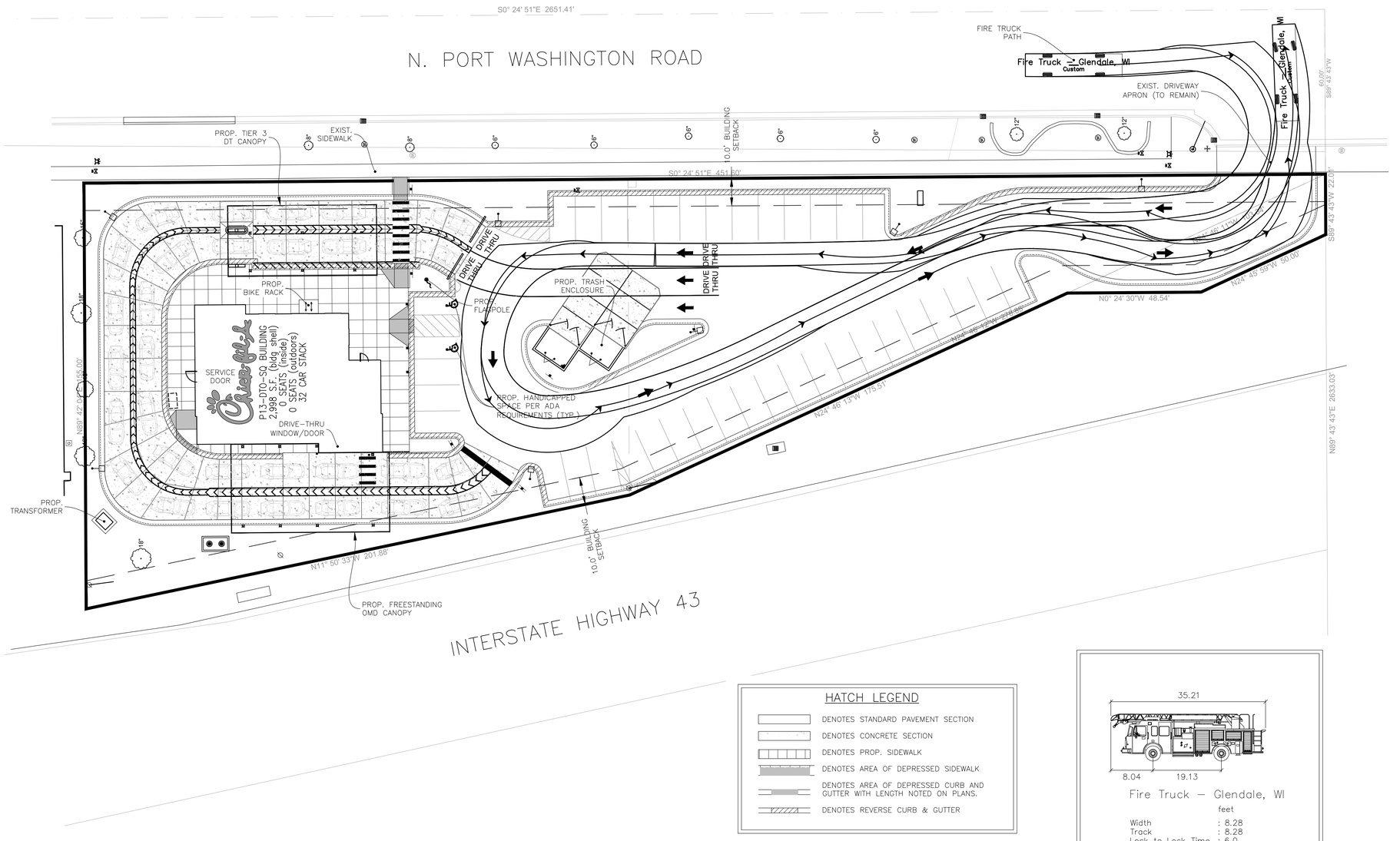
ENGINEER'S PROJECT #	210400
PRINTED FOR	PRELIMINARY
DATE	05/17/2021

DRAWN BY: ERN
CHECKED BY: JFV

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SHEET
AUTOTURN - BOX TRUCK

SHEET NUMBER
AUTO-TRUCK



HATCH LEGEND

- DENOTES STANDARD PAVEMENT SECTION
- DENOTES CONCRETE SECTION
- DENOTES PROP. SIDEWALK
- DENOTES AREA OF DEPRESSED SIDEWALK
- DENOTES AREA OF DEPRESSED CURB AND GUTTER WITH LENGTH NOTED ON PLANS.
- DENOTES REVERSE CURB & GUTTER

PROJECT NOTES:

* THIS EXHIBIT DEPICTS THE VEHICLE TRACKING ROUTE FOR A TYPICAL FIRE TRUCK WITHIN THE PROPOSED SITE.

Fire Truck – Glendale, WI

	feet
Width	: 8.28
Track	: 8.28
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

TRUCK PROFILE

NORTH

0 20'

1" = 20'

BAR IS ONE INCH ON OFFICIAL DRAWINGS

0 1"

IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

EXHIBIT

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

HRGreen
HRGreen.com

CHICK-FIL-A

GLENDALE (WI) FSU

5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

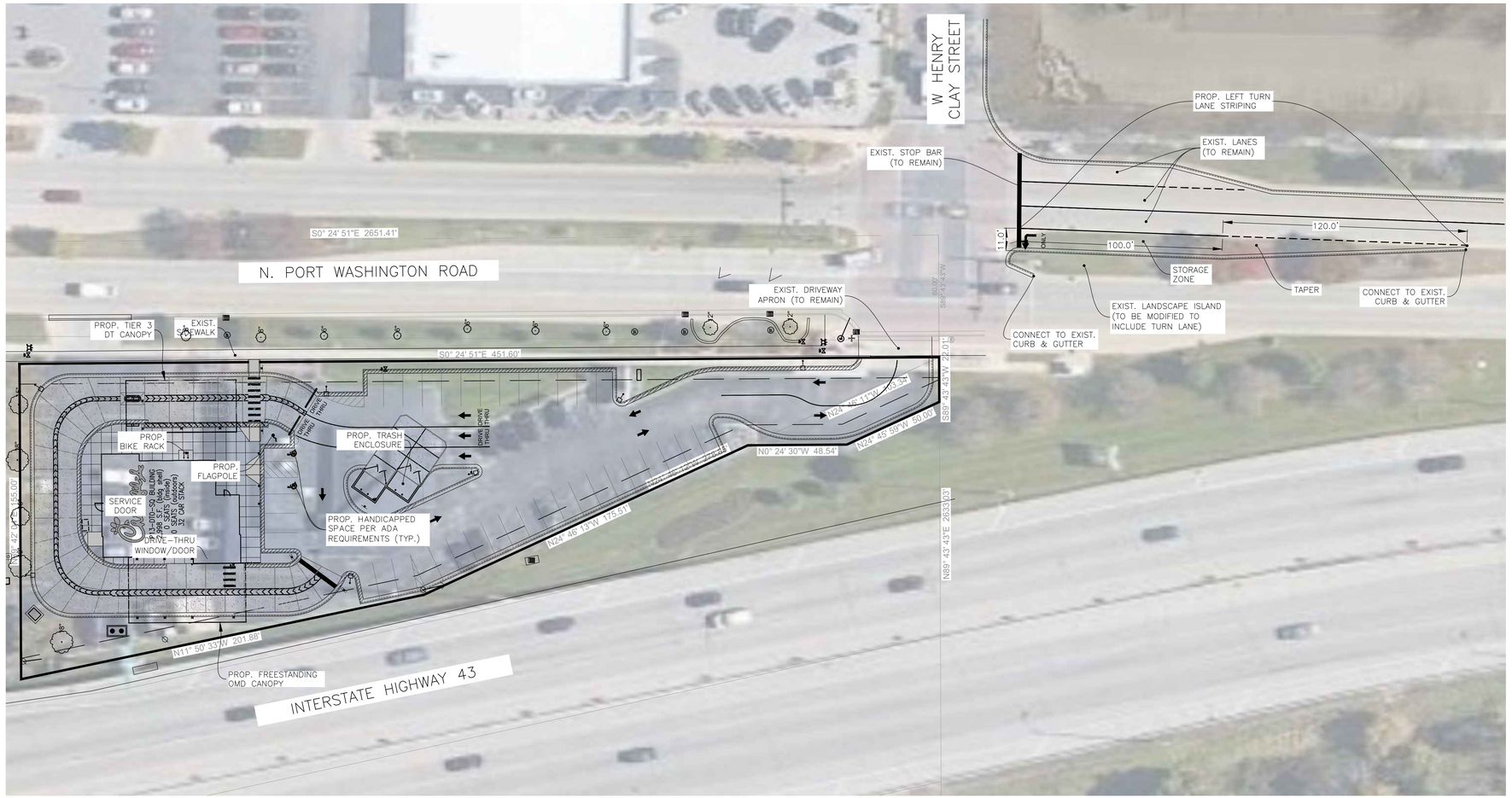
PRELIMINARY

ENGINEER'S PROJECT #	210400
PRINTED FOR	PRELIMINARY
DATE	05/17/2021
DRAWN BY:	ERN
CHECKED BY:	JFV

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SHEET
AUTOTURN - FIRE TRUCK

SHEET NUMBER
AUTO-FIRE



HATCH LEGEND

- DENOTES STANDARD PAVEMENT SECTION
- DENOTES CONCRETE SECTION
- DENOTES PROP. SIDEWALK
- DENOTES AREA OF DEPRESSED SIDEWALK
- DENOTES AREA OF DEPRESSED CURB AND GUTTER WITH LENGTH NOTED ON PLANS.
- DENOTES REVERSE CURB & GUTTER

PROJECT NOTES:

* THIS EXHIBIT DEPICTS THE PROPOSED LEFT TURN LANE TO BE INSTALLED WITHIN N PORT WASHINGTON ROAD ON THE SOUTH SIDE OF THE EXISTING INTERSECTION.
* THE INSTALLATION OF THE LEFT TURN LANE IS RECOMMENDED BY THE TRAFFIC STUDY CONDUCTED FOR THE PROPOSED CHICK-FIL-A.

NORTH

0 20'

1" = 20'

BAR IS ONE INCH ON OFFICIAL DRAWINGS

0 1"

IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

EXHIBIT

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

HRGreen.com

CHICK-FIL-A

GLENDALE (WI) FSU

5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

PRELIMINARY

ENGINEER'S PROJECT #	210400
PRINTED FOR	PRELIMINARY
DATE	05/17/2021
DRAWN BY: ERN	
CHECKED BY: JFV	

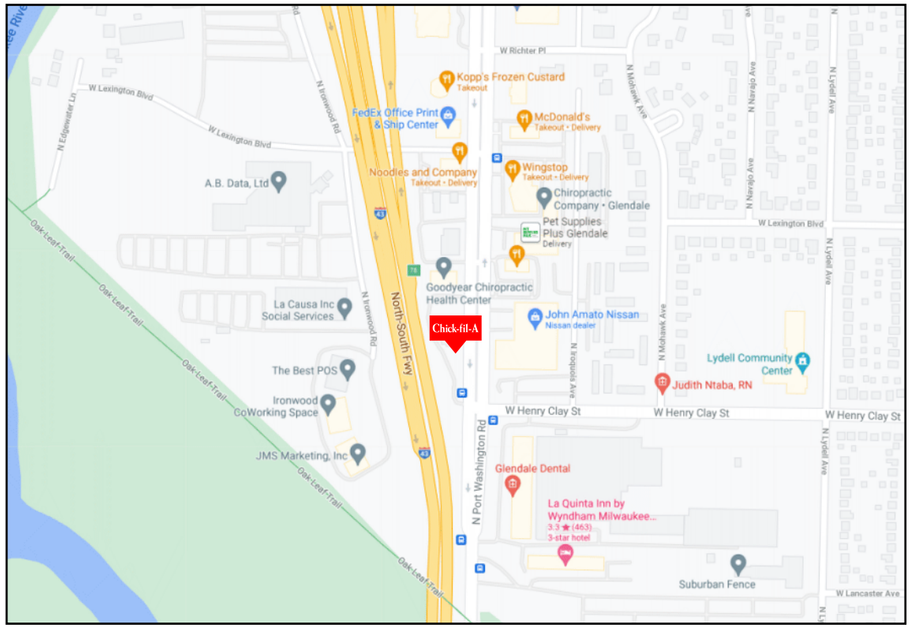
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SHEET

LEFT TURN LANE EXHIBIT

SHEET NUMBER

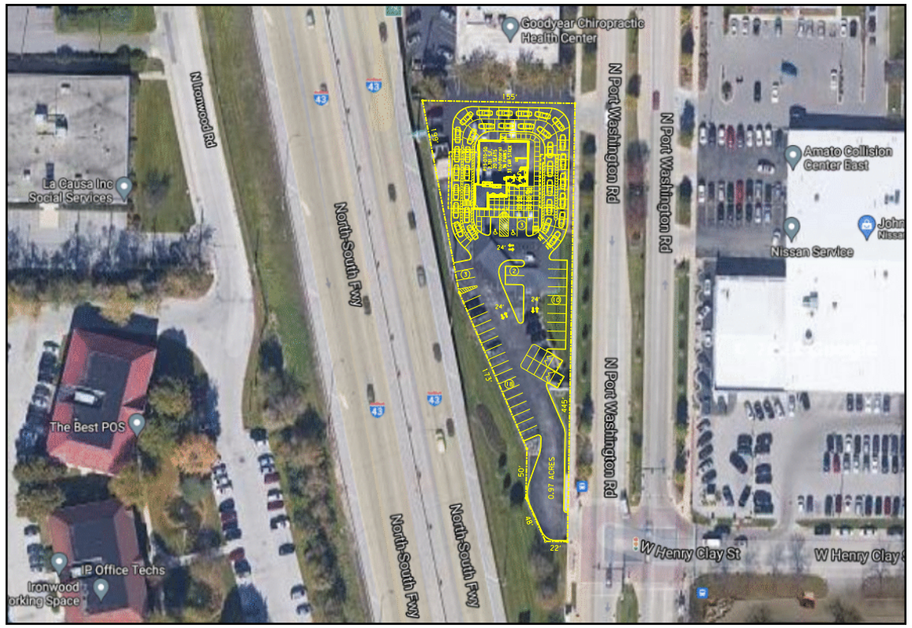
LEFT LANE



VICINITY MAP

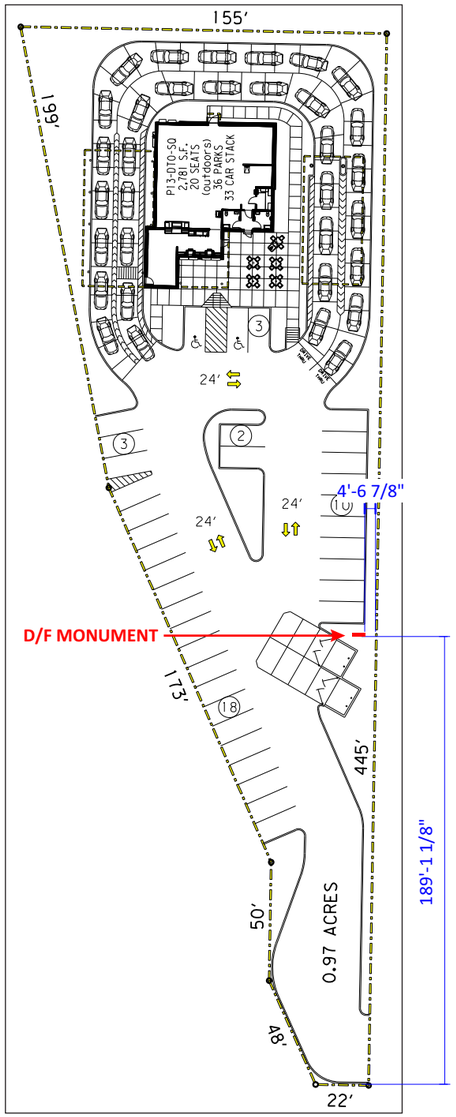
N.T.S.

NORTH



AERIAL VIEW

N.T.S.



SITE PLAN

SCALE: 1/64" = 1'-0"

KRISTEN HAMILTON - 678-725-8852
KHamilton@chandlersigns.com

BRIAN HEAD - 210-349-3804
BHead@chandlersigns.com

NORTH

Design #	**0628942A**
Sheet	1 of 22
Client	#4943
Address	5201 N PORT WASHINGTON, GLENDALE, WI.
Acct. Rep.	KRISTEN HAMILTON
Coordinator	B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

Approval / Date	
Client	
Sales	
Estimating	
Art	
Engineering	
Landlord	

Revision/Date

CHANDLER SIGNS
chandlersigns.com

National Headquarters	14201 Sovereign Road #101 Fort Worth, TX 76155 (214) 902-2000 Fax(214) 902-2044
San Antonio	17319 San Pedro Avenue Suite 200 San Antonio, TX 78232 (210) 349-3804 Fax(210) 349-8724
Northeast US	2301 River Road, Suite 201 Louisville, KY 40206 (502) 897-9800 Cell(502)554-2575
Georgia	111 Woodstone Place Dawsonville, GA 30534 (678) 725-8852 Fax(210) 349-8724
South Texas	PO BOX 125 206 Doral Drive Portland, TX 78374 (361)563-5599 Fax(361) 643-6533

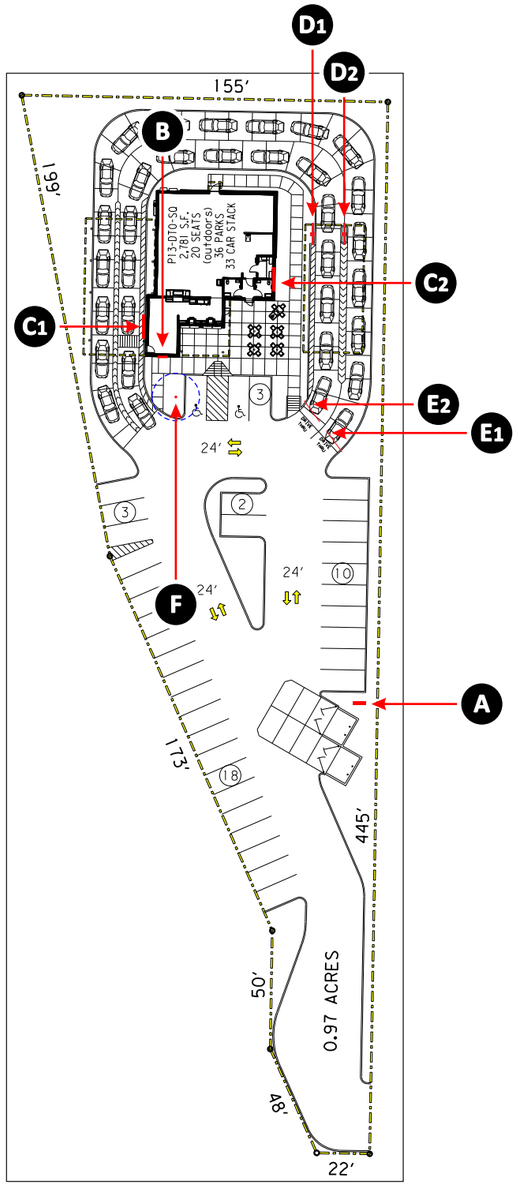
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Chick-fil-A

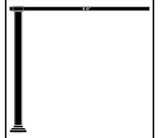
SITE PLAN



SITE PLAN 1

SCALE: 1/64" = 1'-0"

NOTE:
FOR LOCATIONS OF TRAFFIC D.O.T. SIGNS; REFER TO SITE PLAN 2 ON PAGE 3 AND PAGE 18.

SIGN I-D LETTER	FACE A	FACE B
A		
B		N/A
C1	5'-0" Chick-fil-A	N/A
C2	5'-0" Chick-fil-A	N/A
D1 D2		N/A
E1		N/A
E2		N/A
F	18' 	N/A

Design #
0628942A

Sheet 2 of 22

Client
#4943

Address
5201 N PORT WASHINGTON, GLENDALE, WI.

Acct. Rep. Coordinator: KRISTEN HAMILTON, B. HEAD
Designer: JULIA ESTRADA
Date: 05/06/2021

Approval / Date

Client	
Sales	
Estimating	
Art	
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Landlord	

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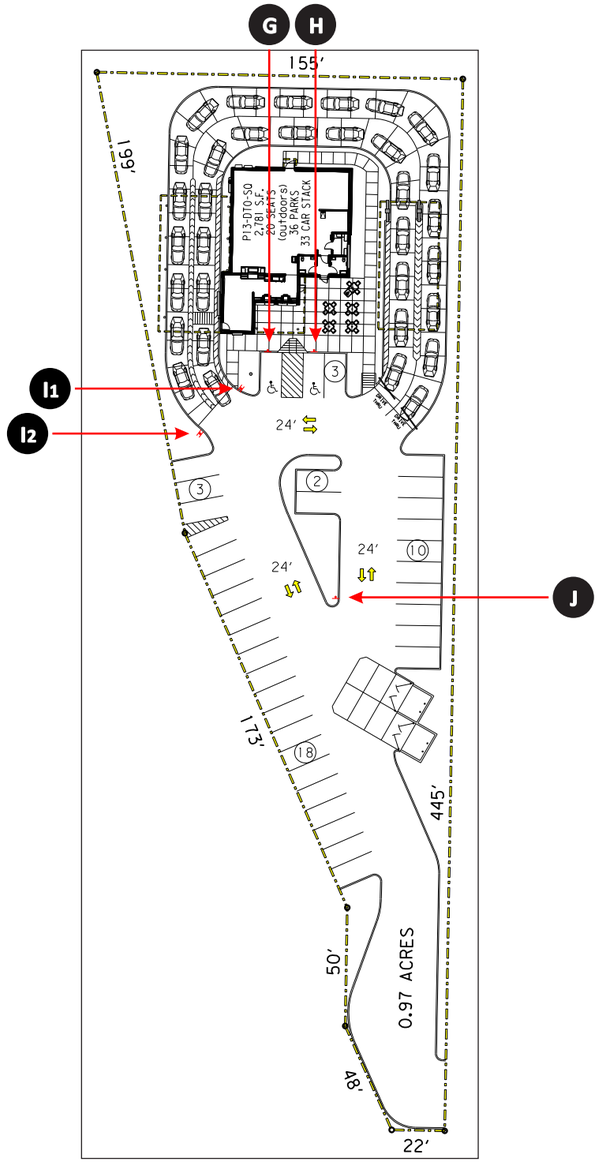
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Chick-fil-A

SITE PLAN 1



SIGN I-D LETTER	FACE A	FACE B
G	 WITH BOLLARD	N/A
H	 WITH BOLLARD	N/A
I1 I2		
J		N/A

SITE PLAN 2

SCALE: 1/64" = 1'-0"

NOTE:
FOR LOCATION OF BUILDING SIGNS AND DRIVE-THRU ITEMS; REFER TO SITE PLAN 1 ON PAGE 2.

Design # 0628942A

Sheet 3 of 22

Client #4943

Address 5201 N PORT WASHINGTON, GLENDALE, WI.

Acct. Rep. Coordinator	KRISTEN HAMILTON B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

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SITE PLAN 2



A **D/F MONUMENT SIGN** SCALE: 1/2" = 1'-0"

ONE (1) REQUIRED - MANUFACTURE AND INSTALL 53.33 SQ. FT.

SPECS:
MONUMENT IS EXTRUDED ALUM. FRAME WITHALUMINUM TUBE FRAME BASE. .080" ALUM. CLADDING PAINTED MATTHEWS #74155 DARK BRONZE, SEMI-GLOSS.

MAIN ID LOGO FACES
EXTRUDED ALUM. CABINET PAINTED MATTHEWS #74155 DARK BRONZE, SEMI- GLOSS. WHITE BLEED 3M PANOGRAPHIC III FACES WITH 3M #3630-53 CARDINAL RED TRANSLUCENT VINYL APPLIED 1ST SURFACE. TENSION FRAME RETAINER TO BE PAINTED GENESIS M SINGLE STAGE (G2-SERIES) RED #48247. CABINET IS INTERNALLY ILLUMINATED WITH 7100K WHITE LEDS AS REQUIRED.

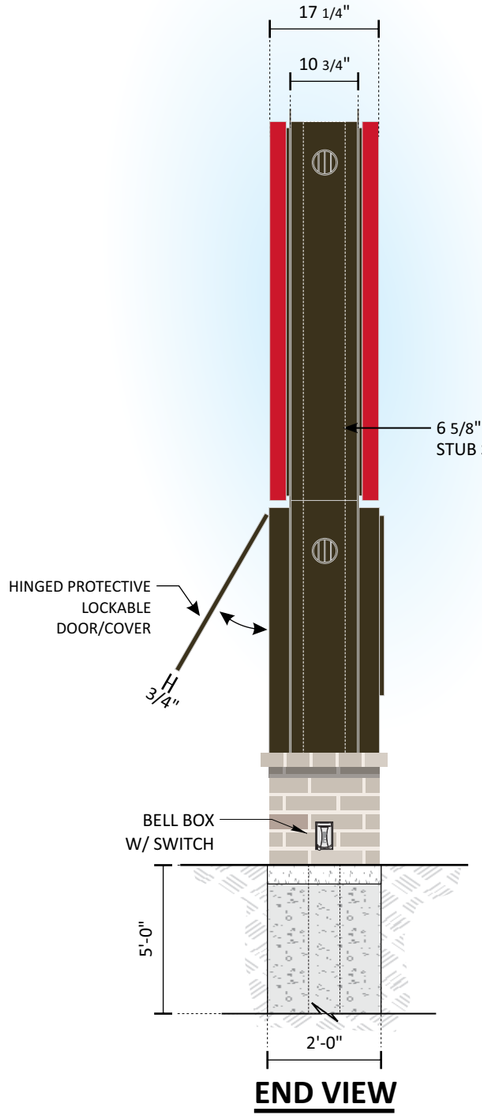
READER BOARD DISPLAY
.125" ALUM. FACE PAN PANEL WITH ROUTED OUT OPENING FOR READER BOARD AND R.O.S.T. COPY READING "CLOSED SUNDAY", WITH HINGED LOCKABLE F-TRACK VANDAL COVER PAINTED MATTHEWS #74155 DARK BRONZE, SEMI-GLOSS. CLEAR LEXAN FACE WITH HINGED VANDAL COVER FRAME. INSET 3/16" #7328 WHITE PLEX. TRACK TO ACCOMODATE THREE (3) LINES OF 6" CHICK-FIL-A COMMERCIAL WAGNER ZIP LETTER SET OF 334. INTERNALLY ILLUMINATED SAME AS ABOVE.

FOUNDATION SYSTEM
ONE (1)6 5/8" O.D. x .280" WALL STEEL SUPPORT ONE (1) 24" x 5'-0" DEEP CONCRETE PIER.

CONCRETE PAD AND 1" x 1" x .125" ALUMINUM FABRICATED BASE FRAME WITH 1/2" CEMENT BOARD.

MASONRY / BRICK: BY G.C.
THE MONUMENT BRICK MATERIAL AND DESIGN SHALL MATCH THE BUILDING MATERIAL AND MORTAR FINISH.

PRIMARY ELECTRIC RUN THRU NEC APPROVED WEATHER PROOF CONDUIT - COORDINATE PRIOR TO CONCRETE FOUNDATION / PADPOUR.



END VIEW

DAL - MANUFACTURING
NEW RB FONT

Design #	**0628942A**
Sheet	4 of 22
Client	#4943
Address	5201 N PORT WASHINGTON, GLENDALE, WI.
Acct. Rep.	KRISTEN HAMILTON
Coordinator	B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

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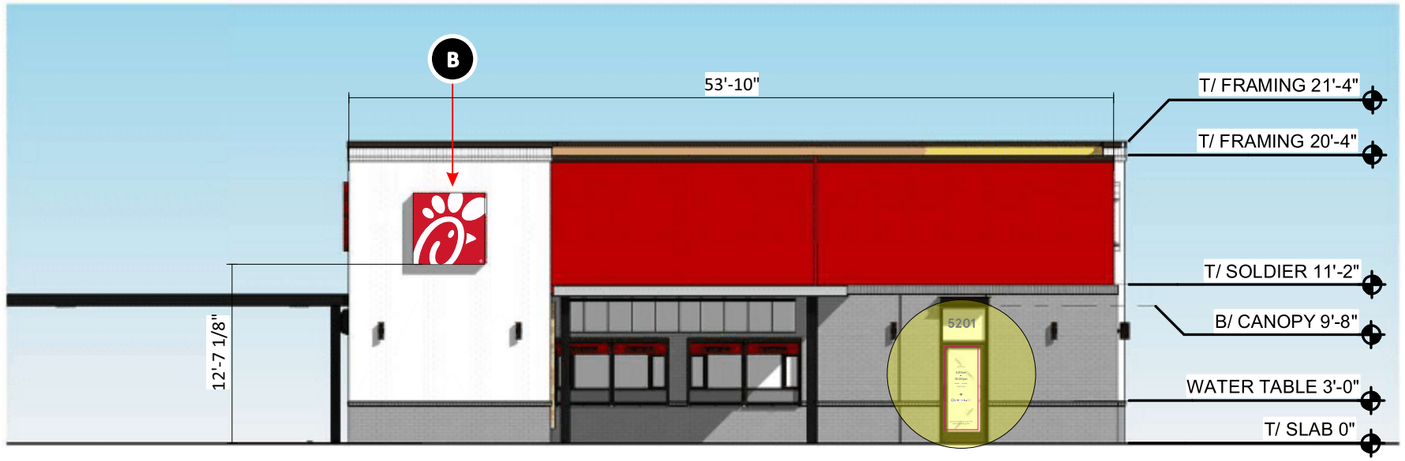
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Chick-fil-A

A

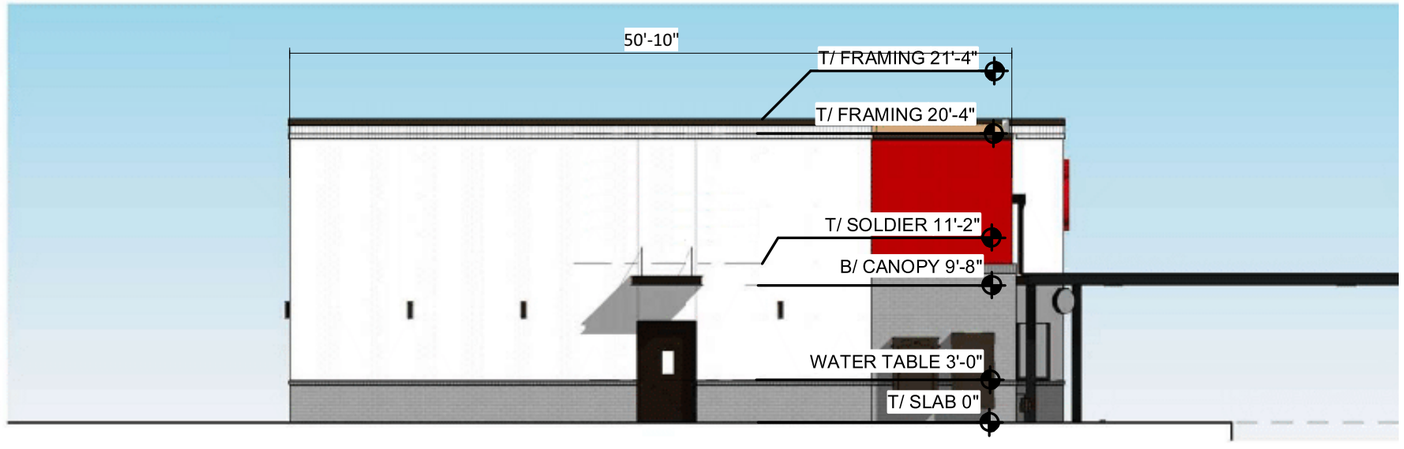


FRONT (SOUTH) ELEVATION

SCALE: 3/32" = 1'-0"

SIGN SQ. FT. : 25

FACADE SQ FT. : 1170



REAR (NORTH) ELEVATION

SCALE: 3/32" = 1'-0"

FACADE SQ FT. : 1175

Design #
0628942A

Sheet 5 of 22

Client
#4943

Address
5201 N PORT WASHINGTON, GLENDALE, WI.

Acct. Rep. Coordinator	KRISTEN HAMILTON B. HEAD
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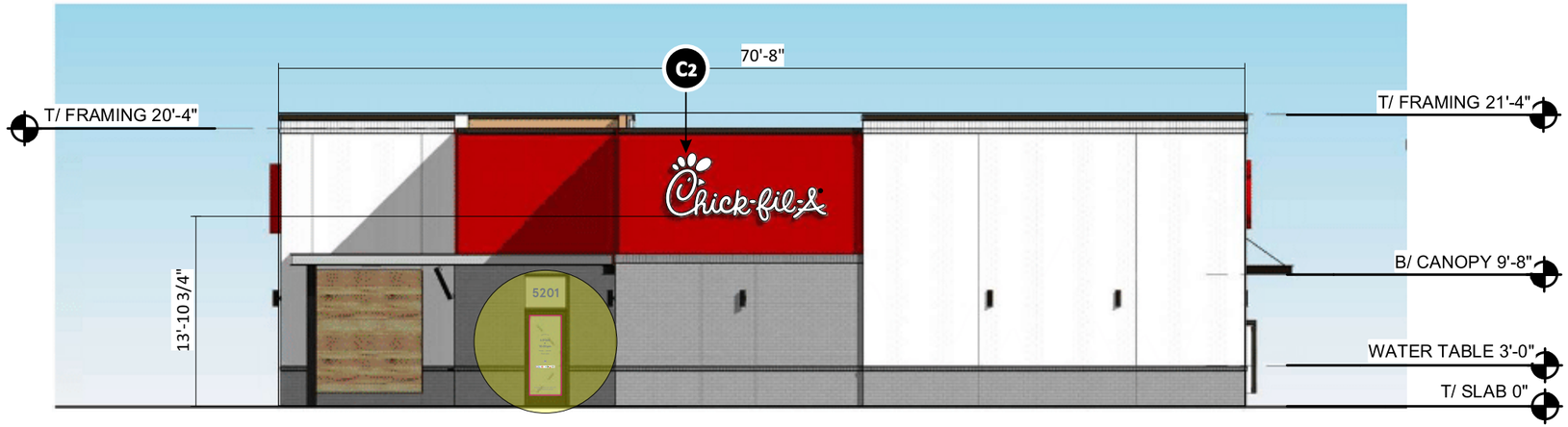
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Chick-fil-A

ELEVATIONS



MAIN ENTRY (EAST) ELEVATION

SCALE: 3/32" = 1'-0"

SIGN SQ. FT. : 38

FACADE SQ FT. : 1515



DRIVE THRU (WEST) ELEVATION

SCALE: 3/32" = 1'-0"

SIGN SQ. FT.: 38

FACADE SQ FT.: 1550

Design # 0628942A

Sheet 6 of 22

Client #4943

Address 5201 N PORT WASHINGTON, GLENDALE, WI.

Acct. Rep. Coordinator	KRISTEN HAMILTON B. HEAD
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Chick-fil-A

ELEVATIONS





END VIEW

B CFA - S/F WALL BLEED SIGN

SCALE: 3/4" = 1'-0"

ONE (1) REQUIRED - MANUFACTURE AND INSTALL — 35 SQ. FT.

S/F RETAINERLESS EXTRUDED ALUM. WALL CABINET. WHITE BLEED 3M PANOGRAPHIC III FLEX FACE WITH 3M #3630-53 CARDINAL RED TRANSLUCENT VINYL APPLIED 1ST SURFACE. CABINET TO BE PAINTED GENESIS M SINGLE STAGE (G2-SERIES) RED #48247. **INTERNALLY ILLUMINATED 7100K WHITE LED'S.**

DAL - MANUFACTURING

NEW CFA LOGO

Design #	**0628942A**
Sheet	7 of 22
Client	#4943
Address	5201 N PORT WASHINGTON, GLENDALE, WI.
Acct. Rep. / Coordinator	KRISTEN HAMILTON / B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

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Chick-fil-A®

B



C1 CFA - PCL 5-0

SCALE: 3/4" = 1'-0"

ONE (1) REQUIRED - MANUFACTURE AND INSTALL

LIVE AREA: 33 SQ. FT.

OVERALL AREA: 59 SQ. FT.

SEE SECTION DETAIL

DAL - MANUFACTURING

NEW CFA LOGO

Design #	**0628942A**
Sheet	8 of 22
Client	#4943
Address	5201 N PORT WASHINGTON, GLENDALE, WI.
Acct. Rep. Coordinator	KRISTEN HAMILTON B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

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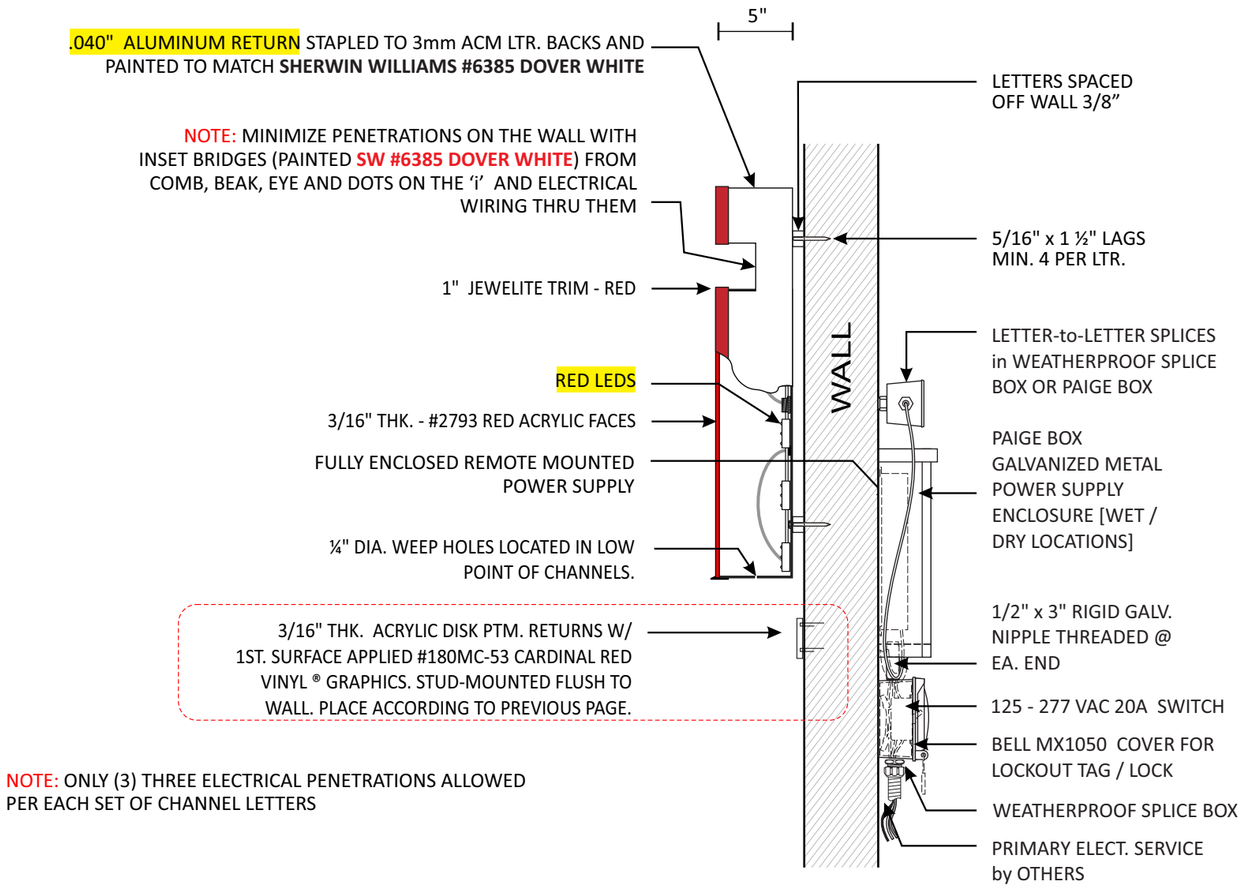
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Chick-fil-A®

C1



NOTE: ONLY (3) THREE ELECTRICAL PENETRATIONS ALLOWED PER EACH SET OF CHANNEL LETTERS

CFA - PCL NOT TO SCALE

RETURN AND BRIDGE PAINT COLOR - SW #6385 DOVER WHITE

Design # 0628942A

Sheet 9 of 22

Client #4943

Address 5201 N PORT WASHINGTON, GLENDALE, WI.

Acct. Rep. Coordinator	KRISTEN HAMILTON B. HEAD
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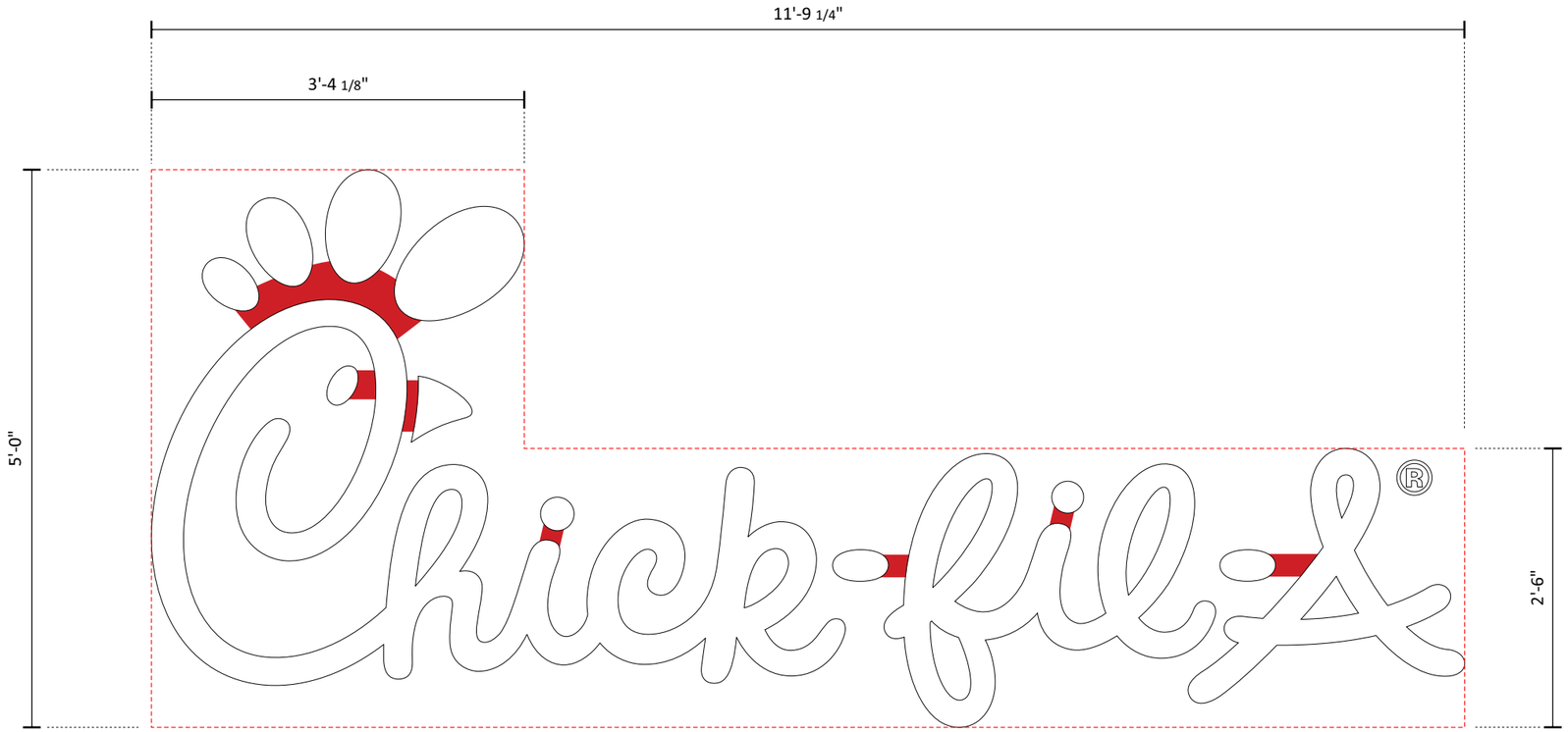
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C1



C2 CFA - PCL 5-0

SCALE: 3/4" = 1'-0"

ONE (1) REQUIRED - MANUFACTURE AND INSTALL

LIVE AREA: 33 SQ. FT.

OVERALL AREA: 59 SQ. FT.

SEE SECTION DETAIL

DAL - MANUFACTURING

NEW CFA LOGO

Design #	**0628942A**
Sheet	10 of 22
Client	#4943
Address	5201 N PORT WASHINGTON, GLENDALE, WI.
Acct. Rep. / Coordinator	KRISTEN HAMILTON / B. HEAD
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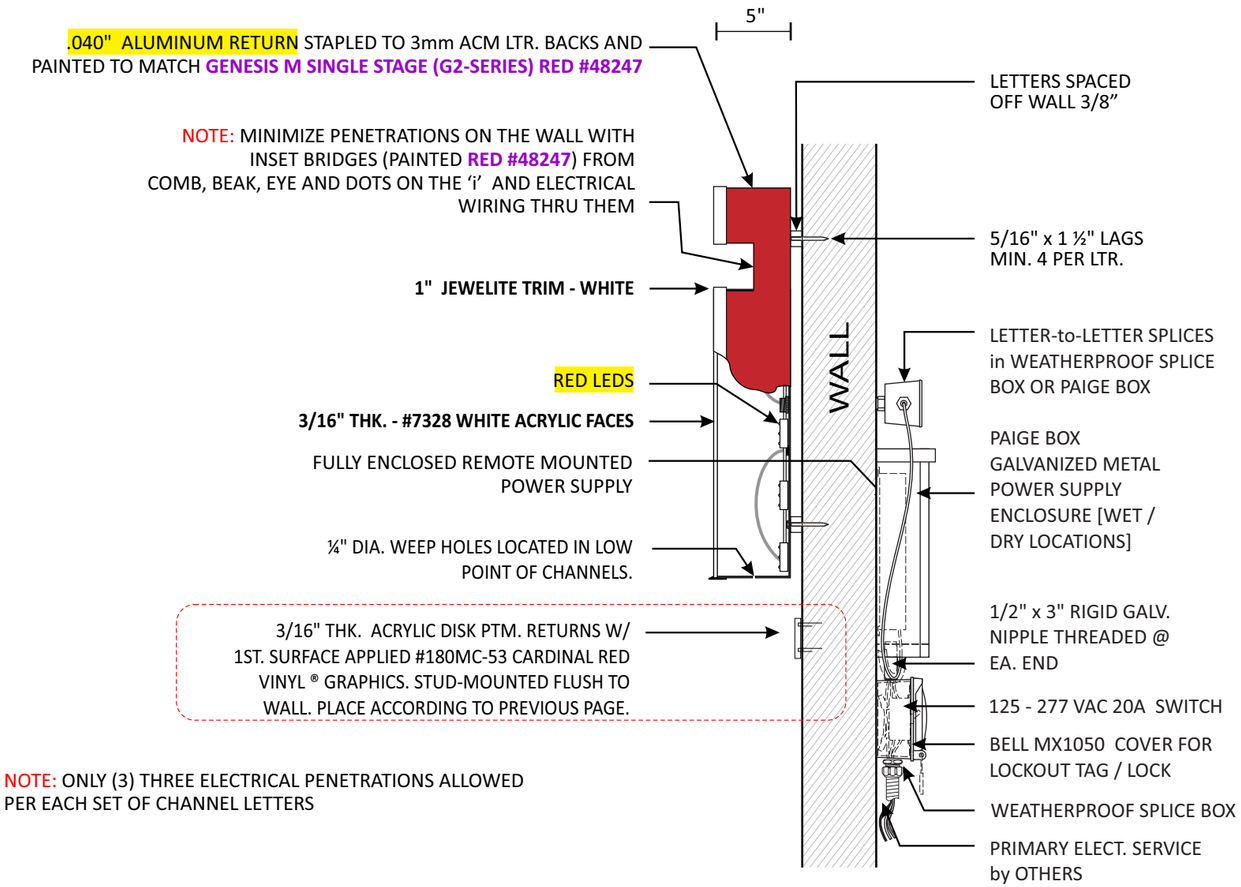
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Chick-fil-A®

C2



NOTE: ONLY (3) THREE ELECTRICAL PENETRATIONS ALLOWED PER EACH SET OF CHANNEL LETTERS

CFA - PCL NOT TO SCALE

RETURN AND BRIDGE PAINT COLOR - RED #48247

Design # 0628942A

Sheet 11 of 22

Client #4943

Address 5201 N PORT WASHINGTON, GLENDALE, WI.

Acct. Rep. Coordinator	KRISTEN HAMILTON B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

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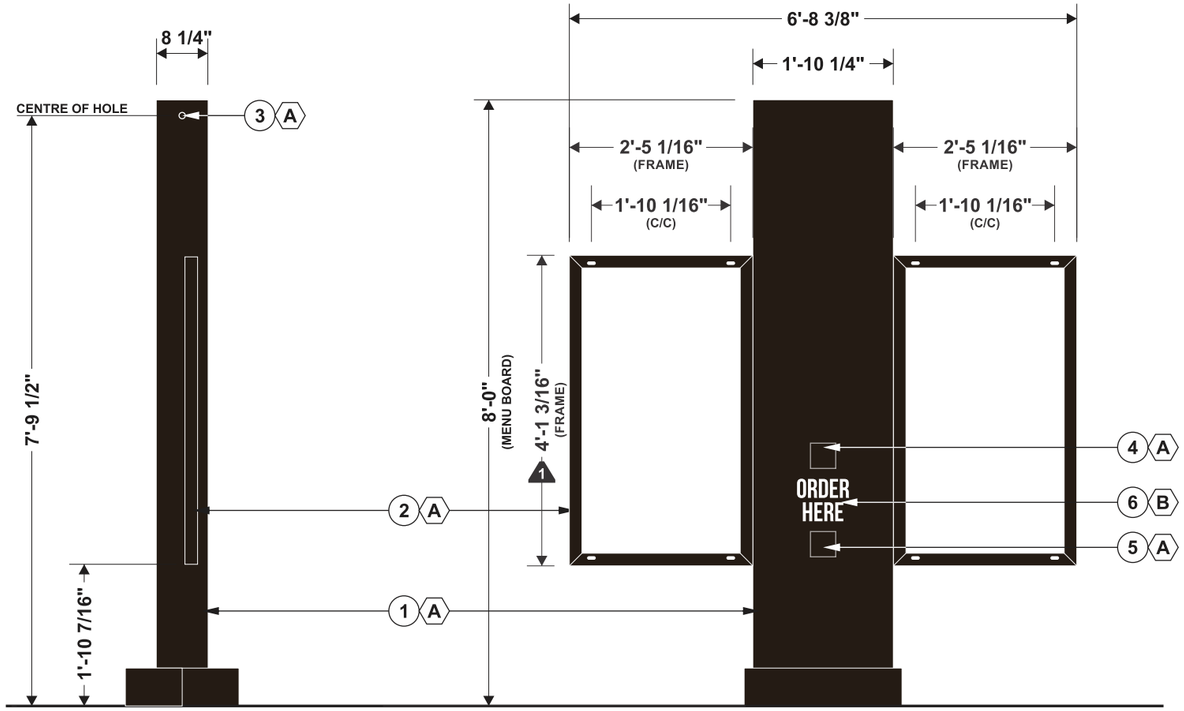
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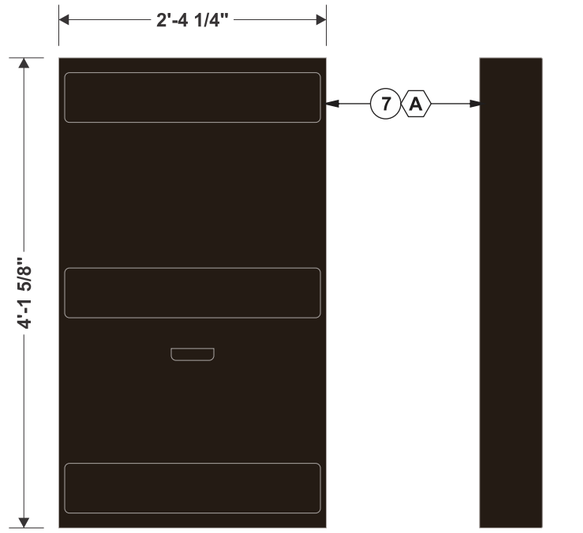
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C2



SIDE VIEW **FRONT VIEW**



BACK VIEW **SIDE VIEW**

SCALE:3/8"=1'-0"

D1 D2 CFA - C7 DIGITAL ORDERING STATION

SCALE: ½" = 1'-0"

TWO (2) REQUIRED - MANUFACTURE & INSTALL

CHFI0ME3AX0001

DRIVE-THRU MENU BOARD

Installation:		Interior:	☑	Exterior:

Electrical specifications:

Volts:	120	Amp.:	1.4	Circ.:	2

#	Descriptions:
1	FABRICATED C-CHANNEL STRUCTURE COVERED WITH ALUMINUM
2	2"X 2" STEEL ANGLES FRAME BOLTED TO STRUCTURE (TO HOLD DISPLAYS)
3	PLASTIC BUSHINGS (ONE EACH SIDE)
4	SPEAKER
5	MICROPHONE
6	VINYL DECAL APPLIED TO FIRST SURFACE
7	ALUMINUM ENCLOSURE FOR DISPLAY (2X)

#		Colors:
A		PAINTED CFA BRONZE
B		WHITE REFLECTIVE VINYL #680-10

SUPPLIED BY OTHERS & FOOTER INSTALLED BY CSI

Design # 0628942A

Sheet 12 of 22

Client #4943

Address 5201 N PORT WASHINGTON, GLENDALE, WI.

Acct. Rep.	KRISTEN HAMILTON
Coordinator	B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

Approval / Date

Client	
Sales	
Estimating	
Art	
Engineering	
Landlord	

Revision/Date

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chandlersigns.com

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Northeast US	2301 River Road, Suite 201 Louisville, KY 40206 (502) 897-9800 Cell(502)554-2575
Georgia	111 Woodstone Place Dawsonville, GA 30534 (678) 725-8852 Fax(210) 349-8724
South Texas	PO BOX 125 206 Doral Drive Portland, TX 78374 (361)563-5599 Fax(361) 643-6533

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FINAL ELECTRICAL CONNECTION BY CUSTOMER

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN. SIGN WILL BEAR UL LABEL(S).

Chick-fil-A

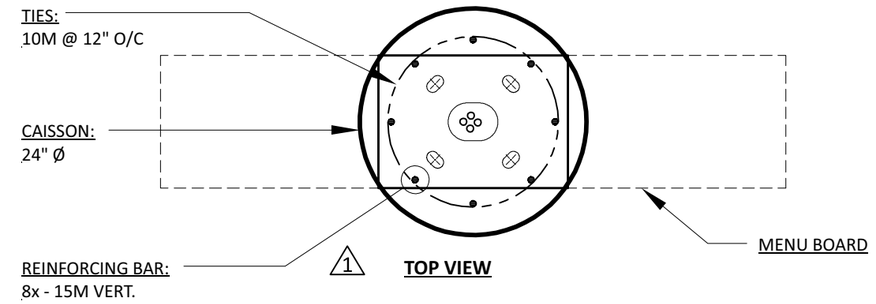
D1-2

General Notes:
- MINIMUM CONCRETE RESISTANCE OF 3600 PSI AFTER 28 DAYS
- THE GROUND MUST NOT BE ALTERED AND MUST BE WELL DRAINED
- FOUNDATION IS BASE ON SAFE LATERAL SOIL BERING PRESSURE MINIMUM OF 150 PSF PER FOOT OF DEPTH. SOIL REPORT WAS NOT FURNISHED. ALLOWABLE BEARING PRESSURE SHOULD BE VERIFIED PRIOR TO PLACEMENT OF CONCRETE. DO NOT PLACE FOUNDATION FILL.
- ALL BACKFILLED TO BE PLACE IN COMPACTED LAYERS COMPACTED TO 95% MODIFIED PROCTOR DENSITY
- ELECTRICAL CONDUIT TO BE AS PER CITY CODE
- ALL VOIDS BETWEEN COLUMN BASE PLATE AND FOUNDATION SURFACE SHALL BE COMPLETELY FILLED WITH HIGH STRENGTH, NON-SHRINK GROUT

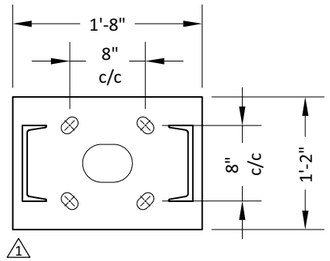
HH1-44086-5

CONCRETE BASE PLAN FOR CFA ORDER POINT 6'-5"

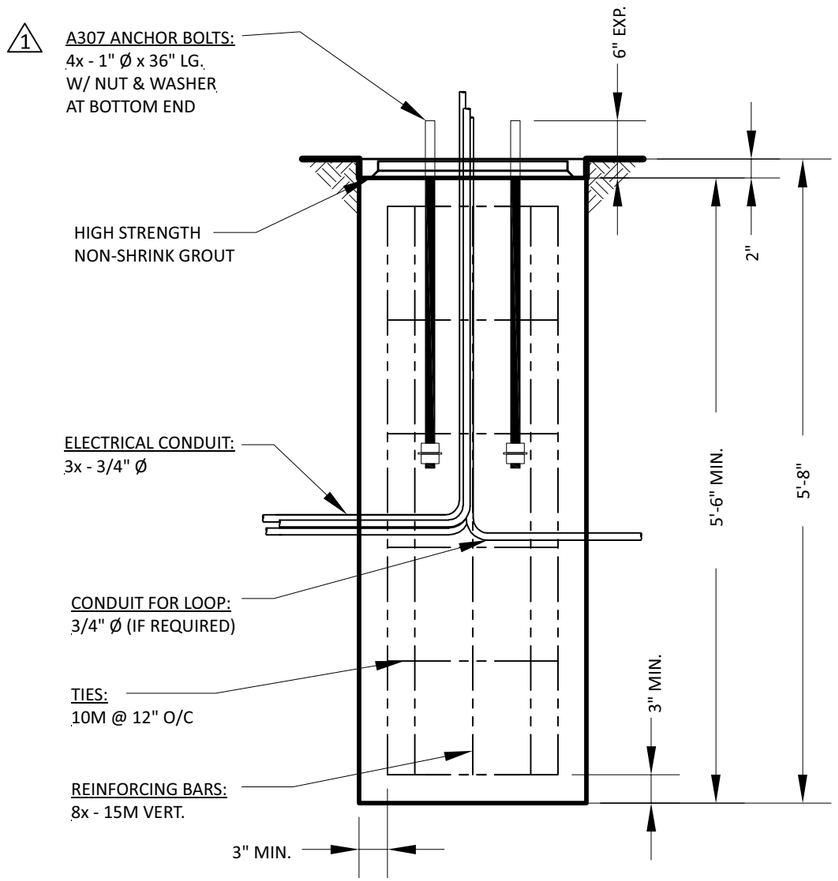
INSTALLATION:	–	INTERIOR	X	EXTERIOR	
ELECTRICAL SPECIFICATIONS:				WEIGHT:	000lbs
VOLTS:	---	AMP:	---	CIRC:	---
POST: BY OTHERS	HSS 6" x 6" x 0.12" Tk. A500				
PLATE: BY OTHES	14"Ø x 5/8" Tk.				
VOLUME:	0.64 CU. YD.				
q 1/50 = 0.37 kPa	Ss = 2.00 kPa		Sr = 0.40 kPa		



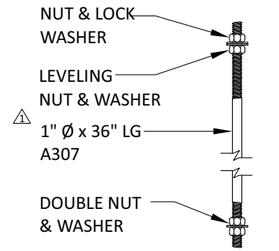
1 **TOP VIEW**



1 **TOP VIEW**
BASE PLATE DETAIL
SCALE: 3/4" = 1'-0"



FRONT VIEW



ANCHOR BOLT DETAIL
QTY: 4x

Design #	0628942A
Sheet	13 of 22
Client	#4943
Address	5201 N PORT WASHINGTON, GLENDALE, WI.
Acct. Rep.	KRISTEN HAMILTON
Coordinator	B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

Approval / Date	
Client	
Sales	
Estimating	
Art	
Engineering	
Landlord	

Revision/Date

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FINAL ELECTRICAL CONNECTION BY CUSTOMER

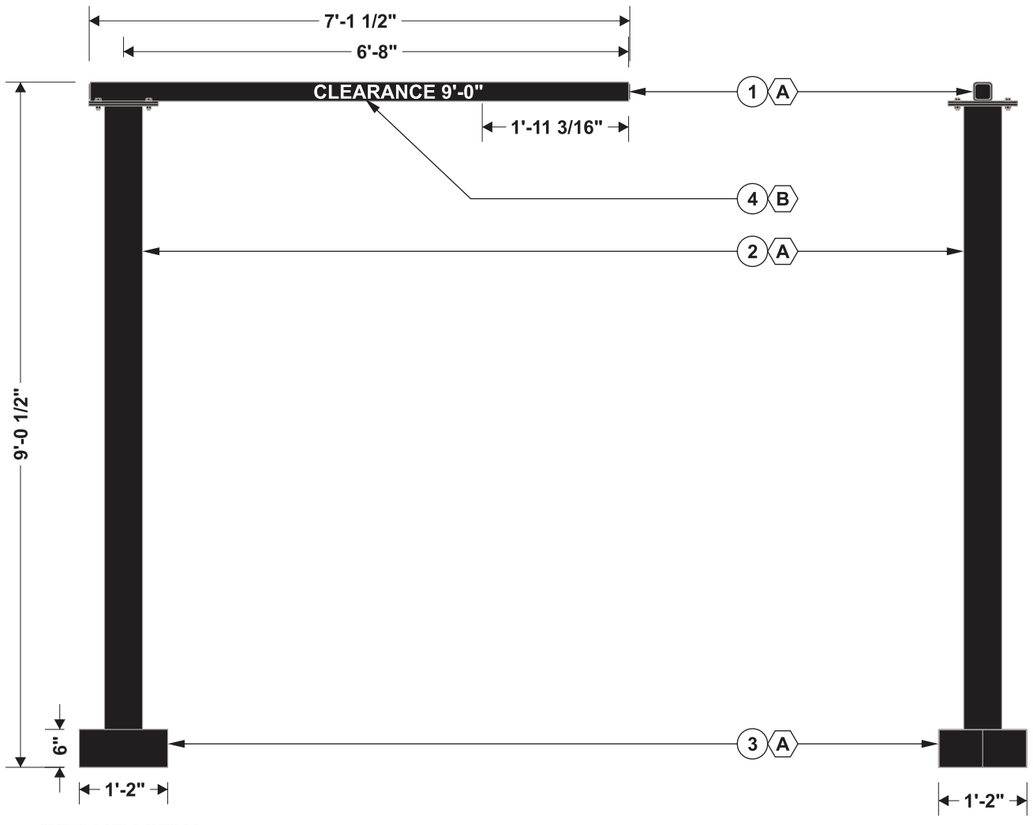
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Chick-fil-A

D1-2



TOP VIEW



FRONT VIEW

SIDE VIEW



ISO VIEW

E1 E2 **CFA - CLEARANCE BAR - TYPICAL** SCALE: 1/2" = 1'-0"

TWO (2) REQUIRED - MANUFACTURE AND INSTALL

SUPPLIED BY OTHER & FOOTER INSTALLED BY CSI

CHFI0CS3XX0004

NON-ILLUMINATED LEFT SIDE VHD

Installation:	☐ Interior:	☑ Exterior:

Electrical specifications:

Volts:	N/A	Amp.:	N/A	Circ.:	N/A

#	Descriptions:
1	TOP POST WITH MATCH PLATE
2	POST WITH MATCH PLATE
3	0.080" TK. ALUMINUM BASE COVER
4	VINYL GRAPHIC APPLIED TO FIRST SURFACE

#	Revision(s)	By:	Date:
1	CHANGED COLOR FROM SW TO CFA BRONZE / WHITE VINYL TO REFLECTIVE	ST	03.10.2021

#		Colors:
A		PAINTED CFA BRONZE
B		WHITE REFLECTIVE VINYL #680-10

Design # 0628942A

Sheet 14 of 22

Client #4943

Address 5201 N PORT WASHINGTON, GLENDALE, WI.

Acct. Rep. KRISTEN HAMILTON
Coordinator B. HEAD

Designer JULIA ESTRADA

Date 05/06/2021

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Chick-fil-A

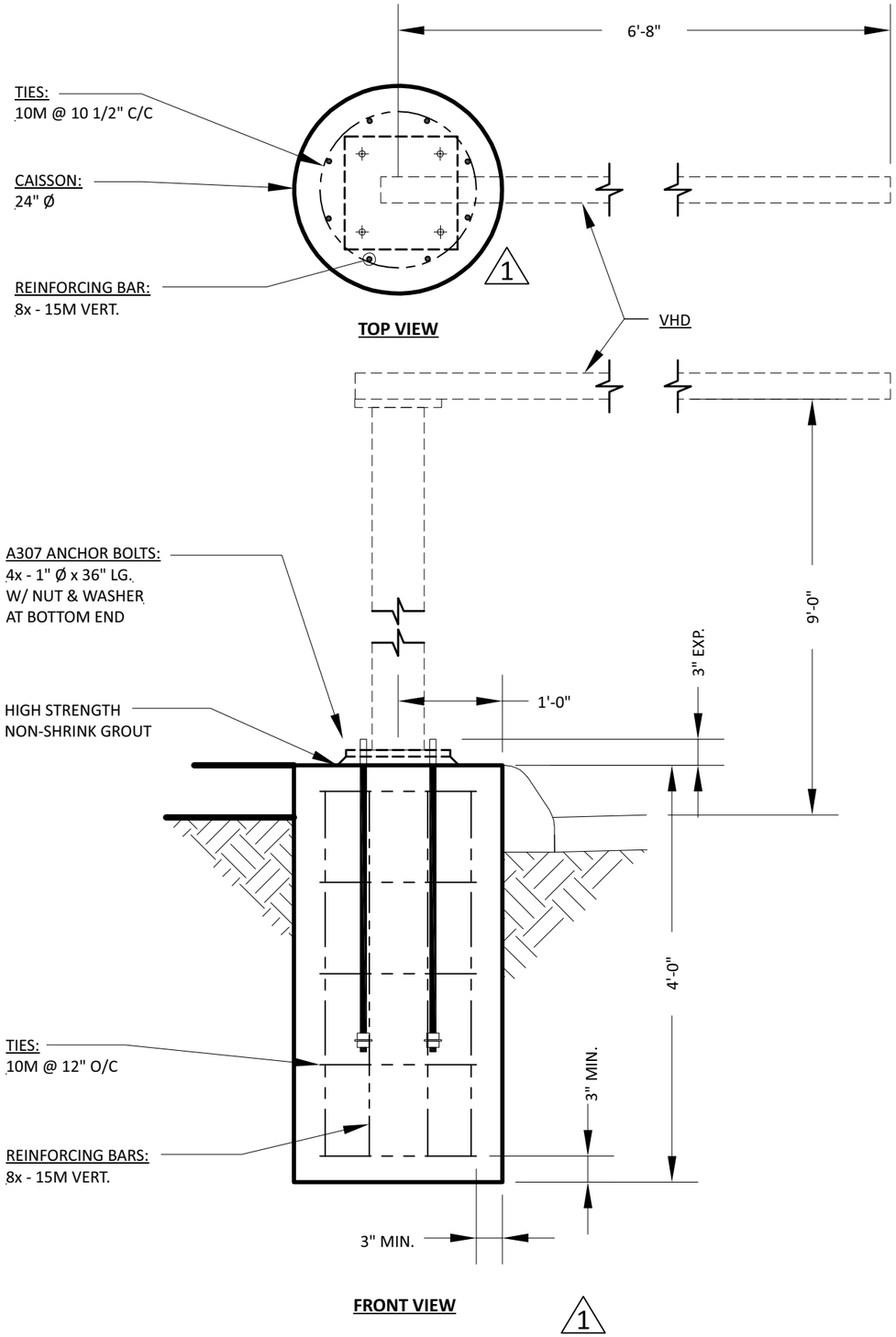
E1-2

General Notes:
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HH1-44086-4

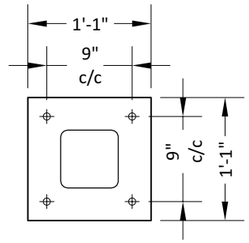
CONCRETE BASE PLAN FOR 9'-0" VHD

INSTALLATION:	–	INTERIOR	X	EXTERIOR	
ELECTRICAL SPECIFICATIONS:				WEIGHT:	000lbs
VOLTS:	---	AMP:	---	CIRC:	---
POST: 1	HSS 6" x 6" x 1/4" Tk. A500				
PLATE: 1	13" x 13" x 3/4" Tk.				
VOLUME:	0.47 CU. YD.				
q 1/50 = 0.37 kPa	Ss = 2.00 kPa	Sr = 0.40 kPa			

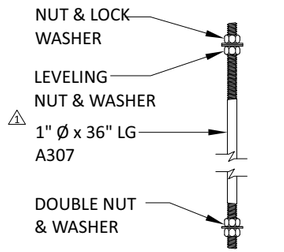


TOP VIEW

FRONT VIEW 1



TOP VIEW 1
BASE PLATE DETAIL
SCALE: 3/4" = 1'-0"



ANCHOR BOLT DETAIL
QTY: 4x

Design #
0628942A

Sheet 15 of 22

Client
#4943

Address
5201 N PORT WASHINGTON, GLENDALE, WI.

Acct. Rep. Coordinator	KRISTEN HAMILTON B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

Approval / Date

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Estimating	
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Engineering	
Landlord	

Revision/Date

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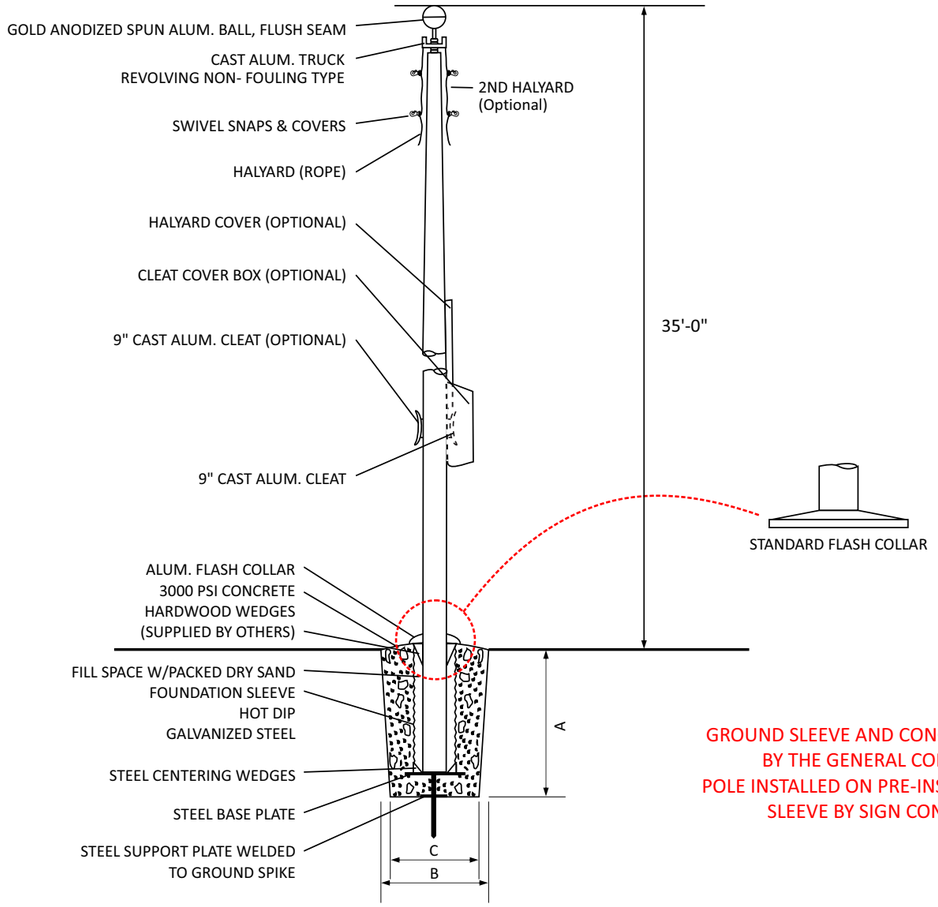
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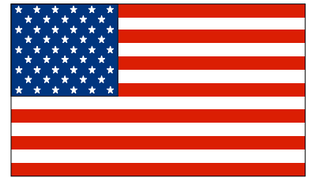
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Chick-fil-A

E1-2





FLAG PROVIDED BY CSI

FOUNDATION SIZES

HEIGHT	A	B	C	FLAG SIZE
20'	3'-6"	30"	24"	6'-10'
25'	3'-6"	30"	24"	6'-10'
30'	3'-6"	30"	24"	6'-10'
35'	**4'-0"**	**36"**	**30"**	**6'-10'**
40'	4'-6"	42"	36"	12'-18'
45'	5'-0"	48"	42"	12'-18'
50'	5'-6"	48"	42"	12'-18'

GROUND SLEEVE AND CONCRETE INSTALLED
BY THE GENERAL CONTRACTOR
POLE INSTALLED ON PRE-INSTALLED GROUND
SLEEVE BY SIGN CONTRACTOR

F CFA - FLAG 35

N.T.S.

ONE (1) REQUIRED - PROVIDE AND INSTALL

Design #
0628942A

Sheet 16 of 22

Client
#4943

Address
5201 N PORT WASHINGTON,
GLENDALE, WI.

Acct. Rep. Coordinator	KRISTEN HAMILTON B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

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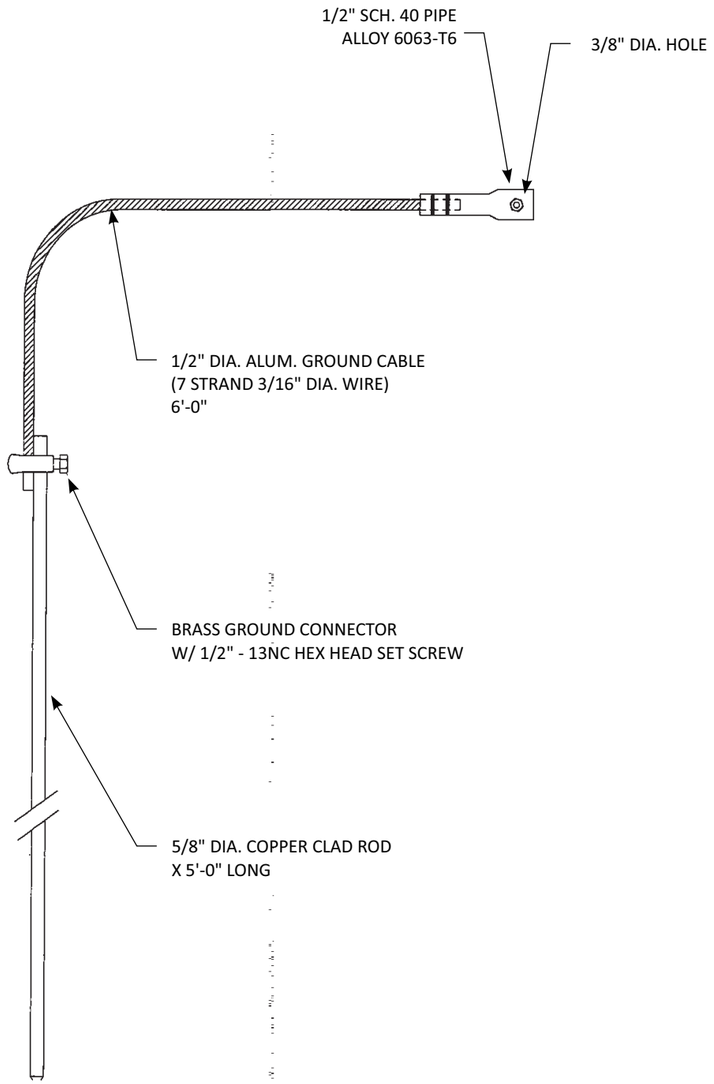
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Chick-fil-A

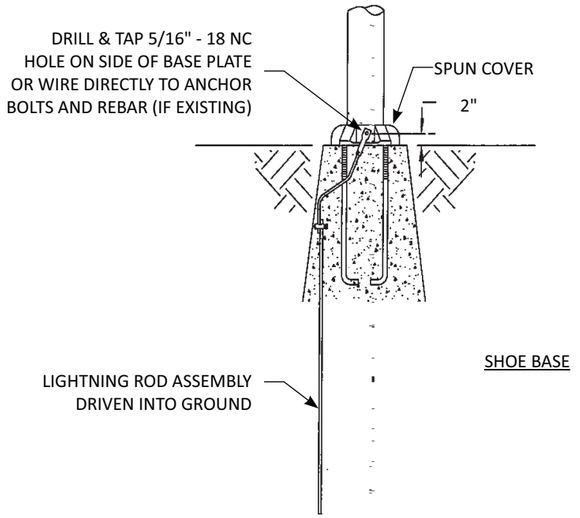
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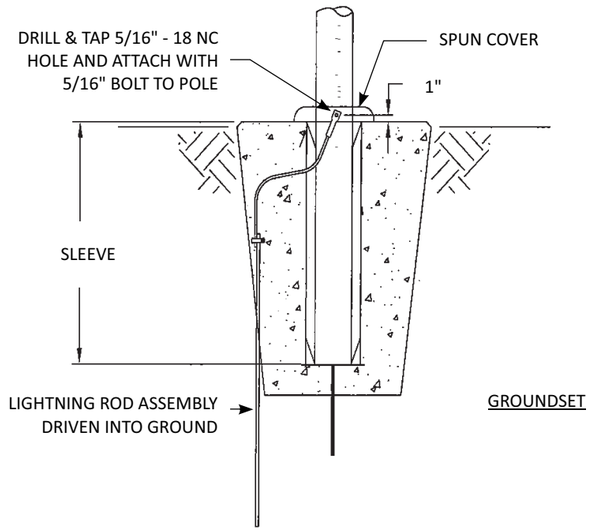
FLAG LIGHTENING KIT

N.T.S.

ONE (1) REQUIRED - PROVIDE AND INSTALL



SHOE BASE



GROUNDSET

Design # 0628942A

Sheet 17 of 22

Client #4943

Address 5201 N PORT WASHINGTON, GLENDALE, WI.

Acct. Rep.	KRISTEN HAMILTON
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Date	05/06/2021

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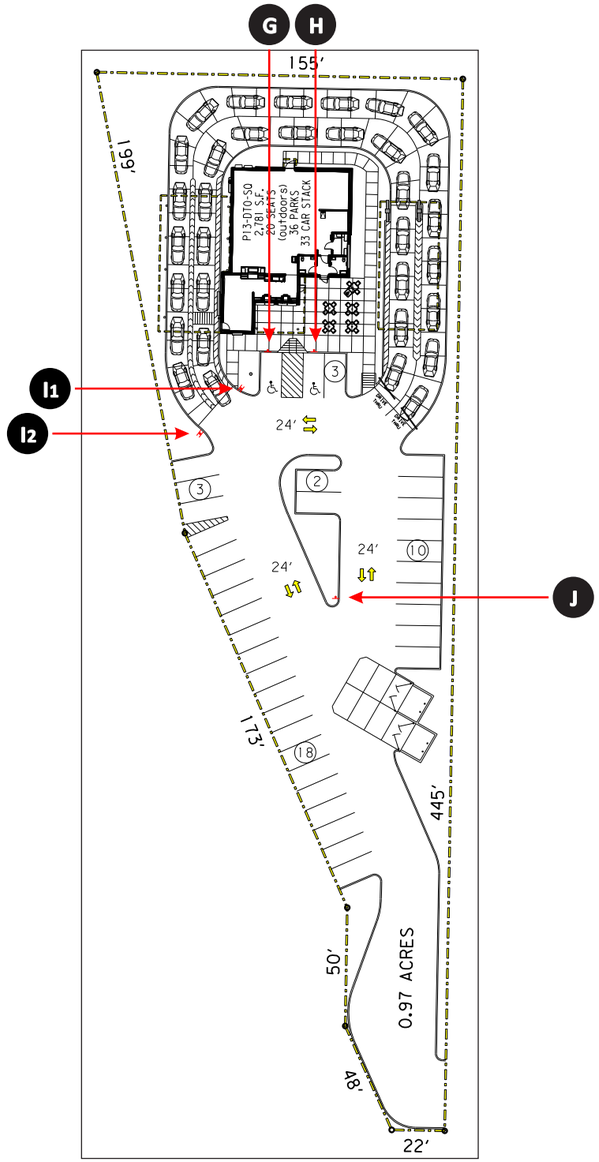
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Chick-fil-A

F



SITE PLAN 2

SCALE: 1/64" = 1'-0"

NOTE:
FOR LOCATION OF BUILDING SIGNS AND DRIVE-THRU ITEMS; REFER TO SITE PLAN 1 ON PAGE 2.

SIGN I-D LETTER	FACE A	FACE B
G	 WITH BOLLARD	N/A
H	 WITH BOLLARD	N/A
I1 I2		
J		N/A

Design # 0628942A

Sheet 18 of 22

Client #4943

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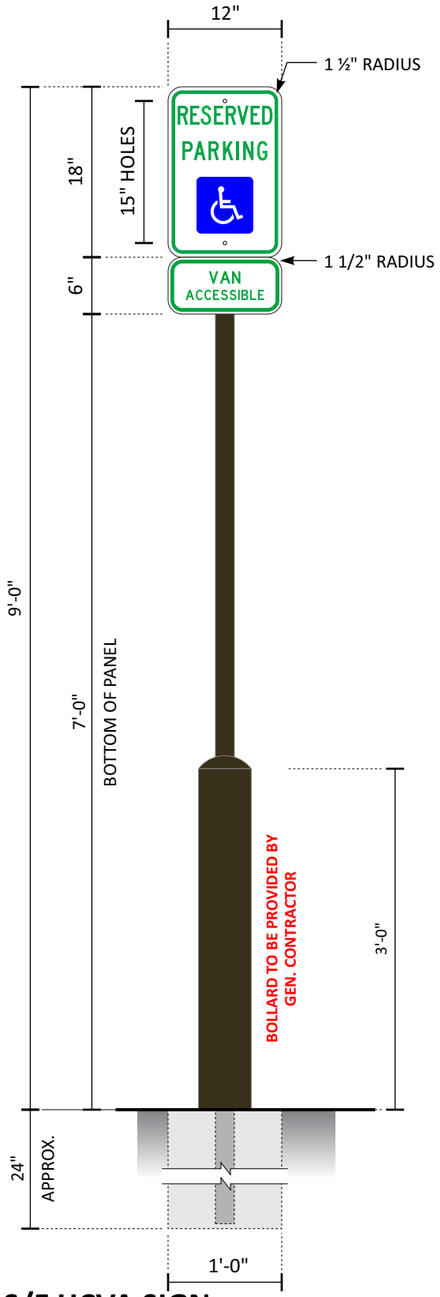
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Chick-fil-A

SITE PLAN 2



BOLLARD MOUNTED HANDICAP SIGNS

DALLAS NOTE: REGIONAL STANDARD TO HAVE MIN. 84" ABOVE GRADE TO BOTTOM OF PANEL

SPECIFICATIONS

SIGN PANELS

.080 ALUMINUM WITH BACKS PAINTED MATTHEWS #74155 DARK BRONZE, SEMI-GLOSS AND REFLECTIVE VINYL GRAPHICS APPLIED 1ST SURFACE.

SIGN PANELS ARE TO BE SECURED TO SIGN POST WITH NUTS AND BOLTS PAINTED TO MATCH VINYL BACKGROUND

SIGN POST

2" x 2" ALUMINUM SQ. TUBE, CAPPED ON TOP WITH PUSH IN PLASTIC CAP PAINTED MATTHEWS #74155 DARK BRONZE, SEMI-GLOSS.
CAP IS A BUYOUT FROM MCMASTER CARR #9565K31
INVENTORY #02948

BOLLARD - TO BE PROVIDED BY GEN.CONTRACTOR

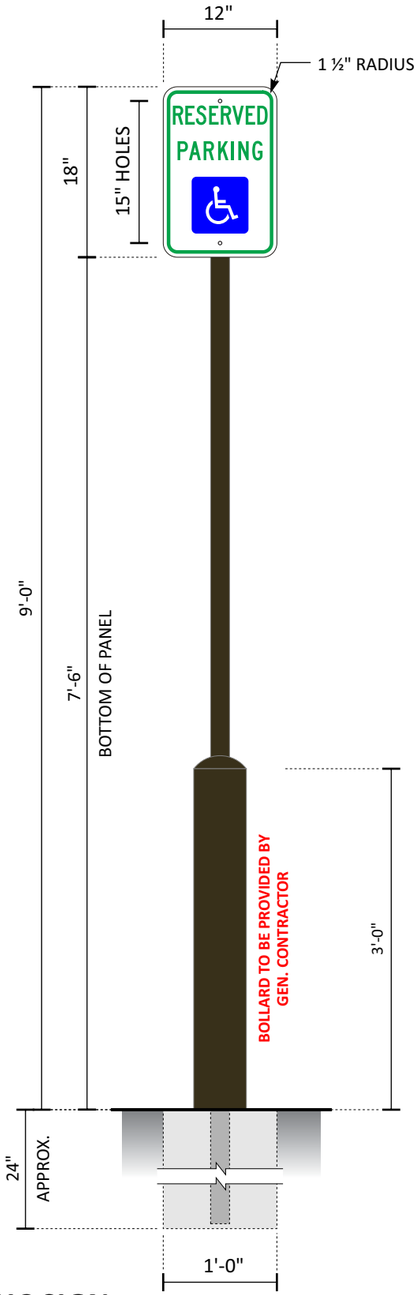
5 9/16" O.D. x .280 WALL THICKNESS STEEL PIPE.

BOLLARD AND CONCRETE TOP TO BE PAINTED MATTHEWS #74155 DARK BRONZE, SEMI-GLOSS. INSTALLER TO PROVIDE PAINT.

NOTE:
IF SIGN IS LOCATED ON SIDEWALK, THEN IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INSTALL A PVC SLEEVE INTO THE CONCRETE WHEN THE SIDEWALK IS POURED PRIOR TO INSTALLATION OF THE SIGN.

DAL - MANUFACTURING

MUTCD PANEL - UPPERCASE



G **CFA - S/F HCVA SIGN** SCALE: 3/4" = 1'-0"

ONE (1) REQUIRED - MANUFACTURE AND INSTALL 2 SQ. FT.

H **CFA - S/F HC SIGN** SCALE: 3/4" = 1'-0"

ONE (1) REQUIRED - MANUFACTURE AND INSTALL 1.5 SQ. FT.

Design #	**0628942A**
Sheet	19 of 22
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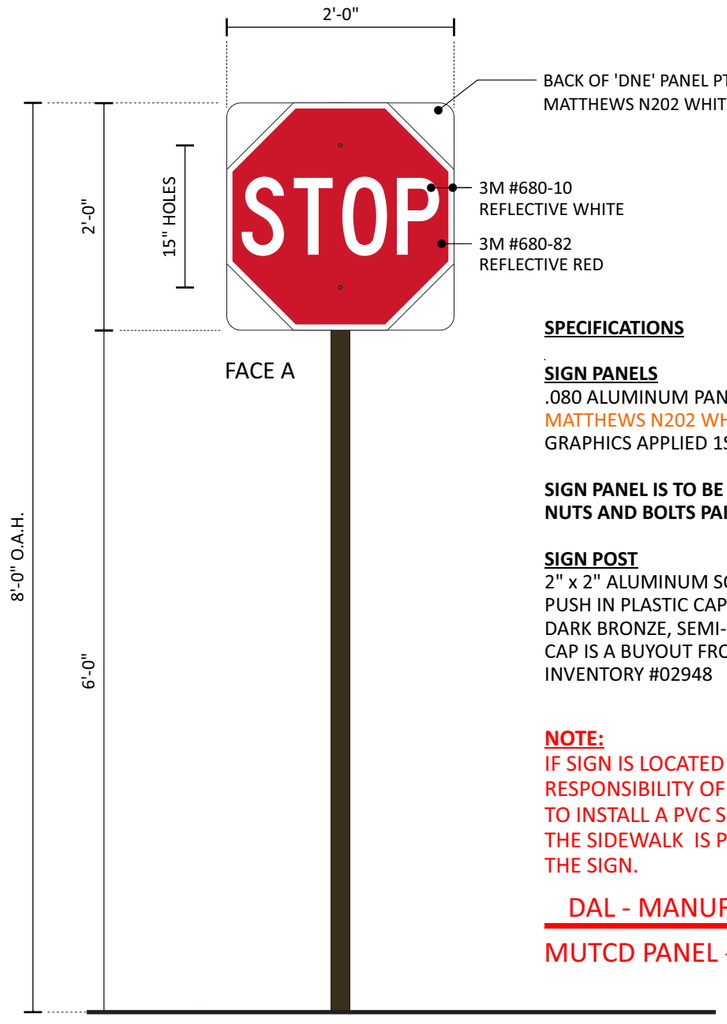
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Chick-fil-A

G, H



SPECIFICATIONS

SIGN PANELS
.080 ALUMINUM PANELS WITH BACKS PAINTED MATTHEWS N202 WHITE AND REFLECTIVE VINYL GRAPHICS APPLIED 1ST SURFACE.

SIGN PANEL IS TO BE SECURED TO SIGN POST WITH NUTS AND BOLTS PAINTED TO MATCH VINYL BACKGROUND

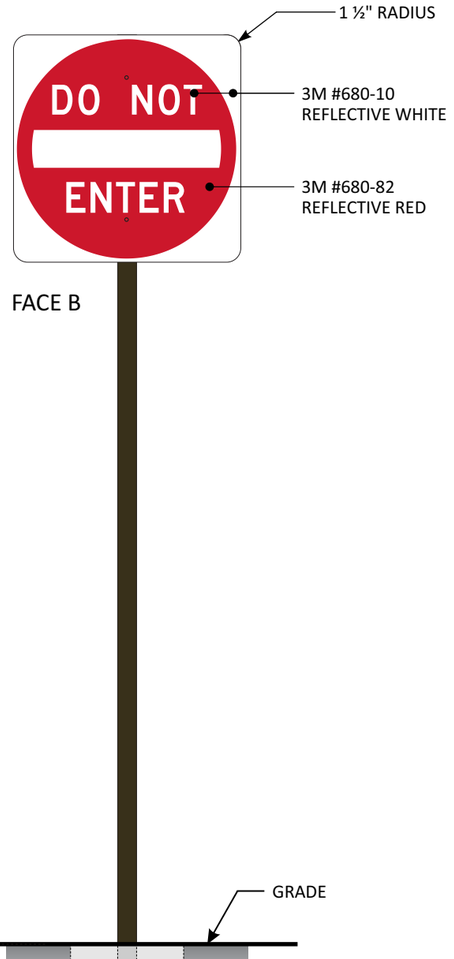
SIGN POST
2" x 2" ALUMINUM SQ. TUBE, CAPPED ON TOP WITH PUSH IN PLASTIC CAP PAINTED MATTHEWS #74155 DARK BRONZE, SEMI-GLOSS.
CAP IS A BUYOUT FROM MCMASTER CARR #9565K31 INVENTORY #02948

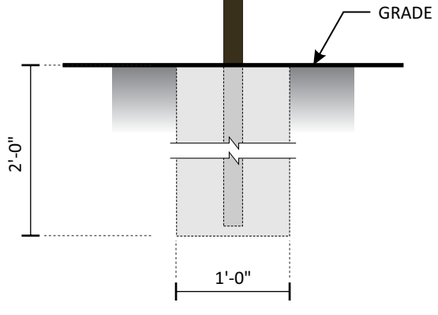
NOTE:
IF SIGN IS LOCATED ON SIDEWALK, THEN IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INSTALL A PVC SLEEVE INTO THE CONCRETE WHEN THE SIDEWALK IS POURED PRIOR TO INSTALLATION OF THE SIGN.

DAL - MANUFACTURING

MUTCD PANEL - UPPERCASE

TOP VIEW SCALE: ¾" = 1'-0"





I1 I2 CFA - DOT D/F STOP/DNE SIGN SCALE: 3/4" = 1'-0"

TWO (2) REQUIRED - MANUFACTURE AND INSTALL 4 SQ. FT.

Design #	0628942A
Sheet	20 of 22
Client	#4943
Address	5201 N PORT WASHINGTON, GLENDALE, WI.
Acct. Rep. Coordinator	KRISTEN HAMILTON B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

Approval / Date	
Client	
Sales	
Estimating	
Art	
Engineering	
Landlord	

Revision/Date

CHANDLER SIGNS
chandlersigns.com

National Headquarters	14201 Sovereign Road #101 Fort Worth, TX 76155 (214) 902-2000 Fax(214) 902-2044
San Antonio	17319 San Pedro Avenue Suite 200 San Antonio, TX 78232 (210) 349-3804 Fax(210) 349-8724
Northeast US	2301 River Road, Suite 201 Louisville, KY 40206 (502) 897-9800 Cell(502)554-2575
Georgia	111 Woodstone Place Dawsonville, GA 30534 (678) 725-8852 Fax(210) 349-8724
South Texas	PO BOX 125 206 Doral Drive Portland, TX 78374 (361)563-5599 Fax(361) 643-6533

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FINAL ELECTRICAL CONNECTION BY CUSTOMER

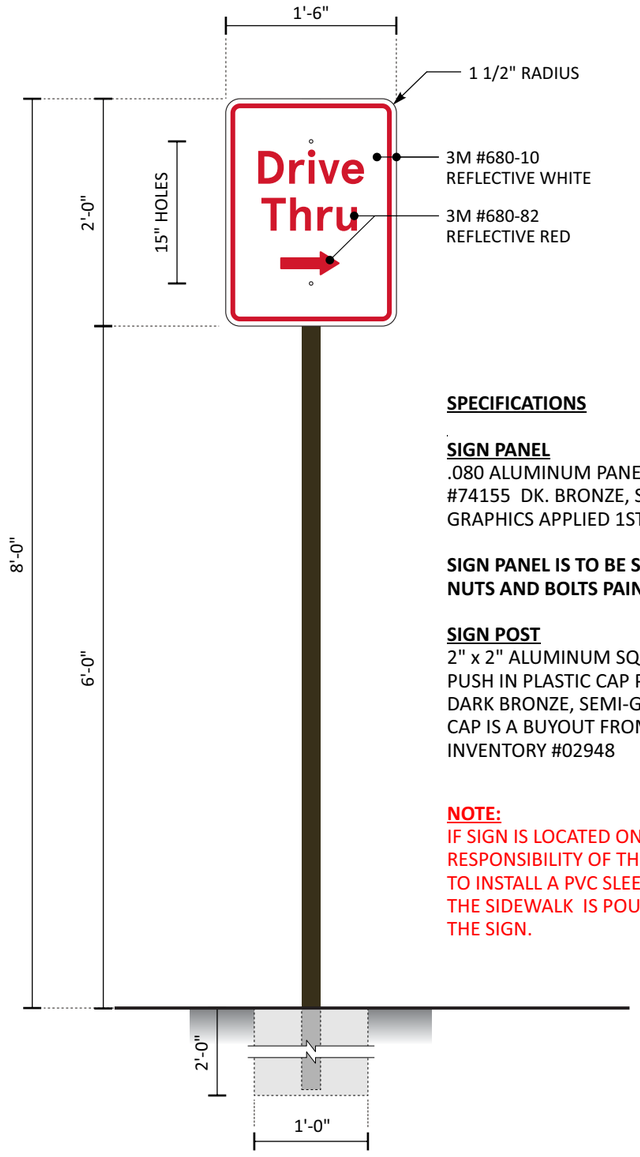
THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN. SIGN WILL BEAR UL LABEL(S).

Chick-fil-A

I1-2

DAL - MANUFACTURING

NEW CFA WAYFINDING PANELS



SPECIFICATIONS

SIGN PANEL
.080 ALUMINUM PANEL WITH BACK PAINTED MATTHEWS #74155 DK. BRONZE, SEMI-GLOSS AND REFLECTIVE VINYL GRAPHICS APPLIED 1ST SURFACE.

SIGN PANEL IS TO BE SECURED TO SIGN POST WITH NUTS AND BOLTS PAINTED TO MATCH VINYL BACKGROUND

SIGN POST
2" x 2" ALUMINUM SQ. TUBE, CAPPED ON TOP WITH PUSH IN PLASTIC CAP PAINTED MATTHEWS #74155 DARK BRONZE, SEMI-GLOSS.
CAP IS A BUYOUT FROM MCMASTER CARR #9565K31 INVENTORY #02948

NOTE:
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J **CFA - S/F DRIVE THRU W/ARROW SIGN** SCALE: 3/4" = 1'-0"

ONE (1) REQUIRED - MANUFACTURE AND INSTALL 3 SQ. FT.

Design #	**0628942A**
Sheet	21 of 22
Client	#4943
Address	5201 N PORT WASHINGTON, GLENDALE, WI.
Acct. Rep.	KRISTEN HAMILTON
Coordinator	B. HEAD
Designer	JULIA ESTRADA
Date	05/06/2021

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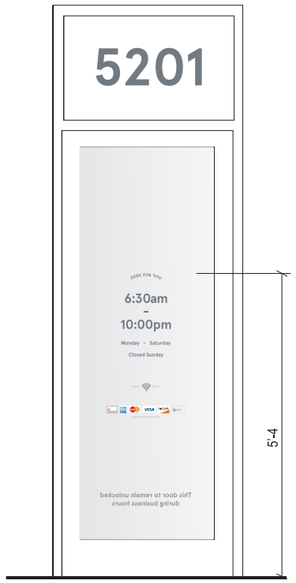
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Chick-fil-A

J



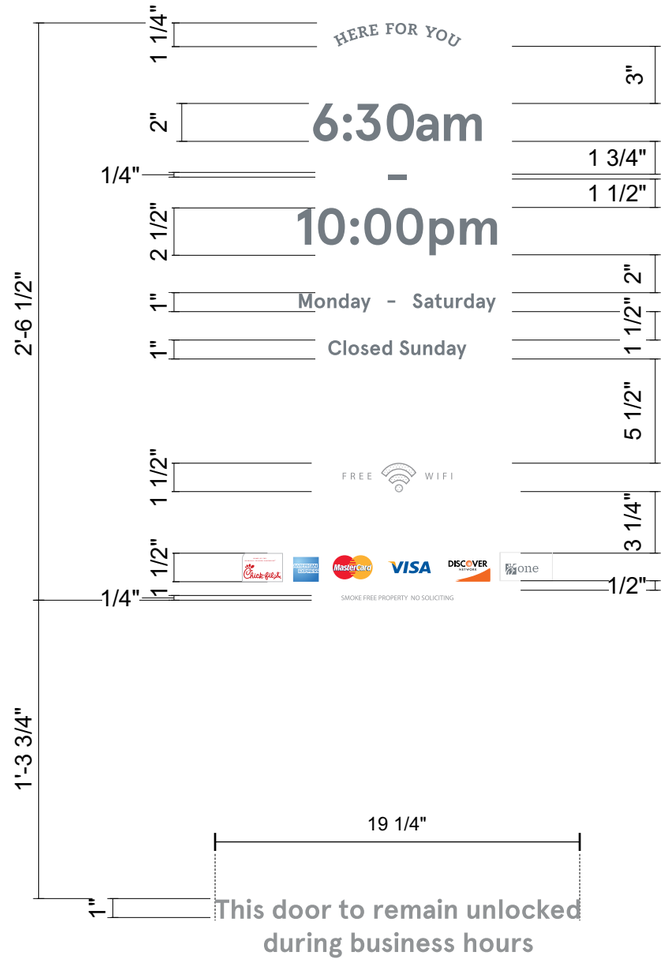
DOOR ELEVATIONS

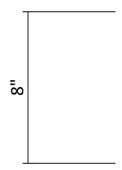
SCALE: 3/8" = 1'-0"

VINYL COPY SHOWN IN GRAY FOR VISUAL PURPOSES ONLY

1 3 5 0

VINYL NOTE:
EXTRA VINYL NUMBERS TO BE INCLUDED ON VINYL SHEET FOR LATER USE OF POSSIBLE HOUR CHANGE.





5201

K1 K2 **CFA - ADDRESS VYL** SCALE: 1 1/2" = 1'-0"

TWO (2) REQUIRED - MANUFACTURE AND INSTALL

COPY TO BE OPAQUE WHITE VINYL,
APPLIED 1ST SURFACE. (EXTERIOR OF DOOR)

EACH DIGITAL PRINT LOGO TO BE CUT INDIVIDUALLY

ADDRESS, COPY AND TWO GRAPHIC LINES TO BE OPAQUE WHITE VINYL, APPLIED 1ST SURFACE TO EXTERIOR OF DOOR.

L1 L2 **CFA - DOOR VYL** SCALE: 1 1/2" = 1'-0"

TWO (2) REQUIRED - MANUFACTURE AND INSTALL

COPY TO BE OPAQUE WHITE VINYL,
APPLIED 1ST SURFACE. (EXTERIOR OF DOOR)

EACH DIGITAL PRINT LOGO TO BE CUT INDIVIDUALLY

Design #
0628942A

Sheet 22 of 22

Client
#4943

Address
5201 N PORT WASHINGTON,
GLENDALE, WI.

Acct. Rep.	KRISTEN HAMILTON
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Date	05/06/2021

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Chick-fil-A

K1-2, L1-2

Lumark

DESCRIPTION

The Prevail LED area, site luminaire combines optical performance, energy efficiency and long term reliability in an advanced, patent pending modern design. Utilizing the latest LED technology, the Prevail luminaire delivers unparalleled uniformity resulting in greater pole spacing. A versatile mount standard arm facilitates ease of installation for both retrofit and new installations. With energy savings greater than 85%, the Prevail fixture replaces 150-1,000W metal halide fixtures in general area lighting applications such as parking lots, walkways, roadways and building areas.

Catalog #		**Type**	
Project			
Comments		**Date**	
Prepared by			

SPECIFICATION FEATURES

OD, OD2

Construction

Construction is comprised of a heavy-duty, single-piece die-cast aluminum housing. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. The die-cast aluminum door is tethered to provide easy access to the driver if replacement is required. A one-piece silicone gasket seals the door to the fixture housing. The optics is mounted on a versatile, aluminum plate that dissipates heat from the LEDs resulting in longer life of the fixture. The fixture is IP66 and vibration rated (ANSI C136.31) to insure strength of construction and longevity in the selected application.

Optics

Precision molded, high efficiency optics are precisely designed to shape the distribution, maximizing efficiency and application spacing. Available in Type II, III, IV and V distributions with lumen packages ranging from 6,100 to 18,900 nominal lumens. Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards and promote long life. For the ultimate level of spill light control, an optional house side shield accessory can be field or factory installed.

Electrical

LED drivers are mounted to the fixture for optimal heat sinking and ease of maintenance. Class 1 electronic drivers have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Available in 120-277V 50/60Hz, 347V 60Hz or 480V 60Hz operation. 480V is compatible for use with 480V Wye systems only. 10kV/10 kA surge protection standard. 0-10V dimming driver is standard with leads external to the fixture. Suitable for ambient temperatures from -40°C to 40°C. Optional 50°C HA (high ambient) available. Standard NEMA 3-PIN twistlock photocontrol receptacle and NEMA 7-PIN twistlock photocontrol receptacles are available as options.

Controls

See Control Options section for more details on available offerings.

Mounting

Standard pole mount arm is bolted directly to the pole and the fixture slides onto the arm and locks in place with a bolt facilitating quick and easy installation. The versatile, patented, standard mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the door on the standard mounting arm enables wiring of the fixture without having to access the driver compartment. A knock-out on the standard mounting arm enables round pole mounting. Wall mount and mast arm mounting options are available. Mast arm adapter fits 2-3/8" O.D. tenon.

Finish

Housing and cast parts finished in five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. Standard color is bronze. Additional colors available in white, grey, black, dark platinum and graphite metallic.

Warranty

Five-year warranty.





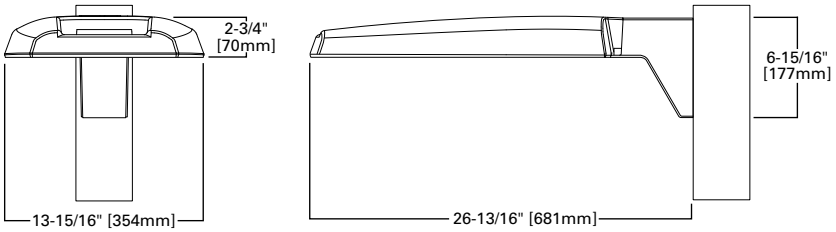
PRV / PRV-XL
PREVAIL

LED

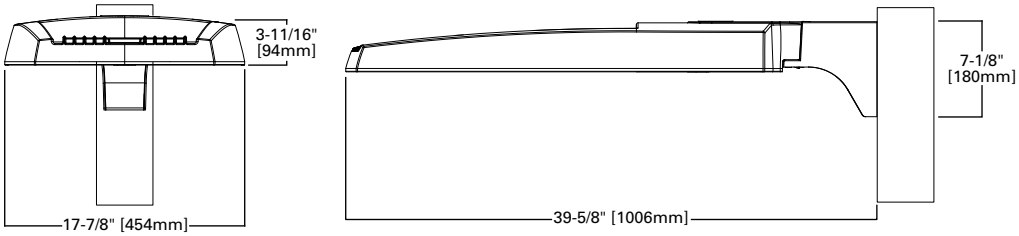
AREA / SITE / ROADWAY LUMINAIRE

DIMENSIONS

Prevail



Prevail XL



CERTIFICATION DATA

UL and cUL Wet Location Listed
DesignLights Consortium® Qualified*
IP66-Rated
3G Vibration Rated (PRV)
1.5G Vibration Rated (PRV-XL)
ISO 9001
FCC Class A

ENERGY DATA

Electronic LED Driver
0.9 Power Factor
<20% Total Harmonic Distortion
120-277V/50 and 60Hz,
347V/60Hz, 480V/60Hz
-40°C Minimum Temperature Rating
+40°C Ambient Temperature Rating

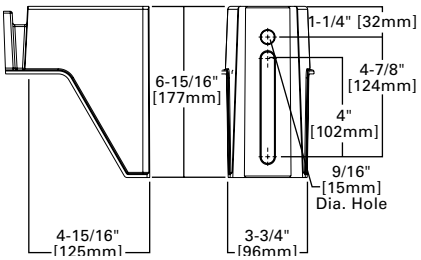
SHIPPING DATA

Approximate Net Weight:
PRV: 20 lbs. (9.09 kgs.)
PRV-XL: 45 lbs. (20.41 kgs.)

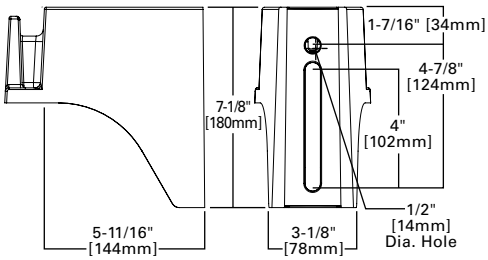
LumenSafe Technology CLICK HERE

*www.designlights.org

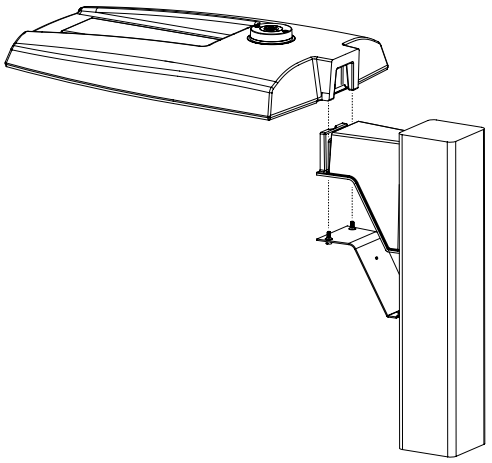
POLE MOUNT ARM (PRV)



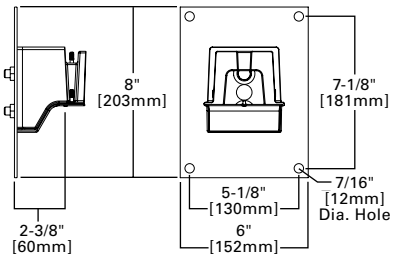
POLE MOUNT ARM (PRV-XL)



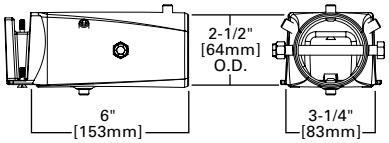
VERSATILE MOUNT SYSTEM



WALL MOUNT (PRV)



MAST ARM MOUNT (PRV)



MOUNTING CONFIGURATIONS AND EPAS

Wall Mount

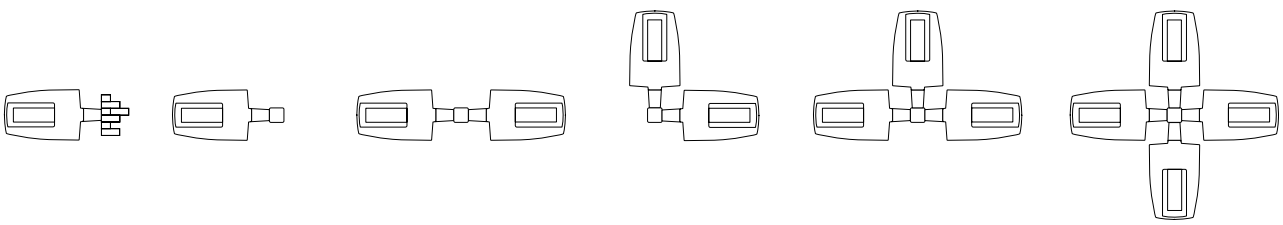
Arm Mount Single
EPA 0.75 (PRV)
EPA 1.12 (PRV-XL)

Arm Mount 2 @ 180°
EPA 1.50 (PRV)
EPA 2.25 (PRV-XL)

Arm Mount 2 @ 90°
EPA 1.50 (PRV)
EPA 2.13 (PRV-XL)

Arm Mount 3 @ 90°
EPA 2.25 (PRV)
EPA 2.52 (PRV-XL)

Arm Mount 4 @ 90°
EPA 3.00 (PRV)
EPA 2.52 (PRV-XL)



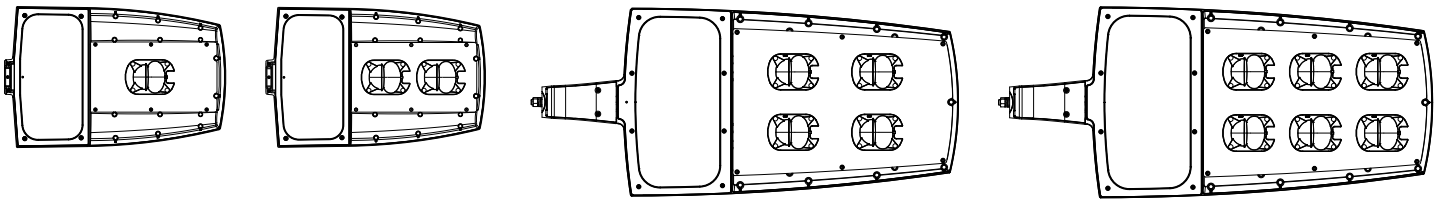
OPTICAL CONFIGURATIONS

PRV-C15
(7,100 Nominal Lumens)

PRV-C25/C40/C60
(13,100/17,100/20,000 Nominal Lumens)

PRV-XL-C75/C100/C125
(26,100/31,000/36,300 Nominal Lumens)

PRV-XL-C150/C175
(41,100/48,600 Nominal Lumens)



POWER AND LUMENS (PRV)

Light Engine		C15	C25	C40	C60
Power (Watts)		52	96	131	153
Input Current @ 120V (A)		0.43	0.80	1.09	1.32
Input Current @ 277V (A)		0.19	0.35	0.48	0.57
Input Current @ 347V (A)		0.17	0.30	0.41	0.48
Input Current @ 487V (A)		0.12	0.22	0.30	0.35
Distribution					
Type II	4000K Lumens	7,123	13,205	17,172	20,083
	BUG Rating	B2-U0-G2	B2-U0-G2	B3-U0-G3	B3-U0-G3
	3000K Lumens	6,994	12,965	16,860	19,718
Type III	4000K Lumens	7,111	13,183	17,144	20,050
	BUG Rating	B1-U0-G2	B2-U0-G3	B3-U0-G4	B3-U0-G4
	3000K Lumens	6,982	12,944	16,832	19,686
Type IV	4000K Lumens	7,088	13,140	17,087	19,984
	BUG Rating	B1-U0-G3	B2-U0-G4	B2-U0-G4	B3-U0-G5
	3000K Lumens	6,959	12,901	16,777	19,621
Type V	4000K Lumens	7,576	14,045	18,264	21,360
	BUG Rating	B3-U0-G3	B4-U0-G3	B4-U0-G4	B5-U0-G4
	3000K Lumens	7,438	13,790	17,932	20,972

POWER AND LUMENS (PRV-XL)

Light Engine		C75	C100	C125	C150	C175
Power (Watts)		176	217	264	285	346
Input Current @ 120V (A)		1.50	1.84	2.21	2.38	2.92
Input Current @ 277V (A)		0.66	0.82	0.97	1.04	1.25
Input Current @ 347V (A)		0.54	0.66	0.79	0.84	1.02
Input Current @ 487V (A)		0.40	0.48	0.57	0.62	0.74
Distribution						
Type II	4000K Lumens	26,263	31,231	36,503	41,349	48,876
	BUG Rating	B3-U0-G3	B3-U0-G4	B4-U0-G4	B4-U0-G4	B4-U0-G5
	3000K Lumens	25,786	30,664	35,840	40,598	47,989
Type III	4000K Lumens	26,120	31,061	36,304	41,124	48,610
	BUG Rating	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5	B4-U0-G5
	3000K Lumens	25,646	30,497	35,645	40,377	47,727
Type IV	4000K Lumens	26,098	31,035	36,274	41,089	48,569
	BUG Rating	B3-U0-G5	B3-U0-G5	B3-U0-G5	B3-U0-G5	B4-U0-G5
	3000K Lumens	25,624	30,471	35,615	40,343	47,687
Type V	4000K Lumens	28,129	33,450	39,097	44,287	52,349
	BUG Rating	B5-U0-G5	B5-U0-G5	B5-U0-G5	B5-U0-G5	B5-U0-G5
	3000K Lumens	27,618	32,843	38,387	43,483	51,398

LUMEN MAINTENANCE

Configuration	TM-21 Lumen Maintenance (50,000 Hours)	Theoretical L70 (Hours)
Up to PRV-C60 at 25°C	91.30%	194,000
Up to PRV-C60 at 40°C	87.59%	134,000
Up to PRV-XL-C175 at 25°C	91.40%	204,000
Up to PRV-XL-C175 at 40°C	89.41%	158,000

LUMEN MULTIPLIER

Ambient Temperature	Lumen Multiplier
10°C	1.02
15°C	1.01
25°C	1.00
40°C	0.99

CONTROL OPTIONS

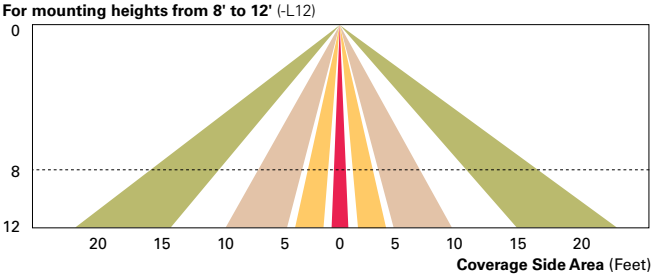
0-10V (D) The dimming option provides 0-10V dimming wire leads for use with a lighting control panel or other control method.

Photocontrol (PER and PER7) Photocontrol receptacles provide a flexible solution to enable "dusk-to-dawn" lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PER7 receptacle.

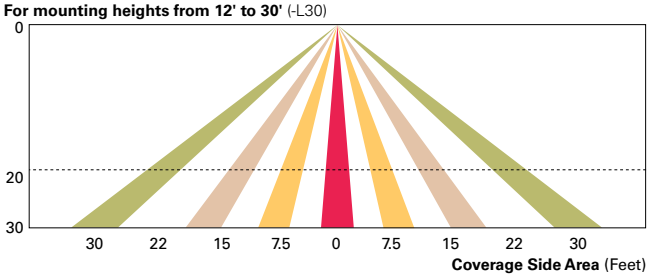
Dimming Occupancy Sensor (MSP and MS) These sensors are factory installed in the luminaire housing. When a sensor for dimming operation (/DIM) option is selected, the luminaire will dim down to approximately 50 percent power after five minutes of no activity detected. When activity is detected, the luminaire returns to full light output. When a sensor for ON/OFF operation is selected, the luminaire will turn off after five minutes of no activity.

These occupancy sensors include an integral photocell that can be activated or inactivated with the programming remote / configuration tool for "dusk-to-dawn" control or "daylight harvesting". Note: For MSP sensors, the factory preset is ON (Enabled), and for MS sensors, the factory preset is OFF (Disabled). The programming remote / tool is a wireless tool that can be utilized to change the dimming level, time delay, sensitivity and other parameters. A variety of sensor lenses are available to optimize the coverage pattern for mounting heights from 8'-40'.

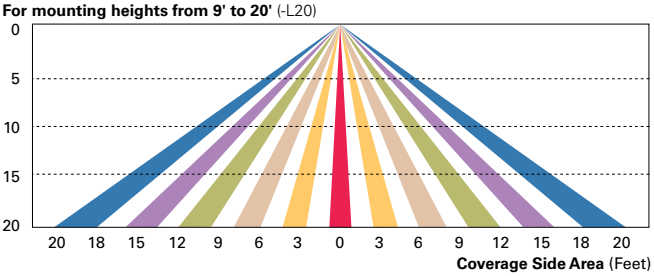
For mounting heights from 8' to 12' (-L12)



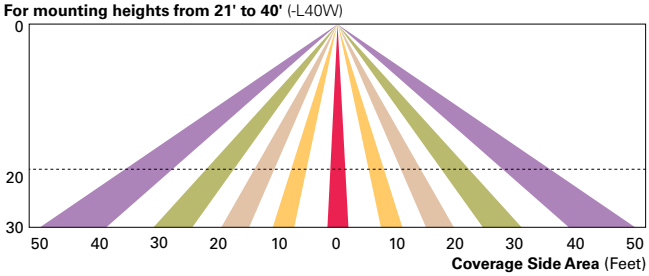
For mounting heights from 12' to 30' (-L30)



For mounting heights from 9' to 20' (-L20)



For mounting heights from 21' to 40' (-L40W)

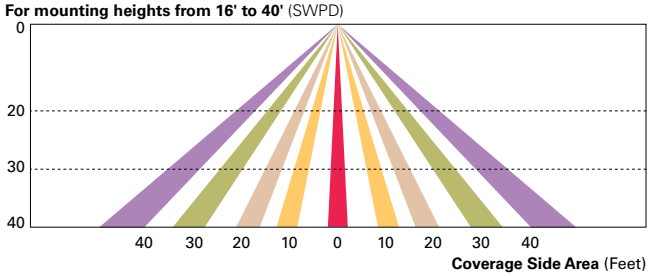


WaveLinx Wireless Control and Monitoring System Available in 7-PIN or 4-PIN configurations, the WaveLinx Outdoor control platform operates on a wireless mesh network based on IEEE 802.15.4 standards enabling wireless control of outdoor lighting. Use the WaveLinx Mobile application for set-up and configuration. At least one Wireless Area Controller (WAC) is required for full functionality and remote communication (including adjustment of any factory pre-sets).

WaveLinx Outdoor Control Module (WOLC-7P-10A) A photocontrol that enables astronomic or time-based schedules to provide ON, OFF and dimming control of fixtures utilizing a 7-PIN receptacle. The out-of-box functionality is ON at dusk and OFF at dawn.

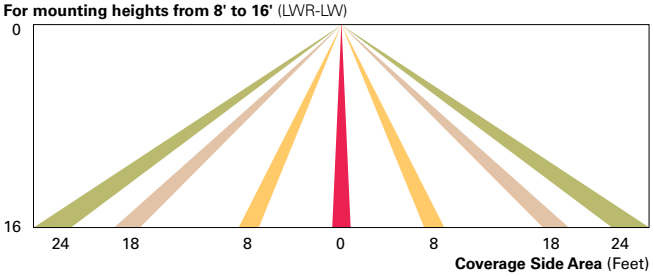
WaveLinx Wireless Sensor (SWPD4 and SWPD5) These outdoor sensors offer passive infrared (PIR) occupancy and a photocell for closed loop daylight sensing. These sensors can be factory installed or field-installed via simple, tool-less integration into luminaires equipped with the Zhaga Book 18 compliant 4-PIN receptacle (ZW). These sensors are factory preset to dim down to approximately 50 percent power after 15 minutes of no activity detected. These occupancy sensors include an integral photocell for "dusk-to-dawn" control or daylight harvesting that is factory-enabled. A variety of sensor lenses are available to optimize the coverage pattern for mounting heights from 7'-40'.

For mounting heights from 16' to 40' (SWPD)

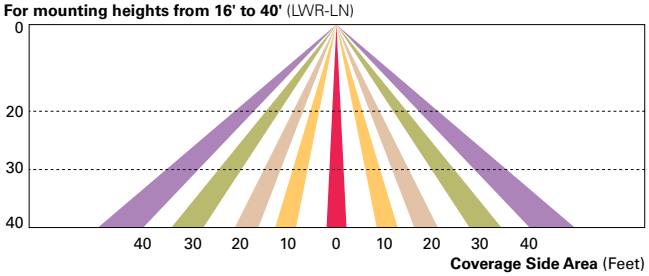


LumaWatt Pro Wireless Control and Monitoring System (LWR-LW and LWR-LN) The Eaton's LumaWatt Pro powered by Enlighted is a connected lighting solution that combines LED luminaires with an integrated wireless sensor system. The sensor controls the lighting system in compliance with the latest energy codes and collects valuable data about building performance and use. Software applications turn the granular data into information through energy dashboards and specialized apps that make it simple and help optimize the use of other resources beyond lighting.

For mounting heights from 8' to 16' (LWR-LW)



For mounting heights from 16' to 40' (LWR-LN)



LumenSafe Integrated Network Security Camera (LD) The LumenSafe integrated network camera is a streamlined, outdoor-ready camera that provides high definition video surveillance. This IP camera solution is optimally designed to integrate into virtually any video management system or security software platform of choice. No additional wiring is needed beyond providing line power to the luminaire. LumenSafe features factory-installed power and networking gear in a variety of networking options allowing security integrators to design the optimal solution for active surveillance.

ORDERING INFORMATION

OD

Sample Number: PRV-XL-C75-D-UNV-T4-SA-BZ

Product Family [1, 2]	**Light Engine** [3]	**Driver**	**Voltage**	**Distribution**	**Mounting**	**Color**
PRV=Prevail	**C15**=(1 LED) 7,100 Nominal Lumens **C25**=(2 LEDs) 13,100 Nominal Lumens **C40**=(2 LEDs) 17,100 Nominal Lumens **C60**=(2 LEDs) 20,000 Nominal Lumens	**D**=Dimming (0-10V)	**UNV**=Universal (120-277V) **347**=347V **480**=480V [4]	**T2**=Type II **T3**=Type III **T4**=Type IV **T5**=Type V	**SA**=Standard Versatile Arm **MA**=Mast Arm [5] **WM**=Wall Mount Arm [5]	**AP**=Grey **BZ**=Bronze (Standard) **BK**=Black **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White
PRV-XL=Prevail XL	**C75**=(4 LED) 26,100 Nominal Lumens **C100**=(4 LED) 31,000 Nominal Lumens **C125**=(4 LED) 36,000 Nominal Lumens **C150**=(6 LED) 41,100 Nominal Lumens **C175**=(6 LED) 48,600 Nominal Lumens					

Options (Add as Suffix)	**Accessories** (Order Separately) [16]
7030=70 CRI / 3000K CCT [6] **7050**=70 CRI / 5000K CCT [6] **HSS**=House Side Shield [7] **L90**=Optics Rotated 90° Left **R90**=Optics Rotated 90° Right **10K**=10kV/10kA UL 1449 Fused Surge Protective Device **HA**=50°C High Ambient Temperature [8] **PER**=NEMA 3-PIN Twistlock Photocontrol Receptacle **PER7**=NEMA 7-PIN Twistlock Photocontrol Receptacle **MSP/DIM-L12**= Integrated Sensor for Dimming Operation, 8' - 12' Mounting Height [5, 9] **MSP/DIM-L30**= Integrated Sensor for Dimming Operation, 12' - 30' Mounting Height [5, 9] **MSP-L12**= Integrated Sensor ON/OFF Operation, 8' - 12' Mounting Height [5, 9] **MSP-L30**=Integrated Sensor ON/OFF Dimming Operation, 12' - 30' Mounting Height [5, 9] **MS/DIM-L20**=Motion Sensor for Dimming Operation, 9' - 20' Mounting Height [9, 10] **MS/DIM-L40W**=Motion Sensor for Dimming Operation, 21' - 40' Mounting Height [9, 10] **MS-L20**=Motion Sensor for ON/OFF Operation, 9' - 20' Mounting Height [9, 10] **MS-L40W**=Motion Sensor for ON/OFF Operation, 21' - 40' Mounting Height [9, 10] **ZW**=Wavelinx-enabled 4-PIN Twistlock Receptacle [9, 11, 12] **ZW-SWPD4WH**=Wavelinx Wireless Sensor, 7' - 15' Mounting Height, White [9, 11, 12] **ZW-SWPD4BZ**= Wavelinx Wireless Sensor, 7' - 15' Mounting Height, Bronze [9, 11, 12] **ZW-SWPD5WH**=Wavelinx Wireless Sensor, 15' - 40' Mounting Height, White [9, 11, 12] **ZW-SWPD5BZ**=Wavelinx Wireless Sensor, 15' - 40' Mounting Height, Bronze [9, 11, 12] **LWR-LW**=LumaWatt Pro Wireless Sensor, Wide Lens for 8' - 16' Mounting Height [9, 13] **LWR-LN**=LumaWatt Pro Wireless Sensor, Narrow Lens for 16' - 40' Mounting Height [9, 13] **(See Table Below)**= LumenSafe Integrated Network Security Camera [14, 15]	**PRVWM-XX**=Wall Mount Kit [5] **PRVMA-XX**=Mast Arm Mounting Kit [5] **PRVSA-XX**=Standard Arm Mounting Kit [5] **PRVXLSA-XX**=Standard Arm Mounting Kit (for Prevail XL) [14] **MA1010-XX**=Single Tenon Adapter for 3-1/2" O.D. Tenon **MA1011-XX**=2@180° Tenon Adapter for 3-1/2" O.D. Tenon **MA1017-XX**=Single Tenon Adapter for 2-3/8" O.D. Tenon **MA1018-XX**=2@180° Tenon Adapter for 2-3/8" O.D. Tenon **HS/VERD**=House Side Shield [7] **VGS-F/B**=Vertical Glare Shield, Front/Back [7] **VGS-SIDE**=Vertical Glare Shield, Side [7] **OA/RA1013**=Photocontrol Shorting Cap **OA/RA1014**=NEMA Photocontrol - 120V **OA/RA1016**=NEMA Photocontrol - Multi-Tap 105-285V **OA/RA1201**=NEMA Photocontrol - 347V **OA/RA1027**=NEMA Photocontrol - 480V **ISHH-01**=Integrated Sensor Programming Remote [17] **FSIR-100**=Wireless Configuration Tool for Occupancy Sensor [18] **SWPD4-WH**=WaveLinx Wireless Sensor, 7' - 15' Mounting Height, White [12, 19] **SWPD4-BZ**=WaveLinx Wireless Sensor, 7' - 15' Mounting Height, Bronze [12, 19] **SWPD5-WH**=WaveLinx Wireless Sensor, 15' - 40' Mounting Height, White [12, 19] **SWPD5-BZ**=WaveLinx Wireless Sensor, 15' - 40' Mounting Height, Bronze [12, 19] **WOLC-7P-10A**=WaveLinx Outdoor Control Module (7-PIN) [20]

NOTES:
1. DesignLights Consortium® Qualified. Refer to www.designlights.org Qualified Products List under Family Models for details.
2. Customer is responsible for engineering analysis to confirm pole and fixture compatibility for applications. Refer to installation instructions and pole white paper WP513001EN for additional support information.
3. Standard 4000K CCT and 70CRI.
4. Only for use with 480V Wye systems. Per NEC, not for use with ungrounded systems, impedance grounded systems or corner grounded systems (commonly known as Three Phase Three Wire Delta, Three Phase High Leg Delta and Three Phase Corner Grounded Delta systems).
5. Only available in PRV configurations C15, C25, C40 or C60.
6. Use dedicated IES files on product website for non-standard CCTs.
7. Option will come factory-installed. Must order one per optic/LED when ordering as a field-installable accessory (1, 2, 4, or 6). House Side Shield not suitable with T5 distribution or C60 lumen package.
8. Not available with C60 lumen package.
9. Controls system is not available with photocontrol receptacle (PER or PER7) or other controls systems (MS, MSP, ZW or LWR).
10. Utilizes the Wattstopper sensor FSP-211.
11. Sensor passive infrared (PIR) may be overly sensitive when operating below -20°C (-4°F).
12. In order for the device to be field-configurable, requires WAC Gateway components WAC-PoE and WPOE-120 in appropriate quantities. Only compatible with WaveLinx system and software and requires system components to be installed for operation. See website for more Wavelinx application information.
13. LumaWatt Pro wireless sensors are factory installed and require network components LWP-EM-1, LWP-GW-1, and LWP-PoE8 in appropriate quantities. See website for LumaWatt Pro application information.
14. Only available in PRV-XL configurations C75, C100, C125, C150, or C175.
15. Not available with 347V, 480V, or HA options. Consult LumenSafe system product pages for additional details and compatability information.
16. Replace XX with paint color.
17. This tool enables adjustment to Integrated Sensor (MSP) parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Eaton for more information.
18. This tool enables adjustment to Motion Sensor (MS) parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Eaton for more information.
19. Requires Wavelinx-enabled 4-PIN twistlock receptacle (ZW) option.
20. Requires 7-PIN NEMA twistlock photocontrol receptacle (PER7) option. The WOLC-7 cannot be used in conjunction with other controls systems (MS, MSP, ZW or LWR).

LumenSafe Integrated Network Security Camera Technology Options (Add as Suffix)

Product Family	**Camera Type**	**Data Backhaul**
L=LumenSafe Technology LumenSafe Technology CLICK HERE	**D**=Dome Camera	**C**=Cellular, Customer Installed SIM Card **A**=Cellular, Factory Installed AT&T SIM Card **V**=Cellular, Factory Installed Verizon SIM Card **S**=Cellular, Factory Installed Sprint SIM Card **E**=Ethernet Networking

STOCK ORDERING INFORMATION

Product Family [1]	**Light Engine**	**Voltage**	**Distribution**	**Options** (Add as Suffix)
PRVS=Prevail	**C15**=(1 LED) 7,100 Nominal Lumens **C25**=(2 LEDs) 13,100 Nominal Lumens **C40**=(2 LEDs) 17,100 Nominal Lumens **C60**=(2 LEDs) 20,000 Nominal Lumens	**UNV**=Universal (120-277V) **347**=347V [2]	**T3**=Type III **T4**=Type IV	**MSP/DIM-L30**=Integrated Sensor for Dimming Operation, Maximum 30' Mounting Height [2]
PRVS-XL=Prevail	**C75**=(4 LEDs) 26,100 Nominal Lumens **C100**=(4 LEDs) 31,000 Nominal Lumens **C125**=(4 LEDs) 36,000 Nominal Lumens **C150**=(6 LEDs) 41,100 Nominal Lumens **C175**=(6 LEDs) 48,600 Nominal Lumens			

NOTES: 1. All stock configurations are standard 4000K/70CRI, bronze finish, and include the standard versatile mounting arm. **2.** Only available in PRVS configurations C15, C25, C40 or C60.

ORDERING INFORMATION

OD2

Sample Number: PRV-XL-C75-D-UNV-T4-SA-BZ

Product Family [1, 2]	**Light Engine** [3]	**Driver**	**Voltage**	**Distribution**	**Mounting**	**Color**
PRV=Prevail	**C15**=(1 LED) 7,100 Nominal Lumens **C25**=(2 LEDs) 13,100 Nominal Lumens **C40**=(2 LEDs) 17,100 Nominal Lumens **C60**=(2 LEDs) 20,000 Nominal Lumens	**D**=Dimming (0-10V)	**UNV**=Universal (120-277V) **347**=347V **480**=480V [4]	**T2**=Type II **T3**=Type III **T4**=Type IV **T5**=Type V	**SA**=Standard Versatile Arm **MA**=Mast Arm [5] **WM**=Wall Mount Arm [5]	**AP**=Grey **BZ**=Bronze (Standard) **BK**=Black **DP**=Dark Platinum **GM**=Graphite Metallic **WH**=White
PRV-XL=Prevail XL	**C75**=(4 LED) 26,100 Nominal Lumens **C100**=(4 LED) 31,000 Nominal Lumens **C125**=(4 LED) 36,000 Nominal Lumens **C150**=(6 LED) 41,100 Nominal Lumens **C175**=(6 LED) 48,600 Nominal Lumens					

Options (Add as Suffix)	**Accessories** (Order Separately) [16]
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5. Only available in PRV configurations C15, C25, C40 or C60.
6. Use dedicated IES files on product website for non-standard CCTs.
7. Option will come factory-installed. Must order one per optic/LED when ordering as a field-installable accessory (1, 2, 4, or 6). House Side Shield not suitable with T5 distribution or C60 lumen package.
8. Not available with C60 lumen package.
9. Controls system is not available with photocontrol receptacle (PER or PER7) or other controls systems (MS, MSP, ZW or LWR).
10. Utilizes the Wattstopper sensor FSP-211.
11. Sensor passive infrared (PIR) may be overly sensitive when operating below -20°C (-4°F).
12. In order for the device to be field-configurable, requires WAC Gateway components WAC-PoE and WPOE-120 in appropriate quantities. Only compatible with WaveLinx system and software and requires system components to be installed for operation. See website for more Wavelinx application information.
13. LumaWatt Pro wireless sensors are factory installed and require network components LWP-EM-1, LWP-GW-1, and LWP-PoE8 in appropriate quantities. See website for LumaWatt Pro application information.
14. Only available in PRV-XL configurations C75, C100, C125, C150, or C175.
15. Not available with 347V, 480V, or HA options. Consult LumenSafe system product pages for additional details and compatability information.
16. Replace XX with paint color.
17. This tool enables adjustment to Integrated Sensor (MSP) parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Eaton for more information.
18. This tool enables adjustment to Motion Sensor (MS) parameters including high and low modes, sensitivity, time delay, cutoff and more. Consult your lighting representative at Eaton for more information.
19. Requires Wavelinx-enabled 4-PIN twistlock receptacle (ZW) option.
20. Requires 7-PIN NEMA twistlock photocontrol receptacle (PER7) option. The WOLC-7 cannot be used in conjunction with other controls systems (MS, MSP, ZW or LWR).

LumenSafe Integrated Network Security Camera Technology Options (Add as Suffix)

Product Family	**Camera Type**	**Data Backhaul**
L=LumenSafe Technology LumenSafe Technology CLICK HERE	**D**=Dome Camera	**C**=Cellular, Customer Installed SIM Card **A**=Cellular, Factory Installed AT&T SIM Card **V**=Cellular, Factory Installed Verizon SIM Card **S**=Cellular, Factory Installed Sprint SIM Card **E**=Ethernet Networking

STOCK ORDERING INFORMATION

Product Family [1]	**Light Engine**	**Voltage**	**Distribution**	**Options** (Add as Suffix)
PRVS=Prevail	**C15**=(1 LED) 7,100 Nominal Lumens **C25**=(2 LEDs) 13,100 Nominal Lumens **C40**=(2 LEDs) 17,100 Nominal Lumens **C60**=(2 LEDs) 20,000 Nominal Lumens	**UNV**=Universal (120-277V) **347**=347V [2]	**T3**=Type III **T4**=Type IV	**MSP/DIM-L30**=Integrated Sensor for Dimming Operation, Maximum 30' Mounting Height [2]
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NOTES: 1. All stock configurations are standard 4000K/70CRI, bronze finish, and include the standard versatile mounting arm. **2.** Only available in PRVS configurations C15, C25, C40 or C60.

SSP Square Non-Tapered Steel Poles



Pole Shaft

The pole shaft is one piece construction, being fabricated from a weldable grade carbon steel structural tubing which has a uniform wall thickness of 11 gauge (0.1196"), 7 gauge (0.1793"), or 3 gauge (0.2391"). The pole shaft material shall conform to ASTM A500 Grade C with a minimum yield strength of 50,000 psi. The pole shaft has a full length longitudinal resistance weld and is uniformly square in cross-section with flat sides, small corner radii and excellent torsional properties.

Base Plate

The anchor base is fabricated from structural quality hot rolled carbon steel plate that meets or exceeds a minimum yield strength of 36,000 psi. The anchor base telescopes the pole shaft and is circumferentially welded top and bottom. All welds are performed in accordance with the American Welding Society specification AWS D1.1, latest edition.

Anchor Bolts

Anchor bolts are fabricated from commercial quality hot rolled carbon steel bar that meets or exceeds a minimum yield strength of 55,000 psi. Four properly sized anchor bolts, each with two regular hex nuts and washers, are furnished and shipped with all poles unless otherwise specified. Anchor bolts shall have the threaded end galvanized a minimum of 8 inches in accordance with ASTM A153. Fully galvanized anchor bolts are available upon request.

Handhole

An oval reinforced gasketed handhole, having a nominal 3" x 5" or 4" x 6-1/2" inside opening, located 1'-6" above base, is standard on all poles. Optional 5" x 8" and 4" x 10" handholes are available (see options). A grounding provision is located inside the handhole ring.

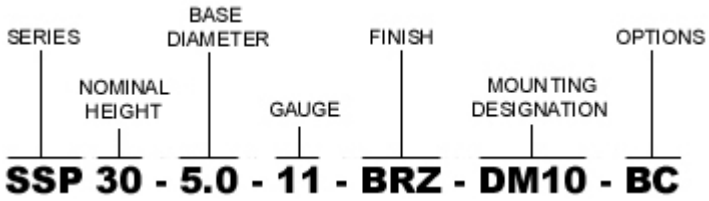
Finishes

The **Standard Finish** is a polyester thermosetting powder coating applied to the surface of the substrate to a minimum of 3 mils for all color finishes. **Hot dip Galvanized** finish to a ASTM A123 specification or primed finish is also available. For optional finishes, see **K-KLAD** and **K-KLAD Over Galvanizing**.

HOW TO ORDER

When ordering KW lighting standards, mounting adaptors and accessories, be sure to specify the complete catalog number. Our catalog numbers reflect the precise specifications of the item ordered to ensure our customers will receive the product which meets their exact requirements.
The following explanation of the catalog numbers will be helpful in placing orders:

CATALOG LOGIC - ORDERING SAMPLE



Catalog Number	Nominal Height	Pole Shaft	Gauge	Handhole Size	Anchor Bolt	Bolt Circle	80 MPH	90 MPH	100 MPH	Ship WT.
SSP10-4.0-11	10	4.0 x 10.0	11	3 x 5	0.75 x 17 x 3	8	42.1	33.5	27.1	87
SSP10-4.0-7	10	4.0 x 10.0	7	3 x 5	0.75 x 30 x 3	8	55	44	35.5	130
SSP10-5.0-11	10	5.0 x 10.0	11	3 x 5	1.00 x 36 x 4	11	58	44	34	151
SSP12-4.0-11	12	4.0 x 12.0	11	3 x 5	0.75 x 17 x 3	8	33.7	26.7	21.4	100
SSP12-4.0-7	12	4.0 x 12.0	7	3 x 5	0.75 x 30 x 3	8	47.5	37.3	29.8	150
SSP12-5.0-11	12	5.0 x 12.0	11	3 x 5	1.00 x 36 x 4	11	49	38	29	168
SSP14-4.0-11	14	4.0 x 14.0	11	3 x 5	0.75 x 17 x 3	8	27.4	21.5	17.1	113
SSP14-4.0-7	14	4.0 x 14.0	7	3 x 5	0.75 x 30 x 3	8	40	31	24.5	170

SSP14-5.0-11	14	5.0 x 14.0	11	3 x 5	1.00 x 36 x 4	11	40	30	23	184
SSP14-5.0-7	14	5.0 x 14.0	7	3 x 5	1.00 x 36 x 4	11	65	52	41.5	242
SSP15-4.0-11	15	4.0 x 15.0	11	3 x 5	0.75 x 17 x 3	8	20.7	16.1	12.6	119
SSP15-4.0-7	15	4.0 x 15.0	7	3 x 5	0.75 x 30 x 3	8	30.9	24.4	19.6	172
SSP15-5.0-11	15	5.0 x 15.0	11	3 x 5	1.00 x 36 x 4	11	36	27.5	21	192
SSP15-5.0-7	15	5.0 x 15.0	7	3 x 5	1.00 x 36 x 4	11	59	46.5	37	254
SSP16-4.0-11	16	4.0 x 16.0	11	3 x 5	0.75 x 17 x 3	8	18.7	14.4	11.2	125
SSP16-4.0-7	16	4.0 x 16.0	7	3 x 5	0.75 x 30 x 3	8	27.2	20.7	16	210
SSP16-5.0-11	16	5.0 x 16.0	11	3 x 5	1.00 x 36 x 4	11	33.5	25	18	201
SSP16-5.0-7	16	5.0 x 16.0	7	3 x 5	1.00 x 36 x 4	11	54	43	34	266
SSP18-4.0-11	18	4.0 x 18.0	11	3 x 5	0.75 x 17 x 3	8	15.2	11.5	8.7	138
SSP18-4.0-7	18	4.0 x 18.0	7	3 x 5	0.75 x 30 x 3	8	27.2	20.7	16	210
SSP18-5.0-11	18	5.0 x 18.0	11	3 x 5	1.00 x 36 x 4	11	27	19.5	15	218
SSP18-5.0-7	18	5.0 x 18.0	7	3 x 5	1.00 x 36 x 4	11	46	36	28	291
SSP20-4.0-11	20	4.0 x 20.0	11	3 x 5	0.75 x 17 x 3	8	12.3	9	6.5	151
SSP20-4.0-7	20	4.0 x 20.0	7	3 x 5	0.75 x 30 x 3	8	19.6	15	11.5	219
SSP20-5.0-11	20	5.0 x 20.0	11	3 x 5	1.00 x 36 x 4	11	22.2	16.8	12.6	235
SSP20-5.0-7	20	5.0 x 20.0	7	3 x 5	1.00 x 36 x 4	11	35.4	27.5	21.5	313
SSP20-6.0-7	20	6.0 x 20.0	7	3 x 5	1.00 x 36 x 4	11.5	56	42.5	33.5	368
SSP22-4.0-11	22	4.0 x 22.0	11	3 x 5	0.75 x 17 x 3	8	6.9	4.3	2.3	182
SSP22-4.0-7	22	4.0 x 22.0	7	3 x 5	0.75 x 30 x 3	8	12.2	8.7	6	266
SSP22-5.0-11	22	5.0 x 22.0	11	3 x 5	1.00 x 36 x 4	11	18.5	13.6	9.8	252
SSP22-5.0-7	22	5.0 x 22.0	7	3 x 5	1.00 x 36 x 4	11	30.2	23.2	17.8	337
SSP22-6.0-7	22	6.0 x 22.0	7	3 x 5	1.00 x 36 x 4	11.5	49	37.5	28	398
SSP24-4.0-7	24	4.0 x 24.0	7	3 x 5	0.75 x 30 x 3	8	12.2	8.7	6	266
SSP24-5.0-11	24	5.0 x 24.0	11	3 x 5	1.00 x 36 x 4	11	15.2	10.8	7.4	268
SSP24-5.0-7	24	5.0 x 24.0	7	3 x 5	1.00 x 36 x 4	11	25.8	19.4	14.6	361
SSP24-6.0-7	24	6.0 x 24.0	7	3 x 5	1.00 x 36 x 4	11.5	42	31.5	23	428
SSP25-4.0-11	25	4.0 x 25.0	11	3 x 5	0.75 x 17 x 3	8	6.9	4.3	2.3	182
SSP25-4.0-7	25	4.0 x 25.0	7	3 x 5	0.75 x 30 x 3	8	12.2	8.7	6	266
SSP25-5.0-11	25	5.0 x 25.0	11	3 x 5	1.00 x 36 x 4	11	13.8	9.5	6.3	276
SSP25-5.0-7	25	5.0 x 25.0	7	3 x 5	1.00 x 36 x 4	11	23.8	17.7	13.1	373
SSP25-6.0-7	25	6.0 x 25.0	7	3 x 5	1.00 x 36 x 4	11.5	39	28.5	21	443
SSP26-4.0-7	26	4.0 x 26.0	7	3 x 5	0.75 x 30 x 3	8	6.9	4	1	312
SSP26-5.0-11	26	5.0 x 26.0	11	3 x 5	1.00 x 36 x 4	11	12.4	8.3	5.2	284
SSP26-5.0-7	26	5.0 x 26.0	7	3 x 5	1.00 x 36 x 4	11	21.9	16.1	11.8	384
SSP26-6.0-7	26	6.0 x 26.0	7	3 x 5	1.00 x 36 x 4	11.5	35.5	25.5	18.5	457
SSP28-4.0-7	28	4.0 x 28.0	7	3 x 5	0.75 x 30 x 3	8	6.9	4	1	312
SSP28-5.0-11	28	5.0 x 28.0	11	3 x 5	1.00 x 36 x 4	11	9.8	6.1	3.2	300
SSP28-5.0-7	28	5.0 x 28.0	7	3 x 5	1.00 x 36 x 4	11	18.4	13.2	9.2	408
SSP28-6.0-7	28	6.0 x 28.0	7	3 x 5	1.00 x 36 x 4	11.5	30	21.5	15	487
SSP30-4.0-7	30	4.0 x 30.0	7	3 x 5	0.75 x 30 x 3	8	6.9	4	1	312
SSP30-5.0-11	30	5.0 x 30.0	11	3 x 5	1.00 x 36 x 4	11	6.5	3.5	1.2	315
SSP30-5.0-7	30	5.0 x 30.0	7	3 x 5	1.00 x 36 x 4	11	13.4	9.1	5.9	432
SSP30-6.0-7	30	6.0 x 30.0	7	3 x 5	1.00 x 36 x 4	11.5	27.5	19.9	14.1	512
SSP30-6.0-3	30	6.0 x 30.0	3	3 x 5	1.00 x 36 x 4	12	34.3	25.3	18.5	645
SSP35-5.0-7	35	5.0 x 35.0	7	3 x 5	1.00 x 36 x 4	11	7.2	3.7	1	491
SSP35-6.0-7	35	6.0 x 35.0	7	3 x 5	1.00 x 36 x 4	11.5	15	9.5	5.3	584
SSP35-6.0-3	35	6.0 x 35.0	3	3 x 5	1.00 x 36 x 4	12	19.7	13.2	8.2	739
SSP39-6.0-7	39	6.0 x 39.0	7	3 x 5	1.00 x 36 x 4	11.5	9.2	4.3	0.6	642
SSP39-6.0-3	39	6.0 x 39.0	3	3 x 5	1.00 x 36 x 4	12	13	7.4	3.1	814

FINISHES

Standard		Galvanized		K-KLAD		K-KLAD Over Galvanizing	
BRZ	Bronze	**G**	Galvanized	**K813**	Bronze	**KZ13**	Bronze
BLK	Black			**K821**	Black	**KZ21**	Black
GRY	Gray			**K841**	Gray	**KZ41**	Gray
GRN	Green			**K891**	Green	**KZ91**	Green
WHT	White			**K881**	White	**KZ81**	White
P	Primed			**K845**	Natural Aluminum	**KZ45**	Natural Aluminum
NA	Natural Aluminum						

1 YEAR WARRANTY 5 YEAR WARRANTY 10 YEAR WARRANTY

MOUNTING DESIGNATIONS

Tenon Mount

2	2 3/8'' x 4'' TENON
3	2 7/8'' x 4'' TENON
3.5	3 1/2'' x 6'' TENON
4	4'' x 6'' TENON

Drill Mount

DM10	Drilled for 1 Luminaire
DM2090	Drilled for 2 Luminaires @ 90º
DM2180	Drilled for 2 Luminaires @ 180º
DM3090	Drilled for 3 Luminaires @ 90º
DM4090	Drilled for 4 Luminaires @ 90º

Open Mount

OT	Open Top
OTC	Open Top includes Pole Cap

Gain Mount

1GSS4	(1) CXA
2GSS4	(2) CXA's located on the Same Side
3GSS4	(3) CXA's located on the Same Side
4GSS4	(4) CXA's located on the Same Side
2GBB4	(2) CXA's located Back to Back
4GBB4	(4) CXA's located Back to Back
1GSS9	(1) CXASQ
2GSS9	(2) CXASQ's located on the Same Side
3GSS9	(3) CXASQ's located on the Same Side
4GSS9	(4) CXASQ's located on the Same Side
2GBB9	(2) CXASQ's located Back to Back
4GBB9	(4) CXASQ's located Back to Back

OPTIONS

There are numerous options that can be ordered. Please indicate these selections under the options column in the catalog number. Example: CPL-WPR2-BC.

Accessories

BC	Base Cover
CPL	Threaded Coupling*
NPL	Threaded Nipple*
WPRP	Festoon Opening**
LAB	Less Anchor Bolt
VDI	Vibration Damper Internal

Optional Handholes

58HH	5'' x 8'' Handhole*
410HH	4'' x 10'' Handhole*

Extra Handholes

XHH	Extra Handhole*

Embedment Pole Options

E	Embedded Pole
GS	Ground Sleeve
CTE	Coal Tar Epoxy

Additional Simplex

1S	1 @ 0º *
2S	2 @ 180º *
3S	3 @ 90º *
4S	4 @ 90º *

For Embedment Poles:

Recommended Mounting Height	Recommended Embedment Depth
Less than 20'	4'
20' - 33'	6'
Greater than 33'	7'

Greater embedment depths are available upon request.
Embedment poles greater than 35' are not available.

* Please advise size, location, and orientation. (Handholes are restricted by size of pole shaft diameter)
** Located 24" above baseplate and same side as handhole. (No electrical included)

PACKAGING

Immediately after coating, the lighting standard including the baseplate shall be wrapped in heavy corrugation specially designed and sized to achieve maximum protection in transit.

KW Industries, Inc. coating process system and stringent quality control procedures provide our customer the finest quality lighting standards in the industry.

LNC SERIES

Cat.#

Job

Type
OK

HUBBELL® Outdoor Lighting

Approvals

SPECIFICATIONS

Intended Use:
The compact LED LNC is designed for entry/perimeter illumination for safety, security and identity. Typical mounting height is up to 12 feet with 40ft fixture spacing (without acrylic diffuser) and 30ft spacing with acrylic diffuser installed. Photocontrol option is available to provide dusk-to-dawn control for additional energy savings.

Construction:
Decorative die-cast aluminum housing and door. Rugged design protects internal components and provides excellent thermal management for long life – 60,000 hours minimum LED life at L96 rating per IESNA TM-21-11. Powder paint finishes provide lasting appearance in outdoor environments.

Optics/Electrical
LED:
Drivers are 120-277V, 50/60Hz Type II, III and Type IV lenses provide wide lateral spread.
0-10V dimming 120-277V only.

- LNC5L – 5 LEDs, Types II, III or IV available, see page 2 for electrical details
- LNC7L – 7 LEDs, Type II, III or IV available, see page 2 for electrical details
- LNC9L – 9 LEDs, Types II, III or IV available, see page 2 for electrical details
- 3000K - 80 CRI, 4000K - 70 CRI, and 5000K - 70 CRI, CCT nominal
- Minimum operating temperature is -40˚C/-40˚F
- Drivers have greater than .90 power factor and less than 20% Total Harmonic Distortion

Lenses:
Full cut-off distribution; Ambient diffuser included, use for applications near enterances or locations where reduced brightness is desired.

Installation:
Quick mount adapter provides quick installation, designed for recessed box 4" square junction box.

Listings:
Listed and labeled to UL 1598 for wet locations, 25˚ C ambient environments. Some models meet DesignLights Consortium (DLC) qualifications, consult DLC website for more details: http://www.designlights.org/QPL

- IES Progress Award Winner - 2012

Warranty:
Five year limited warranty (for more information visit: http://www.hubbelloutdoor.com/resources/warranty/

CERTIFICATIONS/LISTINGS

*3000K and warmer CCTs only

PRODUCT IMAGE(S)

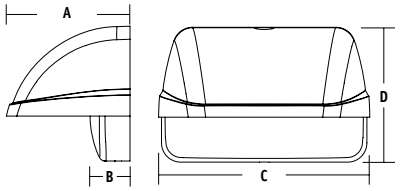

LNC-5L


LNC-7L


LNC-9L


With diffuser

DIMENSIONS



A	B	C	D
4.81" (122 mm)	1.55" (39 mm)	8.22" (209 mm)	5.25" (133 mm)

SHIPPING INFORMATION

Catalog Number	G.W(kg)/ CTN	Carton Dimensions			Carton Qty. per Master Pack
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)	
LNC-5LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2
LNC-7LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2
LNC-9LU	9.6 (4.36)	14.5 (37)	9.6 (24.5)	6.8 (17.5)	2

ORDERING INFORMATION

ORDERING EXAMPLE: LNC-9LU-5K-3-1-PC1

LNC - [ ] - [ ] - [ ] - [ ] - [ ] - [ ]

SERIES
LNC LNC zero uplight

NUMBER OF LEDS/SOURCE/VOLTAGE
5LU[3] 5 LEDs, Universal voltage 120-277V
7LU[3] 7 LEDs, Universal voltage 120-277V
9LU[3] 9 LEDs, Universal voltage 120-277V

CCT
3K 3000K nominal, 70 CRI
4K 4000K nominal, 70 CRI
5K[3] 5000K nominal
AM[2] Amber (590 µm available for "Turtle Friendly"/ observatory applications, 350 mA (consult factory)

IES DISTRIBUTION
2 Type II
3[3] Type III
4[3] Type IV

FINISH
1 Bronze
2 Black
3 Gray
4 White
5 Platinum

OPTIONS
PC(X)[1] Button photocontrol, replace X with voltage, specify 1-120V, 2-208V, 3-240V, 4-277V

1 When PC is ordered, input must match PC voltage
2 Amber LEDs only available on 7LU and 9LU configurations, 350 mA only
3 DesignLights Consortium (DLC) qualified 5/7/9 models 5K only: LNC-9LU-5K-4, LNC-9LU-5K-3, LNC-7LU-5K-4, LNC-7LU-5K-3, LNC-5LU-5K

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FLL LED FLOODLIGHT

Cat.#

Job

Type

OC

HUBBELL Outdoor Lighting

Approvals

SPECIFICATIONS

Intended Use:
Large LED flood with beam distribution for lighting applications such as safety/security, facade, area, or signs

Construction:
- Corrosion resistant, rugged die-cast aluminum housing with powder coat paint finish
- Tempered glass lens protects LEDs and allows for cleaning/debris removal
- Vented housing isolates LED module from driver, maximizing product life and performance
- Visor, louver and vandal accessories available

LED:
- 28 high power LED's (Stock/MTO)
- 42 high power LED's (MTO)
- 140 high power LED's (Stock)
- Ambient operating temperature -35°C to 40°C
- Stock Versions: 4000K and 5000K CCT
- MTO Versions: 3000K nominal with 80 CRI, 4000K and 5000K CCT nominal with 70 CRI

Optical/Electrical:
- Variety of NEMA distributions - N (3x3), M (4x4), RM (5x4) and W (6x6) - for wide range of lighting applications; Stock version Wide (6x6) only
- 120-277V operation, 50/60Hz, 95W, 1050mA, 100 LPW (Stock/MTO - 28LED)
- 120-277V operation, 50/60Hz, 150W, 158mA, 98 LPW (Stock only - 140LED)

Optical/Electrical (Cont.)
- 120-277V, 347V, and 480V operation, 50/60Hz, 95W, 700mA, up to 119 LPW (MTO only - 42LED)
- IP65 fixture, Driver IP66 and RoHS compliant
- 10KV surge protector comes standard
- 0-10V dimming driver standard, continuous dimming option to have leads pulled out for easy connection

Installation:
- Knuckle mount 15' aiming angle increments for precise aiming and control, fits 2-3/8" tenons or pipes
- Heavy duty steel yoke with adjustable stainless steel hardware, mounting holes for one center - 3/4" bolt or two side - 3/8" bolts
- 3' SEOOW cord with yoke mount

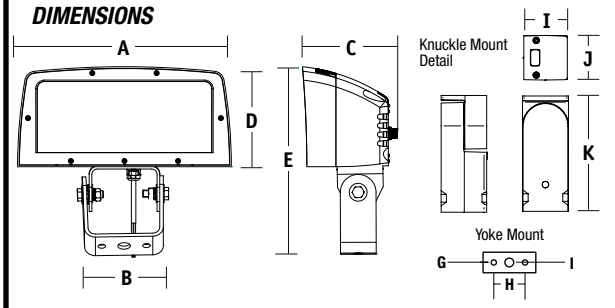
Listings:
- IP65, Listed to UL1598 for use in wet locations.
- DLC Qualified (4000K and 5000K models only); Consult DLC website for more details: https://www.designlights.org/QPL
- EPA = 1.0ft^2

Warranty:
For more information visit:
http://www.hubbelllighting.com/resources/warranty/

GE(S)



DIMENSIONS



A	B	C	D	E	F	G	H	I	J	K
14.9"	5.5"	6.0"	7.0	14.57"	17/32"	7/8"	3-1/8"	3.0"	2.9"	7.57"
378mm	140mm	152mm	177mm	370mm	14mm	22mm	79mm	77mm	75mm	192mm

CERTIFICATIONS/LISTINGS

IP65

SHIPPING INFORMATION

Catalog Number	G.W(kg)/CTN	Carton Dimensions		
		Length Inch (cm)	Width Inch (cm)	Height Inch (cm)
FLL (Single Carton)	25 (12.3) lbs	17.72" (45)	13.0" (33)	10.00" (25.5)

Carton dimensions for shipping purposes only

ORDERING INFORMATION - STOCK VERSION

Catalog Number	Mount	Max Candle Power	Beam Pattern	Wattage	# Drivers/ Current	Voltage	Color Temperature/ CRI	Lumens	LPW	Weight lbs. (kg)	Finish
FLL-95-Y	Yoke	7789	Wide	98w	1@1050mA	120-277V	5000K/70	10536	108	20 (9.0)	Bronze
FLL-28L4K	Yoke	7560	Wide	98w	1@1050mA	120-277V	4000K/70	10291	105	20 (9.0)	
FLL-150-4K-U-Y	Yoke	5627	Wide	150w	1@158mA	120-277V	4000K/80	14665	98	20 (9.0)	
FLL-150L5K-U-Y	Yoke	5731	Wide	150w	1@158mA	120-277V	5000K/80	14764	98.4	20 (9.0)	
FLL-K-140L4K-U	Knuckle	5627	Wide	150w	1@158mA	120-277V	4000K/80	14665	98	20 (9.0)	
FLL-K-140L5K-U	Knuckle	5731	Wide	150w	1@158mA	120-277V	5000K/80	14764	98.4	20 (9.0)	

ORDERING INFORMATION - MADE TO ORDER

FLL - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ] - [ ]

FAMILY	# LEDS	WATTS	CCT	DISTRIBUTION	VOLTAGE	MOUNTING	FINISH	CONTROL OPTION	OPTIONS
FLL FACTOR Flood Large	**28L** 28 LED	**95** 95W	**3K** 3000K	**N** 3x3	**U** 120V-277V	**K** Knuckle	**DB** Bronze	**PC** Photocontrol (voltage specified and determined by voltage field)	**F** Fusing 120 or 277V only (determined by voltage field)
	42L 42 LED		**4K** 4000K	**M** 4x4	**1** 120V	**Y** Yoke	**BL** Black	**CD** Continuous dim-ming	
			5K 5000K	**RM** 5x4	**2** 208V		**WH** White		
				W 6x6	**3** 240V		**GR** Gray		
					4 277V		**PS** Platinum silver		
					5[1] 480V		**CC** Custom Color		
					F[1] 347V				

[1] 42L only

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ACCESSORIES & REPLACEMENT PARTS - Order Separately

Catalog Number	Description
FLL-VISOR-DB	Bronze top visor (Tap holes in lens frame for field installation)
93053186	FLL28, 95w, 120-277V Dimming driver, 1050mA (1 Qty)
93053187	FLL140, 95w, 120-277V Dimming driver, 700mA (1 Qty)
FLL-LOUVER-BL	Black adjustable louver
ARF-SPC	Polycarbonate vandal shield
4024C	Steel slipfitter for 2" pipe, 2 3/8" OD yoke mount, bronze finish
4040	Heavy-duty steel wall/pole bracket; bronze Lektrocote®



FLL-LOUVER-BL



ARF-SPC



FLL-VISOR-XX

PERFORMANCE DATA - Stock

				4K (4000K nominal)				5K (5000K nominal)		
# OF LEDS	DRIVE CURRENT (MILLIAMPS	SYSTEM WATTS	DISTRIBUTION TYPE	NEMA	LUMENS	LPW	MAX BEAM CANDLEPOWER	LUMENS	LPW	MAX BEAM CANDLEPOWER
28	1050mA	95W	W	6 x 6	8992	94.5	6805	9557	100.6	6935
140	158mA	150W	W	7 x 7	14665	98	5627	14764	98.4	5731

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown.
Actual performance may differ as a result of end-user environment, application and inherent performance tolerances of the electrical components.

PERFORMANCE DATA - MTO

						5K (5000K nominal, 70 CRI)			4K (4000K nominal, 70 CRI)			3K (3000K nominal, 80 CRI)		
# OF LEDS	DRIVE CURRENT	SYSTEM WATTS	DIST. TYPE	NEMA	FIELD ANGLE H° X V°	LUMENS	LPW[1]	MAX BEAM CANDLEPOWER	LUMENS	LPW[1]	MAX BEAM CANDLEPOWER	LUMENS	LPW[1]	MAX BEAM CANDLEPOWER
28	1050mA	95W	W	6 x 6	107° x 107°	9557	100.6	6935	8992	94.5	6805			
42	700mA	95W	N	3 x 3	32° x 32°	10860	114	91770	10263	108	85000	7473	80	63093
			M	4 x 4	53° x 53°	11400	119	46836	10335	108	33566	7654	81	26201
			RM	5 x 5	84° x 86°	9806	102	17388	8889	93	14733	6702	71	11395
			W	6 x 6	107° x 107°	10967	113	8024	10173	105	7265	7694	79	5475

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown. Actual performance may differ as a result of end-user environment and application.

PROJECTED LUMEN MAINTENANCE

	OPERATING HOURS – FLL-28L					
AMBIENT TEMP.	0	25,000	50,000	[1]TM-21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°C	1.00	0.94	0.91	0.88	0.79	>149,000
40°C / 104°F	1.00	0.92	0.90	0.87	0.76	>132,000

Nichia 219B, 1080mA, 85°C

	OPERATING HOURS – FLL-42L					
AMBIENT TEMP.	0	25,000	50,000	[1]TM-21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°F	1.00	0.98	0.96	0.96	0.94	>625,000
40°C / 104°F	1.00	0.96	0.94	0.93	0.90	>435,000

	OPERATING HOURS – FLL-140L					
AMBIENT TEMP.	0	25,000	50,000	[1]TM-21-11 60,000	100,000	Calculated L70 (HOURS)
25°C / 77°C	1.00	0.96	0.94	0.93	0.89	>331,000
40°C / 104°F	1.00	0.95	0.92	0.90	0.85	>237,000

Nichia NFSL757DT-V1, 150mA, 85°C

ELECTRICAL DATA

# OF LEDS	NUMBER OF DRIVERS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	CURRENT (Amps)	SYSTEM POWER (W)
28	1	1050mA	120	0.82	95
			277	0.36	95
42	1	700mA	120	.80	96
			277	.35	96
140	1	158mA	120	1.25	150
			277	0.54	150

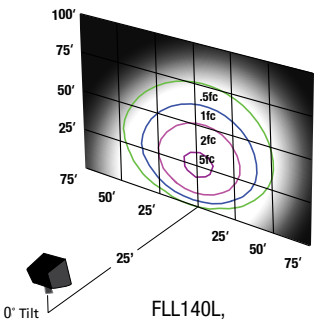
LUMINAIRE AMBIENT TEMPERATURE FACTOR (LATF)

AMBIENT TEMPERATURE		LUMEN MULTIPLIER
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

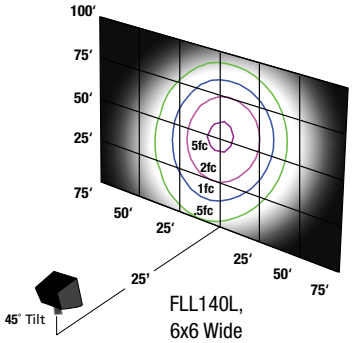
Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

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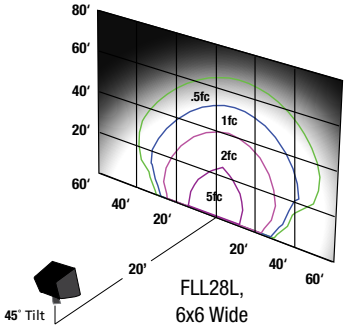
PHOTOMETRICS For additional photometric information and IES downloads, visit our web site at www.hubbelloutdoor.com



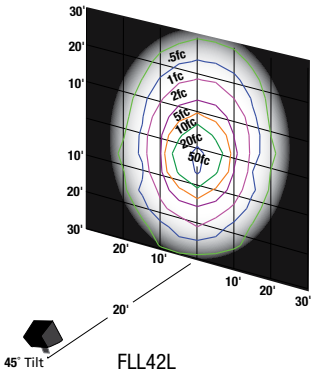
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6x6 Wide



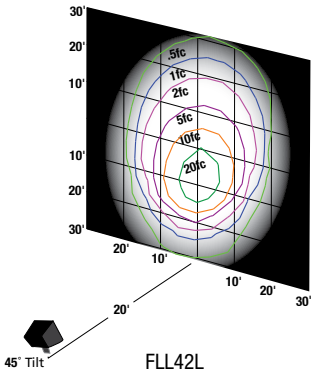
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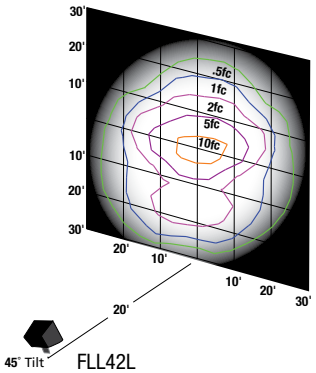
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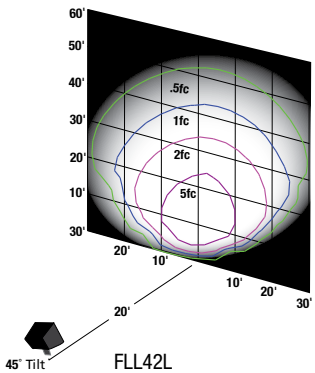
FLL42L
3x3 Narrow



FLL42L
4x4 Medium



FLL42L
5x5 Rectangular Medium



FLL42L
6x6 Wide

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DESCRIPTION

The Halo Surface LED Downlight (SLD) i[illegible] technology to create an ultra-low profile[illegible] with the performance and look of a traditional downlight. SLD4 is designed for installation in many 3-1/2" and 4" round or octagon junction boxes. May also retrofit in 4" aperture IC and Non-IC recessed housings*. Dedicated LED wiring connector meets high-efficacy code requirement in recessed downlighting. Suitable for residential or commercial installations. Ideal for closets, storage areas, attics and basements. Compliant with NFPA® 70, NEC® Section 410.16 (A)(3) and 410.16 (C)(5).

Z1

Catalog #		Type
Project		
Comments		Date
Prepared by		

SPECIFICATION FEATURES

CONSTRUCTION
- Die cast aluminum trim ring and die formed aluminum frame

OPTICS
- WaveStream™ technology provides uniform luminance from a low profile flat lens
- AccuAim™ optics provide directional control for the "cone-of-light" beam distribution of a traditional downlight
- Precision molded lens features high transmission polymer with UV stabilized protecting film

DESIGNER TRIMS
Accessories (sold separately)
SLD designer trims are accessory rings that attach to the SLD for a permanent finish. Refer to SLD accessories specification sheet for details.
- White (Paintable)
- Satin Nickel
- Tuscan Bronze

ELECTRICAL JUNCTION BOX MOUNTING
- SLD may be used in compatible electrical junction boxes in direct contact with insulation including spray foam insulation
- Suitable for installation in many 3-1/2" and 4" octagon and round electrical junction boxes.
  Note: Driver consumes 3 cubic inches of junction box.
- Installer must ensure compatibility of fit, wiring and proper mounting in the electrical junction box. This includes all applicable national and local electrical and building codes.
- Proprietary Slot-N-Lock quick installation system for junction box installation
- T-bracket with Slot-N-Lock mounting tabs included.

RECESSED HOUSING MOUNTING
Friction Blade
- Pre-installed precision formed friction blades included
- Friction blade design allows the SLD to be installed in any position within the housing aperture (360 degrees)

* **Note:** Not for use in recessed housings in direct contact with spray foam insulation refer to NEMA LSD 57-2013

LED
- Trilateral linear LED assembly is integrated in trim perimeter.
- Color Temperature: 2700K, 3000K, 3500K, 4000K
- CRI options: 80 and 90†
  - 90 CRI can be used to comply with California Title 24 High Efficacy requirements. Certified to California Appliance Efficiency Database under JA8
- L70 at 50,000 hours projected in accordance with TM-21

WARRANTY
Eaton provides a five year limited warranty on the SLD LED

LED CHROMATICITY
- A tight chromaticity specification ensures LED color uniformity, sustainable Color Rendering Index (CRI) and Correlated Color Temperature (CCT) over the useful life of the LED
- LED chromaticity of 3 SDCM exceeds ENERGY STAR® color standards per ANSI C78.377-2008
- 90 CRI model features high color performance with R9 greater than 50
- Every Halo LED is quality tested, measured, and serialized in a permanent record to register lumens, wattage, CRI and CCT.
- Halo LED serialized testing and measurement ensures color and lumen consistency on a per-unit basis, and validates long-term product consistency over time

ELECTRICAL CONNECTIONS
Junction Box
- Compatible with many 3-1/2" x 2" and 4" x 1-1/2" round and octagon boxes (2-1/8" deep boxes recommended)
- Supply Wire Adapter with LED quick connector included

Recessed Housings
- LED connector is compatible with Halo 4" H995 and H245 Series LED Housings
- LED Connector meets California Title-24 high-efficacy luminaire standard as a non-screw base
- The included E26 Edison screw-base adapter provides capability for retrofit*
- LED connector is a non-screwbase luminaire disconnect for tool-less installation

LED DRIVER
- Driver is a 120V input high efficiency, dimmable electronic power supply providing DC power to the LED array
- Driver features high power factor, low THD, and has integral thermal protection in the event of over temperature or internal failure.
- Driver is replaceable if it should be required



SLD4058xxWH
80CRI
2700K, 3000K, 3500K, and 4000K

SLD4059xxWH
90CRI
2700K, 3000K, 3500K, and 4000K

4" Surface LED Downlight

Suitable for ceiling or wall electrical junction boxes

Suitable for 4" recessed housing retrofit (IC, Non-IC & AIR-TITE™)

ENERGY DATA

	80 CRI	90 CRI
Lumens (4000K models)	800	710
Input Voltage	120V	120V
Frequency	50/60 Hz	50/60 Hz
Input Current	0.10 A	0.10 A
Input Power	12.2 W	12 W
Efficiency (4000K models)	66 lm/W	59 lm/W
THD	≤ 20%	
Power Factor	≥ 0.90	
T Ambient	-30 - +40°C	
Sound Rating	Class A	

NOMENCLATURE

SLD 405 8 30 WH
405 = 4" SLD
8 = >80 CRI
30 = 3000K
WH = Matte White

80 CRI nominal CCT 2700K 3000K 3500K 4000K

ENERGY STAR Can be used for IECC International Energy Conservation Code High Efficacy Compliance RoHS airlite Shadowlight

Refer to ENERGY STAR® Certified Products List.

90 CRI nominal CCT 2700K 3000K 3500K 4000K 5000K

ENERGY STAR Can be used for IECC International Energy Conservation Code High Efficacy Compliance Efficiency Standards T24 California Title 24 Residential and Non-Residential Compliant RoHS airlite Shadowlight

Refer to ENERGY STAR® Qualified Products List.
Can be used to comply with California Title 24 High Efficacy requirements.
Certified to California Appliance Efficiency Database under JA8.
Indoor LED nominal CCT of 4000K or less.

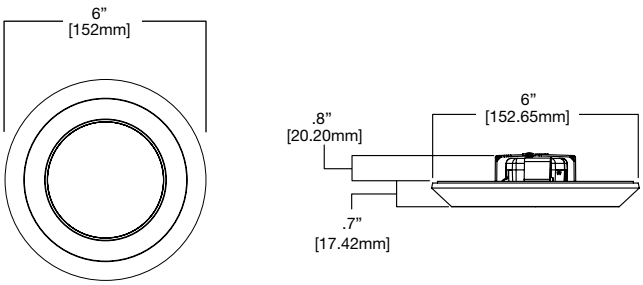
DIMMING

- Designed for continuous dimming capability to nominally 5% with many 120V Leading Edge (LE) and Trailing Edge (TE) phase control dimmers. Dimming to 5% is best assured using dimmers with low end trim adjustment. Consult dimmer manufacturer for compatibility and conditions of use. (Note some dimmers require a neutral in the wallbox.)

COMPLIANCE

- cULus Listed ceiling and wall
- cULus Damp Location listed ceiling and wall
- cULus Wet Location Listed, ceiling only (shower rated)
- Suitable for use in closets, compliant with NFPA® 70, NEC® Section 410.16 (A)(3) and 410.16 (C)(5)
- SLD may be used in compatible electrical junction boxes in direct contact with insulation including spray foam insulation
- May be installed in IC recessed housings in direct contact with insulation (Not for use in recessed housings in direct contact with spray foam insulation. Refer to NEMA LSD 57-2013)
- UL Classified when used in retrofit with listed housings (See Housing Compatibility)
- EMI/RFI: meets FCC 47CFR Part 15 Class B limits, and is suitable for use in residential and commercial installations
- Airtight certified per ASTM E283 (not exceeding 2.0 CFM under 57 Pascals pressure difference)
- 90 CRI: Can be used to comply with California Title 24 High Efficacy requirements.
- 80 CRI: Can be used to comply with California Title 24 Non-Residential Lighting Controls requirements as a LED luminaire.
- Can be used for International Energy Conservation Code (IECC)
- ENERGY STAR® Certified luminaire - consult ENERGY STAR® Certified Product List
- Contains no mercury or lead and RoHS compliant.
- Photometric testing in accordance with IES LM-79
- Lumen maintenance projections in accordance with IES LM-80 and TM-21

DIMENSIONS





SLD4058xxWH
80CRI
2700K, 3000K, 3500K, and 4000K

SLD4059xxWH
90CRI
2700K, 3000K, 3500K, and 4000K

4” Surface LED Downlight

Suitable for ceiling or wall electrical junction boxes

Suitable for 4” recessed housing retrofit (IC, Non-IC & AIR-TITE™)

ORDERING INFORMATION

SAMPLE NUMBER: SLD405927WH SLD4TRMSN
Junction Box Installation: Order junction box separately, as supplied by others, to complete installation.
Recessed Installation: Order Halo recessed housing separately to complete installation.

Models	Color Rendering Index	Color Temperature (CCT)	Finish	Accessories
SLD405= 4” Surface LED Downlight, 120V California non-E26 Models **SLD405927WH**-CA **SLD405930WH**-CA **SSLD405935WH**-CA **SSLD405940WH**-CA	**8**=80 CRI **9**=90 CRI	**27**=2700K **30**=3000K **35**=3500K **40**=4000K	**WH**=White	Designer Trims Fit over the SLD4 for a designer finish **SLD4TRMSN**=4” SLD Satin Nickel **SLD4TRMTBZ**=4” SLD Tuscan Bronze **SLD4TRMWH**=4” SLD White (paintable) J-Box Spacer Extension Ring Add 15/16” depth when SLD driver cannot fit into installed junction box **SLD4EXT**=4” Surface LED J-Box Extender, 7.75” O.D. RAD Adapters When junction box is mounted flat on a ceiling or beam surface (not recessed in ceiling) **SLD4RAD**=4” SLD Round Surface J-Box Adapter, 6.15” O.D. (For 4-inch round or octagon junction boxes) Spare Parts **SLD4ACCKIT**=4” Accessory Parts Replacement Kit (Screwbase adapter, torsion springs, friction blades) **SLD4BRKT**=4” Junction Box Bracket & Screws Refer to SLD Accessories specification sheet for further information.

HOUSING COMPATIBILITY

The SLD4 is UL Listed in Halo recessed housings, and is UL Classified for use with any 4 inch diameter recessed housing constructed of steel or aluminum with an internal volume that exceeds 62.3 in³ in addition to those noted below:

Compatible Halo LED Housings with LED luminaire connector (high-efficacy compliant)		
HALO LED	**Recessed Can Size**	**Catalog Number**
	4"	H995ICAT, H995RICAT, H245ICAT, H245RICAT
Compatible Halo Incandescent E26 Screwbase Housings		
HALO	**Recessed Can Size**	**Catalog Number**
	4"	H99ICAT, H99TAT, H99RTAT, E4ICATSB, E4TATSB, E4RTATSB

COMPATIBLE WITH EATON'S CROUSE-HINDS JUNCTION BOXES



TP316
for non-metallic cable
4" x 4" x 2-1/8"
(102mm x 102mm x 54mm)



TP317
for metal clad cable
4" x 4" x 2-1/8"
(102mm x 102mm x 54mm)

- **TP316** - for non-metallic cable
- **TP317** - for metal clad cable
- UL Listed
- Refer to www.crouse-hinds.com

COMPATIBLE WITH MANY OTHER JUNCTION BOXES*



4" octagon light fixture/fan steel box
4" x 4" x 2-1/8"
(102mm x 102mm x 54mm)



4" octagon steel box
4" x 4" x 1-1/2"
(102mm x 102mm x 38mm)



4" round new work non-metallic box with hanger bar assembly
4" diameter x 2-3/16" (102mm x 56mm)



4" round new work non-metallic light fixture/fan box
4" diameter x 2-3/16"
(102mm x 56mm)



3-1/2" round new work non-metallic ceiling box
3-1/2" diameter x 2-3/4"
(89mm x 70mm)



3-1/2" round old work non-metallic box
4-1/4" O.D. flange, 3-1/2" I.D. x 2-5/8"
(108mm O.D., 89mm I.D. x 67mm)



4" round surface mount box
4" diameter x 1-1/2"
(102mm x 38mm)
Requires SLD4RAD adapter

*This is a representative list of compatible junction boxes only. Information contained in this literature about other manufacturers' products is from published information made available by the manufacturer and is deemed to be reliable, but has not been verified. Eaton makes no specific recommendation on product selection and there are no warranties of performance or compatibility implied. Installer must determine that site conditions are suitable to allow proper installation of the SLD mounting bracket in the box.

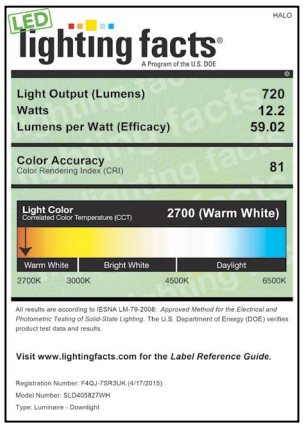
PRODUCT DATA

Cat No.	CRI	CCT	Lumens	Power (W)	LPW
SLD405827WH	81	2700	720	12.2	59
SLD405830WH	81	3000	750	12.2	61
SLD405835WH	81	3500	780	12.2	64
SLD405840WH	81	4000	800	12.2	66
SLD405927WH	92	2700	650	12	54
SLD405930WH	92	3000	670	12	56
SLD405935WH	92	3500	690	12	58
SLD405940WH	92	4000	710	12	59

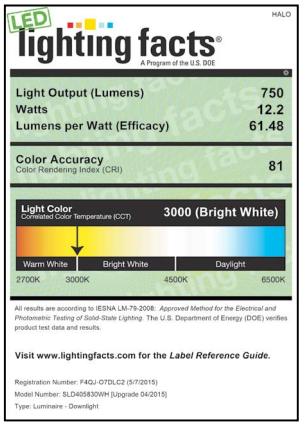
Performance values are presented as typical for the model(s) indicated. Field results may vary.

LIGHTING FACTS®

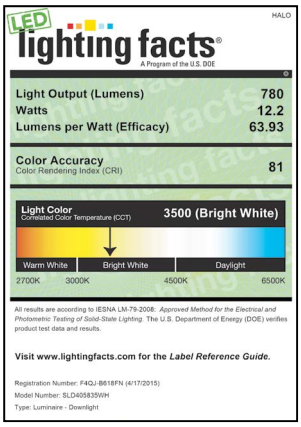
SLD405827WH - 80 CRI



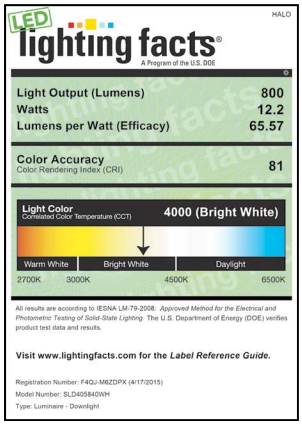
SLD405830WH - 80 CRI



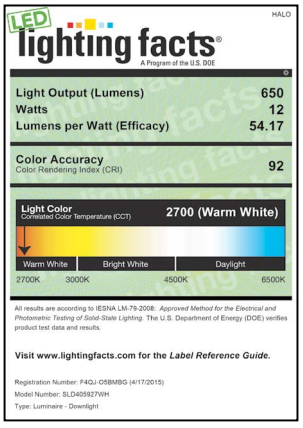
SLD405835WH - 80 CRI



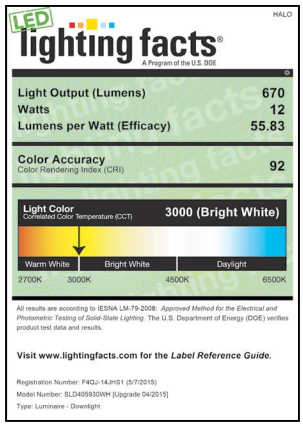
SLD405840WH - 80 CRI



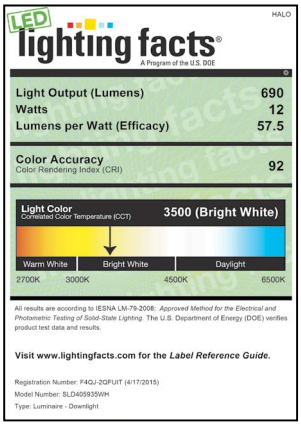
SLD405927WH - 90 CRI



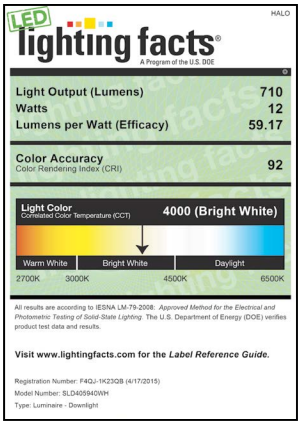
SLD405930WH - 90 CRI



SLD405935WH - 90 CRI



SLD405940WH - 90 CRI



Catalog # : _____ Project : _____

Z2 Prepared By : _____ Date : _____

Scottsdale® Legacy (CRUS)

LED Canopy Luminaire



OVERVIEW	
Lumen Package	6,000 - 22,000
Wattage Range	61 - 159
Efficacy Range (LPW)	95 - 148
Weight lbs(kg)	27 (12.2)

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Features a ultra-slim 3/4" profile die-cast housing, with flat glass lens. Unit is water-resistant, sealed and IP67 rated. Integral designed heat sink does not trap dirt and grime, ensuring cool running performance over the life of the fixture.
- Standard color is white and is finished with LSI's DuraGrip® polyester powder coat process. DuraGrip withstands extreme weather changes without cracking or peeling.
- Luminaire assembly incorporates a pressure stabilizing vent breather to prevent seal fatigue and failure.

Optical System

- Features an array of select, mid-power, high brightness, high efficiency LED chips; 5000K, 4000K, 3000K color temperature, 70 CRI.
- Choice of Symmetrical or Asymmetrical, which directs light through a clear tempered glass lens, to provide a uniform distribution.
- Five Lumen Packages: VLW (9,000), LW (10,000), SS (13,000), HO (18,000), VHO (22,000).

Electrical

- High performance factory programmable driver features over-voltage, under voltage, short-circuit and over temperature protection with integral surge protection that meets IEEE C62.41.2 and ANSI C82.77-5 Location Category C Low standards. Additional 10kV surge protection device meets a minimum Category C Low standards (per ANSI/IEEE C62.41.2).
- Driver components are fully encased in potting for moisture resistance. Complies with IEC and FCC standards. 0-10 V dimming supplied standard with all drive currents.
- Die-cast aluminum, wet location rated driver/electrical enclosure is elevated above canopy deck to prevent water entry, provide easy "knock-out" connection of primary wiring and contributes to attaining the lowest operating temperatures available. Seals to optical housing via one-piece molded silicone gasket.
- Universal voltage power supply, 120-277 VAC, 50/60 HZ and 347-480 VAC, 50/60 HZ input.
- -40°C to 50°C (-40°F to +122°F) ambient operating temperature.
- Minimum 60,000 to 100,000 hours depending upon the ambient temperature of the installation location. See LSI website for specific guidance.

Hazardous Locaiton

- Designed for lighter than air fuel applications. Product is suitable for Class 1 Divisions 2 only when properly installed per LSI installation intructions. See lsi-industries.com for specific guidance. LW and SS lumen packages only.

Installation

- One-person installation.
- Installs in a 12" or 16" deck pan. Deck penetration consists of a 4" hole, simplifying installation and water sealing. Unit is designed to quickly retrofit into existing Scottsdale (4") hole as well as openings for Encore and Encore Top Access and to reconnect wiring for the SC/ECTA without having to relocate the conduit.
- Retro panels are available for existing Encores as well as kits for recessed and 2x2 installations (see separate spec sheets). Support brackets are provided standard, to prevent sagging of deck.

Warranty

- LSI LED Fixtures carry a 5-year warranty or 10-year warranty with registration for petroleum applications only (contact your LSI representative for details).

Listings

- UL and ETL listed to UL 1598, UL 8750 and other U.S. and International safety standards. Suitable for wet locations.
- Meets Buy American Act requirements.

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Scottsdale® Legacy LED Canopy Luminaire

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: **CRUS SC LED SS 50 UE WHT**

Prefix	Distribution	Light Source	Drive Current	Color Temp	Input Voltage	Finish	Options
CRUS - LED Canopy Luminaire	**SC** - Symmentric **AC**[1] - Asymmetric	**LED**	**VLW** - Very Low Watt **LW** - Low Watt **SS** - Super Saver **HO** - High Output **VHO** - Very High Output	**50** - 5,000K **40** - 4,000K **30** - 3,000K	**UE** - Universal Voltage (120 - 277V) **347 - 480V**	**WHT** - White **BRZ** - Bronze **BLK** - Black	**HL**[2] - Hazardous Location

Notes:
1 - AC distribution utilizes a reflector which alters the look from a standard SC distribution.
2 - LW and SS lumen packages only

PERFORMANCE

Back to Quick Links

DELIVERED LUMENS*

Lumen Package	Distribution	3000K CCT			4000K CCT			5000K CCT			Avg. Watts
		Delivered Lumens	Efficacy	BUG Ratings	Delivered Lumens	Efficacy	BUG Ratings	Delivered Lumens	Efficacy	BUG Ratings	
VLW	SC	7933	130	B3-U0-G1	7977	131	B3-U0-G1	9055	148	B3-U0-G1	61
	AC	6687	110	B2-U0-G1	6723	110	B2-U0-G1	7632	125	B2-U0-G2	
LW	SC	9221	125	B3-U0-G1	9272	125	B3-U0-G1	10525	142	B3-U0-G1	74
	AC	7783	105	B2-U0-G1	7826	106	B2-U0-G1	8884	120	B2-U0-G2	
SS	SC	11980	122	B3-U0-G1	12046	128	B3-U0-G1	13674	140	B3-U0-G1	98
	AC	10159	104	B3-U0-G2	10215	104	B3-U0-G2	11595	118	B3-U0-G2	
HO	SC	16325	124	B3-U0-G1	16415	124	B3-U0-G1	18633	141	B3-U0-G1	132
	AC	13269	101	B3-U0-G2	13342	101	B3-U0-G2	15145	115	B3-U0-G2	
VHO	SC	19641	124	B4-U0-G2	19749	124	B4-U0-G2	22418	141	B4-U0-G2	159
	AC	15124	95	B3-U0-G2	15207	96	B3-U0-G2	17262	109	B3-U0-G2	

*LED Chips are frequently updated therefore values are nominal.

RECOMMENDED LUMEN MAINTENANCE

Ambient Temperature C	0 hrs.	25K hrs.	50K hrs.	75K hrs.	100K hrs
25	25	100%	97%	92%	88%
30	30	100%	97%	92%	88%
35	40	100%	95%	90%	85%
40	50	100%	94%	89%	83%

FOOTNOTES:
1 - Lumen maintenance values at 25˚C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
2 - In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
3 - In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

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PHOTOMETRICS

Back to Quick Links

Luminaire photometry has been conducted by an accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See http://www.lsi-industries.com/products/led-lighting-solutions.aspx for detailed photometric data.

CRUS-SC-SS-50

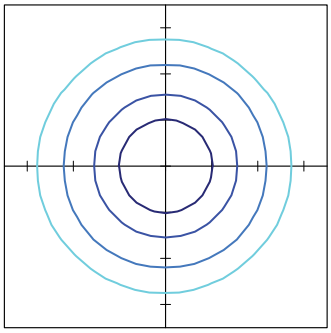
LUMINAIRE DATA

Wide Distribution	
Description	5000 Kelvin, 70 CRI
Delivered Lumens	13,674
Watts	97.9
Efficacy	140
IES Type	Type VS - Very Short
BUG Rating	B3-U0-G1

Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	3652.2	26.7%
Medium (30-60)°	7382.4	54.0%
High (60-80)°	2489.8	18.2%
Very High (80-90)°	149.4	1.1%
Uplight (90-180)°	0.0	0.0%
Total Flux	13673.8	100%

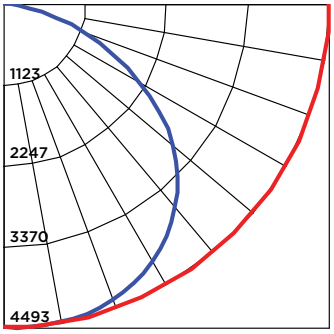
ISO FOOTCANDLE PLOT



15' Mounting Height / 10' Grid Spacing

10 FC 5 FC 2 FC 1 FC

POLAR CURVE



CRUS-AC-SS-50

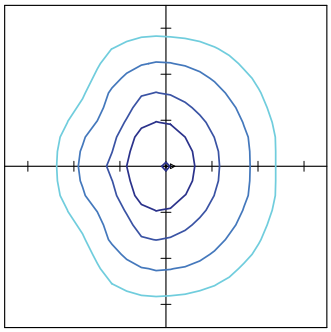
LUMINAIRE DATA

Wide Distribution	
Description	5000 Kelvin, 70 CRI
Delivered Lumens	11595
Watts	98.8
Efficacy	117
IES Type	Type III - Very Short
BUG Rating	B2-U0-G2

Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	2766.0	23.9%
Medium (30-60)°	5868.8	50.6%
High (60-80)°	2712.2	23.4%
Very High (80-90)°	248.1	2.1%
Uplight (90-180)°	0.0	0.0%
Total Flux	11595.1	100%

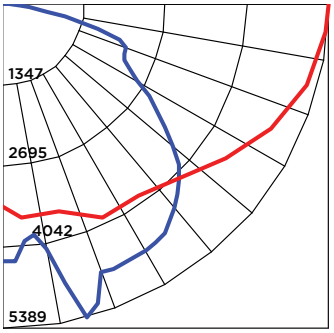
ISO FOOTCANDLE PLOT



15' Mounting Height / 10' Grid Spacing

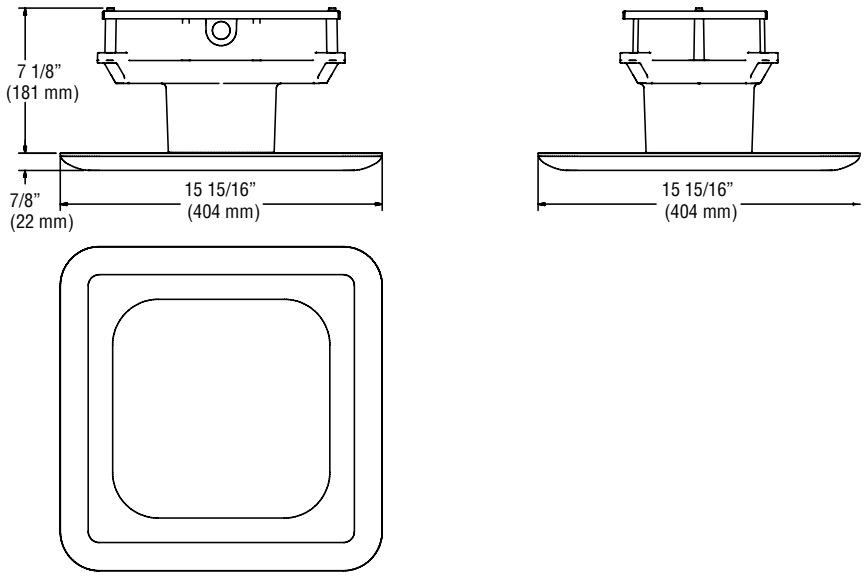
10 FC 5 FC 2 FC 1 FC

POLAR CURVE



PRODUCT DIMENSIONS

Back to Quick Links



PROGRESS LIGHTING

Project:
Fixture Type:
Location: OA
Contact:

P5642 SERIES

LED Wall Mount • Wet Location

PROGRESS LED

Specifications:

P5642-30/30K

Description:

The P5642 Series are ideal for a wide variety of interior and exterior applications including residential and commercial. The Cylinders feature a 120V alternating current source and eliminates the need for a traditional LED driver. This modular approach results in an encapsulated luminaire that unites performance, cost and safety benefits.

Construction:

- Powdercoated Antique Bronze (-20), White (-30), Black (-31), Metallic Gray (-82)
- Die-cast aluminum construction
- Flicker-free dimming to 10% brightness with most ELV type dimmers (See Dimming Notes)
- Covers a standard 4" recessed outlet box
- Mounting strap for outlet box included

Images:



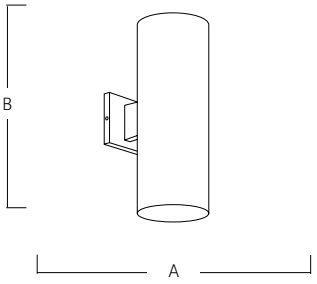
Performance:

Number of Modules	2
Input Power	29W per module
Input Voltage	120V
Input Frequency	60Hz
Lumens/LPW	2000/68 (LM-79) PER MODULE
CCT	3000K
CRI	90
Life	60,000 (L70/TM-21)
EMI/RFI	FCC Title 47, Part 15, Class B
Min. Start Temp	-30° C
Max. Operating Temp	30° C
Warranty	5 yrs.
Labels	cCSAus certified for wet locations

Dimensions:

A	B
6"	18"

Extends	H/CTR
8-7/8"	8"



Catalog number:

Base		Finish	Color Temp	CRI
P5642	-	20 - Antique Bronze	30K - 3000K	90 CRI
		30 - White		
		31 - Black		
		82 - Metallic Gray		

P5642 SERIES

LED Wall Mount • Wet Location

PROGRESS LED

P5642-30/30K

Dimming Notes:

P5642 is designed to be compatible with many Electronic Low Voltage (ELV-Reverse Phase) controls.

The following is a partial list of known compatible dimmer controls:

Electronic Low Voltage ELV Reverse Phase Controls

Lutron	Diva Series	(Part Number DVELV-300)
Lutron	Nova T Series	(Part Number NTELV-300)
Lutron	Vierti Series	(Part Number VTELV-600)
Lutron		(Part Number MAELV-600)
Lutron		(Part Number SPELV-600)
Leviton		(Part Number AWRMG-EAW)

Digital type dimmers are not recommended.

Dimming capabilities will vary depending on the dimmer control, load, and circuit installation.
Always refer to dimmer manufacturer instructions or a controls specialist for specific requirements.

Dimmer control brand names where identified above are trade names or registered trademarks of each respective company.

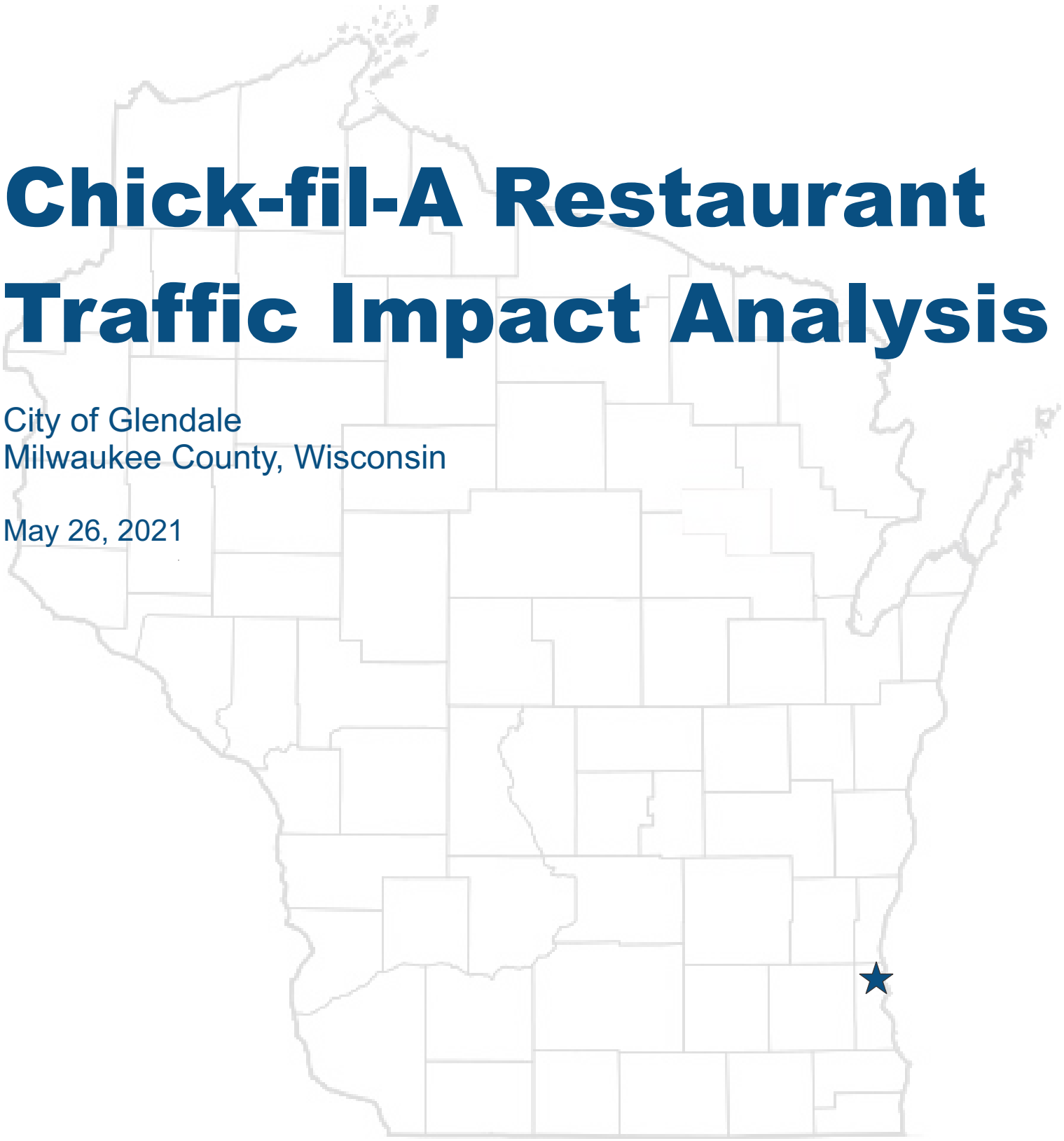
TRAFFIC ANALYSIS & DESIGN, INC.

P.O. Box 128
Cedarburg, WI 53012
800.605.3091
www.tadi-us.com

Chick-fil-A Restaurant Traffic Impact Analysis

City of Glendale
Milwaukee County, Wisconsin

May 26, 2021



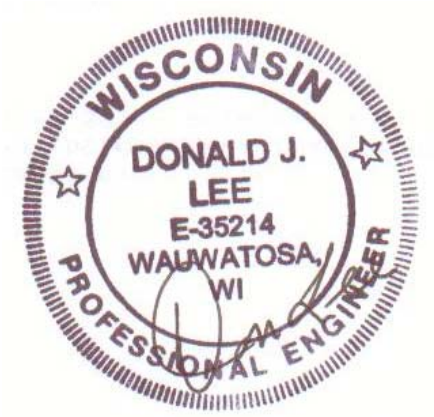
TRAFFIC IMPACT ANALYSIS FOR:

CHICK-FIL-A
PORT WASHINGTON ROAD AT
HENRY CLAY STREET

CITY OF GLENDALE, MILWAUKEE COUNTY, WISCONSIN

DATE SUBMITTED: May 26, 2021

PREPARED FOR:
HR Green, Inc.
420 N. Front Street, Suite 100
McHenry, IL 60050
Phone: (815) 385-1778
Contact Person: Joseph Varina, PE, LEED AP BD+C



PREPARED BY:
TADI
P.O. Box 128
Cedarburg, WI 53012
Phone: (800) 605-3091
Contact Persons: Don 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.

Chick-fil-A
Port Washington Road at Henry Clay Street
Traffic Impact Analysis
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Background Traffic
Full Build Traffic

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Full Build Traffic – With Modifications

CHAPTER I – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

A Chick-fil-A development is being proposed along the west side of Port Washington Road, east of IH-43, immediately north of Henry Clay Street in the City of Glendale, Milwaukee County, Wisconsin. Access to the site is proposed via one full access driveway operating as the west leg of the signalized Henry Clay Street intersection with Port Washington Road. As part of the development, the City of Glendale has requested a traffic impact analysis be conducted to determine the additional traffic expected to be generated by the development and to identify roadway modifications, if any, attributed to the new development for the opening year (2022) traffic scenario.

This report documents the procedures, findings and conclusions of the analysis. The analysis identifies recommended modifications based on existing roadway conditions, existing traffic volumes and additional traffic expected to be generated by the proposed development.

PART B – EXECUTIVE SUMMARY

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

B1. Study Area

A study area map is shown in Exhibit 1-1. The study area includes the following existing intersections. The node number corresponds to the intersection as modeled in the capacity analysis.

- *Node 100:* Port Washington Road & Henry Clay Street (traffic signal control)

B2. On-Site Development Description

A conceptual site plan for the proposed development is shown on Exhibit 1-2. The proposed site is currently a medical office building. The proposed site plan includes a fast-food restaurant with dual drive-thru lanes that curve around the building on the east, north and west sides of the restaurant. Parking is located on the south side of the building. The site plan includes the only known user on the site, specifically:

- Fast Food with drive-thru: 2,781 square foot restaurant with dual drive-thru lanes

It is noted that the proposed restaurant includes only drive-thru service; that is, dine-in is not provided at this site. The Chick-fil-A development is planned to be constructed and operational in the year 2022. The on-site development is included in the year 2022 full build (with development) traffic volumes.

B3. Off-Site Development Description

One previously approved off-site development has been identified within the limits of the study area by the City of Glendale. A Jilly's Car Wash development is planned at 5100 N Port Washington Road; approximately ½-mile south of the proposed Chick-fil-A Restaurant. The approved car wash includes the following land uses on the southern site:

- Drive-thru Car Wash: 5,121 square foot building

Since the off-site development has been previously approved, it is included in the year 2021 background traffic volumes.

B4. Site Generated Traffic

The traffic volumes expected to be generated by the Chick-fil-A development were based on the weighted average trip rates calculated from two existing Chick-Fil-A restaurants in Brookfield, Wisconsin. The trip generation was adjusted for the smaller store size as well as drive-thru operation only at the proposed store. After pass-by trip reductions as described in *Chapter IV*, the proposed Chick-fil-A development is expected to generate approximately 115 new trips (60 in/55 out) during a typical weekday midday peak hour, 95 new trips (55 in/40 out) during a typical weekday evening peak hour and 180 new trips (95 in/85 out) during a typical Saturday weekday midday peak hour. Upon build out, the proposed Chick-fil-A development is expected to generate approximately 1,270 new trips (635 in/635 out) over the course of a typical weekday.

B5. Proposed Access

Access to the site is proposed via one full access driveway operating as the west leg of the signalized Henry Clay Street intersection with Port Washington Road.

B6. Background traffic – 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.

No modifications are recommended to accommodate the year 2021 background (no development) traffic volumes. All intersections are expected to operate acceptably under the background traffic volume conditions with no modifications.

B7. Year 2021 Build Traffic – Recommended Modifications

The following modifications, shown in Exhibit 1-3, are recommended to accommodate the full build (with Chick-fil-A) traffic conditions. *Modifications are for jurisdictional consideration and are not legally binding. The City of Glendale reserves the right to determine alternative solutions.*

Node 100: Port Washington Road & Henry Clay Street/CFA Driveway

- Provide dedicated left-turn lane within the median on the south approach.
- Modify traffic signal to include a flashing yellow arrow for the northbound left-turn movements (signal heads in median and on northwest corner of intersection).
- Using pavement marking, provide at a minimum a 75-foot-long centerline to designate inbound/outbound lanes on the west approach.
- Check turning templates to allow for inbound traffic to operate with outbound queues present on the west approach.

Under the full build condition, maximum queues for the exiting movements on the west approach at the Port Washington Road intersection with Henry Clay Street are expected to extend back into the site about 5 to 6 vehicles during the typical weekday midday and evening peak hours and about 7 vehicles during the typical Saturday midday peak hour. These vehicle queues are expected to dissipate, and all vehicles are expected to exit the site during the green phase of each cycle under the traffic signal operation. However, to ensure that inbound vehicles are not queueing up and blocking entering vehicles, a painted centerline should be provided to distinguish inbound and outbound lanes on the west approach of the intersection. In addition,

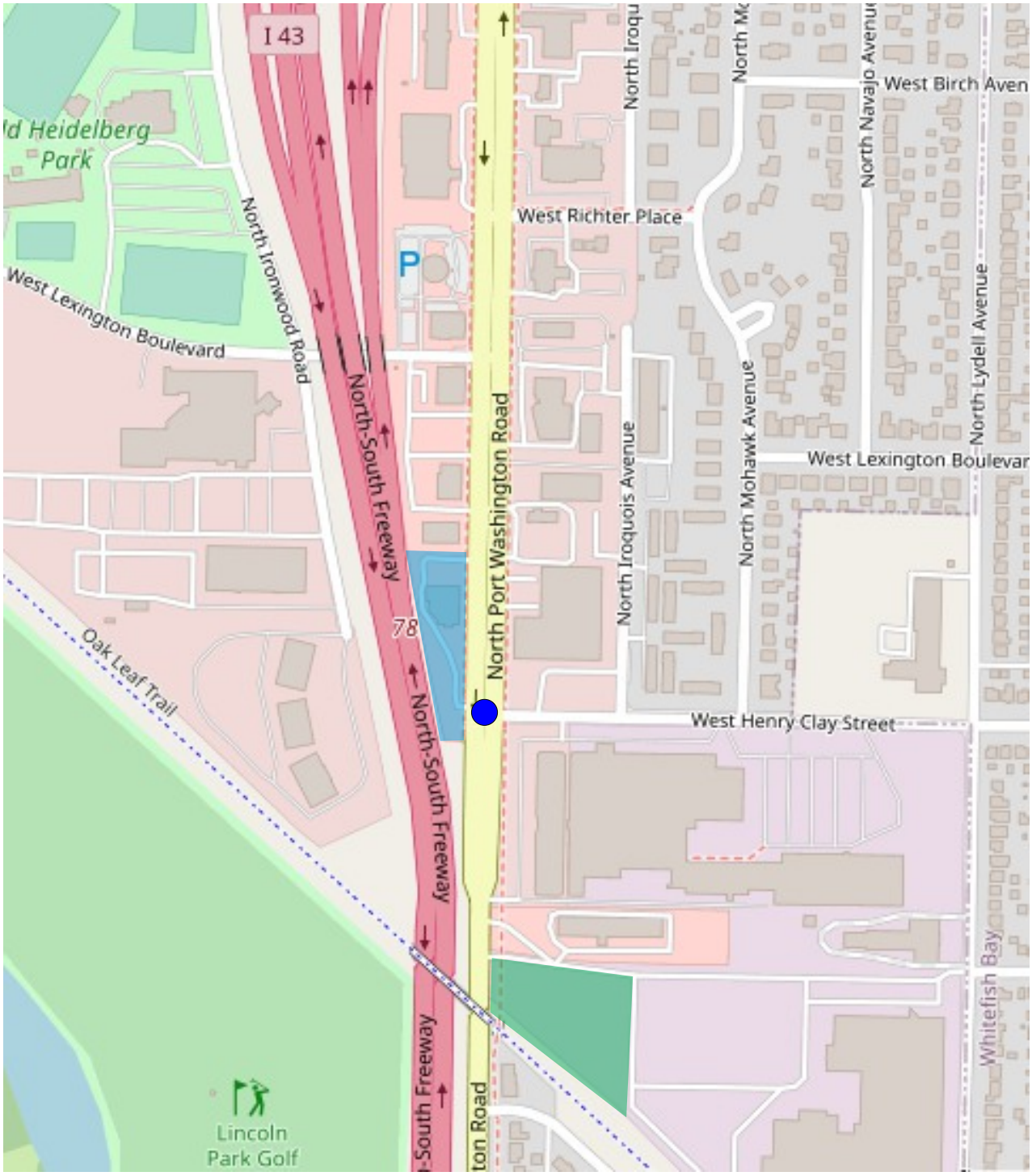
because of the angle of the driveway (ninety-degree bend to the north) on the west approach of the intersection, turning templates should be checked to ensure that entering vehicles do not encroach into the exiting lane which is expected to have 5 to 7 vehicles present during peak periods of the day.

Due to the volumes of left-turning vehicles expected to be entering the site from the south, a northbound left-turn lane is recommended for safety reasons to allow the northbound left-turn vehicles to depart the through lanes and allow the higher volume northbound through vehicles a safe condition to continue on their intended route unhindered. Without the dedicated left-turn lane, northbound left-turn queues of 2 to 3 vehicles waiting to enter the site are expected to be present and are expected to block the northbound through vehicles located behind the turning vehicles. This condition could lead to a safety concern; specifically, the potential for rear end or side-swipe crashes.

All intersections are expected to operate acceptably under the full build (with development) traffic volumes with these recommended modifications.

B8. Conclusion

With the addition of the Chick-fil-A restaurant, traffic volumes are expected to increase along Port Washington Road; however, with the exception of the need to add a dedicated northbound left-turn lane within the median of Port Washington Road, the existing infrastructure is expected to handle the additional traffic. All movements at the study area intersections are expected to operate safely and efficiently with the modifications identified in this TIA.





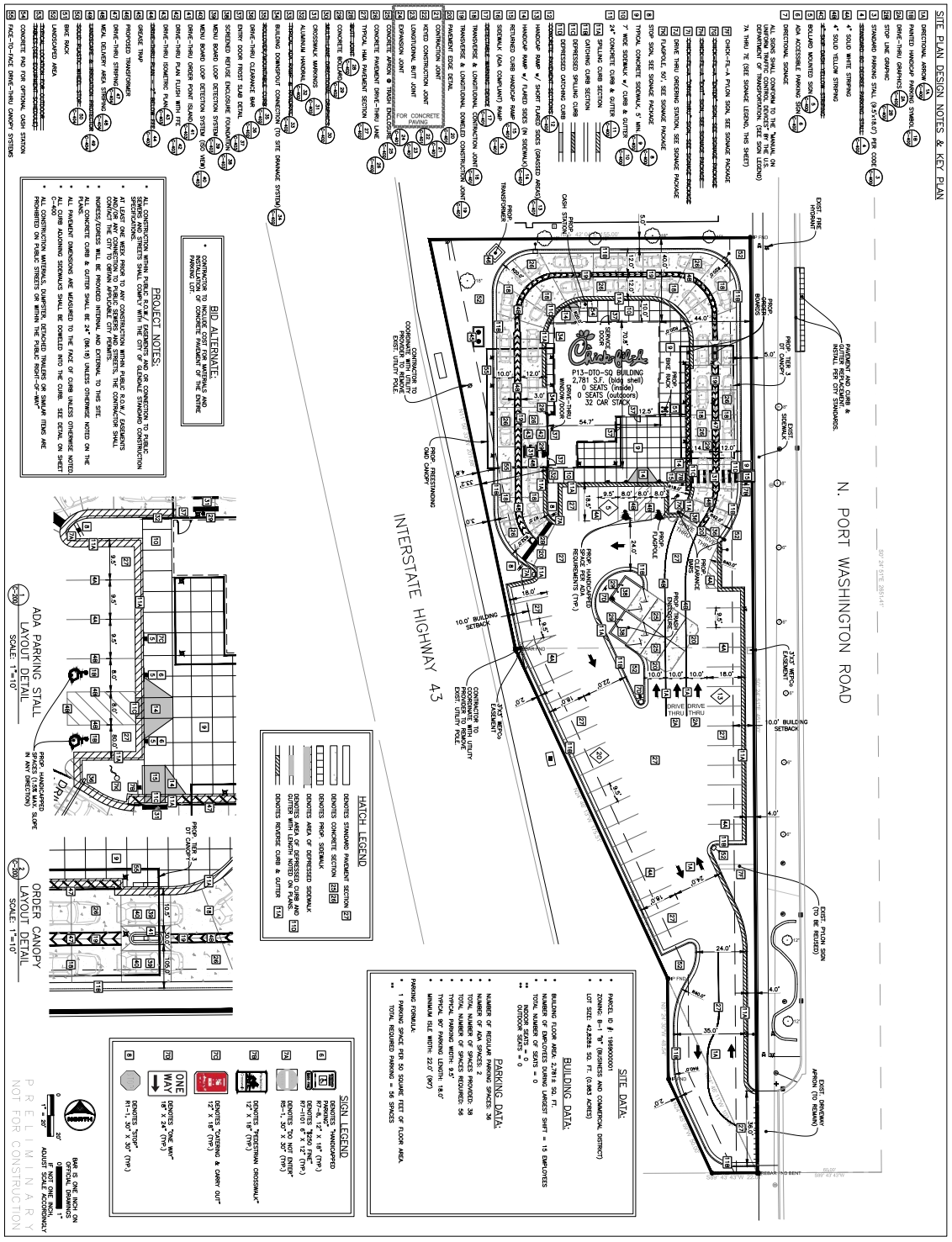
LEGEND

- Study Intersection
- Proposed Development Site
- Off-site Development Site

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TRAFFIC ANALYSIS & DESIGN, INC.
2685: 5-26-2021

EXHIBIT 1-1
PROJECT LOCATION MAP

GLENDALE, WISCONSIN



PRELIMINARY

CHICK-FIL-A

GLENDALE (WI) FSU

5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE
NO. DATE DESCRIPTION

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

ENGINEER'S PROJECT # 214406
PRINTED FOR PRELIMINARY
DATE 05/17/2021
DRAWN BY: BRY
CHECKED BY: KEG

SHEET NAME
SITE PLAN

SHEET NUMBER
C-200

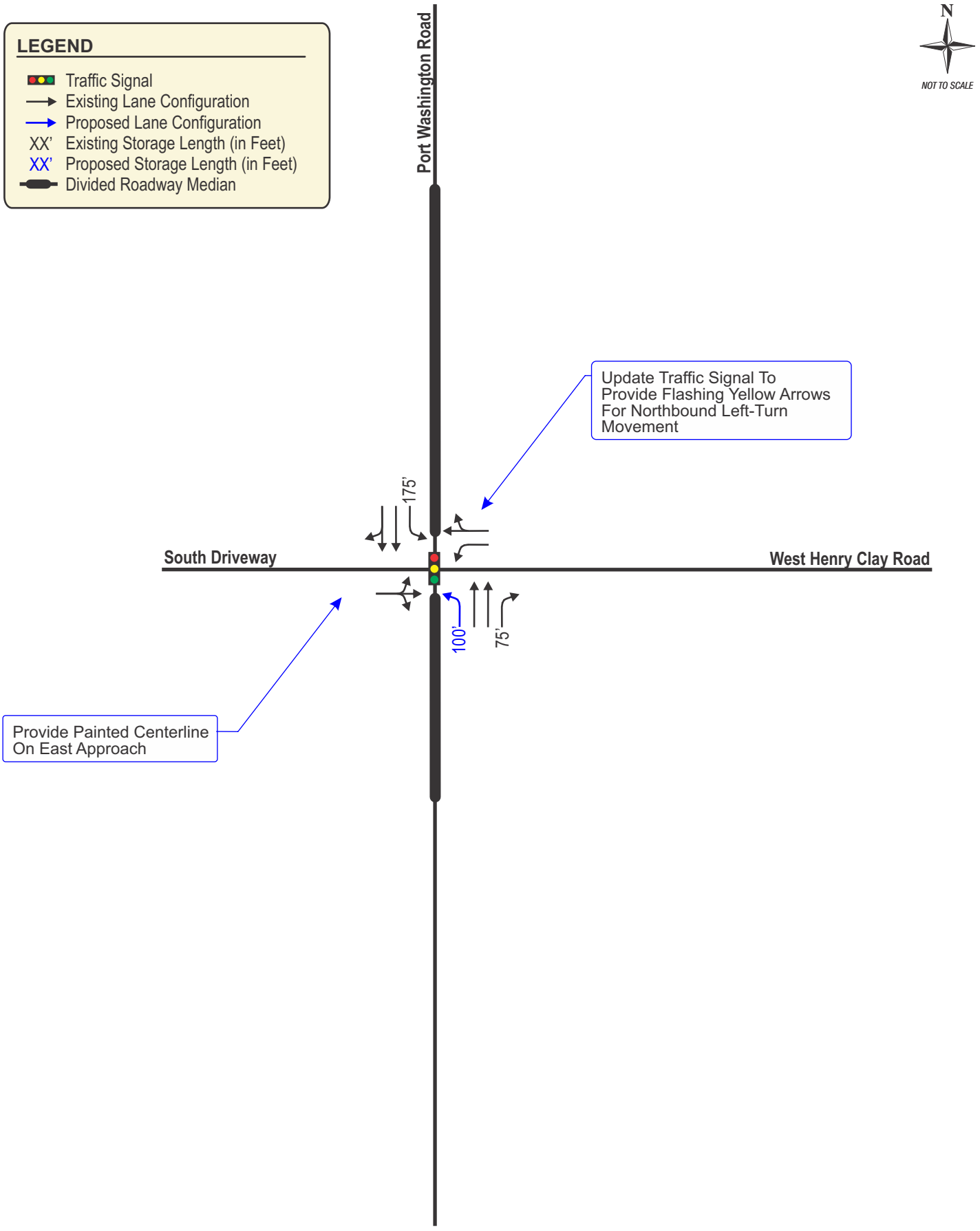
PRELIMINARY
NOT FOR CONSTRUCTION

BAR IS 1" ON ORIGINAL DRAWINGS. IF NOT 1" ADJUST SCALE ACCORDINGLY

EXHIBIT 1-2
CONCEPTUAL SITE PLAN

GLENDALE, WISCONSIN

TRAFFIC ANALYSIS & DESIGN, INC.
2685: 5-26-2021



TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2685: 5-26-2021

EXHIBIT 1-3
FULL BUILD TRAFFIC RECOMMENDED MODIFICATIONS

GLENDALE, WISCONSIN

CHAPTER II – PROPOSED DEVELOPMENT

PART A – ON-SITE DEVELOPMENT

A1. Development Description and Site Location

A Chick-fil-A development is being proposed along the west side of Port Washington Road, east of IH-43, and immediately north of Henry Clay Street in the City of Glendale, Milwaukee County, Wisconsin. A study area map is shown in Exhibit 2-1. A conceptual site plan is shown in Exhibit 2-2.

A2. Land Use and Intensity

The proposed site is currently a medical office building located along the west side of Port Washington Road. The development site is bordered by commercial uses to the north and east along Port Washington Road and light industrial uses to the southeast. The site is also bordered by IH-43 directly to the west. Direct access to the I-43 is available along Port Washington Road, approximately ¼ -mile to the north and approximately ½-mile to the south.

The proposed site plan includes a fast-food restaurant with dual drive-thru lanes that curve around the building on the east, north and west sides of the restaurant. Parking is located on the south side of the building. The site plan includes the only known user on the site, specifically:

- Fast Food with drive-thru: 2,781 square foot restaurant with dual drive-thru lanes

It is noted that the proposed restaurant includes only drive-thru service; that is, dine-in is not provided at this site.

A3. Development Phasing and Timing

The Chick-fil-A development is planned to be constructed and operational in the year 2022. The on-site development is included in the year 2022 full build (with development) traffic volumes.

PART B – STUDY AREA

B1. Influence Area

The primary influence area for this traffic study includes the City of Glendale and its surrounding communities. Due to the development location in close proximity to IH-43, commuters from further away communities may also be expected to influence traffic to/from the development site.

B2. Area of Significant Traffic Impact

The study area includes the following existing intersections. The node number corresponds to the intersection as modeled in the capacity analysis.

- *Node 100:* Port Washington Road & Henry Clay Street (traffic signal control)

Access to the site is proposed via one full access driveway operating as the west leg of the signalized Henry Clay Street intersection with Port Washington Road. A conceptual site plan showing the access driveway is shown on Exhibit 2-2.

PART C – OFF-SITE DEVELOPMENT

One previously approved off-site development has been identified within the limits of the study area by the City of Glendale. A Jilly's Car Wash development is planned at 5100 N Port Washington Road; approximately ½-mile south of the proposed Chick-fil-A Restaurant. The approved car wash includes the following land uses on the southern site:

- Drive-thru Car Wash: 5,121 square foot building

Since the off-site development has been previously approved, it is included in the year 2021 background traffic volumes.

PART D – SITE ACCESSIBILITY

D1. Study Area Roadways

Port Washington Road is a north/south four-lane divided urban arterial roadway within the limits of the study area intersection with a posted speed limit of 35-mph. The Year 2019 WisDOT AADT's on Port Washington Road were approximately 22,300 vehicles per day (vpd) north of Lexington Boulevard and 15,600-vpd south of Henry Clay Street. Sidewalks are provided along both sides of Port Washington Road within the limits of the intersection. However, south of the intersection, sidewalks only exist along the east side of the road. In addition, a bus bump out exists immediately south of the intersection along the west side of Port Washington Road. Parking is not allowed on Port Washington Road within the limits of the study area.

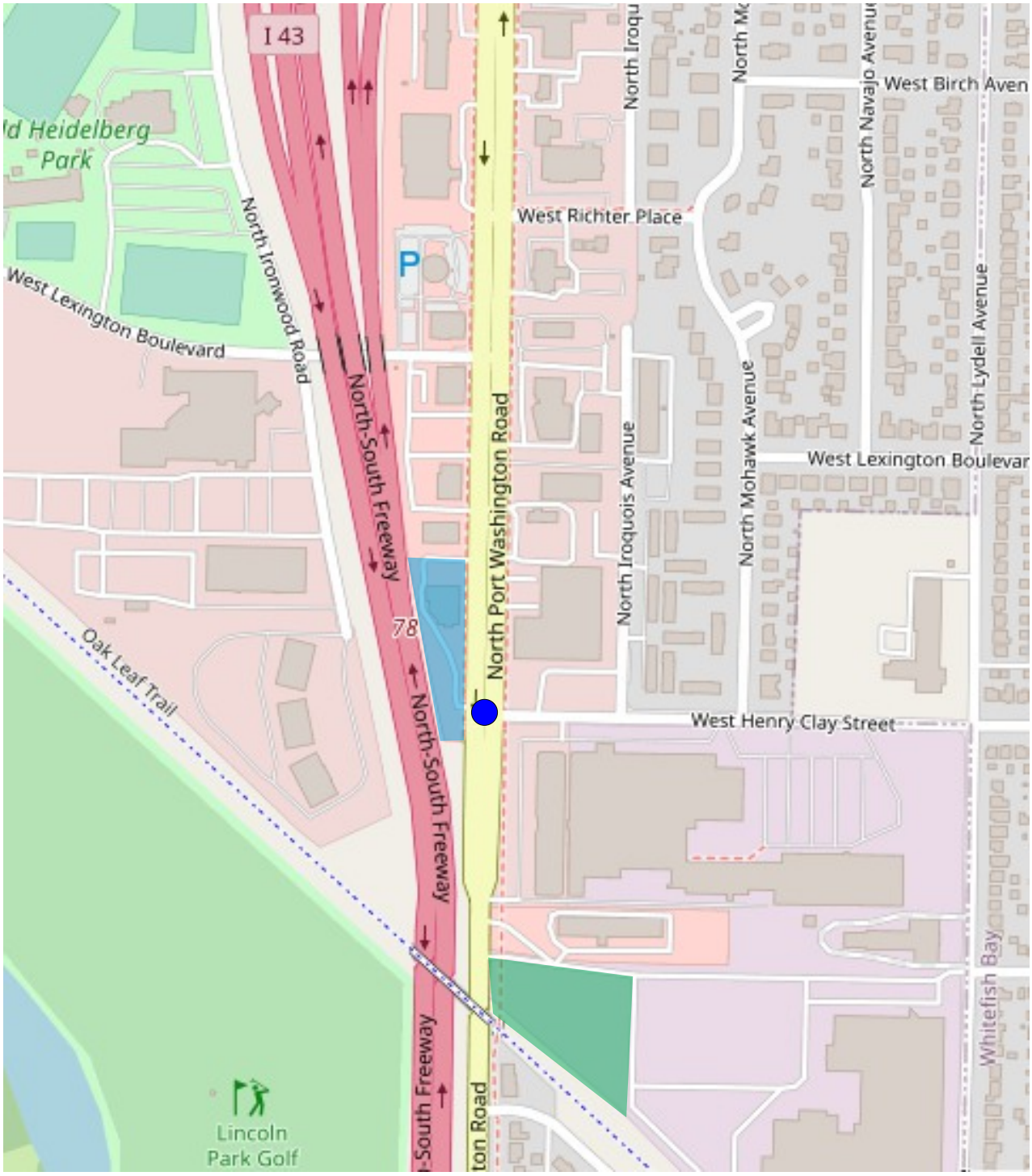
Henry Clay Street is an east/west four-lane undivided roadway east of Port Washington Road. The west leg of the Henry Clay Street intersection with Port Washington Road is a private driveway access to an office building parking lot. The posted speed limit on Henry Clay Street is 25-mph east of Port Washington Road. The Year 2019 WisDOT AADT on Henry Clay Street is 4,700-vpd immediately east of Port Washington Road. There are no sidewalks on Henry Clay Street. Parking is allowed on the south side of Henry Clay Street within the limits of the intersection.

D2. Pedestrian & Bicycle Accommodations

As described above, there are currently pedestrian sidewalks provided along both sides of Port Washington Road within the limits of the intersection. However, south of the intersection, sidewalks only exist along the east side of the road. No designated on-street or off-street bicycle facilities were identified.

D3. Transit Accommodations

Milwaukee County Transit System (MCTS) currently operates Route 68 along Port Washington Road through the Port Washington Road intersection with Henry Clay Street. The routes operate with 30-minute headways throughout the weekday hours of approximately 6:00am to 7:00pm.





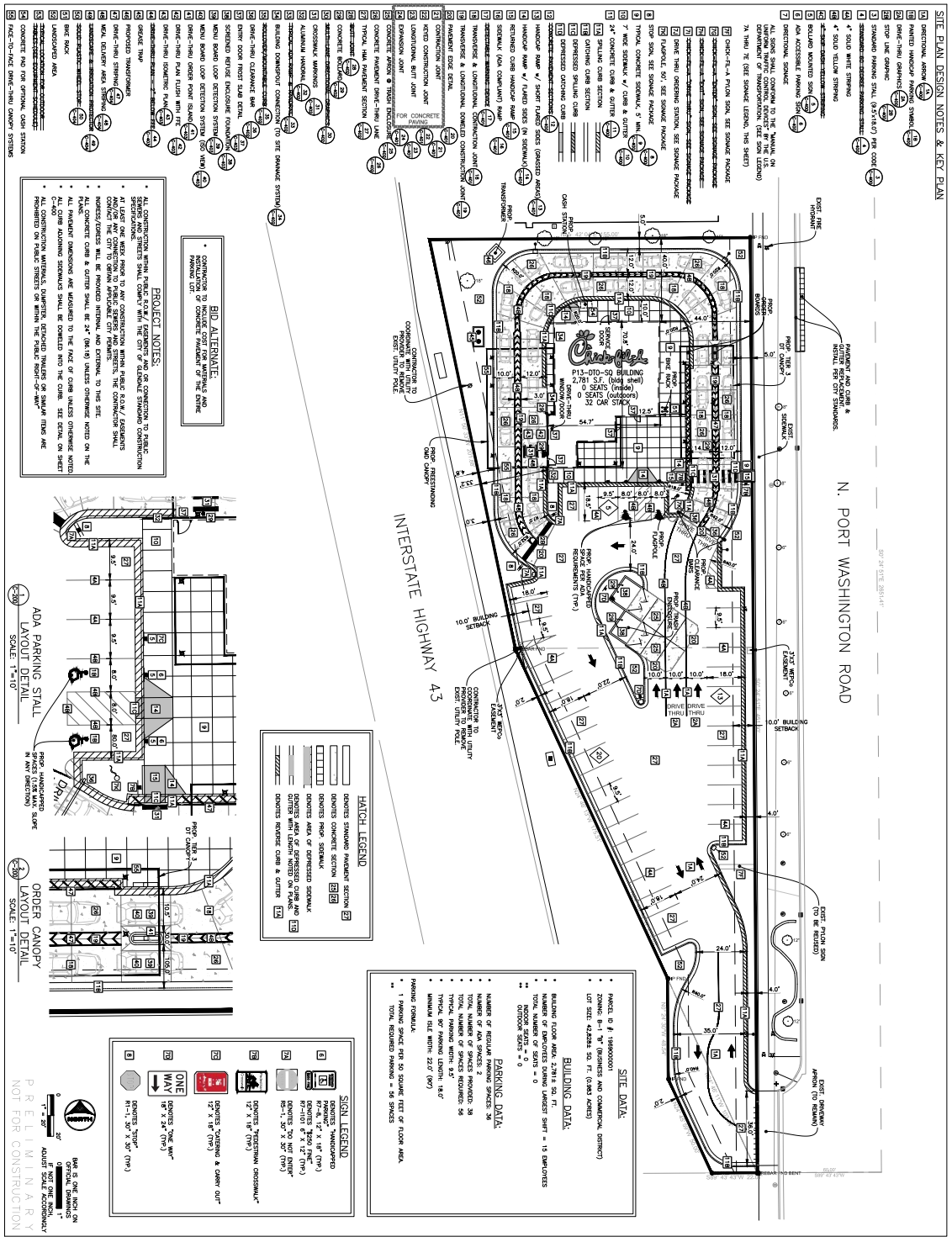
LEGEND

- Study Intersections
- Proposed Development Site
- Offsite Development Site

TADI
TRAFFIC ANALYSIS & DESIGN, INC.
2685: 5-26-2021

EXHIBIT 2-1
PROJECT LOCATION MAP

GLENDALE, WISCONSIN



PRELIMINARY

CHICK-FIL-A

GLENDALE (WI) FSU

5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE
NO. DATE DESCRIPTION

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

ENGINEER'S PROJECT # 214400
PRINTED FOR PRELIMINARY
DATE 05/17/2021
DRAWN BY BRN
CHECKED BY

SHEET NAME
SITE PLAN

SHEET NUMBER
C-200

EXHIBIT 2-2
CONCEPTUAL SITE PLAN

GLENDALE, WISCONSIN

TRAFFIC ANALYSIS & DESIGN, INC.
2685: 5-26-2021

CHAPTER III – ANALYSIS OF EXISTING CONDITIONS

PART A – PHYSICAL CHARACTERISTICS

A transportation detail showing existing lane configurations, traffic controls, posted speed limits, and approximate intersection spacing is included in Exhibit 3-1.

PART B – EXISTING & BACKGROUND (FACTORED) TRAFFIC VOLUMES

Weekday midday (11:00am to 1:00pm), weekday evening (4:00 to 6:00pm) and Saturday midday (11:00am to 1:00pm) turning movement traffic counts were collected by TADI in early-May of 2021 at the Port Washington Road intersection with Henry Clay Street as well as the north right-in/right-out driveway to the proposed site.

Based on the turning movement counts, the weekday midday, weekday evening and Saturday midday peak hours were identified as being 12:00 to 1:00 pm, 4:15 to 5:15 pm and 12:00 to 1:00 pm; respectively. Since the turning movement counts for this study were conducted during the spring of the current health crisis/pandemic, historic hourly data from WisDOT's 2019 AADT count stations located along the Port Washington Road and Henry Clay Street corridors were compared to the weekday midday and weekday evening hourly through volumes collected at the study area intersections as part of this study as follows:

- The Port Washington Road volumes from the 2021 turning movement counts, north of Henry Clay Street, were about 41-percent lower during the weekday afternoon peak hour and 24-percent lower during the weekday evening peak hour than the 2019 WisDOT traffic volumes along the corridor during the typical pre-Covid weekday peak hour traffic conditions.
- The Port Washington Road volumes from the 2021 turning movement counts, south of Henry Clay Street, were about 19-percent lower during the weekday afternoon peak hour and 2-percent lower during the weekday evening peak hour than the 2019 WisDOT traffic volumes along the corridor during the typical pre-Covid weekday peak hour traffic conditions.
- The Henry Clay Street volumes from the 2021 turning movement counts, east of Port Washington Road were about 32-percent lower during the weekday afternoon peak hour and 14-percent higher during the weekday evening peak hour than the 2019 WisDOT traffic volumes along the corridor during the typical pre-Covid weekday peak hour traffic conditions.

Based on the comparison of historic WisDOT hourly weekday midday and weekday evening data, when the peak hour traffic volumes collected as part of this study were determined to be lower than the typical pre-Covid weekday peak hour traffic conditions, the year 2021 updated traffic volumes were "factored up" to typical (pre-Covid 2021) conditions based on this comparison. When the volumes from the 2021 turning movement counts were determined to be higher, the year 2021 updated traffic volumes were not factored and were utilized as collected as part of this study. The Saturday midday peak hour volumes were adjusted based on the weekday midday peak hour adjustment factors; for all cases adjusting the Saturday midday peak hour volumes up.

The existing peak hour traffic volumes collected as part of this study and balanced along the Port Washington Road corridor are shown in Exhibit 3-2A. The year 2021 factored traffic volumes are shown in Exhibit 3-2B. All traffic count backup data as well as the historic WisDOT AADT information have been included in the appendix.

Since the existing medical office land use operating on the site was still operating during the time when turning movement counts were conducted for this study, the existing driveway trips should be subtracted from the existing traffic counts. The existing land use driveway trips are shown on Exhibit 3-2C. In addition, since the identified off-site development has been previously approved, it should be included in the year 2021 background traffic volumes. To calculate the year 2021 background traffic volumes, the off-site new trips (Exhibit 4-7) were added to the year 2021 factored traffic volumes (Exhibit 3-2B) and the existing land use driveway trips (Exhibit 3-2C) were subtracted from these totals. The year 2021 background (factored) traffic volumes are shown in Exhibit 3-2D.

PART C – 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, 6th Edition* (HCM). 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, and as is standard for use by WisDOT and most communities, LOS D or better was used to define desirable 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 intersections, average delays are less than 10 seconds.
>
> *LOS B* represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 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.
>
> *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.
>
> *LOS E* represents the capacity of the intersection. At signalized intersections, average vehicle delays are 55 to 80 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.

C2. Year 2021 Background Traffic Operations

Table 1 shows the year 2021 background (factored) traffic peak hour operating conditions and maximum queues at the study area intersections. The year 2021 background (factored) traffic analysis was performed using the year 2021 background (factored) traffic volumes (Exhibit 3-2D), the existing transportation detail (Exhibit 3-1) and the existing traffic signal timings included in the appendix.

Table 1
Background (Factored) 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*	*2*		*1*	*1*		*2*	
Node 100: Port Washington Road & Henry Clay Street/CFA Driveway *Traffic Signal Control*	Mid	LOS	D			D		D	B		A	A		A	B
		Delay	41			49		43	12		8	8		7	14
		Queue	25'			145'		145'	190'		25'	45'		130'	
	PM	LOS	D			D		D	B		B	A		A	B
		Delay	40			48		43	14		10	9		8	15
		Queue	25'			150'		170'	265'		40'	80'		145'	
	SAT	LOS	D			D		D	B		A	A		A	B
		Delay	41			49		44	11		9	8		7	14
		Queue	25'			145'		160'	195'		30'	60'		125'	

(-) 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.
Where zero is shown for the volume at a particular movement, a minimum value of 1 was used in the model.
U-Turns, if any, are included in the left-turn volume.

As shown, all movements under the year 2021 background (factored) traffic volumes are expected to operate at LOS D or better conditions during the typical weekday midday, weekday evening and Saturday midday peak periods.

PART D – SOURCES OF DATA

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

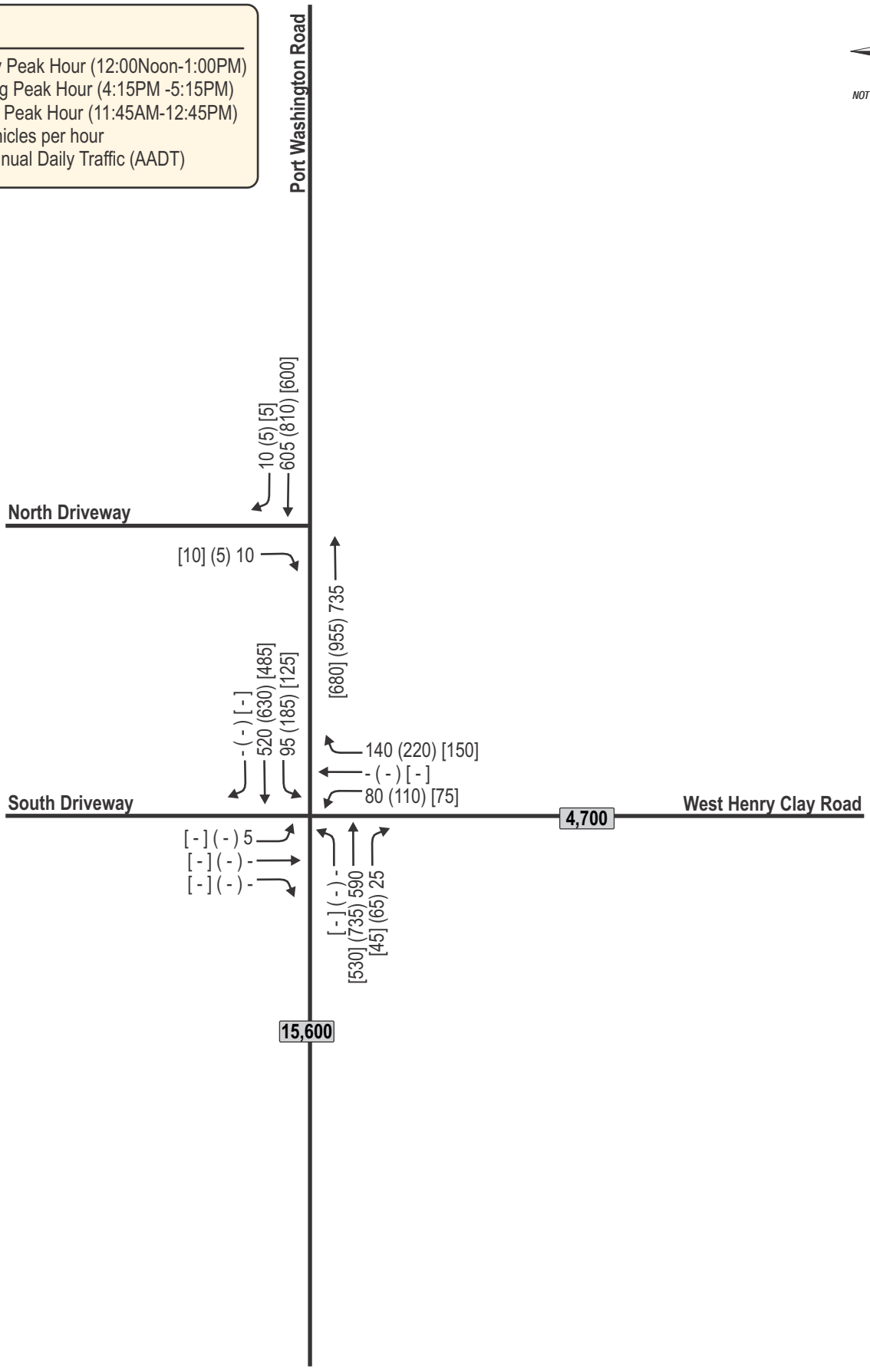
- Turning movement traffic counts – TADI
- AADT hourly backup data - WisDOT
- Existing transportation details – TADI along with Google Earth
- Existing traffic signal timings – City of Glendale
- Development information – HR Green, Inc.
- Transit information – Milwaukee County Transit System website



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EXHIBIT 3-1
EXISTING TRANSPORTATION DETAIL

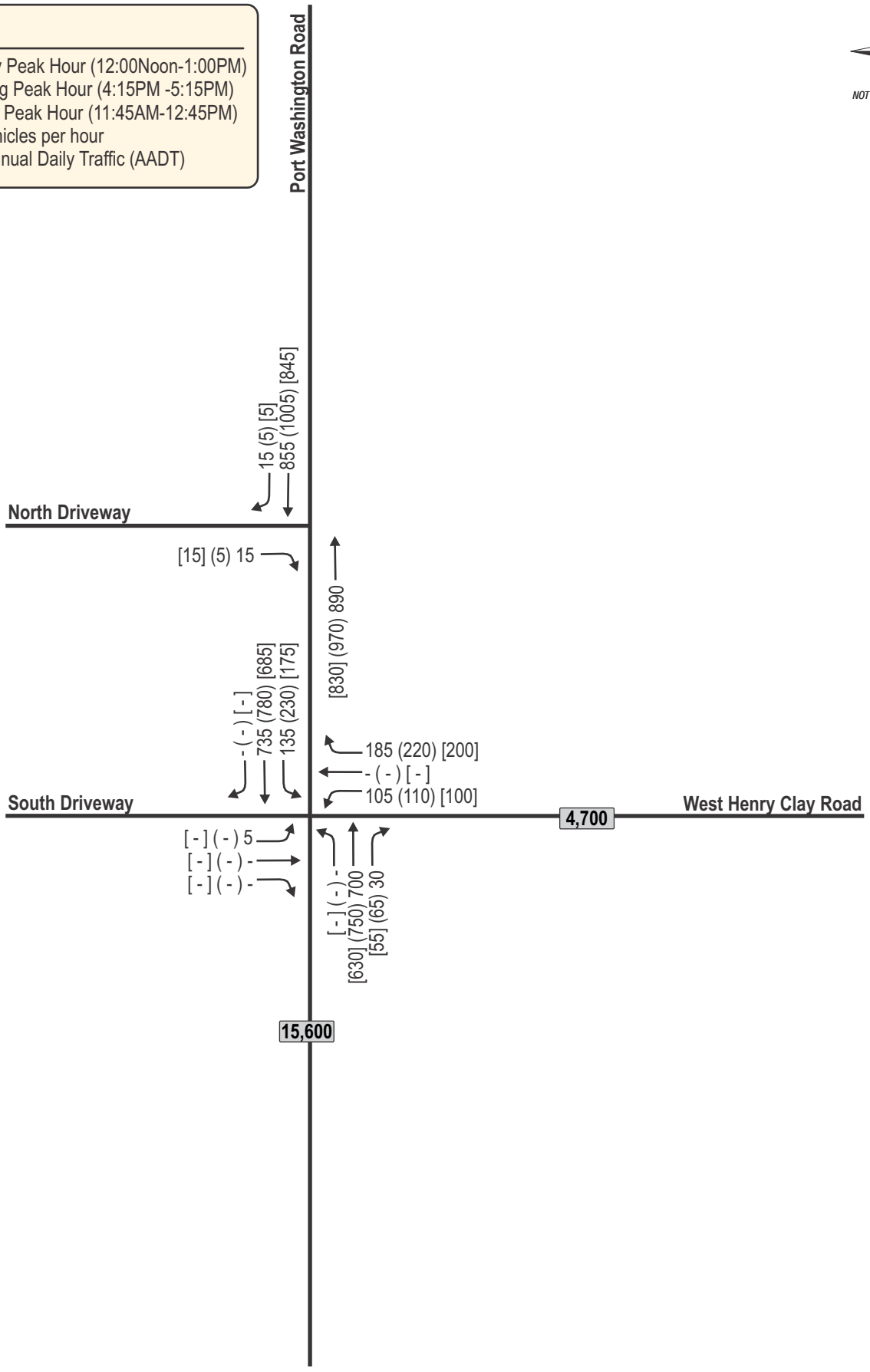
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EXHIBIT 3-2A
YEAR 2021 EXISTING TRAFFIC VOLUMES

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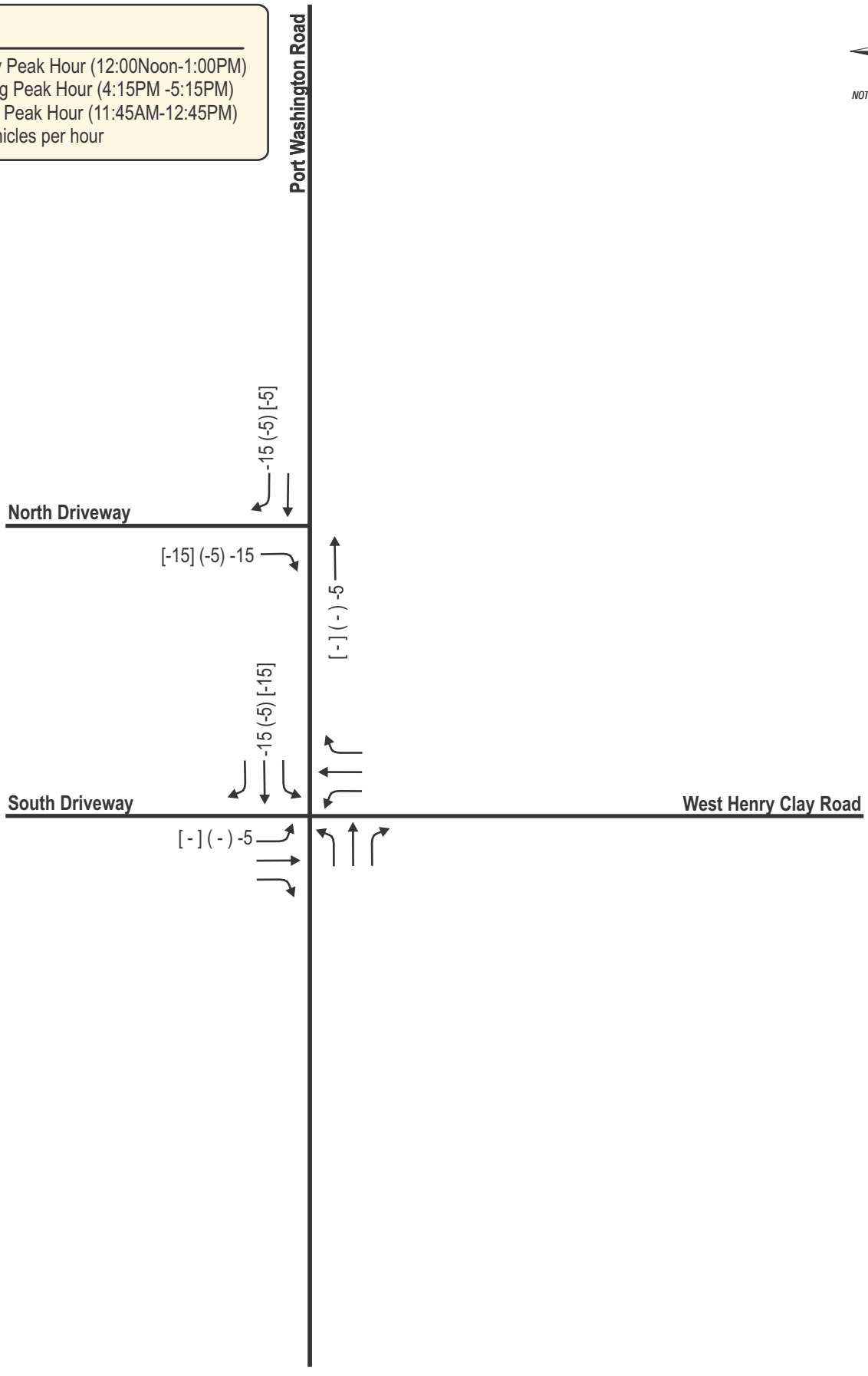
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EXHIBIT 3-2B
FACTORED TRAFFIC VOLUMES

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LEGEND

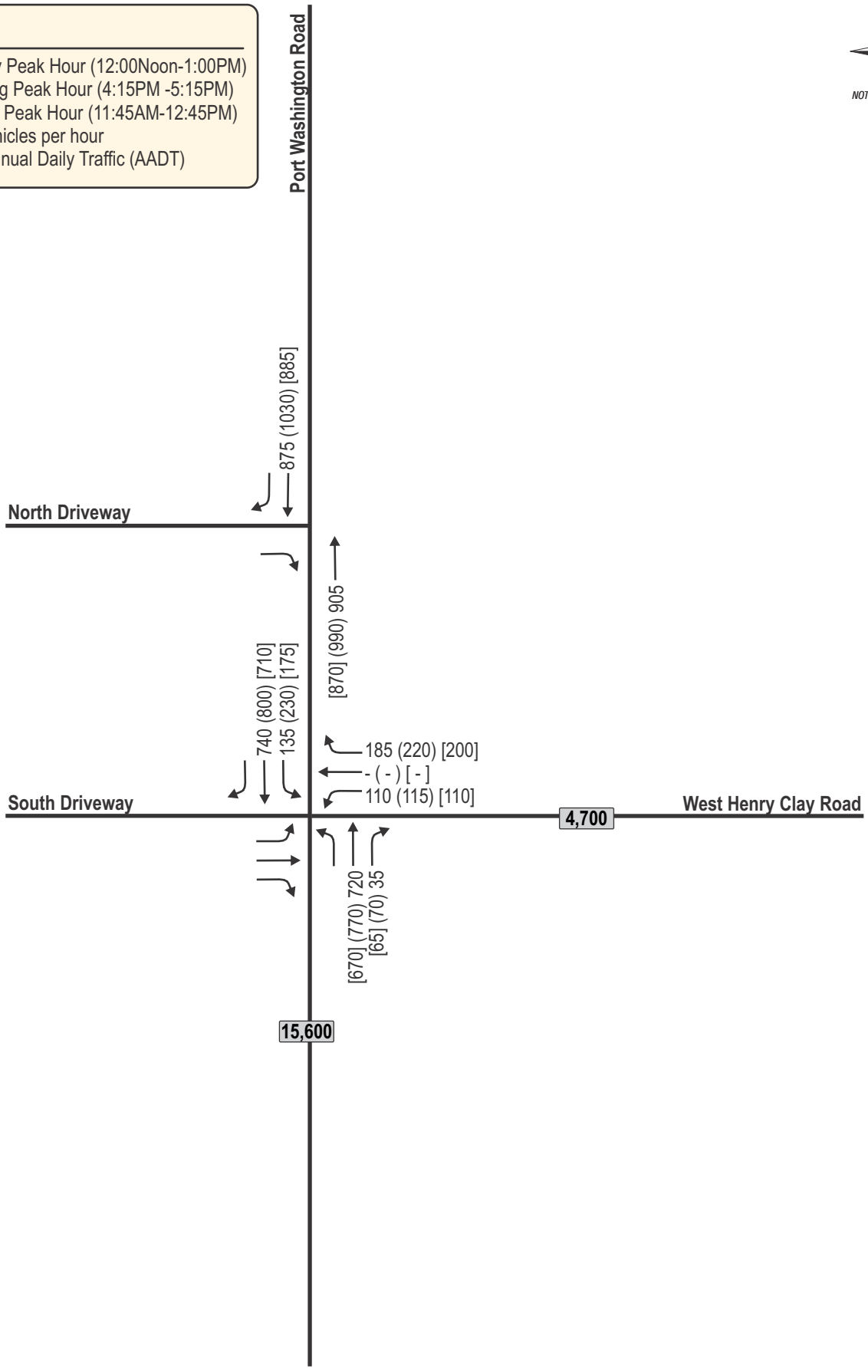
XX	Weekday Midday Peak Hour (12:00Noon-1:00PM)
(XX)	Weekday Evening Peak Hour (4:15PM -5:15PM)
[XX]	Saturday Midday Peak Hour (11:45AM-12:45PM)
-	Fewer than 3 vehicles per hour



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EXHIBIT 3-2C
EXISTING LAND USE TRIPS

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EXHIBIT 3-2D
BACKGROUND (FACTORED) TRAFFIC VOLUMES

GLENDALE, WISCONSIN

CHAPTER IV – FORECASTED TRAFFIC

PART A – SITE TRAFFIC FORECASTING

To address any potential future traffic impacts at the study area intersections, it is necessary to identify the hourly volume of traffic generated by anticipated development. The traffic volumes expected to be generated by the Chick-fil-A development were based on the weighted average trip rates calculated from two existing Chick-Fil-A restaurants in Brookfield, Wisconsin. Utilizing the actual traffic counts taken during the weekday PM and Saturday midday peak hours at the Brookfield sites in March of 2019 (pre-Covid conditions), a comparison was completed with the volumes calculated utilizing the trip rates as published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition*. Based on this comparison, it was determined that the trips expected from the Chick-fil-A development during the weekday PM and Saturday midday peak hours are expected to be approximately 2.03- and 1.84-times higher than the ITE rates for a similar size store; respectively. Therefore, a weighted average rate (1.94) was applied to the ITE calculated weekday midday peak hour and the daily (24-hour) volumes. In addition, since the proposed store is expected to be operate under drive-thru operation only (no dine-in service) and the existing store counts used to determine the trip generation operated under dine-in and drive-thru service, a reduction to the expected site trips was calculated based on the percentage of dine-in vs drive-thru sales previously being experienced at the existing Brookfield sites. According to Chick-fil-A, the dining operation makes up approximately 40-percent of their pre-Covid operation. Therefore, the expected trip generation was reduced by this rate to determine the new trips expected at the proposed site. The trip generation comparison between the actual traffic counts taken in Brookfield and the ITE calculations is shown in Exhibit 4-3A.

The traffic volumes expected to be generated by the previously approved off-site development were based on the trip rates as published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition*.

A1. Trip Generation

As shown in Exhibit 4-3B, the proposed on-site development is expected to generate 215 total trips (110 in/105 out) during a typical weekday midday peak hour. Of the 215 total trips, approximately 100 are expected to be pass-by trips resulting in 115 new trips (60 in/55 out) during a typical weekday midday peak hour. During the typical weekday evening peak hour, the Chick-fil-A site is expected to generate 185 total trips (100 in/85 out). Of the 185 total trips, approximately 90 are expected to be pass-by trips resulting in 95 new trips (55 in/40 out) during a typical weekday evening peak hour. During the typical Saturday midday peak hour, the Chick-fil-A site is expected to generate 280 total trips (145 in/135 out). Of the 280 total trips, approximately 100 are expected to be pass-by trips resulting in 180 new trips (95 in/85 out) during a typical Saturday midday peak hour. On a typical weekday, the proposed Chick-fil-A site is expected to generate approximately 2,540 total trips of which 1,270 are expected to be pass-by trips resulting in approximately 1,270 new trips (635 in/635 out) under full build conditions.

As shown in Exhibit 4-3C, the proposed off-site development is expected to generate 60 total trips (30 in/30 out) during a typical weekday midday peak hour. During the typical weekday evening peak hour, the off-site development is expected to generate 75 total trips (40 in/35 out). During the typical Saturday midday peak hour, the off-site development is expected to generate 155 total trips (80 in/75 out) under full build conditions.

A2. Mode Split

Pedestrians and bicyclists may use their respective modes to access the identified development. However, these modes are expected to make up a relatively small portion of the overall trips to/from the study area. For the purpose of this TIA, all trips to/from the proposed development site were assumed to occur via motor vehicle.

A3. Determination of Linked and Pass-By Trip Traffic

Linked trips occur when a motorist visits one or more tenant or land use within a development site (e.g., a motorist from one tenant visits the restaurant prior to leaving the overall site). Since there is only one business within the site, none of the new trips are expected to be linked trips.

Pass-by trips occur when motorists already on the roadway system stop at a development prior to continuing their intended route (e.g., a motorist heading north on Port Washington Road today makes a stop at the Chick-fil-A prior to continuing north on Port Washington Road). Based on the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, approximately 50-percent of the restaurant weekday midday, weekday evening and Saturday midday trips were assumed to be pass-by trips. Pass-by trips were not allowed to exceed 10-percent of the traffic currently on Port Washington Road fronting the site, per WisDOT and ITE recommended practice.

A4. Trip Distribution

The trip distribution for the Chick-fil-A development is shown with the trip generation tables in Exhibit 4-3B. The trip distribution is also summarized below.

- 50% to/from the north on Port Washington Road
- 40% to/from the south on Port Washington Road
- 10% to/from the east on Henry Clay Street

A5. Trip Assignment

The Chick-fil-A new trips were assigned using the trip distribution previously summarized. The Chick-fil-A pass-by trips were assigned based on peak hour directional flows on Port Washington Road. Chick-fil-A driveway trips were determined by adding the development new trips to the development pass-by trips. The following outlines the locations of the development assignments under the proposed site plan as shown in Exhibit 1-2.

- Chick-fil-A New Trips – Exhibit 4-5A
- Chick-fil-A Pass-By Trips – Exhibit 4-5B
- Chick-fil-A Driveway Trips (New Trips + Pass-By Trips) – Exhibit 4-5C

The previously approved off-site development new trips were assigned using the trip distribution above and are shown on Exhibit 4-7.

PART B – BUILD TRAFFIC VOLUMES

The year 2021 background (factored) traffic volumes, Exhibit 3-2D, were added to the Chick-fil-A development driveway trips, illustrated in Exhibit 4-5C, to determine the year 2021 full build traffic volumes (Exhibit 4-11). As previously described, the off-site development new trips were included in the year 2021 background (factored) traffic volumes.

Exhibit 4-3A
Trip Generation Comparison Table

Land Use	ITE Code	Proposed Size	Weekday Daily	Mid Peak *			PM Peak			SAT Peak		
				In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant with Drive-through Window	934	4.650 x 1,000 SF	2,190	95	90	185	80	70	150	130	125	255
			(470.95)	(51%)	(49%)	(40.19)	(52%)	(48%)	(32.67)	(51%)	(49%)	(54.86)
Chick-Fil-A (Two Brookfield Sites, Prorated)	TADi	4.650 x 1,000 SF	4,240	185	175	360	165	140	305	245	225	470

* Weekday AM peak trip generation used for weekday midday peak volumes, Brookfield daily & midday volumes prorated based on comparion to actual PM/SAT midday peak volumes

Exhibit 4-3B
On-Site Trip Generation Table

Land Use	ITE Code	Proposed Size	Weekday Daily	Mid Peak			PM Peak			SAT Peak		
				In	Out	Total	In	Out	Total	In	Out	Total
Fast Food Restaurant with Drive-through Window	TADi	2.781 x 1,000 SF	2,540	110	105	215	100	85	185	145	135	280
Total Driveway Trips			**2,540**	**110**	**105**	**215**	**100**	**85**	**185**	**145**	**135**	**280**
Minus Pass-by Trips	*TADi*	*50%/50%/35%*	*-1,270*	*-50*	*-50*	*-100*	*-45*	*-45*	*-90*	*-50*	*-50*	*-100*
Total New Trips			**1,270**	**60**	**55**	**115**	**55**	**40**	**95**	**95**	**85**	**180**

Trip Gen based on actual traffic counts taken at two existing sites located in Brookfield, Wisconsin (see Exhbit 4-3A), prorated based on proposed building size and new store with drive-thru operation only at 60% of typical Brookfield sites (estimated 40% dine-in at Brookfield sites)

TRIP DISTRIBUTION

North on Port Washington	50%	630	30	30	60	30	20	50	45	40	85
South on Port Washington	40%	510	25	20	45	20	15	35	40	35	75
East on Henry Clay Street	10%	130	5	5	10	5	5	10	10	10	20
	100%	***1270***	***60***	***55***	***115***	***55***	***40***	***95***	***95***	***85***	***180***

TRIP DISTRIBUTION (Pass-by Trips)

North on Port Washington	60%	-760	-30	-30		-25	-25		-30	-30	
South on Port Washington	40%	-510	-20	-20		-20	-20		-20	-20	
	100%	***-1270***	***-50***	***-50***		***-45***	***-45***		***-50***	***-50***	

Exhibit 4-3C
Off-Site Trip Generation Table

Land Use	ITE Code	Proposed Size	Mid Peak			PM Peak			SAT Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Jillys Car Wash	948	5.121 x 1,000 SF	30	30	60	40	35	75	80	75	155
			(50%)	(50%)	(11.66)	(50%)	(50%)	(14.20)	(50%)	(50%)	(30.40)
Total New Trips			**30**	**30**	**60**	**40**	**35**	**75**	**80**	**75**	**155**

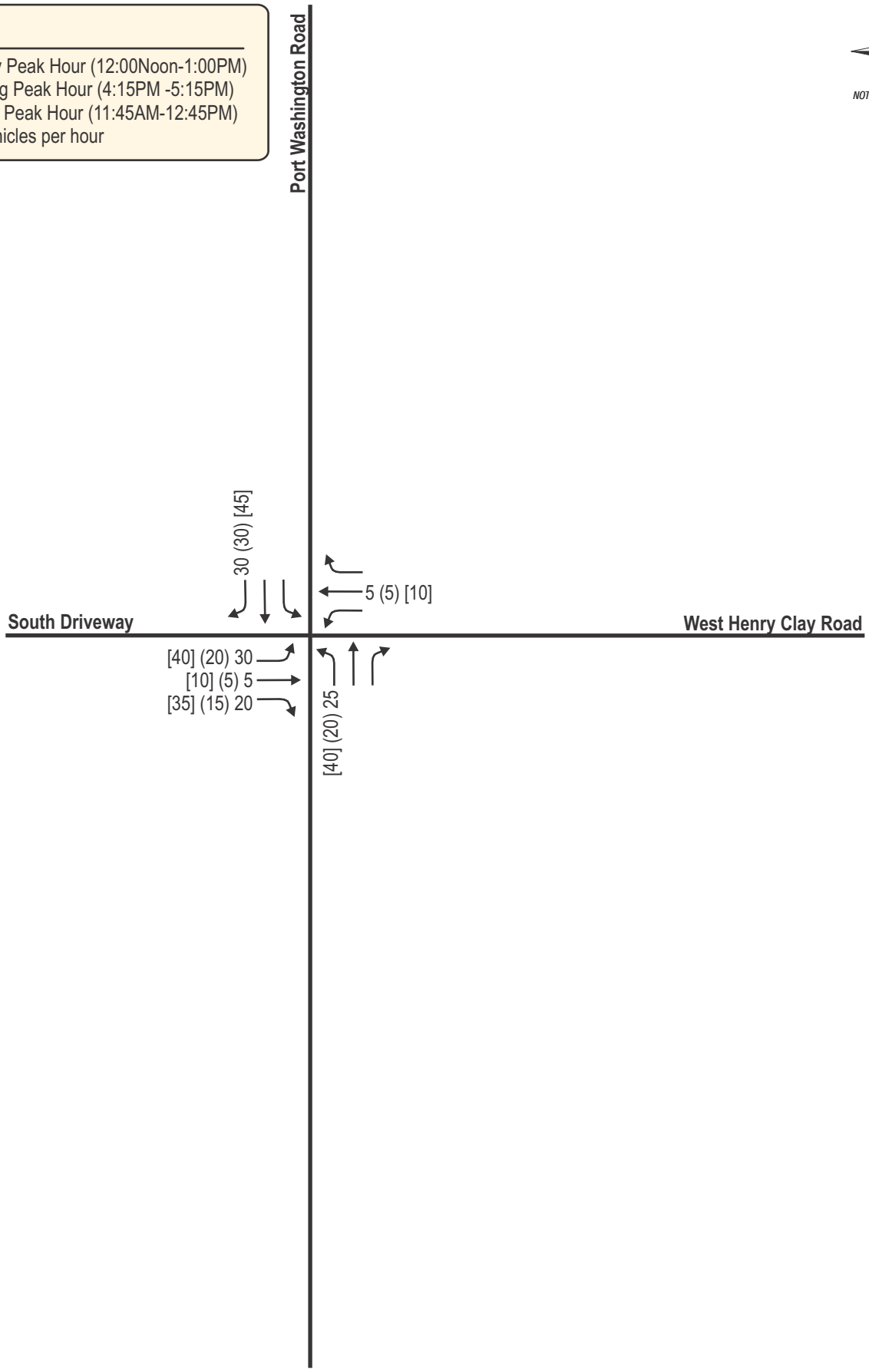
Trip Gen based on actual traffic counts taken at Brookfield Square Mall located in Brookfield, Wisconsin (see Exhbit 4-3A)

TRIP DISTRIBUTION

North on Port Washington	50%	20	20	40	25	20	45	40	40	80
South on Port Washington	40%	10	10	20	15	20	35	30	25	55
East on Henry Clay Street	10%	5	5	10	5	5	10	10	10	20
	100%	***30***	***30***	***60***	***40***	***35***	***75***	***80***	***75***	***155***

LEGEND

XX	Weekday Midday Peak Hour (12:00Noon-1:00PM)
(XX)	Weekday Evening Peak Hour (4:15PM -5:15PM)
[XX]	Saturday Midday Peak Hour (11:45AM-12:45PM)
-	Fewer than 3 vehicles per hour



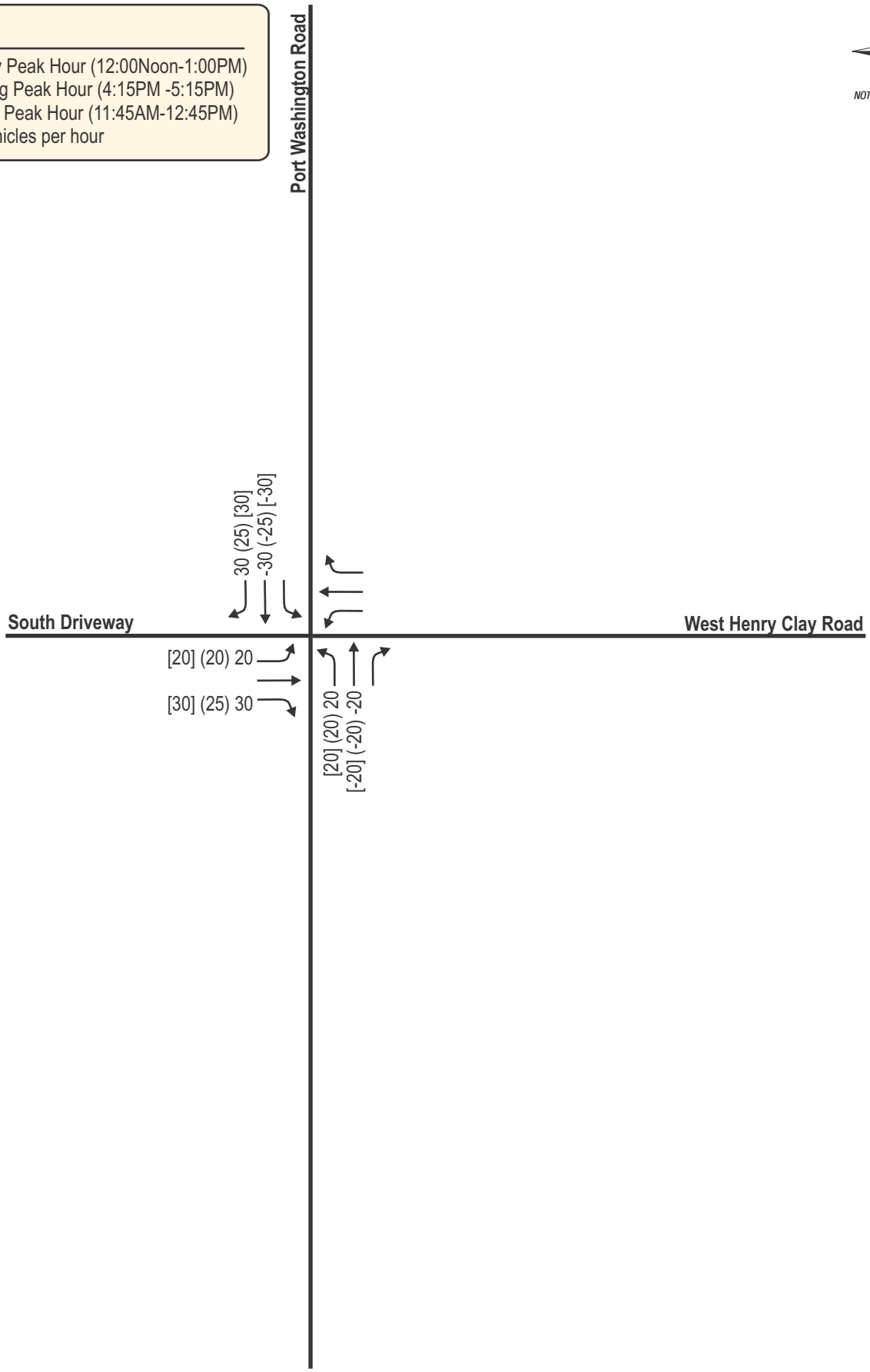
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EXHIBIT 4-5A
ON-SITE NEW TRIPS

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LEGEND

XX	Weekday Midday Peak Hour (12:00Noon-1:00PM)
(XX)	Weekday Evening Peak Hour (4:15PM -5:15PM)
[XX]	Saturday Midday Peak Hour (11:45AM-12:45PM)
-	Fewer than 3 vehicles per hour



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EXHIBIT 4-5B
ON-SITE PASS-BY TRIPS

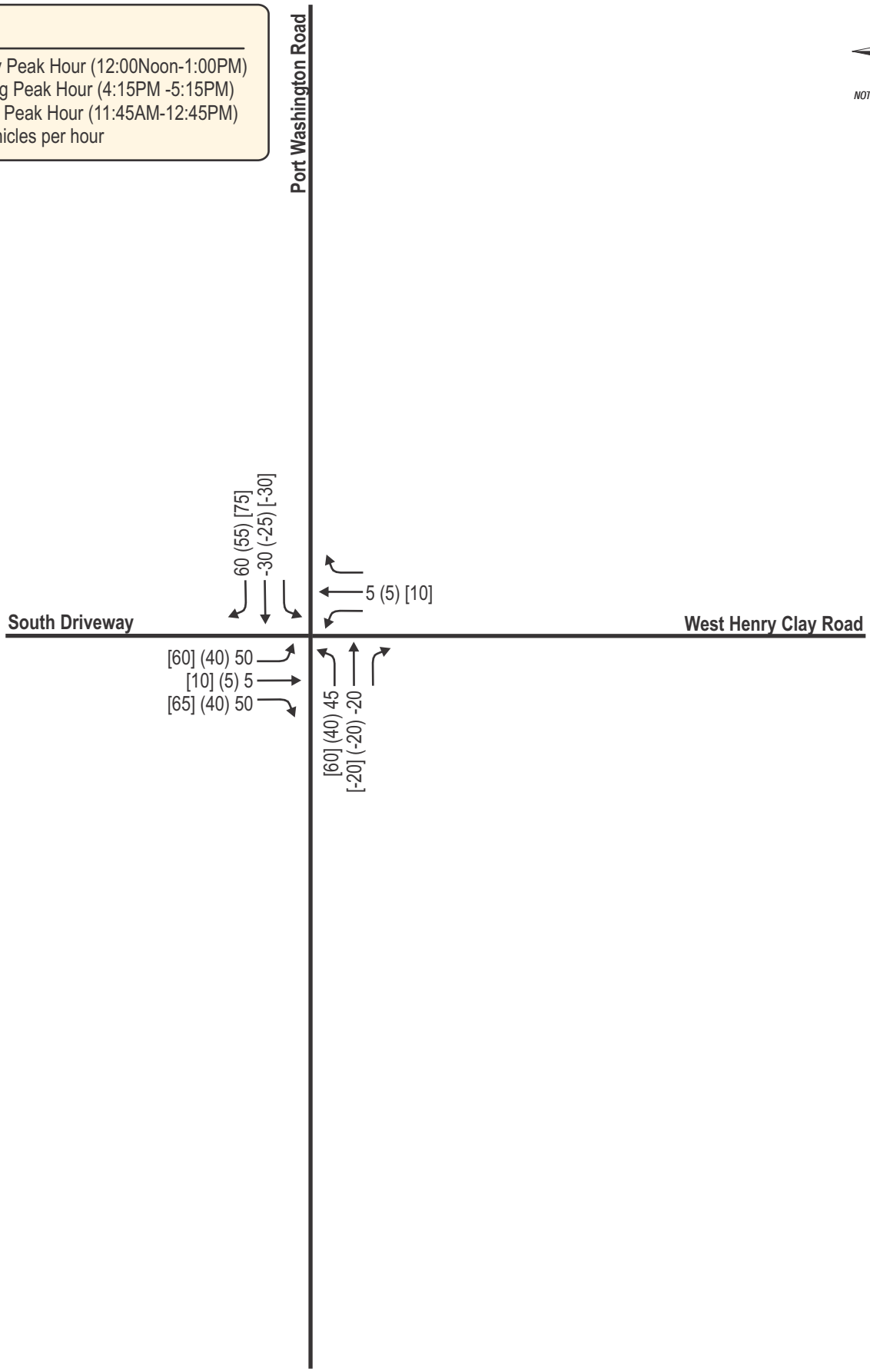
GLENDALE, WISCONSIN

LEGEND

XX	Weekday Midday Peak Hour (12:00Noon-1:00PM)
(XX)	Weekday Evening Peak Hour (4:15PM -5:15PM)
[XX]	Saturday Midday Peak Hour (11:45AM-12:45PM)
-	Fewer than 3 vehicles per hour

N

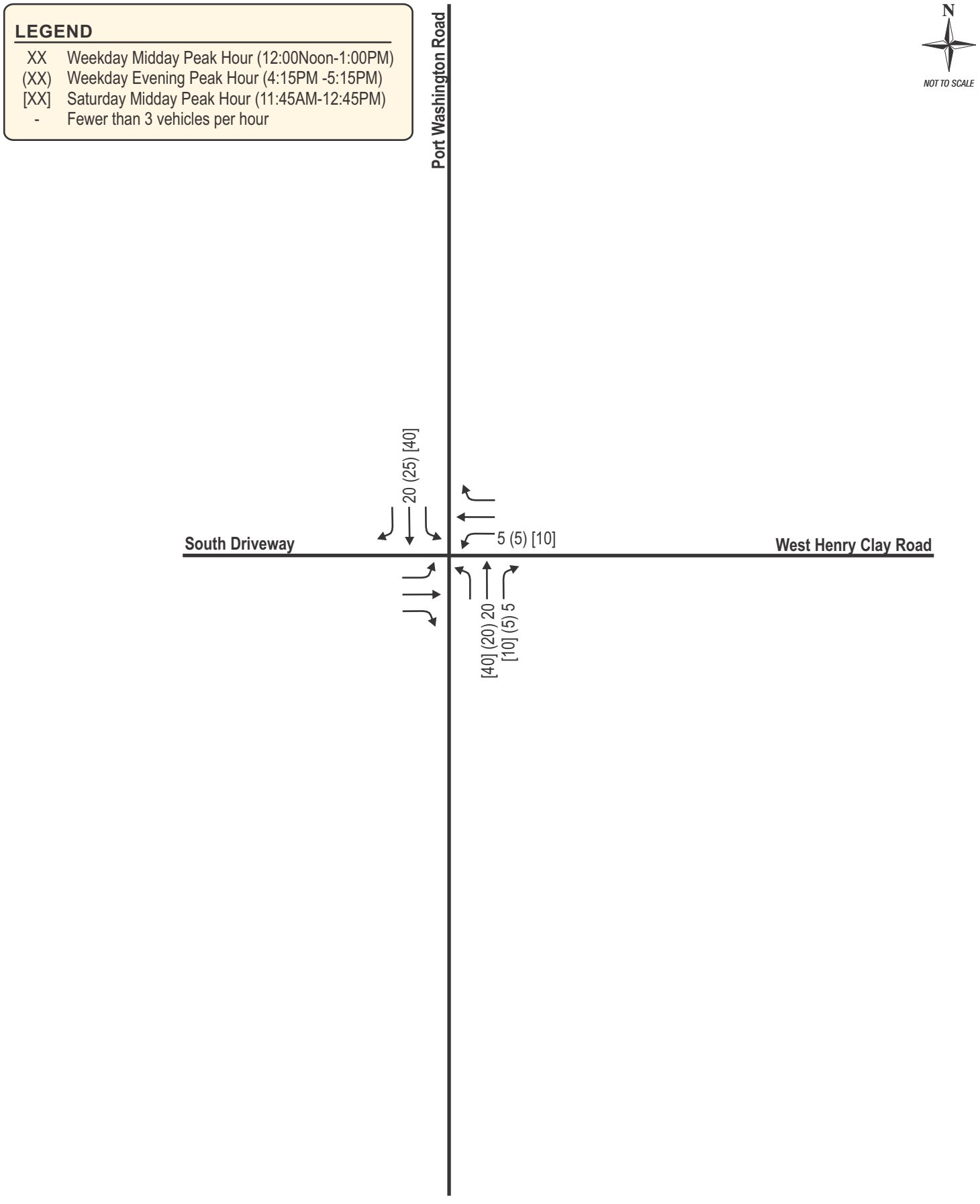
NOT TO SCALE



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EXHIBIT 4-5C
ON-SITE DRIVEWAY TRIPS

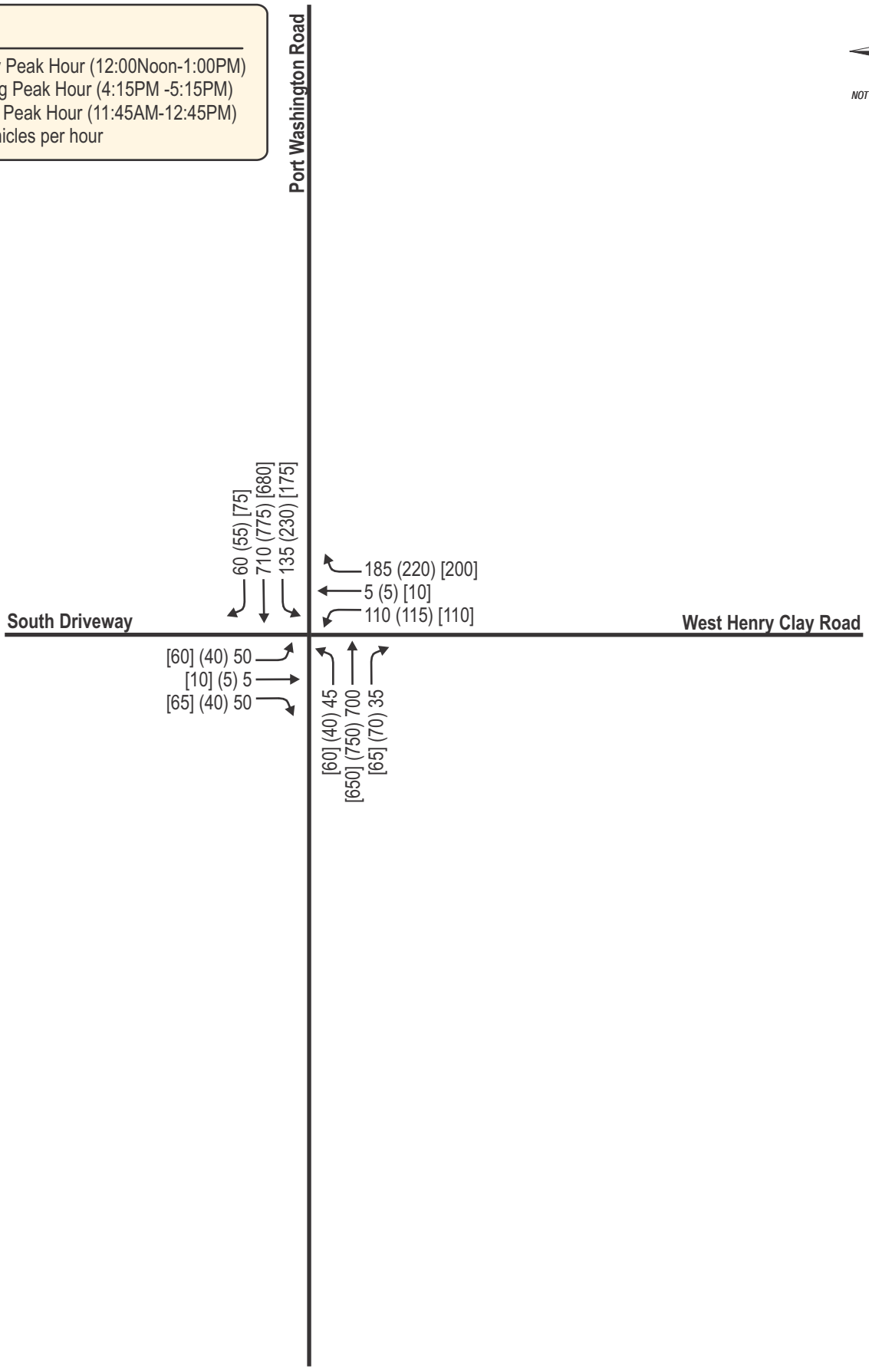
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EXHIBIT 4-7
OFF-SITE NEW TRIPS

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EXHIBIT 4-11
FULL BUILD TRAFFIC VOLUMES

GLENDALE, WISCONSIN

CHAPTER V – TRAFFIC AND MODIFICATION ANALYSIS

PART A – SITE ACCESS & CIRCULATION

A1. Site Access

Access to the site is proposed via one full access driveway operating as the west leg of the signalized Henry Clay Street intersection with Port Washington Road.

A2. Drive-through Processing Time Analysis

As shown on the site plan in Exhibit 2-2, the overall site has been designed to allow for maximum stacking within the drive-through operation. As shown, assuming both lanes are utilized beyond the order kiosks, the drive-through operation allows for 32 cars to be stacked within the drive-through lanes from the entrance point within the site. In order to accommodate this number of vehicles, two stacking lanes were created on the east, north and west sides of the site. The purpose of the dual aisle design within this specific site is to accommodate queueing with two separate lanes for ordering, paying and pick-up of the order. Under normal/non-peak conditions, vehicles can order at either of the two ordering kiosks before tapering down to a single lane to pay and pick-up the food order. However, under peak periods, vehicles can stay in their respective lanes for ordering, paying and pick up as Chick-fil-A employees utilizing handheld tablets to take orders and payment and deliver food to the vehicles regardless of the lane they are positioned in.

Based on information provided by Chick-fil-A, the desired *maximum* time for completing an order from ordering to delivery is 120-seconds per lane with a goal of 90 seconds or less. However, based on field data completed as part of a previous study in the fall of 2020, the time to complete an order was significantly less than this desired maximum time, averaging approximately 30 seconds per order during high queuing times. To determine the average processing time, TADI completed a drive-through time test to determine queue and wait times during the weekday midday peak period of the day at two sites located in Brookfield Wisconsin. The two sites were visited on Monday, August 31 of 2020 and Tuesday, September 1 of 2020 between 12:00 and 1:00 pm. The study included determining the average order processing time for vehicles in a longer queue within the drive-through aisles at two existing locations. Both locations have been operational for several years, are located adjacent (within ½-mile) to interstate highway ramps and are located within a highway commercial district. The first restaurant is located within the Brookfield Square mall along Moorland Road in Brookfield and the second restaurant is located within the mixed-use commercial Pick-N-Save/Metro Market site along Capitol Drive near 124th Street in Brookfield, adjacent to Wauwatosa.

At the time of observation for both stores, the operation at the drive-through window was supplemented with additional outside workers to expedite the ordering/delivery process. Each drive-through lane had an order taker with a hand-held electronic pad to take orders. Additional staff handled cash transactions when a credit card wasn't used, and more staff delivered food near or beyond the pick-up window. The orders were taken as the vehicles entered the drive-through aisles with staff walking to each car. Food was delivered either at the pick-up window or at a staging area beyond the pick-up window so as not to block vehicles with smaller orders. Based on discussions with Chick-fil-A representatives, this operation is their standard operating procedure during peak hours of the day. It is noted that the proposed Chick-fil-A store in Glendale is expected to operate under similar operations with the exception of the additional dual drive-through lane design at the proposed site. At the proposed site in Glendale, both drive-through lanes will extend through the pick-up window. Therefore, during peak periods, the outside lane (furthest from the physical store building) can operate without the need to taper

down to a single lane to pick-up the order at the store window. Under the Glendale store design, food can be delivered by staff to the outside lane without having to park and wait for the order. Under this design, the ordering/delivery time should be more efficient than the two Brookfield Store locations.

To complete the study at the Brookfield locations, a random vehicle was chosen and timed as it entered the queue and then again as it departed after picking up the order. The number of vehicles that were processed between when the subject vehicle entered the queue and finished the order was also recorded. The average time was then calculated by dividing the total time by the total number of processed orders between the entering and departing vehicles. The process was repeated for 6 to 10 random vehicles at each location. Based on the results, the average processing time was 30 seconds for the Brookfield Square site and 20 seconds for the Capitol Drive site. In addition, of the 16 trial runs recorded, the highest average time was 40 seconds. It is noted that the number of vehicles in each queue ranged from a low of 7 vehicles up to a high of 30 vehicles. Regardless of the number of vehicles, the processing time was similar (within 5 seconds) at each location.

In addition to the analysis under conditions with a longer queue, a separate timing was completed with no other vehicles in the queue at the Brookfield Square site. Based on this timing, the processing time from placing the order to leaving after picking up the order was 1-minute and 34-seconds, which is very close to Chick-fil-A's desired 90 second processing time. The discrepancy in time between the 30 second average and the single vehicle processing time was attributed to the fact that when a longer queue is present, since the ordering time is quicker than the processing time, more orders can be taken while vehicles are waiting in the queue, which allows the internal staff extra time between orders to process the order, thereby increasing efficiencies and allowing the overall process to be expedited quicker.

A3. Drive-through Queueing Analysis

Based on the trip generation as described in the previous chapter, the highest peak hour traffic during the typical weekday is expected during the midday peak period at 215 total trips, or 110 entering and 105 exiting the site. In addition, the Saturday midday peak period is expected to generate 280 trips entering/exiting the site and consisting of 145 vehicles entering and 135 vehicles exiting the site. As requested by the City of Glendale, TADI completed a processing/queueing analysis to determine if the planned stacking distance provided in the proposed site plan would be adequate to accommodate this worst case Covid scenario.

As described in the previous section, Chick-fil-A's desired *goal* time for completing an order from ordering to delivery is 90-seconds per lane. Table 2 shows the analysis of the expected 110 weekday evening peak customers and the expected 145 Saturday midday peak customers over their respective highest peak hours based on an order completion time of the desired 90-second goal.

Table 2
Drive-thru Queueing Analysis
90-second order time

Intersection	Weekday PM	Saturday Midday
Expected drive-through customers	*110*	*145*
Maximum vehicles waiting in queue	*32*	*32*
Subtotal	*78*	*113*
Vehicle processed at 90-seconds per order	*80*	*80*
Shortage (Excess)	*(2)*	*33*

As shown in Table 2, assuming the desired *goal* time of 90-seconds to process the orders, an excess of 2 storage vehicle queuing spaces are expected to be available at the proposed site during the typical weekday evening peak period and a shortage of 33 vehicle queueing spaces would be needed above and beyond what is currently being provided at the proposed site during the typical Saturday midday peak period. As stated, this analysis is based on Chick-fil-A's desired *goal* time for completing a drive-through order of 90-seconds per lane. However, and as previously described, the highest order time based on the existing Brookfield store site time analysis completed for a previous study was approximately 40-seconds when a queue is present within the drive-through lanes. To provide a factor of safety, an order time of 45-seconds was utilized in the calculations below. Table 3 shows the analysis of the expected 110 customers over the highest weekday evening peak hour and the expected 145 customers over the highest Saturday midday peak hour based on an order completion time of 45-seconds at the drive-through operation.

Table 3
Drive-thru Queueing Analysis
45-second order time

Intersection	Weekday PM	Saturday Midday
Expected drive-through customers	*110*	*145*
Maximum vehicles waiting in queue	*32*	*32*
Subtotal	*78*	*113*
Vehicle processed at 45-seconds per order	*160*	*160*
Shortage (Excess)	*(82)*	*(47)*

As shown in Table 3, assuming a 45-second processing time (based on actual timings taken as part of a previous study) which is what would be expected at this site based on current processing practices being utilized, an excess of 82 vehicle queuing spaces are expected to be available at the proposed site during the typical weekday evening peak period and an excess of 47 vehicle queueing spaces are expected to be available at the proposed site during the typical Saturday midday peak period. Therefore, utilizing actual recorded order processing times, the storage is expected to be adequate to accommodate the demands at the proposed restaurant with the site plan as shown.

PART B – CAPACITY LEVEL OF SERVICE ANALYSIS

B1. Year 2021 Build Traffic Operations – No Modifications

Table 4 shows the year 2021 full build (with Chick-fil-A) traffic peak hour operating conditions and maximum queues at the study area intersections. The analysis was performed using the year 2021 full build (with Chick-fil-A) traffic volumes (Exhibit 4-11), the existing transportation detail (Exhibit 3-1) and the existing traffic signal timings included in the appendix.

Table 4
Full Build 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*	*2*		*1*	*1*		*2*	
Node 100: Port Washington Road & Henry Clay Street/CFA Driveway *Traffic Signal Control*	Mid	LOS	D			D		D	B		A	A		A	B
		Delay	51			45		42	13		9	8		7	16
		Queue	135'			150'		140'	225'		25'	50'		145'	
	PM	LOS	D			D		D	B		B	A		A	B
		Delay	51			46		44	14		10	9		7	16
		Queue	115'			155'		170'	290'		40'	85'		160'	
	SAT	LOS	D			D		D	B		B	B		A	B
		Delay	50			43		40	15		11	10		9	17
		Queue	175'			160'		150'	240'		35'	70'		150'	

(-) 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.
Where zero is shown for the volume at a particular movement, a minimum value of 1 was used in the model.
U-Turns, if any, are included in the left-turn volume.

As shown in Table 4, all movements at the study area intersections are expected to continue to operate at LOS D or better conditions with the completion of the Chick-fil-A development during the weekday midday, weekday evening and Saturday midday peak periods under current traffic control conditions.

B2. Year 2021 Build Traffic Operations – With Modifications

Due to the volumes of left-turning vehicles expected to be entering the site from the south, a northbound left-turn lane is recommended for safety reasons to allow the northbound left-turn vehicles to exit the through lanes and allow the higher volume northbound through vehicles a safe condition to continue on their intended route unhindered. Modifications to accommodate the Year 2021 build traffic volumes are summarized in *Chapter VI – Recommendations and Conclusion*. Table 5 shows the year 2021 full build (with Chick-fil-A) traffic peak hour operating conditions and maximum queues at the study area intersections with the identified modifications.

Table 5
Full Build 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*	*2*	*1*	*1*		*2*	
Node 100: Port Washington Road & Henry Clay Street/CFA Driveway *Traffic Signal Control*	Mid	LOS	D			D		D	A	B	A	A		B	B
		Delay	51			45		42	8	11	9	8		12	17
		Queue	135'			150'		140'	25'	195'	25'	50'		200'	
	PM	LOS	D			D		D	A	B	B	A		B	B
		Delay	51			46		44	7	12	10	9		12	17
		Queue	115'			155'		170'	25'	250'	40'	85'		220'	
	SAT	LOS	D			D		D	A	B	B	A		B	B
		Delay	50			43		40	9	13	11	9		14	19
		Queue	175'			160'		150'	30'	200'	35'	70'		205'	

(-) 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.
Where zero is shown for the volume at a particular movement, a minimum value of 1 was used in the model.
U-Turns, if any, are included in the left-turn volume.

As shown in Table 5, all movements at the study area intersections are expected to continue to operate at LOS D or better conditions with the completion of the Chick-fil-A development during the weekday midday, weekday evening and Saturday midday peak periods with the identified recommended modifications implemented.

PART C – QUEUEING ANALYSIS

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

- Year 2021 Background (Factored) Traffic Expected Maximum Queues – Table 1
- Year 2021 Full Build Traffic Expected Maximum Queues – Table 5

CHAPTER VI – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDED MODIFICATIONS

The study area intersections were analyzed based on the procedures set forth in the *Highway Capacity Manual, 6th Edition* (HCM). 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 desirable peak hour operating conditions.

A1. Background traffic – 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.

No modifications are recommended to accommodate the year 2021 background (no development) traffic volumes. All intersections are expected to operate acceptably under the background traffic volume conditions with no modifications.

A2. Year 2021 Build Traffic – Recommended Modifications

The following modifications, shown in Exhibit 1-3, are recommended to accommodate the full build (with Chick-fil-A) traffic conditions. *Modifications are for jurisdictional consideration and are not legally binding. The City of Glendale reserves the right to determine alternative solutions.*

Node 100: Port Washington Road & Henry Clay Street/CFA Driveway

- Provide dedicated left-turn lane within the median on the south approach.
- Modify traffic signal to include a flashing yellow arrow for the northbound left-turn movements (signal heads in median and on northwest corner of intersection).
- Using pavement marking, provide at a minimum a 75-foot-long centerline to designate inbound/outbound lanes on the west approach.
- Check turning templates to allow for inbound traffic to operate with outbound queues present on the west approach.

Under the full build condition, maximum queues for the exiting movements on the west approach at the Port Washington Road intersection with Henry Clay Street are expected to extend back into the site about 5 to 6 vehicles during the typical weekday midday and evening peak hours and about 7 vehicles during the typical Saturday midday peak hour. These vehicle queues are expected to dissipate, and all vehicles are expected to exit the site during the green phase of each cycle under the traffic signal operation. However, to ensure that inbound vehicles are not queueing up and blocking entering vehicles, a painted centerline should be provided to distinguish inbound and outbound lanes on the west approach of the intersection. In addition, because of the angle of the driveway (ninety-degree bend to the north) on the west approach of the intersection, turning templates should be checked to ensure that entering vehicles do not encroach into the exiting lane which is expected to have 5 to 7 vehicles present during peak periods of the day.

Due to the volumes of left-turning vehicles expected to be entering the site from the south, a northbound left-turn lane is recommended for safety reasons to allow the northbound left-turn vehicles to depart the through lanes and allow the higher volume northbound through vehicles a safe condition to continue on their intended route unhindered. Without the dedicated left-turn lane, northbound left-turn queues of 2 to 3 vehicles waiting to enter the site are expected to be present and are expected to block the northbound through vehicles located behind the turning vehicles. This condition could lead to a safety concern; specifically, the potential for rear end or side-swipe crashes.

All intersections are expected to operate acceptably under the full build (with development) traffic volumes with these recommended modifications.

PART B – CONCLUSION

With the addition of the Chick-fil-A restaurant, traffic volumes are expected to increase along Port Washington Road; however, with the exception of the need to add a dedicated northbound left-turn lane within the median of Port Washington Road, the existing infrastructure is expected to handle the additional traffic. All movements at the study area intersections are expected to operate safely and efficiently with the modifications identified in this TIA.

Appendix A
Traffic

Existing Turning Movement Counts
Hourly WisDOT AADT analysis
Brookfield Square Mall Chick-fil-A Store Counts
Existing Traffic Signal Plans & Timings

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 13
Start Date:	Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

Base Information, Observed (4) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Port Washington Road and Henry Clay Street

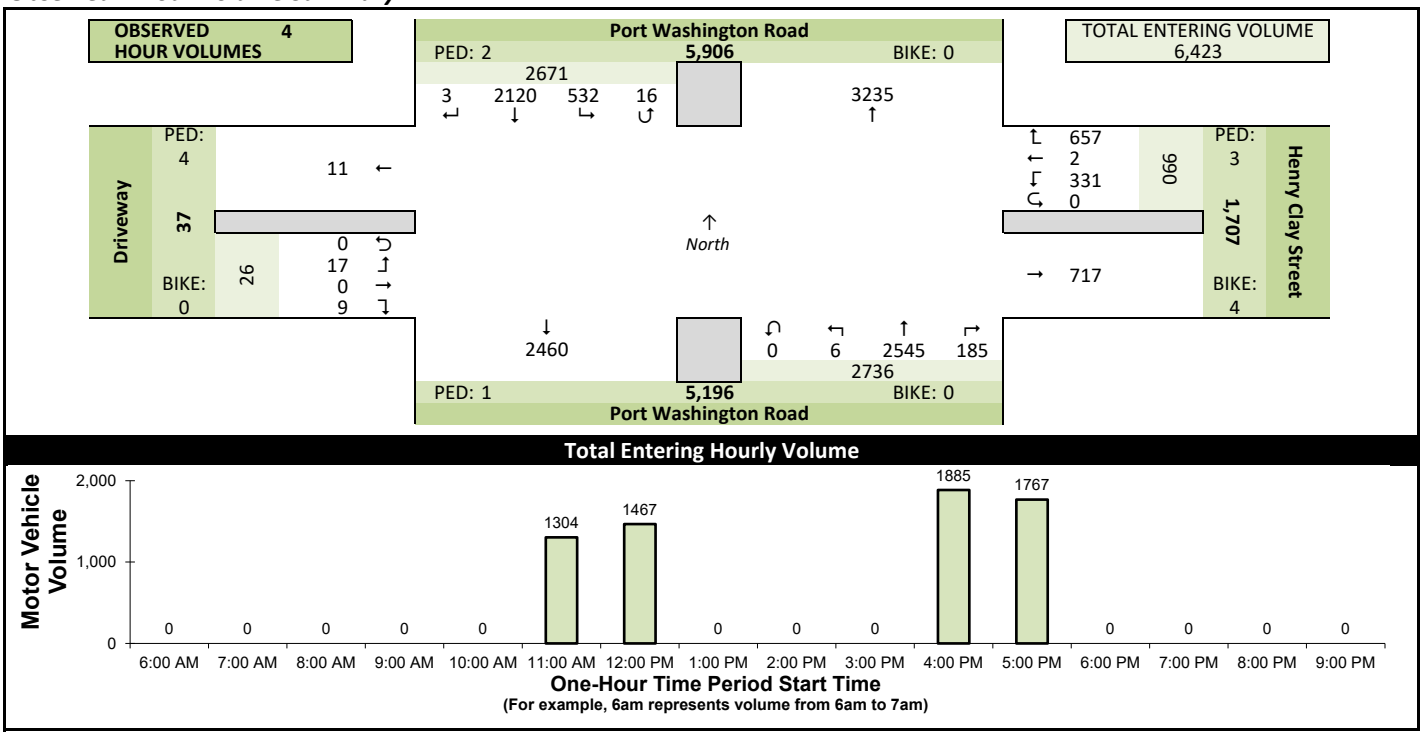
Site Information

Municipality	City of Glendale		
County	Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Port Washington Road		
East Leg	Henry Clay Street		
South Leg	Port Washington Road		
West Leg	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		

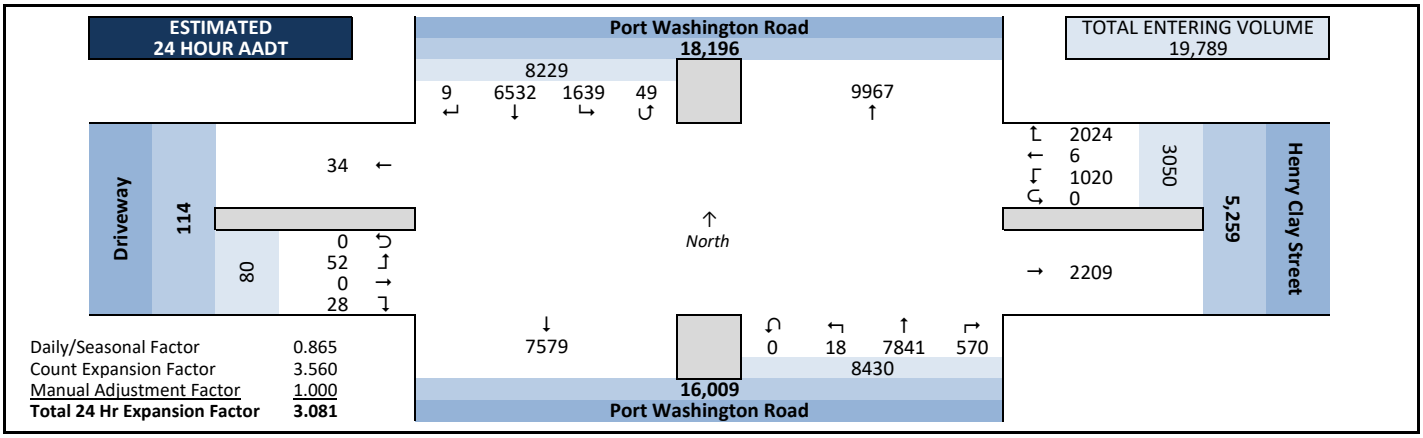
Count Information

Hrs Counted:	11:00 AM-1:00 PM and 4:00 PM-6:00 PM				
1st Day of Count	Tuesday, May 4, 2021			Weather	
AM Peak Period	Thursday, May 6, 2021			Clear & Dry	
Midday Peak Period	Thursday, May 6, 2021			Clear & Dry	
PM Peak Period	Tuesday, May 4, 2021			Clear & Dry	
Calculated Peak Hours					
AM		MD	12:00-1:00pm	PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM		MD	12:00-1:00pm	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.865	Count Expansion Factor	3.560		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	Wendy Picard			
Comments	2019 DOT Seasonal Factors				

Observed 4 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

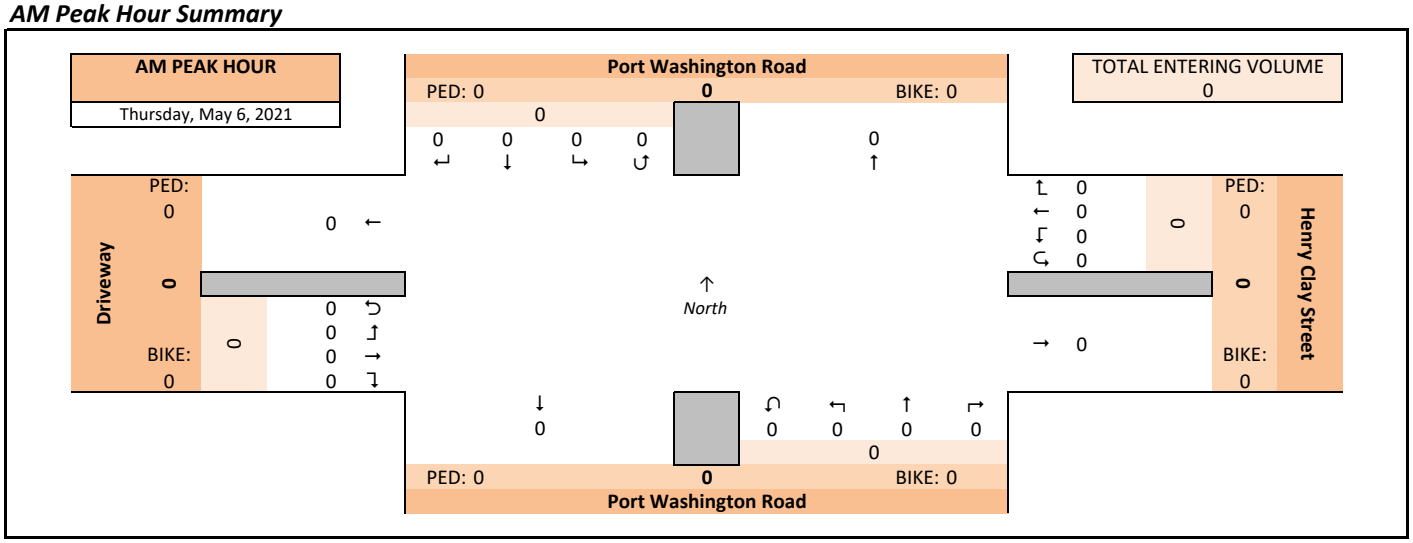
Peak Hour Volume Graphical Summary

Port Washington Road and Henry Clay Street

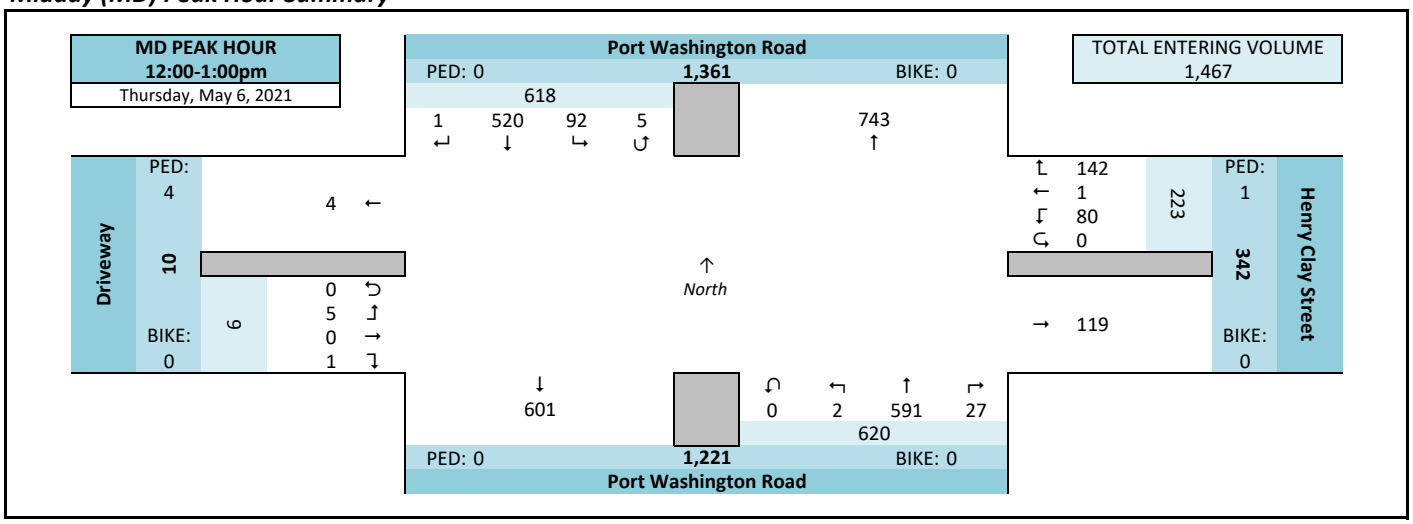
All Motor Vehicles



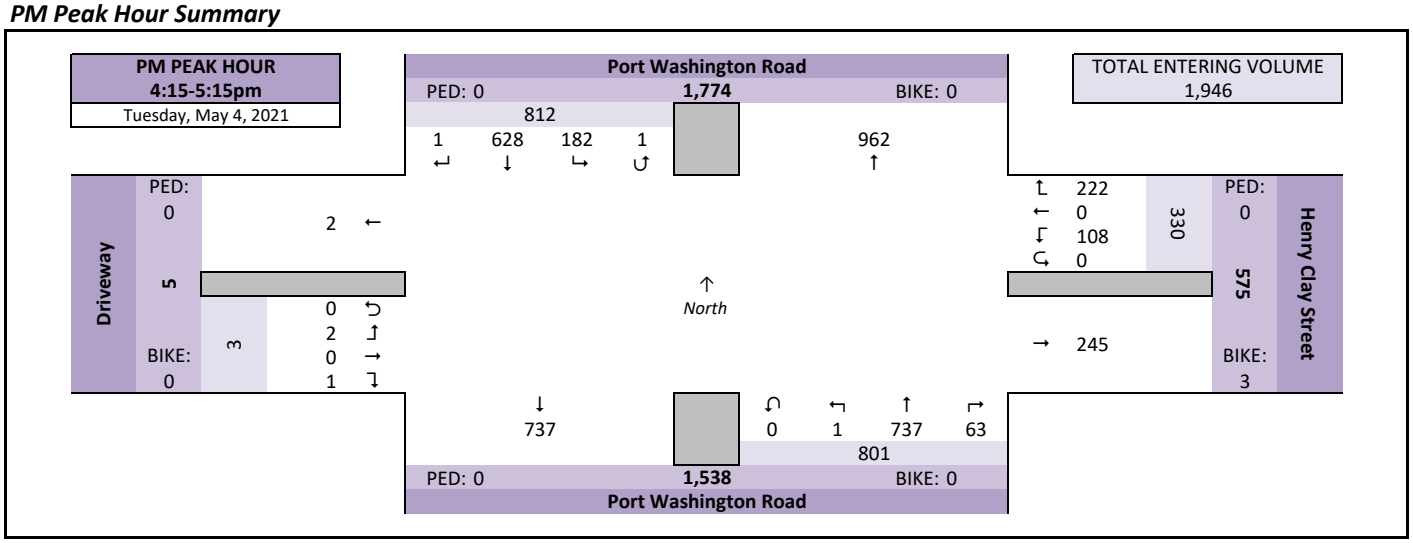
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 13*
Start Date: Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

Peak Hour Volume Summary

Port Washington Road and Henry Clay Street

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, May 6, 2021		From North					From East					From South					From West					
	AM Peak Hour	Port Washington Road					Henry Clay Street					Port Washington Road					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

Thursday, May 6, 2021		From North					From East					From South					From West					
	MD Peak Hour	Port Washington Road					Henry Clay Street					Port Washington Road					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	121	28	1	150	43	1	14	0	58	4	143	0	0	147	1	0	0	0	1	356
	12:15 PM	1	136	25	0	162	33	0	26	0	59	7	156	1	0	164	0	0	1	0	1	386
	12:30 PM	0	132	17	2	151	33	0	20	0	53	4	156	0	0	160	0	0	3	0	3	367
	12:45 PM	0	131	22	2	155	33	0	20	0	53	12	136	1	0	149	0	0	1	0	1	358
	Peak Hour Volume	1	520	92	5	618	142	1	80	0	223	27	591	2	0	620	1	0	5	0	6	1467
	Rounded Hourly Volume	0	520	90	5	615	140	0	80	0	220	25	590	0	0	615	0	0	5	0	5	1455
	% Single Unit Trucks	0.0	2.9	3.3	0.0	2.9	3.5	0.0	5.0	0.0	4.0	3.7	2.2	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.8
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.4	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.3
	% Trucks (Total)	0.0	2.9	3.3	0.0	2.9	4.2	0.0	5.0	0.0	4.5	3.7	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	3.1
	Peak Hour Factor (PHF)	0.25	0.96	0.82	0.62	0.95	0.83	0.25	0.77	0.00	0.94	0.56	0.95	0.50	0.00	0.95	0.25	0.00	0.42	0.00	0.50	0.95

Tuesday, May 4, 2021		From North					From East					From South					From West					
	PM Peak Hour	Port Washington Road					Henry Clay Street					Port Washington Road					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	4:15 PM	1	157	42	0	200	47	0	21	0	68	20	181	1	0	202	1	0	1	0	2	472
	4:30 PM	0	144	37	0	181	48	0	26	0	74	8	191	0	0	199	0	0	0	0	0	454
	4:45 PM	0	157	43	1	201	54	0	26	0	80	19	194	0	0	213	0	0	1	0	1	495
	5:00 PM	0	170	60	0	230	73	0	35	0	108	16	171	0	0	187	0	0	0	0	0	525
	Peak Hour Volume	1	628	182	1	812	222	0	108	0	330	63	737	1	0	801	1	0	2	0	3	1946
	Rounded Hourly Volume	0	630	180	0	810	220	0	110	0	330	65	735	0	0	800	0	0	0	0	0	1940
	% Single Unit Trucks	0.0	1.9	1.6	0.0	1.8	1.8	0.0	0.9	0.0	1.5	1.6	0.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.4
	% Heavy Trucks	0.0	0.2	1.1	0.0	0.4	0.0	0.0	0.9	0.0	0.3	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.3
	% Trucks (Total)	0.0	2.1	2.7	0.0	2.2	1.8	0.0	1.9	0.0	1.8	1.6	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.7
	Peak Hour Factor (PHF)	0.25	0.92	0.76	0.25	0.88	0.76	0.00	0.77	0.00	0.76	0.79	0.95	0.25	0.00	0.94	0.25	0.00	0.50	0.00	0.37	0.93

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			Henry Clay Street			Port Washington Road			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	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	2	0	2	2
	12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
	Total	0	0	0	1	0	1	0	0	0	4	0	4	5
PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
	Total	0	0	0	0	3	3	0	0	0	0	0	0	3

Intersection Traffic Volume Report

Count Basics		*Page 4 of 13*
Start Date: Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

All Motor Vehicles

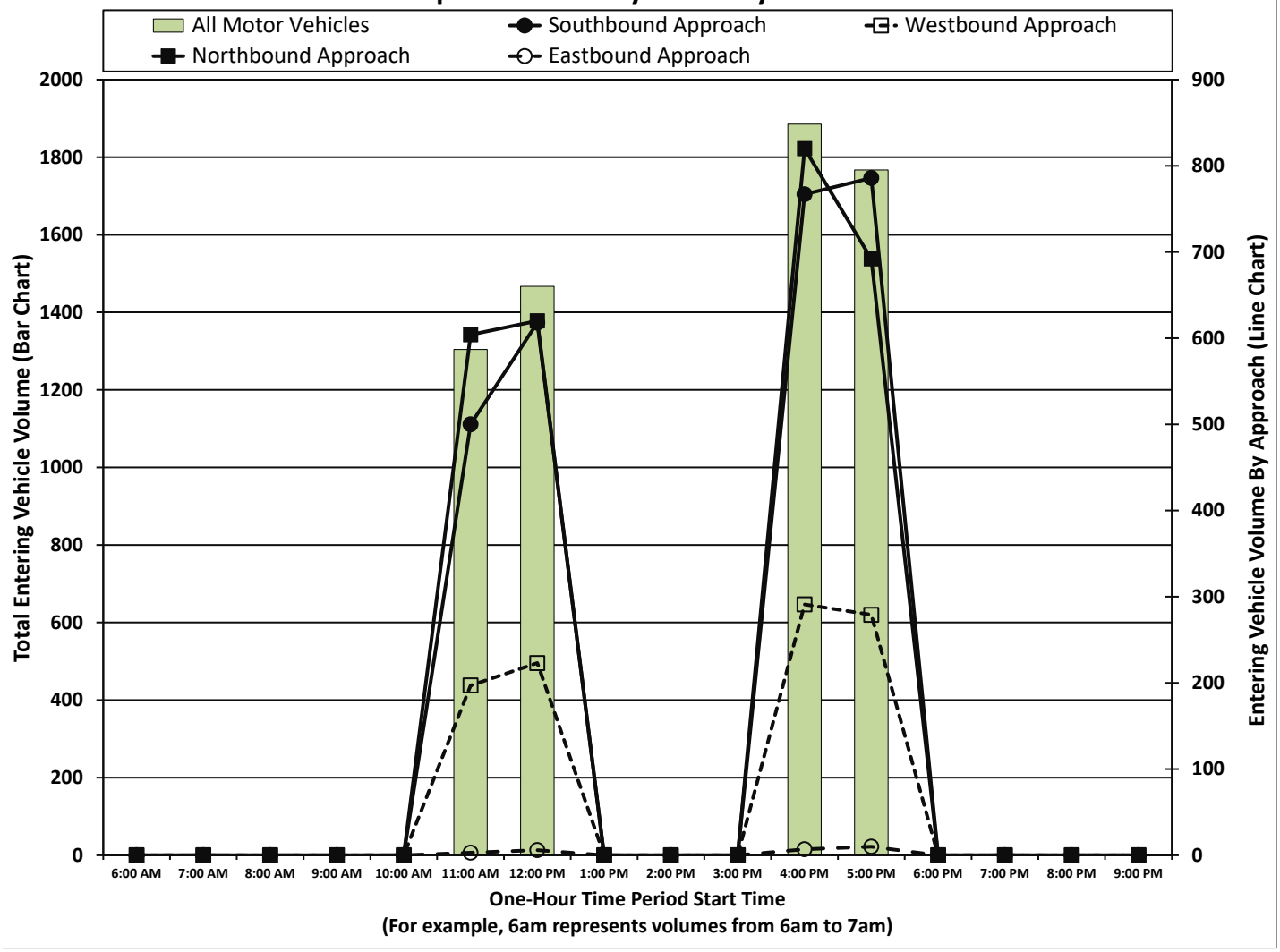


Port Washington Road and Henry Clay Street

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	409	85	6	500	130	0	67	0	197	34	568	2	0	604	1	0	2	0	3	1304	200	1104
MD	12:00 PM	1	520	92	5	618	142	1	80	0	223	27	591	2	0	620	1	0	5	0	6	1467	229	1238
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	1	613	151	2	767	197	1	93	0	291	65	753	2	0	820	3	0	4	0	7	1885	298	1587
PM	5:00 PM	1	578	204	3	786	188	0	91	0	279	59	633	0	0	692	4	0	6	0	10	1767	289	1478
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
PM	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
PM	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
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		3	2120	532	16	2671	657	2	331	0	990	185	2545	6	0	2736	9	0	17	0	26	6423	1016	5407

Graphical Summary of Hourly Volumes



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles



Port Washington Road and Henry Clay Street

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	80	19	1	100	27	0	19	0	46	9	123	0	0	132	0	0	0	0	0	278	1304	0.93
	11:15 AM	0	105	22	2	129	43	0	14	0	57	5	154	1	0	160	1	0	1	0	2	348	1382	0.97
	11:30 AM	0	112	14	2	128	32	0	15	0	47	6	146	1	0	153	0	0	1	0	1	329	1420	0.92
	11:45 AM	0	112	30	1	143	28	0	19	0	47	14	145	0	0	159	0	0	0	0	0	349	1458	0.94
	12:00 PM	0	121	28	1	150	43	1	14	0	58	4	143	0	0	147	1	0	0	0	1	356	1467	0.95
	12:15 PM	1	136	25	0	162	33	0	26	0	59	7	156	1	0	164	0	0	1	0	1	386		
	12:30 PM	0	132	17	2	151	33	0	20	0	53	4	156	0	0	160	0	0	3	0	3	367		
	12:45 PM	0	131	22	2	155	33	0	20	0	53	12	136	1	0	149	0	0	1	0	1	358		
	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	155	29	1	185	48	1	20	0	69	18	187	1	0	206	2	0	2	0	4	464	1885	0.95
	4:15 PM	1	157	42	0	200	47	0	21	0	68	20	181	1	0	202	1	0	1	0	2	472	1946	0.93
	4:30 PM	0	144	37	0	181	48	0	26	0	74	8	191	0	0	199	0	0	0	0	0	454	1937	0.92
	4:45 PM	0	157	43	1	201	54	0	26	0	80	19	194	0	0	213	0	0	1	0	1	495	1868	0.89
	5:00 PM	0	170	60	0	230	73	0	35	0	108	16	171	0	0	187	0	0	0	0	0	525	1767	0.84
	5:15 PM	0	159	50	2	211	42	0	18	0	60	13	175	0	0	188	2	0	2	0	4	463		
	5:30 PM	1	111	53	0	165	41	0	17	0	58	18	139	0	0	157	1	0	4	0	5	385		
	5:45 PM	0	138	41	1	180	32	0	21	0	53	12	148	0	0	160	1	0	0	0	1	394		
	6:00 PM	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		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		3	2120	532	16	2671	657	2	331	0	990	185	2545	6	0	2736	9	0	17	0	26	6423		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	1	520	92	5	618	142	1	80	0	223	27	591	2	0	620	1	0	5	0	6	1467	0.95
PM	4:15 PM	1	628	182	1	812	222	0	108	0	330	63	737	1	0	801	1	0	2	0	3	1946	0.93

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)



Port Washington Road and Henry Clay Street

15-Minute Automobile Data

	15-Minute Time Period Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					15-Min Totals	Hourly Sum
		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	75	19	1	95	26	0	19	0	45	7	119	0	0	126	0	0	0	0	0	266	1244
	11:15 AM	0	98	22	2	122	43	0	13	0	56	5	148	1	0	154	1	0	1	0	2	334	1320
	11:30 AM	0	106	13	2	121	30	0	14	0	44	6	139	1	0	146	0	0	1	0	1	312	1366
	11:45 AM	0	109	30	1	140	27	0	17	0	44	12	136	0	0	148	0	0	0	0	0	332	1411
	12:00 PM	0	117	28	1	146	39	1	13	0	53	4	138	0	0	142	1	0	0	0	1	342	1422
	12:15 PM	1	134	25	0	160	32	0	24	0	56	7	155	1	0	163	0	0	1	0	1	380	
	12:30 PM	0	128	16	2	146	33	0	20	0	53	3	152	0	0	155	0	0	3	0	3	357	
	12:45 PM	0	126	20	2	148	32	0	19	0	51	12	130	1	0	143	0	0	1	0	1	343	
	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	152	28	1	181	48	1	17	0	66	18	184	1	0	203	2	0	2	0	4	454	1850
	4:15 PM	1	155	41	0	197	45	0	20	0	65	20	180	1	0	201	1	0	1	0	2	465	1912
	4:30 PM	0	140	36	0	176	48	0	26	0	74	7	188	0	0	195	0	0	0	0	0	445	1906
	4:45 PM	0	155	41	1	197	52	0	25	0	77	19	192	0	0	211	0	0	1	0	1	486	1843
	5:00 PM	0	165	59	0	224	73	0	35	0	108	16	168	0	0	184	0	0	0	0	0	516	1750
	5:15 PM	0	158	50	2	210	41	0	17	0	58	13	174	0	0	187	2	0	2	0	4	459	
	5:30 PM	1	110	53	0	164	41	0	16	0	57	18	138	0	0	156	1	0	4	0	5	382	
	5:45 PM	0	138	40	1	179	32	0	21	0	53	12	148	0	0	160	1	0	0	0	1	393	
	6:00 PM	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	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		3	2066	521	16	2606	642	2	316	0	960	179	2489	6	0	2674	9	0	17	0	26	6266	

Peak Hour Automobile Volume Summary

	Hourly Time Period Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	1	505	89	5	600	136	1	76	0	213	26	575	2	0	603	1	0	5	0	6	1422
PM	4:15 PM	1	615	177	1	794	218	0	106	0	324	62	728	1	0	791	1	0	2	0	3	1912

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses



Port Washington Road and Henry Clay Street

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

15-Minute Time Period	Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					15-Min Totals	Hourly Sum
		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	5	0	0	5	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	12	53
	11:15 AM	0	5	0	0	5	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	11	53
	11:30 AM	0	5	1	0	6	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	14	48
	11:45 AM	0	3	0	0	3	1	0	2	0	3	1	9	0	0	10	0	0	0	0	0	16	43
	12:00 PM	0	4	0	0	4	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	12	41
	12:15 PM	0	2	0	0	2	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	6	
	12:30 PM	0	4	1	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9	
	12:45 PM	0	5	2	0	7	1	0	1	0	2	0	5	0	0	5	0	0	0	0	0	14	
	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	3	1	0	4	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	10	30
	4:15 PM	0	1	0	0	1	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	5	28
	4:30 PM	0	4	1	0	5	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	8	25
	4:45 PM	0	2	1	0	3	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	7	20
	5:00 PM	0	5	1	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8	14
	5:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	
	5:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	
	5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	49	9	0	58	13	0	14	0	27	5	48	0	0	53	0	0	0	0	0	138	

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

Hourly Time Period	Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	15	3	0	18	5	0	4	0	9	1	13	0	0	14	0	0	0	0	0	41
PM	4:15 PM	0	12	3	0	15	4	0	1	0	5	1	7	0	0	8	0	0	0	0	0	28

Intersection Traffic Volume Report

Count Basics			*Page 8 of 13*
Start Date:	Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks



Port Washington Road and Henry Clay Street

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	7
	11:15 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	9
	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3	6
	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	4
	12:00 PM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2	4
	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	1	0	0	1	0	0	0	0	0	1	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	
	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	5
	4:15 PM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	6
	4:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	5
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	3
	5:15 PM	0	1	0	0	1	1	0	0	0	1	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	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	5	2	0	7	2	0	1	0	3	1	8	0	0	9	0	0	0	0	0	19	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	4
PM	4:15 PM	0	1	2	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6

Intersection Traffic Volume Report

Count Basics			*Page 9 of 13*
Start Date:	Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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



Port Washington Road and Henry Clay Street

15-Minute Heavy Vehicle Data

	15-Minute Time Period Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					15-Min Totals	Hourly Sum
		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	5	0	0	5	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	12	60
	11:15 AM	0	7	0	0	7	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	14	62
	11:30 AM	0	6	1	0	7	2	0	1	0	3	0	7	0	0	7	0	0	0	0	0	17	54
	11:45 AM	0	3	0	0	3	1	0	2	0	3	2	9	0	0	11	0	0	0	0	0	17	47
	12:00 PM	0	4	0	0	4	4	0	1	0	5	0	5	0	0	5	0	0	0	0	0	14	45
	12:15 PM	0	2	0	0	2	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	6	
	12:30 PM	0	4	1	0	5	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	10	
	12:45 PM	0	5	2	0	7	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	15	
	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	3	1	0	4	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	10	35
	4:15 PM	0	2	1	0	3	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	7	34
	4:30 PM	0	4	1	0	5	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	9	31
	4:45 PM	0	2	2	0	4	2	0	1	0	3	0	2	0	0	2	0	0	0	0	0	9	25
	5:00 PM	0	5	1	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9	17
	5:15 PM	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	4	
	5:30 PM	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3	
	5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	54	11	0	65	15	0	15	0	30	6	56	0	0	62	0	0	0	0	0	157	

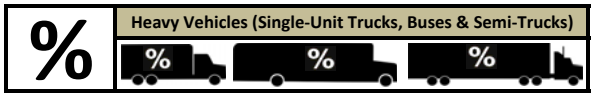
Peak Hour Heavy Vehicle Volume Summary

	Hourly Time Period Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	15	3	0	18	6	0	4	0	10	1	16	0	0	17	0	0	0	0	0	45
PM	4:15 PM	0	13	5	0	18	4	0	2	0	6	1	9	0	0	10	0	0	0	0	0	34

Intersection Traffic Volume Report

Count Basics			*Page 10 of 13*
Start Date:	Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Port Washington Road and Henry Clay Street

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					Total Heavy Vehicle	Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 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	6.2	0.0	0.0	5.0	3.7	0.0	0.0	0.0	2.2	22.2	3.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	4.3	4.6
	11:15 AM	0.0	6.7	0.0	0.0	5.4	0.0	0.0	7.1	0.0	1.8	0.0	3.9	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	4.0	4.5
	11:30 AM	0.0	5.4	7.1	0.0	5.5	6.2	0.0	6.7	0.0	6.4	0.0	4.8	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	5.2	3.8
	11:45 AM	0.0	2.7	0.0	0.0	2.1	3.6	0.0	10.5	0.0	6.4	14.3	6.2	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0	4.9	3.2
	12:00 PM	0.0	3.3	0.0	0.0	2.7	9.3	0.0	7.1	0.0	8.6	0.0	3.5	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	3.9	3.1
	12:15 PM	0.0	1.5	0.0	0.0	1.2	3.0	0.0	7.7	0.0	5.1	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	1.6	
	12:30 PM	0.0	3.0	5.9	0.0	3.3	0.0	0.0	0.0	0.0	0.0	25.0	2.6	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	2.7	
	12:45 PM	0.0	3.8	9.1	0.0	4.5	3.0	0.0	5.0	0.0	3.8	0.0	4.4	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.2	
	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	1.9	3.4	0.0	2.2	0.0	0.0	15.0	0.0	4.3	0.0	1.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	2.2	1.9
	4:15 PM	0.0	1.3	2.4	0.0	1.5	4.3	0.0	4.8	0.0	4.4	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	1.5	1.7
	4:30 PM	0.0	2.8	2.7	0.0	2.8	0.0	0.0	0.0	0.0	0.0	12.5	1.6	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	1.6
	4:45 PM	0.0	1.3	4.7	0.0	2.0	3.7	0.0	3.8	0.0	3.7	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.8	1.3
	5:00 PM	0.0	2.9	1.7	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.7	1.0
	5:15 PM	0.0	0.6	0.0	0.0	0.5	2.4	0.0	5.6	0.0	3.3	0.0	0.6	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.9	
	5:30 PM	0.0	0.9	0.0	0.0	0.6	0.0	0.0	5.9	0.0	1.7	0.0	0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.8	
	5:45 PM	0.0	0.0	2.4	0.0	0.6	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	0.3	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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	2.5	2.1	0.0	2.4	2.3	0.0	4.5	0.0	3.0	3.2	2.2	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.4	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					Hourly Heavy Vehicle
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	2.9	3.3	0.0	2.9	4.2	0.0	5.0	0.0	4.5	3.7	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	3.1
PM	4:15 PM	0.0	2.1	2.7	0.0	2.2	1.8	0.0	1.9	0.0	1.8	1.6	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.7

Intersection Traffic Volume Report

Count Basics			*Page 11 of 13*
Start Date:	Tuesday, May 4, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 4		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists



Port Washington Road and Henry Clay Street

15-Minute Pedestrian and Bicyclist Data

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

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 13
Start Date:	Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75		Non-Holiday	No Special Events

Base Information, Observed (3.75) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Port Washington Road and RIRO DW at 5201

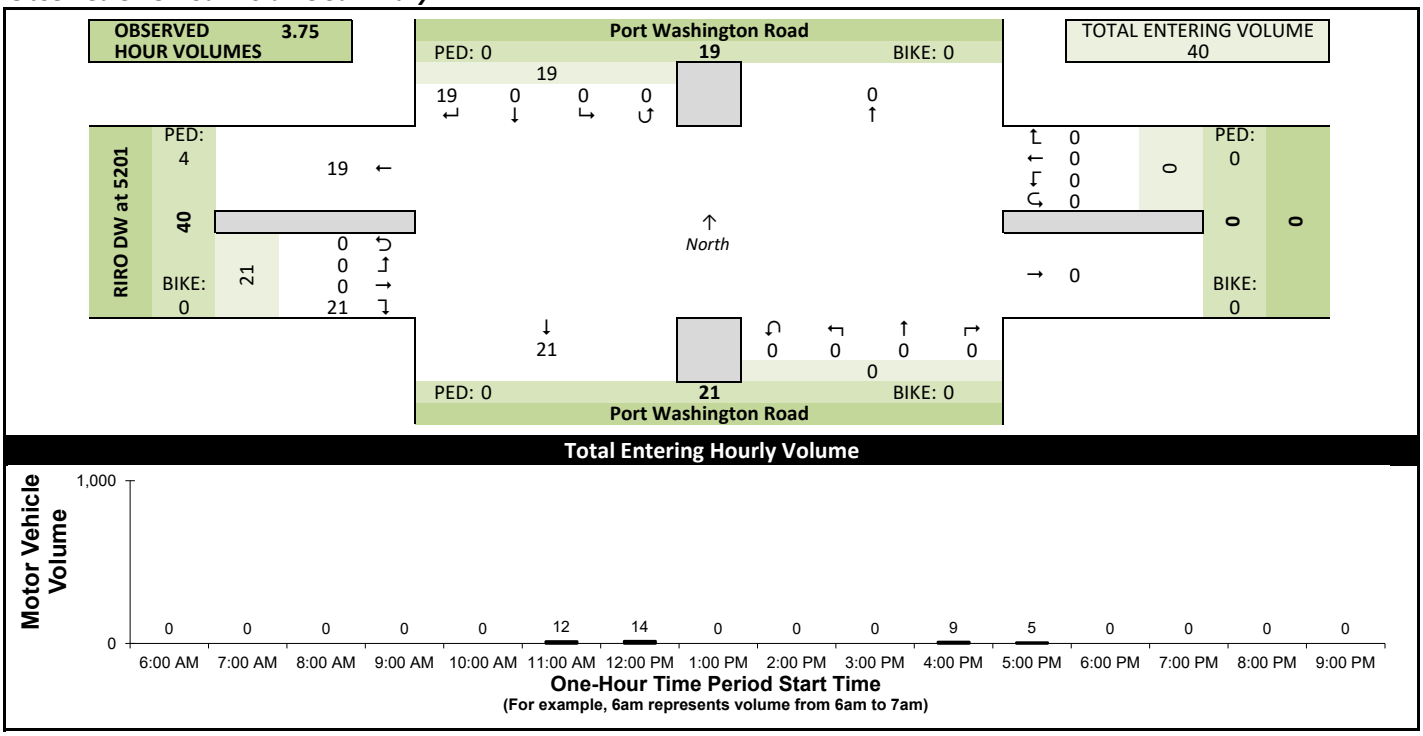
Site Information

Municipality	City of Glendale		
County	Milwaukee	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names		North Direction	↑
North Leg	Port Washington Road		
East Leg			
South Leg	Port Washington Road		
West Leg	RIRO DW at 5201		
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		

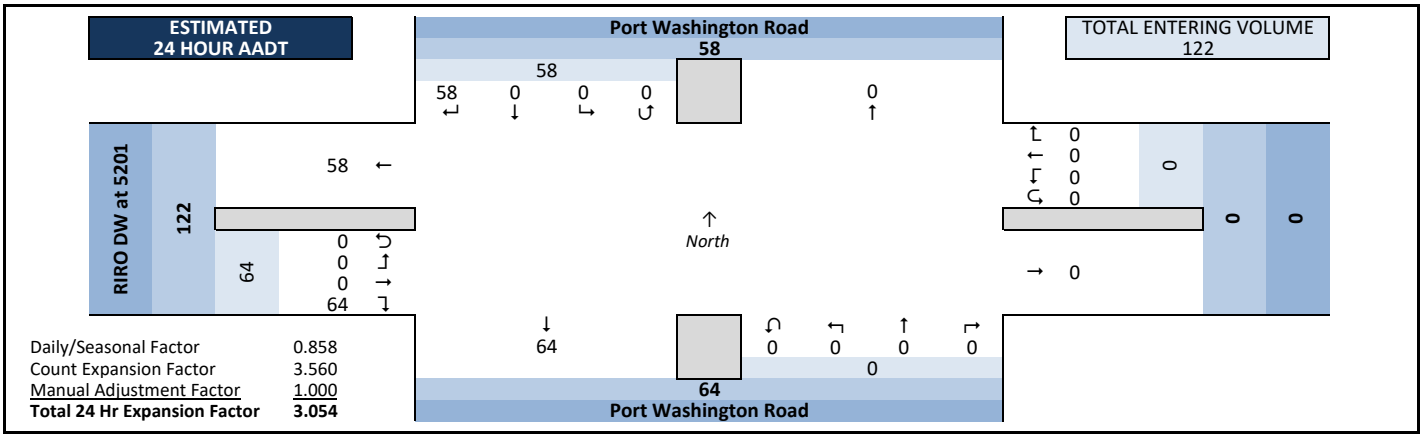
Count Information

Hrs Counted:	11:15 AM-1:00 PM and 4:00 PM-6:00 PM				
1st Day of Count	Thursday, May 6, 2021			Weather	
AM Peak Period	Thursday, May 6, 2021			Clear & Dry	
Midday Peak Period	Thursday, May 6, 2021			Clear & Dry	
PM Peak Period	Thursday, May 6, 2021			Clear & Dry	
Calculated Peak Hours					
AM		MD	11:15-12:15am	PM	4:00-5:00pm
Peak Hours Selected for Analysis					
AM		MD	12:00-1:00pm	PM	4:15-5:15pm
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	0.858	Count Expansion Factor	3.560		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	Ron Andryk			
	PM Peak Period	Larry Numerich			
Comments	2019 DOT Seasonal Factors				

Observed 3.75 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75		Non-Holiday	No Special Events

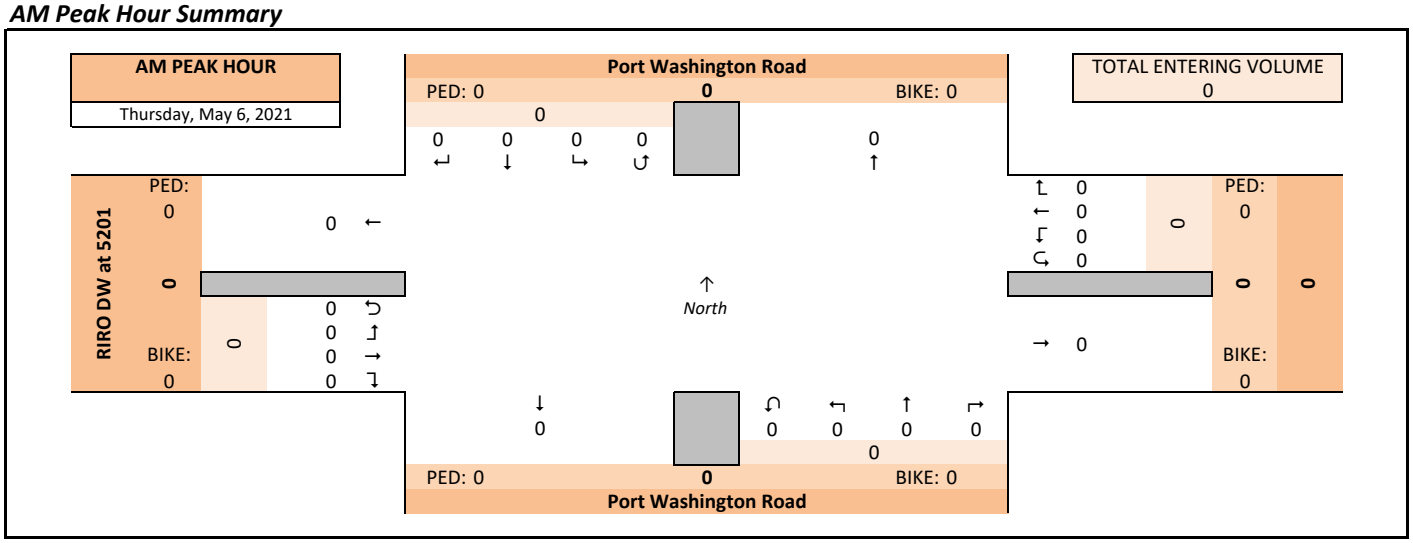
Peak Hour Volume Graphical Summary

All Motor Vehicles

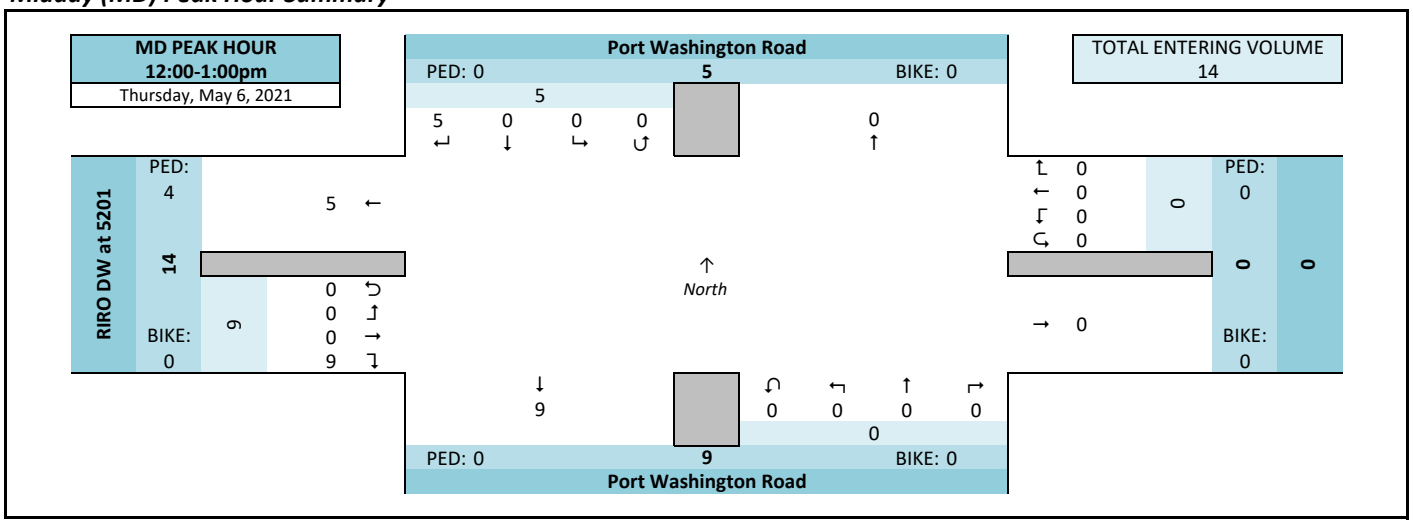


Port Washington Road and RIRO DW at 5201

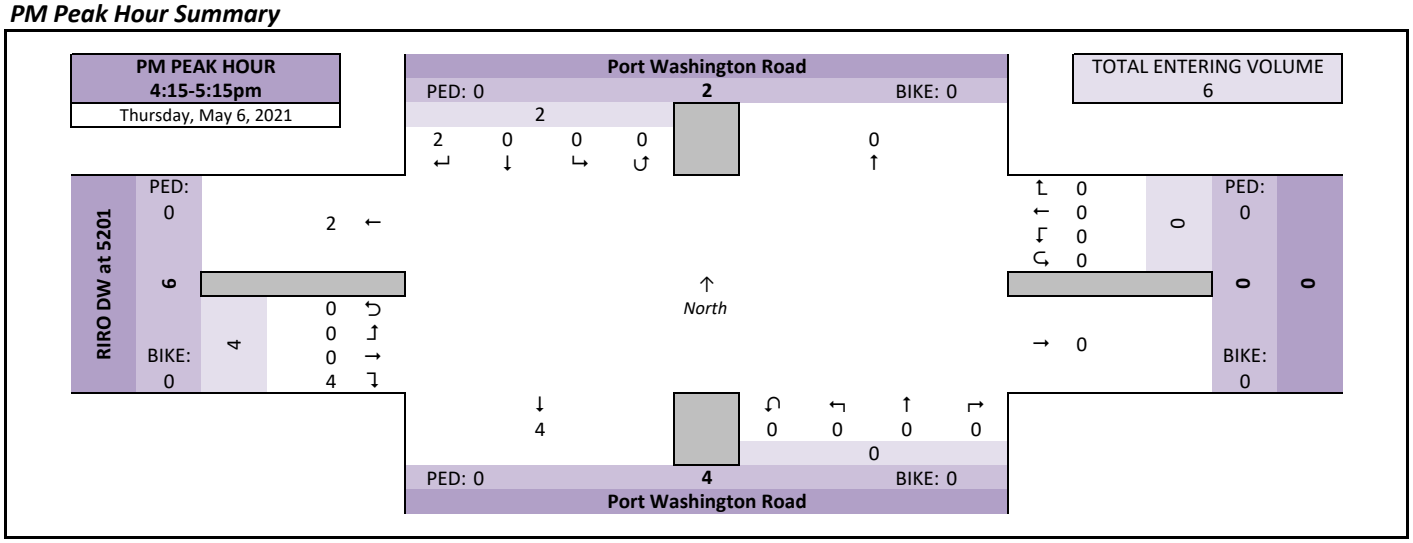
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

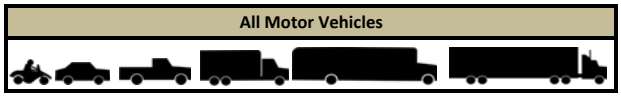


Intersection Traffic Volume Report

Count Basics		*Page 3 of 13*
Start Date: Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75	Non-Holiday	No Special Events

Peak Hour Volume Summary

Port Washington Road and RIRO DW at 5201



Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, May 6, 2021		From North					From East					From South					From West					
	AM Peak Hour	Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
	Start Time	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

Thursday, May 6, 2021		From North					From East					From South					From West					
	MD Peak Hour	Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
	Start Time	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	5	0	0	0	5	5
	12:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
	12:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5
	Peak Hour Volume	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	14
	Rounded Hourly Volume	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	15
	% 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)	0.42	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.45	0.70

Thursday, May 6, 2021		From North					From East					From South					From West					
	PM Peak Hour	Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
	Start Time	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	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
	4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
	5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	Peak Hour Volume	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
	% 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)	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.50	0.50

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			0			Port Washington Road			RIRO DW at 5201			
	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	1	0	1	1
	12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
	12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
	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	4	0	4	4
PM	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
	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: Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

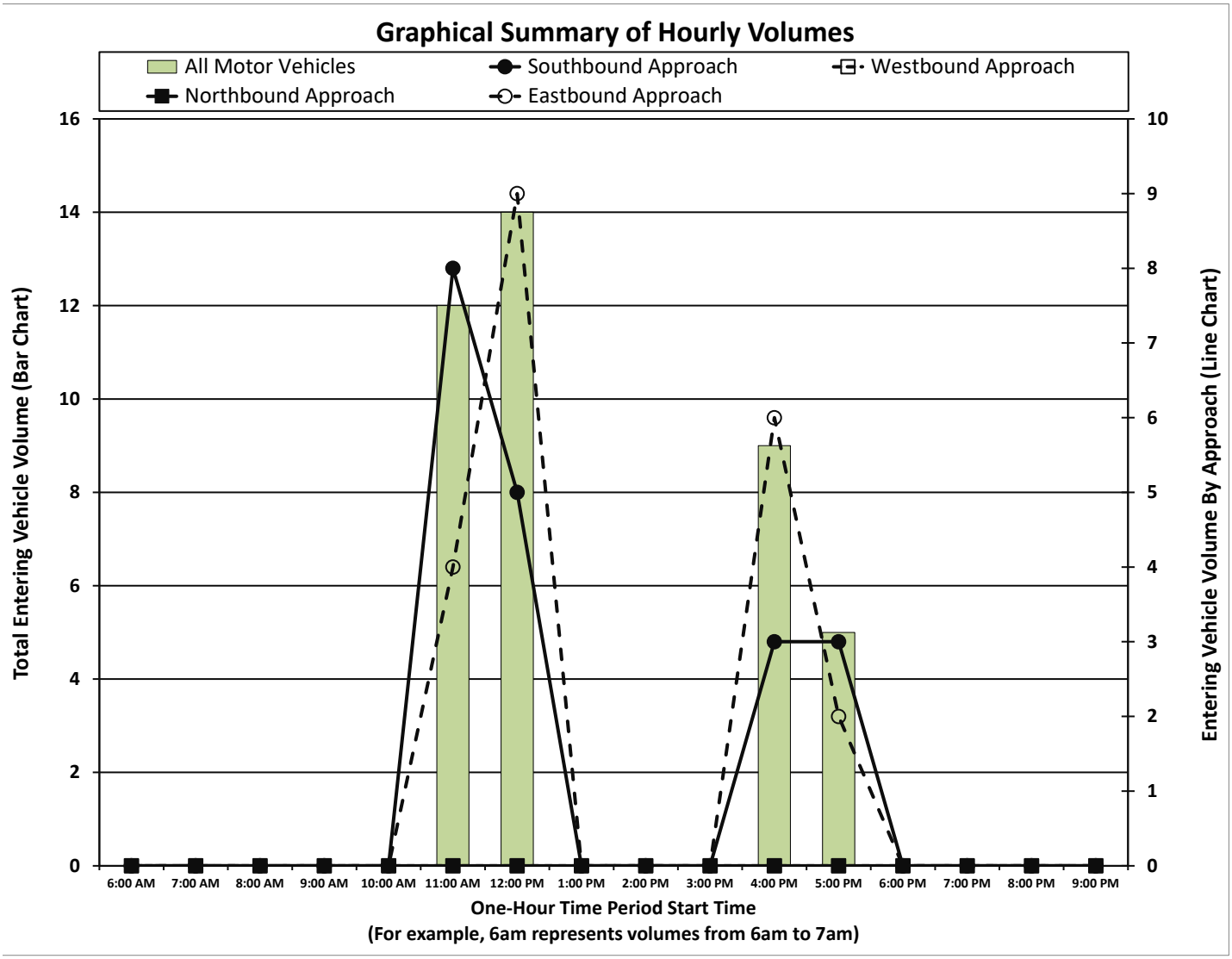
All Motor Vehicles



Port Washington Road and RIRO DW at 5201

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	12	4	8
MD	12:00 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	14	9	5
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	9	6	3
PM	5:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	2	3
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
PM	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
PM	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
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		19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	40	21	19



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles



Port Washington Road and RIRO DW at 5201

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					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	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	17	0.85
	11:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	13	0.65
	11:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	12	0.60
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	14	0.70
	12:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3		
	12:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5		
	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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	9	0.56
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	6	0.50
	4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	6	0.50
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	5	0.63
	5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0.63
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
	5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2		
	5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	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		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	40		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					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	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	14	0.70
PM	4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6	0.50

Intersection Traffic Volume Report

Count Basics			*Page 6 of 13*
Start Date:	Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75		Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)



Port Washington Road and RIRO DW at 5201

15-Minute Automobile Data

	15-Minute Time Period	From North					From East					From South					From West						
		Port Washington Road					0					Port Washington Road					RIRO DW at 5201					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	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	17
	11:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	13
	11:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	12
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5	14
	12:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	12:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	
	12:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	5	
	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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4	9
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	6
	4:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	6
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	5
	5:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	
	5:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	
	5:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	40	

Peak Hour Automobile Volume Summary

	Hourly Time Period	From North					From East					From South					From West					Total Hourly
		Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
	Start Time	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	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	14
PM	4:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6

Intersection Traffic Volume Report

Count Basics			*Page 7 of 13*
Start Date:	Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75		Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses



Port Washington Road and RIRO DW at 5201

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

15-Minute Time Period	Start Time	From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					15-Min Totals	Hourly Sum
		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	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
	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
	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
	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	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	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		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	Start Time	From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					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	4:15 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:	Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75		Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks



Port Washington Road and RIRO DW at 5201

15-Minute Semi-Truck Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Port Washington Road					0					Port Washington Road					RIRO DW at 5201						
Start Time		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	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
	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
	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
	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	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	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		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
		Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
Start Time		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	4:15 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:	Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75		Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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



Port Washington Road and RIRO DW at 5201

15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					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	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
	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
	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
	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	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	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

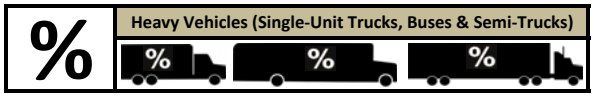
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					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	4:15 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 10 of 13*
Start Date: Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Port Washington Road and RIRO DW at 5201

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		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	0.0	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	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	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	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	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	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	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	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	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	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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 Start Time		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					Hourly Heavy Vehicle Percent
		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	0.0	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	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

Intersection Traffic Volume Report

Count Basics			Page 11 of 13
Start Date:	Thursday, May 6, 2021	Weekday	Schools in Session
Total Number of Hours Counted: 3.75		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists

Port Washington Road and RIRO DW at 5201

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	Port Washington Road			0			Port Washington Road			RIRO DW at 5201			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	12:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	4
	12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	2	
	12:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	
	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	0
	4:15 PM	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
	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	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	
	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	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	0	0	0	0	0	0	0	0	4	0	4	4	

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 13
Start Date:	Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Port Washington Road and Henry Clay Street

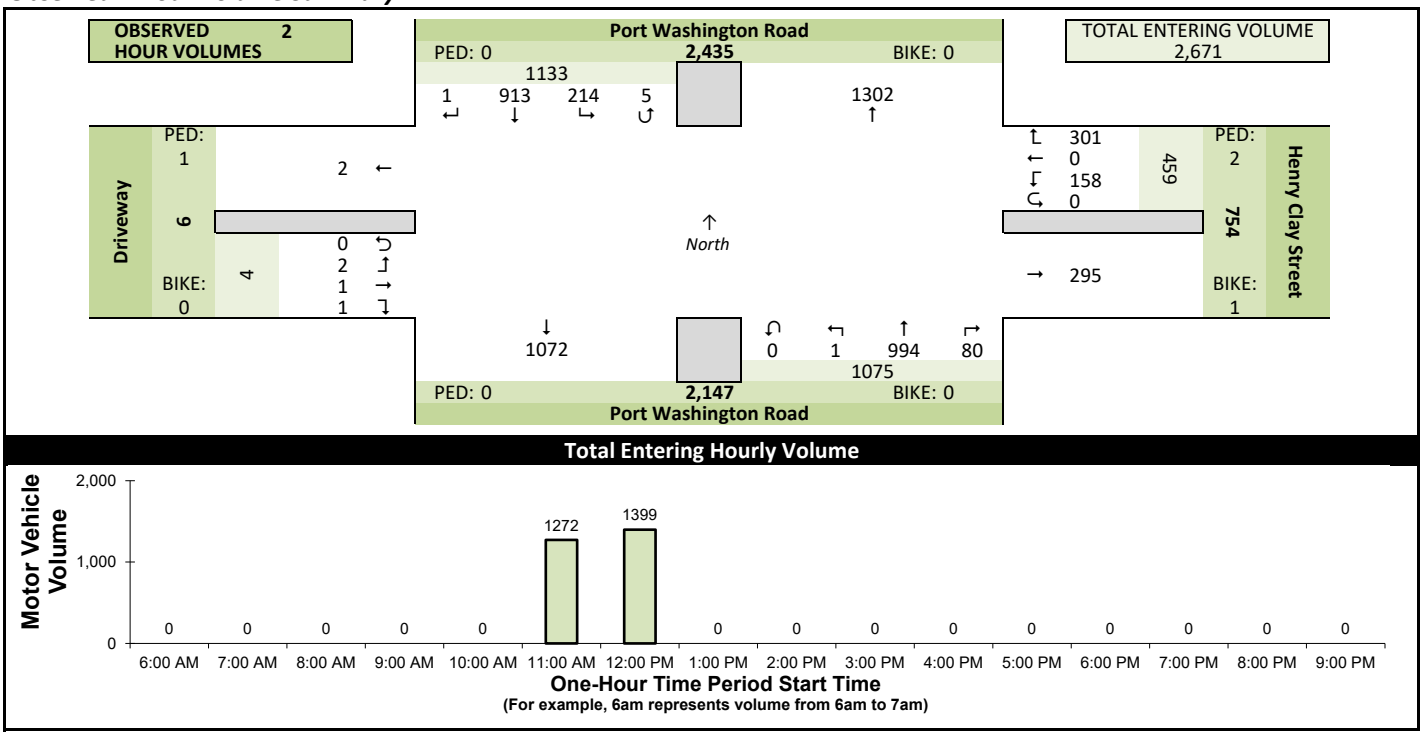
Site Information

Municipality	City of Glendale		
County	Milwaukee	WisDOT Region	SE
Traffic Control	Traffic Signal		
Roadway Names		North Direction	↑
North Leg	Port Washington Road		
East Leg	Henry Clay Street		
South Leg	Port Washington Road		
West Leg	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		

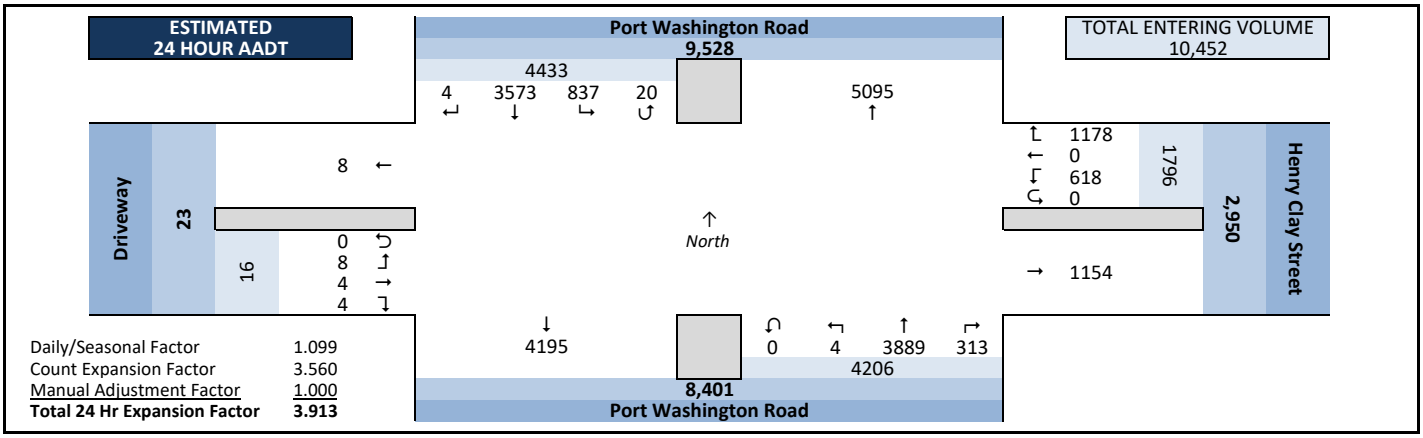
Count Information

Hrs Counted:	11:00 AM-1:00 PM				
1st Day of Count	Saturday, May 1, 2021			Weather	
AM Peak Period	Saturday, May 1, 2021			Clear & Dry	
Midday Peak Period	Saturday, May 1, 2021			Clear & Dry	
PM Peak Period	Saturday, May 1, 2021			Clear & Dry	
Calculated Peak Hours					
AM		MD	11:45-12:45pm	PM	
Peak Hours Selected for Analysis					
AM		MD	11:45-12:45pm	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.099	Count Expansion Factor	3.560		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	David Bieberitz			
	PM Peak Period	None			
Comments	2019 DOT Seasonal Factors				

Observed 2 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

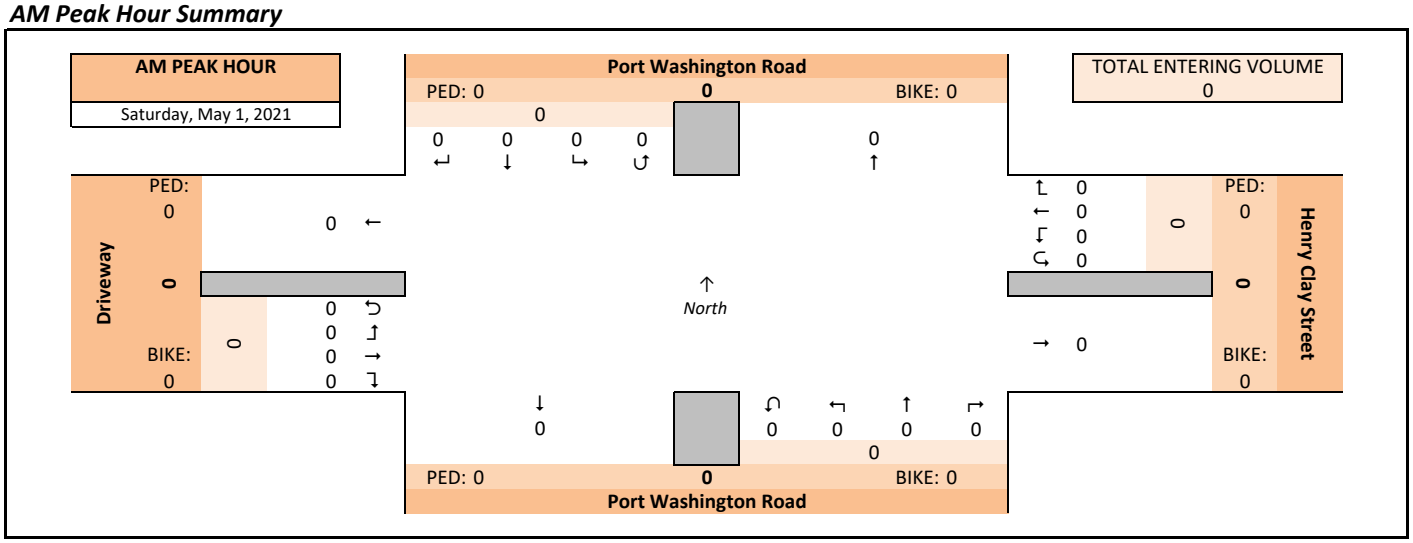
Peak Hour Volume Graphical Summary

All Motor Vehicles

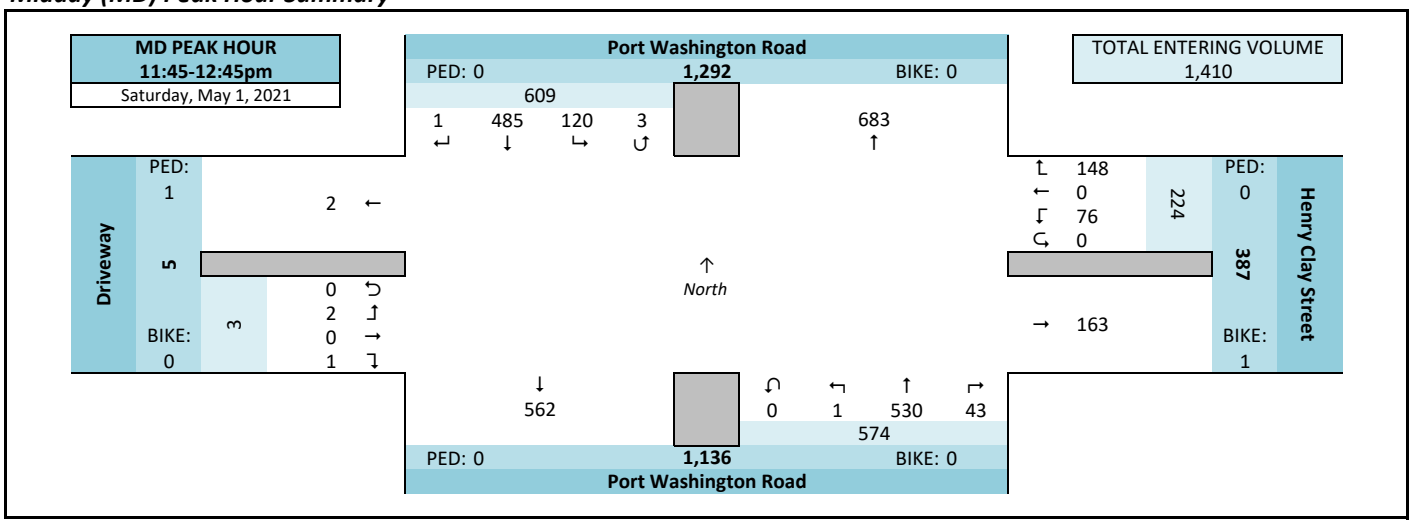


Port Washington Road and Henry Clay Street

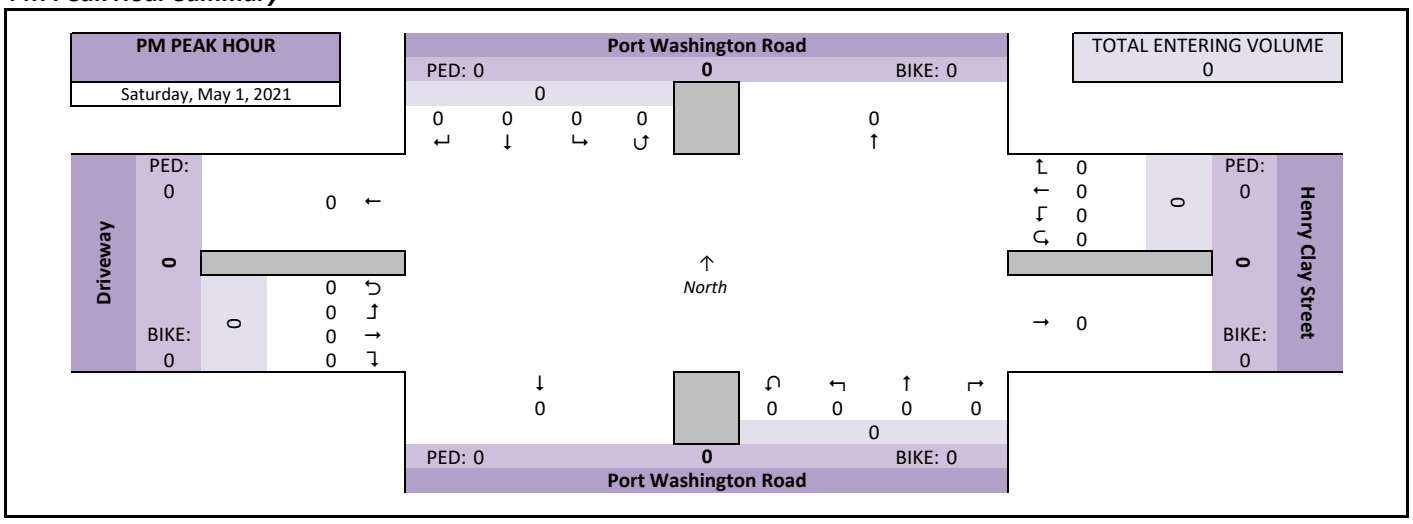
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary



Intersection Traffic Volume Report

Count Basics		*Page 3 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

Peak Hour Volume Summary

Port Washington Road and Henry Clay Street

All Motor Vehicles



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, May 1, 2021		From North					From East					From South					From West					
	AM Peak Hour	Port Washington Road					Henry Clay Street					Port Washington Road					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

Saturday, May 1, 2021		From North					From East					From South					From West					
	MD Peak Hour	Port Washington Road					Henry Clay Street					Port Washington Road					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	11:45 AM	0	113	36	0	149	37	0	22	0	59	7	130	0	0	137	1	0	1	0	2	347
	12:00 PM	0	121	27	1	149	43	0	17	0	60	15	138	1	0	154	0	0	0	0	0	363
	12:15 PM	1	131	32	0	164	42	0	19	0	61	8	145	0	0	153	0	0	1	0	1	379
	12:30 PM	0	120	25	2	147	26	0	18	0	44	13	117	0	0	130	0	0	0	0	0	321
	Peak Hour Volume	1	485	120	3	609	148	0	76	0	224	43	530	1	0	574	1	0	2	0	3	1410
	Rounded Hourly Volume	0	485	120	5	610	150	0	75	0	225	45	530	0	0	575	0	0	0	0	0	1410
	% Single Unit Trucks	0.0	1.2	0.8	0.0	1.1	0.7	0.0	1.3	0.0	0.9	2.3	1.1	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.1
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.4	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1
	% Trucks (Total)	0.0	1.2	0.8	0.0	1.1	1.4	0.0	1.3	0.0	1.3	2.3	1.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.3
	Peak Hour Factor (PHF)	0.25	0.93	0.83	0.37	0.93	0.86	0.00	0.86	0.00	0.92	0.72	0.91	0.25	0.00	0.93	0.25	0.00	0.50	0.00	0.37	0.93

Saturday, May 1, 2021		From North					From East					From South					From West					
	PM Peak Hour	Port Washington Road					Henry Clay Street					Port Washington Road					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	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
	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

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total
		Port Washington Road			Henry Clay Street			Port Washington Road			Driveway			Ped &
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Bike 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	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	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	1	1	0	0	0	1	0	1	2
	Total	0	0	0	0	1	1	0	0	0	1	0	1	2
PM	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
	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: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

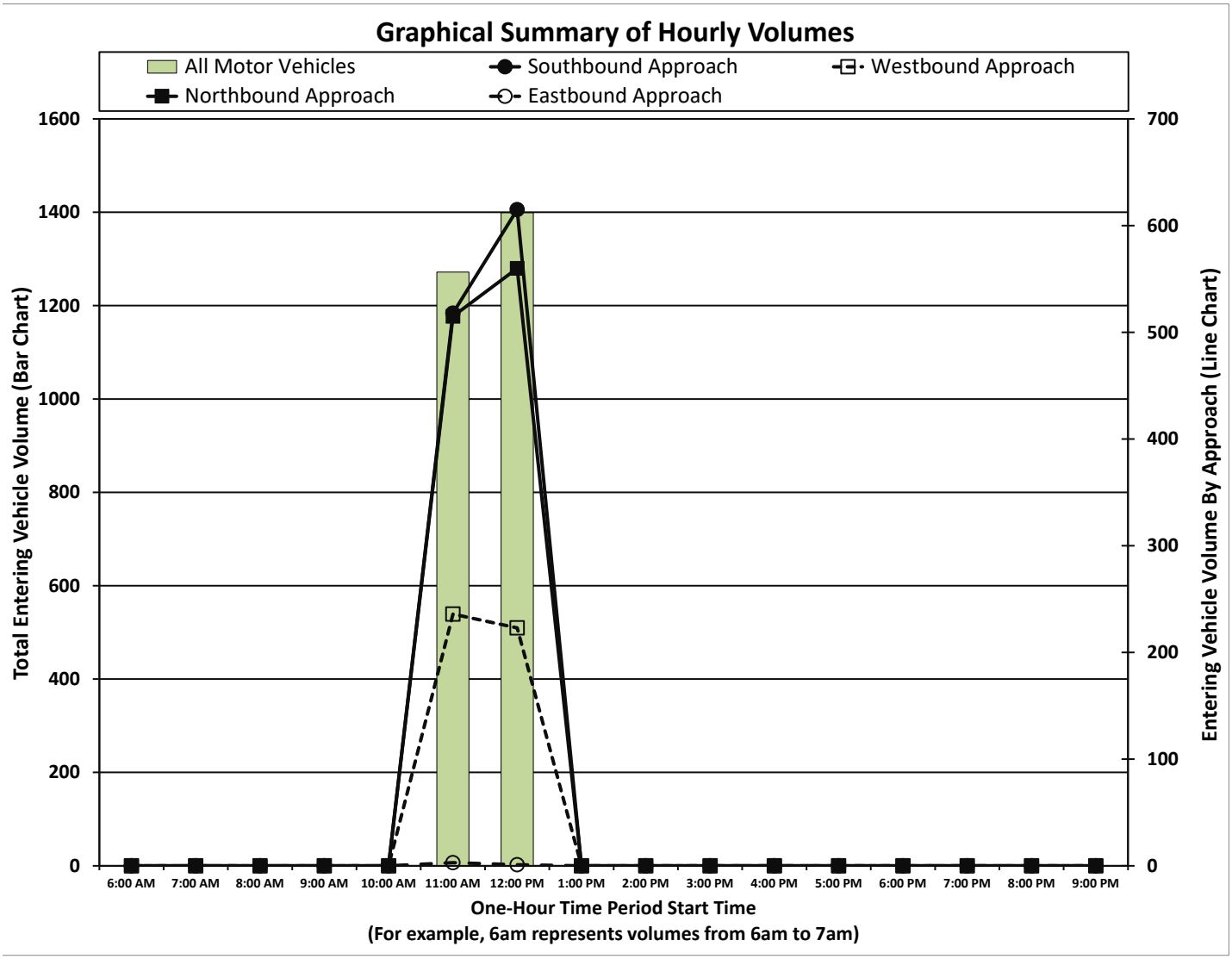
All Motor Vehicles



Port Washington Road and Henry Clay Street

One-Hour Motor Vehicle Data

	One-Hour Time Period Start Time	From North: Port Washington Road					From East: Henry Clay Street					From South: Port Washington Road					From West: 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
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	11:00 AM	0	419	97	2	518	158	0	78	0	236	38	477	0	0	515	1	1	1	0	3	1272	239	1033
MD	12:00 PM	1	494	117	3	615	143	0	80	0	223	42	517	1	0	560	0	0	1	0	1	1399	224	1175
MD	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	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
PM	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
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		1	913	214	5	1133	301	0	158	0	459	80	994	1	0	1075	1	1	2	0	4	2671	463	2208



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles



Port Washington Road and Henry Clay Street

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	97	18	0	115	42	0	23	0	65	9	126	0	0	135	0	0	0	0	0	315	1272	0.92
	11:15 AM	0	108	25	2	135	38	0	14	0	52	9	103	0	0	112	0	1	0	0	1	300	1320	0.91
	11:30 AM	0	101	18	0	119	41	0	19	0	60	13	118	0	0	131	0	0	0	0	0	310	1399	0.92
	11:45 AM	0	113	36	0	149	37	0	22	0	59	7	130	0	0	137	1	0	1	0	2	347	1410	0.93
	12:00 PM	0	121	27	1	149	43	0	17	0	60	15	138	1	0	154	0	0	0	0	0	363	1399	0.92
	12:15 PM	1	131	32	0	164	42	0	19	0	61	8	145	0	0	153	0	0	1	0	1	379		
	12:30 PM	0	120	25	2	147	26	0	18	0	44	13	117	0	0	130	0	0	0	0	0	321		
	12:45 PM	0	122	33	0	155	32	0	26	0	58	6	117	0	0	123	0	0	0	0	0	336		
	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		
	6:15 PM	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		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		1	913	214	5	1133	301	0	158	0	459	80	994	1	0	1075	1	1	2	0	4	2671		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	11:45 AM	1	485	120	3	609	148	0	76	0	224	43	530	1	0	574	1	0	2	0	3	1410	0.93
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)



Port Washington Road and Henry Clay Street

15-Minute Automobile Data

	15-Minute Time Period Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					15-Min Totals	Hourly Sum
		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	95	18	0	113	42	0	23	0	65	9	126	0	0	135	0	0	0	0	0	313	1257
	11:15 AM	0	106	25	2	133	37	0	14	0	51	9	102	0	0	111	0	1	0	0	1	296	1305
	11:30 AM	0	100	18	0	118	41	0	19	0	60	13	117	0	0	130	0	0	0	0	0	308	1381
	11:45 AM	0	111	35	0	146	37	0	21	0	58	7	127	0	0	134	1	0	1	0	2	340	1392
	12:00 PM	0	120	27	1	148	43	0	17	0	60	14	138	1	0	153	0	0	0	0	0	361	1382
	12:15 PM	1	130	32	0	163	40	0	19	0	59	8	141	0	0	149	0	0	1	0	1	372	
	12:30 PM	0	118	25	2	145	26	0	18	0	44	13	117	0	0	130	0	0	0	0	0	319	
	12:45 PM	0	119	32	0	151	32	0	26	0	58	5	116	0	0	121	0	0	0	0	0	330	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	899	212	5	1117	298	0	157	0	455	78	984	1	0	1063	1	1	2	0	4	2639	

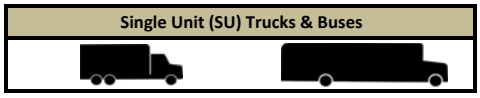
Peak Hour Automobile Volume Summary

	Hourly Time Period Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	11:45 AM	1	479	119	3	602	146	0	75	0	221	42	523	1	0	566	1	0	2	0	3	1392
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 7 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

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



Port Washington Road and Henry Clay Street

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

15-Minute Time Period	Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					15-Min Totals	Hourly Sum
		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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
	11:15 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4	14
	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	16
	11:45 AM	0	2	1	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6	16
	12:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	15
	12:15 PM	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6	
	12:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	12:45 PM	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	12	2	0	14	2	0	1	0	3	2	9	0	0	11	0	0	0	0	0	28	

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

Hourly Time Period	Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	11:45 AM	0	6	1	0	7	1	0	1	0	2	1	6	0	0	7	0	0	0	0	0	16
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks



Port Washington Road and Henry Clay Street

15-Minute Semi-Truck Data

15-Minute Time Period Start Time		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					15-Min Totals	Hourly Sum
		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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	12:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period Start Time		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	11:45 AM	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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



Port Washington Road and Henry Clay Street

15-Minute Heavy Vehicle Data

15-Minute Time Period	Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					15-Min Totals	Hourly Sum
		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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
	11:15 AM	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4	15
	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	18
	11:45 AM	0	2	1	0	3	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	7	18
	12:00 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	17
	12:15 PM	0	1	0	0	1	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	7	
	12:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
	12:45 PM	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	6	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	14	2	0	16	3	0	1	0	4	2	10	0	0	12	0	0	0	0	0	32	

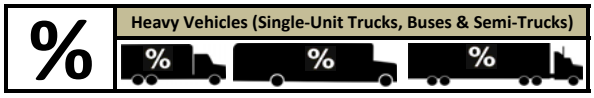
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period	Start Time	From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) 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	11:45 AM	0	6	1	0	7	2	0	1	0	3	1	7	0	0	8	0	0	0	0	0	18
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 10 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Port Washington Road and Henry Clay Street

15-Minute Heavy Vehicle Percentages

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					Total Heavy Vehicle	Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent	Percent
AM Peak Period	6:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
	6:15 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	2.1	0.0	0.0	1.7	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	0.6	1.2
	11:15 AM	0.0	1.9	0.0	0.0	1.5	2.6	0.0	0.0	0.0	1.9	0.0	1.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.3	1.1
	11:30 AM	0.0	1.0	0.0	0.0	0.8	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	0.6	1.3
	11:45 AM	0.0	1.8	2.8	0.0	2.0	0.0	0.0	4.5	0.0	1.7	0.0	2.3	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	2.0	1.3
	12:00 PM	0.0	0.8	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	1.2
	12:15 PM	0.0	0.8	0.0	0.0	0.6	4.8	0.0	0.0	0.0	3.3	0.0	2.8	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	1.8	
	12:30 PM	0.0	1.7	0.0	0.0	1.4	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	0.6	
	12:45 PM	0.0	2.5	3.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	16.7	0.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	1.8	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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	0.9	0.0	1.4	1.0	0.0	0.6	0.0	0.9	2.5	1.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.2	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) Henry Clay Street					From South (↑) Port Washington Road					From West (→) Driveway					Hourly Heavy Vehicle
Start Time		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Percent
AM	8:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	11:45 AM	0.0	1.2	0.8	0.0	1.1	1.4	0.0	1.3	0.0	1.3	2.3	1.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	1.3
PM	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists



Port Washington Road and Henry Clay Street

15-Minute Pedestrian and Bicyclist Data

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

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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

Intersection Traffic Volume Report

Count Basics		Version 2013.J4.1	Page 1 of 13
Start Date:	Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

Base Information, Observed (2) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Port Washington Road and RIRO DW at 5201

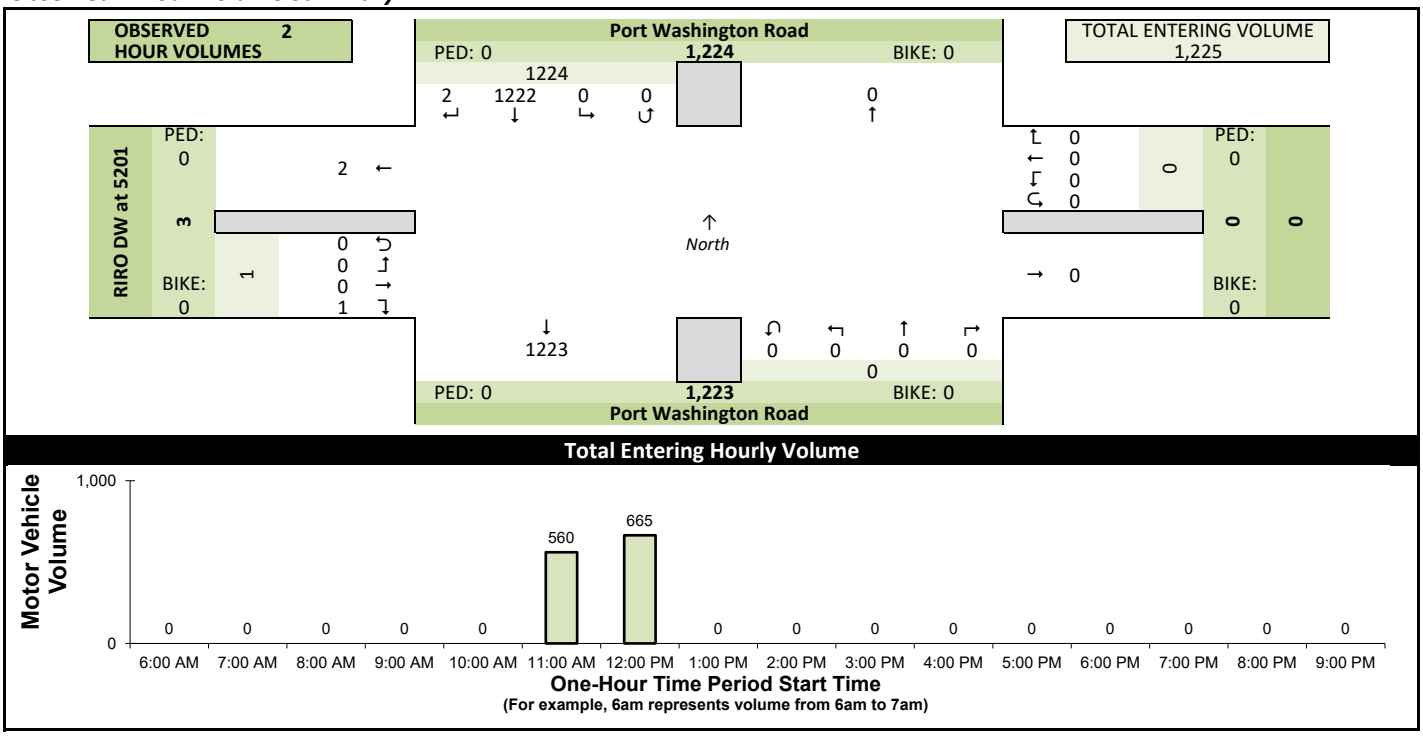
Site Information

Municipality	City of Glendale		
County	Milwaukee	WisDOT Region	SE
Traffic Control	Uncontrolled		
Roadway Names		North Direction	↑
North Leg	Port Washington Road		
East Leg			
South Leg	Port Washington Road		
West Leg	RIRO DW at 5201		
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		

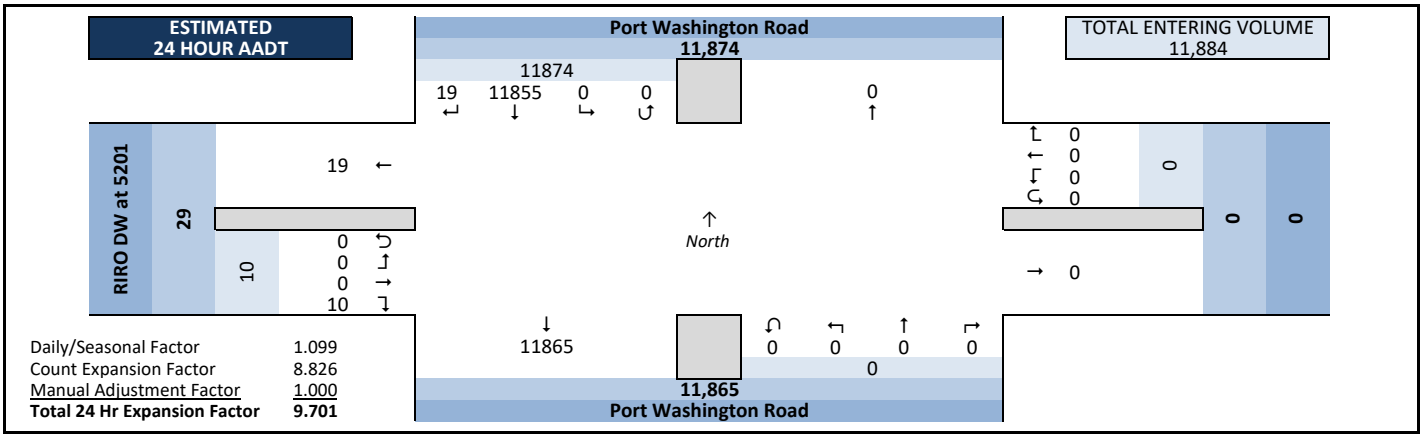
Count Information

Hrs Counted:	11:00 AM-1:00 PM				
1st Day of Count	Saturday, May 1, 2021			Weather	
AM Peak Period	Saturday, May 1, 2021			Clear & Dry	
Midday Peak Period	Saturday, May 1, 2021			Clear & Dry	
PM Peak Period	Saturday, May 1, 2021			Clear & Dry	
Calculated Peak Hours					
AM		MD	11:45-12:45pm	PM	
Peak Hours Selected for Analysis					
AM		MD	11:45-12:45pm	PM	
Daily/Seasonal Adjustment Group	(2) Urban Arterials & Collectors				
Count Expansion Group	(2) Urban Arterials & Collectors				
Daily/Seasonal Adjustment Factor	1.099	Count Expansion Factor	8.826		
Company Name	TADI, Inc			Manual Adj.	1.000
Observers	AM Peak Period	None			
	Midday Peak Period	Amy Scheuerlein			
	PM Peak Period	None			
Comments	2019 DOT Seasonal Factors				

Observed 2 Hour Volume Summary



Estimated 24 Hour AADT



Intersection Traffic Volume Report

Count Basics			Page 2 of 13
Start Date:	Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

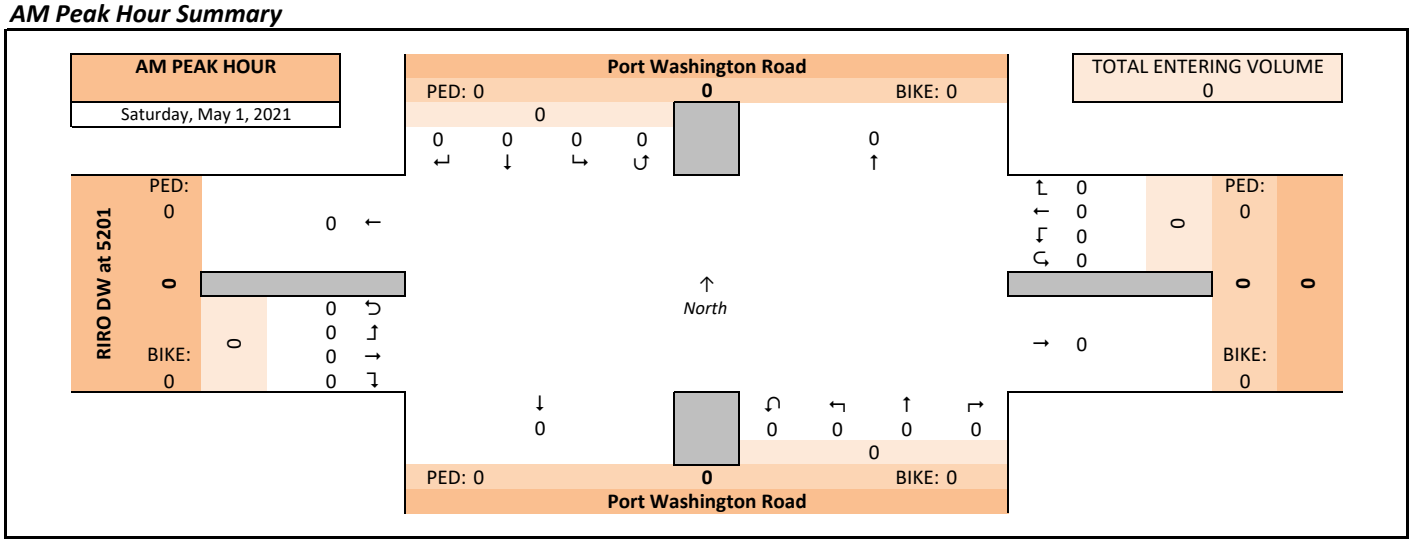
Peak Hour Volume Graphical Summary

All Motor Vehicles

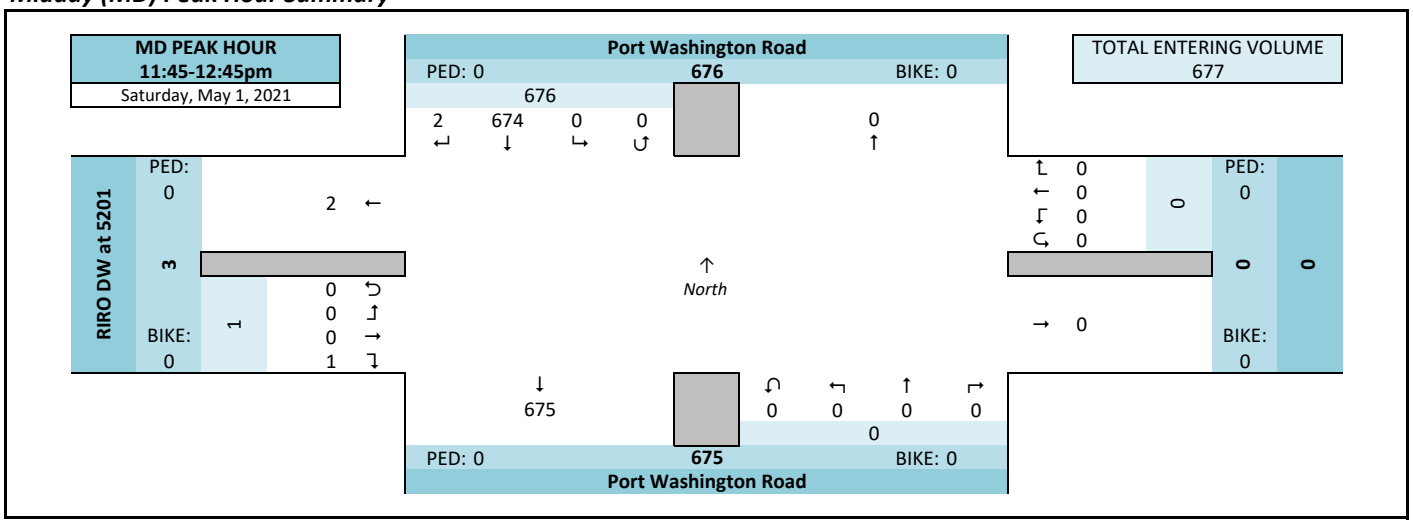


Port Washington Road and RIRO DW at 5201

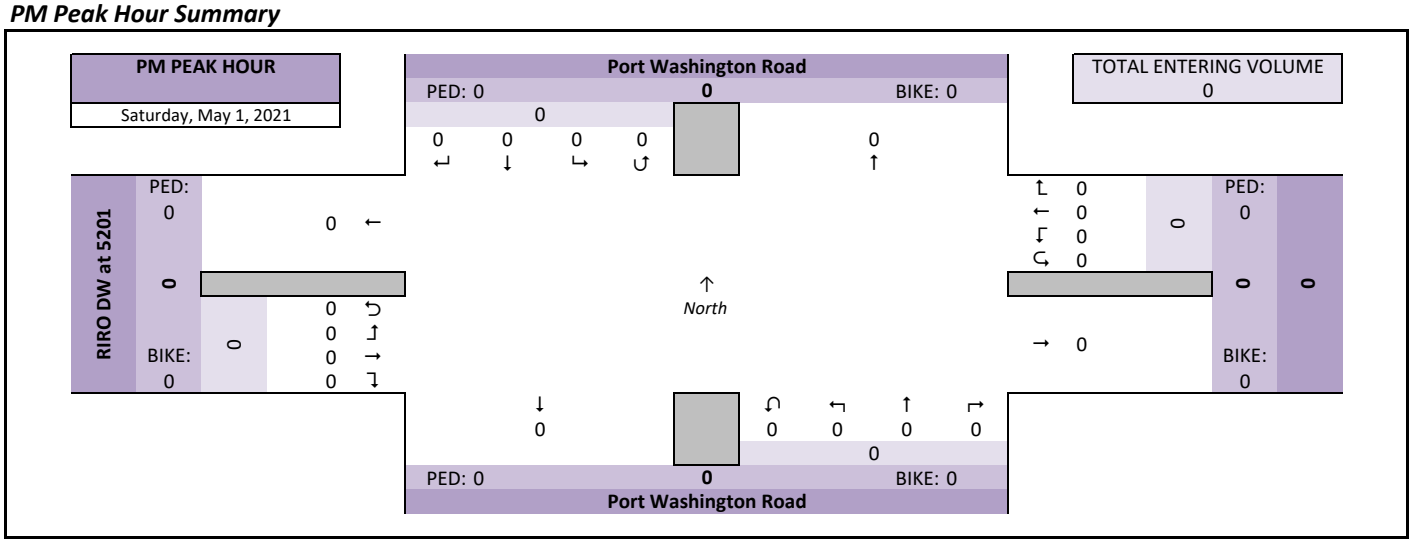
AM Peak Hour Summary



Midday (MD) Peak Hour Summary



PM Peak Hour Summary

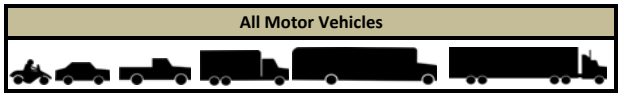


Intersection Traffic Volume Report

Count Basics		*Page 3 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

Peak Hour Volume Summary

Port Washington Road and RIRO DW at 5201



Peak Hour Volumes, Truck Percentages, and PHFs

Saturday, May 1, 2021		From North					From East					From South					From West					
	AM Peak Hour	Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
	Start Time	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

Saturday, May 1, 2021		From North					From East					From South					From West					
	MD Peak Hour	Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
	Start Time	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	11:45 AM	1	165	0	0	166	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	167
	12:00 PM	0	173	0	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173
	12:15 PM	0	178	0	0	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178
	12:30 PM	1	158	0	0	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159
	Peak Hour Volume	2	674	0	0	676	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	677
	Rounded Hourly Volume	0	675	0	0	675	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	675
	% Single Unit Trucks	50.0	1.2	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	1.3
	% 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)	50.0	1.2	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	1.3
	Peak Hour Factor (PHF)	0.50	0.95	0.00	0.00	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.95

Saturday, May 1, 2021		From North					From East					From South					From West					
	PM Peak Hour	Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
	Start Time	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	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
	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

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			0			Port Washington Road			RIRO DW at 5201			
	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	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: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

Hourly Volume Summary - Motor Vehicle Data

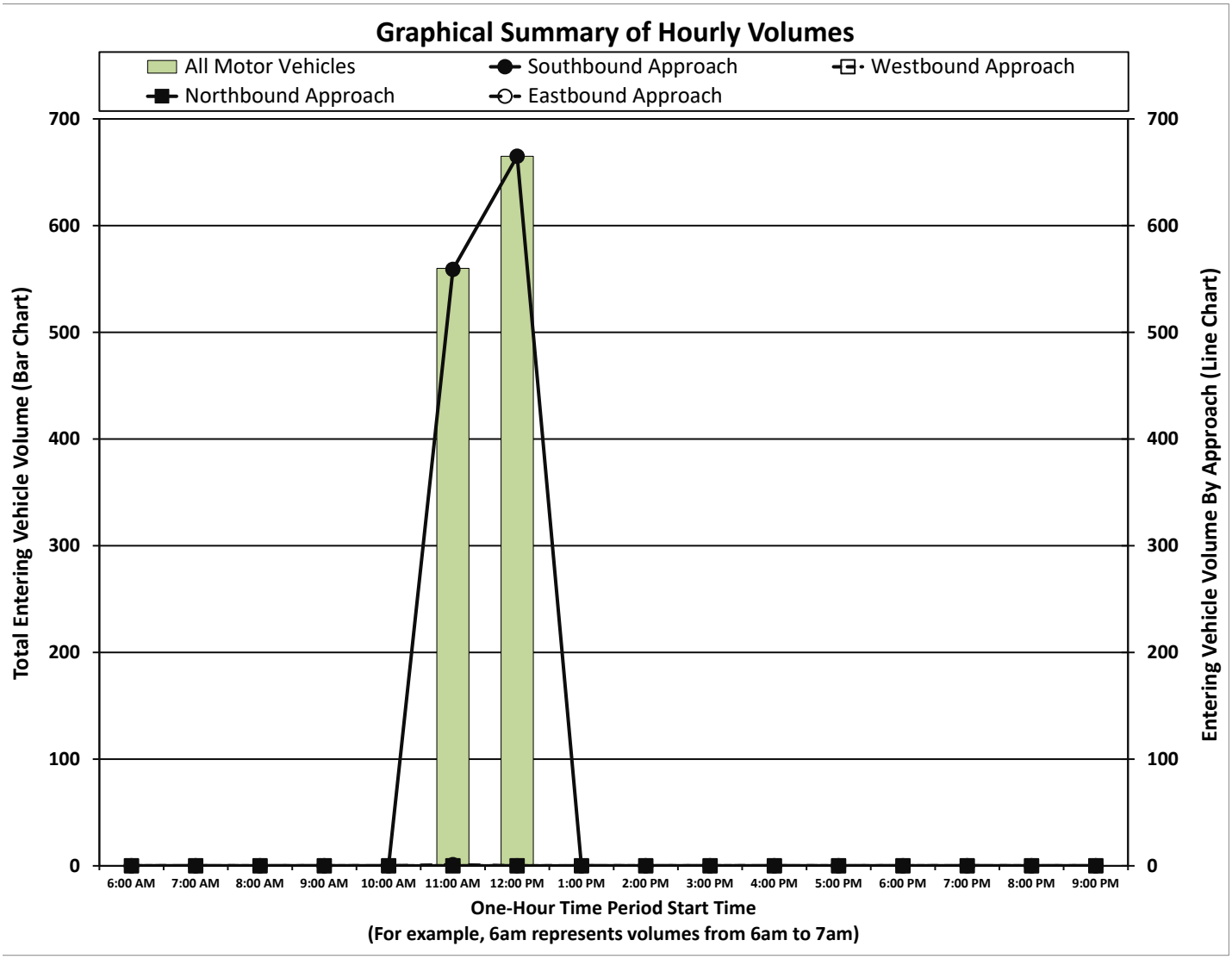
All Motor Vehicles



Port Washington Road and RIRO DW at 5201

One-Hour Motor Vehicle Data

One-Hour Time Period Start Time		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					Total Vehicle Volume	Directional Volume Totals E/W	Directional Volume Totals N/S
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	1	558	0	0	559	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	560	1	559
	12:00 PM	1	664	0	0	665	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	665	0	665
	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	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
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		2	1222	0	0	1224	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1225	1	1224



Intersection Traffic Volume Report

Count Basics		*Page 5 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Motor Vehicle Data

All Motor Vehicles



Port Washington Road and RIRO DW at 5201

15-Minute Motor Vehicle Data

15-Minute Time Period		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					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	118	0	0	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	560	0.84
	11:15 AM	0	143	0	0	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	615	0.89
	11:30 AM	0	132	0	0	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	650	0.91
	11:45 AM	1	165	0	0	166	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	167	677	0.95
	12:00 PM	0	173	0	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	665	0.93
	12:15 PM	0	178	0	0	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178		
	12:30 PM	1	158	0	0	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159		
	12:45 PM	0	155	0	0	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155		
	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		
	6:15 PM	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		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		2	1222	0	0	1224	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1225		

Peak Hour All Vehicle Volume Summary

Hourly Time Period		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					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	11:45 AM	2	674	0	0	676	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	677	0.95
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Traffic Volume Report

Count Basics		*Page 6 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Automobile Data

Automobiles (Cars, Light Trucks, & Motorcycles)



Port Washington Road and RIRO DW at 5201

15-Minute Automobile Data

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Port Washington Road					0					Port Washington Road					RIRO DW at 5201						
Start Time		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	115	0	0	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	551
	11:15 AM	0	141	0	0	141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	607
	11:30 AM	0	131	0	0	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	643
	11:45 AM	1	162	0	0	163	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	164	668
	12:00 PM	0	171	0	0	171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	655
	12:15 PM	0	177	0	0	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	
	12:30 PM	0	156	0	0	156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156	
	12:45 PM	0	151	0	0	151	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	1204	0	0	1205	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1206	

Peak Hour Automobile Volume Summary

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
Start Time		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	11:45 AM	1	666	0	0	667	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	668
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 7 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

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

Single Unit (SU) Trucks & Buses



Port Washington Road and RIRO DW at 5201

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

15-Minute Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					15-Min	Hourly
		Port Washington Road					0					Port Washington Road					RIRO DW at 5201						
	Start Time	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
	11:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
	11:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
	12:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
	12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	12:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	12:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	16	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	

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

Hourly Time Period		From North (↓)					From East (←)					From South (↑)					From West (→)					Total Hourly
		Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
	Start Time	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	11:45 AM	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 8 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Semi-Truck Data

Semi-Trucks



Port Washington Road and RIRO DW at 5201

15-Minute Semi-Truck Data

15-Minute Time Period		↓ From North					← From East					↑ From South					→ From West					15-Min	Hourly
		Port Washington Road					0					Port Washington Road					RIRO DW at 5201						
Start Time		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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	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
	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
	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
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	

Peak Hour Semi-Truck Volume Summary

Hourly Time Period		↓ From North					← From East					↑ From South					→ From West					Total Hourly
		Port Washington Road					0					Port Washington Road					RIRO DW at 5201					
Start Time		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	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		*Page 9 of 13*
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

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



Port Washington Road and RIRO DW at 5201

15-Minute Heavy Vehicle Data

15-Minute Time Period Start Time		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					15-Min Totals	Hourly Sum
		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	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
	11:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
	11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
	11:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
	12:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
	12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	12:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
	12:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
	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	
	6:15 PM	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	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		1	18	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	

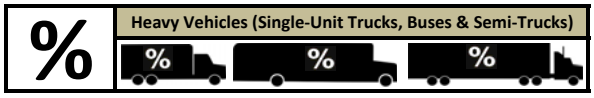
Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period Start Time		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					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	11:45 AM	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Traffic Volume Report

Count Basics		Page 10 of 13
Start Date: Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Percentages



Port Washington Road and RIRO DW at 5201

15-Minute Heavy Vehicle Percentages

15-Minute Time Period Start Time		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					Total Heavy Vehicle Percent	Hourly Heavy Vehicle Percent
		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	0.0	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	2.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	1.6
	11:15 AM	0.0	1.4	0.0	0.0	1.4	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	1.4	1.3
	11:30 AM	0.0	0.8	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	1.1
	11:45 AM	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.3
	12:00 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	1.2	1.5
	12:15 PM	0.0	0.6	0.0	0.0	0.6	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	
	12:30 PM	100.0	1.3	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	1.9	
	12:45 PM	0.0	2.6	0.0	0.0	2.6	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	2.6	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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	
	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		50.0	1.5	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	1.6	

Peak Hour Heavy Vehicle Percentages Summary

Hourly Time Period Start Time		From North (↓) Port Washington Road					From East (←) 0					From South (↑) Port Washington Road					From West (→) RIRO DW at 5201					Hourly Heavy Vehicle Percent
		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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MD	11:45 AM	50.0	1.2	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	1.3
PM	4:00 PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	Saturday, May 1, 2021	Weekend	Schools in Session
Total Number of Hours Counted: 2		Non-Holiday	No Special Events

15-Minute Pedestrian and Bicyclist Data

Pedestrians and Bicyclists



Port Washington Road and RIRO DW at 5201

15-Minute Pedestrian and Bicyclist Data

	15-Minute	Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach				
	Time Period	Port Washington Road			0			Port Washington Road			RIRO DW at 5201			15-Min	Hourly
	Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Totals	Sum
AM Peak Period	6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	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
	11:45 AM	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
	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	
	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	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		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/helper dog)	x					
Elderly/Disabled (except wheelchairs)	x					
Wheelchairs/Electric Scooters	x					
Other (None)	x					

File Name: C:\Users\Inge\Counts\2296 Glendale\Original Counts\Brookfield Capitol Dr. Chick-Fil-A Ins-Outs, PM.ppd
Start Date: 1/8/2019
Start Time: 4:00:00 PM
Site Code: 00000000
Comment 1: Brookfield
Comment 2: Weekday PM
Comment 3: #5009
Comment 4: RA.

	CHICK A FILA DRIVES From North				BOOKFIELD EW DRIVE From East				CHICK A FILA DRIVES From South				BOOKFIELD EW DRIVE From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	23	0	0	0	0	0	0	0	1	0	30	0	0	0
04:15 PM	0	0	31	0	0	0	0	0	0	0	0	0	32	0	0	0
04:30 PM	0	0	28	0	0	0	0	0	0	0	0	0	39	0	0	0
04:45 PM	0	0	31	0	0	0	0	0	0	0	0	0	37	0	0	0
05:00 PM	0	0	35	0	0	0	0	0	0	1	0	0	48	0	0	0
05:15 PM	0	0	45	0	0	0	0	0	0	0	1	0	43	0	0	0
05:30 PM	0	0	40	0	0	0	0	0	4	0	0	0	50	0	0	0
05:45 PM	0	0	46	0	0	0	0	0	1	2	1	0	53	0	0	0
	4	3	2	1	8	7	6	5	12	11	10	9	16	15	14	13
		OUT							ignore	IN	OUT		IN			

Start Time	IN	OUT
04:00 PM	30	24
04:15 PM	32	31
04:30 PM	39	28
04:45 PM	37	31
05:00 PM	49	35
05:15 PM	43	46
05:30 PM	50	40
05:45 PM	55	47

File Name: C:\Users\Inge\Counts\2296 Glendale\Brookfield Square Chick-Fil-A Ins-Outs, PM.ppd
Start Date: 1/9/2019
Start Time: 4:00:00 PM
Site Code: 00000000
Comment 1: Brookfield Square
Comment 2: Weekday PM
Comment 3: #4755
Comment 4: TA.

	CHICK FIL A BKFLD SQ From North				IN From East				CHICK FIL A BKFLD SQ From South				OUT From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	21	0	0	0	0	0	0	0	21	0	0
04:15 PM	0	0	0	0	0	15	0	0	0	0	0	0	0	17	0	0
04:30 PM	0	0	0	0	0	21	0	0	0	0	0	0	0	22	0	0
04:45 PM	0	0	0	0	0	26	0	0	0	0	0	0	0	20	0	0
05:00 PM	0	0	0	0	0	27	0	0	0	0	0	0	0	25	0	0
05:15 PM	0	0	0	0	0	29	0	0	0	0	0	0	0	28	0	0
05:30 PM	0	0	0	0	0	33	0	0	0	0	0	0	0	28	0	0
05:45 PM	0	0	0	0	0	38	0	0	0	0	0	0	0	31	0	0

File Name: C:\Users\Inge\Counts\2296 Glendale\Brookfield Capitol Dr. Chick-Fil-A Ins-Outs, Sat.ppd
Start Date: 1/5/2019
Start Time: 11:00:00 AM
Site Code: 00000000
Comment 1: Brookflied Capitol Dr
Comment 2: Saturday Midday
Comment 3: #4919
Comment 4: WP.

	OUT From North				CHICK FIL A CAPITOL DR From East				IN From South				CHICK FIL A CAPITOL DR From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM	0	24	0	0	0	0	0	0	0	29	0	0	0	0	0	0
11:15 AM	0	34	0	0	0	0	0	0	0	42	0	0	0	0	0	0
11:30 AM	0	29	0	0	0	0	0	0	0	48	0	0	0	0	0	0
11:45 AM	0	57	0	0	0	0	0	0	0	47	0	0	0	0	0	0
12:00 PM	0	58	0	0	0	0	0	0	0	71	0	0	0	0	0	0
12:15 PM	0	58	0	0	0	0	0	0	0	69	0	0	0	0	0	0
12:30 PM	0	67	0	0	0	0	0	0	0	64	0	0	0	0	0	0
12:45 PM	0	71	0	0	0	0	0	0	0	78	0	0	0	0	0	0

File Name: C:\Users\Inge\Counts\2296 Glendale\Brookfield Square Chick-Fil-A Ins-Outs, Sat.ppd
Start Date: 1/5/2019
Start Time: 11:00:00 AM
Site Code: 00000000
Comment 1: Brookfield
Comment 2: Saturday Midday
Comment 3: #4755
Comment 4: TA.

	CHICK FIL A BKFLD SQ From North				IN From East				CHICK FIL A BKFLD SQ From South				OUT From West			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
11:00 AM	0	0	0	0	0	24	0	0	0	0	0	0	0	19	0	0
11:15 AM	0	0	0	0	0	28	0	0	0	0	0	0	0	15	0	0
11:30 AM	0	0	0	0	0	37	0	0	0	0	0	0	0	22	0	0
11:45 AM	0	0	0	0	0	51	0	0	0	0	0	0	0	36	0	0
12:00 PM	0	0	0	0	0	52	0	0	0	0	0	0	0	41	0	0
12:15 PM	0	0	0	0	0	56	0	0	0	0	0	0	0	52	0	0
12:30 PM	0	0	0	0	0	34	0	0	0	0	0	0	0	48	0	0
12:45 PM	0	0	0	0	0	56	0	0	0	0	0	0	0	55	0	0

Wisconsin DOT

Short-term Hourly Traffic Volume for 10/01/201 through 10/03/2019

Site names: 400466
County: Milwaukee
Funct Class: Urban Principal Arterial - Other
Location: PORT WASHINGTON RD BTWN USH 141 & RICHTER

Seasonal Factor Grp: 2EXP
Daily Factor Grp: 2EXP
Axle Factor Grp: 5EXP
Growth Factor Grp: NA

	Sun, Sep 29, 2019			Mon, Sep 30, 2019			Tue, Oct 1, 2019			Wed, Oct 2, 2019			Thu, Oct 3, 2019			Fri, Oct 4, 2019			Sat, Oct 5, 2019		
	Road	S	N	Road	S	N	Road	S	N	Road	S	N	Road	S	N	Road	S	N	Road	S	N
00:00										71	39	32	86	49	37						
01:00										38	23	15	46	20	26						
02:00										30	16	14	27	15	12						
03:00										28	12	16	31	16	15						
04:00										79	37	42	84	40	44						
05:00										220	111	109	257	125	132						
06:00										586	302	284	594	312	282						
07:00										1,447	747	700	1,430	708	722						
08:00										1,785	1,047	738	1,666	920	746						
09:00							1,310	685	625	1,226	579	647									
10:00							1,375	677	698	1,324	666	658									
11:00							1,639	824	815	1,585	774	811									
12:00							1,940	945	995	1,897	930	967									
13:00							1,512	773	739	1,736	866	870									
14:00							1,801	1,017	784	1,662	788	874									
15:00							1,894	869	1,025	1,897	822	1,075									
16:00							2,178	1,054	1,124	2,105	961	1,144									
17:00							2,206	1,117	1,089	2,143	1,061	1,082									
18:00							1,663	872	791	1,637	833	804									
19:00							1,238	673	565	1,119	574	545									
20:00							793	421	372	873	440	433									
21:00							474	250	224	550	303	247									
22:00							382	194	188	329	162	167									
23:00							199	94	105	172	88	84									
Total							20,604	10,465	10,139	24,539	12,181	12,358	4,221	2,205	2,016						
AM Peak Vol							1,639	824	815	1,854	1,063	811									
AM Peak Fct							.836	.789	.725	.927	.855	.798									
AM Peak Hr							11: 00	11: 00	11: 00	7: 45	7: 45	11: 00									
PM Peak Vol							2,270	1,117	1,170	2,214	1,061	1,177									
PM Peak Fct							.926	.913	.911	.968	.954	.922									
PM Peak Hr							16: 30	17: 00	16: 15	16: 45	17: 00	16: 30									
Seasonal Fct							.967	.967	.967	.967	.967	.967	.967	.967	.967						
Daily Fct							.949	.949	.949	.928	.928	.928	.920	.920	.920						
Axle Fct							.500	.500	.500	.500	.500	.500	.500	.500	.500						
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000						

Created 05/04/2021 1:06 PM ROAD AADT S AADT 11,244 N AADT 11,089 DV03S: Page 1 of 1

2019

Avg of WisDOT ADT by hour

North Approach at Port/Henry Clay

Based on Turning Movement Counts taken in May 2021

11:00	1612	1206	34%
12:00	1919	1361	41%
16:00	2142	1723	24%
17:00	2175	1616	35%
	7848	5906	33%

= peak hour

Wisconsin DOT

Short-term Hourly Traffic Volume for 08/20/201 through 08/22/2019

Site names: 400491
County: Milwaukee
Funct Class: Urban Principal Arterial - Other
Location: PORT WASHINGTON RD BTWN HENRY & CLAY GLENDALE

Seasonal Factor Grp: 2EXP
Daily Factor Grp: 2EXP
Axle Factor Grp: 5EXP
Growth Factor Grp: NA

	Sun, Aug 18, 2019			Mon, Aug 19, 2019			Tue, Aug 20, 2019			Wed, Aug 21, 2019			Thu, Aug 22, 2019			Fri, Aug 23, 2019			Sat, Aug 24, 2019		
	Road	S	N	Road	S	N	Road	S	N	Road	S	N	Road	S	N	Road	S	N	Road	S	N
00:00										79	40	39	68	33	35						
01:00										46	26	20	38	13	25						
02:00										32	16	16	32	18	14						
03:00										25	13	12	40	22	18						
04:00										64	31	33	64	31	33						
05:00										181	98	83	186	89	97						
06:00										468	239	229	515	263	252						
07:00										1,025	535	490	984	515	469						
08:00										1,129	609	520	1,072	571	501						
09:00										964	462	502	992	468	524						
10:00										1,044	489	555	1,020	465	555						
11:00										1,309	607	702	1,302	574	728						
12:00							1,457	711	746	1,460	700	760									
13:00							1,321	653	668	1,265	651	614									
14:00							1,292	641	651	1,277	590	687									
15:00							1,405	675	730	1,438	682	756									
16:00							1,591	692	899	1,535	698	837									
17:00							1,720	726	994	1,667	776	891									
18:00							1,239	590	649	1,234	599	635									
19:00							953	460	493	1,000	534	466									
20:00							794	443	351	832	446	386									
21:00							512	289	223	537	301	236									
22:00							325	172	153	337	186	151									
23:00							172	86	86	177	101	76									
Total							12,781	6,138	6,643	19,125	9,429	9,696	6,313	3,062	3,251						
AM Peak Vol							0	0	0	1,309	638	702	1,254	609	691						
AM Peak Fct										.839	.826	.777	.925	.906	.939						
AM Peak Hr							0: 00	0: 00	0: 00	11: 00	7: 45	11: 00	10: 45	7: 45	10: 45						
PM Peak Vol							1,774	768	1,006	1,667	776	899	0	0	0						
PM Peak Fct							.986	.96	.979	.918	.898	.878									
PM Peak Hr							16: 45	16: 45	16: 45	16: 45	17: 00	16: 45	0: 00	0: 00	0: 00						
Seasonal Fct							.924	.924	.924	.924	.924	.924	.924	.924	.924						
Daily Fct							.943	.943	.943	.932	.932	.932	.903	.903	.903						
Axle Fct							.474	.474	.474	.474	.474	.474	.474	.474	.474						
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000						

2019

Avg of WisDOT ADT by hour

South Approach at Port/Henry Clay

Based on Turning Movement Counts taken in May 2021

11:00	1306	1081	21%
12:00	1459	1221	19%
16:00	1563	1529	2%
17:00	1694	1365	24%
	6022	5196	16%

= peak hour

Created 05/04/2021 1:06 PM

ROAD AADT

S AADT 7,590

N AADT 7,982

Wisconsin DOT

Short-term Hourly Traffic Volume for 08/20/201 through 08/22/2019

Site names: 400469
County: Milwaukee
Funct Class: Urban Major Collector
Location: HENRY CLAY EAST OF PORT WASH RD GLENDALE

Seasonal Factor Grp: 2EXP
Daily Factor Grp: 2EXP
Axle Factor Grp: 7EXP
Growth Factor Grp: NA

	Sun, Aug 18, 2019			Mon, Aug 19, 2019			Tue, Aug 20, 2019			Wed, Aug 21, 2019			Thu, Aug 22, 2019			Fri, Aug 23, 2019			Sat, Aug 24, 2019		
	Road	W	E	Road	W	E	Road	W	E	Road	W	E	Road	W	E	Road	W	E	Road	W	E
00:00										20			23								
01:00										13			10								
02:00										3			9								
03:00										8			16								
04:00										18			29								
05:00										58			63								
06:00										212			214								
07:00										446			413								
08:00										387			387								
09:00										349			283								
10:00										311			309								
11:00										364			355								
12:00							466			436											
13:00							370			360											
14:00							368			387											
15:00							431			407											
16:00							410			458											
17:00							523			556											
18:00							410			384											
19:00							300			307											
20:00							206			222											
21:00							162			158											
22:00							109			85											
23:00							60			53											
Total							3,815			6,002			2,111								
AM Peak Vol							0			457			455								
AM Peak Fct										.853			.94								
AM Peak Hr							0: 00			7: 30			7: 15								
PM Peak Vol							527			556			0								
PM Peak Fct							.955			.965											
PM Peak Hr							16: 45			17: 00			0: 00								
Seasonal Fct							.924			.924			.924								
Daily Fct							.943			.932			.903								
Axle Fct							.462			.462			.462								
Pulse Fct							2.000			2.000			2.000								

Created 05/04/2021 1:06 PM ROAD AADT W AADT 0 E AADT 0 DV03S: Page 1 of 1

2019

East Approach at Port/Henry Clay

Avg of WisDOT ADT by hour

Based on Turning Movement Counts taken in May 2021

11:00	360	316	14%
12:00	451	342	32%
16:00	434	507	-14%
17:00	540	542	0%
	1785	1707	5%

= peak hour

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- VIDEO VEHICLE DETECTION ZONE
- PULL BOX, 24" X 42"
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- VIDEO VEHICLE DETECTION CAMERA
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" WITH COUNTDOWN TIMER

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

RELOCATE SB3 AND ROTATE PED HEAD AND BUTTON TO SERVE NORTH/ SOUTH PED CROSSING

RELOCATE PED HEAD AND BUTTON TO SB4 AND ROTATE TO SERVE NORTH/ SOUTH PED CROSSING

REVISIONS:
10-19-2011 - REMOVED SOUTH PEDESTRIAN CROSSING, ADDED WEST PEDESTRIAN CROSSING

WISCONSIN
JEFFREY G. FAIT
E-33536
FOX POINT, WI
PROFESSIONAL ENGINEER
AUGUST 25, 2011

TRAFFIC CONTROL SIGNAL
PORT WASHINGTON RD & HENRY CLAY ST
CITY OF GLENDALE
MILWAUKEE COUNTY

SIGNAL CONTROLLER TYPE: EPAC

PAGE 1 OF 3

PROJECT NO: LOCAL PROJECT	HWY: N PORT WASHINGTON RD	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 4	E

FILE NAME : Proposed Signals.dgn PLOT DATE : 10/19/2011 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 20.00 ' / in.

WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	Ø1 R/W	Ø1 **	Ø1 CLEAR TO	Ø2 R/W	Ø2 **	Ø2 CLEAR TO	Ø3 R/W	Ø3 **	Ø3 CLEAR TO	Ø4 R/W	Ø4 **	Ø4 CLEAR TO	FLASH
		NOT USED			↕ ↓			NOT USED			→ (X)			
Ø1														
Ø2	1,2				G	Y	R				R	R	R	R
Ø3														
Ø4	7,8				R	R	R				G	Y	R	R
Ø5	3,4				-	-	-				-	-	-	-
Ø6	5,6				R	R	R				R	R	R	R
Ø7														
Ø8	9,10				R	R	R				R	R	R	R
Ø2P	11,12				*	D	D				D	D	D	
~~Ø4P~~	~~11,12~~				~~D~~	~~D~~	~~D~~				~~*~~	~~D~~	~~D~~	
Ø6P	13,14				D	D	D				D	D	D	
Ø8P	15,16				D	D	D				D	D	D	
OL'A'														
OL'B'														
OL'C'	3,4				R ←	R	R				R ←	R	R	R
OL'D'														

RING 2

	HEAD NUMBERS	Ø5 R/W	Ø5 **	Ø5 CLEAR TO	Ø6 R/W	Ø6 **	Ø6 CLEAR TO	Ø7 R/W	Ø7 **	Ø7 CLEAR TO	Ø8 R/W	Ø8 **	Ø8 CLEAR TO
		↳			OLC ↕			NOT USED			← →		
Ø1													
Ø2	1,2	R	R	R	R	R	R				R	R	R
Ø3													
Ø4	7,8	R	R	R	R	R	R				R	R	R
Ø5	3,4	G ←	-	-	-	-	-				-	-	-
Ø6	5,6	R	R	R	G	Y	R				R	R	R
Ø7													
Ø8	9,10	R	R	R	R	R	R				G	Y	R
Ø2P	11,12	D	D	D	D	D	D				D	D	D
~~Ø4P~~	~~11,12~~	~~D~~	~~D~~	~~D~~	~~D~~	~~D~~	~~D~~				~~D~~	~~D~~	~~D~~
Ø6P	13,14	D	D	D	*	D	D				D	D	D
Ø8P	15,16	D	D	D	D	D	D				*	D	D
OL'A'													
OL'B'													
OL'C'	3,4	-	Y	R	FY ←	Y	R				R ←	R	R
OL'D'													

FY ← = FLASHING YELLOW ARROW

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	5 OR 6	4,8
3		
4	8	2,5,6
5	2	4,6,8
6	2	4,5,8
7		
8	4	2,5,6

N

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	DETECTOR OPERATION: CALLS ONLY	DETECTOR OPERATION: EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
21	1	X			2	2				6X20	VIDEO
41	2	X			4	4				6X20	VIDEO
51	3	X			5	5				6X20	VIDEO
52	3	X			5	5				6X20	VIDEO
61	4	X			6	6				6X20	VIDEO
81	5	X			8	8				6X20	VIDEO
82	5	X			8	8				6X20	VIDEO

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN.	X
3				
4		8		X
5		2		X
6	X	2	MIN.	X
7				
8		4		X

SPECIAL OVERLAPS

	PROTECTIVE	PERMISSIVE
O.L. "A" =	-	-
O.L. "B" =	-	-
O.L. "C" =	5	6
O.L. "D" =	-	-

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	X
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM *:	SS- -

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
3M	
TOMAR	X
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF LIGHTING	
BY OTHER AGENCY	X
IN TRAFFIC SIGNAL CABINET	
IN SEPARATE DOT LIGHTING CABINET	

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT	↓ ↘	↑	→	←
PHASE	2+5	6	4	8

AFTER PREEMPTION SEQUENCE 2+5 OR 6, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4 OR 8, CONTROLLER SHALL RETURN TO PHASES 4+8.

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. IF ANY OPPOSING THRU PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
PORT WASHINGTON RD & HENRY CLAY ST
CITY OF GLENDALE
MILWAUKEE COUNTY

SIGNAL CONTROLLER TYPE: EPAC

PROJECT NO: LOCAL PROJECT	HWY: N PORT WASHINGTON RD	COUNTY: MILWAUKEE	SEQUENCE OF OPERATIONS	SHEET 5	E

FILE NAME : Proposed Signals.dgn PLOT DATE : 10/19/2011 PLOT BY : JFAIT-TADI PLOT NAME : PLOT SCALE : 20.00 ' / in.
WISDOT/CADDS SHEET 42

TRAFFIC ANALYSIS & DESIGN, INC.

PROVIDING TRAFFIC ENGINEERING SOLUTIONS

October 28, 2011

Rick Kline
Traffic & Parking Control Co., Inc.
5100 W Brown Deer Road
Brown Deer, WI 53223

RE: Port Washington & Henry Clay, Glendale
Proposed Traffic Signal Timing Plans

Hi Rick:

Attached please find proposed traffic signal timings for the Port Washington Road intersection with Henry Clay Street in the City of Glendale, Wisconsin. These timings are based on Year 2011 existing traffic counts and a traffic signal design plan dated August 25, 2011.

Below is a listing of the time of day information for Port Washington & Henry Clay:

Weekdays:

- Midnight to 6:00am: FREE
- 6:00am to 10:00am: 3/1/1
- 10:00am to 3:00pm: 2/1/1
- 3:00pm to 6:00pm: 4/1/1
- 6:00pm to Midnight: FREE

Weekends:

- Midnight to 8:00am: FREE
- 8:00am to 10:00am: 3/1/1
- 10:00am to 6:00pm: 2/2/2
- 6:00pm to Midnight: FREE

In addition to these changes, please adjust the offsets at Port Washington & *Lexington* to the following:

- 2/1/1: 100-sec
- 2/2/2: 100-sec
- 3/1/1: 0-sec (zero)
- 4/1/1: 81-sec

Please feel free to call or email me (414-807-1912, mmay@traffic-ad.com) with any questions or comments related to the timings. I recommend we verify the pedestrian timings once the poles are in the ground.

Thanks Rick,



Michael May, P.E. PTOE
Encl.

Cc: Dave Eastman, P.E.
City of Glendale

Port Washington Road & Henry Clay Street
Glendale, WI
October 28, 2011

Phase	**2**	**4**	**5**	**6**	**8**
Street	**Port Wash.**	**Henry Clay**	**Port Wash.**	**Port Wash.**	**Henry Clay**
Direction	**SBT**	**EBT**	**SBL**	**NBT**	**WBT**
Initial Interval, sec	7.1	6.0	4.0	7.1	8.0
Minimum Assured Green, sec	12.0	8.0	6.0	12.0	10.0
Passage, sec	4.9	2.0	2.0	4.9	2.0
Extention Stretch, sec	--	--	--	--	--
Uncoord Max Green, sec	35.0	20.0	12.0	35.0	20.0
Yellow, sec	3.6	3.2	3.5	3.6	3.2
All Red, sec	2.0	2.5	1.0	2.0	2.5
Added Initial, sec	1.5	--	--	1.5	--
Variable Initial, sec	25.0	--	--	25.0	--
Time Before Reduction, sec	25.0	--	--	25.0	--
Time To Reduce, sec	10.0	--	--	10.0	--
Minimum Gap, sec	2.0	2.0	2.0	2.0	2.0
Walk, sec	--	8.0	--	7.0	11.0
Flashing Don't Walk, sec	--	31.0	--	19.0	28.0
Extended Ped Clearance	No	No	No	No	No
Vehicle Recall	Min	None	None	Min	None
Pedestrian Recall	None	None	None	None	None
Coordination Plans:					
2/1/1 Splits, sec	75.0	45.0	15.0	60.0	45.0
Recall	Coord	Actuated	Actuated	Coord	Actuated
Offset / Cycle Length, sec	Offset: 75	Cycle: 120	--	--	--
2/2/2 Splits, sec	75.0	45.0	15.0	60.0	45.0
Recall	Coord	Actuated	Actuated	Coord	Actuated
Offset / Cycle Length, sec	Offset: 75	Cycle: 120	--	--	--
3/1/1 Splits, sec	75.0	45.0	15.0	60.0	45.0
Recall	Coord	Actuated	Actuated	Coord	Actuated
Offset / Cycle Length, sec	Offset: 10	Cycle: 120	--	--	--
4/1/1 Splits, sec	75.0	45.0	15.0	60.0	45.0
Recall	Coord	Actuated	Actuated	Coord	Actuated
Offset / Cycle Length, sec	Offset: 69	Cycle: 120	--	--	--
EVP Timings:					
EVP Call Min Assured Green, sec	8.0	8.0	8.0	8.0	8.0
EVP Call Walk, sec	OMIT	OMIT	OMIT	OMIT	OMIT
EVP Call Flashing Don't Walk, sec	20.0	20.0	20.0	20.0	20.0
EVP Call Yellow, sec	Normal	Normal	Normal	Normal	Normal
EVP Call All Red, sec	Normal	Normal	Normal	Normal	Normal

EVP RING	***"A"***	***"B"***	***"C"***	***"D"***
Phases Served	*2+5*	*6*	*4*	*8*
Dwell, sec	10.0	10.0	10.0	10.0
Return Yellow, sec	Normal	Normal	Normal	Normal
Return All Red, sec	Normal	Normal	Normal	Normal
Revert to Phases	2+6	2+6	4+8	4+8

Offsets Referenced to Phases:
2 & 6
SLAVE

NOTES:
- Timings based on signal design plan dated 8-25-11.
- Port Washington = 35mph; Henry Clay = 25 mph
- Walk & FDW intervals calculated per MUTCD 2009.
- See separate sheet for Time of Day operations.

Appendix B
Peak Hour Analysis Outputs

Background Traffic

Full Build Traffic

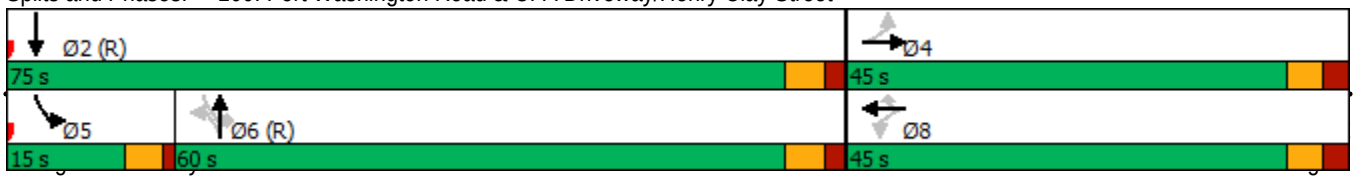
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	110	1	185	1	720	35	135	740	1
Future Volume (vph)	1	1	1	110	1	185	1	720	35	135	740	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1873	1873
Storage Length (ft)	0		0	0		50	0		75	175		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99		1.00	0.98	1.00	1.00	
Frt		0.955				0.850			0.850			
Flt Protected		0.984			0.953					0.950		
Satd. Flow (prot)	0	1760	0	0	1724	1538	0	3505	1562	1752	3455	0
Flt Permitted		0.928			0.727			0.955		0.339		
Satd. Flow (perm)	0	1659	0	0	1314	1517	0	3347	1527	625	3455	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		536			906			517			571	
Travel Time (s)		14.6			24.7			10.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	1	0	0	1
Adj. Flow (vph)	1	1	1	116	1	121	1	758	23	142	779	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	117	121	0	759	23	142	780	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			12			12	
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	1.01	1.00	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
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	20	6	20	20	6	
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	

Lanes, Volumes, Timings
100: Port Washington Road & CFA Driveway/Henry Clay Street 05/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8		8	6		6	6		
Detector Phase	4	4		8	8	8	6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		10.0	10.0	10.0	12.0	12.0	12.0	6.0	12.0	
Minimum Split (s)	13.7	13.7		15.7	15.7	15.7	17.6	17.6	17.6	10.5	17.6	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	60.0	60.0	60.0	15.0	75.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	50.0%	50.0%	50.0%	12.5%	62.5%	
Maximum Green (s)	39.3	39.3		39.3	39.3	39.3	54.4	54.4	54.4	10.5	69.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6	3.6	3.5	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7		5.6	5.6	4.5	5.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	4.9	4.9	4.9	2.0	4.9	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	10.0	10.0	10.0	0.0	10.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		15.6			15.6	15.6		81.1	81.1	89.7	93.1	
Actuated g/C Ratio		0.13			0.13	0.13		0.68	0.68	0.75	0.78	
v/c Ratio		0.01			0.69	0.62		0.34	0.02	0.26	0.29	
Control Delay		42.0			69.3	62.0		9.4	8.3	4.9	4.6	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		42.0			69.3	62.0		9.4	8.3	4.9	4.6	
LOS		D			E	E		A	A	A	A	
Approach Delay		42.0			65.6			9.4			4.6	
Approach LOS		D			E			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 75 (63%), Referenced to phase 2:SBT and 6:NBSB, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

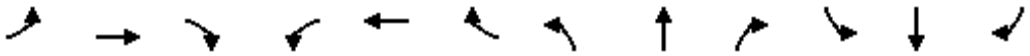
Splits and Phases: 100: Port Washington Road & CFA Driveway/Henry Clay Street





Lane Group	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	3	117	121	759	23	142	780
v/c Ratio	0.01	0.69	0.62	0.34	0.02	0.26	0.29
Control Delay	42.0	69.3	62.0	9.4	8.3	4.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	69.3	62.0	9.4	8.3	4.9	4.6
Queue Length 50th (ft)	2	88	90	115	5	21	75
Queue Length 95th (ft)	11	144	145	191	18	47	128
Internal Link Dist (ft)	456	826		437			491
Turn Bay Length (ft)			50		75	175	
Base Capacity (vph)	543	430	496	2262	1032	581	2681
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.27	0.24	0.34	0.02	0.24	0.29

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	110	1	185	1	720	35	135	740	1
Future Volume (veh/h)	1	1	1	110	1	185	1	720	35	135	740	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	1885	1885	1885	1826	1826	1826	1856	1856	1856	1856	1829	1829
Adj Flow Rate, veh/h	1	1	1	116	1	121	1	758	23	142	779	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	5	5	5	3	3	3	3	3	3
Cap, veh/h	51	50	30	202	1	288	30	2178	965	508	2547	3
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.63	0.63	0.63	0.05	0.72	0.72
Sat Flow, veh/h	58	264	161	753	8	1525	0	3458	1533	1767	3554	5
Grp Volume(v), veh/h	3	0	0	117	0	121	407	352	23	142	381	399
Grp Sat Flow(s),veh/h/ln	483	0	0	761	0	1525	1855	1604	1533	1767	1738	1821
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	8.4	0.0	12.5	0.7	3.4	9.5	9.5
Cycle Q Clear(g_c), s	20.2	0.0	0.0	20.1	0.0	8.4	12.5	12.5	0.7	3.4	9.5	9.5
Prop In Lane	0.33		0.33	0.99		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	131	0	0	204	0	288	1198	1010	965	508	1245	1305
V/C Ratio(X)	0.02	0.00	0.00	0.57	0.00	0.42	0.34	0.35	0.02	0.28	0.31	0.31
Avail Cap(c_a), veh/h	345	0	0	395	0	499	1198	1010	965	575	1245	1305
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	0.0	47.6	0.0	42.9	10.5	10.5	8.4	7.5	6.2	6.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	0.4	0.8	1.0	0.0	0.1	0.6	0.6
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	0.0	6.3	0.0	5.8	8.8	7.9	0.4	2.1	6.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	0.0	0.0	48.5	0.0	43.2	11.3	11.5	8.4	7.6	6.8	6.8
LnGrp LOS	D	A	A	D	A	D	B	B	A	A	A	A
Approach Vol, veh/h		3			238			782			922	
Approach Delay, s/veh		40.6			45.8			11.3			6.9	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		91.6		28.4	10.4	81.2		28.4				
Change Period (Y+Rc), s		5.6		* 5.7	4.5	5.6		* 5.7				
Max Green Setting (Gmax), s		69.4		* 39	10.5	54.4		* 39				
Max Q Clear Time (g_c+I1), s		11.5		22.2	5.4	14.5		22.1				
Green Ext Time (p_c), s		11.8		0.0	0.1	10.8		0.6				

Intersection Summary		
HCM 6th Ctrl Delay	13.5	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

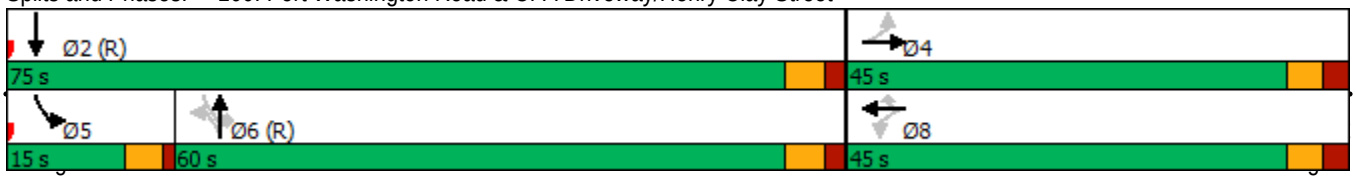
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	115	1	220	1	770	70	230	800	1
Future Volume (vph)	1	1	1	115	1	220	1	770	70	230	800	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1873	1873
Storage Length (ft)	0		0	0		50	0		75	175		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99		1.00	0.98	1.00	1.00	
Frt		0.955				0.850			0.850			
Flt Protected		0.984			0.953					0.950		
Satd. Flow (prot)	0	1760	0	0	1775	1583	0	3574	1593	1770	3489	0
Flt Permitted		0.928			0.727			0.955		0.296		
Satd. Flow (perm)	0	1659	0	0	1353	1562	0	3413	1558	551	3489	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		536			906			517			571	
Travel Time (s)		14.6			24.7			10.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	1	0	0	1
Adj. Flow (vph)	1	1	1	124	1	147	1	828	47	247	860	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	125	147	0	829	47	247	861	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			12			12	
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	1.01	1.00	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
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	20	6	20	20	6	
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	

Lanes, Volumes, Timings
100: Port Washington Road & CFA Driveway/Henry Clay Street 05/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8		8	6		6	6		
Detector Phase	4	4		8	8	8	6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		10.0	10.0	10.0	12.0	12.0	12.0	6.0	12.0	
Minimum Split (s)	13.7	13.7		15.7	15.7	15.7	17.6	17.6	17.6	10.5	17.6	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	60.0	60.0	60.0	15.0	75.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	50.0%	50.0%	50.0%	12.5%	62.5%	
Maximum Green (s)	39.3	39.3		39.3	39.3	39.3	54.4	54.4	54.4	10.5	69.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6	3.6	3.5	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7		5.6	5.6	4.5	5.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	4.9	4.9	4.9	2.0	4.9	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	10.0	10.0	10.0	0.0	10.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		16.1			16.1	16.1		73.2	73.2	89.2	92.6	
Actuated g/C Ratio		0.13			0.13	0.13		0.61	0.61	0.74	0.77	
v/c Ratio		0.01			0.69	0.70		0.40	0.05	0.44	0.32	
Control Delay		41.3			68.3	66.9		14.1	12.3	6.6	4.9	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		41.3			68.3	66.9		14.1	12.3	6.6	4.9	
LOS		D			E	E		B	B	A	A	
Approach Delay		41.3			67.6			14.0			5.3	
Approach LOS		D			E			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 69 (58%), Referenced to phase 2:SBT and 6:NBSB, Start of 1st Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 71.0%		ICU Level of Service C	
Analysis Period (min) 15			

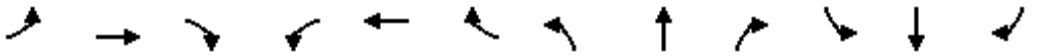
Splits and Phases: 100: Port Washington Road & CFA Driveway/Henry Clay Street





Lane Group	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	3	125	147	829	47	247	861
v/c Ratio	0.01	0.69	0.70	0.40	0.05	0.44	0.32
Control Delay	41.3	68.3	66.9	14.1	12.3	6.6	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.3	68.3	66.9	14.1	12.3	6.6	4.9
Queue Length 50th (ft)	2	94	111	164	14	40	88
Queue Length 95th (ft)	11	151	171	267	39	82	146
Internal Link Dist (ft)	456	826		437			491
Turn Bay Length (ft)			50		75	175	
Base Capacity (vph)	543	443	511	2083	950	565	2693
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.28	0.29	0.40	0.05	0.44	0.32

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	115	1	220	1	770	70	230	800	1
Future Volume (veh/h)	1	1	1	115	1	220	1	770	70	230	800	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	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1844	1844
Adj Flow Rate, veh/h	1	1	1	124	1	147	1	828	47	247	860	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	51	50	31	211	1	311	30	2102	932	486	2531	3
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.60	0.60	0.60	0.07	0.71	0.71
Sat Flow, veh/h	56	252	154	761	7	1562	0	3514	1557	1781	3583	4
Grp Volume(v), veh/h	3	0	0	125	0	147	445	384	47	247	420	441
Grp Sat Flow(s),veh/h/ln	462	0	0	768	0	1562	1884	1630	1557	1781	1752	1836
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	10.0	0.0	14.9	1.5	6.4	11.1	11.1
Cycle Q Clear(g_c), s	21.3	0.0	0.0	21.3	0.0	10.0	14.9	14.9	1.5	6.4	11.1	11.1
Prop In Lane	0.33		0.33	0.99		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	132	0	0	213	0	311	1158	975	932	486	1238	1297
V/C Ratio(X)	0.02	0.00	0.00	0.59	0.00	0.47	0.38	0.39	0.05	0.51	0.34	0.34
Avail Cap(c_a), veh/h	328	0	0	395	0	512	1158	975	932	516	1238	1297
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.8	0.0	0.0	47.0	0.0	42.5	12.7	12.7	10.0	9.1	6.8	6.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	0.4	1.0	1.2	0.1	0.3	0.7	0.7
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	0.0	6.7	0.0	7.1	10.4	9.3	0.9	4.1	7.1	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	0.0	0.0	47.9	0.0	42.9	13.6	13.9	10.1	9.4	7.5	7.5
LnGrp LOS	D	A	A	D	A	D	B	B	B	A	A	A
Approach Vol, veh/h		3			272			876			1108	
Approach Delay, s/veh		39.8			45.2			13.5			8.0	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		90.4		29.6	13.0	77.4		29.6				
Change Period (Y+Rc), s		5.6		* 5.7	4.5	5.6		* 5.7				
Max Green Setting (Gmax), s		69.4		* 39	10.5	54.4		* 39				
Max Q Clear Time (g_c+I1), s		13.1		23.3	8.4	16.9		23.3				
Green Ext Time (p_c), s		13.6		0.0	0.1	12.1		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		14.6
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

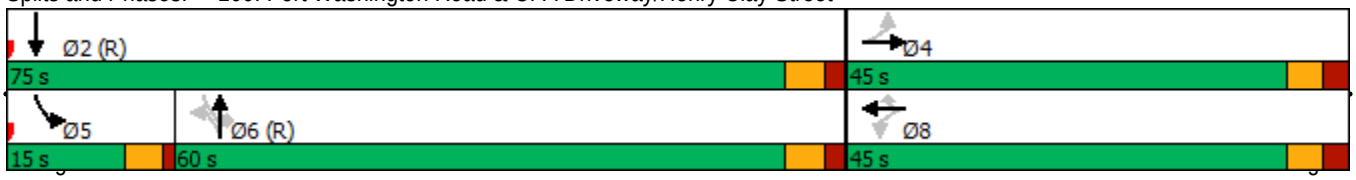
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	110	1	200	1	670	65	175	710	1
Future Volume (vph)	1	1	1	110	1	200	1	670	65	175	710	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1873	1873
Storage Length (ft)	0		0	0		50	0		75	175		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00	0.99		1.00	0.98	1.00	1.00	
Frt		0.955				0.850			0.850			
Flt Protected		0.984			0.953					0.950		
Satd. Flow (prot)	0	1760	0	0	1793	1599	0	3574	1593	1787	3523	0
Flt Permitted		0.927			0.727			0.955		0.351		
Satd. Flow (perm)	0	1657	0	0	1366	1577	0	3413	1558	660	3523	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		536			906			517			571	
Travel Time (s)		14.6			24.7			10.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	1	0	0	1
Adj. Flow (vph)	1	1	1	118	1	133	1	720	43	188	763	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	3	0	0	119	133	0	721	43	188	764	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			12			12	
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	1.01	1.00	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
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	20	6	20	20	6	
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	

Lanes, Volumes, Timings
100: Port Washington Road & CFA Driveway/Henry Clay Street 05/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8		8	6		6	6		
Detector Phase	4	4		8	8	8	6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		10.0	10.0	10.0	12.0	12.0	12.0	6.0	12.0	
Minimum Split (s)	13.7	13.7		15.7	15.7	15.7	17.6	17.6	17.6	10.5	17.6	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	60.0	60.0	60.0	15.0	75.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	50.0%	50.0%	50.0%	12.5%	62.5%	
Maximum Green (s)	39.3	39.3		39.3	39.3	39.3	54.4	54.4	54.4	10.5	69.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6	3.6	3.5	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7		5.6	5.6	4.5	5.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	4.9	4.9	4.9	2.0	4.9	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	10.0	10.0	10.0	0.0	10.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		15.4			15.4	15.4		78.6	78.6	89.9	93.3	
Actuated g/C Ratio		0.13			0.13	0.13		0.66	0.66	0.75	0.78	
v/c Ratio		0.01			0.68	0.66		0.32	0.04	0.32	0.28	
Control Delay		42.3			68.7	64.7		10.5	9.6	5.1	4.4	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		42.3			68.7	64.7		10.5	9.6	5.1	4.4	
LOS		D			E	E		B	A	A	A	
Approach Delay		42.3			66.6			10.5			4.6	
Approach LOS		D			E			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 75 (63%), Referenced to phase 2:SBT and 6:NBSB, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 14.8		Intersection LOS: B	
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

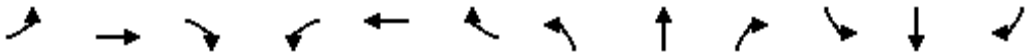
Splits and Phases: 100: Port Washington Road & CFA Driveway/Henry Clay Street





Lane Group	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	3	119	133	721	43	188	764
v/c Ratio	0.01	0.68	0.66	0.32	0.04	0.32	0.28
Control Delay	42.3	68.7	64.7	10.5	9.6	5.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	68.7	64.7	10.5	9.6	5.1	4.4
Queue Length 50th (ft)	2	90	100	117	11	28	72
Queue Length 95th (ft)	11	146	158	196	31	60	122
Internal Link Dist (ft)	456	826		437			491
Turn Bay Length (ft)			50		75	175	
Base Capacity (vph)	542	447	516	2234	1020	611	2740
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.27	0.26	0.32	0.04	0.31	0.28

Intersection Summary



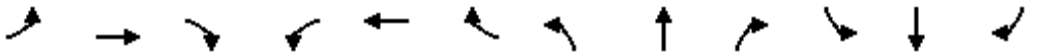
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	110	1	200	1	670	65	175	710	1
Future Volume (veh/h)	1	1	1	110	1	200	1	670	65	175	710	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1858	1858
Adj Flow Rate, veh/h	1	1	1	118	1	133	1	720	43	188	763	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	51	50	31	205	2	293	30	2206	978	535	2599	3
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.63	0.63	0.63	0.05	0.72	0.72
Sat Flow, veh/h	60	269	164	783	8	1574	0	3514	1557	1795	3611	5
Grp Volume(v), veh/h	3	0	0	119	0	133	387	334	43	188	373	391
Grp Sat Flow(s),veh/h/ln	493	0	0	792	0	1574	1884	1630	1557	1795	1765	1850
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	9.0	0.0	11.5	1.3	4.5	9.0	9.0
Cycle Q Clear(g_c), s	19.7	0.0	0.0	19.7	0.0	9.0	11.5	11.5	1.3	4.5	9.0	9.0
Prop In Lane	0.33		0.33	0.99		1.00	0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	132	0	0	207	0	293	1213	1023	978	535	1271	1332
V/C Ratio(X)	0.02	0.00	0.00	0.58	0.00	0.45	0.32	0.33	0.04	0.35	0.29	0.29
Avail Cap(c_a), veh/h	349	0	0	409	0	515	1213	1023	978	594	1271	1332
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	0.0	47.8	0.0	43.4	10.5	10.5	8.5	7.5	6.0	6.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	0.4	0.7	0.9	0.1	0.1	0.6	0.6
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	0.0	6.4	0.0	6.5	8.3	7.5	0.8	2.8	5.7	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	0.0	48.7	0.0	43.8	11.1	11.3	8.6	7.7	6.6	6.5
LnGrp LOS	D	A	A	D	A	D	B	B	A	A	A	A
Approach Vol, veh/h		3			252			764			952	
Approach Delay, s/veh		40.9			46.1			11.1			6.8	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		92.0		28.0	11.0	80.9		28.0				
Change Period (Y+Rc), s		5.6		* 5.7	4.5	5.6		* 5.7				
Max Green Setting (Gmax), s		69.4		* 39	10.5	54.4		* 39				
Max Q Clear Time (g_c+I1), s		11.0		21.7	6.5	13.5		21.7				
Green Ext Time (p_c), s		11.4		0.0	0.1	10.4		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		13.5
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



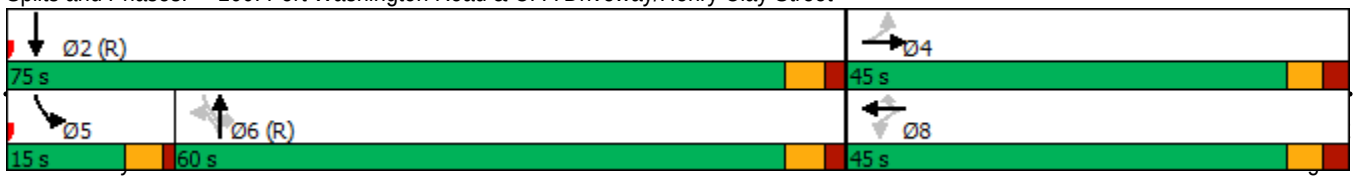
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	5	50	110	5	185	45	700	35	135	710	60
Future Volume (vph)	50	5	50	110	5	185	45	700	35	135	710	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1873	1873
Storage Length (ft)	0		0	0		50	0		75	175		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.99		1.00	0.98	1.00	1.00	
Frt		0.936				0.850			0.850		0.988	
Flt Protected		0.977			0.954			0.997		0.950		
Satd. Flow (prot)	0	1709	0	0	1726	1538	0	3494	1562	1752	3408	0
Flt Permitted		0.707			0.629			0.846		0.327		
Satd. Flow (perm)	0	1236	0	0	1137	1517	0	2965	1527	603	3408	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		536			906			517			571	
Travel Time (s)		14.6			24.7			10.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	1	0	0	1
Adj. Flow (vph)	53	5	53	116	5	121	47	737	23	142	747	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	121	121	0	784	23	142	810	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			12			12	
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	1.01	1.00	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
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	20	6	20	20	6	
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	

Lanes, Volumes, Timings
100: Port Washington Road & CFA Driveway/Henry Clay Street 05/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8		8	6		6	6		
Detector Phase	4	4		8	8	8	6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		10.0	10.0	10.0	12.0	12.0	12.0	6.0	12.0	
Minimum Split (s)	13.7	13.7		15.7	15.7	15.7	17.6	17.6	17.6	10.5	17.6	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	60.0	60.0	60.0	15.0	75.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	50.0%	50.0%	50.0%	12.5%	62.5%	
Maximum Green (s)	39.3	39.3		39.3	39.3	39.3	54.4	54.4	54.4	10.5	69.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6	3.6	3.5	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7		5.6	5.6	4.5	5.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	4.9	4.9	4.9	2.0	4.9	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	10.0	10.0	10.0	0.0	10.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		16.9			16.9	16.9		79.9	79.9	88.4	91.8	
Actuated g/C Ratio		0.14			0.14	0.14		0.67	0.67	0.74	0.76	
v/c Ratio		0.64			0.76	0.57		0.40	0.02	0.28	0.31	
Control Delay		64.2			76.8	57.5		10.8	9.0	5.5	5.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		64.2			76.8	57.5		10.8	9.0	5.5	5.2	
LOS		E			E	E		B	A	A	A	
Approach Delay		64.2			67.1			10.8			5.2	
Approach LOS		E			E			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 75 (63%), Referenced to phase 2:SBT and 6:NBSB, Start of 1st Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

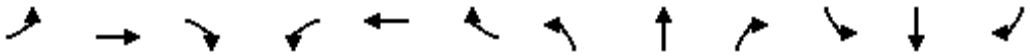
Splits and Phases: 100: Port Washington Road & CFA Driveway/Henry Clay Street





Lane Group	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	111	121	121	784	23	142	810
v/c Ratio	0.64	0.76	0.57	0.40	0.02	0.28	0.31
Control Delay	64.2	76.8	57.5	10.8	9.0	5.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	76.8	57.5	10.8	9.0	5.5	5.2
Queue Length 50th (ft)	83	92	89	129	5	22	85
Queue Length 95th (ft)	135	149	142	223	19	51	145
Internal Link Dist (ft)	456	826		437			491
Turn Bay Length (ft)			50		75	175	
Base Capacity (vph)	404	372	496	1973	1016	560	2607
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.33	0.24	0.40	0.02	0.25	0.31

Intersection Summary



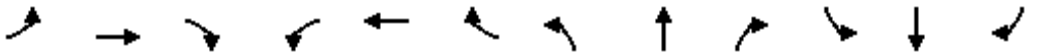
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	5	50	110	5	185	45	700	35	135	710	60
Future Volume (veh/h)	50	5	50	110	5	185	45	700	35	135	710	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		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	1885	1885	1885	1826	1826	1826	1856	1856	1856	1856	1829	1829
Adj Flow Rate, veh/h	53	5	53	116	5	121	47	737	23	142	747	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	5	5	5	3	3	3	3	3	3
Cap, veh/h	95	21	65	237	9	299	125	1898	954	498	2293	193
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.62	0.62	0.62	0.05	0.71	0.71
Sat Flow, veh/h	256	108	332	909	46	1525	148	3050	1533	1767	3231	272
Grp Volume(v), veh/h	111	0	0	121	0	121	392	392	23	142	402	408
Grp Sat Flow(s),veh/h/ln	696	0	0	955	0	1525	1593	1604	1533	1767	1738	1766
Q Serve(g_s), s	6.5	0.0	0.0	0.0	0.0	8.3	0.0	14.6	0.7	3.4	10.5	10.5
Cycle Q Clear(g_c), s	21.2	0.0	0.0	14.7	0.0	8.3	12.1	14.6	0.7	3.4	10.5	10.5
Prop In Lane	0.48		0.48	0.96		1.00	0.12		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	181	0	0	246	0	299	1025	999	954	498	1233	1253
V/C Ratio(X)	0.61	0.00	0.00	0.49	0.00	0.40	0.38	0.39	0.02	0.29	0.33	0.33
Avail Cap(c_a), veh/h	368	0	0	420	0	499	1025	999	954	565	1233	1253
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	0.0	0.0	44.6	0.0	42.1	10.8	11.3	8.7	8.1	6.6	6.6
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.6	0.0	0.3	1.1	1.2	0.0	0.1	0.7	0.7
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	6.1	0.0	0.0	6.1	0.0	5.8	8.7	9.0	0.4	2.2	6.6	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.0	0.0	45.2	0.0	42.4	11.9	12.5	8.7	8.3	7.3	7.3
LnGrp LOS	D	A	A	D	A	D	B	B	A	A	A	A
Approach Vol, veh/h		111			242			807			952	
Approach Delay, s/veh		51.0			43.8			12.1			7.4	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		90.7		29.3	10.4	80.3		29.3				
Change Period (Y+Rc), s		5.6		* 5.7	4.5	5.6		* 5.7				
Max Green Setting (Gmax), s		69.4		* 39	10.5	54.4		* 39				
Max Q Clear Time (g_c+I1), s		12.5		23.2	5.4	16.6		16.7				
Green Ext Time (p_c), s		12.5		0.3	0.1	11.6		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		15.7
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



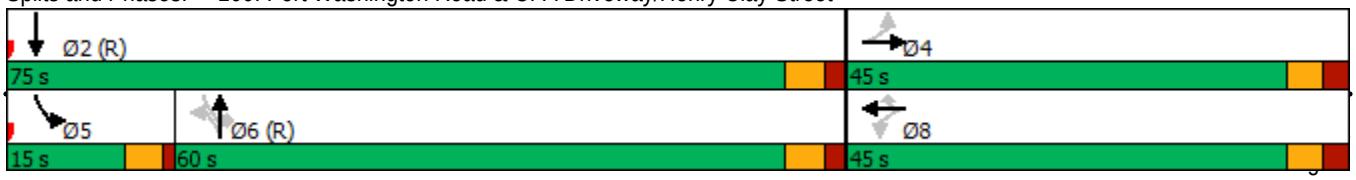
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	5	40	115	5	220	40	750	70	230	775	55
Future Volume (vph)	40	5	40	115	5	220	40	750	70	230	775	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1873	1873
Storage Length (ft)	0		0	0		50	0		75	175		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.99		1.00	0.98	1.00	1.00	
Frt		0.936				0.850			0.850		0.990	
Flt Protected		0.977			0.954			0.997		0.950		
Satd. Flow (prot)	0	1709	0	0	1777	1583	0	3564	1593	1770	3449	0
Flt Permitted		0.680			0.665			0.852		0.288		
Satd. Flow (perm)	0	1189	0	0	1238	1562	0	3045	1558	536	3449	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		536			906			517			571	
Travel Time (s)		14.6			24.7			10.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	1	0	0	1
Adj. Flow (vph)	43	5	43	124	5	147	43	806	47	247	833	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	129	147	0	849	47	247	892	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			12			12	
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	1.01	1.00	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
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	20	6	20	20	6	
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	

Lanes, Volumes, Timings
100: Port Washington Road & CFA Driveway/Henry Clay Street 05/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8		8	6		6	6		
Detector Phase	4	4		8	8	8	6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		10.0	10.0	10.0	12.0	12.0	12.0	6.0	12.0	
Minimum Split (s)	13.7	13.7		15.7	15.7	15.7	17.6	17.6	17.6	10.5	17.6	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	60.0	60.0	60.0	15.0	75.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	50.0%	50.0%	50.0%	12.5%	62.5%	
Maximum Green (s)	39.3	39.3		39.3	39.3	39.3	54.4	54.4	54.4	10.5	69.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6	3.6	3.5	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7		5.6	5.6	4.5	5.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	4.9	4.9	4.9	2.0	4.9	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	10.0	10.0	10.0	0.0	10.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		16.8			16.8	16.8		73.2	73.2	88.5	91.9	
Actuated g/C Ratio		0.14			0.14	0.14		0.61	0.61	0.74	0.77	
v/c Ratio		0.55			0.75	0.67		0.46	0.05	0.46	0.34	
Control Delay		59.0			73.3	63.1		15.1	12.3	7.1	5.3	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		59.0			73.3	63.1		15.1	12.3	7.1	5.3	
LOS		E			E	E		B	B	A	A	
Approach Delay		59.0			67.9			14.9			5.7	
Approach LOS		E			E			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 69 (58%), Referenced to phase 2:SBT and 6:NBSB, Start of 1st Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 71.5%		ICU Level of Service C	
Analysis Period (min) 15			

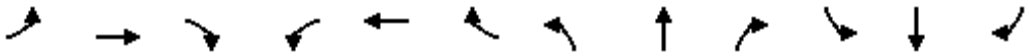
Splits and Phases: 100: Port Washington Road & CFA Driveway/Henry Clay Street





Lane Group	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	91	129	147	849	47	247	892
v/c Ratio	0.55	0.75	0.67	0.46	0.05	0.46	0.34
Control Delay	59.0	73.3	63.1	15.1	12.3	7.1	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	73.3	63.1	15.1	12.3	7.1	5.3
Queue Length 50th (ft)	67	97	110	176	14	41	96
Queue Length 95th (ft)	114	156	168	288	38	86	162
Internal Link Dist (ft)	456	826		437			491
Turn Bay Length (ft)			50		75	175	
Base Capacity (vph)	389	405	511	1858	950	545	2640
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.32	0.29	0.46	0.05	0.45	0.34

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	5	40	115	5	220	40	750	70	230	775	55
Future Volume (veh/h)	40	5	40	115	5	220	40	750	70	230	775	55
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	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1844	1844
Adj Flow Rate, veh/h	43	5	43	124	5	147	43	806	47	247	833	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	84	22	55	236	7	298	106	1919	947	488	2364	167
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.61	0.61	0.61	0.07	0.72	0.72
Sat Flow, veh/h	208	113	287	932	38	1562	120	3155	1557	1781	3306	234
Grp Volume(v), veh/h	91	0	0	129	0	147	427	422	47	247	441	451
Grp Sat Flow(s),veh/h/ln	608	0	0	969	0	1562	1645	1630	1557	1781	1752	1788
Q Serve(g_s), s	4.9	0.0	0.0	0.0	0.0	10.1	0.0	16.4	1.5	6.2	11.5	11.5
Cycle Q Clear(g_c), s	20.6	0.0	0.0	15.7	0.0	10.1	13.8	16.4	1.5	6.2	11.5	11.5
Prop In Lane	0.47		0.47	0.96		1.00	0.10		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	160	0	0	244	0	298	1034	991	947	488	1253	1279
V/C Ratio(X)	0.57	0.00	0.00	0.53	0.00	0.49	0.41	0.43	0.05	0.51	0.35	0.35
Avail Cap(c_a), veh/h	353	0	0	431	0	511	1034	991	947	521	1253	1279
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	0.0	45.7	0.0	43.4	11.9	12.4	9.5	9.1	6.5	6.5
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.7	0.0	0.5	1.2	1.3	0.1	0.3	0.8	0.8
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	5.0	0.0	0.0	6.6	0.0	7.2	9.8	10.0	0.9	4.0	7.3	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	0.0	0.0	46.3	0.0	43.9	13.1	13.8	9.6	9.4	7.3	7.3
LnGrp LOS	D	A	A	D	A	D	B	B	A	A	A	A
Approach Vol, veh/h		91			276			896			1139	
Approach Delay, s/veh		50.5			45.0			13.2			7.7	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		91.4		28.6	12.8	78.6		28.6				
Change Period (Y+Rc), s		5.6		* 5.7	4.5	5.6		* 5.7				
Max Green Setting (Gmax), s		69.4		* 39	10.5	54.4		* 39				
Max Q Clear Time (g_c+I1), s		13.5		22.6	8.2	18.4		17.7				
Green Ext Time (p_c), s		14.4		0.3	0.1	12.9		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			15.7									
HCM 6th LOS			B									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

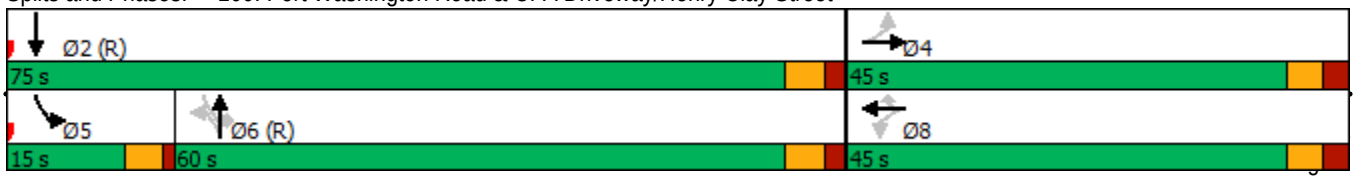
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	65	110	10	200	60	650	65	175	680	75
Future Volume (vph)	60	10	65	110	10	200	60	650	65	175	680	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1873	1873
Storage Length (ft)	0		0	0		50	0		75	175		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.99		1.00	0.98	1.00	1.00	
Frt		0.935				0.850			0.850		0.985	
Flt Protected		0.978			0.956			0.996		0.950		
Satd. Flow (prot)	0	1709	0	0	1798	1599	0	3560	1593	1787	3463	0
Flt Permitted		0.696			0.581			0.793		0.331		
Satd. Flow (perm)	0	1216	0	0	1092	1577	0	2834	1558	622	3463	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		536			906			517			571	
Travel Time (s)		14.6			24.7			10.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	1	0	0	1
Adj. Flow (vph)	65	11	70	118	11	133	65	699	43	188	731	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	129	133	0	764	43	188	812	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			12			12	
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	1.01	1.00	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
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	20	6	20	20	6	
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	

Lanes, Volumes, Timings
100: Port Washington Road & CFA Driveway/Henry Clay Street 05/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm	D.P+P	NA	
Protected Phases		4			8			6		5	2	
Permitted Phases	4			8		8	6		6	6		
Detector Phase	4	4		8	8	8	6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		10.0	10.0	10.0	12.0	12.0	12.0	6.0	12.0	
Minimum Split (s)	13.7	13.7		15.7	15.7	15.7	17.6	17.6	17.6	10.5	17.6	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	60.0	60.0	60.0	15.0	75.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	50.0%	50.0%	50.0%	12.5%	62.5%	
Maximum Green (s)	39.3	39.3		39.3	39.3	39.3	54.4	54.4	54.4	10.5	69.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.6	3.6	3.6	3.5	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7		5.6	5.6	4.5	5.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	4.9	4.9	4.9	2.0	4.9	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	25.0	25.0	25.0	0.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	10.0	10.0	10.0	0.0	10.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		17.6			17.6	17.6		77.2	77.2	87.7	91.1	
Actuated g/C Ratio		0.15			0.15	0.15		0.64	0.64	0.73	0.76	
v/c Ratio		0.82			0.81	0.58		0.42	0.04	0.34	0.31	
Control Delay		81.3			82.0	56.4		12.6	10.5	6.2	5.5	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		81.3			82.0	56.4		12.6	10.5	6.2	5.5	
LOS		F			F	E		B	B	A	A	
Approach Delay		81.3			69.0			12.5			5.6	
Approach LOS		F			E			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 75 (63%), Referenced to phase 2:SBT and 6:NBSB, Start of 1st Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

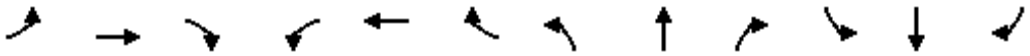
Splits and Phases: 100: Port Washington Road & CFA Driveway/Henry Clay Street





Lane Group	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	146	129	133	764	43	188	812
v/c Ratio	0.82	0.81	0.58	0.42	0.04	0.34	0.31
Control Delay	81.3	82.0	56.4	12.6	10.5	6.2	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	82.0	56.4	12.6	10.5	6.2	5.5
Queue Length 50th (ft)	111	98	97	139	11	32	88
Queue Length 95th (ft)	174	158	151	242	33	69	151
Internal Link Dist (ft)	456	826		437			491
Turn Bay Length (ft)			50		75	175	
Base Capacity (vph)	398	357	516	1823	1002	571	2627
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.36	0.26	0.42	0.04	0.33	0.31

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	10	65	110	10	200	60	650	65	175	680	75
Future Volume (veh/h)	60	10	65	110	10	200	60	650	65	175	680	75
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1858	1858
Adj Flow Rate, veh/h	65	11	70	118	11	133	65	699	43	188	731	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	104	29	83	248	21	352	164	1700	912	493	2176	241
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.59	0.59	0.59	0.06	0.68	0.68
Sat Flow, veh/h	271	129	369	853	93	1575	220	2903	1557	1795	3190	353
Grp Volume(v), veh/h	146	0	0	129	0	133	368	396	43	188	404	408
Grp Sat Flow(s),veh/h/ln	769	0	0	946	0	1575	1493	1630	1557	1795	1765	1778
Q Serve(g_s), s	9.0	0.0	0.0	0.0	0.0	8.6	3.9	16.0	1.4	5.0	11.3	11.4
Cycle Q Clear(g_c), s	24.4	0.0	0.0	15.4	0.0	8.6	13.2	16.0	1.4	5.0	11.3	11.4
Prop In Lane	0.45		0.48	0.91		1.00	0.18		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	215	0	0	269	0	352	910	954	912	493	1204	1213
V/C Ratio(X)	0.68	0.00	0.00	0.48	0.00	0.38	0.40	0.42	0.05	0.38	0.34	0.34
Avail Cap(c_a), veh/h	364	0	0	410	0	516	910	954	912	544	1204	1213
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	0.0	0.0	42.0	0.0	39.5	12.9	13.6	10.6	9.9	7.9	7.9
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.5	0.0	0.2	1.3	1.3	0.1	0.2	0.8	0.7
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	7.9	0.0	0.0	6.3	0.0	6.1	9.0	10.0	0.9	3.3	7.5	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	0.0	0.0	42.5	0.0	39.7	14.2	14.9	10.7	10.1	8.6	8.6
LnGrp LOS	D	A	A	D	A	D	B	B	B	B	A	A
Approach Vol, veh/h		146			262			807			1000	
Approach Delay, s/veh		50.0			41.1			14.4			8.9	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		87.4		32.6	11.6	75.9		32.6				
Change Period (Y+Rc), s		5.6		* 5.7	4.5	5.6		* 5.7				
Max Green Setting (Gmax), s		69.4		* 39	10.5	54.4		* 39				
Max Q Clear Time (g_c+I1), s		13.4		26.4	7.0	18.0		17.4				
Green Ext Time (p_c), s		12.6		0.4	0.1	11.5		0.7				

Intersection Summary		
HCM 6th Ctrl Delay		17.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix C
Peak Hour Modifications Analysis Outputs

Full Build Traffic - With Modifications

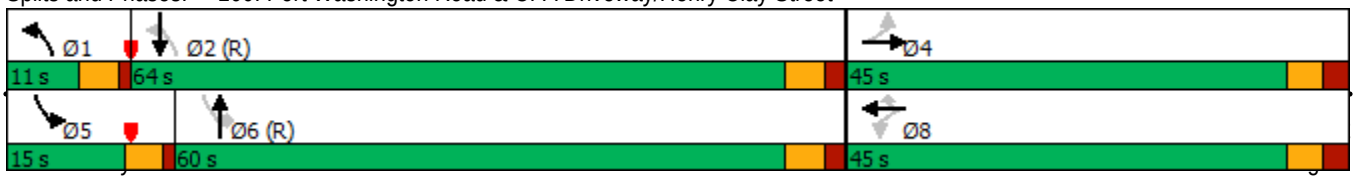
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	5	50	110	5	185	45	700	35	135	710	60
Future Volume (vph)	50	5	50	110	5	185	45	700	35	135	710	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1873	1873
Storage Length (ft)	0		0	0		50	100		75	175		0
Storage Lanes	0		0	0		1	1		1	1		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	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.99	1.00		0.98	1.00	1.00	
Frt		0.936				0.850			0.850		0.988	
Flt Protected		0.977			0.954		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1726	1538	1752	3505	1562	1752	3408	0
Flt Permitted		0.707			0.629		0.320			0.346		
Satd. Flow (perm)	0	1236	0	0	1137	1517	590	3505	1527	638	3408	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		536			906			517			571	
Travel Time (s)		14.6			24.7			10.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	5%	5%	5%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	1	0	0	1
Adj. Flow (vph)	53	5	53	116	5	121	47	737	23	142	747	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	121	121	47	737	23	142	810	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			12			12	
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	1.01	1.00	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
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	20	6	20	20	6	
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	

Lanes, Volumes, Timings
100: Port Washington Road & CFA Driveway/Henry Clay Street 05/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8		8	2		6	6		
Detector Phase	4	4		8	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		10.0	10.0	10.0	6.0	12.0	12.0	6.0	12.0	
Minimum Split (s)	13.7	13.7		15.7	15.7	15.7	10.5	17.6	17.6	10.5	17.6	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	11.0	60.0	60.0	15.0	64.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	9.2%	50.0%	50.0%	12.5%	53.3%	
Maximum Green (s)	39.3	39.3		39.3	39.3	39.3	6.5	54.4	54.4	10.5	58.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.5	3.6	3.6	3.5	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.5	5.6	5.6	4.5	5.6	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	4.9	4.9	2.0	4.9	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	10.0	10.0	0.0	10.0	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		16.9			16.9	16.9	89.3	79.7	79.7	88.4	83.3	
Actuated g/C Ratio		0.14			0.14	0.14	0.74	0.66	0.66	0.74	0.69	
v/c Ratio		0.64			0.76	0.57	0.09	0.32	0.02	0.26	0.34	
Control Delay		64.2			76.8	57.5	4.6	9.9	9.1	5.3	8.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		64.2			76.8	57.5	4.6	9.9	9.1	5.3	8.9	
LOS		E			E	E	A	A	A	A	A	
Approach Delay		64.2			67.1			9.6			8.4	
Approach LOS		E			E			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 75 (63%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 18.5		Intersection LOS: B	
Intersection Capacity Utilization 52.8%		ICU Level of Service A	
Analysis Period (min) 15			

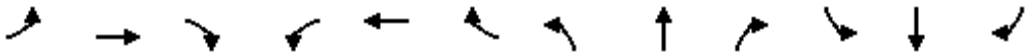
Splits and Phases: 100: Port Washington Road & CFA Driveway/Henry Clay Street





Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	111	121	121	47	737	23	142	810
v/c Ratio	0.64	0.76	0.57	0.09	0.32	0.02	0.26	0.34
Control Delay	64.2	76.8	57.5	4.6	9.9	9.1	5.3	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.2	76.8	57.5	4.6	9.9	9.1	5.3	8.9
Queue Length 50th (ft)	83	92	89	7	114	6	22	125
Queue Length 95th (ft)	135	149	142	21	193	19	51	198
Internal Link Dist (ft)	456	826			437			491
Turn Bay Length (ft)			50	100		75	175	
Base Capacity (vph)	404	372	496	503	2327	1013	583	2366
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.33	0.24	0.09	0.32	0.02	0.24	0.34

Intersection Summary



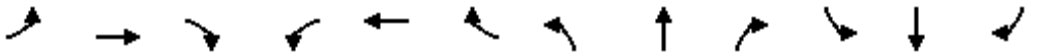
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	5	50	110	5	185	45	700	35	135	710	60
Future Volume (veh/h)	50	5	50	110	5	185	45	700	35	135	710	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		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	1885	1885	1885	1826	1826	1826	1856	1856	1856	1856	1829	1829
Adj Flow Rate, veh/h	53	5	53	116	5	121	47	737	23	142	747	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	5	5	5	3	3	3	3	3	3
Cap, veh/h	95	21	65	237	9	299	478	2195	954	513	2044	172
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.04	0.62	0.62	0.05	0.63	0.63
Sat Flow, veh/h	256	108	332	909	46	1525	1767	3526	1533	1767	3231	272
Grp Volume(v), veh/h	111	0	0	121	0	121	47	737	23	142	402	408
Grp Sat Flow(s),veh/h/ln	696	0	0	955	0	1525	1767	1763	1533	1767	1738	1766
Q Serve(g_s), s	6.5	0.0	0.0	0.0	0.0	8.3	1.1	12.0	0.7	3.4	13.3	13.3
Cycle Q Clear(g_c), s	21.2	0.0	0.0	14.7	0.0	8.3	1.1	12.0	0.7	3.4	13.3	13.3
Prop In Lane	0.48		0.48	0.96		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	181	0	0	246	0	299	478	2195	954	513	1099	1117
V/C Ratio(X)	0.61	0.00	0.00	0.49	0.00	0.40	0.10	0.34	0.02	0.28	0.37	0.37
Avail Cap(c_a), veh/h	368	0	0	420	0	499	504	2195	954	580	1099	1117
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	0.0	0.0	44.6	0.0	42.1	7.4	10.8	8.7	7.8	10.5	10.5
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.6	0.0	0.3	0.0	0.4	0.0	0.1	0.9	0.9
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	6.1	0.0	0.0	6.1	0.0	5.8	0.7	8.0	0.4	2.2	8.8	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	0.0	0.0	45.2	0.0	42.4	7.5	11.2	8.7	7.9	11.5	11.5
LnGrp LOS	D	A	A	D	A	D	A	B	A	A	B	B
Approach Vol, veh/h		111			242			807			952	
Approach Delay, s/veh		51.0			43.8			10.9			10.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	81.5		29.3	10.4	80.3		29.3				
Change Period (Y+Rc), s	4.5	5.6		* 5.7	4.5	5.6		* 5.7				
Max Green Setting (Gmax), s	6.5	58.4		* 39	10.5	54.4		* 39				
Max Q Clear Time (g_c+I1), s	3.1	15.3		23.2	5.4	14.0		16.7				
Green Ext Time (p_c), s	0.0	11.9		0.3	0.1	11.3		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		16.8	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



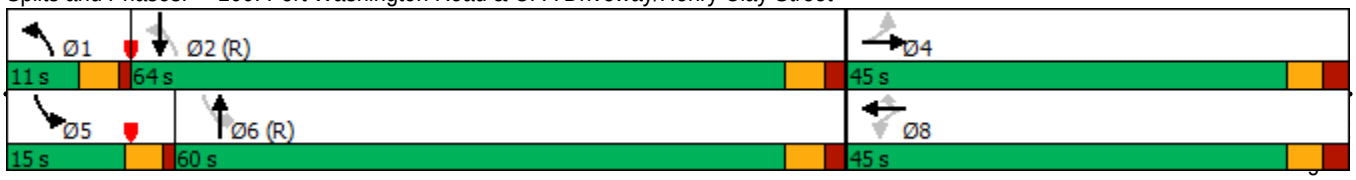
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	5	40	115	5	220	40	750	70	230	775	55
Future Volume (vph)	40	5	40	115	5	220	40	750	70	230	775	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1873	1873
Storage Length (ft)	0		0	0		50	100		75	175		0
Storage Lanes	0		0	0		1	1		1	1		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	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.99	1.00		0.98	1.00	1.00	
Frt		0.936				0.850			0.850		0.990	
Flt Protected		0.977			0.954		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1777	1583	1787	3574	1593	1770	3449	0
Flt Permitted		0.680			0.665		0.290			0.305		
Satd. Flow (perm)	0	1189	0	0	1238	1562	545	3574	1558	568	3449	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		536			906			517			571	
Travel Time (s)		14.6			24.7			10.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	1	0	0	1
Adj. Flow (vph)	43	5	43	124	5	147	43	806	47	247	833	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	0	0	129	147	43	806	47	247	892	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			12			12	
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	1.01	1.00	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
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	20	6	20	20	6	
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	

Lanes, Volumes, Timings
100: Port Washington Road & CFA Driveway/Henry Clay Street 05/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8		8	2		6	6		
Detector Phase	4	4		8	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		10.0	10.0	10.0	6.0	12.0	12.0	6.0	12.0	
Minimum Split (s)	13.7	13.7		15.7	15.7	15.7	10.5	17.6	17.6	10.5	17.6	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	11.0	60.0	60.0	15.0	64.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	9.2%	50.0%	50.0%	12.5%	53.3%	
Maximum Green (s)	39.3	39.3		39.3	39.3	39.3	6.5	54.4	54.4	10.5	58.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.5	3.6	3.6	3.5	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.5	5.6	5.6	4.5	5.6	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	4.9	4.9	2.0	4.9	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	10.0	10.0	0.0	10.0	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		16.8			16.8	16.8	89.4	72.8	72.8	88.5	83.4	
Actuated g/C Ratio		0.14			0.14	0.14	0.74	0.61	0.61	0.74	0.70	
v/c Ratio		0.55			0.75	0.67	0.09	0.37	0.05	0.44	0.37	
Control Delay		59.0			73.3	63.1	4.6	13.8	12.4	6.8	9.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		59.0			73.3	63.1	4.6	13.8	12.4	6.8	9.1	
LOS		E			E	E	A	B	B	A	A	
Approach Delay		59.0			67.9			13.3			8.6	
Approach LOS		E			E			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 69 (58%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 19.1		Intersection LOS: B	
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

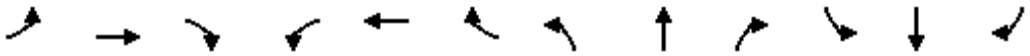
Splits and Phases: 100: Port Washington Road & CFA Driveway/Henry Clay Street





Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	91	129	147	43	806	47	247	892
v/c Ratio	0.55	0.75	0.67	0.09	0.37	0.05	0.44	0.37
Control Delay	59.0	73.3	63.1	4.6	13.8	12.4	6.8	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.0	73.3	63.1	4.6	13.8	12.4	6.8	9.1
Queue Length 50th (ft)	67	97	110	6	159	14	41	142
Queue Length 95th (ft)	114	156	168	19	250	38	86	221
Internal Link Dist (ft)	456	826			437			491
Turn Bay Length (ft)			50	100		75	175	
Base Capacity (vph)	389	405	511	474	2169	945	568	2397
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.32	0.29	0.09	0.37	0.05	0.43	0.37

Intersection Summary



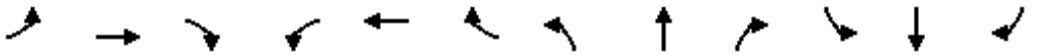
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	5	40	115	5	220	40	750	70	230	775	55
Future Volume (veh/h)	40	5	40	115	5	220	40	750	70	230	775	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		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	1885	1885	1885	1870	1870	1870	1885	1885	1885	1870	1844	1844
Adj Flow Rate, veh/h	43	5	43	124	5	147	43	806	47	247	833	59
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	2	2	2
Cap, veh/h	84	22	55	236	7	298	454	2179	947	503	2114	150
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.04	0.61	0.61	0.07	0.64	0.64
Sat Flow, veh/h	208	113	287	932	38	1562	1795	3582	1557	1781	3306	234
Grp Volume(v), veh/h	91	0	0	129	0	147	43	806	47	247	441	451
Grp Sat Flow(s),veh/h/ln	608	0	0	969	0	1562	1795	1791	1557	1781	1752	1788
Q Serve(g_s), s	4.9	0.0	0.0	0.0	0.0	10.1	0.9	13.6	1.5	6.2	14.6	14.6
Cycle Q Clear(g_c), s	20.6	0.0	0.0	15.7	0.0	10.1	0.9	13.6	1.5	6.2	14.6	14.6
Prop In Lane	0.47		0.47	0.96		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	160	0	0	244	0	298	454	2179	947	503	1120	1144
V/C Ratio(X)	0.57	0.00	0.00	0.53	0.00	0.49	0.09	0.37	0.05	0.49	0.39	0.39
Avail Cap(c_a), veh/h	353	0	0	431	0	511	483	2179	947	536	1120	1144
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	0.0	45.7	0.0	43.4	7.3	11.9	9.5	8.5	10.4	10.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.7	0.0	0.5	0.0	0.5	0.1	0.3	1.0	1.0
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	5.0	0.0	0.0	6.6	0.0	7.2	0.6	9.1	0.9	4.0	9.5	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	0.0	0.0	46.3	0.0	43.9	7.4	12.4	9.6	8.8	11.5	11.4
LnGrp LOS	D	A	A	D	A	D	A	B	A	A	B	B
Approach Vol, veh/h		91			276			896			1139	
Approach Delay, s/veh		50.5			45.0			12.0			10.9	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	82.3		28.6	12.8	78.6		28.6				
Change Period (Y+Rc), s	4.5	5.6		* 5.7	4.5	5.6		* 5.7				
Max Green Setting (Gmax), s	6.5	58.4		* 39	10.5	54.4		* 39				
Max Q Clear Time (g_c+I1), s	2.9	16.6		22.6	8.2	15.6		17.7				
Green Ext Time (p_c), s	0.0	13.4		0.3	0.1	12.7		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		16.7	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



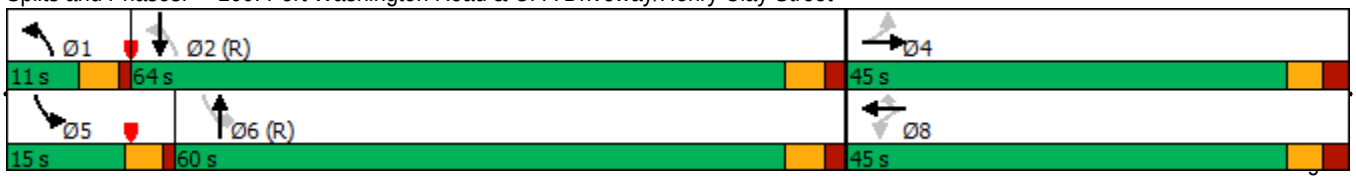
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	10	65	110	10	200	60	650	65	175	680	75
Future Volume (vph)	60	10	65	110	10	200	60	650	65	175	680	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1873	1873
Storage Length (ft)	0		0	0		50	100		75	175		0
Storage Lanes	0		0	0		1	1		1	1		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	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00	0.99	1.00		0.98	1.00	1.00	
Frt		0.935				0.850			0.850		0.985	
Flt Protected		0.978			0.956		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1798	1599	1787	3574	1593	1787	3463	0
Flt Permitted		0.696			0.581		0.318			0.358		
Satd. Flow (perm)	0	1216	0	0	1092	1577	598	3574	1558	673	3463	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		536			906			517			571	
Travel Time (s)		14.6			24.7			10.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Confl. Bikes (#/hr)			1			1			1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	62%	100%	100%	62%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	1	0	0	1
Adj. Flow (vph)	65	11	70	118	11	133	65	699	43	188	731	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	129	133	65	699	43	188	812	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			12			12	
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	1.01	1.00	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
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	20	6	20	20	6	
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	

Lanes, Volumes, Timings
100: Port Washington Road & CFA Driveway/Henry Clay Street 05/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	Perm	D.P+P	NA	Perm	D.P+P	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8		8	2		6	6		
Detector Phase	4	4		8	8	8	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		10.0	10.0	10.0	6.0	12.0	12.0	6.0	12.0	
Minimum Split (s)	13.7	13.7		15.7	15.7	15.7	10.5	17.6	17.6	10.5	17.6	
Total Split (s)	45.0	45.0		45.0	45.0	45.0	11.0	60.0	60.0	15.0	64.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	37.5%	9.2%	50.0%	50.0%	12.5%	53.3%	
Maximum Green (s)	39.3	39.3		39.3	39.3	39.3	6.5	54.4	54.4	10.5	58.4	
Yellow Time (s)	3.2	3.2		3.2	3.2	3.2	3.5	3.6	3.6	3.5	3.6	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.7			5.7	5.7	4.5	5.6	5.6	4.5	5.6	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	4.9	4.9	2.0	4.9	
Minimum Gap (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	25.0	25.0	0.0	25.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	10.0	10.0	0.0	10.0	
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)		17.6			17.6	17.6	88.6	76.5	76.5	87.7	82.4	
Actuated g/C Ratio		0.15			0.15	0.15	0.74	0.64	0.64	0.73	0.69	
v/c Ratio		0.82			0.81	0.58	0.13	0.31	0.04	0.32	0.34	
Control Delay		81.3			82.0	56.4	5.0	11.4	10.8	5.9	9.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		81.3			82.0	56.4	5.0	11.4	10.8	5.9	9.4	
LOS		F			F	E	A	B	B	A	A	
Approach Delay		81.3			69.0			10.9			8.7	
Approach LOS		F			E			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 75 (63%), Referenced to phase 2:NBSB and 6:NBSB, Start of 1st Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

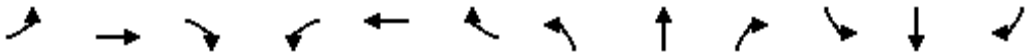
Splits and Phases: 100: Port Washington Road & CFA Driveway/Henry Clay Street





Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	146	129	133	65	699	43	188	812
v/c Ratio	0.82	0.81	0.58	0.13	0.31	0.04	0.32	0.34
Control Delay	81.3	82.0	56.4	5.0	11.4	10.8	5.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	82.0	56.4	5.0	11.4	10.8	5.9	9.4
Queue Length 50th (ft)	111	98	97	10	119	12	32	129
Queue Length 95th (ft)	174	158	151	28	199	34	69	207
Internal Link Dist (ft)	456	826			437			491
Turn Bay Length (ft)			50	100		75	175	
Base Capacity (vph)	398	357	516	508	2278	993	605	2378
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.36	0.26	0.13	0.31	0.04	0.31	0.34

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	10	65	110	10	200	60	650	65	175	680	75
Future Volume (veh/h)	60	10	65	110	10	200	60	650	65	175	680	75
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1858	1858
Adj Flow Rate, veh/h	65	11	70	118	11	133	65	699	43	188	731	81
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	104	29	83	248	21	352	465	2098	912	516	1915	212
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.04	0.59	0.59	0.06	0.60	0.60
Sat Flow, veh/h	271	129	369	853	93	1575	1795	3582	1557	1795	3190	353
Grp Volume(v), veh/h	146	0	0	129	0	133	65	699	43	188	404	408
Grp Sat Flow(s),veh/h/ln	769	0	0	946	0	1575	1795	1791	1557	1795	1765	1778
Q Serve(g_s), s	9.0	0.0	0.0	0.0	0.0	8.6	1.6	12.1	1.4	5.0	14.2	14.3
Cycle Q Clear(g_c), s	24.4	0.0	0.0	15.4	0.0	8.6	1.6	12.1	1.4	5.0	14.2	14.3
Prop In Lane	0.45		0.48	0.91		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	215	0	0	269	0	352	465	2098	912	516	1060	1067
V/C Ratio(X)	0.68	0.00	0.00	0.48	0.00	0.38	0.14	0.33	0.05	0.36	0.38	0.38
Avail Cap(c_a), veh/h	364	0	0	410	0	516	483	2098	912	568	1060	1067
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	0.0	0.0	42.0	0.0	39.5	8.8	12.8	10.6	9.3	12.4	12.4
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.5	0.0	0.2	0.1	0.4	0.1	0.2	1.0	1.0
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	7.9	0.0	0.0	6.3	0.0	6.1	1.1	8.4	0.9	3.3	9.6	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	0.0	0.0	42.5	0.0	39.7	8.9	13.2	10.7	9.4	13.5	13.5
LnGrp LOS	D	A	A	D	A	D	A	B	B	A	B	B
Approach Vol, veh/h		146			262			807			1000	
Approach Delay, s/veh		50.0			41.1			12.7			12.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	77.6		32.6	11.6	75.9		32.6				
Change Period (Y+Rc), s	4.5	5.6		* 5.7	4.5	5.6		* 5.7				
Max Green Setting (Gmax), s	6.5	58.4		* 39	10.5	54.4		* 39				
Max Q Clear Time (g_c+I1), s	3.6	16.3		26.4	7.0	14.1		17.4				
Green Ext Time (p_c), s	0.0	11.8		0.4	0.1	10.8		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		18.5	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HRGreen

Stormwater Management Report

Latest Revision: May 25th, 2021

CFA – GLENDALE, WI

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HRG Job: 210400

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Tab 1

Design Notes

Design Notes

Background

Chick-fil-A (CFA) is proposing the construction of a 2,781 square foot free-standing restaurant with associated parking lot and utilities located at the northwest corner of N Port Washington Road and W Henry Clay Street in the City of Glendale, WI. This drainage report was prepared in accordance with the stormwater requirements stated in the City of Glendale's Code, the Milwaukee Metropolitan Sewerage District (MMSD) Rules & Regulations, and Chapter NR 151 of the Wisconsin Administrative Code.

Existing Conditions

The subject CFA parcel is currently an outlot occupied by a single tenant office building that borders an access drive/parking lot to the south, N Pot Washington Road to the east, and Highway I-43 to the west. The parcel is approximately 0.98 acres (42,797 square feet) in size. In the existing condition, the impervious and pervious areas within the overall parcel were calculated to be 37,402 square feet (SF) and 5,395 square feet respectively, resulting in the site to be 87.4% impervious. Based on the impervious and pervious coefficients of 0.95 and 0.35, the weighted runoff coefficient for the parcel in the existing condition is calculated to be 0.87.

Because the existing site is developed, the site's existing drainage patterns were analyzed under pre-developed conditions to determine allowable release rates from the City of Glendale. The NRCS Web Soil Survey did not have soil data available for the project site nor adjacent properties. Because the hydrologic soil classification is not known at time of this report, the RCN values used for detention calculations are 98 for impervious areas and 80 for grassed areas. This report shall be updated in the future when the existing soil types onsite are known.

The area to the west of the project site is tributary to the property and will continue to be so in the proposed condition. Runoff from offsite areas is not included in the sizing of the detention system and are to be bypassed through the site via overland flow routes.

Proposed Conditions

The proposed improvements to the site consist of the construction of a free-standing Chick-fil-A restaurant, drive-thru lane, parking lot, and the installation of an on-site storm sewer & underground detention system. In the proposed condition, the impervious and pervious areas within the parcel are calculated to be 35,595 SF and 7,202 SF respectively, resulting in the site to be 83.2% impervious. The parcel's proposed impervious/pervious areas are delineated on Exhibit EX-DR. Based on impervious and pervious coefficients of 0.95 and 0.35, the proposed weighted runoff coefficient for the parcel, in the complete buildout condition, is calculated to be 0.85. The proposed detention system was sized using HydroCAD which utilizes RCN values for the pre-developed and developed conditions. The RCN values of the pre-developed and developed site are 80 and 96 respectively.

The Chick-fil-A site will be governed by the stormwater requirements set forth by the City of Glendale, MMSD, and the Wisconsin Department of Natural Resources. These requirements include limiting peak stormwater discharge rates and stormwater treatment to remove total suspended solids. The property area that is tributary to the underground chambers has been used to determine required detention volume. 1,669 SF of grassed area along the eastern

property line is directly tributary to the right-of-way (ROW) of N Port Washington Road and will not be captured by the detention system.

Peak Discharge Rates & Stormwater Detention

The City of Glendale's Code states that all new commercial development must utilize BMPs to reduce peak runoff rates to be less than the existing conditions. MMSD requires peak runoff rates to be no greater than 0.15 cfs/acre for the 2-year, 24-hour event and 0.50 cfs/acre for the 100-year, 24-hour storm event (Unit Release Rate Methodology). The table below lists the maximum release rates for the CFA site based on the property area tributary to the Stormtech system.

Maximum Allowable Release Rates (CFA Site = 0.98 acres)	
2-Year, 24-Hour	*100-Year, 24-Hour*
0.14 cfs	0.47 cfs

Maximum Allowable Release Rates (Pre-Developed Conditions)	
2-Year, 24-Hour	*100-Year, 24-Hour*
1.67 cfs	7.57 cfs

The proposed discharge rates were modeled using HydroCAD v10.0 utilizing MSE 3 rainfall data as listed in the City Code.

At the time of this report, the proposed detention system can reduce the peak runoff of the 2-year and 100-year storm events below that of the pre-developed condition as well as having a 2-year and 100-year release that is acceptable per MMSD standards. The volume of the detention system is estimated at this time and is not considered as final until calculations are provided by StormTech. HydroCAD calculations have been included in this report.

Proposed Condition Runoff Rates	
2-Year, 24-Hour	*100-Year, 24-Hour*
0.11 cfs	0.44 cfs

A StormTech underground stormwater detention system will be utilized to control the proposed release rates, as well as, facilitating the removal of total suspended solids. The StormTech system will be made up of 216 SC-740 chambers with bottom and top of the chamber elevations set at 620.50 and 623.00 respectively (6-inch aggregate layer above and below the chambers). The discharge rates out of the system will be controlled by dual orifices set in the weir plate (2.0" @ 620.00 and 3.0" @ 622.10). The controlled discharge will outlet via a 15-inch storm sewer to the existing storm inlet within the N Port Washington Road ROW.

The site was graded with the goal of capturing and conveying as much runoff from the site as possible to the StormTech system. This area is a combination of the following disturbed sub-

drainage areas: PR-DA-1 thru PR-DA-10 being detained; and PR-DA-11 going undetained.

If the StormTech system reaches full capacity from runoff generated more than the 100-year storm event, stormwater will overflow out of the system over the weir plate that will be set at an elevation of 623.50. If for some reason the downstream storm sewer system cannot handle this flow, overland flood routes have been provided throughout the site to direct flow away from the CFA building and downstream to N Port Washington Road, matching existing drainage patterns.

Stormwater Quality

Per City and State Code, the CFA development will need to meet pollutant reduction requirements since it is considered new development. The CFA development will need to utilize BMPs to control total suspended solids carried in runoff from the post-construction site. The BMPs should be designed to reduce TSS by 40%. Since the site's underlying soils are not known at the time of this report, it has been determined that infiltration practices will not be a viable option to treat stormwater runoff until a soil survey can be conducted and suitable soils are found.

As mentioned above, an underground StormTech system will be utilized to both meet peak discharge rates and stormwater treatment. The StormTech system and its' corresponding isolator rows will provide filtration of stormwater through the open graded aggregate layer located below the chambers. The StormTech system will promote the removal of TSS before stormwater is ultimately routed out of the system.

WinSLAMM v10.4.1 will be utilized to model the removal efficiency of the StormTech Isolator Row and will be included in a future revision of this report. Stormtech maintains a standard that their systems remove at least 40% TSS.

Storm Sewer

The CFA site has been designed to capture as much stormwater runoff as possible within the on-site storm sewer system and route it to the underground StormTech system. Stormwater runoff generated by the following sub-drainage areas will be tributary to the proposed storm sewer system: DA-1 thru DA-10. The CFA storm sewer system has been designed to accommodate the 100-year storm event using Hydraflow Storm Sewers for AutoCAD Civil3D, 2019. Atlas 14 rainfall data for the 100-year event was utilized. On-site sub-drainage areas were defined for each individual storm sewer catch basin. These drainage areas can be seen in Exhibit EX-DR and are also noted in the Rational "C" Calculation table included in this report. The times of concentration used in calculation for each drainage area were assumed to be 5 minutes due to short on-site flow paths. The Hydraflow model was also utilized to calculate the HGL of the storm sewers, verifying that the HGL is below the rim elevations of the storm structures. The Hydraflow model and inlet capacity calculations have been included in this report. Stormwater flows generated by storm events more than the 100-year event will be directed overland to N Port Washington Road, matching existing drainage patterns.

Erosion Control

Installation of sediment and erosion control measures will be placed prior to the start of construction. Silt filter fences and inlet protection baskets are planned to control erosion and silt displacement until vegetation is established. The Erosion Control Plan for this project will be included in a future edition of this report for reference.

Tab 2

Drainage Calculations

HRGreen

RATIONAL METHOD "C" CALCULATION (EXISTING & PROPOSED)

Project #: 210400
Project: CHICK-FIL-A
Location: GLENDALE, WI

By ERN Date 5/20/2021
Checked Date
Revised Date

BASIN NO.	AREA (SQ-FT)	AREA PAVED	AREA GRASS	%PAVED 0.95	%GRASS 0.35	RUNOFF "C"	AREA (acres)	10-YR, 5-MIN INTENSITY (IN/HR)	10-YR, 5-MIN FLOW (CFS)	100-YR, 5-MIN INTENSITY (IN/HR)	100-YR, 5-MIN FLOW (CFS)
CFA PARCEL											
EXISTING CONDITION	42,797	37,402	5,395	87.4%	12.6%	**0.87**	**0.98**	**7.01**	**6.02**	**10.40**	**8.93**
PROPOSED CONDITION	42,797	35,595	7,202	83.2%	16.8%	**0.85**	**0.98**	**7.01**	**5.85**	**10.40**	**8.68**
PROPOSED DRAINAGE AREAS											
PR-DA-1	3,775	3,297	478	87%	13%	**0.87**	**0.09**	**7.01**	**0.53**	**10.40**	**0.79**
PR-DA-2	2,966	2,749	217	93%	7%	**0.91**	**0.07**	**7.01**	**0.43**	**10.40**	**0.64**
PR-DA-3	4,982	4,872	110	98%	2%	**0.94**	**0.11**	**7.01**	**0.75**	**10.40**	**1.11**
PR-DA-4	4,729	4,380	349	93%	7%	**0.91**	**0.11**	**7.01**	**0.69**	**10.40**	**1.02**
PR-DA-5	3,599	2,773	826	77%	23%	**0.81**	**0.08**	**7.01**	**0.47**	**10.40**	**0.70**
PR-DA-6	4,717	4,717	0	100%	0%	**0.95**	**0.11**	**7.01**	**0.72**	**10.40**	**1.07**
PR-DA-7	4,862	4,715	147	97%	3%	**0.93**	**0.11**	**7.01**	**0.73**	**10.40**	**1.08**
PR-DA-8	5,201	2,983	2,218	57%	43%	**0.69**	**0.12**	**7.01**	**0.58**	**10.40**	**0.86**
PR-DA-9	2,795	2,146	649	77%	23%	**0.81**	**0.06**	**7.01**	**0.36**	**10.40**	**0.54**
PR-DA-10	3,502	2,963	539	85%	15%	**0.86**	**0.08**	**7.01**	**0.48**	**10.40**	**0.72**
PR-DA-11 (UNDETAINED)	1,669	0	1,669	0%	100%	**0.35**	**0.04**	**7.01**	**0.09**	**10.40**	**0.14**

Worksheet 2: Runoff Curve Number

Project: **210400** By: ERN Date: 5/20/2021

Location: ***Glendale, WI*** Chk: Date:

Present ***Pre-developed Conditions***

Runoff Curve Number (CN): Pre-developed Site

		CN			Area		
Soil Name & Hydrologic Group	**Cover Description (cover type, treatment, & hydrologic condition; percent impervious; (un)connected impervious area ratio)**	**RCN**	Total Area (SF)	Pe vious Impervious Area (SF)	acres	**Product of CN x Area**	**CN by Basin**
N/A	Paved Area	98	0.00		0.00	0.00	
N/A	Grass Area	80	0.98		0.00	0.00	80.00
	Total Area		0.98				
				Totals =	0.00	0.00	

CN (weighted) = Total Product \ Total Area = 0.00 \ 0.000 = 80.00

Use CN = **80**

Notes: 1) NRCS Web Soil Survey does not list the hydrologic soil type/class for the region around the project site.
2) The RCN values calculated here are for preliminary use only. Calculations shall be updated following a soil survey of the site.

Worksheet 2: Runoff Curve Number

Project: **210400** By: ERN Date: 5/20/2021

Location: ***Glendale, WI*** Chk: Date:

Present ***Developed Conditions***

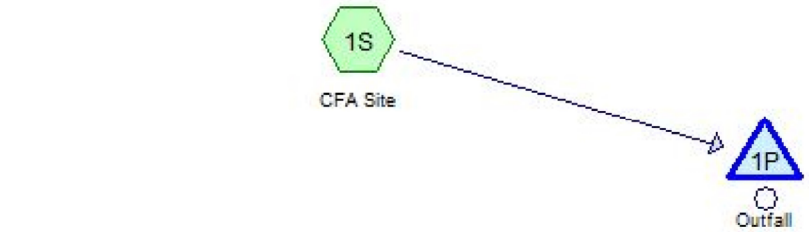
Runoff Curve Number (CN): Proposed Site

		CN			Area		
Soil Name & Hydrologic Group	**Cover Description (cover type, treatment, & hydrologic condition; percent impervious; (un)connected impervious area ratio)**	**RCN**	Total Area (SF)	Pe vious Impervious Area (SF)	acres	**Product of CN x Area**	**CN by Basin**
N/A	Paved Area	98	0.82		0.00	0.00	
N/A	Grass Area	80	0.13		0.00	0.00	95.58
	Total Area		0.94				
				Totals =	0.00	0.00	

CN (weighted) = Total Product \ Total Area = 0.00 \ 0.000 = 95.58

Use CN = **96**

Notes: 1) NRCS Web Soil Survey does not list the hydrologic soil type/class for the region around the project site.
2) The RCN values calculated here are for preliminary use only. Calculations shall be updated following a soil survey of the site.



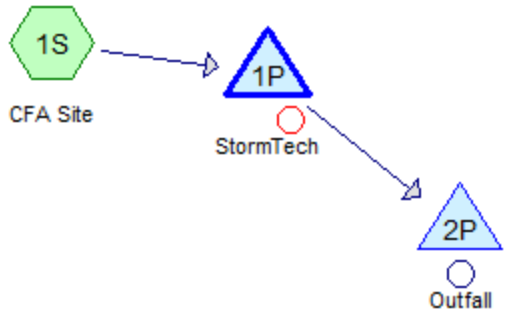
Pond 1P: Outfall - 210400_Existing Conditions

Summary | Hydrograph | Discharge | Events | Sizing

Event	Inflow (cfs)	Primary (cfs)	Elevation (feet)	Storage (acre-feet)
2	1.67	1.67	**0.00**	**0.000**
10	3.30	3.30	0.00	0.000
100	**7.57**	**7.57**	0.00	0.000

Update

Table | Shrink | Print | Export | Edit | Help



Pond 1P: StormTech - 210400_Proposed Conditions - Overall Detained

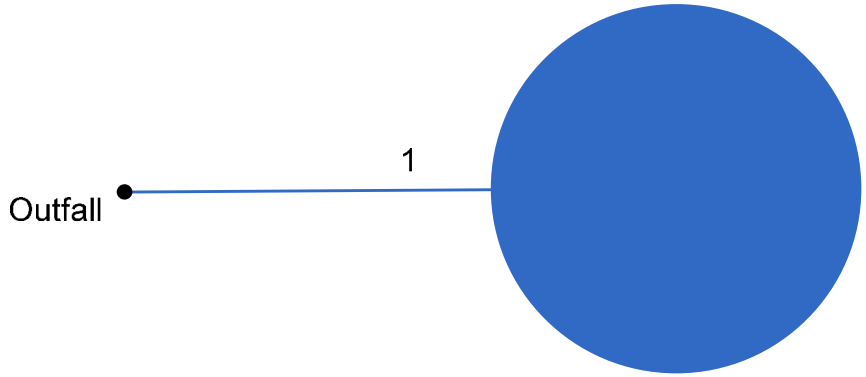
Summary | Wizards | Hydrograph | Discharge | Storage | Events | Sizing

Event	Inflow (cfs)	Outflow (cfs)	Primary (cfs)	Secondary (cfs)	Elevation (feet)	Storage (acre-feet)
1-Year	2.85	0.10	0.10	**0.00**	621.02	0.106
2-Year	3.24	0.11	0.11	0.00	621.14	0.123
10-Year	4.95	0.13	0.13	0.00	621.69	0.199
100-Year	**8.98**	**0.44**	**0.44**	0.00	**623.36**	**0.357**

Update

Table | Shrink | Print | Export | Edit | Help

CFA - Bayshore (Glendale, WI)



Project File: 210400_Hydraflow_East.stm	Number of lines: 1	Date: 5/20/2021

Storm Sewer Tabulation

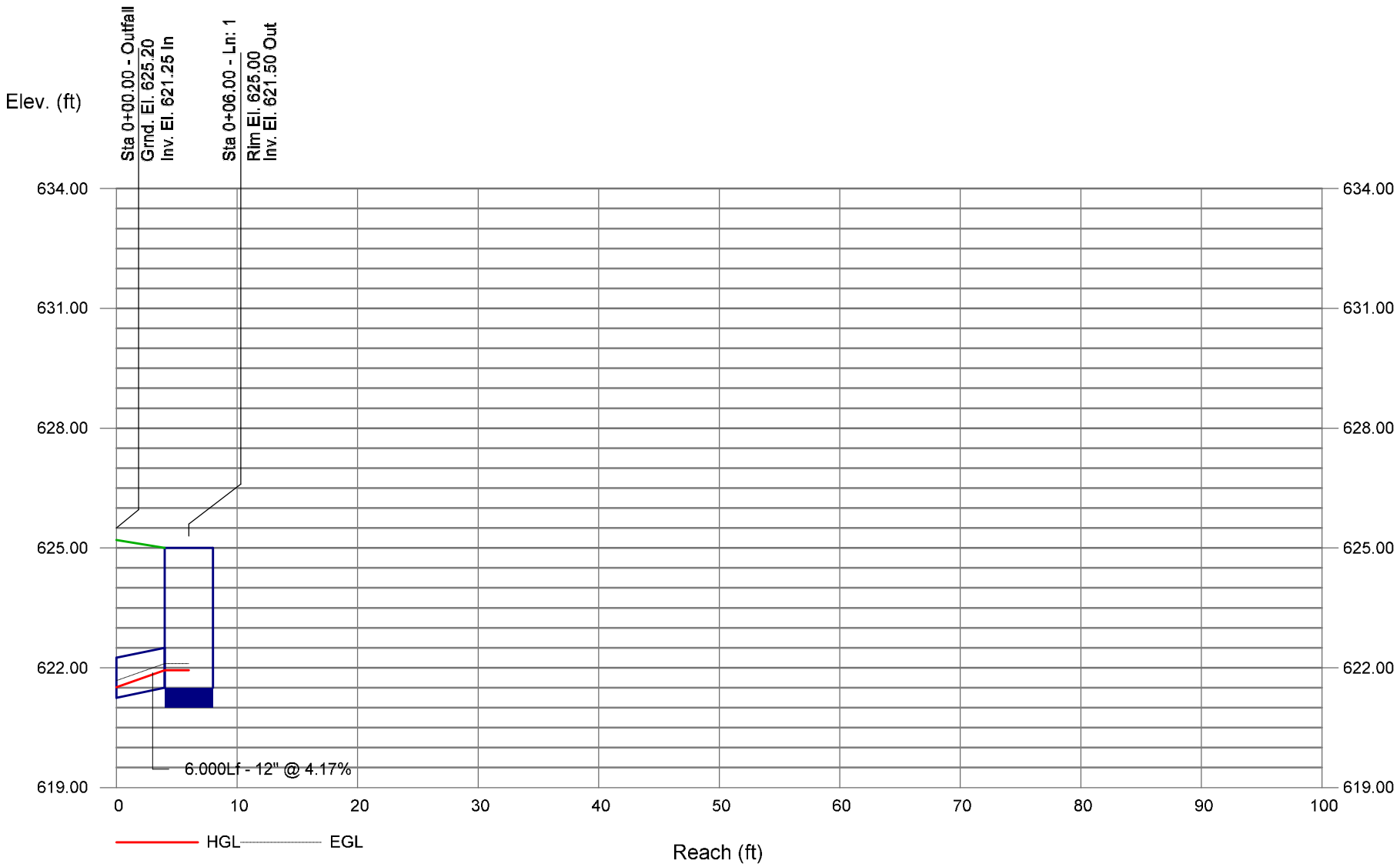
Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (I)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID
Line	To Line	(ft)	Incr (ac)	Total (ac)	(C)	Incr	Total	Inlet (min)	Syst (min)	(in/hr)	(cfs)	(cfs)	(ft/s)	Size (in)	Slope (%)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	
1	End	6.000	0.11	0.11	0.94	0.10	0.10	5.0	5.0	10.4	1.07	7.27	4.95	12	4.17	621.25	621.50	621.51	621.94	625.20	625.00	ST-11

CFA - Bayshore (Glendale, WI)	Number of lines: 1	Run Date: 5/20/2021

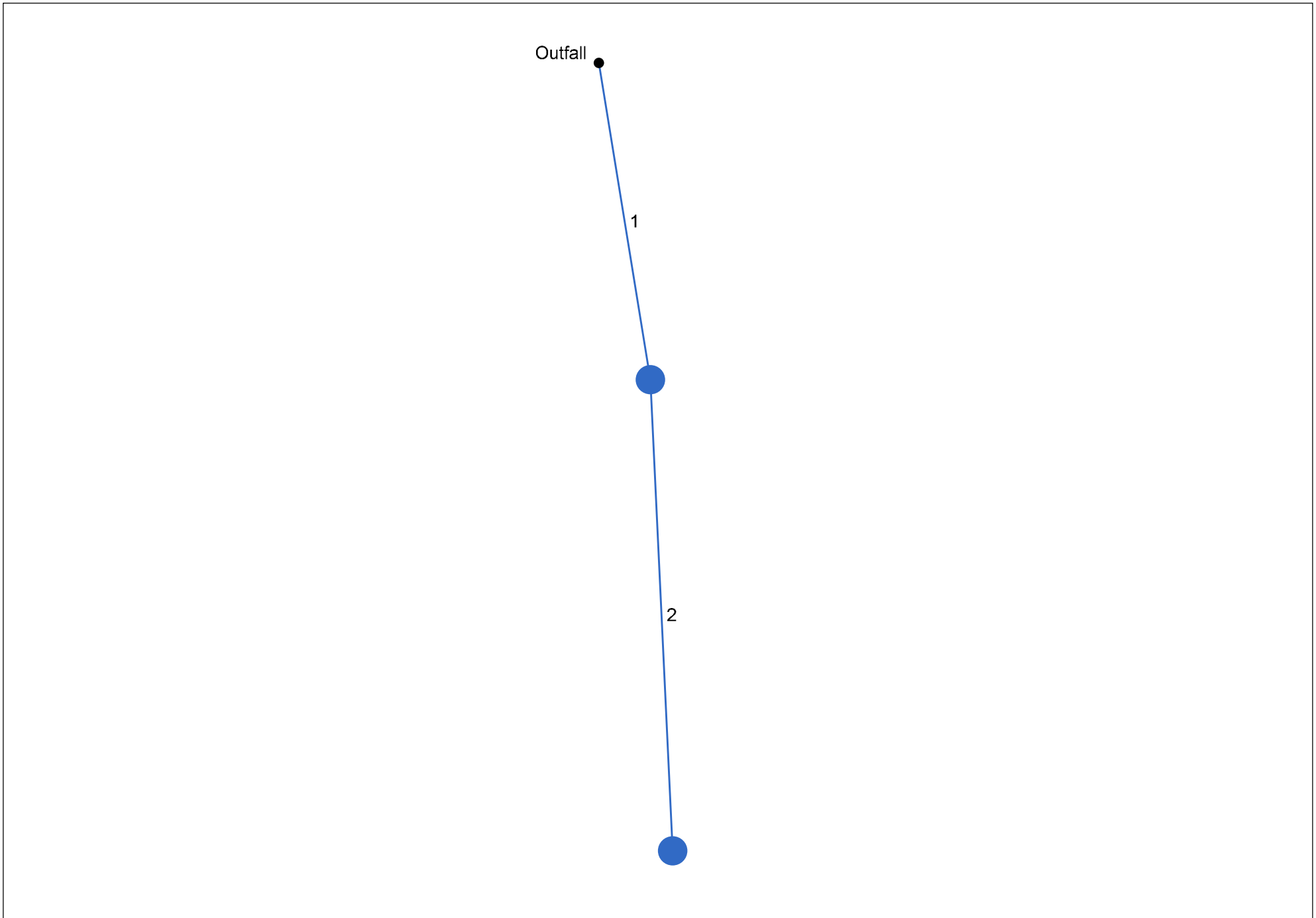
NOTES:Intensity = 34.27 / (Inlet time + 2.50) ^ 0.59; Return period =Yrs. 100 ; c = cir e = ellip b = box

Storm Sewer Profile

Proj. file: 210400_Hydraflow_East.stm



CFA - Bayshore (Glendale, WI)



Project File: 210400_Hydraflow_South.stm	Number of lines: 2	Date: 5/20/2021

Storm Sewer Tabulation

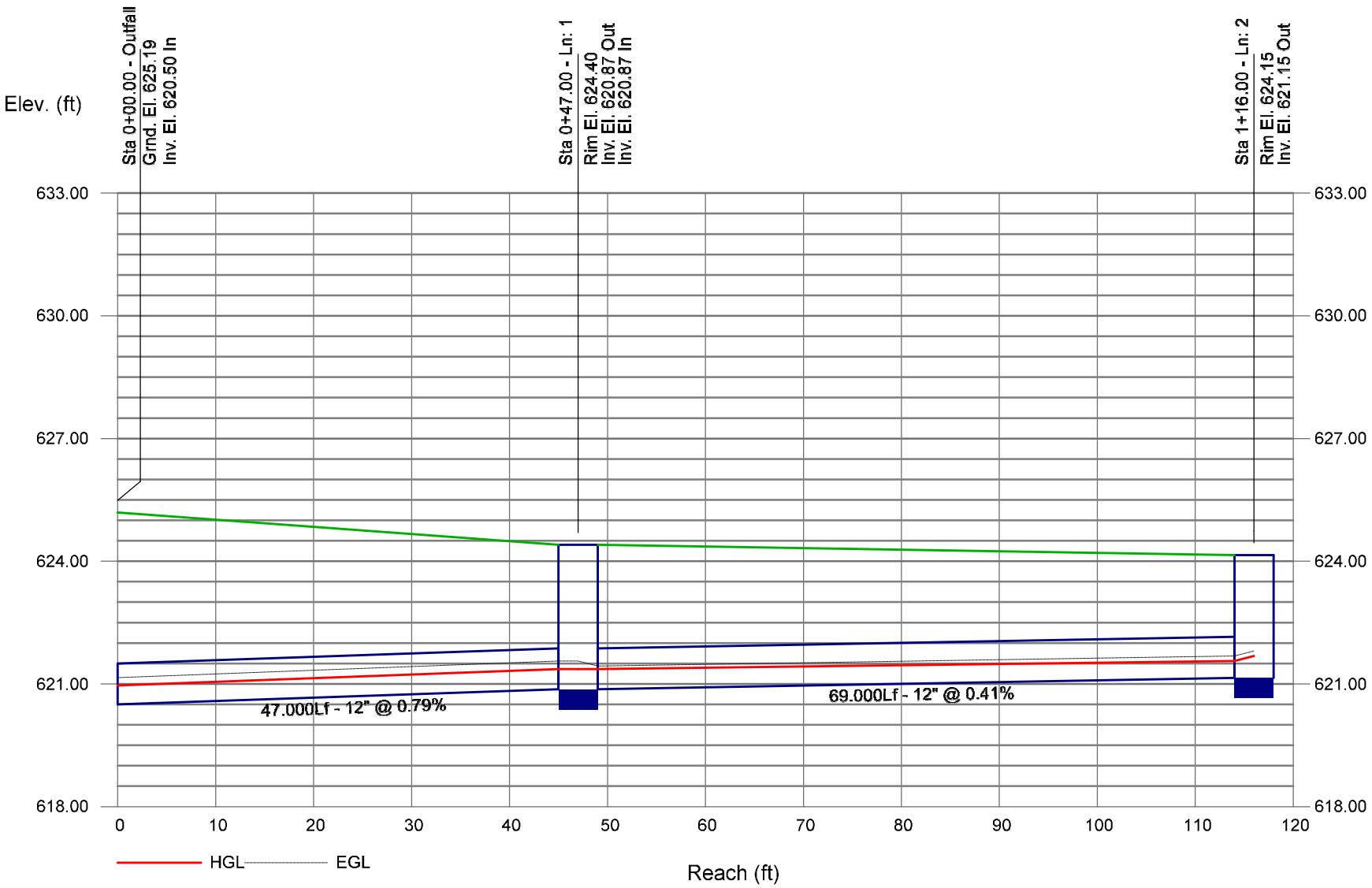
Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (I)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID
Line	To Line	(ft)	Incr (ac)	Total (ac)	(C)	Incr	Total	Inlet (min)	Syst (min)	(in/hr)	(cfs)	(cfs)	(ft/s)	Size (in)	Slope (%)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	
1	End	47.000	0.07	0.16	0.87	0.06	0.14	5.0	6.1	9.6	1.37	3.16	3.71	12	0.79	620.50	620.87	620.96	621.37	625.19	624.40	ST-6
2	1	69.000	0.09	0.09	0.91	0.08	0.08	5.0	5.0	10.4	0.85	2.27	2.51	12	0.41	620.87	621.15	621.37	621.56	624.40	624.15	ST-8

CFA - Bayshore (Glendale, WI) | Number of lines: 2 | Run Date: 5/20/2021

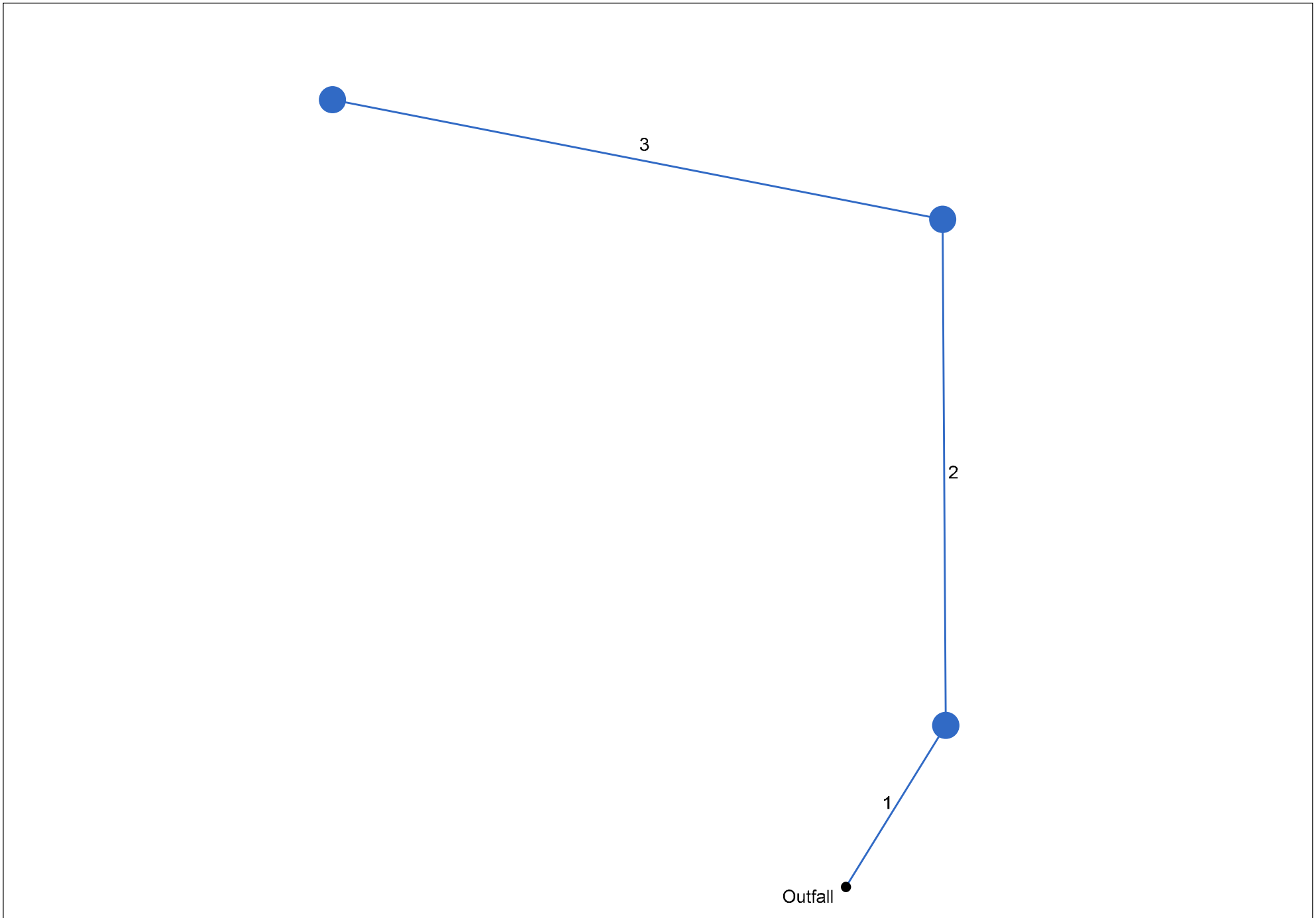
NOTES:Intensity = 34.27 / (Inlet time + 2.50) ^ 0.59; Return period =Yrs. 100 ; c = cir e = ellip b = box

Storm Sewer Profile

Proj. file: 210400_Hydraflow_South.stm



CFA - Bayshore (Glendale, WI)



Project File: 210400_Hydraflow_NorthEast.stm	Number of lines: 3	Date: 5/20/2021

Storm Sewer Tabulation

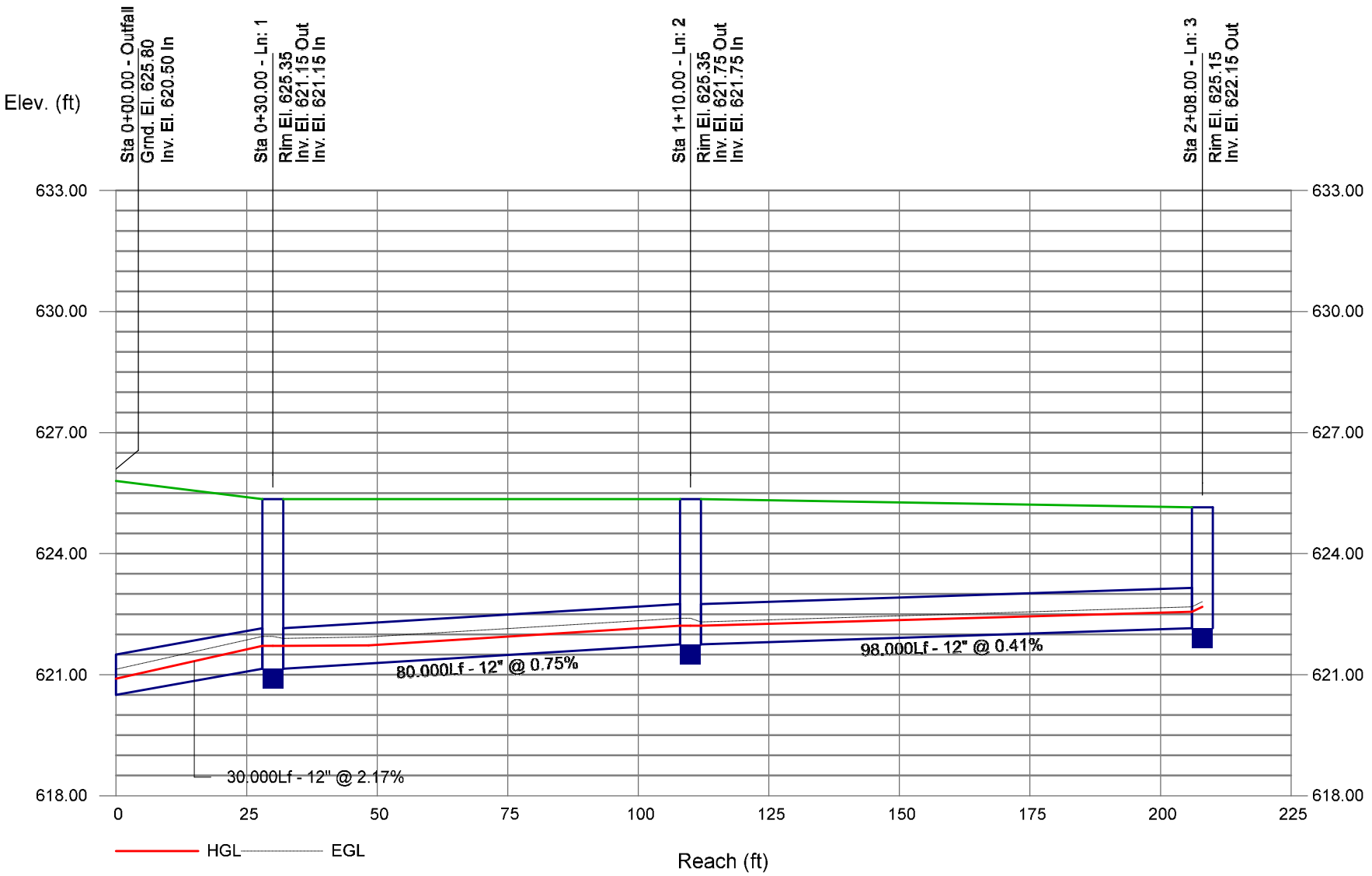
Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (I)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID
Line	To Line	(ft)	Incr (ac)	Total (ac)	(C)	Incr	Total	Inlet (min)	Syst (min)	(in/hr)	(cfs)	(cfs)	(ft/s)	Size (in)	Slope (%)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	
1	End	30.000	0.08	0.26	0.86	0.07	0.20	5.0	7.3	8.9	1.78	5.24	4.95	12	2.17	620.50	621.15	620.90	621.72	625.80	625.35	ST-27
2	1	80.000	0.06	0.18	0.81	0.05	0.13	5.0	6.5	9.3	1.23	3.08	3.04	12	0.75	621.15	621.75	621.72	622.22	625.35	625.35	ST-29
3	2	98.000	0.12	0.12	0.69	0.08	0.08	5.0	5.0	10.4	0.86	2.28	2.63	12	0.41	621.75	622.15	622.22	622.56	625.35	625.15	ST-31

CFA - Bayshore (Glendale, WI) | Number of lines: 3 | Run Date: 5/20/2021

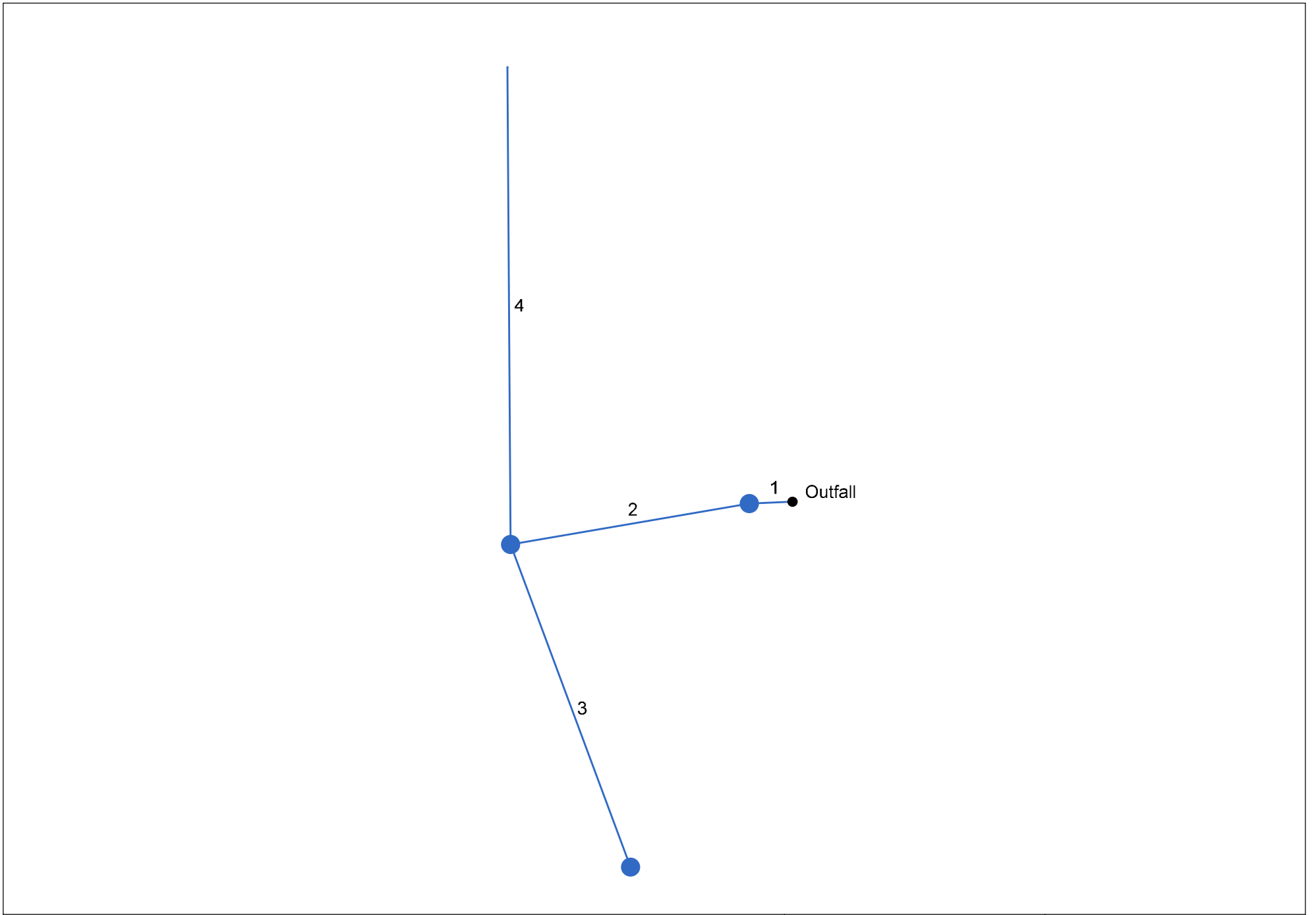
NOTES:Intensity = 34.27 / (Inlet time + 2.50) ^ 0.59; Return period =Yrs. 100 ; c = cir e = ellip b = box

Storm Sewer Profile

Proj. file: 210400_Hydraflow_NorthEast.stm



CFA - Bayshore (Glendale, WI)



Project File: 210400_Hydraflow_NorthWest.stm	Number of lines: 4	Date: 5/20/2021

Storm Sewer Tabulation

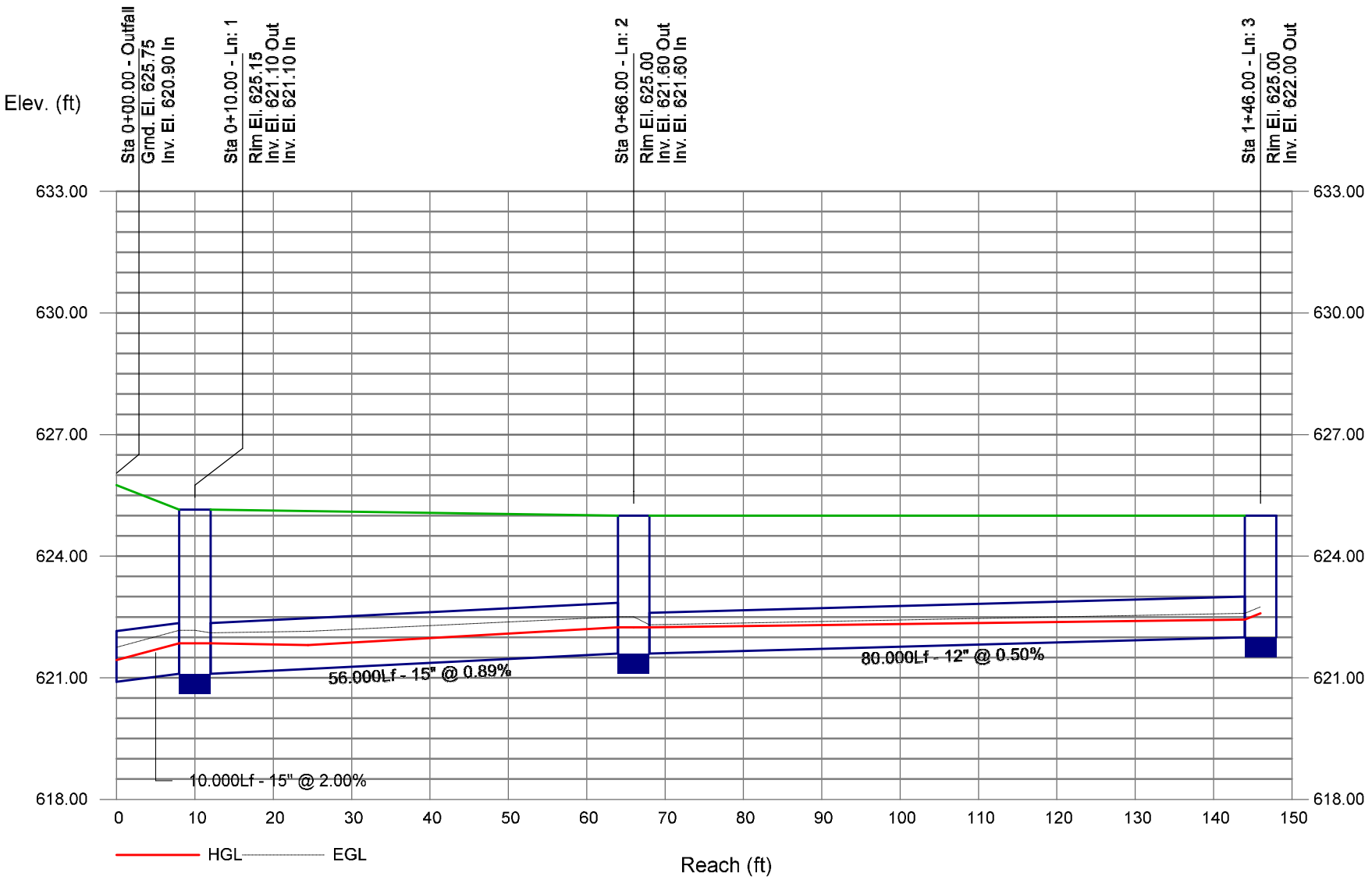
Station		Len	Drng Area		Rnoff coeff	Area x C		Tc		Rain (I)	Total flow	Cap full	Vel	Pipe		Invert Elev		HGL Elev		Grnd / Rim Elev		Line ID
Line	To Line	(ft)	Incr (ac)	Total (ac)	(C)	Incr	Total	Inlet (min)	Syst (min)	(in/hr)	(cfs)	(cfs)	(ft/s)	Size (in)	Slope (%)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	Dn (ft)	Up (ft)	
1	End	10.000	0.11	0.41	0.93	0.10	0.37	5.0	6.4	9.4	3.48	9.13	5.72	15	2.00	620.90	621.10	621.44	621.85	625.75	625.15	ST-14
2	1	56.000	0.08	0.30	0.81	0.06	0.27	5.0	6.0	9.6	2.60	6.10	3.72	15	0.89	621.10	621.60	621.85	622.25	625.15	625.00	ST-16
3	2	80.000	0.11	0.11	0.91	0.10	0.10	5.0	5.0	10.4	1.04	2.52	2.56	12	0.50	621.60	622.00	622.25	622.43	625.00	625.00	ST-18
4	2	111.000	0.11	0.11	0.95	0.10	0.10	5.0	5.0	10.4	1.09	1.21	3.91	8	1.00	622.00	623.11	622.49	623.61	625.00	625.80	ST-20

CFA - Bayshore (Glendale, WI) | Number of lines: 4 | Run Date: 5/20/2021

NOTES:Intensity = 34.27 / (Inlet time + 2.50) ^ 0.59; Return period =Yrs. 100 ; c = cir e = ellip b = box

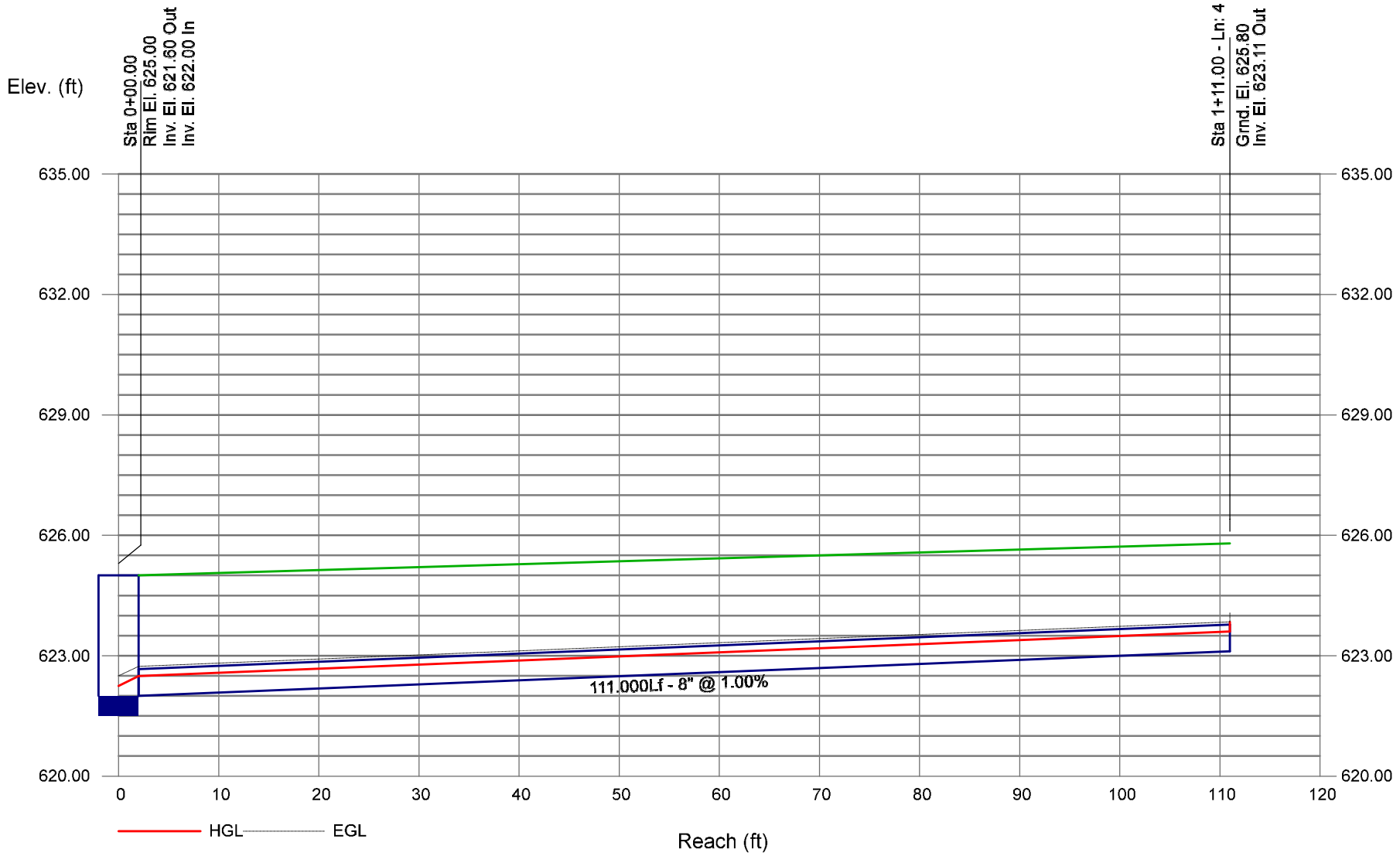
Storm Sewer Profile

Proj. file: 210400_Hydraflow_NorthWest.stm



Storm Sewer Profile

Proj. file: 210400_Hydraflow_NorthWest.stm



HRGreen

INLET CAPACITIES

Project #:	210400	By	ERN	Date	**5/20/2019**
Project:	CHICK-FIL-A	Checked		Date	
Location:	GLENDALE, WI	Revised		Date	

CURB INLETS

Drainage Area Number	Structure Number	Frame and Grate	100-yr Flow (CFS)	Water Depth (ft) Required to Accommodate Flow	Ponding Depth (ft) Provided
DA-1	ST-9	R-3235 TY A	0.79	0.25	0.45
DA-2	ST-7	R-3235 TY A	0.64	0.20	0.30
DA-3	ST-12	R-3235 TY A	1.11	0.36	0.41
DA-4	ST-19	R-3235 TY A	1.02	0.33	0.41
DA-5	ST-17	R-3235 TY A	0.70	0.23	0.50
DA-6	Roof Drain	N/A	N/A	N/A	N/A
DA-7	ST-15	R-3235 TY A	1.08	0.35	0.60
DA-8	ST-32	R-3235 TY A	0.86	0.28	0.60
DA-9	ST-30	R-3235 TY A	0.54	0.18	0.40
DA-10	ST-28	R-3235 TY A	0.72	0.24	0.40

Inlet Capacities per IDOT Design Manual

Neenah R-3235

Type A Grate

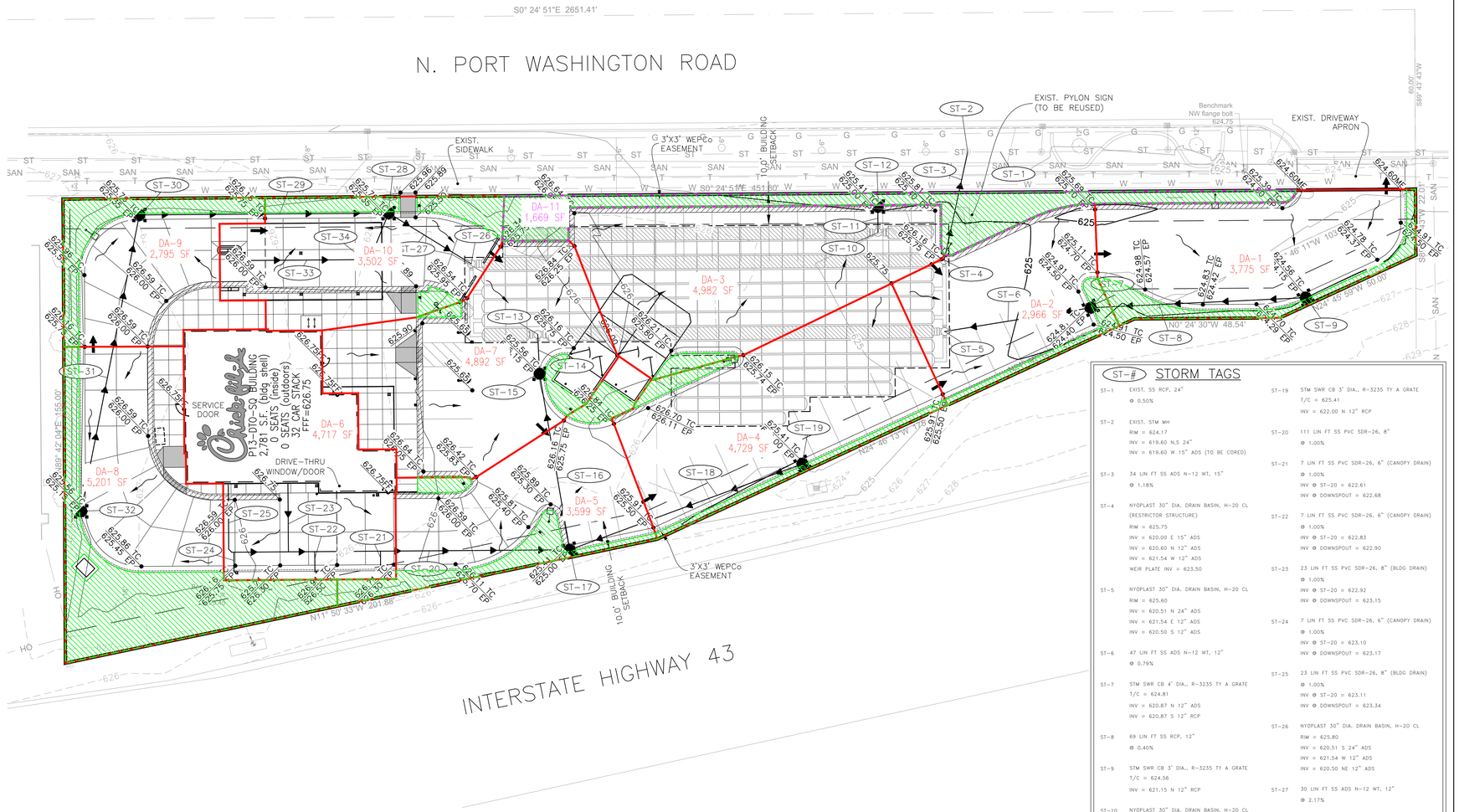
0.9 = Free open area of grate (sq. ft.)

4.5 = Weir Perimeter of grate (ft.)

	---- Capacity Calculation -----				
Ponding	Weir Equation	Orifice Equation	Net Capacity	Weir/Orifice ratio	Flow Type
0.05	0.15	0.97	0.15	0.16	Weir Flow
0.10	0.43	1.37	0.43	0.31	Weir Flow
0.15	0.78	1.68	0.78	0.47	Weir Flow
0.17	0.95	1.79	0.95	0.53	Weir Flow
0.20	1.21	1.94	1.21	0.62	Weir Flow
0.25	1.69	2.17	1.54	0.78	Transition Flow
0.30	2.22	2.37	1.84	0.93	Transition Flow
0.35	2.80	2.56	2.14	1.09	Transition Flow
0.40	3.42	2.74	2.46	1.25	Transition Flow
0.45	4.08	2.91	2.79	1.40	Transition Flow
0.50	4.77	3.06	3.06	1.56	Orifice Flow
0.55	5.51	3.21	3.21	1.71	Orifice Flow
0.60	6.27	3.36	3.36	1.87	Orifice Flow
0.65	7.07	3.49	3.49	2.02	Orifice Flow
0.70	7.91	3.63	3.63	2.18	Orifice Flow
0.75	8.77	3.75	3.75	2.34	Orifice Flow
0.85	10.58	4.00	4.00	2.65	Orifice Flow
1.00	13.50	4.33	4.33	3.12	Orifice Flow
1.25	18.87	4.84	4.84	3.89	Orifice Flow
1.50	24.80	5.31	5.31	4.67	Orifice Flow
1.75	31.25	5.73	5.73	5.45	Orifice Flow
2.00	38.18	6.13	6.13	6.23	Orifice Flow
2.25	45.56	6.50	6.50	7.01	Orifice Flow
2.50	53.36	6.85	6.85	7.79	Orifice Flow
2.75	61.56	7.19	7.19	8.57	Orifice Flow
3.00	70.15	7.51	7.51	9.35	Orifice Flow
3.25	79.10	7.81	7.81	10.12	Orifice Flow
3.50	88.40	8.11	8.11	10.90	Orifice Flow
3.75	98.03	8.39	8.39	11.68	Orifice Flow
4.00	108.00	8.67	8.67	12.46	Orifice Flow
4.25	118.28	8.93	8.93	13.24	Orifice Flow
4.50	128.87	9.19	9.19	14.02	Orifice Flow

Tab 3

Exhibits



CFA STORMTECH SYSTEM:

- SC-740 CHAMBERS: 216 EACH
- TOP STONE ELEV = 623.50
- TOP OF CHAMBER ELEV = 623.00
- BOTTOM OF CHAMBER ELEV: 620.50
- BOTTOM STONE ELEV: 620.00

STORMTECH NOTES:

- CONTRACTOR TO HAVE GEOTECHNICAL ENGINEER VERIFY VOID SPACE IN THE AGGREGATE BELOW & AROUND THE STORMTECH SYSTEM AND PROVIDE DOCUMENTATION TO ENGINEER PRIOR TO BACKFILLING.
- CONTRACTOR TO PROVIDE ENGINEER WITH RECORD DRAWING OF EXCAVATED AREA FOR THE UNDERGROUND DETENTION SYSTEM.
- CONTRACTOR TO VERIFY WEIR ORIFICE AND TOP OF WEIR PLATE INVERT(S) AND NOTIFY ENGINEER OF ANY DISCREPANCIES FROM THE PLANS.

LEGEND

- DENOTES DETAINED AREA DRAINAGE BOUNDARY
- DENOTES UNDETAINED AREA DRAINAGE BOUNDARY
- DENOTES PERVIOUS AREA
- XXX.XX — DENOTES EXISTING AND OR PROPOSED SPOT ELEVATIONS.
- DENOTES PROPOSED DRAINAGE DIRECTION ARROW.
- DENOTES PROPOSED OVERFLOW DIRECTION ARROW.

GENERAL NOTES:

- THE ONSITE LAYOUT, PERVIOUS/IMPERVIOUS AREAS, GRADING, AND STORM SEWER TAG INFORMATION IS CURRENT BASED ON THE PLAN SET DATED 05/17/2021 PREPARED BY HR GREEN AND SHOULD BE USED FOR REFERENCE ONLY.
- THIS EXHIBIT DEPICTS THE DRAINAGE SUB-AREAS WITHIN THE PROPOSED DEVELOPMENT WHICH ARE USED TO DETERMINE RATIONAL COEFFICIENTS (SEE RATIONAL METHOD EXHIBIT FOR CALCULATIONS)

ST-# STORM TAGS

ST-1 EXIST. SS RCP, 24"
@ 0.50%

ST-2 EXIST. STM MH
RIM = 624.17
INV = 619.60 N,S 24"
INV = 619.60 W 15" ADS (TO BE CORED)

ST-3 34 LIN FT SS ADS N-12 WT, 15"
@ 1.18%

ST-4 NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL (RESTRICTOR STRUCTURE)
RIM = 625.75
INV = 620.00 E 15" ADS
INV = 620.60 N 12" ADS
INV = 621.54 W 12" ADS
WEIR PLATE INV = 623.50

ST-5 NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL
RIM = 625.60
INV = 620.51 N 24" ADS
INV = 621.54 E 12" ADS
INV = 620.50 S 12" ADS

ST-6 47 LIN FT SS ADS N-12 WT, 12"
@ 0.79%

ST-7 STM SWR CB 4' DIA., R-3235 TY A GRATE
T/C = 624.81
INV = 620.87 N 12" ADS
INV = 620.87 S 12" RCP

ST-8 69 LIN FT SS RCP, 12"
@ 0.40%

ST-9 STM SWR CB 3' DIA., R-3235 TY A GRATE
T/C = 624.56
INV = 621.15 N 12" RCP

ST-10 NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL
RIM = 625.20
INV = 620.51 N,S 24" ADS
INV = 621.25 E 12" ADS

ST-11 6 LIN FT SS ADS N-12 WT, 12"
@ 4.17%

ST-12 STM SWR CB 3' DIA., R-3235 TY A GRATE
T/C = 625.41
INV = 621.50 W 12" ADS

ST-13 NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL
RIM = 625.75
INV = 620.51 N,S 24" ADS
INV = 620.90 W 15" ADS

ST-14 10 LIN FT SS ADS N-12 WT, 15"
@ 2.00%

ST-15 STM SWR CB 4' DIA., R-3235 TY A GRATE
T/C = 625.56
INV = 621.10 E 15" ADS
INV = 621.10 W 15" RCP

ST-16 56 LIN FT SS RCP, 15"
@ 0.89%

ST-17 STM SWR CB 4' DIA., R-3235 TY A GRATE
T/C = 625.41
INV = 621.60 E 15" RCP
INV = 621.60 S 12" RCP
INV = 622.00 N 8" PVC

ST-18 80 LIN FT SS RCP, 12"
@ 0.50%

ST-19 STM SWR CB 3' DIA., R-3235 TY A GRATE
T/C = 625.41
INV = 622.00 N 12" RCP

ST-20 111 LIN FT SS PVC SDR-26, 8"
@ 1.00%

ST-21 7 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN)
@ 1.00%
INV @ ST-20 = 622.61
INV @ DOWNSPOUT = 622.68

ST-22 7 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN)
@ 1.00%
INV @ ST-20 = 622.83
INV @ DOWNSPOUT = 622.90

ST-23 23 LIN FT SS PVC SDR-26, 8" (BLDG DRAIN)
@ 1.00%
INV @ ST-20 = 622.92
INV @ DOWNSPOUT = 623.15

ST-24 7 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN)
@ 1.00%
INV @ ST-20 = 623.10
INV @ DOWNSPOUT = 623.17

ST-25 23 LIN FT SS PVC SDR-26, 8" (BLDG DRAIN)
@ 1.00%
INV @ ST-20 = 623.11
INV @ DOWNSPOUT = 623.34

ST-26 NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL
RIM = 625.80
INV = 620.51 S 24" ADS
INV = 621.54 W 12" ADS
INV = 620.50 NE 12" ADS

ST-27 30 LIN FT SS ADS N-12 WT, 12"
@ 2.17%

ST-28 STM SWR CB 4' DIA., R-3235 TY A GRATE
T/C = 625.76
INV = 621.15 SW 12" ADS
INV = 621.15 N 12" RCP
INV = 622.35 W 6" PVC

ST-29 80 LIN FT SS RCP, 12"
@ 0.75%

ST-30 STM SWR CB 4' DIA., R-3235 TY A GRATE
T/C = 625.76
INV = 621.75 S 12" RCP
INV = 621.75 NW 12" RCP

ST-31 98 LIN FT SS RCP, 12"
@ 0.40%

ST-32 STM SWR CB 3' DIA., R-3235 TY A GRATE
T/C = 625.56
INV = 622.15 SE 12" RCP

ST-33 60 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN)
@ 1.00%
INV @ N DOWNSPOUT = 622.95

ST-34 3 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN)
@ 1.00%
INV @ ST-33 = 622.52
INV @ S DOWNSPOUT = 622.55

NORTH

0 20'
1" = 20'

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

EXHIBIT

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

HRGreen.com

CHICK-FIL-A
GLENDALE (WI) FSU
5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

PRELIMINARY

ENGINEER'S PROJECT #	210400
PRINTED FOR	PRELIMINARY
DATE	05/17/2021
DRAWN BY:	ERN
CHECKED BY:	JFV

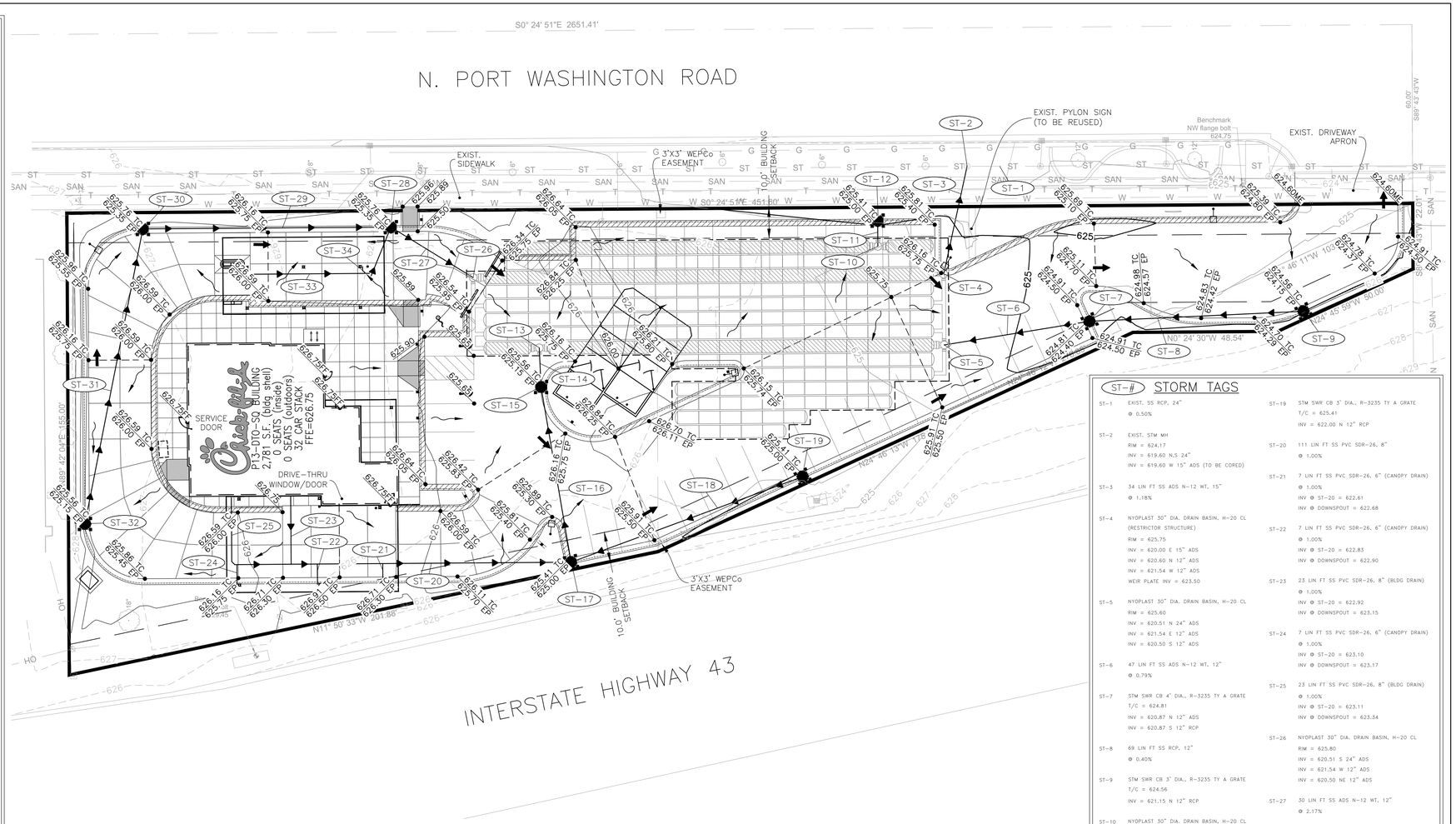
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SHEET
DRAINAGE EXHIBIT

SHEET NUMBER
EX-DR

GRADING & DRAINAGE NOTES

1. CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF SITE PLAN DOCUMENTS AND ARCHITECTURAL DESIGN FOR EXACT BUILDING UTILITY CONNECTION LOCATIONS, GREASE TRAP REQUIREMENTS/DETAILS, DOOR ACCESS, AND EXTERIOR GRADING. THE UTILITY SERVICE SIZES ARE TO BE DETERMINED BY THE ARCHITECT. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES/SERVICES WITH THE INDIVIDUAL COMPANIES, TO AVOID CONFLICTS AND ENSURE PROPER DEPTHS ARE ACHIEVED. THE JURISDICTION UTILITY REQUIREMENTS SHALL ALSO BE MET, AS WELL AS COORDINATING THE UTILITY TIE-INS/CONNECTIONS PRIOR TO CONNECTING TO THE EXISTING UTILITY/SERVICE. WHERE CONFLICTS EXIST WITH THESE SITE PLANS, ENGINEER IS TO BE NOTIFIED PRIOR TO CONSTRUCTION TO RESOLVE SAME.
2. SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING WITH SUITABLE MATERIALS AS SPECIFIED IN THE GEOTECHNICAL REPORT. ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED AS OUTLINED IN THE GEOTECHNICAL REPORT. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL BE SUBMITTED IN COMPACTION REPORT PREPARED BY A QUALIFIED GEOTECHNICAL ENGINEER, REGISTERED WITH THE STATE WHERE THE WORK IS PERFORMED, VERIFYING THAT ALL FILLED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING PAD AREA AND AREAS TO BE PAVED HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE GEOTECHNICAL REPORT. SUBBASE MATERIAL FOR SIDEWALKS, CURB, OR ASPHALT SHALL BE FREE OF ORGANICS AND OTHER UNSUITABLE MATERIALS. SHOULD SUBBASE BE DEEMED UNSUITABLE BY OWNER OR OWNER'S REPRESENTATIVE, SUBBASE IS TO BE REMOVED AND FILLED WITH APPROVED FILL MATERIAL COMPACTED AS DIRECTED BY THE GEOTECHNICAL REPORT.
3. ALL FILL, COMPACTION, AND BACKFILL MATERIALS REQUIRED FOR UTILITY INSTALLATION SHALL BE AS PER THE RECOMMENDATIONS PROVIDED IN THE GEOTECHNICAL REPORT AND SHALL BE COORDINATED WITH THE APPLICABLE UTILITY COMPANY SPECIFICATIONS.
4. THE CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST OSHA STANDARDS AND REGULATIONS, OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE "MEANS AND METHODS" REQUIRED TO MEET THE INTENT AND PERFORMANCE CRITERIA OF OSHA, AS WELL AS ANY OTHER ENTITY THAT HAS JURISDICTION FOR EXCAVATION AND/OR TRENCHING PROCEDURES.
5. PAVEMENT SHALL BE SAW CUT IN STRAIGHT LINES TO THE FULL DEPTH OF THE EXISTING PAVEMENT. ALL DEBRIS FROM REMOVAL OPERATIONS SHALL BE REMOVED FROM THE SITE AT THE TIME OF EXCAVATION. STOCKPILING OF DEBRIS WILL NOT BE PERMITTED.
6. THE TOPS OF EXISTING MANHOLES, INLET STRUCTURES, AND SANITARY CLEANOUT TOPS SHALL BE ADJUSTED, IF REQUIRED, TO MATCH PROPOSED GRADES IN ACCORDANCE WITH ALL APPLICABLE STANDARDS.
7. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF EXISTING TOPOGRAPHIC INFORMATION AND UTILITY INVERT ELEVATIONS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. CONTRACTOR TO ENSURE 0.75% MINIMUM SLOPE ALONG ALL ISLANDS, GUTTERS, AND CURBS; 1.0% ON ALL CONCRETE SURFACES; AND 1.5% MINIMUM ON ASPHALT, TO PREVENT PONDING. ANY DISCREPANCIES THAT MAY AFFECT THE PUBLIC SAFETY OR PROJECT COST MUST BE IDENTIFIED TO THE ENGINEER IN WRITING IMMEDIATELY. PROCEEDING WITH CONSTRUCTION WITHOUT NOTIFICATION IS DONE SO AT THE CONTRACTOR'S OWN RISK.
8. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 6" ABOVE EXISTING LOCAL ASPHALT GRADE UNLESS OTHERWISE NOTED. FIELD ADJUST TO CREATE A MINIMUM OF 0.75% GUTTER GRADE ALONG CURB FACE. ENGINEER TO APPROVE FINAL CURBING CUT SHEETS PRIOR TO INSTALLATION.
9. IN CASE OF DISCREPANCIES BETWEEN PLANS OR RELATIVE TO OTHER PLANS, THE SITE PLAN WILL TAKE PRECEDENCE. IMMEDIATELY NOTIFY THE ENGINEER IN WRITING OF ANY CONFLICTS.
10. CONTRACTOR SHALL BE REQUIRED TO SECURE ALL NECESSARY PERMITS AND APPROVALS FOR ALL OFF-SITE MATERIAL SOURCES AND DISPOSAL FACILITIES. CONTRACTOR SHALL SUPPLY A COPY OF APPROVALS TO ENGINEER AND OWNER PRIOR TO INITIATING WORK.
11. SITE GRADING SHALL NOT PROCEED UNTIL EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
12. SEE EROSION CONTROL PLAN FOR EROSION CONTROL MEASURES AND NOTES.
13. ALL EXISTING STRUCTURES, UNLESS OTHERWISE NOTED TO REMAIN, FENCING, TREES, & ETC., WITHIN CONSTRUCTION AREA SHALL BE REMOVED & DISPOSED OF OFF SITE. NO ON SITE BURNING WILL BE ALLOWED
14. ALL DRAINAGE STRUCTURES SHALL BE PRE-CAST.
15. ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC (H20) LOADING AND BE INSTALLED ACCORDINGLY.
16. GENERAL CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN RIGHT-OF-WAY PRIOR TO EXCAVATION. CONTRACTOR SHALL CONTACT UTILITY LOCATING COMPANY AND LOCATE ALL UTILITIES PRIOR TO GRADING START.
17. NO PART OF THE PROPOSED PROJECT IS LOCATED WITHIN A FLOOD HAZARD AREA
18. SPOT ELEVATIONS SHOWN ARE @ EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON PLAN.
19. ALL CONCRETE CURB & GUTTER SHALL BE TYPE B-6.18 CURB UNLESS OTHERWISE NOTED ON THE PLANS.
20. ALL STORM SEWER JOINTS SHALL HAVE O-RING GASKETS.
21. MATCH EXISTING GRADES AT PROPERTY LINES AND/OR CONSTRUCTION LIMITS.
22. BACKFILL TO THE TOP OF CURBS.
23. SITE SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS
24. ALL SIDEWALK CROSS SLOPES SHALL BE A MAXIMUM OF 1.5%.
25. DESIGNATED HANDICAP PARKING AREAS SHALL BE GRADED TO A MAXIMUM OF 1.5%
26. SLOPES IN PAVEMENT SHALL BE UNIFORM TO AVOID PONDING OF PAVEMENT.
27. THE CONTRACTOR SHALL CONFINE HIS GRADING OPERATIONS TO WITHIN CONSTRUCTION LIMITS AND EASEMENTS SHOWN ON THE PLANS. ANY DAMAGE TO PROPERTIES OUTSIDE THE SITE BOUNDARY SHALL BE AT THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
28. THE CONTRACTOR SHALL APPLY NECESSARY MOISTURE CONTROL TO THE CONSTRUCTION AREA AND HAUL ROADS TO PREVENT THE SPREAD OF DUST.
29. ALL FIELD TILES ENCOUNTERED SHALL BE REPLACED AND/OR CONNECTED TO THE STORM SEWER SYSTEM AND LOCATED AND IDENTIFIED ON THE RECORD PLANS BY THE CONTRACTOR.
30. ALL STORM DRAINAGE CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE MOST CURRENT **CITY OF GLENDALE STANDARDS & SPECIFICATIONS AND THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES STANDARDS.**



CFA STORMTECH SYSTEM:

- SC-740 CHAMBERS: 216 EACH
- TOP STONE ELEV = 623.50
- TOP OF CHAMBER ELEV = 623.00
- BOTTOM OF CHAMBER ELEV: 620.50
- BOTTOM STONE ELEV: 620.00

STORMTECH NOTES:

- CONTRACTOR TO HAVE GEOTECHNICAL ENGINEER VERIFY VOID SPACE IN THE AGGREGATE BELOW & AROUND THE STORMTECH SYSTEM AND PROVIDE DOCUMENTATION TO ENGINEER PRIOR TO BACKFILLING.
- CONTRACTOR TO PROVIDE ENGINEER WITH RECORD DRAWING OF EXCAVATED AREA FOR THE UNDERGROUND DETENTION SYSTEM.
- CONTRACTOR TO VERIFY WEIR ORIFICE AND TOP OF WEIR PLATE INVERT(S) AND NOTIFY ENGINEER OF ANY DISCREPANCIES FROM THE PLANS.

NOTE:

- ALL STORM STRUCTURES WITHIN PAVED AREAS REQUIRE WEEP HOLES. SEE DETAILS 40 & 40A ON SHEET C-403 FOR WEEP HOLE DETAILS.

HATCH LEGEND

- DENOTES REVERSE (SPILLING) CURB & GUTTER
- DENOTES CONCRETE CURB & GUTTER (CATCHING)
- DENOTES AREA OF DEPRESSED SPILLING CURB & GUTTER
- DENOTES AREA OF DEPRESSED CATCHING CURB & GUTTER
- DENOTES AREA OF DEPRESSED SIDEWALK
- XXX.XX DENOTES EXISTING AND OR PROPOSED SPOT ELEVATIONS.
- DENOTES PROPOSED DRAINAGE DIRECTION ARROW.
- DENOTES PROPOSED OVERFLOW DIRECTION ARROW.

TRAFFIC CONTROL NOTES:

- ALL APPLICABLE **CITY** PERMITS, INCLUDING BUT NOT LIMITED TO CLOSURE PERMITS, SHALL BE OBTAINED PRIOR TO ANY CONSTRUCTION WITHIN **CITY** ROW OR LANE CLOSURES.
- ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- SIDEWALK CLOSED SIGNS REQUIRED FOR ALL SIDEWALK CLOSURES.
- THE CONTRACTOR IS CAUTIONED NEITHER TO OBSTRUCT NOR REMOVE ANY EXISTING PAVEMENT, NOR TO DISTURB THE EXISTING TRAFFIC PATTERNS MORE THAN IS NECESSARY FOR THE PROPER EXECUTION OF THE WORK.

GENERAL NOTES:

- ACCESSIBLE PARKING, RAMPS, AND SIGNAGE SHALL COMPLY WITH ADA ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES.
- ALL WORK SHALL BE IN ACCORDANCE WITH OSHA CODES AND STANDARDS, NOTHING INDICATED ON THE DRAWINGS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH ANY APPROPRIATE SAFETY REGULATIONS.
- 1 WEEK PRIOR TO CONSTRUCTION WITHIN **CITY** OR STATE ROW OR ANY CONNECTION TO PUBLIC SEWERS, CONTRACTOR SHALL NOTIFY THE APPROPRIATE **CITY** ENGINEERING DIVISION.
- CONTRACTOR TO VERIFY BUILDING DIMENSIONS WITH ARCHITECTURAL PLANS. PLACE 3/4 INCH EXPANSION JOINT BETWEEN ALL P.C.C. PAVEMENT/ SIDEWALKS AND BUILDING. PLACE 1/2 INCH EXPANSION JOINT BETWEEN SIDEWALKS AND P.C.C. PAVEMENT. CUT/TRIM EXPANSION JOINTS TO BE FLUSH WITH SURFACE.
- ALL PROPERTY PINS SHALL BE PROTECTED FROM GRADING OR OTHER OPERATIONS. ANY PINS DISTURBED SHALL BE RESET AT THE CONTRACTOR'S EXPENSE.
- DO NOT STORE CONSTRUCTION MATERIALS AND EQUIPMENT IN THE RIGHT-OF-WAY.
- THE CONTRACTOR SHALL NOT DISTURB DESIRABLE GRASS AREAS AND DESIRABLE TREES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK OR SERVICE VEHICLES AND EQUIPMENT OR USE THESE AREAS FOR STORAGE OR MATERIALS. STORAGE, PARKING AND SERVICE AREAS WILL BE SUBJECT TO THE APPROVAL OF THE OWNER.
- THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY AREAS OF PAVEMENT OR SIDEWALK NOT TO BE REMOVED THAT IS DAMAGED DUE TO OPERATING EQUIPMENT ON THE PAVEMENT OR SIDEWALK.
- THE CONTRACTOR MAY BE REQUIRED TO PLACE TEMPORARY WARNING DEVICES AND SAFETY FENCE AT CERTAIN LOCATIONS WHERE REPLACEMENT FEATURES ARE NOT INSTALLED THE SAME DAY, AS DIRECTED BY THE ENGINEER OR THE **CITY**.
- ALL CONSTRUCTION WITHIN PUBLIC ROW/EASEMENTS AND/OR ANY CONNECTION TO PUBLIC SEWERS AND STREETS, SHALL COMPLY WITH THE **CITY** CONSTRUCTION SPECIFICATIONS FOR SUBDIVISIONS AND LATEST EDITION OF **WISDOT** DESIGN STANDARDS
- EXCAVATION SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL REPORT PREPARED FOR THIS PROJECT.
- CONTRACTOR TO GRADE 4" BELOW THE BACK OF CURB TO ALLOW FOR THE PLACEMENT OF TOPSOIL. A MINIMUM OF 4" OF TOPSOIL SHALL BE PLACED IN ALL PLANTING BEDS AND ALL GRASSED AREAS. GRADED AREAS TO BE HELD DOWN TO THE APPROPRIATE ELEVATION TO ACCOUNT FOR TOPSOIL. SEE SHEET L-101 FOR DETAILS.

ST-# STORM TAGS

- ST-1: EXIST. SS RCP, 24" @ 0.50%
- ST-2: EXIST. STM MH; RIM = 624.17; INV = 619.60 N,S 24"; INV = 619.60 W 15" ADS (TO BE CORED)
- ST-3: 34 LIN FT SS ADS N-12 WT, 15" @ 1.18%
- ST-4: NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL (RESTRICTOR STRUCTURE); RIM = 625.75; INV = 620.00 E 15" ADS; INV = 620.60 N 12" ADS; INV = 621.54 W 12" ADS; WEIR PLATE INV = 623.50
- ST-5: NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL; RIM = 625.60; INV = 620.51 N 24" ADS; INV = 621.54 E 12" ADS; INV = 620.50 S 12" ADS
- ST-6: 47 LIN FT SS ADS N-12 WT, 12" @ 0.79%
- ST-7: STM SWR CB 4' DIA., R-3235 TY A GRATE T/C = 624.81; INV = 620.87 N 12" ADS; INV = 620.87 S 12" RCP
- ST-8: 69 LIN FT SS RCP, 12" @ 0.40%
- ST-9: STM SWR CB 3' DIA., R-3235 TY A GRATE T/C = 624.56; INV = 621.15 N 12" RCP
- ST-10: NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL; RIM = 625.20; INV = 620.51 N,S 24" ADS; INV = 621.25 E 12" ADS
- ST-11: 6 LIN FT SS ADS N-12 WT, 12" @ 4.17%
- ST-12: STM SWR CB 3' DIA., R-3235 TY A GRATE T/C = 625.41; INV = 621.50 W 12" ADS
- ST-13: NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL; RIM = 625.75; INV = 620.51 N,S 24" ADS; INV = 620.90 W 15" ADS
- ST-14: 10 LIN FT SS ADS N-12 WT, 15" @ 2.00%
- ST-15: STM SWR CB 4' DIA., R-3235 TY A GRATE T/C = 625.56; INV = 621.10 E 15" ADS; INV = 621.10 W 15" RCP
- ST-16: 56 LIN FT SS RCP, 15" @ 0.89%
- ST-17: STM SWR CB 4' DIA., R-3235 TY A GRATE T/C = 625.41; INV = 621.60 E 15" RCP; INV = 621.60 S 12" RCP; INV = 622.00 N 8" PVC
- ST-18: 80 LIN FT SS RCP, 12" @ 0.50%
- ST-19: STM SWR CB 3' DIA., R-3235 TY A GRATE T/C = 625.41; INV = 622.00 N 12" RCP
- ST-20: 111 LIN FT SS PVC SDR-26, 8" @ 1.00%
- ST-21: 7 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN) @ 1.00%; INV @ ST-20 = 622.61; INV @ DOWNSPOUT = 622.68
- ST-22: 7 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN) @ 1.00%; INV @ ST-20 = 622.83; INV @ DOWNSPOUT = 622.90
- ST-23: 23 LIN FT SS PVC SDR-26, 8" (BLDG DRAIN) @ 1.00%; INV @ ST-20 = 622.92; INV @ DOWNSPOUT = 623.15
- ST-24: 7 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN) @ 1.00%; INV @ ST-20 = 623.10; INV @ DOWNSPOUT = 623.17
- ST-25: 23 LIN FT SS PVC SDR-26, 8" (BLDG DRAIN) @ 1.00%; INV @ ST-20 = 623.11; INV @ DOWNSPOUT = 623.34
- ST-26: NYOPLAST 30" DIA. DRAIN BASIN, H-20 CL; RIM = 625.80; INV = 620.51 S 24" ADS; INV = 621.54 W 12" ADS; INV = 620.50 NE 12" ADS
- ST-27: 30 LIN FT SS ADS N-12 WT, 12" @ 2.17%
- ST-28: STM SWR CB 4' DIA., R-3235 TY A GRATE T/C = 625.76; INV = 621.15 SW 12" ADS; INV = 621.15 N 12" RCP; INV = 622.35 W 6" PVC
- ST-29: 80 LIN FT SS RCP, 12" @ 0.75%
- ST-30: STM SWR CB 4' DIA., R-3235 TY A GRATE T/C = 625.76; INV = 621.75 S 12" RCP; INV = 621.75 NW 12" RCP
- ST-31: 98 LIN FT SS RCP, 12" @ 0.40%
- ST-32: STM SWR CB 3' DIA., R-3235 TY A GRATE T/C = 625.56; INV = 622.15 SE 12" RCP
- ST-33: 60 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN) @ 1.00%; INV @ N DOWNSPOUT = 622.95
- ST-34: 3 LIN FT SS PVC SDR-26, 6" (CANOPY DRAIN) @ 1.00%; INV @ ST-33 = 622.52; INV @ S DOWNSPOUT = 622.55

NORTH

0 20' 1" = 20'

BAR IS ONE INCH ON OFFICIAL DRAWINGS
0 1"
IF NOT ONE INCH, ADJUST SCALE ACCORDINGLY

PRELIMINARY
NOT FOR CONSTRUCTION

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

HRGreen
HRGreen.com

CHICK-FIL-A

GLENDALE (WI) FSU

5201 N. PORT WASHINGTON ROAD
GLENDALE, WI 53217

FSR# 04943

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

PRELIMINARY

ENGINEER'S PROJECT #	210400
PRINTED FOR	PRELIMINARY
DATE	05/17/2021
DRAWN BY:	ERN
CHECKED BY:	JFV

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SHEET
GRADING PLAN

SHEET NUMBER
C-300

Tab 4

References

NOAA Atlas 14, Volume 8, Version 2
Location name: Menomonee Falls, Wisconsin, USA*
Latitude: 43.1917°, Longitude: -88.1396°
Elevation: 866.49 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Deborah Martin, Sandra Pavlovic, Ishani Roy, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Michael Yekta, Geoffery Bonnin

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**4.01** (3.12-4.98)	**4.84** (3.77-6.01)	**6.16** (4.78-7.67)	**7.21** (5.58-9.01)	**8.63** (6.48-10.9)	**9.67** (7.16-12.3)	**10.7** (7.73-13.8)	**11.7** (8.21-15.3)	**12.9** (8.84-17.3)	**13.9** (9.34-18.8)
10-min	**2.93** (2.29-3.65)	**3.54** (2.75-4.40)	**4.51** (3.50-5.61)	**5.28** (4.09-6.59)	**6.31** (4.75-7.98)	**7.08** (5.24-9.03)	**7.82** (5.66-10.1)	**8.56** (6.01-11.2)	**9.48** (6.47-12.7)	**10.2** (6.83-13.7)
15-min	**2.38** (1.86-2.96)	**2.88** (2.24-3.58)	**3.66** (2.84-4.56)	**4.29** (3.32-5.36)	**5.13** (3.86-6.49)	**5.76** (4.26-7.34)	**6.36** (4.60-8.23)	**6.96** (4.88-9.13)	**7.71** (5.26-10.3)	**8.25** (5.55-11.2)
30-min	**1.63** (1.27-2.03)	**1.98** (1.54-2.46)	**2.53** (1.96-3.15)	**2.97** (2.30-3.71)	**3.56** (2.67-4.50)	**4.00** (2.96-5.10)	**4.42** (3.20-5.72)	**4.84** (3.40-6.35)	**5.37** (3.66-7.16)	**5.75** (3.87-7.78)
60-min	**1.05** (0.819-1.31)	**1.27** (0.986-1.58)	**1.62** (1.26-2.02)	**1.92** (1.49-2.40)	**2.34** (1.77-2.98)	**2.67** (1.98-3.42)	**3.00** (2.18-3.90)	**3.34** (2.35-4.41)	**3.79** (2.60-5.09)	**4.14** (2.79-5.60)
2-hr	**0.644** (0.508-0.792)	**0.773** (0.609-0.952)	**0.992** (0.780-1.22)	**1.18** (0.924-1.46)	**1.45** (1.11-1.84)	**1.67** (1.26-2.13)	**1.89** (1.39-2.45)	**2.13** (1.52-2.79)	**2.45** (1.70-3.27)	**2.70** (1.83-3.63)
3-hr	**0.482** (0.383-0.590)	**0.572** (0.455-0.701)	**0.731** (0.579-0.896)	**0.873** (0.689-1.07)	**1.08** (0.841-1.38)	**1.26** (0.957-1.60)	**1.44** (1.07-1.86)	**1.64** (1.18-2.15)	**1.92** (1.34-2.56)	**2.14** (1.46-2.86)
6-hr	**0.292** (0.235-0.353)	**0.338** (0.272-0.409)	**0.424** (0.340-0.514)	**0.504** (0.403-0.614)	**0.630** (0.498-0.797)	**0.738** (0.570-0.936)	**0.856** (0.643-1.10)	**0.985** (0.717-1.29)	**1.17** (0.827-1.55)	**1.33** (0.910-1.76)
12-hr	**0.172** (0.140-0.206)	**0.194** (0.158-0.233)	**0.237** (0.193-0.285)	**0.279** (0.226-0.336)	**0.346** (0.278-0.435)	**0.405** (0.317-0.510)	**0.470** (0.358-0.601)	**0.543** (0.400-0.705)	**0.649** (0.463-0.855)	**0.737** (0.510-0.969)
24-hr	**0.099** (0.081-0.117)	**0.111** (0.092-0.132)	**0.136** (0.112-0.161)	**0.159** (0.130-0.190)	**0.196** (0.159-0.244)	**0.228** (0.181-0.285)	**0.264** (0.203-0.334)	**0.303** (0.225-0.390)	**0.361** (0.259-0.470)	**0.408** (0.285-0.532)
2-day	**0.055** (0.046-0.065)	**0.063** (0.053-0.074)	**0.079** (0.066-0.093)	**0.093** (0.077-0.109)	**0.114** (0.093-0.140)	**0.133** (0.106-0.163)	**0.152** (0.118-0.190)	**0.174** (0.130-0.220)	**0.204** (0.148-0.263)	**0.229** (0.161-0.296)
3-day	**0.040** (0.034-0.047)	**0.046** (0.039-0.054)	**0.057** (0.048-0.066)	**0.066** (0.056-0.078)	**0.081** (0.067-0.099)	**0.094** (0.075-0.114)	**0.107** (0.084-0.133)	**0.122** (0.092-0.154)	**0.143** (0.104-0.184)	**0.160** (0.113-0.206)
4-day	**0.033** (0.028-0.038)	**0.037** (0.031-0.043)	**0.045** (0.038-0.052)	**0.053** (0.044-0.061)	**0.064** (0.053-0.077)	**0.073** (0.059-0.089)	**0.084** (0.066-0.103)	**0.095** (0.072-0.119)	**0.111** (0.081-0.142)	**0.124** (0.088-0.159)
7-day	**0.022** (0.019-0.025)	**0.025** (0.021-0.029)	**0.030** (0.026-0.035)	**0.035** (0.029-0.040)	**0.042** (0.035-0.050)	**0.047** (0.038-0.057)	**0.053** (0.042-0.065)	**0.060** (0.046-0.075)	**0.069** (0.051-0.088)	**0.077** (0.055-0.097)
10-day	**0.017** (0.015-0.020)	**0.020** (0.017-0.023)	**0.024** (0.020-0.027)	**0.027** (0.023-0.031)	**0.032** (0.027-0.038)	**0.036** (0.030-0.043)	**0.041** (0.032-0.049)	**0.045** (0.035-0.056)	**0.052** (0.038-0.065)	**0.057** (0.041-0.072)
20-day	**0.012** (0.010-0.013)	**0.013** (0.012-0.015)	**0.016** (0.014-0.018)	**0.018** (0.015-0.020)	**0.020** (0.017-0.024)	**0.023** (0.019-0.027)	**0.025** (0.020-0.030)	**0.027** (0.021-0.033)	**0.030** (0.022-0.037)	**0.032** (0.023-0.041)
30-day	**0.010** (0.009-0.011)	**0.011** (0.010-0.012)	**0.013** (0.011-0.014)	**0.014** (0.012-0.016)	**0.016** (0.014-0.019)	**0.018** (0.015-0.021)	**0.019** (0.015-0.023)	**0.021** (0.016-0.025)	**0.023** (0.017-0.028)	**0.024** (0.017-0.030)
45-day	**0.008** (0.007-0.009)	**0.009** (0.008-0.010)	**0.010** (0.009-0.012)	**0.012** (0.010-0.013)	**0.013** (0.011-0.015)	**0.014** (0.012-0.016)	**0.015** (0.012-0.018)	**0.016** (0.013-0.019)	**0.017** (0.013-0.021)	**0.018** (0.013-0.023)
60-day	**0.007** (0.006-0.008)	**0.008** (0.007-0.009)	**0.009** (0.008-0.010)	**0.010** (0.009-0.011)	**0.011** (0.010-0.013)	**0.012** (0.010-0.014)	**0.013** (0.011-0.015)	**0.014** (0.011-0.016)	**0.015** (0.011-0.018)	**0.015** (0.011-0.019)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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PF graphical

ADVANCED DRAINAGE SYSTEMS, INC.

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SC-740 STORMTECH CHAMBER SPECIFICATIONS

1. CHAMBERS SHALL BE STORMTECH SC-740.
2. CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE COPOLYMERS.
3. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418-16a, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
4. CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
5. THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
6. CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (<1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
7. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 550 LBS/IN/IN. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
8. ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
   - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
   - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
   - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2418 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
9. CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.

IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF THE SC-740 SYSTEM

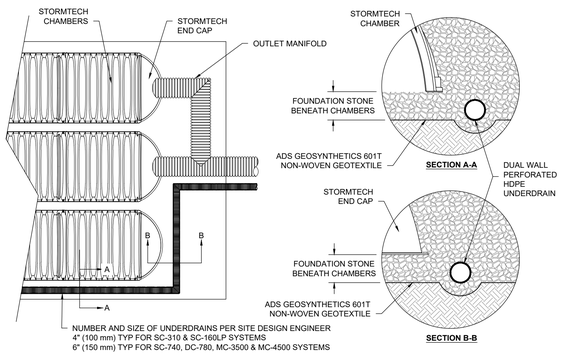
1. STORMTECH SC-740 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
2. STORMTECH SC-740 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
3. CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR AN EXCAVATOR SITUATED OVER THE CHAMBERS.
   STORMTECH RECOMMENDS 3 BACKFILL METHODS:
   - STONESHOOTER LOCATED OFF THE CHAMBER BED.
   - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
   - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
4. THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
5. JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
6. MAINTAIN MINIMUM - 6" (150 mm) SPACING BETWEEN THE CHAMBER ROWS.
7. EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE 3/4-2" (20-50 mm).
8. THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
9. ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

NOTES FOR CONSTRUCTION EQUIPMENT

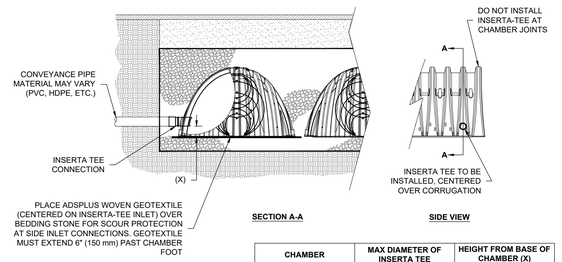
1. STORMTECH SC-740 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
2. THE USE OF CONSTRUCTION EQUIPMENT OVER SC-740 CHAMBERS IS LIMITED:
   - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
   - NO RUBBER TIRED LOADERS, DUMP TRUCKS, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
   - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
3. FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO THE CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

CONTACT STORMTECH AT 1-888-892-2694 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.



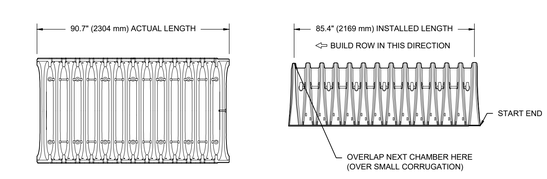
5 UNDERDRAIN DETAIL



NOTE:
PART NUMBERS WILL VARY BASED ON INLET PIPE MATERIALS. CONTACT STORMTECH FOR MORE INFORMATION.

CHAMBER	MAX DIAMETER OF INSERTA TEE	HEIGHT FROM BASE OF CHAMBER (X)
SC-310	6" (150 mm)	4" (100 mm)
SC-740	10" (250 mm)	4" (100 mm)
DC-780	10" (250 mm)	4" (100 mm)
MC-3500	12" (300 mm)	6" (150 mm)
MC-4500	12" (300 mm)	8" (200 mm)
INSERTA TEE FITTINGS AVAILABLE FOR SDR 26, SDR 35, SCH 40 IPS GASKETED & SOLVENT WELD, N-12, HP STORM, C-900 OR DUCTILE IRON		

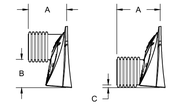
6 INSERTA-TEE SIDE INLET DETAIL



NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	51.0" X 30.0" X 85.4"	(1295 mm X 762 mm X 2169 mm)
CHAMBER STORAGE	45.9 CUBIC FEET	(1.30 m³)
MINIMUM INSTALLED STORAGE*	74.9 CUBIC FEET	(2.12 m³)
WEIGHT	75.0 lbs.	(33.6 kg)

*ASSUMES 6" (152 mm) STONE ABOVE, BELOW, AND BETWEEN CHAMBERS



PRE-FAB STUB AT BOTTOM OF END CAP WITH FLAMP END WITH "BR"
PRE-FAB STUBS AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
PRE-FAB STUBS AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"
PRE-CORED END CAPS END WITH "PC"

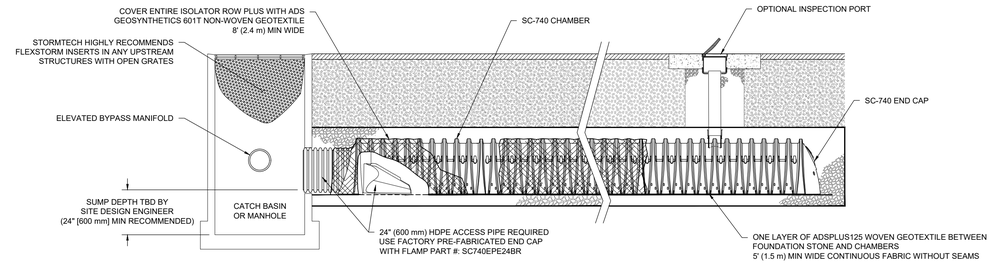
PART #	STUB	A	B	C
SC740EPE06T / SC740EPE06TPC	6" (150 mm)	10.9" (277 mm)	18.5" (470 mm)	---
SC740EPE06B / SC740EPE06BPC			---	0.5" (13 mm)
SC740EPE08T /SC740EPE08TPC	8" (200 mm)	12.2" (310 mm)	16.5" (419 mm)	---
SC740EPE08B / SC740EPE08BPC			---	0.6" (15 mm)
SC740EPE10T / SC740EPE10TPC	10" (250 mm)	13.4" (340 mm)	14.5" (368 mm)	---
SC740EPE10B / SC740EPE10BPC			---	0.7" (18 mm)
SC740EPE12T / SC740EPE12TPC	12" (300 mm)	14.7" (373 mm)	12.5" (318 mm)	---
SC740EPE12B / SC740EPE12BPC			---	1.2" (30 mm)
SC740EPE15T / SC740EPE15TPC	15" (375 mm)	18.4" (467 mm)	9.0" (229 mm)	---
SC740EPE15B / SC740EPE15BPC			---	1.3" (33 mm)
SC740EPE18T / SC740EPE18TPC	18" (450 mm)	19.7" (500 mm)	5.0" (127 mm)	---
SC740EPE18B / SC740EPE18BPC			---	1.6" (41 mm)
SC740EPE24B*	24" (600 mm)	18.5" (470 mm)	---	0.1" (3 mm)
SC740EPE24BR*	24" (600 mm)	18.5" (470 mm)	---	0.1" (3 mm)

ALL STUBS, EXCEPT FOR THE SC740EPE24B/SC740EPE24BR ARE PLACED AT BOTTOM OF END CAP SUCH THAT THE OUTSIDE DIAMETER OF THE STUB IS FLUSH WITH THE BOTTOM OF THE END CAP. FOR ADDITIONAL INFORMATION CONTACT STORMTECH AT 1-888-892-2694.

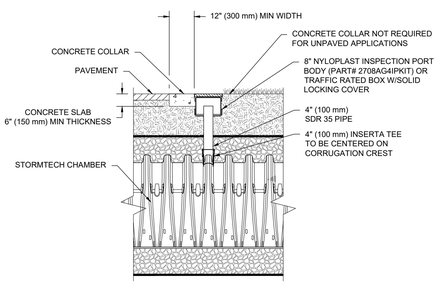
* FOR THE SC740EPE24B/SC740EPE24BR THE 24" (600 mm) STUB LIES BELOW THE BOTTOM OF THE END CAP APPROXIMATELY 1.75" (44 mm). BACKFILL MATERIAL SHOULD BE REMOVED FROM BELOW THE N-12 STUB SO THAT THE FITTING SITS LEVEL.

NOTE: ALL DIMENSIONS ARE NOMINAL

2 SC-740 TECHNICAL SPECIFICATIONS



3 SC-740 ISOLATOR ROW PLUS DETAIL



NOTE:
INSPECTION PORTS MAY BE CONNECTED THROUGH ANY CHAMBER CORRUGATION CREST.

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45° (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

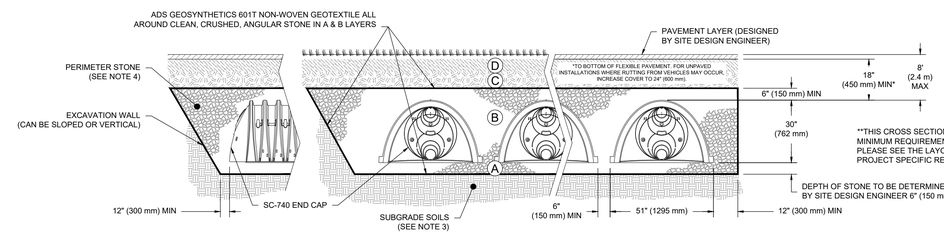
1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.

4 4" PVC INSPECTION PORT DETAIL (SC SERIES CHAMBER)

ACCEPTABLE FILL MATERIALS: STORMTECH SC-740 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 18" (450 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE.[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.



NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418-16a, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 550 LBS/IN/IN. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

1 SC-740 CROSS SECTION DETAIL

DRAWN: | DATE:
REVIEWED: | PROJECT NO:
REV: | NOT TO SCALE

SC-740 STANDARD DETAILS

StormTech
An ADS Brand
70 INVERNESS DRIVE EAST | ENGLEWOOD, CO 80112
800-524-9185 | 800-862-2864 | WWW.STORMTECH.COM

4640 TRUEMAN BLVD
HILLIARD, OH 43026

ADVANCED DRAINAGE SYSTEMS, INC.

SHEET

ADVANCED DRAINAGE SYSTEMS, INC. ("ADS") HAS PREPARED THIS DETAIL BASED ON REFERENCED STANDARDS. ADS HAS NOT PERFORMED ANY ENGINEERING OR DESIGN SERVICES FOR THIS PROJECT. NOR HAS ADS INDEPENDENTLY VERIFIED THE INFORMATION SUPPLIED. THE INSTALLATION DETAILS PROVIDED HEREIN ARE GENERAL RECOMMENDATIONS AND ARE NOT SPECIFIC FOR THIS PROJECT. UNLESS THE PLANS ARE SIGNED AND SEALED BY THE SITE DESIGN ENGINEER, THE SITE DESIGN ENGINEER SHALL REVIEW THESE DETAILS PRIOR TO CONSTRUCTION AND SEALING THE DOCUMENT. IT IS THE SITE DESIGN ENGINEER'S RESPONSIBILITY TO ENSURE THE DETAILS PROVIDED HEREIN MEETS OR EXCEEDS THE APPLICABLE NATIONAL, STATE, OR LOCAL REQUIREMENTS AND TO ENSURE THAT THE DETAILS PROVIDED HEREIN ARE ACCEPTABLE FOR THIS PROJECT.

Surveyor's Certification:

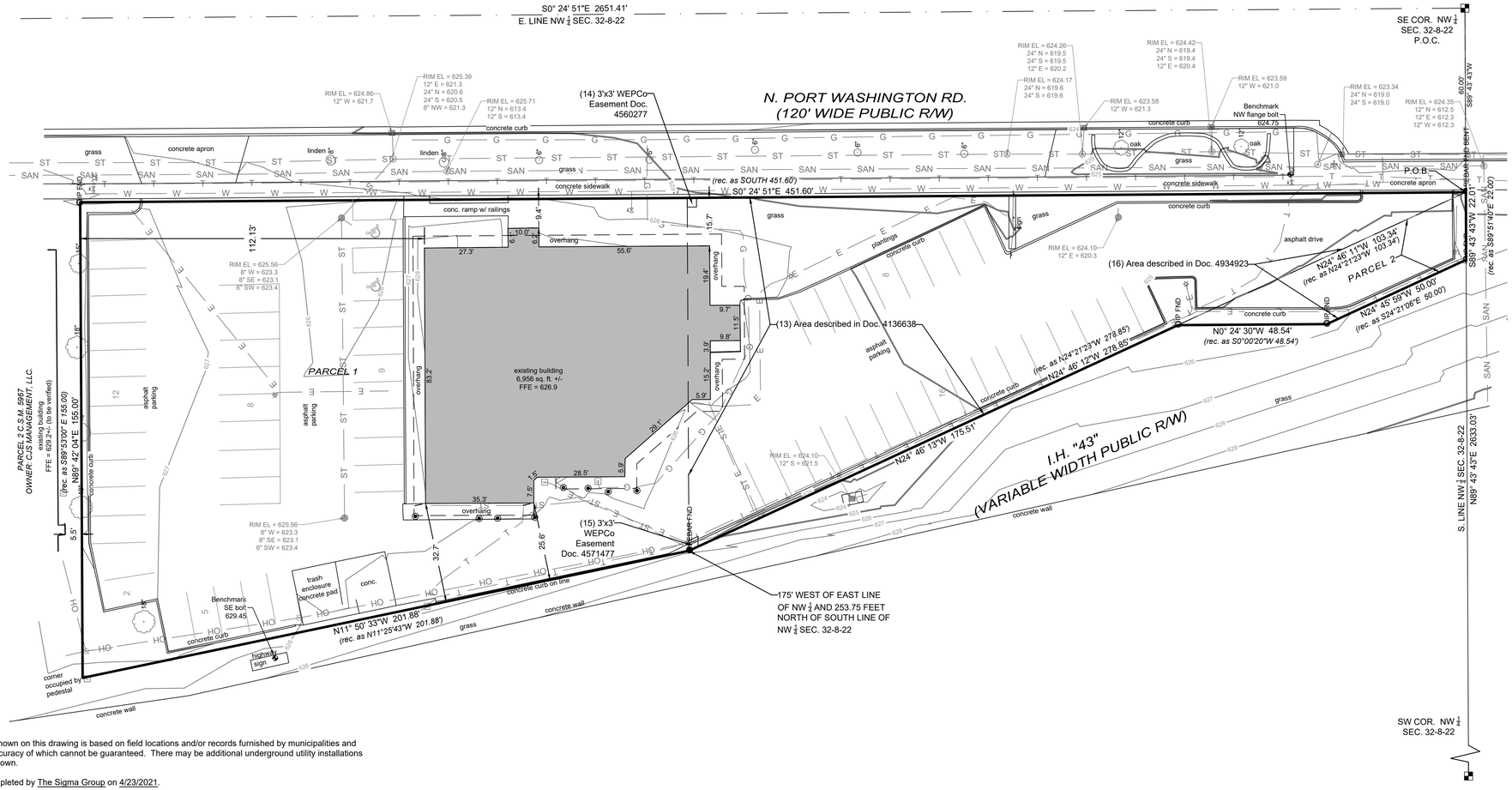
To: Chick-fil-A, Inc., a Georgia Corporation
Fidelity National Title Insurance Company
R & Z Holdings, LLC, a Wisconsin limited liability company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 6(b), 7(a), 7(b)(1), 8, 9, 11, 13, 16, 17, 20, and 21 of Table A thereof. The field work was completed on 4/23/2021.

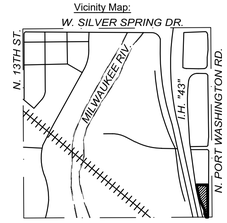
Date of Map 4/26/2021

Baiba M. Rozite PLS 2351

WISCONSIN
BAIBA M. ROZITE
S-2351
MILWAUKEE, WI
LAND SURVEYOR



Vicinity Map:



Scale: 1" = 1000'

LEGEND

- SECTION 1/4 SECTION LINE
- PROPERTY LINE
- EASEMENT
- CHAIN LINK FENCE
- GUARD RAIL
- METAL FENCE
- WOOD FENCE
- TREE LINE
- OVERHEAD UTILITY LINE
- ELECTRIC
- TELEPHONE
- FIBER OPTIC
- CABLE TV
- SANITARY SEWER
- FORCE MAIN
- STORM SEWER
- WATER MAIN
- GAS
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- MANHOLE
- CATCH BASIN
- CATCH BASIN (ROUND)
- ROOF DRAIN
- HYDRANT
- WATER VALVE
- GAS VALVE
- UTILITY POLE
- GUY WIRE
- GUY POLE
- GAS METER
- ELECTRIC METER
- UTILITY PEDESTAL
- HANDHOLE
- TRAFFIC SIGNAL
- IRON PIPE FOUND/SET
- REBAR FOUND/SET
- CHISELED CROSS FOUND/SET
- PK NAIL FOUND/SET
- SPIKE/NAIL
- MONUMENT
- BENCHMARK
- SIGN
- DECIDUOUS TREE (Diameter)
- CONIFEROUS TREE (Diameter)
- BUSH
- POST
- SOIL BORING
- MONITORING WELL
- CULVERT END
- LIGHT POLE

GENERAL NOTES:

1. The underground utility information shown on this drawing is based on field locations and/or records furnished by municipalities and utility companies, the location and accuracy of which cannot be guaranteed. There may be additional underground utility installations within the project area that are not shown.
2. Drawing is based on field survey completed by The Sigma Group on 4/23/2021.
3. Bearings are referenced to the Wisconsin State Plane Coordinate System, South Zone, NAD 1983, with the South line of the NW ¼ of Section 32, Town 8 North, Range 22 East bearing N89°43'43"E.
4. Vertical datum for the project survey is NAVD88. The site benchmarks are shown on the map (SE bolt on highway sign, NW flange bolt on hydrant).
5. Parcel falls within ***Zone X, Areas determined to be outside the 0.2% annual chance floodplain***, per FEMA FIRM Panel 55079C0081E, effective date of 9/26/2008.
6. Parcel area is 42,823 square feet or 0.983 acres.
7. No zoning report or letter was provided.
8. Site contains a total of 60 striped exterior parking spaces, including 2 handicapped parking spaces.
9. No evidence of recent earth moving work, building construction, or building additions observed in the process of conducting the fieldwork. No evidence of site use as solid waste dump, sump or sanitary landfill observed.
10. No proposed changes in street right of way lines made available to the surveyor by the controlling jurisdiction. No evidence of recent street or sidewalk construction or repairs observed in the process of conducting the fieldwork.
11. All matters shown on recorded plats provided to the Surveyor are shown on the Survey.
12. Record bearings shown as (*Rec. as____*).

Diggers Hotline Info: Ticket #20211601872 identifies the following member utilities and contact information:

CITY OF GLENDALE ALE01	(414) 228-1746
AMERICAN TRANSMISSION (ATCT8)	(262) 446-9821
WISCONSIN DOT SOUTHEAST REGION DOT09	(630) 288-9175
WISCONSIN DOT - ITS EQUIPMENT (ITS09)	(630) 288-9175
MCI MCI01	(800) 289-3427
CITY OF MILWAUKEE MES01	(414) 286-3250
WE ENERGIES-ELE AND WG GAS-MKWGB	(262) 446-9821
AT&T DISTRIBUTION SBC01	(262) 446-9821
TELCOM CONSTRUCTION TCC01	(414) 930-5501
LEVEL 3 IS NOW CENTURYLINK WCI01	(877) 366-8344

Legal description per Fidelity National Title Insurance Company Commitment No. CO-10860, with an effective date of February 26, 2021:

PARCEL 1:
That part of Government Lot 2 in the Northwest 1/4 of Section 32, Town 8 North, Range 22 East, in the City of Glendale, County of Milwaukee, State of Wisconsin, which is bounded and described as follows: Commencing at the Southeast corner of said 1/4 Section; thence North 89° 51' 40" West along the South line of the said 1/4 Section 60.00 feet to the point of beginning of the land to be described; thence North 24° 21' 23" West, 278.85 feet to a point which point is 175.00 feet West of the East line and 253.75 feet North of the South line of said 1/4 Section; thence North 11° 25' 43" West, 201.88 feet to a point; thence South 89° 53' 00" East, 155.00 feet to a point in the West line of North Port Washington Road; thence South along the West line of the North Port Washington Road 451.60 feet to the point of beginning.

PARCEL 2:
That part of Government Lot 2 in the Northwest 1/4 of Section 32, Town 8 North, Range 22 East, in the City of Glendale, County of Milwaukee, State of Wisconsin, which is bounded and described as follows: Commencing at the Southeast corner of said Northwest 1/4; thence North 89° 51' 40"West along the South line of the said Northwest 1/4 aforesaid 60.00 feet to the West right of way line of North Port Washington Road and the point of beginning of the land to be described; thence North 24° 21' 23" West, 103.34 feet to a point on a line which if extended would run to a point located 253.75 feet North of the South line as measured parallel to the East line and 175.00 feet West of the East line as measured parallel to the South line of said Northwest 1/4; thence South 00° 00' 20" West, 48.54 feet to a point; thence South 24° 21' 06" East 50.00 feet to a point on the South line of the said Northwest 1/4, said point being North 89° 51' 40" West 82.00 feet from the Southeast corner of said Northwest 1/4; thence South 89° 51' 40" East along the South line of said Northwest 1/4 aforesaid 22.00 feet to the point of beginning.

Tax Key No.: 196-9000-001
5201 N. Port Washington Road

Per Fidelity National Title Insurance Company Commitment No. CO-10860, with an effective date of February 26, 2021, the following items appear in Schedule B II as exceptions:

12. Easement(s) for the purpose(s) and rights incidental thereto, as granted in a document recorded on March 8, 1947, as Document No. 2702839. ***POLE LINE RIGHTS, UNABLE TO LOCATE BASED ON PROVIDED DESCRIPTION.***

13. Covenants, conditions and restrictions but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document recorded on October 13, 1964, as Document No. 4136638. ***SHOWN ON MAP.***

14. Easement(s) for the purpose(s) and rights incidental thereto, as granted in a document recorded on November 19, 1969, as Document No. 4560277. ***SHOWN ON MAP.***

15. Easement(s) for the purpose(s) and rights incidental thereto, as granted in a document recorded on January 28, 1971, as Document No. 4571477. ***SHOWN ON MAP.***

16. Covenants, conditions and restrictions but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document recorded on August 1, 1975, as Document No. 4934923. ***SHOWN ON MAP.***

17. Covenants, conditions and restrictions but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document recorded on August 9, 2002, as Document No. 8327946. ***AFFECTS ENTIRE, BLANKET IN NATURE.***

THE SIGMA GROUP
Single Source. Sound Solutions.
www.thesigmagroup.com
1300 West Canal Street
Milwaukee, WI 53233
Phone: 414-643-4200
Fax: 414-643-4210

5201 N. PORT WASHINGTON ROAD
GLENDALE, WISCONSIN

ALTA/NSPS LAND TITLE SURVEY

N

0 20' 40'

NO.	REVISION	DATE	BY
DRAWING NO.	20073 ALTA.dwg		
DRAWN BY:	BMR		
DATE:	4/26/2021		
PROJECT NO:	#20073		
CHECKED BY:	KAS		
APPROVED BY:	BMR		
SHEET NO.:			

1 OF 1

5909 North Milwaukee River Parkway
Glendale, WI 53209

SUBJECT: Plan Commission Agenda, Item 5a.
Plan Commission Site Plan Change and Use/Occupancy Review, 6333 and 6343 North Green Bay Avenue. Review and approve proposed site plan change to create a parking lot within the 6343 North Green Bay Avenue property that will be connected to the parking lot within the 6343 North Green Bay Avenue property, parking use for the 6343 North Port Washington Road property (The Brick Pub and Grill).

FROM: Todd M. Stuebe, Dir. of Community Development

MEETING DATE: July 6, 2021

FISCAL SUMMARY:

Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statues:	N/A
Municipal Code:	Zoning Code

BACKGROUND/ANALYSIS:

The Brick Pub and Grill, 6343 North Green Bay Avenue, requires additional parking spaces to accommodate its clientele and employees. The 6333 North Green Bay Avenue property owner has lands available that are presently being used as grass turf, the remnant of the backyard of the historic single-family residential use there prior to the property transforming to commercial use with the historic renovation completed by then owner/occupant Gabor Design. Subsequently the 6333 North Green Bay Avenue property was sold to John Stewart, who for a time operated JSF Food Service there. Senior Helpers and Miller & Miller Law, LLC, are the present tenant occupants of the 6333 North Green Bay Avenue property. The proposed parking lot will be separate from the existing parking lot that serves the 6333 North Green Bay Avenue property and will be physically connected to the existing parking lot that serves the 6343 North Green Bay Avenue property. The parking is for the use of The Brick Pub and Grill.

Continued Next Page.

5909 North Milwaukee River Parkway
Glendale, WI 53209

Item 5a. (Cont.)

RECOMMENDATION:

Staff recommends that the Plan Commission grant approval of the proposed plans to change to the site plans of both the 6333 and 6343 North Green Bay Avenue properties to accommodate the proposed parking lot, and also approve the use of the proposed parking lot by the operator of The Brick Pub and Grill, with the following requirements:

a. Drainage/Stormwater Management Plan review and approval by the Glendale City Engineer and Public Works;
b. Site landscaping and lighting features being maintained and replaced and/or replenished whenever necessary pursuant to tenant/owner lease responsibilities;
c. All City of Glendale building, fire, and health codes being fulfilled to the satisfaction of the Building Inspector, the North Shore Fire Department, and the North Shore Health Consortium;
d. Compliance with State of Wisconsin requirements for ADA parking.

ACTION REQUESTED:

As Above.

ATTACHMENTS:

1. Plan Commission submittal materials.

CITY OF GLENDALE
COMMUNITY DEVELOPMENT DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1744
FAX: (414) 228-1725
WWW.GLENDALE-WI.ORG

PLAN COMMISSION REVIEW APPLICATION

Application Fee: $300

APPLICANT INFORMATION

Name of Applicant: The Brick Pub and Grill

Legal Name of Business: Wren's LLC

Name of Business Owner (if different from Applicant): Tim & Chelsea Hren

Applicant Address (City, State, and Zip Code): 6343 N. Green Bay Avenue Glendale, WI 53209

Office Phone Number: 414-797-8710 Cell: 414-897-1901 Fax: NA

Applicant E-Mail: brickpubandgrill@gmail.com

Applicant Signature: _____ Date: 6-18-21

PROPERTY INFORMATION

Property Address: 6333 N. Green Bay Ave Tax Key Number: _____ Zoning District: B-4

Property Owner (if different from Applicant): John Stewart

Property Owner Address (City, State, and Zip Code): 130 S. Water St #417 Milwaukee, WI 53204

Property Owner Phone: 414-254-7259 Cell: 414-254-7259 Fax: NA

Property Owner E-Mail: jsfi@aol.com

Property Owner Signature: _____ Date: _____

PROPOSAL INFORMATION

Name of Business and Type of Business/Use (Please be specific): The Brick Pub and Grill - Restaurant / Bar - expanding parking lot

Total Building Area: NA To Be Occupied Area: NA

Lot Size: Depth: 105 ft Width: 50 ft Area: 5,250 square ft

Previous Occupant in To Be Occupied Space: grass

Other Uses of This Site: none - turning into parking spots

Total Number of Parking Spaces: 30-35 Parking Spaces Available to Tenancy: NA

Business Hours (Days and Hours of Operation): 11am - 2am ~~Sunday - Friday~~ Sunday - Saturday

Total Number of Employees: 28 Maximum Number of Employees at Site at One Time: 15

Primary Contact Person for This Project: Tim Hren

Primary Contact Phone: 414-897-1901 Cell: same Fax: NA

Primary Contact E-Mail: brickpubandgrill@gmail.com

CITY OF GLENDALE USE ONLY

Application Fee: _____ *Date of Application:* _____ *Time:* _____ *Received by with date:* _____ *Tentative Hearing Date:* _____

From: The Brick Pub and Grill brickpubandgrill@gmail.com
Subject: Form to sign
Date: Jun 17, 2021 at 3:32:01 PM
To: John Stewart jsfsi@aol.com

CITY OF GLENDALE
COMMUNITY DEVELOPMENT DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3615
PHONE: (414) 228-1704 or (414) 228-1744
FAX: (414) 228-1785
WWW.GLENDALE-WI.ORG

PLAN COMMISSION REVIEW APPLICATION

Application Fee: $300

APPLICANT INFORMATION

Name of Applicant: Ron The Brick Pub and Grill

Legal Name of Business: Wyoh, LLC

Name of Business Owner (if different from Applicant): Tina & Gordon Hinds

Applicant Address (City, State, and Zip Code): 6515 N. Green Bay Avenue
Glendale, WI 53209

Office Phone Number: 414-961-3115 Cell: 414-870-1781 Fax: N/A

Applicant E-Mail: brickpubandgrill@gmail.com

Applicant Signature: _____ Date: _____

PROPERTY INFORMATION

Property Address: 6515 N. Green Bay Avenue Tax Key Number: _____ Zoning District: B-4

Property Owner (if different from Applicant): Hinds Properties

Property Owner Address (City, State, and Zip Code):
130 S. Water St #417 Milwaukee, WI 53204

Property Owner Phone: 414-254-1400 Cell: 414-881-7201 Fax: N/A

Property Owner E-Mail: ghinds@hindsproperties.com

Property Owner Signature: _____ Date: 6/18/21

PROPOSAL INFORMATION

Name of Business and Type of Business/Use (Please be specific): The Brick Pub and Grill - Restaurant/Bar - Modernize parking lot

Total Building Area: N/A To Be Occupied Area: N/A

Lot Size: Depth: 102 ft Width: 98 ft Area: 51,250 Square ft

Previous Occupant in To Be Occupied Space: Chase

Other Uses of This Site: None - Building with Parking Spaces

Total Number of Parking Spaces: 76-36 Parking Spaces Available to Tenancy: N/A

Business Hours (Days and Hours of Operation): Tuesday - Friday 3pm - 1am Saturday 12pm - 1am Sunday 12pm - 12am

Total Number of Employees: 35 Maximum Number of Employees at Site at One Time: 15

Primary Contact Person for This Project: Tina Hinds

Primary Contact Phone: 414-961-3115 Cell: 414-870-1781 Fax: N/A

Primary Contact E-Mail: brickpubandgrill@gmail.com

CITY OF GLENDALE USE ONLY

Application Fee: _____ Date of Application: _____ Fee Received By and Date: _____ Tentative Hearing Date: _____

The Brick Pub and Grill located at 6343 N. Green Bay Avenue and owned by Tim and Chelsea Hren (11243 N. Revere Road - Mequon) is proposing the lease of the west portion of the lot located at 6333 N. Green Bay Avenue to turn into and use as a parking lot. This portion of the property is currently unused green space. The owner of 6333 N. Green Bay Avenue, John Stewart, has agreed to leasing this space and turning it into a parking lot. The Hrens and Stewart have a signed agreement detailing the terms of the lease.

6333 N. Green Bay Avenue is zoned as B-4. The lot size is 99.68 feet wide by 141.81 feet deep equaling 14,200 square feet. The proposed parking lot would not take the entire space as it only measures 50 feet wide by 105 feet deep equaling 5,250 square feet. The use of the property would solely be for parking as The Brick has outgrown its original parking lot space. The parking lot would be in use when The Brick is open. Operating hours are 11am-2am Monday-Friday, 11am-2:30am Saturdays and 9am-12am Sundays. Signage will include “Enter” and “Exit” signs. There will be no added issues with this parking lot extension, and the lighting installed will be done so that it does not affect any of the neighbors. Extra lighting installed by WE Energies will ensure the parking lot is safe during the hours of operation that fall after sunset.

We will work with a stormwater engineer to ensure there is proper drainage and green space for our impervious surface.

It is our hope to have this completed before winter.

Sincerely

Tim and Chelsea Hren

6333 and 6343 N Green Bay Ave, Environs



Projection

NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_Ft_US

1: 564

94 0 47 94 Feet

Notes

DISCLAIMER: This map is a user generated static output from the Milwaukee County Land Information Office Interactive Mapping Service website.The contents herein are for reference purposes only and may or may not be accurate, current or otherwise reliable. No liability is assumed for the data delineated herein either expressed or implied by Milwaukee County or its employees.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

© MCAMLIS

May 10th, 2021

Mr. Todd Stuebe
Director of Community Development
5909 North Milwaukee River Parkway
Glendale, WI 53209

RE: The Brick Pub & Grill Green Infrastructure Plan For New Parking Lot

Dear Mr. Stuebe,

Enclosed please find a green infrastructure plan for a new impervious parking lot located at 6333 N. Green Bay Avenue, Glendale, 53209.

With a net new impervious surface anticipated to be 5,730 square feet, this project is required to comply with City of Glendale's Department of Public Works Title 6. The Stormwater Management Standards listed in section 6.5.7 (c)(1) Discharge Quantity Management states: *Discharge Quantity Management requirements shall be those listed in the current publication of Chapter 13 (Surface Water and Stormwater) of the Milwaukee Metropolitan Sewerage District Rules.*

Per the Milwaukee Metropolitan Sewerage District (MMSD) Chapter 13 Rules, section 13.302 Runoff Management Requirements section (3)(c) requirements for new impervious surface of 5,000 square feet to one-half acre requires the site to include green infrastructure. Per the MMSD Chapter 13 Rules, section 13.303 (4)(a) requires a green infrastructure plan that will include:

1. Description of the project and the dimensions of the new impervious surface
2. Description of the proposed green infrastructure and its dimensions
3. One or more drawings showing the new impervious surface and the green infrastructure
4. Calculations showing the detention volume needed and the retention volume provided by the proposed green infrastructure
5. Maintenance plan

For your review and approval, an electronic submittal of The Brick green infrastructure plan is being submitted in order to comply with City of Glendale and MMSD requirements.

Please let me know if you have any questions,

Tim Hren
Owner
The Brick Pub & Grill
Cell: 414-897-1901
Email: brickpubandgrill@gmail.com

1. Description Of The Project And The Dimensions Of The New Impervious Surface

The Brick Pub & Grill (The Brick) located at 6343 N. Green Bay Ave., Glendale, 53209 is expanding their existing parking area. Through a lease with the adjacent property located at 6333 N. Green Bay Avenue, Glendale, 53209, The Brick will be removing the existing grass area and replacing with a traditional asphalt surface. The property located at 6333 N. Green Bay Avenue has an existing business on the east end of the property that is staying and will not be part of the project. The area that will be modified into a parking lot is the west portion of the property and is currently turf grass (see Map 1 and Map 2). A letter from the property owner is included in this submission on page 6.

The west portion of the property is 99.68 feet (north to south) and 141.81 feet (west to east) (approximately 14,200 square feet). The parking lot footprint is anticipated to be 50 feet (north to south) and 105 feet (east to west) (5,250 square feet). Two new impervious driveways will be added for a total of 480 square feet of additional impervious surface. Each driveway will be 12 feet by 20 feet (240 square feet each). The property has mature arborvitaes on the north and west boarders of the property that will not be impacted by the project.

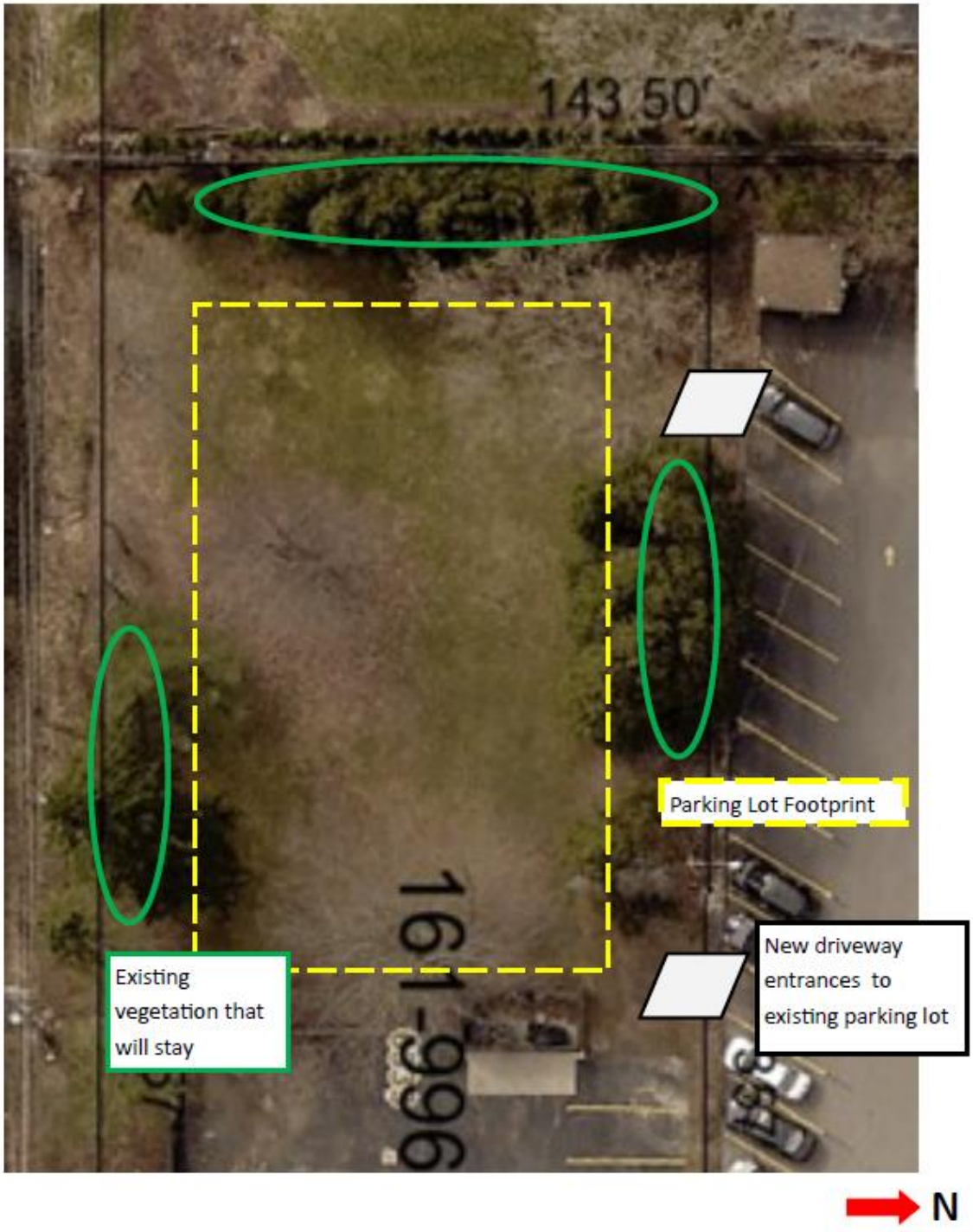
The parking lot will be graded for surface flow to enter into the identified green infrastructure strategies.

Parking Lot Square Footage:	5,250 square feet
Driveway Square Footage:	480 square feet
TOTAL IMPERVIOUS SQUARE FOOTAGE:	**5,730 square feet**

Map 1: The New Parking Lot Will Be Located On Parcel 961-9964-001



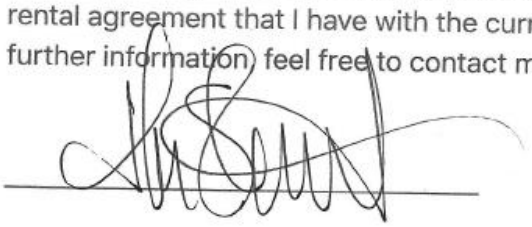
Map 2: Location Of New Impervious Surface (not to scale)



May 6,2021

To whom it may concern:

I own the property at 6333 N Green Bay Ave including the rear green space. I have had extensive conversations with a Tim Wren , the owner of the adjacent Brick Restaurant property , regarding leasing the Green space to him to be used as additional parking space. I understand that he will have to , and be responsible for the expense of, converting this area to parking. I have no objection to this use and it does not conflict with any current rental agreement that I have with the current office tenant, Senior Helpers. If you need further information feel free to contact me.



John Stewart, principal
JLS Holdings LLC.
414-254-7259

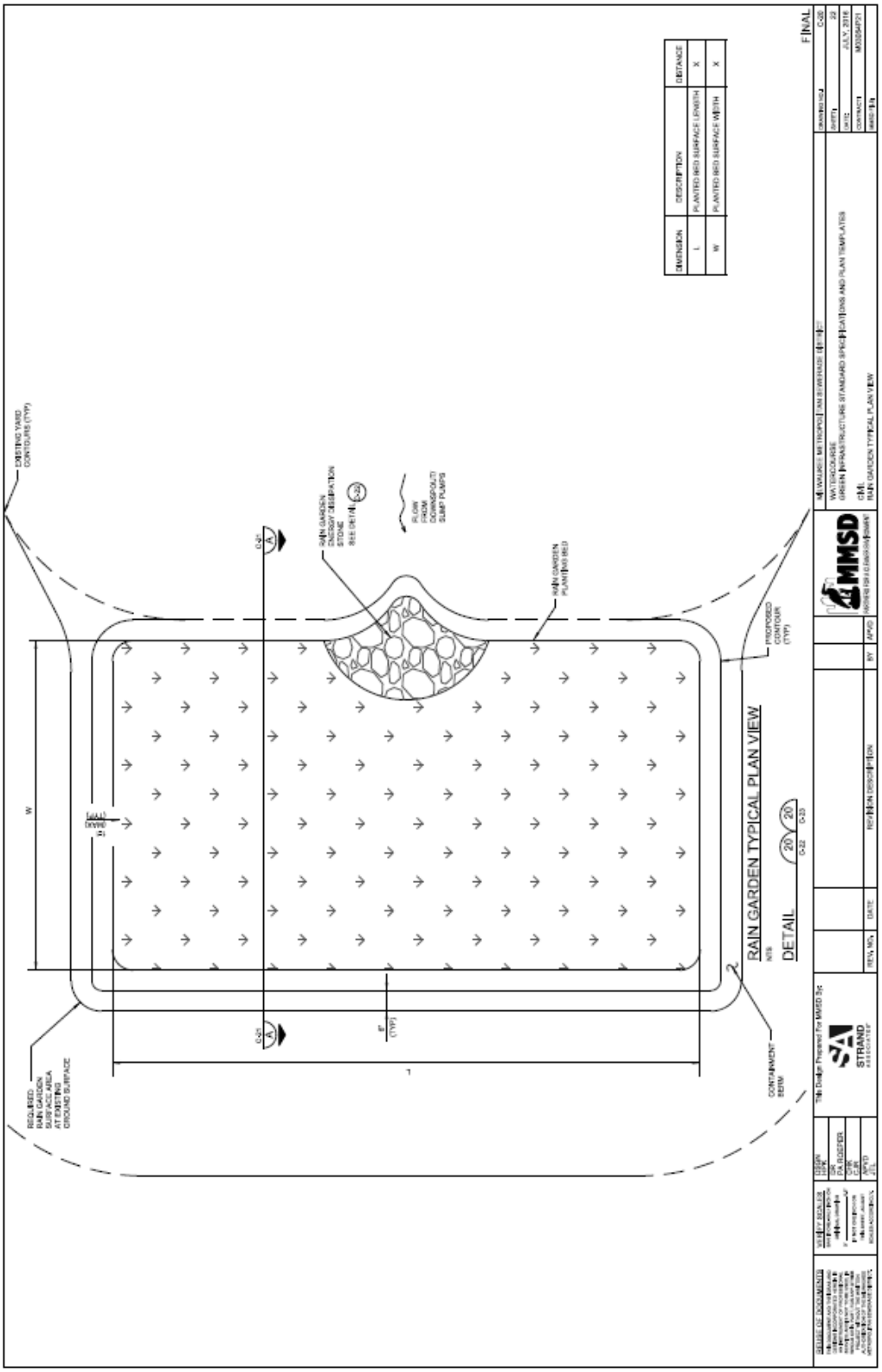
2. Description Of The Proposed Green Infrastructure And Its Dimensions

The proposed green infrastructure strategies have been identified and sized to manage runoff from 5,730 square feet of impervious surface. The green infrastructure strategies consist of two rain gardens totaling 530 square feet along the southern perimeter of the property. In total, the two rain gardens will capture 1,849 gallons of runoff in a ½ inch storm event.

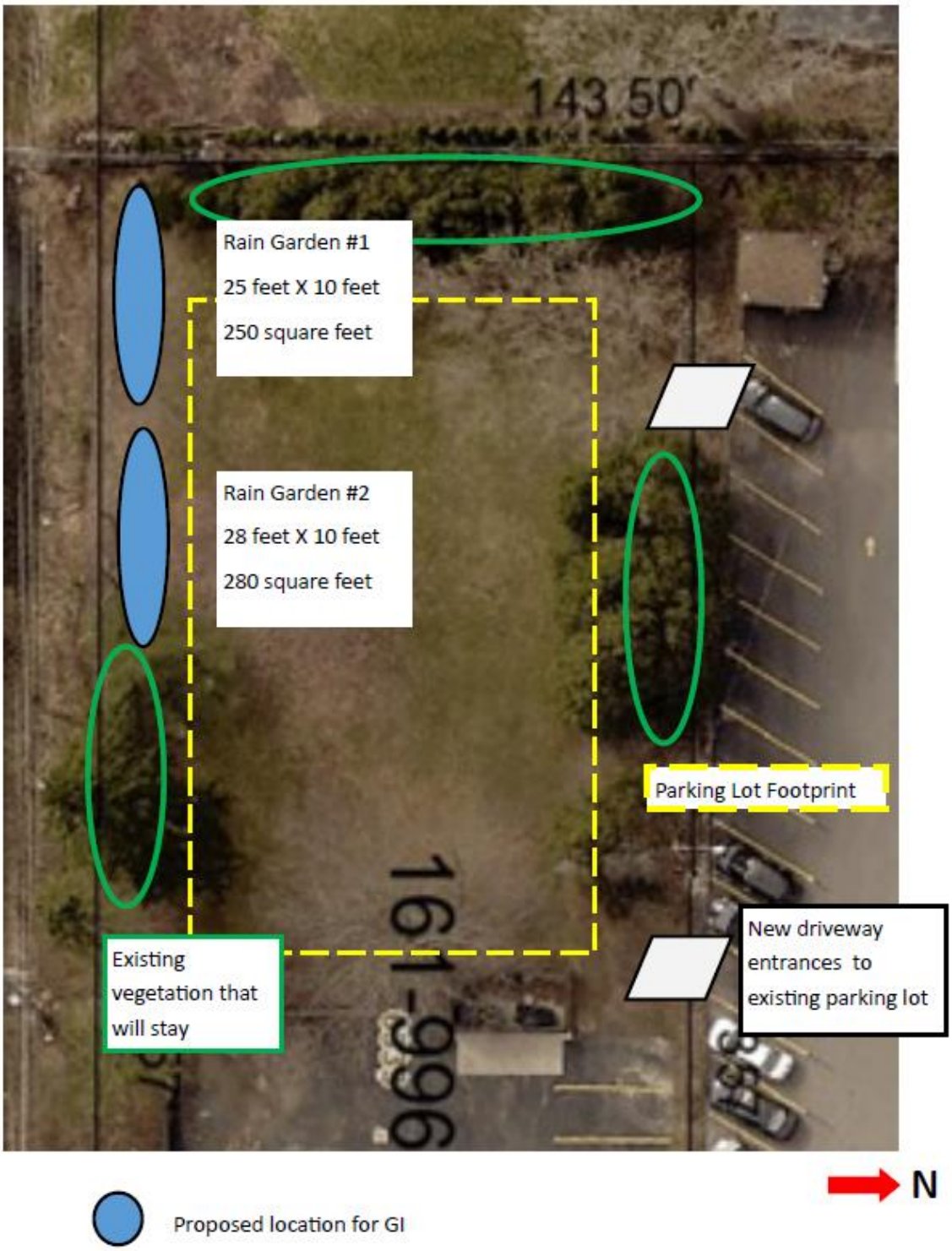
Rain garden #1 is 25 feet x 10 feet.
Rain garden #2 is 28 feet x 10 feet.

- No infrastructure currently exists in the project area that could interfere with planting rain gardens or result in additional infiltration and inflow.
- All sod and soil will be removed from the site to prepare for installation. The rain garden will not exceed 8-inches in depth to allow for proper infiltration.
- A soil berm will be created around 75% of the permitter of the rain gardens and will not impede surface flow into the system.
- Rain gardens will include Elymus canadensis (Canada wild rye). This plant was selected based on a mesic soil typology, partial sun/shade, and high salt tolerance. This is a native Wisconsin species. If this plant is not available at the time of installation a comparable species will be substituted.
- All plants will be planted 12 inches on center in engineered soil.
- After planting, a 2-layer of mulch will be installed.

Image 1: Rain Garden Details



3. One Or More Drawings Showing The New Impervious Surface And The Green Infrastructure



4. Calculations Showing The Detention Volume Needed And The Retention Volume Provided By The Proposed Green Infrastructure

Rain Garden #1

Project Drainage Area		Project Site Dimensions	
2.00	Drainage Area (acres)	200	Available Project Area Length (feet)
0.07	Impervious Drainage Area (acres)	50	Available Project Area Width (feet)
R	Land Use (C = Commercial, I =Industrial, R = Residential)	4	:1 Length to Width Ratio
		10,000	Available Project Area (ft^2)

Project Specific Questions

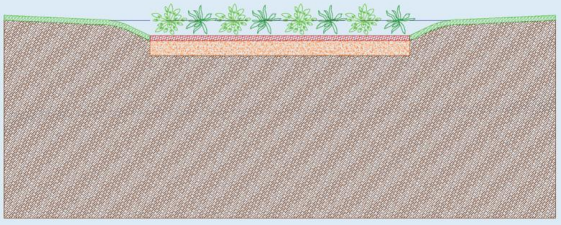
Yes	No	
☐	☑	Is the project area for the green infrastructure strategy within the right-of-way?
☐	☑	Are the topographic slopes adjacent to the green infrastructure strategy greater than 12%?
☐	☑	Is the depth to bedrock less than 6 feet?
☐	☑	Is the depth to groundwater less than 6 feet?
☐	☑	Is the project area within 10 feet horizontally of building foundations?
☐	☑	Is the project area within 10 feet laterally from underground sanitary sewer infrastructure or other utilities?

Typical Section Input Data

Adjacent Surface Slope	2	%
Side Slopes	4	:1
Ponding Depth	3	in.
Mulch Layer Depth	2	in.
Soil Media Layer Depth	6	in.
Native Soil Infiltration Rate	0.07	in./hr.

Extra Information / Notes

Typical Cross Section Image



Results

Drainage Area	87,120	ft^2
Impervious Area	2,792	ft^2
Drainage Area Percent Impervious	3.2	%
Required Total Storage Volume of Rain Garden	870	gallons
Rain Garden Surface Length	25.0	feet
Rain Garden Surface Width	10.0	feet
Rain Garden Length to Width Ratio	2.5	:1
Required Rain Garden Surface Area	254	ft^2
Rain Garden Surface Area	250	ft^2
Required Surface Area at Existing Ground Surface	324	ft^2
Total Storage Unit Volume	3.4	gallons/ft^2
Total Storage Volume	873	gallons
MMSD Regional Green Infrastructure Plan Storage Unit Volume	4.4	gallons/ft^2
MMSD Regional Green Infrastructure Plan Total Storage Volume	1,100	gallons
Has adequate surface area been provided?	Yes	

Extra Results		
Volume from Imp. Surfaces from 0.5-inch Rainfall	127.1	ft^3
Required Total Storage Volume of Rain Garden	127.1	ft^3
Soil Porosity	0.27	
Ponding Storage Unit Volume	0.28	ft^3/ft^2
Mulch Storage Unit Volume	0.05	ft^3/ft^2
Soil Media Storage Unit Volume	0.14	ft^3/ft^2
Total Storage Unit Volume	0.46	ft^3/ft^2
Ponding Storage Volume	71.8	ft^3
Mulch Storage Volume	11.3	ft^3
Soil Media Storage Volume	33.8	ft^3
Total Storage Volume	116.8	ft^3
Ponding Drawdown Time	42.9	hours
Total Bioretention Cell Drawdown Time	73.7	hours
Excavation	8.8	CY
Mulch	1.5	CY
Soil Media	4.6	CY

Rain Garden #2

Results		
Drainage Area	87,120	ft^2
Impervious Area	3,049	ft^2
Drainage Area Percent Impervious	3.5	%
Required Total Storage Volume of Rain Garden	950	gallons
Rain Garden Surface Length	28.0	feet
Rain Garden Surface Width	10.0	feet
Rain Garden Length to Width Ratio	2.8	:1
Required Rain Garden Surface Area	278	ft^2
Rain Garden Surface Area	280	ft^2
Required Surface Area at Existing Ground Surface	360	ft^2
Total Storage Unit Volume	3.4	$gallons/ft^2$
Total Storage Volume	976	gallons
MMSD Regional Green Infrastructure Plan Storage Unit Volume	4.4	$gallons/ft^2$
MMSD Regional Green Infrastructure Plan Total Storage Volume	1,232	gallons
Has adequate surface area been provided?	Yes	

Extra Results

Project Drainage Area		Project Site Dimensions	
2.00	Drainage Area (acres)	200	Available Project Area Length (feet)
0.07	Impervious Drainage Area (acres)	50	Available Project Area Width (feet)
R	Land Use (C = Commercial, I =Industrial, R = Residential)	4	:1 Length to Width Ratio
		10,000	Available Project Area (ft^2)

Project Specific Questions

Yes	No	
☐	☑	Is the project area for the green infrastructure strategy within the right-of-way?
☐	☑	Are the topographic slopes adjacent to the green infrastructure strategy greater than 12%?
☐	☑	Is the depth to bedrock less than 6 feet?
☐	☑	Is the depth to groundwater less than 6 feet?
☐	☑	Is the project area within 10 feet horizontally of building foundations?
☐	☑	Is the project area within 10 feet laterally from underground sanitary sewer infrastructure or other utilities?

Results

Drainage Area	87,120	ft^2
Impervious Area	3,049	ft^2
Drainage Area Percent Impervious	3.5	%
Required Total Storage Volume of Rain Garden	950	gallons
Rain Garden Surface Length	28.0	feet
Rain Garden Surface Width	10.0	feet
Rain Garden Length to Width Ratio	2.8	:1
Required Rain Garden Surface Area	278	ft^2
Rain Garden Surface Area	280	ft^2
Required Surface Area at Existing Ground Surface	360	ft^2
Total Storage Unit Volume	3.4	gallons/ft^2
Total Storage Volume	976	gallons
MMSD Regional Green Infrastructure Plan Storage Unit Volume	4.4	gallons/ft^2
MMSD Regional Green Infrastructure Plan Total Storage Volume	1,232	gallons
Has adequate surface area been provided?	Yes	

Extra Results

Extra Results		
Runoff Volume from Imp. Surfaces from 0.5-inch Rainfall	127.1	ft^3
Required Total Storage Volume of Rain Garden	127.1	ft^3
Soil Porosity	0.27	
Ponding Storage Unit Volume	0.28	ft^3/ft^2
Mulch Storage Unit Volume	0.05	ft^3/ft^2
Soil Media Storage Unit Volume	0.14	ft^3/ft^2
Total Storage Unit Volume	0.46	ft^3/ft^2
Ponding Storage Volume	80.0	ft^3
Mulch Storage Volume	12.6	ft^3
Soil Media Storage Volume	37.8	ft^3
Total Storage Volume	130.4	ft^3
Ponding Drawdown Time	42.9	hours
Total Bioretention Cell Drawdown Time	73.7	hours
Excavation	9.9	CY
Mulch	1.7	CY
Soil Media	5.2	CY

5. Maintenance Plan

Maintenance for the rain gardens will be done on an as needed and seasonal basis.

As needed maintenance

- To ensure root establishment, watering will occur on a weekly basis for the first 6 weeks.
- Watering will occur during dry periods on an as needed basis for the first two years.
- Removal of trash and debris.
- Removal of weeds by hand.
- Removal and replacement of dead plants.

Seasonal maintenance (spring)

- When new growth has reached at least 4 inches, trim dead vegetation back. Leave on site for compost and habitat.
- Add mulch if needed.
- Add Milorganite.
- Remove weeds by hand.

5909 North Milwaukee River Parkway
Glendale, WI 53209

SUBJECT: Plan Commission Agenda, Item 5b.
Plan Commission Site Plan Review, 700 West Lexington Boulevard, Bavarian United Soccer Club. Review and approve proposed site plan change to convert the southeast field (Ramon Field) from natural grass turf to artificial grass sport turf with marginal changes to the existing surrounding parking, and proposed field lighting to replace the existing antiquated field lighting.

FROM: Todd M. Stuebe, Dir. of Community Development

MEETING DATE: July 6, 2021

FISCAL SUMMARY:

Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statues:	N/A
Municipal Code:	Zoning Code

BACKGROUND/ANALYSIS:
Bavarian United Soccer Club, which operates at the Bavarian Complex located at 700 West Lexington Boulevard, proposes to convert the existing natural grass soccer field to artificial turf. The proposed changes will impact the parking and drive lanes that immediately surround the proposed soccer field. Field lighting is proposed to replace the existing antiquated field lighting.

RECOMMENDATION:
Staff recommends that the Plan Commission grant approval of the proposal to modify the Site Plan to change the southeast soccer field from natural grass turf to artificial grass, with the following requirements:

a. Drainage/Stormwater Management Plan review and approval by the Glendale City Engineer and Public Works;
b. Parking spaces and drive lanes per the requirements of the Zoning Code and/or established parking lot design standards;

Continued Next Page.

5909 North Milwaukee River Parkway
Glendale, WI 53209

Item 5b. (Cont.)

c. Obtain all necessary City of Glendale approvals and permits pertaining to underground pipelines and utilities, utility disconnects, connects, and construction activities within the public street right-of-way, as well as being responsible for all associated costs;
d. Site landscaping and lighting features being maintained and replaced and/or replenished whenever necessary pursuant to tenant/owner lease responsibilities;
e. All City of Glendale building, fire, and health codes being fulfilled to the satisfaction of the Building Inspector, the North Shore Fire Department, and the North Shore Health Consortium;
f. Compliance with State of Wisconsin requirements for ADA parking.
g. Grant of variance from the lighting height requirements.

ACTION REQUESTED:
As Above.

ATTACHMENTS:
1. Plan Commission submittal materials.

CITY OF GLENDALE
COMMUNITY DEVELOPMENT DEPARTMENT
5909 NORTH MILWAUKEE RIVER PARKWAY
GLENDALE, WISCONSIN 53209-3815
PHONE: (414) 228-1704 or (414) 228-1744
FAX: (414) 228-1725
WWW.GLENDALE-WI.ORG

PLAN COMMISSION REVIEW APPLICATION

Application Fee: $300

APPLICANT INFORMATION

Name of Applicant: Ryan Heckman

Legal Name of Business: Bavarian United Soccer Club

Name of Business Owner (if different from Applicant): N/A

Applicant Address (City, State, and Zip Code): 700 West Lexington Blvd., Milwaukee, WI, 53217

Office Phone Number: 414-232-1788 Cell: 414-343-9386 Fax: N/A

Applicant E-Mail: ryan.heckman@bavarianunited.com

Applicant Signature: [signature] Date: 6/15/21

PROPERTY INFORMATION

Property Address: 700 W Lexington Blvd, Glendale, WI 53217 Tax Key Number: 1961003006 Zoning District: B-1 "C1"

Property Owner (if different from Applicant): Same as above.

Property Owner Address (City, State, and Zip Code):

Property Owner Phone: Cell: Fax:

Property Owner E-Mail:

Property Owner Signature: Date:

PROPOSAL INFORMATION

Name of Business and Type of Business/Use (Please be specific): Bavarian United Soccer Club

Total Building Area: N/A To Be Occupied Area: N/A

Lot Size: Depth: 220' Width: 800' Area: 4 acres

Previous Occupant in To Be Occupied Space: No change

Other Uses of This Site: None

Total Number of Parking Spaces: 120 Parking Spaces Available to Tenancy: 120

Business Hours (Days and Hours of Operation): N/A

Total Number of Employees: N/A Maximum Number of Employees at Site at One Time: N/A

Primary Contact Person for This Project: Jesse Becker, P.E. - Project Engineer

Primary Contact Phone: 715-344-9999 Cell: 715-321-3401 Fax: N/A

Primary Contact E-Mail: jesseb@pobinc.com

CITY OF GLENDALE USE ONLY

Application Fee: _____ *Date of Application:* _____ *Time:* _____ *Received by with date:* _____ *Tentative Hearing Date:* _____

Point of Beginning

4941 Kirschling Court, Stevens Point, WI 54481
1497 6th Street - Suite C, Green Bay, WI 54304
1261 W Main Street - Suite 102, Sun Prairie, WI 53590

Bavarian United Soccer Club - Plan of Operation / Cover Letter
6/15/21

To whom it may concern,

The Bavarian United Soccer Club, located at 700 W Lexington Blvd, Glendale, WI 53217, is proposing to reconstruct one of their existing natural grass soccer fields as a synthetic turf field. The proposed project owner and applicant is Ryan Heckman, President of the Bavarian United Soccer Club. The proposed project will occur at parcel #1961003006, of Certified Survey Map No 8584 NW 32-8-22 Lot 4.

The existing parcel is zoned as B-1 “C1” business/commercial. No zoning or land use change is proposed with this project. The overall lot size is approximately 4 acres with roughly 800’ of frontage along W Lexington Blvd and a lot depth of roughly 220’ on average. No buildings or other structures are proposed with this project. There will also be no change in the number of employees serving the facility. The facility will be open Monday-Sunday and typically closed for holidays. Weekend use is usually lighter than weekdays. Hours of operation will be 8 am – 10 pm. Activities typically begin around 2 pm and conclude by 10 pm.

Signage for this project will be minimal, no large signs are proposed and nothing above fence level. The state and county have not placed any restrictions on this project. The existing chain link fencing will be unchanged. Noise, odors, glare, potential fire hazards, and smoke levels will remain unchanged from current levels. No food service is proposed. The proposed field will be identical to the existing field in terms of fire protection and human safety. The proposed facility will have the following rule and regulations: No pets on artificial turf and typical behavior requirements – i.e. be respectful of others, no fighting, etc.

The rough construction timeline will be July 19 – September 30. Grand opening is anticipated to occur by approximately October 1. No security measures should be needed, as this field will be used for youth soccer. The club expects a maximum of 100 people for their largest events on this parcel.

Sincerely,

Jesse Becker

Jesse Becker
Project Engineer

700 W Lexington Ave, SE Field Area



Projection
NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_Ft_US

1: 1,129

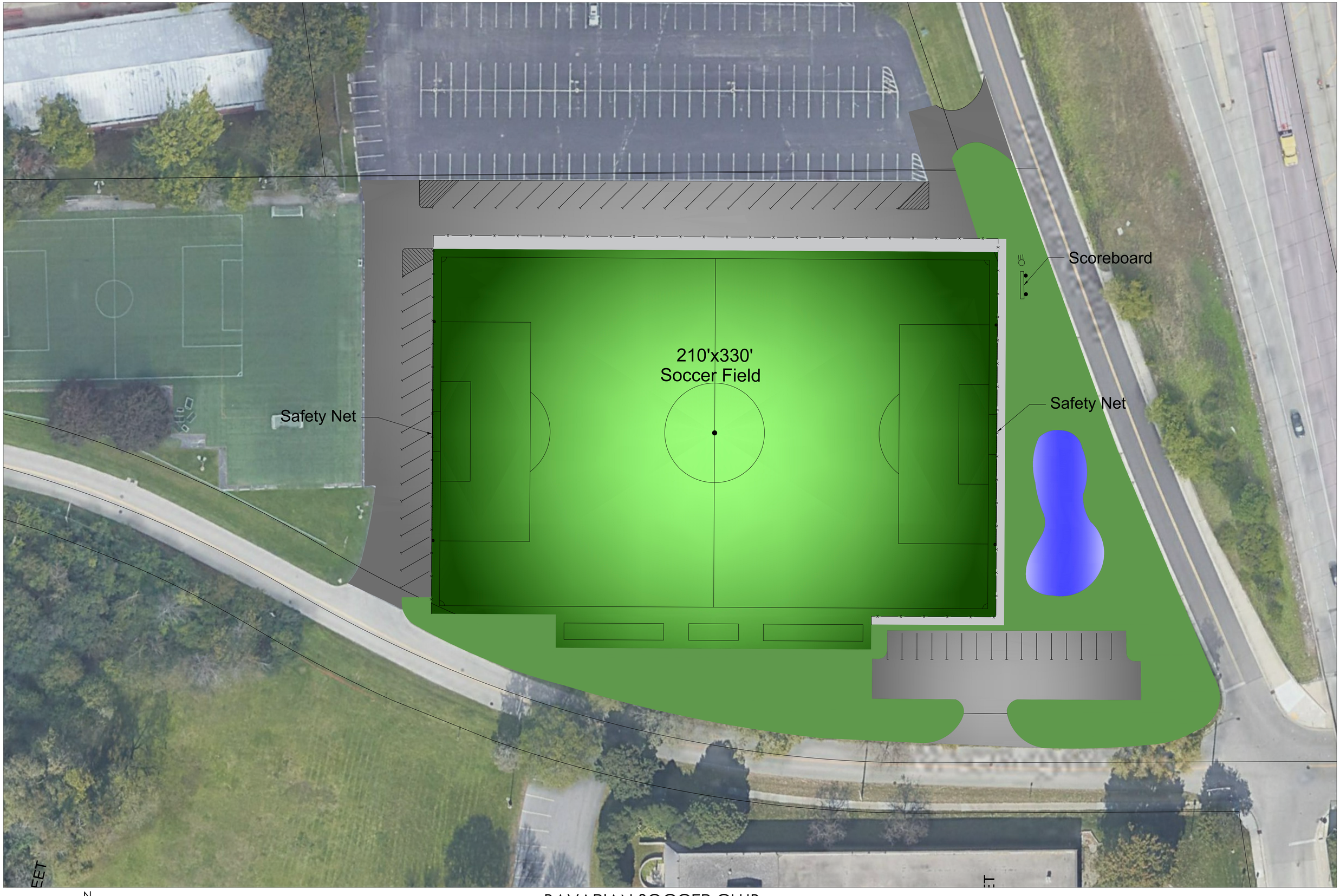
188 0 94 188 Feet

Notes

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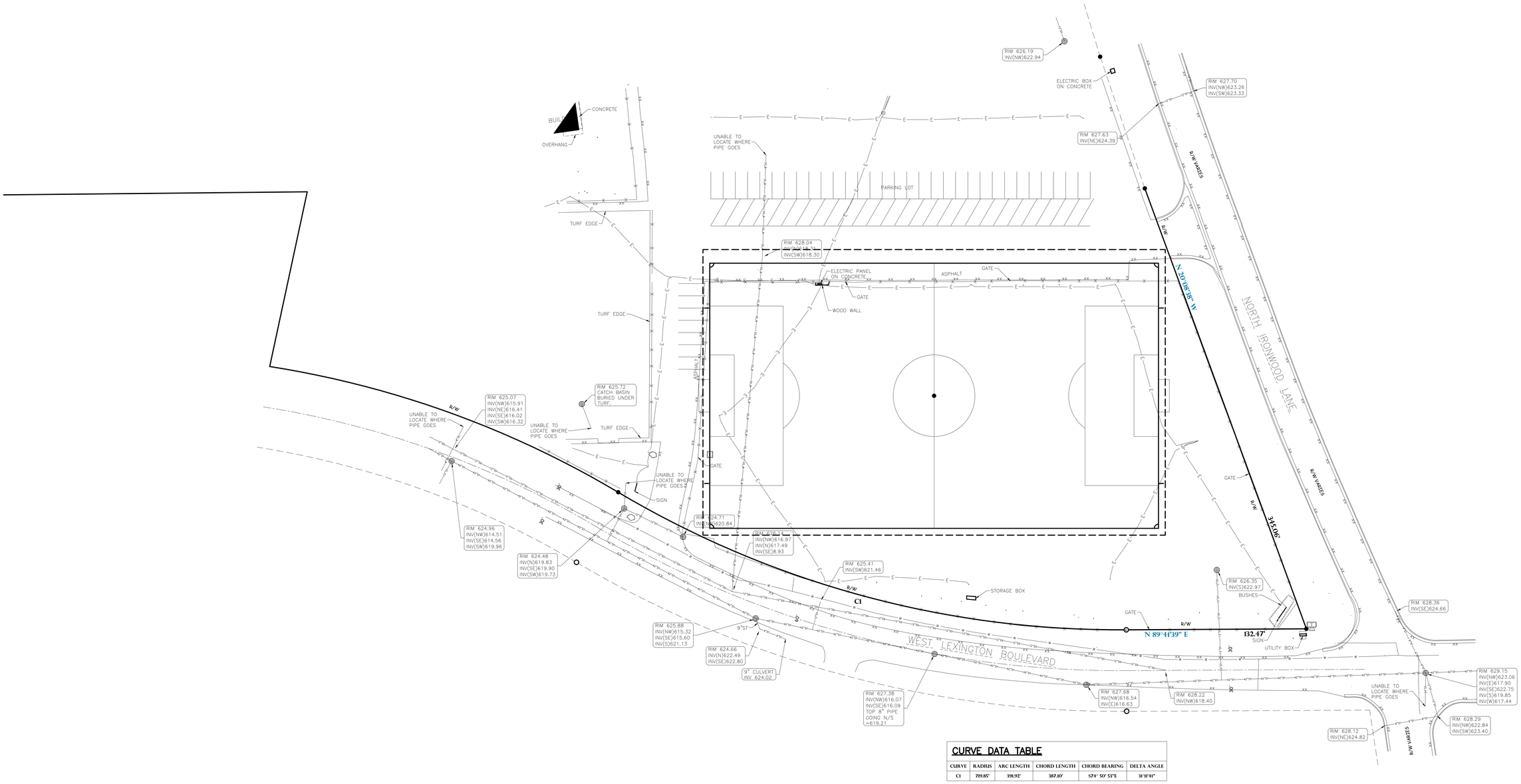
N

0' 20' 40'

BAVARIAN SOCCER CLUB
HERITAGE FIELD

04-02-21

Point of Beginning
Land Surveying
Engineering
Landscape Architecture
4941 Kirschling Drive
Stevens Point, WI 54481
715.344.9999(Ph) 715.344.9922(Fx)



CURVE DATA TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

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0' 30' 60'
1" = 30'

N

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REVISIONS

CHECKED:	SRG
DRAWN:	DLP
DATE	5/21/21
PROJECT NO.	19.148

SITE LAYOUT PLAN

BAVARIAN SOCCER CLUB
HERITAGE FIELD
SITE DEVELOPMENT
GLENDALE, WISCONSIN

Civil Engineering
Land Surveying
Landscape Architecture

4941 Kirschling Court
Stevens Point, WI 54481
715.344.9999(PH) 715.344.9922(FX)

Point of Beginning

C2.0

Bavarian Soccer Club Field

Glendale,WI

Lighting System

Pole / Fixture Summary

Pole ID	Pole Height	Mtg Height	Fixture Qty	Luminaire Type	Load	Circuit
S1-S2	70'	70'	4	TLC-LED-1200	4.68 kW	A
S3-S4	70'	70'	5	TLC-LED-1200	5.85 kW	A
4			***18***		***21.06 kW***	

Circuit Summary

Circuit	Description	Load	Fixture Qty
A	Soccer	21.06 kW	18

Fixture Type Summary

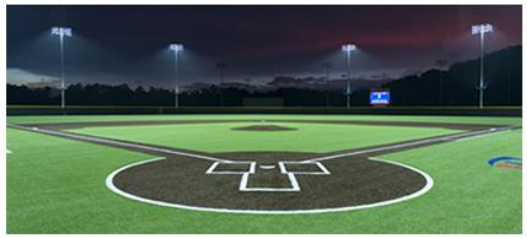
Type	Source	Wattage	Lumens	L90	L80	L70	Quantity
TLC-LED-1200	LED 5700K - 75 CRI	1170W	136,000	>120,000	>120,000	>120,000	18

Light Level Summary

Calculation Grid Summary

Grid Name	Calculation Metric	Illumination					Circuits	Fixture Qty
		Ave	Min	Max	Max/Min	Ave/Min		
Blanket Grid	Horizontal Illuminance	6.39	0	44	0.00		A	18
Soccer	Horizontal Illuminance	32.9	25	44	1.80	1.31	A	18

From Hometown to Professional









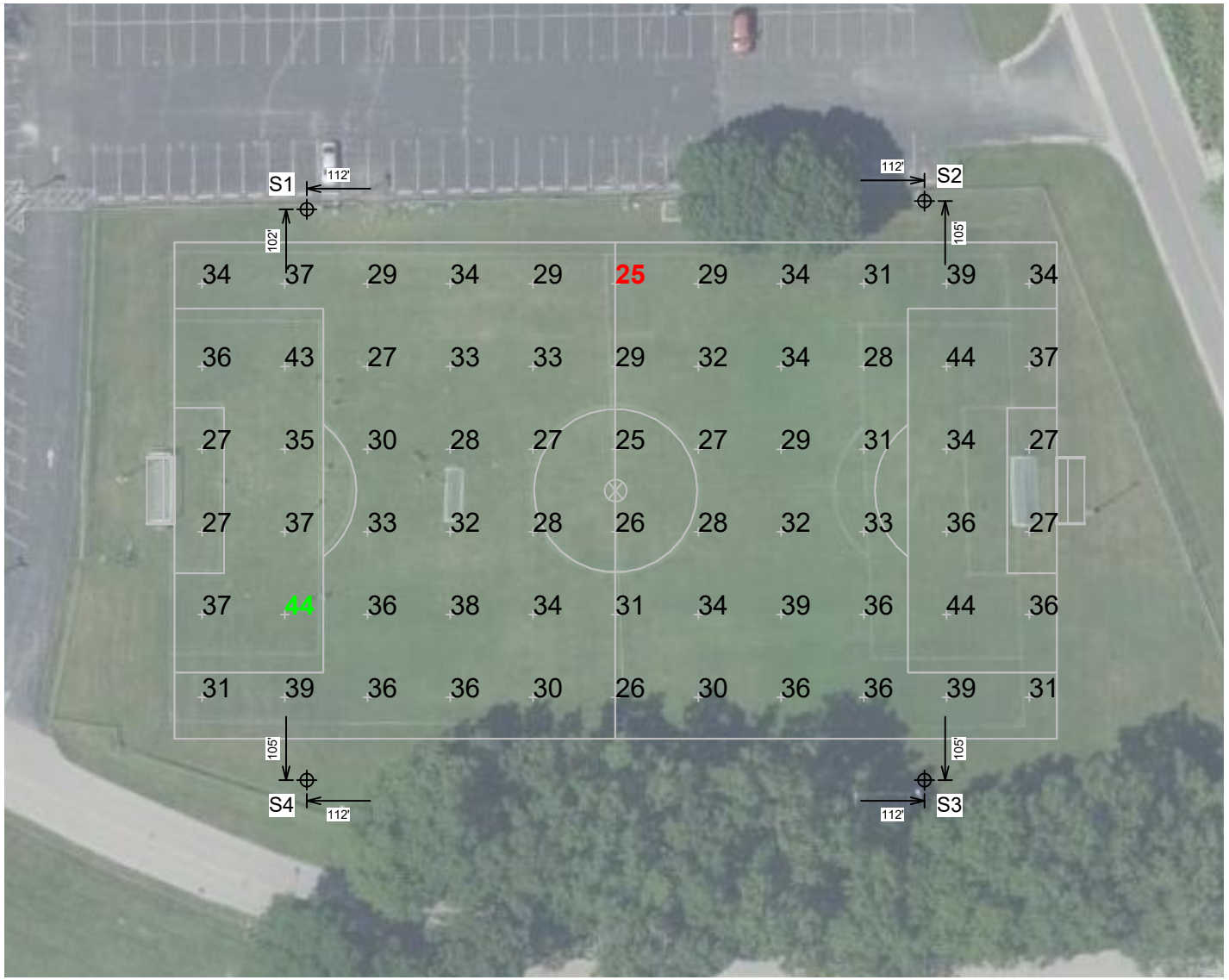
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ENGINEERED DESIGN By: Connor Ramstead · File #213193B · 25-Jun-21

EQUIPMENT LIST FOR AREAS SHOWN

Pole				Luminaires				
QTY	LOCATION	SIZE	GRADE ELEVATION	MOUNTING HEIGHT	LUMINAIRE TYPE	QTY / POLE	THIS GRID	OTHER GRIDS
2	S1-S2	70'	-	70'	TLC-LED-1200	4	4	0
2	S3-S4	70'	-	70'	TLC-LED-1200	5	5	0
4	TOTALS					18	18	0



SCALE IN FEET 1 : 60

0' 60' 120'

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

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Bavarian Soccer Club Field

Glendale,WI

GRID SUMMARY

Name:	**Soccer**
Size:	320' x 180'
Spacing:	30.0' x 30.0'
Height:	3.0' above grade

ILLUMINATION SUMMARY

MAINTAINED HORIZONTAL FOOTCANDLES

	Entire Grid
Guaranteed Average:	**30**
Scan Average:	32.85
Maximum:	44
Minimum:	25
Avg / Min:	1.34
Guaranteed Max / Min:	**2.5**
Max / Min:	1.80
UG (adjacent pts):	1.59
CU:	0.80
No. of Points:	66

LUMINAIRE INFORMATION

Applied Circuits:	A
No. of Luminaires:	**18**
Total Load:	21.06 kW

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

Installation Requirements: Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

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EQUIPMENT LIST FOR AREAS SHOWN

Pole				Luminaires				
QTY	LOCATION	SIZE	GRADE ELEVATION	MOUNTING HEIGHT	LUMINAIRE TYPE	QTY / POLE	THIS GRID	OTHER GRIDS
2	S1-S2	70'	-	70'	TLC-LED-1200	4	4	0
2	S3-S4	70'	-	70'	TLC-LED-1200	5	5	0
4	TOTALS					18	18	0

Bavarian Soccer Club Field

Glendale,WI

GRID SUMMARY

Name:	**Blanket Grid**
Size:	320' x 180'
Spacing:	30.0' x 30.0'
Height:	3.0' above grade

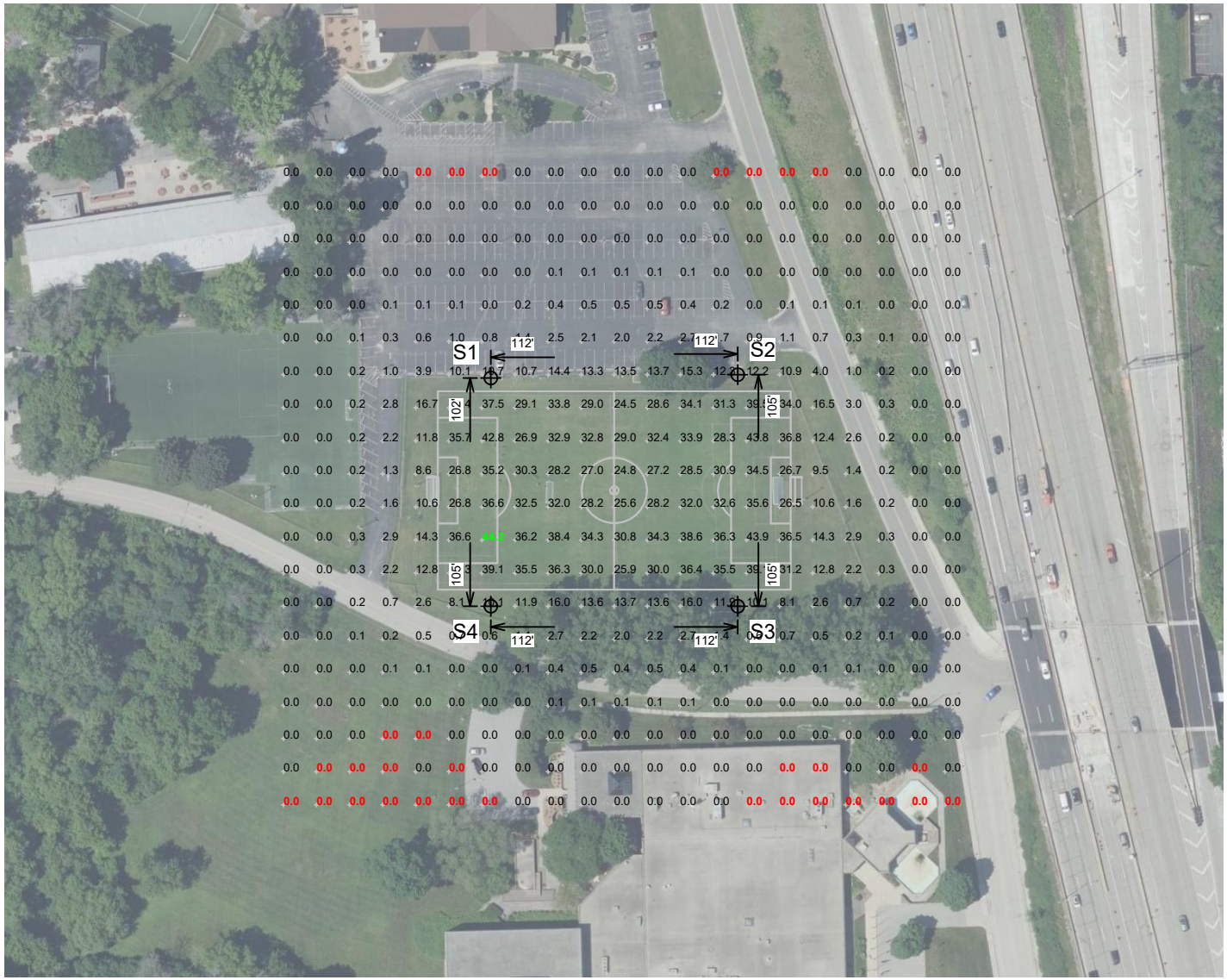
ILLUMINATION SUMMARY

MAINTAINED HORIZONTAL FOOTCANDLES

	Entire Grid
Scan Average:	**6.39**
Maximum:	44
Minimum:	0
No. of Points:	420

LUMINAIRE INFORMATION

Applied Circuits:	A
No. of Luminaires:	**18**
Total Load:	21.06 kW



SCALE IN FEET 1 : 150

0' 150' 300'

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

Guaranteed Performance: The ILLUMINATION described above is guaranteed per your Musco Warranty document and includes a 0.95 dirt depreciation factor.

Field Measurements: Individual field measurements may vary from computer-calculated predictions and should be taken in accordance with IESNA RP-6-15.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

Installation Requirements: Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

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Bavarian Soccer Club Field

Glendale,WI

EQUIPMENT LAYOUT

INCLUDES:

· Soccer

Electrical System Requirements: Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

Installation Requirements: Results assume ± 3% nominal voltage at line side of the driver and structures located within 3 feet (1m) of design locations.

EQUIPMENT LIST FOR AREAS SHOWN

Pole				Luminaires		
QTY	LOCATION	SIZE	GRADE ELEVATION	MOUNTING HEIGHT	LUMINAIRE TYPE	QTY / POLE
2	S1-S2	70'	-	70'	TLC-LED-1200	4
2	S3-S4	70'	-	70'	TLC-LED-1200	5
4	TOTALS					18

SINGLE LUMINAIRE AMPERAGE DRAW CHART

Ballast Specifications (.90 min power factor)	Line Amperage Per Luminaire (max draw)						
Single Phase Voltage	208 (60)	220 (60)	240 (60)	277 (60)	347 (60)	380 (60)	480 (60)
TLC-LED-1200	7.0	6.6	6.1	5.2	4.2	4.0	3.0

SCALE IN FEET 1 : 120

0' 120' 240'

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

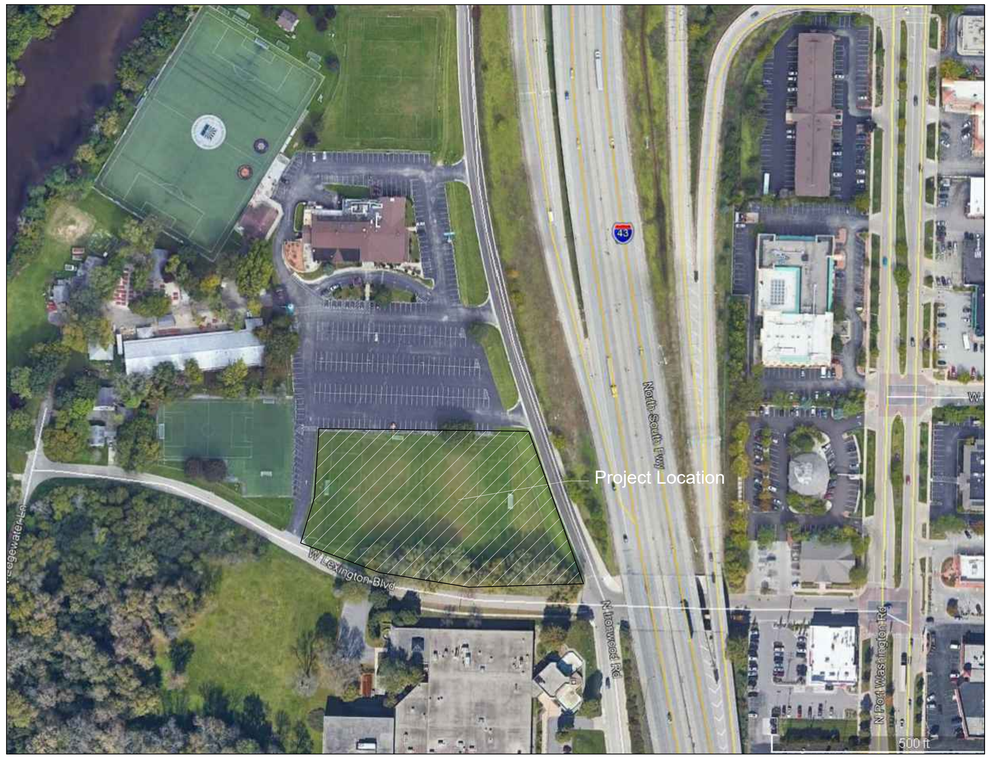
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BAVARIAN SOCCER CLUB
HERITAGE PARK

SOCCER FIELD IMPROVEMENTS
GLENDALE, WISCONSIN



LOCATION MAP

CIVIL DRAWINGS

C0.0	TITLE SHEET
C0.1	EXISTING SITE SURVEY
C1.0	SITE DEMOLITION PLAN
C2.0	SITE LAYOUT PLAN
C3.0	SITE GRADING PLAN
C4.0	SITE EROSION CONTROL PLAN
C5.0	SITE STORM SEWER PLAN
C6.0	SITE DETAILS

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REVISIONS

CHECKED:	DLP
DRAWN:	DLP
DATE	06/08/2021
PROJECT NO.	21.030

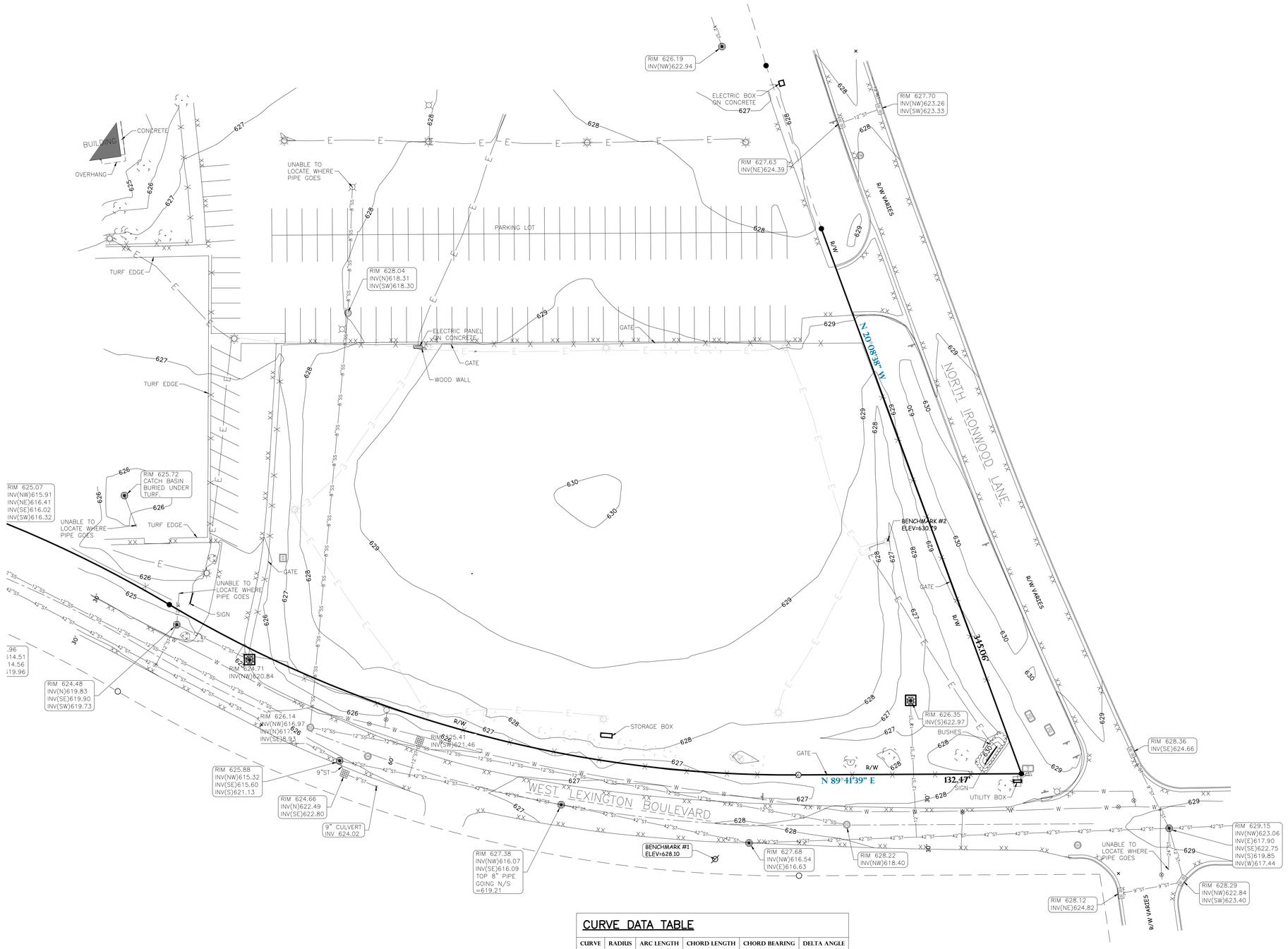
TITLE SHEET

BAVARIAN SOCCER CLUB
HERITAGE PARK
GLENDALE
MILWAUKEE COUNTY, WI

Civil Engineering
Land Surveying
Landscape Architecture
4941 Kirschling Court
Stevens Point, WI 54481
715.344.9999(Ph) 715.344.9922(Fx)

Point of Beginning

SHEET C0.0



SURVEY LEGEND

These standard symbols will be found in the drawing.

- SANITARY SEWER LINE
- STORM SEWER LINE
- BURIED ELECTRIC LINE
- BURIED WATER LINE
- CHAIN LINK FENCE LINE (UNLESS NOTED OTHERWISE)
- EDGE OF BITUMINOUS
- CONTOUR LINE
- RIGHT-OF-WAY LINE
- RIGHT-OF-WAY CENTER LINE
- RECTANGULAR CATCH BASIN
- CIRCULAR CATCH BASIN
- SQUARE CATCH BASIN
- SANITARY SEWER MANHOLE
- UTILITY MANHOLE
- WATER VALVE
- HYDRANT
- LIGHT POLE
- POWER POLE
- TELEPHONE VAULT
- TELEPHONE PEDESTAL
- FIBER OPTIC VAULT
- CLEAN OUT
- CONTROL BOX
- SIGN
- LANDSCAPE BOLDER
- BUSH/SHRUB
- TREE
- 1" O.D. IRON PIPE FOUND
- 3/4" O.D. IRON BAR FOUND

BENCH MARK

ELEVATIONS ARE REFERENCED TO NAVD 88 DATUM.

BENCHMARK #1
60d SPIKE IN NORTH SIDE OF POWER POLE LOCATED ON THE SOUTH SIDE OF WEST LEXINGTON BOULEVARD, APPROXIMATELY 255 FEET WEST FROM THE INTERSECTION OF WEST LEXINGTON BOULEVARD AND NORTH IRONWOOD LANE.
ELEVATION = 628.10

BENCHMARK #2
CHISELED BOX ON NORTH SIDE OF LIGHT POLE BASE LOCATED ON THE WEST SIDE OF NORTH IRONWOOD LANE, APPROXIMATELY 210 FEET NORTH FROM THE INTERSECTION OF NORTH IRONWOOD LANE AND WEST LEXINGTON BOULEVARD.
ELEVATION = 630.79

BENCHMARK #3
CHISELED BOX ON SOUTH SIDE OF LIGHT POLE BASE LOCATED ON THE WEST SIDE OF NORTH IRONWOOD LANE AND THE NORTH SIDE OF THE PARKING LOT.
ELEVATION = 630.64

GENERAL DESCRIPTION

BEING LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 32, TOWNSHIP 8 NORTH, RANGE 22 EAST, CITY OF GLENDALE, MILWAUKEE COUNTY, WISCONSIN.

SUBJECT TO (IF ANY) COVENANTS, CONDITIONS, RESTRICTIONS, RIGHT-OF-WAYS AND EASEMENTS OF RECORD.

CURVE DATA TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

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REVISIONS

CHECKED:	DLP
DRAWN:	DLP
DATE	06/08/2021
PROJECT NO.	21.030

EXISTING SITE SURVEY

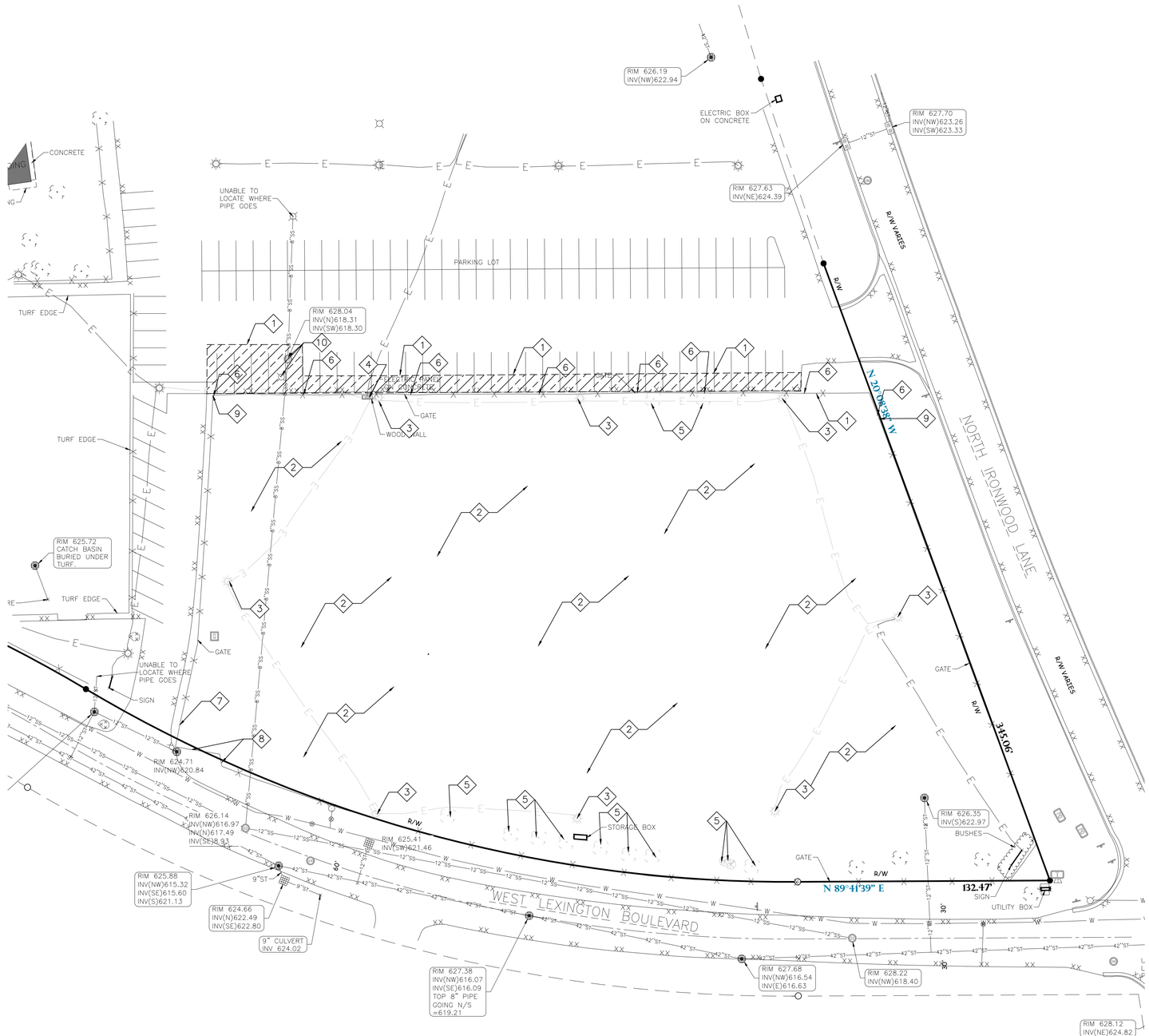
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SHEET C0.1



KEYNOTES:

1. SAWCUT ASPHALT EDGE
2. STRIP ALL TOPSOIL/ SUBGRADE MATERIAL UNDER SYNTHETIC TURF AREAS TO PROPOSED DEPTHS DEPICTED ON GEOTECHNICAL REPORT, DETAILS, AND GRADING PLAN.
3. REMOVE EXISTING LIGHT POLES/ TERMINATE POWER
4. REMOVE EXISTING ELECTRICAL PANEL/ CONCRETE PAD
5. GRUB/REMOVE TREES
6. REMOVE EXISTING FENCE
7. REMOVE/REPLACE EXISTING FENCE AS PART OF SITE ACCESS
8. REMOVE/REPLACE EXISTING FENCE AS PART OF FIELD CONSTRUCTION
9. REMOVAL LIMITS
10. RAISE SANITARY RIM/ CLEANOUT. SEE GRADING PLAN FOR ELEVATIONS

GENERAL NOTES:

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. ALL DEMOLITION MATERIALS SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER EXCEPT FOR THOSE ITEMS NOTED TO BE SALVAGED, WHICH SHOULD BE TURNED OVER TO THE OWNER.
3. INSTALL AND MAINTAIN ALL REQUIRED EROSION CONTROL MEASURES FOR PERIMETER PROTECTION PRIOR TO THE START OF DEMOLITION/CONSTRUCTION, IN ACCORDANCE WITH THE LOCAL AND STATE GOVERNING AUTHORITIES.
4. ALL BIDDERS PLANNING ON SUBMITTING A BID SHALL VISIT THE SITE AND REVIEW THE EXISTING CONDITIONS PRIOR TO THE BID DATE.
5. COORDINATE WITH THE OWNER AND LOCAL UTILITY COMPANIES TO LOCATE ANY EXISTING UTILITIES ON SITE PRIOR TO THE START OF WORK.
6. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE THE COORDINATE WITH PROPER UTILITY COMPANY.
7. STRIP TOPSOIL WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH THE PROJECT MANUAL SPECIFICATIONS.
8. IF STRIPPED TOPSOIL IS STOCKPILED ON SITE, SILT FENCE SHALL BE INSTALLED AROUND THE BASE OF THE STOCKPILE TO PREVENT SEDIMENT TRANSPORT.
9. PRIOR TO PERFORMING WORK WITHIN PUBLIC RIGHT OF WAYS, NOTIFY AND COORDINATE WORK WITH THE CITY.

DEMOLITION LEGEND

REMOVE EXISTING ASPHALT PAVEMENT/ BASE COURSE

CURVE DATA TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

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SITE DEMOLITION PLAN

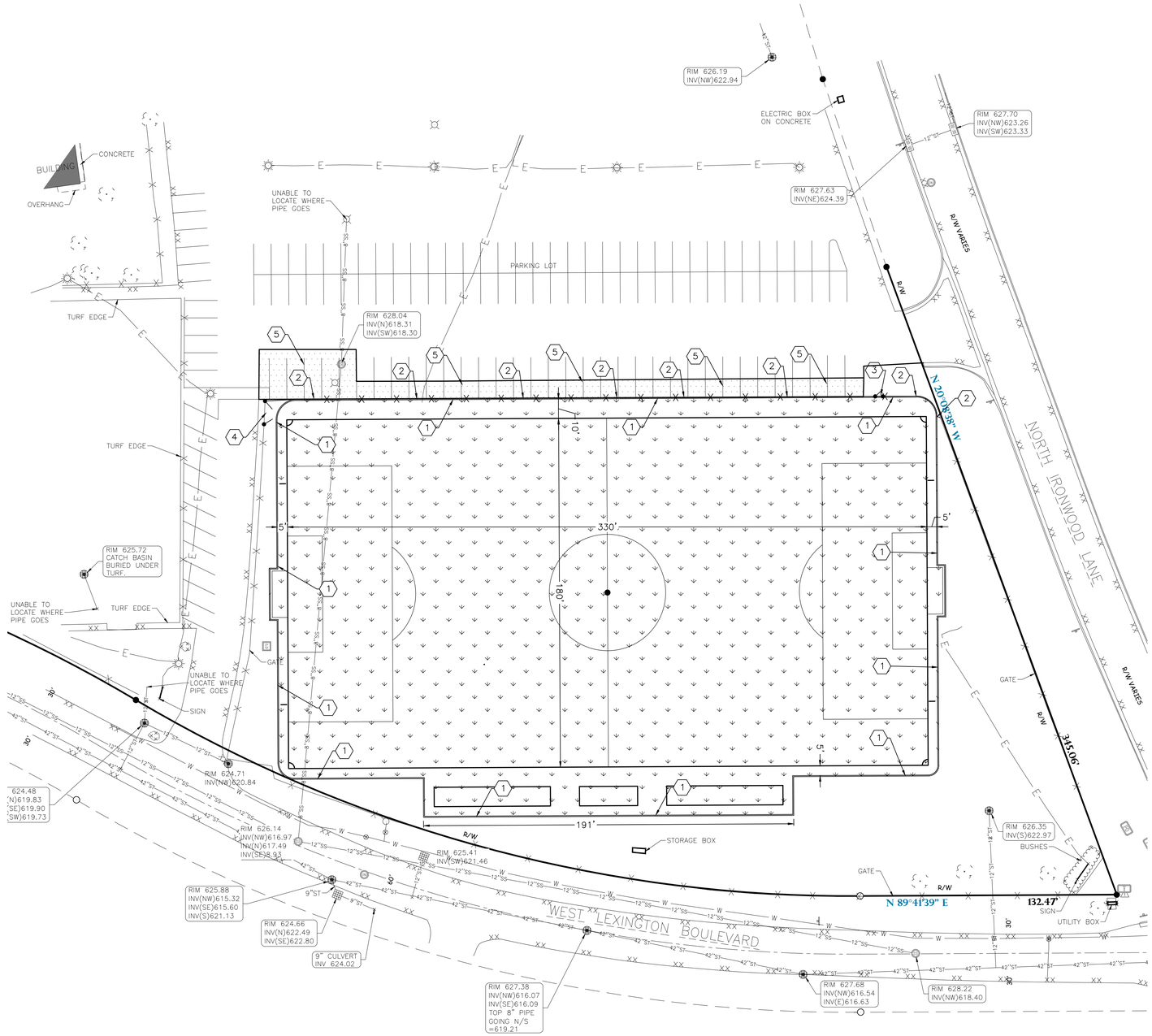
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CURVE DATA TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

GENERAL NOTES:

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. ALL REQUIRED EROSION CONTROL MEASURES ARE TO BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH LOCAL MUNICIPAL AND DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
3. SEE EROSION CONTROL PLAN FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
4. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE COORDINATED WITH PROPER UTILITY COMPANY.
5. VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
6. ALL BIDDERS SHALL VISIT THE SITE AND REVIEW EXISTING CONDITIONS PRIOR TO SUBMITTING A BID.
7. PRIOR TO THE START OF WORK VERIFY WITH THE LOCAL AUTHORITIES THAT ALL REQUIRED PERMITS HAVE BEEN ACQUIRED.
8. COORDINATE CONSTRUCTION IN THE RIGHT OF WAY WITH THE LOCAL AUTHORITIES.
9. PROVIDE PROPER BARRICADES, SIGNS AND TRAFFIC CONTROL TO MAINTAIN THRU TRAFFIC ALONG ADJACENT STREETS IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS.
10. SIDEWALK JOINTS TO BE AS INDICATED OR AS APPROVED BY CONSTRUCTION MANAGER.
11. ALL SAWCUTS SHALL BE AT AN EXISTING JOINT IN THE CURB AND PAVEMENT.
12. ALL GENERAL LANDSCAPE AREAS SHALL BE SEEDED/FERTILIZED/CRIMP HAY MULCHED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
13. EACH CONTRACTOR SHALL PROVIDE OWN PRIVATE UTILITY LOCATE AS NEEDED.

SURFACE HATCH PATTERNS:

PROPOSED 2" SYNTHETIC TURF
1.5" FINISH STONE/
6" BASE STONE W/ GEOTEXTILE FABRIC — 1 C6.0, 2 C6.0

PROPOSED 3.5" ASPHALT OVER
12" DENSE GRADE BASE COURSE

KEYNOTES:

1. 6"x12" CONCRETE CURB W/ TREATED 2"x4" WOOD NAILER — 1 C6.0, 2 C6.0
2. 6'H NEW CHAINLINK FENCE
3. 4'W PEDESTRIAN GATE
4. 12'W DOUBLE SERVICE SWING GATE
5. RESTRIPE STALLS AS NEEDED

UTILITY DISCLAIMER:

THE LOCATIONS, SIZES, AND TYPES OF UNDERGROUND PUBLIC AND PRIVATE UTILITIES OR SUBSTRUCTURES SHOW HEREON WERE OBTAINED FROM VISUAL INSPECTION, FIELD MEASUREMENTS, AND/OR AS-BUILT PLANS. SANITARY SEWER AND STORM SEWER PIPE SIZES, INVERTS, DIRECTION, AND LOCATIONS BETWEEN MANHOLES ARE SUPPLEMENTED BY AS-BUILT PLANS AND/OR ESTIMATED BASED ON FIELD OBSERVATIONS. PRIOR TO CONSTRUCTION IN THE VICINITY OF ANY UTILITIES SHOWN HEREON, IT IS RECOMMENDED THAT THE LOCATIONS, DEPTHS, AND SIZES BE FIELD VERIFIED. THE LOCATIONS SHOWN HEREON ARE ONLY APPROXIMATE, WITH POSSIBILITY THAT ADDITIONAL UTILITY LINES NOT DISCOVERED, OR MARKED, DURING THE SEARCH OF RECORDS AND THE FIELD SURVEY MAY EXIST. ANY CONTRACTOR USING THE INFORMATION SHOWN HEREON IS HEREBY FOREWARNED THAT ANY EXCAVATION UPON THIS SITE MAY RESULT IN THE DISCOVERY OF ADDITIONAL UNDERGROUND UTILITIES NOT SHOWN HEREON. IN GENERAL, UNDERGROUND UTILITY LOCATIONS ARE SHOWN FROM UTILITY MARKINGS, BY OTHERS, AND/OR AS-BUILT PLANS, PROVIDED BY OTHERS. POINT OF BEGINNING MAKES NO WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO THE EXISTING UTILITIES SHOWN HEREON, AND BELIEVES THAT THE INFORMATION CONTAINED HEREIN IS RELIABLE AND GENERALLY ACCURATE FOR THE PURPOSE INTENDED.

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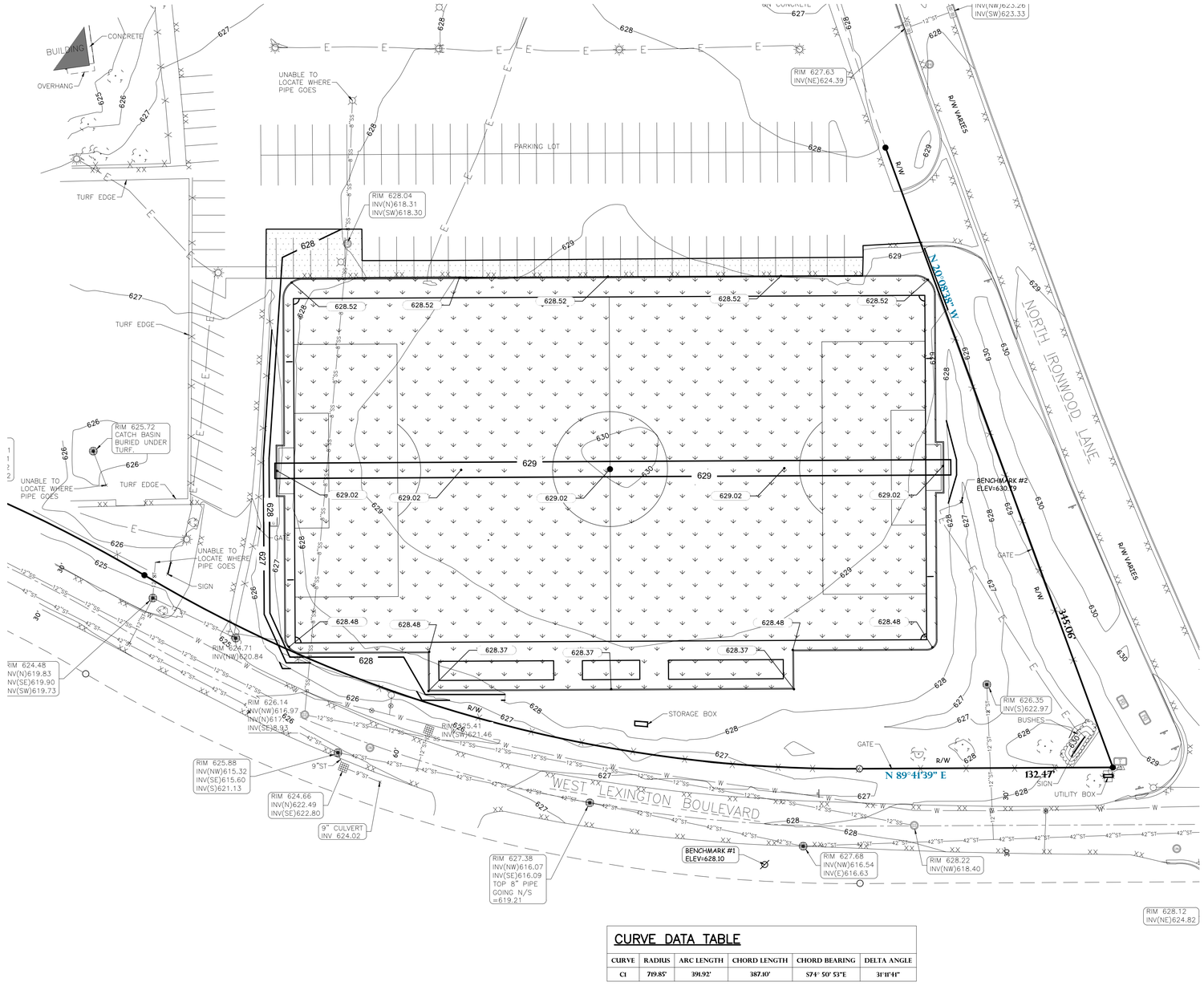
SITE LAYOUT PLAN

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GRADING LEGEND:

EXISTING CONTOUR	628
PROPOSED CONTOUR	629
PROPOSED SPOT ELEVATION	629.25

GENERAL NOTES:

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
3. INSTALL AND MAINTAIN ALL REQUIRED EROSION CONTROL MEASURES IN ACCORDANCE WITH CITY OF BROOKFIELD AND THE DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
4. MIN 6" OF TOPSOIL SHALL BE PROVIDED IN ALL GENERAL LAWN AREAS.
5. SEE SHEET EROSION CONTROL PLAN FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
6. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE COORDINATED WITH PROPER UTILITY COMPANY.
7. COORDINATE ALL EARTHWORK ACTIVITIES WITH GAS, ELECTRIC, (INCLUDING MAIN SERVICE, SITE LIGHTING, CONDUITS AND SIGNAGE) CABLE AND TELEPHONE CONSTRUCTION AND RESPECTIVE TRADES FOR THE INSTALLATION OF SAID UTILITIES.
8. PROVIDE RIP RAP AT ALL ENDWALL STRUCTURES OF THE PROPOSED CULVERTS TO PREVENT WASHOUT AND EROSION.
9. RIP RAP SHALL HAVE FILTER FABRIC PLACED BENEATH.
10. EXCESS TOPSOIL SHALL BE REMOVED FROM SITE. COORDINATE WITH OWNER THE LOCATION OF STOCKPILE IF THE OWNER CHOOSES TO SALVAGE EXCESS TOPSOIL FOR FUTURE USE. SILT FENCE SHALL BE PLACED AROUND STOCKPILE.
11. ALL TESTING AND INSPECTION SHALL BE DONE IN ACCORDANCE WITH SPS 382.21.
12. THE CITY SHALL BE CONTACTED PRIOR TO ANY EXCAVATION IN THE PUBLIC RIGHT-OF-WAY. THE CONTRACTOR SHALL HAVE HIS TRAFFIC CONTROL PLAN APPROVED PRIOR TO WORK COMMENCING. THE CITY OF SHALL OPERATE ALL EXISTING WATER VALVES IF NEEDED.

CURVE DATA TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

0' 30' 60'
1" = 30'

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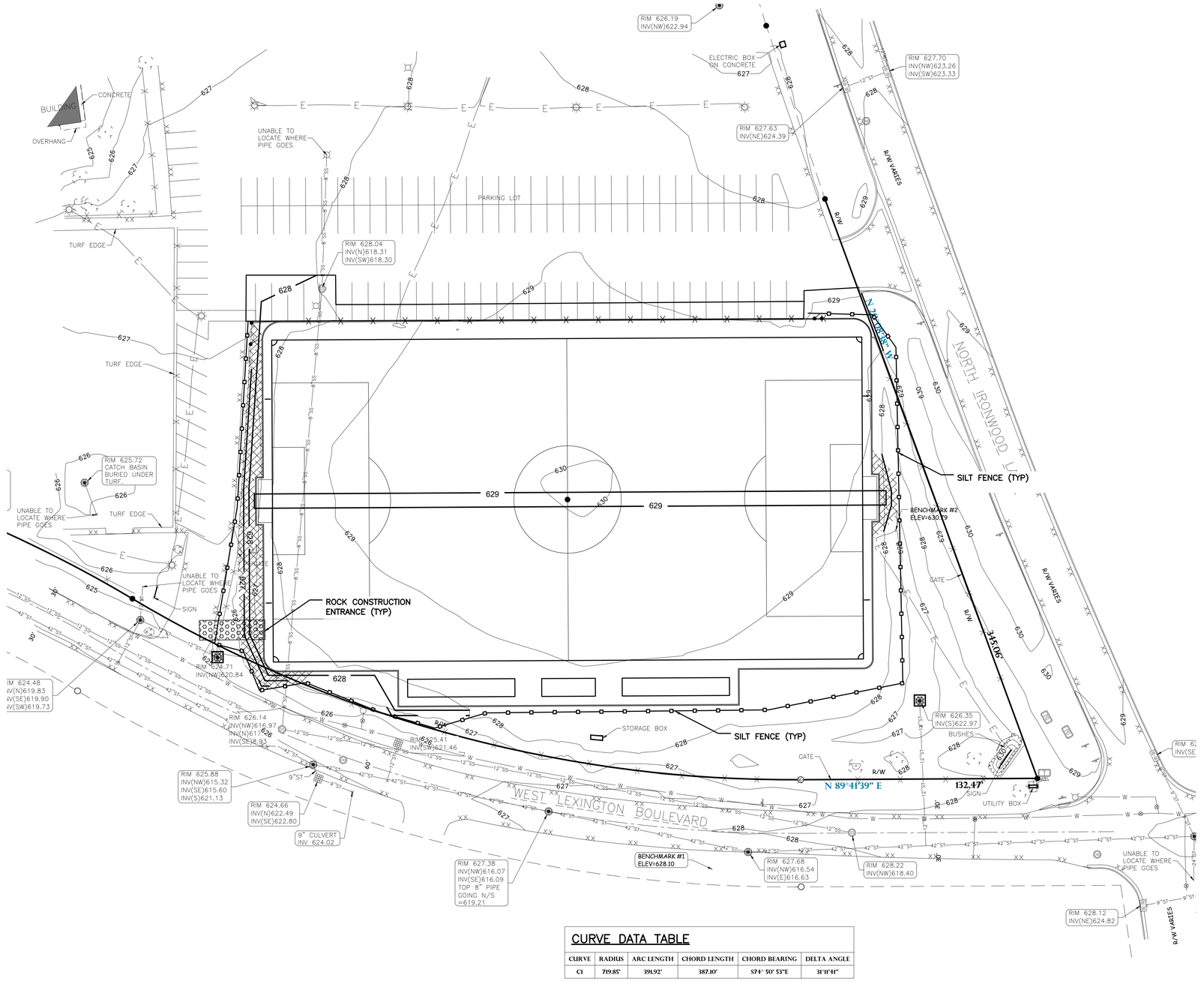
SITE GRADING PLAN

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SHEET C3.0



CURVE DATA TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

EROSION CONTROL LEGEND:

EXISTING CONTOUR	629
PROPOSED CONTOUR	630
ROCK CONSTRUCTION ENTRANCE	7 / C6.0
EROSION CONTROL BLANKETS	8 / C6.0
PROPOSED SILT FENCE	6 / C6.0
PROPOSED INLET PROTECTION	5 / C6.0

GENERAL NOTES:

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
3. ALL EROSION CONTROL METHODS SHALL BE IN ACCORDANCE WITH WDNR TECHNICAL STANDARDS AND CITY OF MENASHA REQUIREMENTS AND STANDARDS.
4. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN ACCORDANCE WITH THE DEPARTMENT OF NATURAL RESOURCES, LOCAL AUTHORITIES REGULATIONS.
5. 6" MIN OF TOPSOIL SHALL BE PROVIDED IN ALL GENERAL LAWN AREAS.
6. COORDINATE ALL EARTHWORK ACTIVITIES WITH GAS, ELECTRIC, (INCLUDING MAIN SERVICE, SITE LIGHTING, CONDUITS AND SIGNAGE) CABLE AND TELEPHONE CONSTRUCTION AND RESPECTIVE TRADES FOR THE INSTALLATION OF SAID UTILITIES.

EROSION CONTROL SEQUENCING

1. INSTALL PERIMETER EROSION CONTROL.
2. BEGIN DEMOLITION
3. BEGIN ROUGH GRADING AND UTILITY INSTALLATION
4. DURING GRADING ACTIVITIES EXISTING GRASS AND VEGETATION, TO BE REMOVED, SHALL REMAIN IN PLACE FOR AS LONG AS POSSIBLE, TO AVOID SEDIMENT TRANSPORT.
6. TEMPORARY STABILIZATION ACTIVITY SHALL COMMENCE WHEN LAND DISTURBING CONSTRUCTION ACTIVITIES HAVE TEMPORARILY CEASED AND WILL NOT RESUME FOR A PERIOD EXCEEDING 7 CALENDAR DAYS.
7. FINAL STABILIZATION ACTIVITY SHALL COMMENCE WHEN LAND DISTURBING ACTIVITIES CEASE AND FINAL GRADE HAS BEEN REACHED ON ANY PORTION OF THE SITE.
8. IF DISTURBED AREAS MUST BE LEFT OVER WINTER, AN ANIONIC POLYACRYLAMIDE SHALL BE APPLIED TO ALL DISTURBED AREAS PRIOR TO GROUND FREEZE. SEE SPECIFICATIONS FOR DETAILS.

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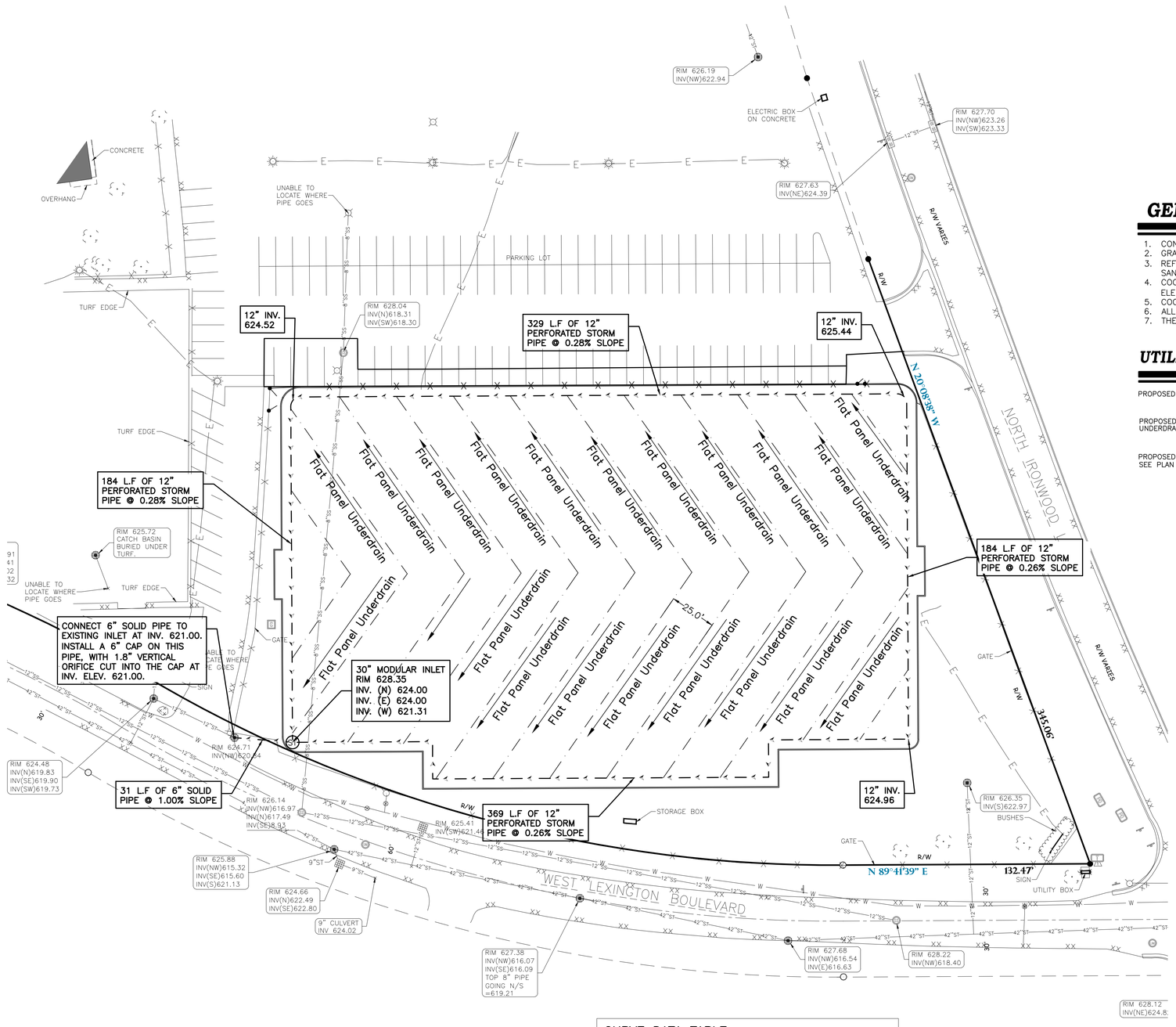
SITE EROSION PLAN

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CURVE DATA TABLE

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C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

GENERAL NOTES:

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
2. GRADE, LINE, AND LEVEL SHALL BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
3. REFER TO THE PROPOSED BUILDING MECHANICAL/PLUMBING PLANS TO VERIFY EXACT CONNECTION LOCATIONS AND SIZES OF PROPOSED SANITARY SEWER AND WATER LATERALS.
4. COORDINATE ALL UTILITY WORK WITH THE RESPECTIVE TRADES RESPONSIBLE FOR THE INSTALLATION OF GAS, CABLE, TELEPHONE AND ELECTRICAL (INCLUDING MAIN SERVICE, SITE LIGHTING, CONDUITS AND SIGNAGE).
5. COORDINATE ALL WORK WITHIN THE PUBLIC RIGHT OF WAY WITH THE LOCAL MUNICIPALITY.
6. ALL TESTING AND INSPECTION SHALL BE DONE IN ACCORDANCE WITH SPS 382.21.
7. THE CONTRACTOR SHALL HAVE A TRAFFIC CONTROL PLAN APPROVED PRIOR TO WORK COMMENCING.

UTILITY LEGEND:

PROPOSED STORM MANHOLE — ST — 3 / C6.0

PROPOSED FLAT PANEL UNDERDRAIN IN SYNTHETIC FIELD — 1 / C6.0, 2 / C6.0

PROPOSED STORM PIPE SEE PLAN FOR PIPE STYLE — 1 / C6.0, 2 / C6.0, 4 / C6.0

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SITE UTILITY PLAN

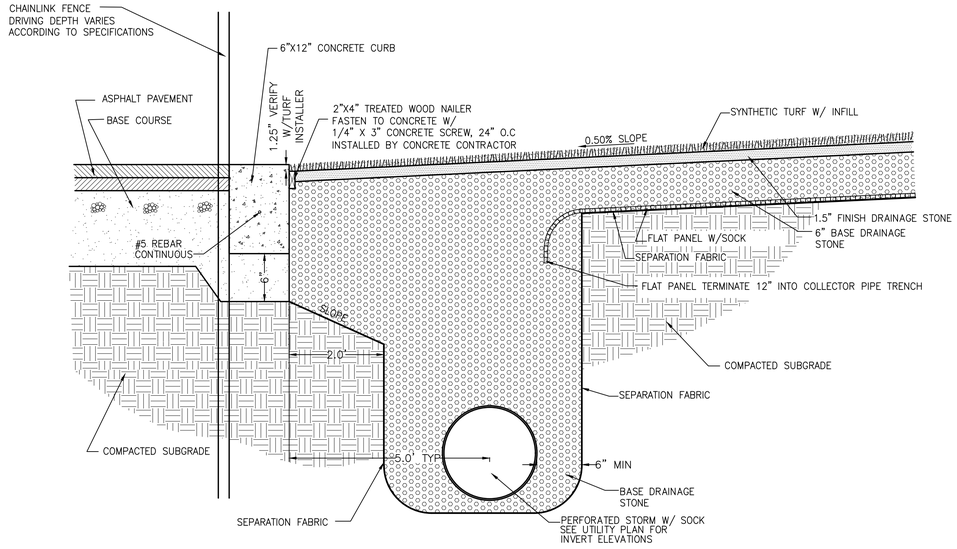
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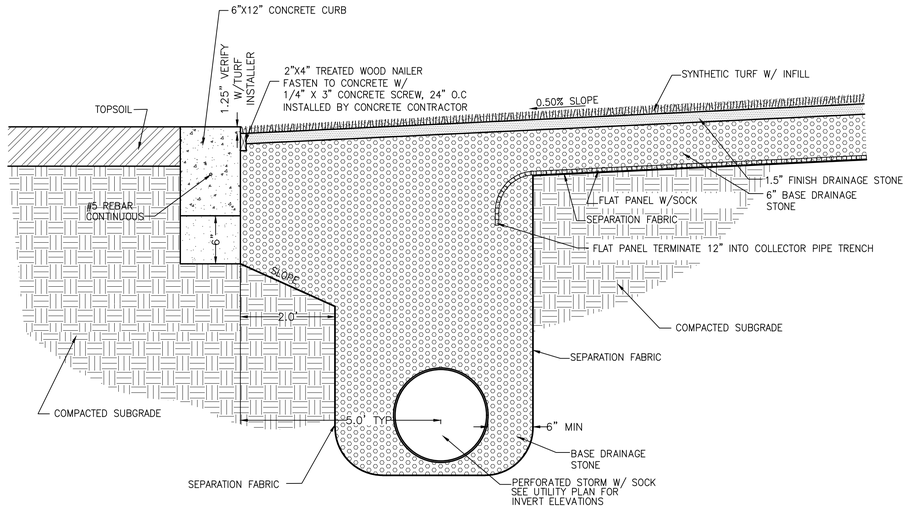
SHEET C5.0



NOTE: SAWCUT CURB EVERY 10' O.C TYP

SYNTHETIC TURF SUB-DRAINAGE/ STORM DRAINAGE CONNECTION ALONG PARKING LOT

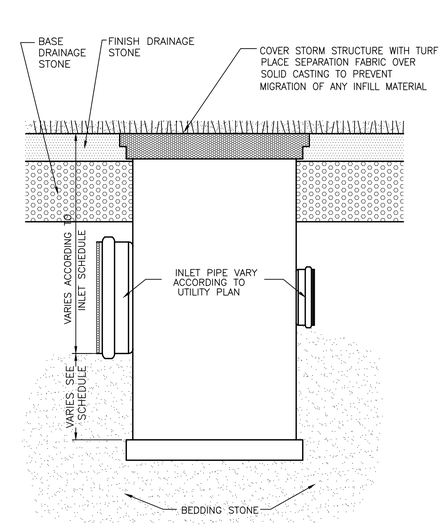
1 / C6.0



NOTE: SAWCUT CURB EVERY 10' O.C TYP

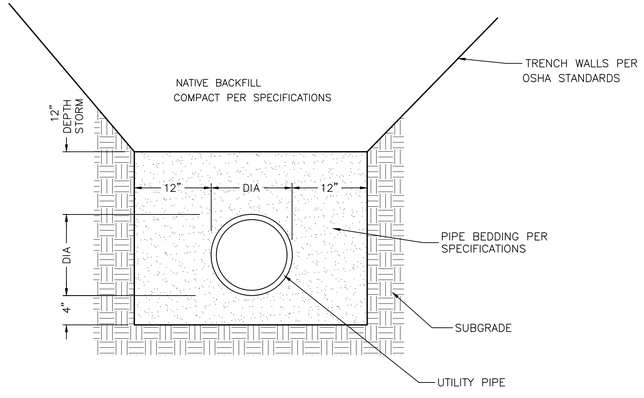
CONCRETE CONNECTION ALONG GRASS EDGE

2 / C6.0



MODULAR DRAIN BASIN IN TURF FIELD

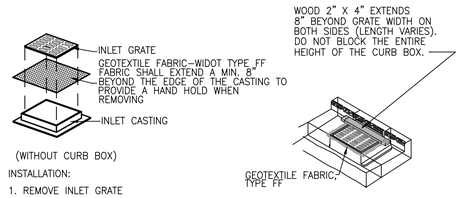
3 / C6.0



* SEE SPECIFICATIONS FOR INSTALLATION INFORMATION AS NEEDED

GENERAL PERIMETER PIPE BEDDING

4 / C6.0



INSTALLATION:

1. REMOVE INLET GRATE
2. PLACE FABRIC OVER THE TOP OF THE CASTING

MAINTENANCE:

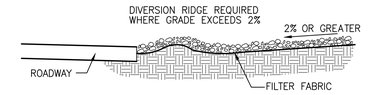
CLEAN AS NEEDED TO MAINTAIN FLOW. DO NOT CUT OR RIP FABRIC TO INCREASE FLOWS.
USE OF FABRIC WILL CREATE SHORT TERM PONDING OF WATER. DO NOT USE FABRIC
INLET PROTECTION IF ADJACENT BUILDINGS OR PROPERTIES MAY BE DAMAGED BY PONDING WATER.
ELEVATIONS ON SITE SHALL BE SUCH THAT ANY PONDED WATER WILL HAVE AN EMERGENCY
OVERFLOW POINT AWAY FROM AREAS THAT MAY BE DAMAGED BY FLOODING.

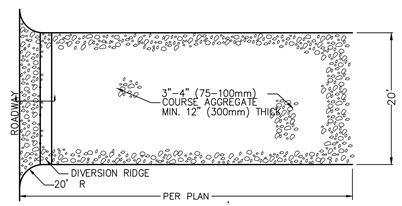
GENERAL NOTES:

USE ONLY THE FOLLOWING GEOTEXTILE FABRICS THAT ARE APPROVED BY THE WIDOT FOR USE AS INLET PROTECTION: a) LINQ INDUSTRIAL FABRICS – GTF 403 b) TC MIRAFI FILTERWEAVE 401. FOR INLET PROTECTION, TYPE C, WITH A CURB BOX, AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES.
INLET PROTECTION WITHIN THE PUBLIC ROADWAY SHOULD SET BELOW THE GRATE TO PREVENT DAMAGE FROM PLOWING OPERATIONS. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO INLET PROTECTION AS A RESULT OF THE NORMAL PLOWING OPERATIONS WITHIN THE PUBLIC RIGHT OF WAY.

INLET PROTECTION

5 / C6.0

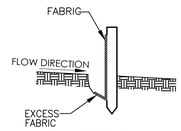




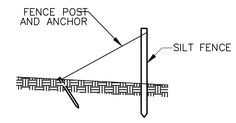
NOTES:
1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT–OF–WAYS. THIS MAY REQUIRE TOP DRESSING. REPAIR AND/OR CLEANOUT ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT–OF–WAY.

ROCK CONSTRUCTION ENTRANCE

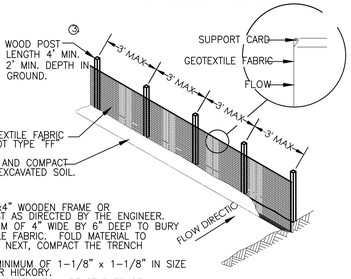
7 / C6.0



TRENCH DETAIL



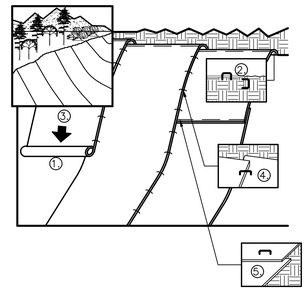
SILT FENCE TIE BACK
WHEN REQUIRED BY ENGINEER



NOTES:
1. HORIZONTAL BRACE WITH 2"x4" WOODEN FRAME OR EQUIVALENT AT TOP OF POST AS DIRECTED BY THE ENGINEER.
2. TRENCH SHALL BE A MINIMUM OF 4" WIDE BY 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL. NEXT, COMPACT THE TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM OF 1–1/8" x 1–1/8" IN SIZE AND BE MADE FROM OAK OR HICKORY.
4. ATTACH THE FABRIC TO THE POST WITH WIRE STAPLES OR WOODEN LATH AND NAILS.
5. WOOD POSTS SHALL MAINTAIN A 3' MAXIMUM SPACING WHEN USING STANDARD GEOTEXTILE FABRIC. WHEN WOVEN GEOTEXTILE FABRIC IS USED, THE WOOD POSTS MAY BE SPACED UP TO 8' APART.

SILT FENCE

6 / C6.0



GENERAL NOTES:
1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING CELL–O–SEED DO NOT SEED PREPARED AREA. CELL–O–SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" DEEP BY 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
3. ROLL THE BLANKETS DOWN THE SLOPE IN THE DIRECTION OF THE WATER FLOW.

EROSION CONTROL BLANKETS

8 / C6.0

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REVISIONS

CHECKED:	DLP
DRAWN:	DLP
DATE	06/08/2021
PROJECT NO.	21.030

SITE DETAILS

BAVARIAN SOCCER CLUB
HERITAGE PARK
GLENDALE
MILWAUKEE COUNTY, WI

Civil Engineering
Land Surveying
Landscape Architecture
4941 Kirschling Court
Stevens Point, WI 54481
715.344.9999 (PH) 715.344.9922 (FX)

POB Point of Beginning

SHEET C6.0

Erosion Control & Storm Water Management Maintenance/Operation Plan

For:

Bavarian Soccer Club
Synthetic Turf Field Development

PREPARED BY:

Point of Beginning

4941 KIRSCHLING COURT
STEVENS POINT, WI 54482
(715) 344-9999 ■ (715) 344-9922

POB Project Number: 21.030

Located in:

City of Glendale
Milwaukee County, Wisconsin

Dated:

June 15, 2021

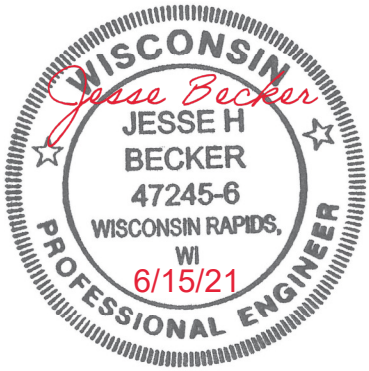


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Bavarian Soccer Club - Synthetic Turf Field Development
City of Glendale, Wisconsin
June 15, 2021

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Erosion Control & Storm Water Management
Maintenance/Operation Plan
Bavarian Soccer Club
Synthetic Turf Field Development
City of Glendale, WI

1.0 BACKGROUND & GENERAL INFORMATION

1.1 Introduction and Project Location

Point of Beginning, Inc. has been retained by the Bavarian United Soccer Club, to perform storm water management calculations and prepare a storm water management plan per NR216.47, NR151, and City of Glendale Title 6 for the proposed Bavarian Soccer Club - Synthetic Turf Field Development project. The proposed project is located at 700 W Lexington Blvd, Glendale, WI 53217. Being located in the southeast 1/4 of the northwest 1/4 of Section 32, Township 8 North, Range 22 East, City of Glendale, Milwaukee County, Wisconsin.

1.2 Project Contacts

Designation	Contact	Address	Phone Number
Land Owner & Developer *Bavarian Soccer Club*	Ryan Heckman	700 W Lexington Blvd, Glendale, WI 53217	414-232-1788
Stormwater Engineer *Point of Beginning*	Jesse Becker, PE	4941 Kirschling Ct Stevens Point WI 54481	(715) 344-9999
Person Responsible for SWMP Installation / Early Maintenance *Catalyst Construction*	Jeff Wheeler	833 E Michigan St, Suite 1000 Milwaukee WI 53202	(414) 303-1852

1.3 Project Description

The proposed project consists of redeveloping an existing natural grass athletic field into a synthetic turf field. A new storm sewer and drainage stone system will be installed beneath the field to provide storm water management (See Layout Plan in **Appendix A**).

1.4 Project Requirements

The project area includes approximately 1.9 acres of disturbed area. Since the disturbed area exceeds one acre, a Wisconsin Department of Natural Resources Water Resources Application for Project Permits (WRAPP per WDNR) is required to obtain construction site stormwater permit coverage.

The storm water management plan for this project is developed in accordance with the WDNR's Notice of Intent requirements, NR216.47/NR151.121, and City of Glendale Title 6 for redevelopment sites.

1.5 General Project Data

Soils

Soil mapping data from the Natural Resources Conservation Service was reviewed for this project. However, no digital data was available for this site. Therefore, to determine the site hydrologic soil group, the geotechnical data were reviewed. A geotechnical exploration was conducted by CGC, Inc. The geotechnical exploration found that the surface soils at the site consist primarily of fill material, primarily silty clay and clayey silt. These surface soils had relatively low moisture contents, therefore we believe that the silty clay and clayey silt soils encountered would be classified as hydrologic soil group C. The geotechnical data are attached in **Appendix B**.

Groundwater
During the geotechnical exploration, the groundwater table was encountered approximately 10' below the ground surface. The groundwater table is expected to remain below proposed excavation depths.

Wetlands
No wetlands or wetland indicators are located within 75' of the project limits.

Precipitation
The following precipitation rates from the NOAA Atlas 14 Point Precipitation Frequency Estimates: WI, have been utilized for storm water calculations:

$P_{2,24}$ = 2.64" $P_{100,24}$ = 6.06"

2.0 EXISTING DRAINAGE CONDITIONS

2.1 Existing Drainage Area

The existing site consists of one sub-basins (E1). Sub-basin E1 consists of existing grass soccer field area. Runoff from E1 drains offsite directly via overland flow. An existing drainage map can be found in **Appendix C.**

2.2 Existing Drainage Calculation Summary

Existing drainage calculations utilize TR-55 methodology and results for a 2 and 100-year, 24 hour design storm are included. Existing drainage calculations are provided in **Appendix C.**

2.3 Existing Off-Site Drainage

The potential for off-site storm water runoff draining onto the project site has been taken into consideration for the existing and proposed drainage evaluations. No off-site storm water runoff will drain to the proposed synthetic turf field field.

3.0 PROPOSED DRAINAGE CONDITIONS

3.1 Proposed Drainage Areas

The proposed site consists of one sub-basin (D1). Sub-basin D1 consists of synthetic turf area. Runoff from D1 is collected in the subgrade drainage stone system, which acts as a storage system (1P) for field runoff. This runoff is then slowly discharged off-site through the drainage system's perforated collector pipe. A proposed drainage area map is provided in **Appendix D.**

3.2 Post-Development Runoff Summary

Proposed drainage calculations utilize TR-55 methodology and results for a 2 and 100-year, 24-hour design storm have been attached. A proposed drainage area map and calculations are provided in **Appendix D.**

3.3 Proposed Detention Areas

One stormwater management practice is proposed. Pond 1P is a collector pipe and drainage stone storage system located beneath the proposed synthetic turf soccer field. This drainage system collects stormwater runoff from the proposed field, D1. The primary outlet for the proposed system is a 6" pipe with a cap and a 1.8" orifice installed to reduce runoff rates. See **Appendix D for** detention basin volume calculations.

4.0 POST-DEVELOPMENT PERFORMANCE STANDARDS

4.1 Total Suspended Solids

According to NR151.122, BMPs shall be designed in accordance with Table 1, or to the maximum extent practicable. For redevelopment projects Table 1 indicates that the total suspended solids load from parking areas and roads shall be reduced by 40 percent, based on an average annual rainfall, as compared to no runoff management controls. No parking area or roads are proposed. Therefore, NR151 total suspended solids removal requirements are not applicable to this project.

Per City of Glendale Title 6.5.7(d)(1), the Discharge Quality Management reguquirements shall be those listed in Chapter NR 151 Runoff, Subchapter III—Non-agricultural Performance Standards. Therefore, City of Glendale's TSS removal requirements are the same listed above and are therefore not applicable for this project.

4.2 Infiltration

According to NR151.124(3)(b)(3), redevelopment sites are exempt from infiltration requirements.

Per City of Glendale Title 6.5.7(g)(1), the infiltration Exception requirements shall be those listed in Chapter NR 151 Runoff, Subchapter III—Non-agricultural Performance Standards. Therefore, this redevelopment site is also exempt from the City of Glendale's infiltration requirements.

4.3 Peak Discharge

According to NR151.123(2)(b), redevelopment sites are exempt from peak runoff discharge rate requirements unless NR151.121(5) "maintenance of effort" applies. Since the overall development was built before 2004, maintenance of effort does not apply. Therefore, this project is exempt from the N151.123(1) peak discharge performance standard.

Per City of Glendale Title 6.5.7(c)(1), the discharge quantity management requirements shall be those listed in the current publication of Chapter 13 (Surface Water and Stormwater) of the Milwaukee Metropolitan Sewerage District (MMSD) rules. See below for MMSD's requirements.

MMSD 13.302(3)(a) requires that if any development project will add one-half acre or more of impervious surface, then a site development stormwater runoff management plan shall achieve either the allowable runoff release rate or the allowable runoff volume. The proposed project shall meet the allowable runoff release rate requirement, which is defined as follows:

> "Allowable runoff release rate" means a post-development peak outflow during the 1% probability (100-year) storm that is no more than 0.5 cubic feet per second multiplied by the area of the site in acres and a post-development peak outflow during the 50% probability (2-year) storm event that is no more than 0.15 cubic feet per second multiplied by the area of the site in acres.

In accordance with good engineering practice, and Point of Beginning policy, the project's pre-development and post-development peak runoff discharge rates have been calculated, and post-development runoff rates have been reduced or maintained compared to pre-development runoff rates for the 2, and 100-year, 24-hour storm events. See **Appendix D** for HydroCAD modeling routing diagrams, summaries, and node listings.

	Pre-Development (Link 1L)	MMSDAllowable Rate (1.63 ac)	Post-Development (Link 2L)
2-yr 24-hr Peak Flow	1.00 cfs	0.24 cfs	0.23 cfs
100-yr 24-hr Peak Flow	5.23 cfs	0.82 cfs	0.23 cfs

4.4 Protective Area

According to NR151.125(4)(a) and City of Glendale Title 6.5.7(k)(1), redevelopment sites are exempt from protective area requirements.

4.5 Summary

The modeling of this site shows that the requirements set by the Wisconsin Department of Natural Resources, the Milwaukee Metropolitan Sewerage District, and the City of Glendale for total suspended solids, peak discharge, and infiltration can all be met with the proposed design.

The Storm Water Management Plan shows basic compliance with accepted engineering practice in hydrology planning and design. The resulting development will function as a positive addition to the community while sustaining environmental benefits in storm water management and quality.

5.0 CONSTRUCTION SITE PERFORMANCE STANDARDS

5.1 Erosion Control

The purpose of this control plan is to provide guidelines that comply with the state and local requirements, as well as to make recommendations regarding erosion control and storm water management. The construction of this development is a critical phase in terms of storm water management and runoff control. Construction site erosion control will help minimize the impact of development, enhance and protect local environment, and protect the surrounding project area by applying best management practices for erosion control at construction sites. This work shall be planned and executed in accordance with the Wisconsin Department of Natural Resources Storm Water Management Technical Standards and/or accepted local engineering practice. The owner/developer will be responsible for erosion control during the process of construction. Silt fence, site vegetation, rock construction entrance, inlet protection and erosion mat will be utilized to keep sediment from leaving the construction site. **See Appendix E.**

5.2 Construction Site Erosion Control Measures

The following erosion control devices may be used on the project site at any time during the construction phases to ensure the compliance with NR 216 and local erosion control requirements, as applicable.

a) Silt Fence (WDNR 1056)

Continuous silt fencing will be required along all areas downstream of disturbed area, and around the base of all stockpiled material subject to sediment transportation during rain fall events (stockpiled topsoil, gravel base, etc.). The silt fencing will provide a siltation barrier between the disturbed area and any inlets and ultimately downstream water bodies. All silt fence shall be removed upon completion of the project or when disturbed areas have generated sufficient vegetation to prevent erosion and the threat of sediment reaching inlets and bodies of water.

b) Site Vegetation

Existing site vegetation outside of project limits shall be protected and maintained to the maximum extent practicable. Existing site vegetation within the project limits shall remain undisturbed until construction schedule warrants disturbance. For disturbed areas vegetation that resists erosion, maintains slow storm water velocities, and retains sediment from runoff shall be provided by the contractor. Temporary seeding may be required for disturbed areas that are subject to long periods of construction inactivity. Temporary vegetation is used when areas are disturbed and may remain unfinished long enough to allow vegetation to grow and assist with erosion control. Permanent vegetation is encouraged as soon as possible in the construction process.

c) Stone Tracking Pad (WDNR 1057)

Stone tracking pads will be constructed at all entrances to the construction site to minimize sediment tracking onto existing streets. A minimum of one construction entrance is required for the project site. Tracking pads are temporary and will be removed or much of the aggregate will be removed before the site is completed.

d) Non-channel Erosion Mat (WDNR 1052)

The purpose of this practice is to protect the soil surface from the erosive effect of rainfall and prevent sheet erosion during the establishment of grass or other vegetation, and to reduce soil moisture loss due to evaporation. This practice applies to both Erosion Control Re-vegetative Mats (ECRM) and Turf-Reinforcement Mats (TRM).

1. CLASS I: A short-term duration (minimum of 6 months), light duty, organic mat with photodegradable plastic or biodegradable netting.

a. Type A – Use on erodible slopes 2.5:1 or flatter.

b. Type B – Double netted product for use on erodible slopes 2:1 or flatter.

e) Inlet Protection (WDNR 1060)

Inlet protection will be placed at all inlets to minimize sediment from entering storm drainage systems in area where the contributing drainage area is temporarily disturbed. Runoff shall be routed through a properly designed sediment trapping or settling practice upstream of the inlet. The appropriate type of inlet protection shall be installed prior to drain, drop, or curb inlet receiving runoff and maintained until the contributing drainage area is stabilized with appropriate vegetation or impervious surface.

5.3 Operation and Maintenance, Short-term

The OWNER of this project, located in the City of Glendale, Milwaukee County, Wisconsin, is directly responsible for implementation and maintenance of the construction site erosion control measures.

The Contractor shall conduct the following inspections:
- Weekly inspections of implemented erosion and sediment controls.
- Inspections of erosion and sediment controls within 24 hours after precipitation event 0.5 inches or greater which results in runoff during active construction periods.

The Contractor shall maintain weekly written reports of all inspections that include:
- The date, time, and exact place of the inspection.
- The name of the individual who performed the inspection.
- An assessment of the condition of erosion and sediment controls.
- A description of any erosion and sediment control implementation and maintenance performed.
- A description of the present phase of construction at the site.

Repairs shall be made immediately, as required, to maintain effectiveness, until permanent vegetation is established. All repairs to erosion control devices shall be documented on the Wisconsin Department of Natural Resources Construction Site Inspection Report (Form 3400-187). A copy of Form 3400-187 can be found in **Appendix F**.

5.4 Operation and Maintenance, Long-term

The OWNER of this project, located in the City of Glendale, Milwaukee County, Wisconsin, is directly responsible for the operation, inspection, and maintenance of all storm water facilities located within the project site, as described below.

- Storm Sewer:
  Inspection: Accumulation of sediment and/or debris within endwall structure and storm sewer pipe. Look for damage to pipe and endwall structure.
  Maintenance: Remove accumulated sediment and/or debris within the pipe and endwall structure. Repair damage to pipe or endwall structure. If the damage is un-repairable then the pipe and/or endwall structure shall be replaced.
- Catch Basins, Storm Sewer, and Outfall:
  Inspection: Accumulation of sediment and/or debris within catch basin, storm sewer pipe, and/or outfall. Look for damage to pipe, catch basin structure, and outfall.
  Maintenance: Remove accumulated sediment and/or debris within the pipe, sump below catch basin, and/or within or near outfall. Repair damaged to pipe, catch basin, and/or outfall. If the damage is un-repairable then the pipe, catch basin, and/or outfall shall be replaced.

The aforementioned inspection and maintenance schedule shall be performed after any rainfall event exceeding one inch of rainfall, and at a minimum semi-annually in early spring and fall.

All inspections and maintenance shall be documented and the OWNER shall keep all inspection and maintenance reporting/records onsite and available upon request of the Municipality and/or Wisconsin Department of Natural Resources.

6.0 SUMMARY

6.1 General

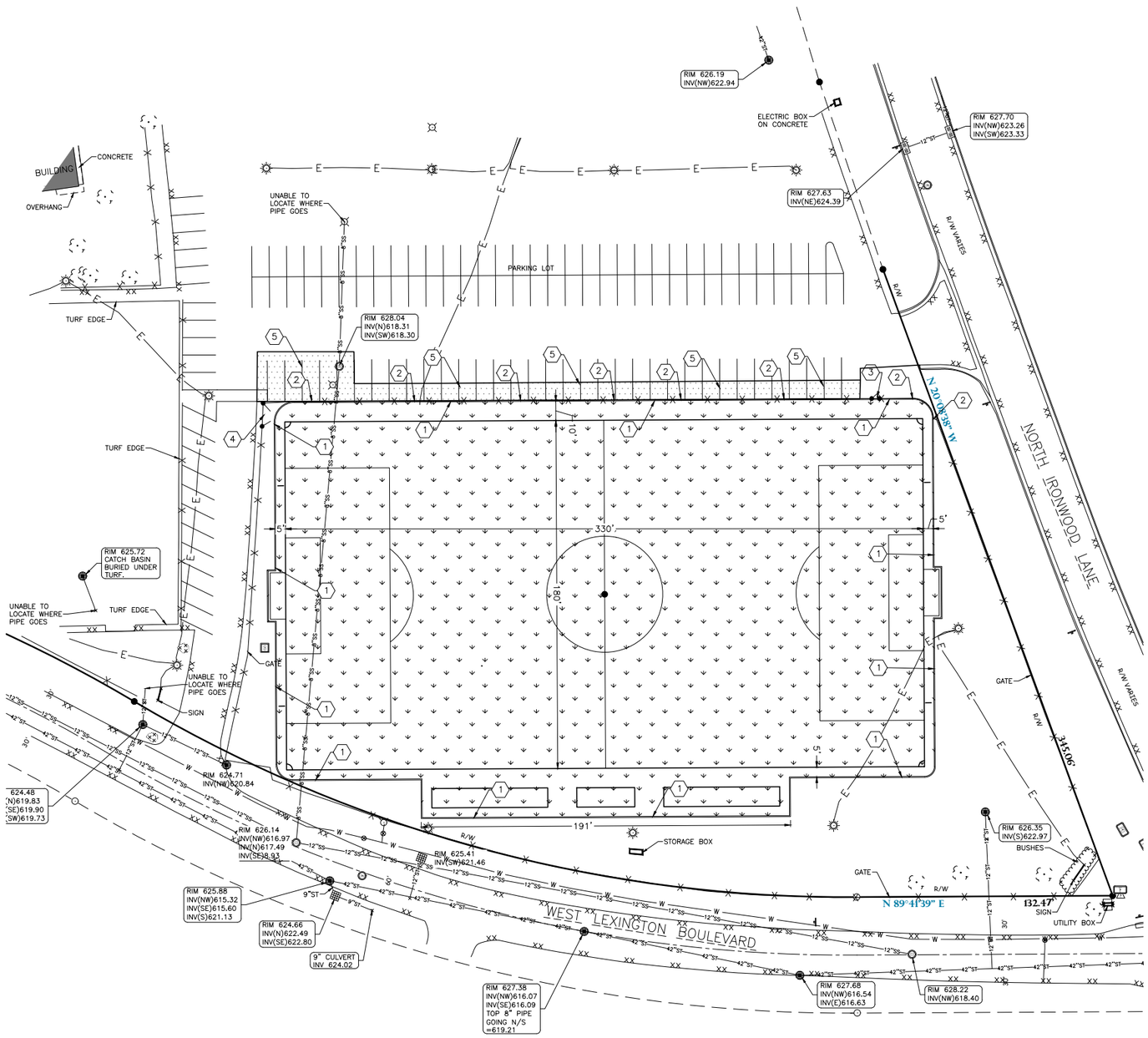
The proposed development as outlined above meets all applicable Wisconsin Department of Natural Resources and City of Glendale storm water regulations.

For the temporary construction site scenario, sediment transport from this site to adjacent properties will be reduced by the erosion control devices and conservation practice standards.

This plan meets state storm water requirements and provides an environmentally sound and practical solution for the future storm water runoff generated from the development of this site.

APPENDIX A

Proposed Layout Plan



CURVE DATA TABLE					
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

0' 30' 60'
1" = 30'

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GENERAL NOTES:

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. ALL REQUIRED EROSION CONTROL MEASURES ARE TO BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH LOCAL MUNICIPAL AND DEPARTMENT OF NATURAL RESOURCES REGULATIONS.
3. SEE EROSION CONTROL PLAN FOR ALL REQUIRED EROSION CONTROL ELEMENTS.
4. ANY EXISTING UTILITIES NOT SHOWN ON THIS DOCUMENT WHICH NEED TO BE REMOVED, RELOCATED AND OR ADJUSTED SHALL BE COORDINATED WITH PROPER UTILITY COMPANY.
5. VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
6. ALL BIDDERS SHALL VISIT THE SITE AND REVIEW EXISTING CONDITIONS PRIOR TO SUBMITTING A BID.
7. PRIOR TO THE START OF WORK VERIFY WITH THE LOCAL AUTHORITIES THAT ALL REQUIRED PERMITS HAVE BEEN ACQUIRED.
8. COORDINATE CONSTRUCTION IN THE RIGHT OF WAY WITH THE LOCAL AUTHORITIES.
9. PROVIDE PROPER BARRICADES, SIGNS AND TRAFFIC CONTROL TO MAINTAIN THRU TRAFFIC ALONG ADJACENT STREETS IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS.
10. SIDEWALK JOINTS TO BE AS INDICATED OR AS APPROVED BY CONSTRUCTION MANAGER.
11. ALL SAWCUTS SHALL BE AT AN EXISTING JOINT IN THE CURB AND PAVEMENT.
12. ALL GENERAL LANDSCAPE AREAS SHALL BE SEEDED/FERTILIZED/CRIMP HAY MULCHED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
13. EACH CONTRACTOR SHALL PROVIDE OWN PRIVATE UTILITY LOCATE AS NEEDED.

SURFACE HATCH PATTERNS:

PROPOSED 2" SYNTHETIC TURF
1.5" FINISH STONE/
6" BASE STONE W/ GEOTEXTILE FABRIC — 1 C6.0, 2 C6.0

PROPOSED 3.5" ASPHALT OVER
12" DENSE GRADE BASE COURSE

KEYNOTES:

1. 6"x12" CONCRETE CURB W/ TREATED 2"x4" WOOD NAILER — 1 C6.0, 2 C6.0
2. 6'H NEW CHAINLINK FENCE
3. 4'W PEDESTRIAN GATE
4. 12'W DOUBLE SERVICE SWING GATE
5. RESTRIPE STALLS AS NEEDED

UTILITY DISCLAIMER:

THE LOCATIONS, SIZES, AND TYPES OF UNDERGROUND PUBLIC AND PRIVATE UTILITIES OR SUBSTRUCTURES SHOW HEREON WERE OBTAINED FROM VISUAL INSPECTION, FIELD MEASUREMENTS, AND/OR AS-BUILT PLANS. SANITARY SEWER AND STORM SEWER PIPE SIZES, INVERTS, DIRECTION, AND LOCATIONS BETWEEN MANHOLES ARE SUPPLEMENTED BY AS-BUILT PLANS AND/OR ESTIMATED BASED ON FIELD OBSERVATIONS. PRIOR TO CONSTRUCTION IN THE VICINITY OF ANY UTILITIES SHOWN HEREON, IT IS RECOMMENDED THAT THE LOCATIONS, DEPTHS, AND SIZES BE FIELD VERIFIED. THE LOCATIONS SHOWN HEREON ARE ONLY APPROXIMATE, WITH POSSIBILITY THAT ADDITIONAL UTILITY LINES NOT DISCOVERED, OR MARKED, DURING THE SEARCH OF RECORDS AND THE FIELD SURVEY MAY EXIST. ANY CONTRACTOR USING THE INFORMATION SHOWN HEREON IS HEREBY FOREWARNED THAT ANY EXCAVATION UPON THIS SITE MAY RESULT IN THE DISCOVERY OF ADDITIONAL UNDERGROUND UTILITIES NOT SHOWN HEREON. IN GENERAL, UNDERGROUND UTILITY LOCATIONS ARE SHOWN FROM UTILITY MARKINGS, BY OTHERS, AND/OR AS-BUILT PLANS, PROVIDED BY OTHERS. POINT OF BEGINNING MAKES NO WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, WITH RESPECT TO THE EXISTING UTILITIES SHOWN HEREON, AND BELIEVES THAT THE INFORMATION CONTAINED HEREIN IS RELIABLE AND GENERALLY ACCURATE FOR THE PURPOSE INTENDED.

REVISIONS

CHECKED:	DLP
DRAWN:	DLP
DATE	06/08/2021
PROJECT NO.	21.030

SITE LAYOUT PLAN

BAVARIAN SOCCER CLUB
HERITAGE PARK
GLENDALE
MILWAUKEE COUNTY, WI

Civil Engineering
Land Surveying
Landscape Architecture

4941 Kirschling Court
Stevens Point, WI 54481
715.344.9999 (PH) 715.344.9922 (FX)

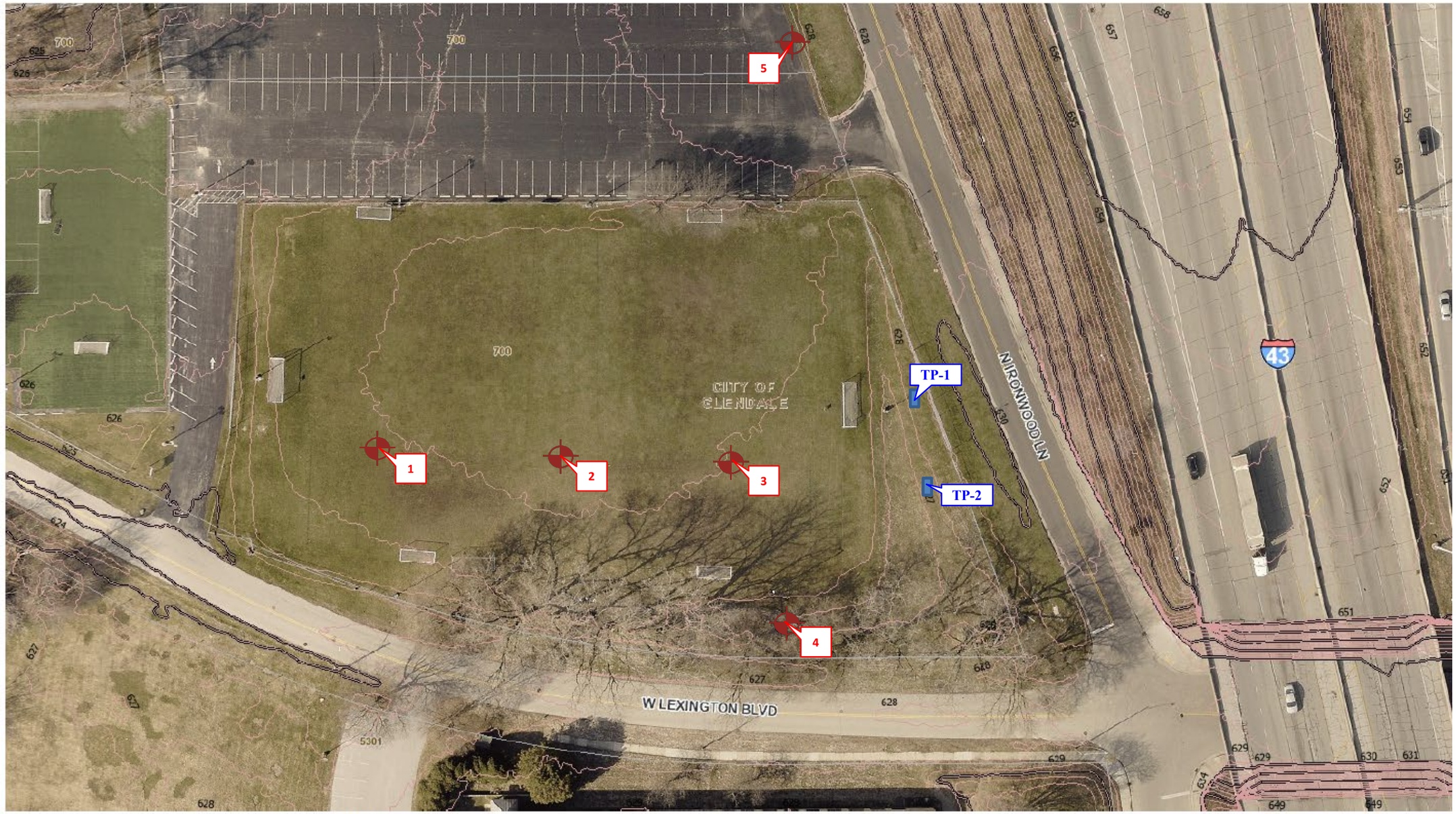
POB Point of Beginning

SHEET C2.0

APPENDIX B

Geotechnical Data

MILWAUKEE COUNTY INTERACTIVE MAPPING SERVICE



100 0 50 100 Feet

NAD_1983_2011_StatePlane_Wisconsin_South_FIPS_4803_Ft_US

© MCAMLIS

1: 600

THIS MAP IS NOT TO BE USED FOR NAVIGATION

DISCLAIMER: This map is a user generated static output from the Milwaukee County Land Information Office Interactive Mapping Service website.The contents herein are for reference purposes only and may or may not be accurate, current or otherwise reliable. No liability is assumed for the data delineated herein either expressed or implied by Milwaukee County or its employees.

Notes

Bavarian Soccer Club

Legend

TP-x Denotes approximate exploratory test pit locations and numbers.

x Denotes approximate soil boring locations and numbers.

Notes

1. Test pits excavated by R&W Trucking on May 26, 2021
2. Soil borings drilled by J&J Soil Testing Ltd. on June 4, 20201.
3. Map developed from *2020 Aerial Photograph* obtained from the Milwaukee County Interactive Mapping Services website.

Date: May, 2021 **Job No.** CM21111	CGC, Inc.	**SOIL BORING & TEST PIT LOCATION MAP** **Bavarian Soccer Club** **700 W. Lexington Boulevard** **Glendale, Wisconsin**

PRELIMINARY

CGC Inc.

LOG OF TEST BORING

Project **Bavarian Soccer Club - Heritage Field**
700 W. Lexington Boulevard
Location **Glendale, Wisconsin**

Boring No. **1**
Surface Elevation (ft) **628.7±**
Job No. **CM21111**
Sheet **1** of **1**

336 S. Curtis Rd, West Allis, WI 53214 (414) 443-2000, FAX (414) 443-2099

SAMPLE No.	TYPE	Rec (in.)	Moist	N	Depth (ft)	VISUAL CLASSIFICATION and Remarks	qu (qa) (tsf)	W	LL	PL	LOI
						FILL: 12" Topsoil (Dark Brown Silty Clay with Organics)					
1		18	M	12		FILL: Brown and Dark Brown Lean Clay, Little Sand, Trace Fine to Coarse Gravel, Trace Black Organic Silt Lenses	(4.0-4.5+)	14.3			
						FILL: Black Fine to Coarse Sand and Gravel with Slag Fragments (Probable Foundry Sand)					
2		12	M	10							
					5						
						Loose, Brown Mottled Sandy SILT; Trace Clay and Gravel (ML)					
3		18	M	9							
						Loose, Brown Silty Fine to Medium SAND (SM)					
4		18	M/W	6							
					10	End of Boring at 10 ft Backfilled with Bentonite Chips					
					15						
					20						

WATER LEVEL OBSERVATIONS

While Drilling ▽ **10.0'±** Upon Completion of Drilling **NW**
Time After Drilling
Depth to Water ▼
Depth to Cave in

The stratification lines represent the approximate boundary between soil types and the transition may be gradual.

GENERAL NOTES

Start **6/4/21** End **6/4/21**
Driller **J&J** Chief **JP** Rig **CME-45**
Logger **JP** Editor **PJG**
Drill Method **2.25" HSA**

PRELIMINARY

CGC Inc.

LOG OF TEST BORING

Project **Bavarian Soccer Club - Heritage Field**
700 W. Lexington Boulevard
Location **Glendale, Wisconsin**

Boring No. **2**
Surface Elevation (ft) **629.2±**
Job No. **CM21111**
Sheet **1** of **1**

336 S. Curtis Rd, West Allis, WI 53214 (414) 443-2000, FAX (414) 443-2099

SAMPLE No.	TYPE	Rec (in.)	Moist	N	Depth (ft)	VISUAL CLASSIFICATION and Remarks	SOIL PROPERTIES qu (qa) (tsf)	W	LL	PL	LOI
						FILL: 9" Topsoil (Dark Brown Silty Clay with Organics)					
1		18	M	10		FILL: Brown and Dark Brown Lean Clay, Little Fine Sand, Trace Fine to Coarse Gravel, Some Black Organic Silt Lenses, Few Brown Silt Seams/Layers	(4.5+)	17.5			
2		15	M	5							
					5	FILL: Dark Brown to Black Silty Fine to Coarse Sand with Slag Fragments (Probable Foundry Sand)					
3		5	M	4							
						Stiff, Brown and Dark Brown (Mottled) Lean CLAY; Trace Sand and Gravel (CL)					
4		12	VM	7			(1.5)	31.1			
					10	End of Boring at 10 ft Backfilled with Bentonite Chips					
					15						
					20						

WATER LEVEL OBSERVATIONS

While Drilling ▽ **NW** Upon Completion of Drilling **NW**
Time After Drilling
Depth to Water ▼
Depth to Cave in

The stratification lines represent the approximate boundary between soil types and the transition may be gradual.

GENERAL NOTES

Start **6/4/21** End **6/4/21**
Driller **J&J** Chief **JP** Rig **CME-45**
Logger **JP** Editor **PJG**
Drill Method **2.25" HSA**

PRELIMINARY

CGC Inc.

LOG OF TEST BORING

Project **Bavarian Soccer Club - Heritage Field**
700 W. Lexington Boulevard
Location **Glendale, Wisconsin**

Boring No. **3**
Surface Elevation (ft) **628.9±**
Job No. **CM21111**
Sheet **1** of **1**

336 S. Curtis Rd, West Allis, WI 53214 (414) 443-2000, FAX (414) 443-2099

SAMPLE					VISUAL CLASSIFICATION and Remarks	SOIL PROPERTIES				
No.	Type	Rec (in.)	Moist	N	Depth (ft)		qu (qa) (tsf)	W	LL	PL	LOI
						FILL: 17" Topsoil (Dark Brown Silty Clay with Organics)					
1A/B		18	M	10		FILL: Brown and Dark Brown Silty Clay with Light Brown Silt Lenses, Trace Sand and Gavel	(4.5+)	15.5			
2		12	M	4		FILL: Dark Brown and Black Silty Fine to Coarse Sand with Slag Fragments (Probable Foundry Sand)					
					5						
3		10	M	2							
4		8	M	5		Medium Stiff, Dark Brown Gray Organic CLAY; Trace Sand and Gravel (OL)	(0.75)	54.4			
					10	End of Boring at 10 ft Backfilled with Bentonite Chips					
					15						
					20						

WATER LEVEL OBSERVATIONS

While Drilling ▽	NW	Upon Completion of Drilling	NW	
Time After Drilling				
Depth to Water				▼
Depth to Cave in				

The stratification lines represent the approximate boundary between soil types and the transition may be gradual.

GENERAL NOTES

Start **6/4/21** End **6/4/21**
Driller **J&J** Chief **JP** Rig **CME-45**
Logger **JP** Editor **PJG**
Drill Method **2.25" HSA**

PRELIMINARY

CGC Inc.

LOG OF TEST BORING

Project **Bavarian Soccer Club - Heritage Field**
700 W. Lexington Boulevard
Location **Glendale, Wisconsin**

Boring No. **4**
Surface Elevation (ft) **627.2±**
Job No. **CM21111**
Sheet **1** of **1**

336 S. Curtis Rd, West Allis, WI 53214 (414) 443-2000, FAX (414) 443-2099

SAMPLE No.	TYPE	Rec (in.)	Moist	N	Depth (ft)	VISUAL CLASSIFICATION and Remarks	SOIL PROPERTIES qu (qa) (tsf)	W	LL	PL	LOI
					0	FILL: 12" Topsoil (Dark Brown Silty Clay with Organics, Trace Gravel, Glass, Cinders					
1		13	M	6		FILL: Dark Brown and Black Silty Fine to Coarse Sand with Slag Fragments (Probable Foundry Sand)		27.7			
2		9	M	1							
					5						
3		8	W/M	7		Stiff, Dark Gray and Brown Mottled Organic CLAY; Little to Some Organics, Trace Sand and Gravel (OL) (Possible Buried Topsoil)	(1.25)	45.2			
						Very Soft to Soft, Gray Lean CLAY; Trace Shell Fragments, Little to Some Organics (CL-OL)					
4		10	M	2			(0.25)	36.6			
					10	End of Boring at 10 ft Backfilled with Bentonite Chips					
					15						
					20						

WATER LEVEL OBSERVATIONS

While Drilling ▽ **5.5' ±** Upon Completion of Drilling **--**
Time After Drilling **(perched)**
Depth to Water
Depth to Cave in

The stratification lines represent the approximate boundary between soil types and the transition may be gradual.

GENERAL NOTES

Start **6/4/21** End **6/4/21**
Driller **J&J** Chief **JP** Rig **CME-45**
Logger **JP** Editor **PJG**
Drill Method **2.25" HSA**

PRELIMINARY

CGC Inc.

LOG OF TEST BORING

Project **Bavarian Soccer Club - Heritage Field**
700 W. Lexington Boulevard
Location **Glendale, Wisconsin**

Boring No. **5**
Surface Elevation (ft) **628±**
Job No. **CM21111**
Sheet **1** of **1**

336 S. Curtis Rd, West Allis, WI 53214 (414) 443-2000, FAX (414) 443-2099

SAMPLE No.	TYPE	Rec (in.)	Moist	N	Depth (ft)	VISUAL CLASSIFICATION and Remarks	SOIL PROPERTIES qu (qa) (tsf)	W	LL	PL	LOI
						4" ASPHALT / 4" BASE COURSE (Gray Dense Aggregate)					
1		12	M	24		FILL: Brown and Dark Brown Lean Clay, Little Sand, Trace Gravel		11.6			
						FILL: Dark Brown and Black Silty Fine to Coarse Sand with Slag Fragments (Probable Foundry Sand)					
2		18	M	4							
					5						
3		18	M	5		Soft to Medium Stiff, Black Organic CLAY (OL) (Possible Buried Topsoil)	(0.5)	49.0			
						Very Loose, Gray Organic SILT; Trace Shells, Few Gray Fine to Medium Lenses (OL)					
4		0	M	2	▽						
					10	End of Boring at 10 ft Backfilled with Bentonite Chips					
					15						
					20						

WATER LEVEL OBSERVATIONS

While Drilling ▽ **9.0'±** Upon Completion of Drilling **--**
Time After Drilling
Depth to Water ▼
Depth to Cave in

The stratification lines represent the approximate boundary between soil types and the transition may be gradual.

GENERAL NOTES

Start **6/4/21** End **6/4/21**
Driller **J&J** Chief **JP** Rig **CME-45**
Logger **JP** Editor **PJG**
Drill Method **2.25"HSA**

CGC, Inc.

Madison - Milwaukee

UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART

COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)			
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravels (Less than 5% fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
	Gravels with fines (More than 12% fines)	GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sands (Less than 5% fines)	SW	Well-graded sands, gravelly sands, little or no fines
		SP	Poorly graded sands, gravelly sands, little or no fines
	Sands with fines (More than 12% fines)	SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)			
SILTS AND CLAYS Liquid limit less than 50%		ML	Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
SILTS AND CLAYS Liquid limit 50% or greater		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils

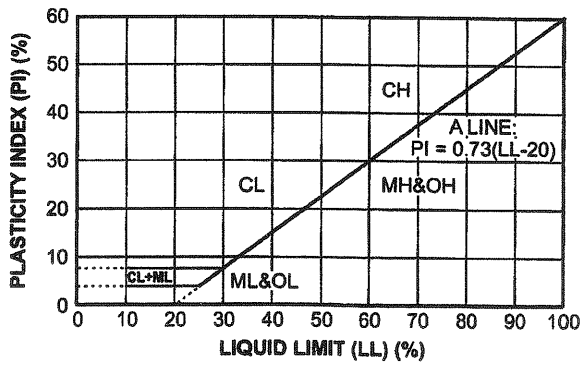
LABORATORY CLASSIFICATION CRITERIA

GW	$C_u = \frac{D_{60}}{D_{10}}$ greater than 4; $C_c = \frac{D_{30}}{D_{10} \times D_{60}}$ between 1 and 3	
GP	Not meeting all gradation requirements for GW	
GM	Atterberg limits below "A" line or P.I. less than 4	Above "A" line with P.I. between 4 and 7 are borderline cases requiring use of dual symbols
GC	Atterberg limits above "A" line with P.I. greater than 7	
SW	$C_u = \frac{D_{60}}{D_{10}}$ greater than 4; $C_c = \frac{D_{30}}{D_{10} \times D_{60}}$ between 1 and 3	
SP	Not meeting all gradation requirements for GW	
SM	Atterberg limits below "A" line or P.I. less than 4	Limits plotting in shaded zone with P.I. between 4 and 7 are borderline cases requiring use of dual symbols.
SC	Atterberg limits above "A" line with P.I. greater than 7	

Determine percentages of sand and gravel from grain-size curve. Depending on percentage of fines (fraction smaller than No. 200 sieve size), coarse-grained soils are classified as follows:

Less than 5 percent ..... GW, GP, SW, SP
More than 12 percent ..... GM, GC, SM, SC
5 to 12 percent ..... Borderline cases requiring dual symbols

PLASTICITY CHART



CGC, Inc.

LOG OF TEST BORING

General Notes

Descriptive Soil Classification

GRAIN SIZE TERMINOLOGY

Soil Fraction	Particle Size	U.S. Standard Sieve Size
Boulders	Larger than 12"	Larger than 12"
Cobbles	3" to 12"	3" to 12"
Gravel: Coarse	3/4" to 3"	3/4" to 3"
Fine	4.76 mm to 3/4"	#4 to 3/4"
Sand: Coarse	2.00 mm to 4.76 mm	#10 to #4
Medium	0.42 to mm to 2.00 mm	#40 to #10
Fine	0.074 mm to 0.42 mm	#200 to #40
Silt	0.005 mm to 0.074 mm	Smaller than #200
Clay	Smaller than 0.005 mm	Smaller than #200

Plasticity characteristics differentiate between silt and clay.

GENERAL TERMINOLOGY

Physical Characteristics
Color, moisture, grain shape, fineness, etc.,
Major Constituents
Clay, silt, sand, gravel
Structure
Laminated, varved, fibrous, stratified, cemented, fissured, etc.
Geologic Origin
Glacial, alluvial, eolian, residual, etc.

RELATIVE DENSITY

Term	"N" Value
Very Loose	0-4
Loose	4-10
Medium Dense	10-30
Dense	30-50
Very Dense	Over 50

RELATIVE PROPORTIONS OF OF COHESIONLESS SOILS

Proportional Term	Defining Range by Percentage of Weight
Trace	0%-5%
Little	5%-12%
Some	12%-35%
And	35%-50%

CONSISTENCY

Term	q_u-tons/sq. ft.
Very Soft	0.0 to 0.25
Soft	0.25 to 0.50
Medium	0.50 to 1.0
Stiff	1.0 to 2.0
Very Stiff	2.0 to 4.0
Hard	Over 4.0

ORGANIC CONTENT BY COMBUSTION METHOD

Soil Description	Loss on Ignition
Non Organic	Less than 4%
Organic Silt/Clay	4-12%
Sedimentary Peat	12-50%
Fibrous and Woody Peat	More than 50%

PLASTICITY

Term	Plastic Index
None to Slight	0-4
Slight	5-7
Medium	8-22
High to Very High	Over 22

The penetration resistance, N, is the summation of the number of blows required to effect two successive 6" penetrations of the 2" split-barrel sampler. The sampler is driven with a 140 lb. weight falling 30" and is seated to a depth of 6" before commencing the standard penetration test.

SYMBOLS

DRILLING AND SAMPLING

CS--Continuous Sampling
RC--Rock Coring: Size AW, BW, NW, 2"W
RQD--Rock Quality Designator
RB--Rock Bit
FT--Fish Tail
DC--Drove Casing
C--Casing: Size 2 1/2", NW, 4", HW
CW--Clear Water
DM--Drilling Mud
HSA--Hollow Stem Auger
FA--Flight Auger
HA--Hand Auger
COA--Clean-Out Auger
SS--2" Diameter Split-Barrel Sample
2ST--2" Diameter Thin-Walled Tube Sample
3ST--3" Diameter Thin-Walled Tube Sample
PT--3" Diameter Piston Tube Sample
AS--Auger Sample
WS--Wash Sample
PTS--Peat Sample
PS--Pitcher Sample
NR--No Recovery
S--Sounding
PMT--Borehole Pressuremeter Test
VS--Vane Shear Test
WPT--Water Pressure Test

LABORATORY TESTS

q_a--Penetrometer Reading, tons/sq. ft.
q_u--Unconfined Strength, tons/sq. ft.
W--Moisture Content, %
LL--Liquid Limit, %
PL--Plastic Limit, %
SL--Shrinkage Limit, %
LI--Loss on Ignition, %
D--Dry Unit Weight, lbs/cu. ft.
pH--Measure of Soil Alkalinity or Acidity
FS--Free Swell, %

WATER LEVEL MEASUREMENT

∇ --Water Level at time shown
NW--No Water Encountered
WD--While Drilling
BCR--Before Casing Removal
ACR--After Casing Removal
CW--Caved and Wet
CM--Caved and Moist

Note: Water level measurements shown on the boring logs represent conditions at the time indicated and may not reflect static levels, especially in cohesive soils.

PRELIMINARY

CGC Inc.

LOG OF TEST PIT

Project **Bavarian Soccer Club - Heritage Field**
700 W. Lexington Boulevard
Location **Glendale, Wisconsin**

Pit No. **TP-1**
Surface Elevation (ft) **628.3±**
Job No. **CM21111**
Sheet **1** of **1**

336 S. Curtis Rd., West Allis, WI 53214 (414) 443-2000, FAX (414) 443-2099

SAMPLE						VISUAL CLASSIFICATION and Remarks	SOIL PROPERTIES				
No.	TYPE	Rec (in.)	Moist	N	Depth (ft)		qu (qa) (tsf)	W	LL	PL	H.P.s (in.)
1			M			FILL: 11" Topsoil (Dark Brown Organic Clayey Silt)					
2			M			FILL: Brown Clayey Silt with Fine to Coarse Sand and Gravel					
3			M			FILL: Dark Brown Silty Sand, Little Organic Content, Trace Glass Fragments (Possible Foundry Sand)					
4			M								
5			M			FILL: Brown Gray Fine to Coarse Sand and Gravel					
6			M			FILL: Black Silty Fine to Coarse Sand and Gravel with Slag Fragments (Probable Foundry Sand)					
					5						
7			M			FILL: Dark Brown and Orange Brown Silty Fine to Coarse Sand with Slag Fragments and Miscellaneous Debris (Glass, Metal, Wood, Concrete,Metal Sign, etc.) (Probable Foundry Sand)					
					▼ 10						
8			W			Light Brown Gray and Orange Brown Mottled Silty CLAY; Some Fine Sand (CL)					
9			W			Light Brown Silty Fine SAND (SM)					
10			W			Brown Gray Fine to Coarse SAND; Trace Silt (SW)					
11			W			Brown Gray Silty Fine to Medium SAND (SM)					
					15	End of Excavation at 15± ft					
					20						

WATER LEVEL OBSERVATIONS

While Excavating ▽	**10.0'±**	Upon Completion of Drilling		**10.0'±**
Time After Excavating				
Depth to Water				▼
Depth to Cave in				

The stratification lines represent the approximate boundary between soil types and the transition may be gradual.

GENERAL NOTES

Start **5/26/21** End **5/26/21**
Driller Chief
Logger **PJG** Editor **PJG**
Equip. Used: **R&W Backhoe**

PRELIMINARY

CGC Inc.

LOG OF TEST PIT

Project **Bavarian Soccer Club - Heritage Field**
700 W. Lexington Boulevard
Location **Glendale, Wisconsin**

Pit No. **TP-2**
Surface Elevation (ft) **627.4**
Job No. **CM21111**
Sheet **1** of **1**

336 S. Curtis Rd., West Allis, WI 53214 (414) 443-2000, FAX (414) 443-2099

SAMPLE						VISUAL CLASSIFICATION and Remarks	SOIL PROPERTIES				
No.	TYPE	Rec (in.)	Moist	N	Depth (ft)		qu (qa) (tsf)	W	LL	PL	H.P.s (in.)
1			M			FILL: 9" Topsoil (Dark Brown Organic Clayey Silt)					
2			M			FILL: Brown Sandy Silt with Gravel					
3			M			FILL: Brown and Dark Brown Silty Fine to Coarse Sand and Gravel with Slag Fragments and Miscellaneous Debris (Wood, Glass, Bottles, Metal, Brick, Concrete, etc.) (Probable Foundry Sand)					
4			M								
5			M		5						
6			M								
7			M			Brown Gray and Orange Brown Mottled Silty CLAY; Trace Sand and Gravel (CL)					
8			W			Gray Sandy Silty CLAY; Trace Gravel (CL)					
9			W		10	Gray Silty Fine to Medium SAND; Trace Gravel (SM)					
10			W			Gray Fine to Coarse SAND & GRAVEL; Little to Some Silt (SW & GW)					
11			W								
					15	End of Excavation at 15± ft					
					20						

WATER LEVEL OBSERVATIONS

While Excavating ▽ **9.0'±** Upon Completion of Drilling **9.0'±**
Time After Excavating
Depth to Water ▼
Depth to Cave in

The stratification lines represent the approximate boundary between soil types and the transition may be gradual.

GENERAL NOTES

Start **5/26/21** End **5/26/21**
Driller Chief
Logger **PJG** Editor **PJG**
Equip. Used: **R&W Backhoe**

CGC, Inc.

Madison - Milwaukee

UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART

COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)			
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravels (Less than 5% fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
	Gravels with fines (More than 12% fines)	GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sands (Less than 5% fines)	SW	Well-graded sands, gravelly sands, little or no fines
		SP	Poorly graded sands, gravelly sands, little or no fines
	Sands with fines (More than 12% fines)	SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)			
SILTS AND CLAYS Liquid limit less than 50%		ML	Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
SILTS AND CLAYS Liquid limit 50% or greater		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils

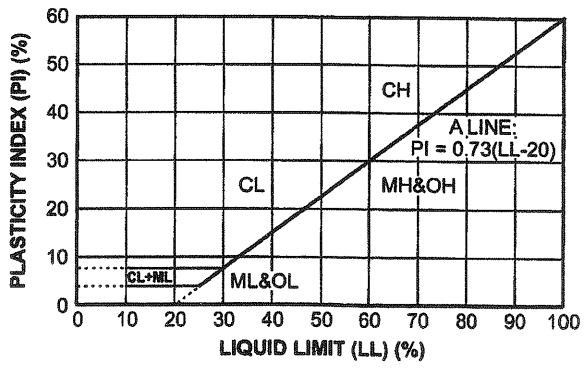
LABORATORY CLASSIFICATION CRITERIA

GW	$C_u = \frac{D_{60}}{D_{10}}$ greater than 4; $C_c = \frac{D_{30}}{D_{10} \times D_{60}}$ between 1 and 3	
GP	Not meeting all gradation requirements for GW	
GM	Atterberg limits below "A" line or P.I. less than 4	Above "A" line with P.I. between 4 and 7 are borderline cases requiring use of dual symbols
GC	Atterberg limits above "A" line with P.I. greater than 7	
SW	$C_u = \frac{D_{60}}{D_{10}}$ greater than 4; $C_c = \frac{D_{30}}{D_{10} \times D_{60}}$ between 1 and 3	
SP	Not meeting all gradation requirements for GW	
SM	Atterberg limits below "A" line or P.I. less than 4	Limits plotting in shaded zone with P.I. between 4 and 7 are borderline cases requiring use of dual symbols.
SC	Atterberg limits above "A" line with P.I. greater than 7	

Determine percentages of sand and gravel from grain-size curve. Depending on percentage of fines (fraction smaller than No. 200 sieve size), coarse-grained soils are classified as follows:

Less than 5 percent ..... GW, GP, SW, SP
More than 12 percent ..... GM, GC, SM, SC
5 to 12 percent ..... Borderline cases requiring dual symbols

PLASTICITY CHART



CGC, Inc.

LOG OF TEST BORING

General Notes

Descriptive Soil Classification

GRAIN SIZE TERMINOLOGY

Soil Fraction	Particle Size	U.S. Standard Sieve Size
Boulders	Larger than 12"	Larger than 12"
Cobbles	3" to 12"	3" to 12"
Gravel: Coarse	3/4" to 3"	3/4" to 3"
Fine	4.76 mm to 3/4"	#4 to 3/4"
Sand: Coarse	2.00 mm to 4.76 mm	#10 to #4
Medium	0.42 to mm to 2.00 mm	#40 to #10
Fine	0.074 mm to 0.42 mm	#200 to #40
Silt	0.005 mm to 0.074 mm	Smaller than #200
Clay	Smaller than 0.005 mm	Smaller than #200

Plasticity characteristics differentiate between silt and clay.

GENERAL TERMINOLOGY

Physical Characteristics
Color, moisture, grain shape, fineness, etc.,
Major Constituents
Clay, silt, sand, gravel
Structure
Laminated, varved, fibrous, stratified, cemented, fissured, etc.
Geologic Origin
Glacial, alluvial, eolian, residual, etc.

RELATIVE DENSITY

Term	"N" Value
Very Loose	0-4
Loose	4-10
Medium Dense	10-30
Dense	30-50
Very Dense	Over 50

RELATIVE PROPORTIONS OF OF COHESIONLESS SOILS

Proportional Term	Defining Range by Percentage of Weight
Trace	0%-5%
Little	5%-12%
Some	12%-35%
And	35%-50%

CONSISTENCY

Term	q_u-tons/sq. ft.
Very Soft	0.0 to 0.25
Soft	0.25 to 0.50
Medium	0.50 to 1.0
Stiff	1.0 to 2.0
Very Stiff	2.0 to 4.0
Hard	Over 4.0

ORGANIC CONTENT BY COMBUSTION METHOD

Soil Description	Loss on Ignition
Non Organic	Less than 4%
Organic Silt/Clay	4-12%
Sedimentary Peat	12-50%
Fibrous and Woody Peat	More than 50%

PLASTICITY

Term	Plastic Index
None to Slight	0-4
Slight	5-7
Medium	8-22
High to Very High	Over 22

The penetration resistance, N, is the summation of the number of blows required to effect two successive 6" penetrations of the 2" split-barrel sampler. The sampler is driven with a 140 lb. weight falling 30" and is seated to a depth of 6" before commencing the standard penetration test.

SYMBOLS

DRILLING AND SAMPLING

CS--Continuous Sampling
RC--Rock Coring: Size AW, BW, NW, 2"W
RQD--Rock Quality Designator
RB--Rock Bit
FT--Fish Tail
DC--Drove Casing
C--Casing: Size 2 1/2", NW, 4", HW
CW--Clear Water
DM--Drilling Mud
HSA--Hollow Stem Auger
FA--Flight Auger
HA--Hand Auger
COA--Clean-Out Auger
SS--2" Diameter Split-Barrel Sample
2ST--2" Diameter Thin-Walled Tube Sample
3ST--3" Diameter Thin-Walled Tube Sample
PT--3" Diameter Piston Tube Sample
AS--Auger Sample
WS--Wash Sample
PTS--Peat Sample
PS--Pitcher Sample
NR--No Recovery
S--Sounding
PMT--Borehole Pressuremeter Test
VS--Vane Shear Test
WPT--Water Pressure Test

LABORATORY TESTS

q_a--Penetrometer Reading, tons/sq. ft.
q_u--Unconfined Strength, tons/sq. ft.
W--Moisture Content, %
LL--Liquid Limit, %
PL--Plastic Limit, %
SL--Shrinkage Limit, %
LI--Loss on Ignition, %
D--Dry Unit Weight, lbs/cu. ft.
pH--Measure of Soil Alkalinity or Acidity
FS--Free Swell, %

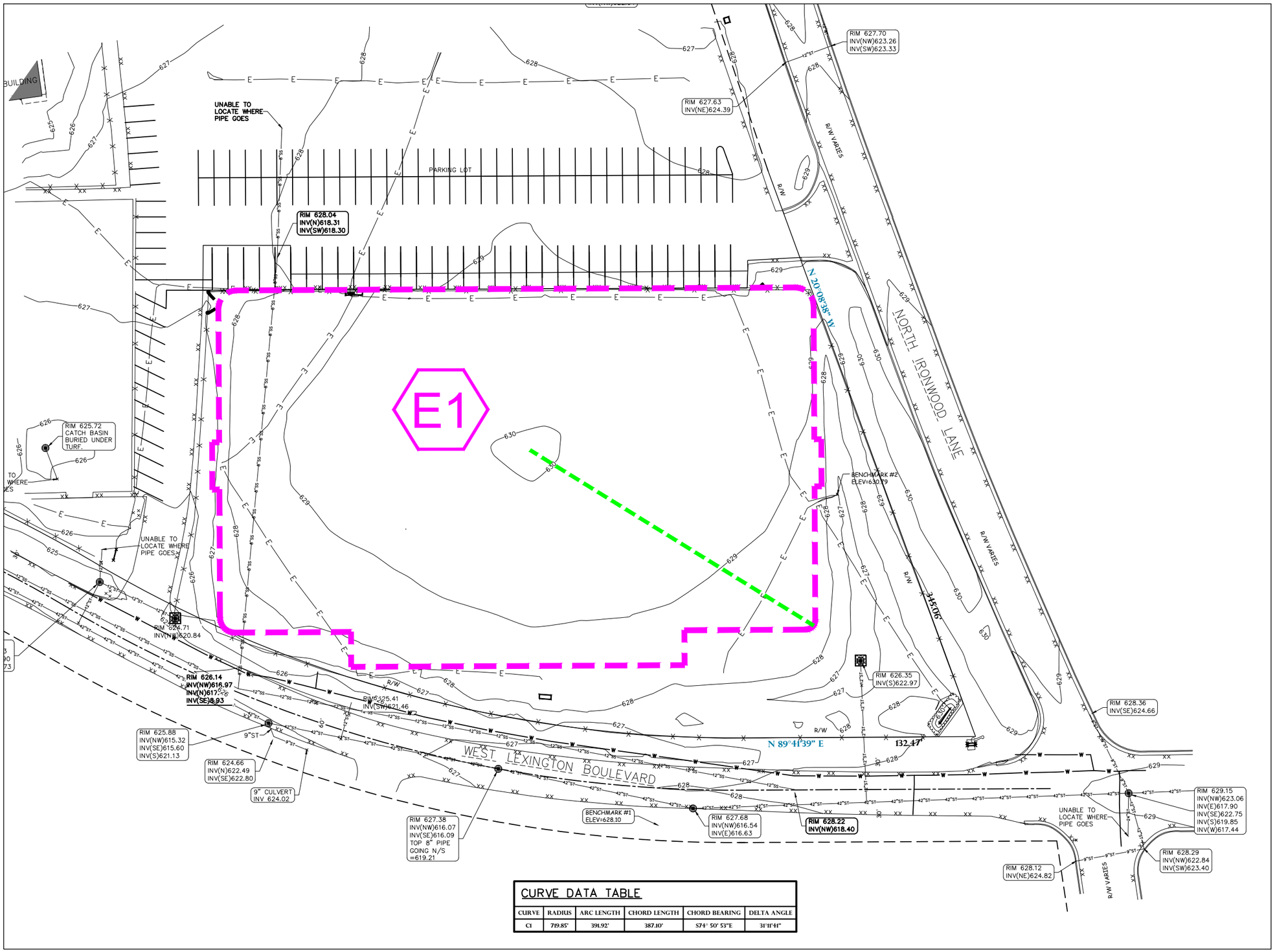
WATER LEVEL MEASUREMENT

∇ --Water Level at time shown
NW--No Water Encountered
WD--While Drilling
BCR--Before Casing Removal
ACR--After Casing Removal
CW--Caved and Wet
CM--Caved and Moist

Note: Water level measurements shown on the boring logs represent conditions at the time indicated and may not reflect static levels, especially in cohesive soils.

APPENDIX C

Existing Drainage Map and Calculations



CURVE DATA TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

LEGEND:

EXISTING DRAINAGE AREA

Tc FLOW PATH

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NOT TO SCALE

REVISIONS

CHECKED:	JHB
DRAWN:	JHB
DATE	6-15-2021
PROJECT NO.	21.030

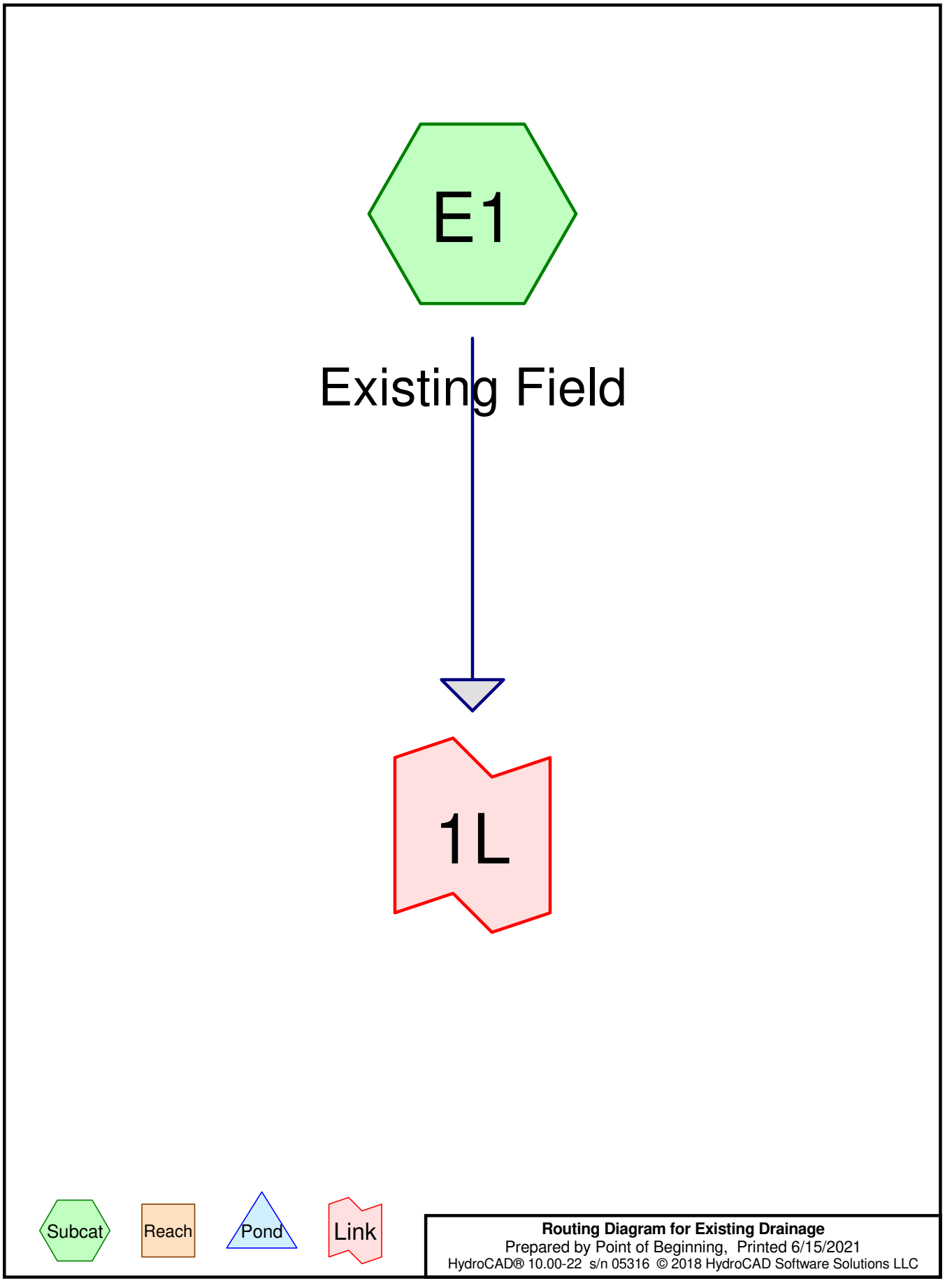
EXISTING DRAINAGE MAP

BAVARIAN SOCCER CLUB SYNTHETIC TURF FIELD CITY OF GLENDALE MILWAUKEE COUNTY, WISCONSIN

Civil Engineering
Land Surveying
Landscape Architecture
4941 Kirschling Ct
Stevens Point, WI 54481
715.344.9999(PH) 715.344.9922(FX)

POB Point of Beginning

EX



Routing Diagram for Existing Drainage
Prepared by Point of Beginning, Printed 6/15/2021
HydroCAD® 10.00-22 s/n 05316 © 2018 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
70,803	74	>75% Grass cover, Good, HSG C (E1)
70,803	**74**	**TOTAL AREA**

Summary for Subcatchment E1: Existing Field

Runoff = 1.00 cfs @ 12.41 hrs, Volume= 4,063 cf, Depth= 0.69"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 2-Year Rainfall=2.64"

Area (sf)	CN	Description
70,803	74	>75% Grass cover, Good, HSG C
70,803		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
22.7	100	0.0080	0.07		**Sheet Flow,** Grass: Dense n= 0.240 P2= 2.64"
2.4	90	0.0080	0.63		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
25.1	190	Total			

Summary for Link 1L:

Inflow Area = 70,803 sf, 0.00% Impervious, Inflow Depth = 0.69" for 2-Year event
Inflow = 1.00 cfs @ 12.41 hrs, Volume= 4,063 cf
Primary = 1.00 cfs @ 12.41 hrs, Volume= 4,063 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

Summary for Subcatchment E1: Existing Field

Runoff = 5.23 cfs @ 12.36 hrs, Volume= 19,090 cf, Depth= 3.24"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 100-Year Rainfall=6.06"

Area (sf)	CN	Description
70,803	74	>75% Grass cover, Good, HSG C
70,803		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
22.7	100	0.0080	0.07		**Sheet Flow,** Grass: Dense n= 0.240 P2= 2.64"
2.4	90	0.0080	0.63		**Shallow Concentrated Flow,** Short Grass Pasture Kv= 7.0 fps
25.1	190	Total			

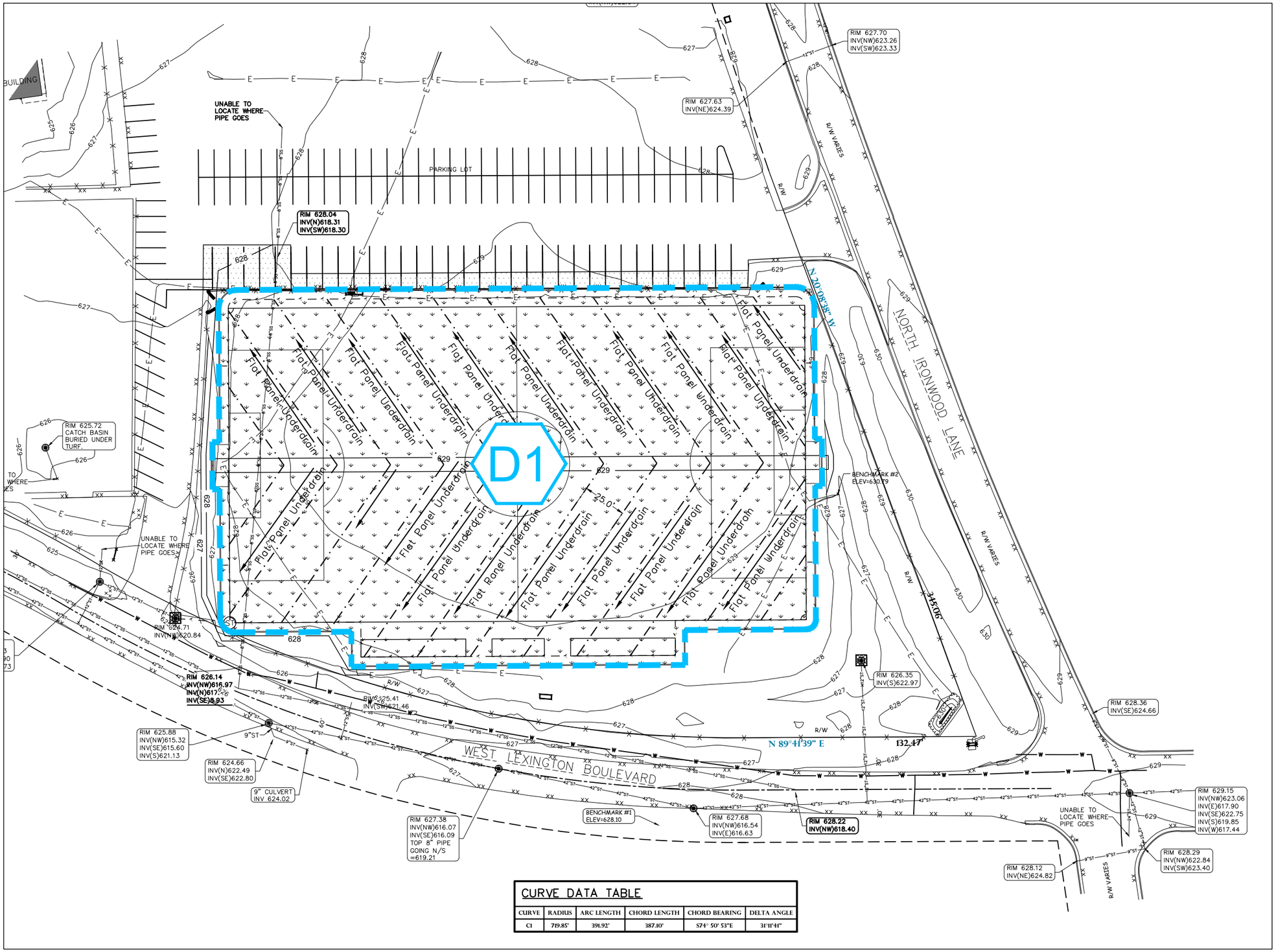
Summary for Link 1L:

Inflow Area = 70,803 sf, 0.00% Impervious, Inflow Depth = 3.24" for 100-Year event
Inflow = 5.23 cfs @ 12.36 hrs, Volume= 19,090 cf
Primary = 5.23 cfs @ 12.36 hrs, Volume= 19,090 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

APPENDIX D

Proposed Drainage Map and Calculations



CURVE DATA TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

LEGEND:

PROPOSED DRAINAGE AREA

Tc FLOW PATH

NOT TO SCALE

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REVISIONS

CHECKED:	JHB
DRAWN:	JHB
DATE	6-15-2021
PROJECT NO.	21.030

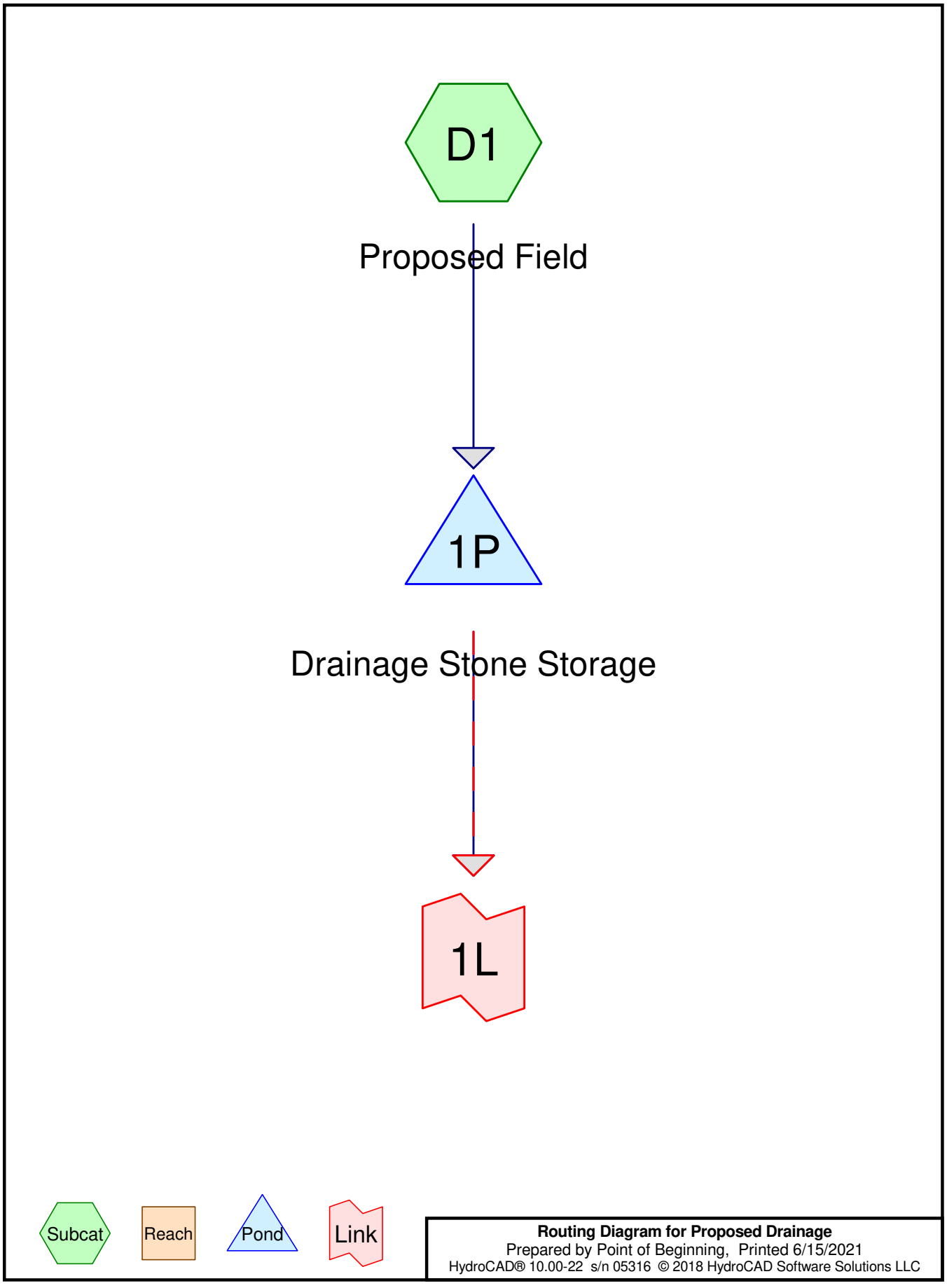
PROPOSED DRAINAGE MAP

BAVARIAN SOCCER CLUB
SYNTHETIC TURF FIELD
CITY OF GLENDALE
MILWAUKEE COUNTY, WISCONSIN

Civil Engineering
Land Surveying
Landscape Architecture
4941 Kirschling Ct
Stevens Point, WI 54481
715.344.9999(PH) 715.344.9922(FX)

Point of Beginning

PROP



Routing Diagram for Proposed Drainage
Prepared by Point of Beginning, Printed 6/15/2021
HydroCAD® 10.00-22 s/n 05316 © 2018 HydroCAD Software Solutions LLC

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
70,803	98	Synthetic Turf (D1)
70,803	**98**	**TOTAL AREA**

Summary for Subcatchment D1: Proposed Field

Runoff = 6.31 cfs @ 12.13 hrs, Volume= 14,219 cf, Depth= 2.41"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 2-Year Rainfall=2.64"

	Area (sf)	CN	Description
*	70,803	98	Synthetic Turf
	70,803		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min. Tc**

Summary for Pond 1P: Drainage Stone Storage

Inflow Area = 70,803 sf,100.00% Impervious, Inflow Depth = 2.41" for 2-Year event
Inflow = 6.31 cfs @ 12.13 hrs, Volume= 14,219 cf
Outflow = 0.23 cfs @ 13.57 hrs, Volume= 14,219 cf, Atten= 96%, Lag= 86.2 min
Primary = 0.23 cfs @ 13.57 hrs, Volume= 14,219 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Peak Elev= 628.15' @ 13.57 hrs Surf.Area= 5 sf Storage= 8,278 cf

Plug-Flow detention time= 320.9 min calculated for 14,216 cf (100% of inflow)
Center-of-Mass det. time= 320.9 min (1,076.0 - 755.1)

Volume	Invert	Avail.Storage	Storage Description
#1	624.00'	24,458 cf	**Drainage Stone** Listed below 61,983 cf Overall - 837 cf Embedded = 61,146 cf x 40.0% Voids
#2	621.31'	35 cf	**2.50'D x 7.04'H Drainage Basin**
#3	624.00'	403 cf	**12.0" Round NW Collector Pipe** Inside #1 L= 513.0' S= 0.0026 '/'
#4	624.00'	434 cf	**12.0" Round SE Collector Pipe** Inside #1 L= 553.0' S= 0.0026 '/'
		25,330 cf	Total Available Storage

Elevation (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
624.00	0	0
626.75	4,328	4,328
627.25	1,865	6,193
628.02	4,104	10,297
628.75	51,686	61,983

Device	Routing	Invert	Outlet Devices
#1	Primary	621.00'	**1.8" Vert. Orifice/Grate** C= 0.600
#2	Device 1	621.31'	**6.0" Round Culvert** L= 31.0' CPP, square edge headwall, Ke= 0.500

Inlet / Outlet Invert= 621.31' / 621.00' S= 0.0100 '/' Cc= 0.900
n= 0.012, Flow Area= 0.20 sf

Primary OutFlow Max=0.23 cfs @ 13.57 hrs HW=628.15' (Free Discharge)
↑—**1=Orifice/Grate** (Orifice Controls 0.23 cfs @ 12.81 fps)
↑—**2=Culvert** (Passes 0.23 cfs of 2.14 cfs potential flow)

Summary for Link 1L:

Inflow Area = 70,803 sf,100.00% Impervious, Inflow Depth = 2.41" for 2-Year event
Inflow = 0.23 cfs @ 13.57 hrs, Volume= 14,219 cf
Primary = 0.23 cfs @ 13.57 hrs, Volume= 14,219 cf, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

Summary for Subcatchment D1: Proposed Field

Runoff = 14.69 cfs @ 12.13 hrs, Volume= 34,350 cf, Depth= 5.82"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
MSE 24-hr 3 100-Year Rainfall=6.06"

	Area (sf)	CN	Description
*	70,803	98	Synthetic Turf
	70,803		100.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min. Tc**

Summary for Pond 1P: Drainage Stone Storage

Inflow Area = 70,803 sf,100.00% Impervious, Inflow Depth = 5.82" for 100-Year event
Inflow = 14.69 cfs @ 12.13 hrs, Volume= 34,350 cf
Outflow = 0.23 cfs @ 15.11 hrs, Volume= 33,627 cf, Atten= 98%, Lag= 178.8 min
Primary = 0.23 cfs @ 15.11 hrs, Volume= 33,627 cf

Routing by Stor-Ind method, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs
Peak Elev= 628.69' @ 15.11 hrs Surf.Area= 5 sf Storage= 23,745 cf

Plug-Flow detention time= 880.7 min calculated for 33,620 cf (98% of inflow)
Center-of-Mass det. time= 868.3 min (1,611.1 - 742.7)

Volume	Invert	Avail.Storage	Storage Description
#1	624.00'	24,458 cf	**Drainage Stone** Listed below 61,983 cf Overall - 837 cf Embedded = 61,146 cf x 40.0% Voids
#2	621.31'	35 cf	**2.50'D x 7.04'H Drainage Basin**
#3	624.00'	403 cf	**12.0" Round NW Collector Pipe** Inside #1 L= 513.0' S= 0.0026 '/'
#4	624.00'	434 cf	**12.0" Round SE Collector Pipe** Inside #1 L= 553.0' S= 0.0026 '/'
		25,330 cf	Total Available Storage

Elevation (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)
624.00	0	0
626.75	4,328	4,328
627.25	1,865	6,193
628.02	4,104	10,297
628.75	51,686	61,983

Device	Routing	Invert	Outlet Devices
#1	Primary	621.00'	**1.8" Vert. Orifice/Grate** C= 0.600
#2	Device 1	621.31'	**6.0" Round Culvert** L= 31.0' CPP, square edge headwall, Ke= 0.500

Inlet / Outlet Invert= 621.31' / 621.00' S= 0.0100 '/' Cc= 0.900
n= 0.012, Flow Area= 0.20 sf

Primary OutFlow Max=0.23 cfs @ 15.11 hrs HW=628.69' (Free Discharge)
↑**1=Orifice/Grate** (Orifice Controls 0.23 cfs @ 13.29 fps)
↑**2=Culvert** (Passes 0.23 cfs of 2.23 cfs potential flow)

Summary for Link 1L:

Inflow Area = 70,803 sf,100.00% Impervious, Inflow Depth > 5.70" for 100-Year event
Inflow = 0.23 cfs @ 15.11 hrs, Volume= 33,627 cf
Primary = 0.23 cfs @ 15.11 hrs, Volume= 33,627 cf, Atten= 0%, Lag= 0.0 min

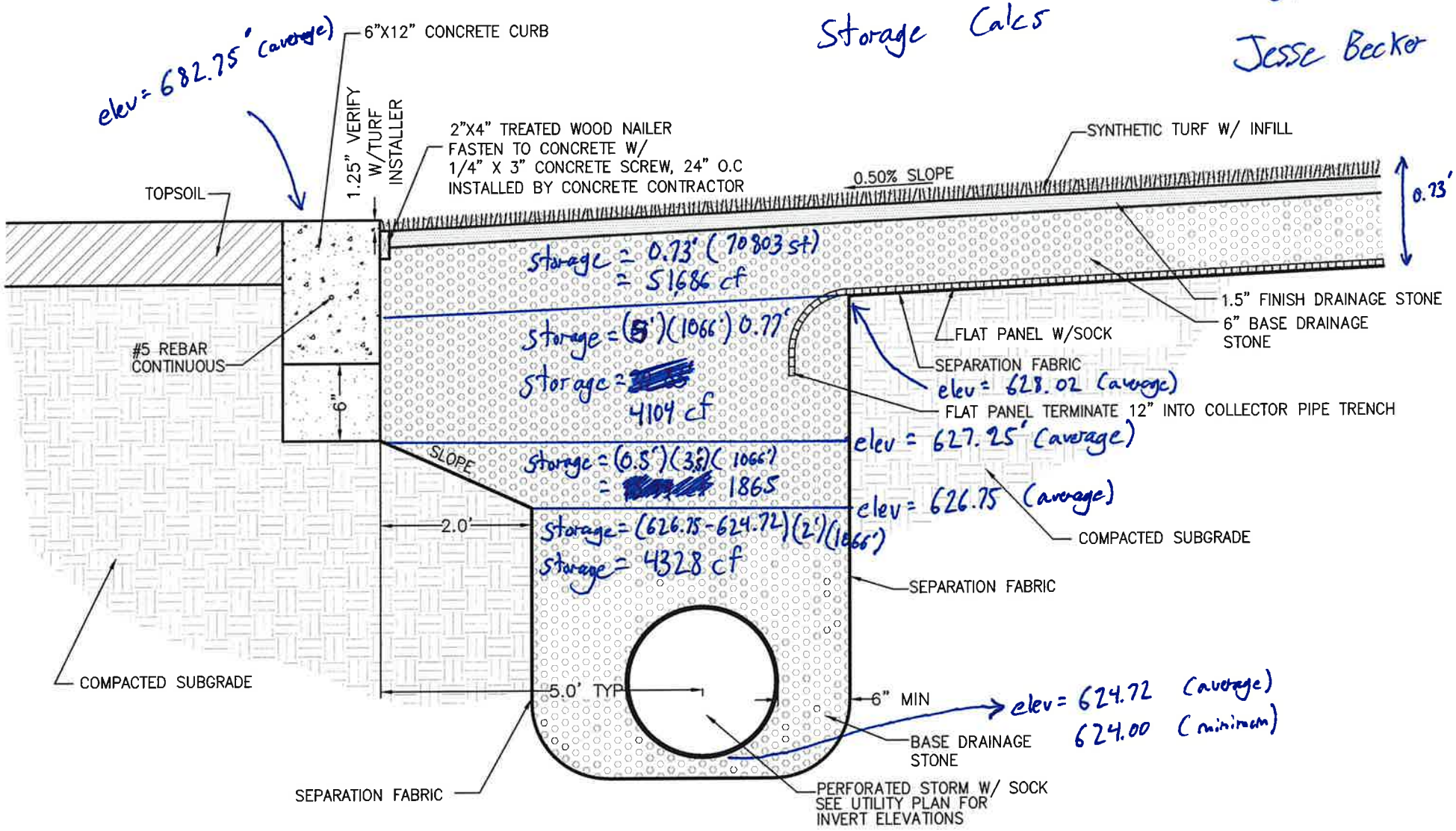
Primary outflow = Inflow, Time Span= 0.00-48.00 hrs, dt= 0.01 hrs

21.030 Bavarian Socco Club

Storage Calcs

6/11/21

Jesse Becker



NOTE: SAWCUT CURB EVERY 10' O.C TYP

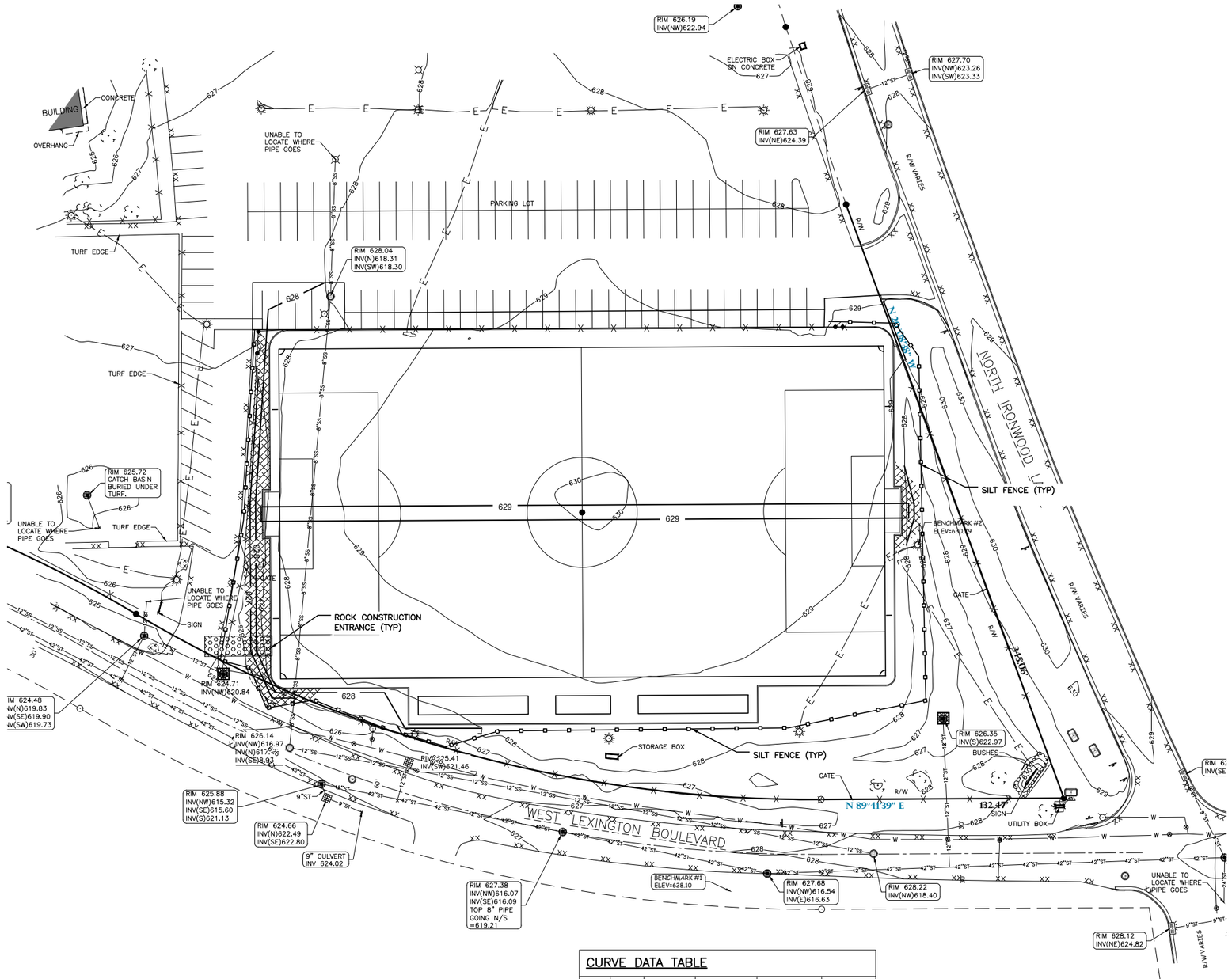
Pipe / Trench Length = 1066

CONCRETE CONNECTION ALONG GRASS EDGE

2 / C6.0

APPENDIX E

Proposed Erosion Control Plan



EROSION CONTROL LEGEND:

EXISTING CONTOUR	629
PROPOSED CONTOUR	630
ROCK CONSTRUCTION ENTRANCE	7 C6.0
EROSION CONTROL BLANKETS	8 C6.0
PROPOSED SILT FENCE	6 C6.0
PROPOSED INLET PROTECTION	5 C6.0

GENERAL NOTES:

1. CONTACT DIGGER'S HOTLINE 5 WORKING DAYS PRIOR TO THE START OF DEMOLITION/CONSTRUCTION.
2. GRADE, LINE, AND LEVEL TO BE REVIEWED IN THE FIELD BY THE CONSTRUCTION MANAGER.
3. ALL EROSION CONTROL METHODS SHALL BE IN ACCORDANCE WITH WDNR TECHNICAL STANDARDS AND CITY OF MENASHA REQUIREMENTS AND STANDARDS.
4. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED IN ACCORDANCE WITH THE DEPARTMENT OF NATURAL RESOURCES, LOCAL AUTHORITIES REGULATIONS.
5. 6" MIN OF TOPSOIL SHALL BE PROVIDED IN ALL GENERAL LAWN AREAS.
6. COORDINATE ALL EARTHWORK ACTIVITIES WITH GAS, ELECTRIC, (INCLUDING MAIN SERVICE, SITE LIGHTING, CONDUITS AND SIGNAGE) CABLE AND TELEPHONE CONSTRUCTION AND RESPECTIVE TRADES FOR THE INSTALLATION OF SAID UTILITIES.

EROSION CONTROL SEQUENCING

1. INSTALL PERIMETER EROSION CONTROL.
2. BEGIN DEMOLITION
3. BEGIN ROUGH GRADING AND UTILITY INSTALLATION
4. DURING GRADING ACTIVITIES EXISTING GRASS AND VEGETATION, TO BE REMOVED, SHALL REMAIN IN PLACE FOR AS LONG AS POSSIBLE, TO AVOID SEDIMENT TRANSPORT.
6. TEMPORARY STABILIZATION ACTIVITY SHALL COMMENCE WHEN LAND DISTURBING CONSTRUCTION ACTIVITIES HAVE TEMPORARILY CEASED AND WILL NOT RESUME FOR A PERIOD EXCEEDING 7 CALENDAR DAYS.
7. FINAL STABILIZATION ACTIVITY SHALL COMMENCE WHEN LAND DISTURBING ACTIVITIES CEASE AND FINAL GRADE HAS BEEN REACHED ON ANY PORTION OF THE SITE.
8. IF DISTURBED AREAS MUST BE LEFT OVER WINTER, AN ANIONIC POLYACRYLAMIDE SHALL BE APPLIED TO ALL DISTURBED AREAS PRIOR TO GROUND FREEZE. SEE SPECIFICATIONS FOR DETAILS.

CURVE DATA TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	719.85'	391.92'	387.10'	S74° 50' 53"E	31°11'41"

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REVISIONS

CHECKED:	DLP
DRAWN:	DLP
DATE	06/08/2021
PROJECT NO.	21.030

SITE EROSION PLAN

BAVARIAN SOCCER CLUB
HERITAGE PARK
GLENDALE
MILWAUKEE COUNTY, WI

Civil Engineering
Land Surveying
Landscape Architecture

4941 Kirschling Court
Stevens Point, WI 54481
715.344.9999 (PH) 715.344.9922 (FX)

POB Point of Beginning

SHEET C4.0

APPENDIX F

State of Wisconsin Construction Site Inspection Report, Post Construction Long-Term Storm Water Management Checklist, And Notice of DNR Notice of Termination

State of Wisconsin
Department of Natural Resources (DNR)
PO Box 7921, Madison WI 53707-7921
dnr.wi.gov

CONSTRUCTION SITE INSPECTION REPORT

Form 3400-187 (R 11/16)

Notice: This form was developed in accordance with s. NR 216.48 Wis. Adm. Code for WPDES permittees' convenience; however, use of this specific form is voluntary. Multiple copies of this form may be made to compile the inspection report. Inspections of the construction site and implemented erosion and sediment control best management practices (BMPs) must be performed weekly and within 24 hours after a rainfall event 0.5 inches or greater.

Construction Site Name and Location (Project, Municipality, and County):	**Site/Facility ID No. (FIN):**
Onsite Contact/Contractor:	**Onsite Phone/Cell:**

Note: Inspection reports, along with erosion control and storm water management plans, are required to be maintained on site in accordance with s. NR 216.48 (4) and made available upon request. PLEASE PRINT LEGIBLY.

Date of inspection:

Time of inspection:
Start: _____ ◯ **am** ◯ **pm**
End: _____ ◯ **am** ◯ **pm**

Type of inspection: ◯ **Weekly** ◯ **Precipitation Event** ◯ **Other (specify)**

Weather/Site Conditions:

Temp. _____ **°F** **Antecedent Soil Moisture**

◯ **Dry** ◯ **Frozen or snow covered**
◯ **Variable** ◯ **Frozen (Thaw predicted in next week)**
◯ **Wet** ◯ **Melting Snow/slush**

Last Rainfall Depth: _____ **inches**

Last Rainfall Date: _____

Describe current phase of construction:

Scheduled Final Stabilization Date for Universal Soil Loss Equation (USLE) [1] :

Project on Schedule[2]? ◯ **Yes** ◯ **No**

Name(s) of individual(s) performing inspection:

Inspector Phone/Cell:

I certify that the information contained on this form is an accurate assessment of site conditions at the time of inspection:

Inspector Signature _____ **Date:** _____

Inspection Questions:	**Yes**	**No (Identify Actions Required):**	**Location/Comments:**	**Actions Completed by Date & Initials**
1. Is the erosion control plan accessible to operators?	☐	☐ Provide onsite copy		
2. Is the permit certificate posted where visible?	☐	☐ Post certificate		
3. Is the current phase of construction on sequence with the site-specific erosion and sediment control plan, including installation/stabilization of ponds and ditches?	☐	☐ Add sediment control ☐ Install missing ditch/pipe/pond ☐ Stabilize bare soil		
4. Are all erosion and sediment control BMPs shown on plan properly installed and in functional condition?	☐	☐ Repair ☐ Modify ☐ Install/Replace		
5. Is inlet protection properly installed and functioning in all inlets likely to receive runoff from the site?	☐	☐ Clean ☐ Replace ☐ Install		
6. Is the air free of fugitive dust resulting from construction activity and bare soil exposure?	☐	☐ Apply water ☐ Apply dust control product		

[1] The Universal Soil Loss Equation (USLE) model and the Construction Site Soil Loss and Sediment Discharge Guidance are available at: http://dnr.wi.gov/topic/stormwater/standards/const_standards.html

[2] If the project is not on schedule then the soil loss summary for the project should be reviewed and schedule, plan or practices modified accordingly.

CONSTRUCTION SITE INSPECTION REPORT

Inspection Questions:	Yes	No (Identify Actions Required):	Location/Comments:	Actions Completed by Date & Initials
7. Is the public right of way curb line free of tracked soil and accumulation?	☐	☐ Install tracking pad ☐ Widen/lengthen pad ☐ Amend stone/Add geotextile ☐ Install wheel washing station ☐ Close entrance/exit ☐ Limit traffic across disturbed areas ☐ Sweep road and curb line		
8. Are wetlands, lakes, streams, ditches, or storm sewers downstream of the site free of sedimentation and turbid water leaving the site?[3]	☐	☐ Repair/Replace erosion control ☐ Add sediment controls ☐ Modify operations ☐ Contact DNR to verify extent of cleanup required		
9. Is dewatering and/or vehicle and equipment washing being done in a manner that prevents erosion and sediment discharge?	☐	☐ Install treatment train ☐ Install energy dissipation ☐ Modify discharge location ☐ Modify intake to reduce sediment		
10. Are soil stockpiles existing for more than 7 days covered and stabilized?	☐	☐ Seed ☐ Install mat/mulch/polymer ☐ Cover with tarp/plastic sheeting		
11. Are downstream channels and other downhill areas protected from scour and erosion?	☐	☐ Install energy dissipation at outfall ☐ Install ditch checks ☐ Install slope interruption ☐ Install onsite detention		
12. Are good housekeeping practices or treatment controls in place to prevent the discharge of chemicals, cement, trash, and other materials into wetlands, waterways, storm sewers, ditches, or drainage-ways?[4]	☐	☐ Properly dispose of trash ☐ Provide concrete washout station ☐ Contact DNR to verify extent of cleanup required		
13. Is the plan reflective of current site operations and does it address all erosion and sediment control issues identified during the inspection?	☐	☐ Revise sequence ☐ Revise sediment control BMP ☐ Revise erosion control BMP ☐ Revise post-construction storm water BMP		
14. Are all areas where construction has temporarily ceased (and will not resume for more than 2 weeks) temporarily stabilized?	☐	☐ Topsoil & seed ☐ Install mat/mulch/polymer ☐ Cover with tarp/plastic sheeting		
15. **Are all areas at final grade permanently vegetated or stabilized with other treatments?**	☐	☐ Topsoil & seed ☐ Install mat/mulch/polymer ☐ Sod ☐ Install stone base		
16. **Have temporary sediment controls been removed in areas of the site that meet the permit definition of 'final stabilization'?**	☐	☐ Water to establish vegetation ☐ Repair or reseed areas ☐ Remove temporary practices		

3 If sediment discharge enters a wetland or waterbody, the permittee should consult with DNR staff to determine if sediment cleanup and/or additional control measures are required.

4 The permittee shall notify the DNR immediately via the spills hotline at (800)943-0003 of any release or spill of a hazardous substance to the environment in accordance with s. 292.11, Wis. Stats., and ch. NR 706, Wis. Adm. Code.

State of Wisconsin
Department of Natural Resources
dnr.wi.gov

Construction Site Inspection Corrective Action Photos

Form 3400-187A (R 11/16)

Corrective Action Photo Documentation Pages (Attach as many as needed):

Notice: Use of this specific form is voluntary, and is provided as an optional attachment to Form 3400-187 for use in documenting erosion and sediment control maintenance actions. This form is provided for the convenience of the permittee to meet the requirements of s. NR 216.48(4), Wis. Adm. Code.

Construction Site Name (Project):	**Site/Facility ID No. (FIN):**
Photo Location:	

BEFORE CONDITION:

	Photo #:
	Date/Time of Photo:
	Photo By:
	Photo Description:

AFTER CONDITION:

	Photo #:
	Date/Time of Photo:
	Photo By:
	Photo Description:

Construction Site Inspection Corrective Action Photos

Construction Site Name (Project):	Site/Facility ID No. (FIN):
Photo Location:	

BEFORE CONDITION:

	Photo #:
	Date/Time of Photo:
	Photo By:
	Photo Description:

AFTER CONDITION:

	Photo #:
	Date/Time of Photo:
	Photo By:
	Photo Description:

State of Wisconsin
Department of Natural Resources
dnr.wi.gov

Notice of Termination (NOT)
Industrial Storm Water Discharges Permit

Form 3400-170 (R 6/15)

Notice: This Notice of Termination (NOT) form is authorized by s. 283.37, Wis. Stats. The authorized representative of the facility shall submit this NOT form to the Department to certify that the facility no longer claims coverage under any general or individual permit for the discharge of storm water from industrial activity. Submittal of this NOT form constitutes notice that the party identified in Section I of this form is no longer authorized to discharge storm water from industrial activity under a WPDES permit. Termination of coverage will be effective when confirmed by the Department to the permittee. Personally identifiable information found on this form is not intended to be used for any other purpose.

All necessary information must be provided on this NOT form. Failure to complete this form correctly may result in rejection of this NOT form by the Department. Please read all instructions on page 3 of this form before completing it.

Please type or clearly print your answers to all questions

Section I: Owner/Operator Contact Information

Business Name	Authorized Representative		
Mailing Address	City	State: WI	Zip Code
E-mail Address	Phone Number (area code)	Alternate Phone Number	

Section II: Facility/Site Information

Facility/Site Name	Facility Identification (FID) or FIN Number: FID FIN
Location Address/Description	County

PLSS Information	Township: N	Range: ☐ East ☐ West	Section	Quarter	Quarter-Quarter

Section III: Termination Information

Reason for Termination Request

If facility was sold or transferred, please provide the following:

Name of New Owner	E-mail Address	Phone Number (area code)
Mailing Address of New Owner	City	State: WI / Zip Code

If this is a move, provide new address of facility:

If this facility will be inactive, are any significant materials (see back of form) exposed to storm water? ○ Yes ○ No
If yes, please explain:

Have you retained any control over the industrial activities or materials at the facility? ○ Yes ○ No
If yes, please explain:

Required: Attach photos that are representative of the current outdoor conditions at the facility. Current photos may eliminate the need for an inspection and facilitate a more timely acknowledgment by the Department.

Date Photos were taken: _____

Section IV: Certification & Signature

This form must be signed by an official representative of the permitted facility, in accordance with s. NR 216.22(7), Wis. Adm. Code. If this form is not signed, or is found to be incomplete, it will be returned.

State regulations require this form to be signed by an official representative of the facility as follows:

1. For a corporation, by a principal executive officer of at least the level of Vice President, or a duly authorized representative having overall responsibility for the operation covered by this permit.
2. For a unit of government, a principal executive officer, a ranking elected official or other duly authorized representative.
3. For a partnership, by a general partner; for a sole proprietorship, by the proprietor.
4. For a limited liability company, by a member or manager.

Certification: I understand that by submitting this Notice of Termination, the site described herein is no longer authorized to discharge, and does not discharge, storm water associated with industrial activity by the general WPDES permit; and that discharging pollutants in storm water associated with industrial activity to waters of Wisconsin is unlawful where the discharge is not authorized by a WPDES permit.

Signature of Landowner/Authorized Representative	Date Signed

Printed Name of Landowner/Authorized Representative	Title

Mail this completed NOT form to the appropriate Wisconsin Department of Natural Resources office in the region where the facility is located. See the instructions on page 3 of this form for regional office addresses.

Instructions

Section I: Owner/Operator Contact Information

Provide the legal name of the person, firm, public organization, or any other entity that operates the industrial activity described in Section II of this form and holds or qualifies for an applicable general or individual industrial storm water discharge permit. The operator of the activity is the legal entity which controls the activity's operation. The mailing address and phone number given should be for the facility contact person.

Section II: Facility/Site Information

Provide the name of the facility as it appears on the permit application or permit cover letter. If known, provide the Facility Identification (FID) and/or FIN Number.

Section III: Termination Information

Provide some details about the reason for this termination request. If you moved your activities to a new site, you need to reapply for the storm water permit coverage. If new owners or operators are continuing activity at this site, they need to apply for a storm water permit separately. The storm water permit coverage is site specific and is not transferable.

Examples of significant materials are: industrial machinery, raw materials, intermediate and finished products, waste products, fuels, solvents, detergents, hazardous substances, and fertilizers.

Section IV: Certification & Signature

State Statutes provide for severe penalties for submitting false information on this NOT form. State regulations require this form to be signed as follows:

1. For a corporation, by a principal executive officer of at least the level of Vice President, or a duly authorized representative having overall responsibility for the operation covered by this permit.
2. For a unit of government, a principal executive officer, a ranking elected official, or other duly authorized representative.
3. For a partnership, by a general partner; for a sole proprietorship, by the proprietor.
4. For a limited liability company, by a member or manager.

Sign the form, print or type the name of the individual signing the NOT and the date of signature, and provide the contact information.

Mailing Address

Unless otherwise directed, mail this completed NOT Form to the Wisconsin Department of Natural Resources office associated with the county of the facility site location as follows:

NORTHERN REGION (NOR)				
Ashland Barron Bayfield Burnett	Douglas Florence Forest Iron	Langlade Lincoln Oneida Polk Price	Rusk Sawyer Taylor Vilas Washburn	WDNR Baldwin Service Center 890 Spruce Street Baldwin, WI 54002 715-684-2914 ext. 109
NORTHEAST REGION (NER)				
Brown Calumet Door Fond du Lac	Green Lake Kewaunee Manitowoc Marinette	Marquette Menominee Oconto Oneida Reservation	Outagamie Shawano Waupaca Waushara Winnebago	WDNR Northeast Regional Headquarters 2984 Shawano Avenue Green Bay, WI 54313-6727 920-662-5100
WEST CENTRAL REGION (WCR)				
Adams Buffalo Chippewa Clark	Crawford Dunn Eau Claire Jackson Juneau	La Crosse Marathon Monroe Pepin Pierce	Portage St. Croix Trempealeau Vernon Wood	WDNR Baldwin Service Center 890 Spruce Street Baldwin, WI 54002 715-684-2914 ext. 109
SOUTH CENTRAL REGION (SCR)				
Columbia Dane Dodge	Grant Green Iowa	Jefferson LaFayette Richland	Rock Sauk	WDNR South Central Regional Headquarters 3911 Fish Hatchery Road Fitchburg, WI 53711 608-275-3266
SOUTHEAST REGION (SER)				
Kenosha Milwaukee	Ozaukee Racine	Sheboygan Walworth	Washington Waukesha	WDNR Waukesha Service Center 141 N.W. Barstow Street, Room 180 Waukesha, WI 53188 262-574-2100

Storm Water Management Practices
Post Construction Long-Term Storm Water Management Checklist

Site Name: Bavarian Soccer Club - Synthetic Turf Field Development

Location: City of Glendale, Milwaukee County, Wisconsin

Responsible Party: The owner of the property is responsible for the post construction long-term storm water management upkeep. This checklist may be utilized when performing inspections after any rainfall event exceeding one inch of rainfall, and at a minimum semi-annually in early spring and fall.

Date of Inspection: (mm/dd/yy)

Time of Inspection: (start/end)

Type of Inspection: (semiannual/precipitation event)

Weather:

Inspector's Name:

Component Inspected:	**Repairs Required:**	**Comments:**
Storm Sewer Structures		
Storm Sewer Pipe		
Outfall Structure		

5909 North Milwaukee River Parkway
Glendale, WI 53209

SUBJECT: Plan Commission Agenda, Item 5c.
Plan Commission Concept Review, 6030 North Green Bay Avenue, Lupient KIA. Review and input pertaining to proposed concept for KIA brand façade enhancements.

FROM: Todd M. Stuebe, Dir. of Community Development

MEETING DATE: July 6, 2021

FISCAL SUMMARY:

Budget Summary:	N/A
Budgeted Expenditure:	N/A
Budgeted Revenue:	N/A

STATUTORY REFERENCE:

Wisconsin Statues:	N/A
Municipal Code:	Zoning Code

BACKGROUND/ANALYSIS:
Lupient KIA, located at 6030 North Green Bay Avenue, proposes to change the existing dealership façade from what had been Infiniti brand façade elements to KIA brand façade elements. Proposed changes include modifying the Infiniti "sail" element, making it flat, somewhat reducing the height, and utilizing black spandrel glass rather than the existing fritted glass. Other changes include installing black metal panels above the service doors in place of the existing silver metal panels. The natural stone that surrounds the front entrance will remain unpainted. Signage will be silver rather than red.

RECOMMENDATION:
Staff does not object to the proposed concept for the Lupient KIA façade.

ACTION REQUESTED:
None as this is conceptual only, given Plan Commission input Lupient KIA will submit for formal Plan Commission review and approval, likely for the Plan Commission to be held 6:00 p.m., Tuesday, August 10, 2021.

ATTACHMENTS:
1. KIA conceptual building façade submittal materials.





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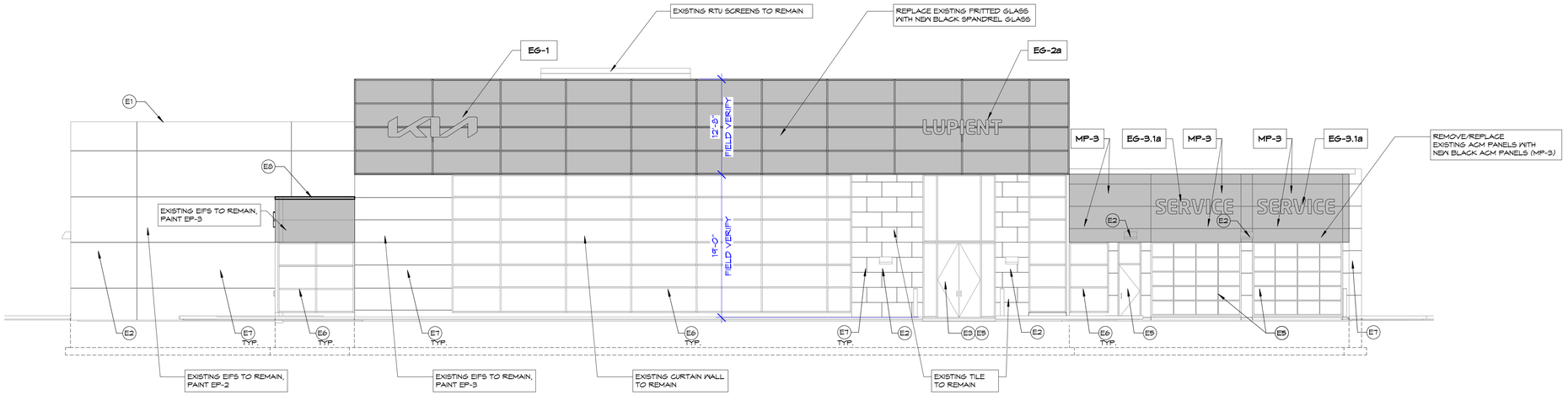
LUPIENT KIA

GLENDALE, WISCONSIN

date: 08/19/2019
job: 19-054
d. by: BRS
rev.: 06/28/2021

A-9.2

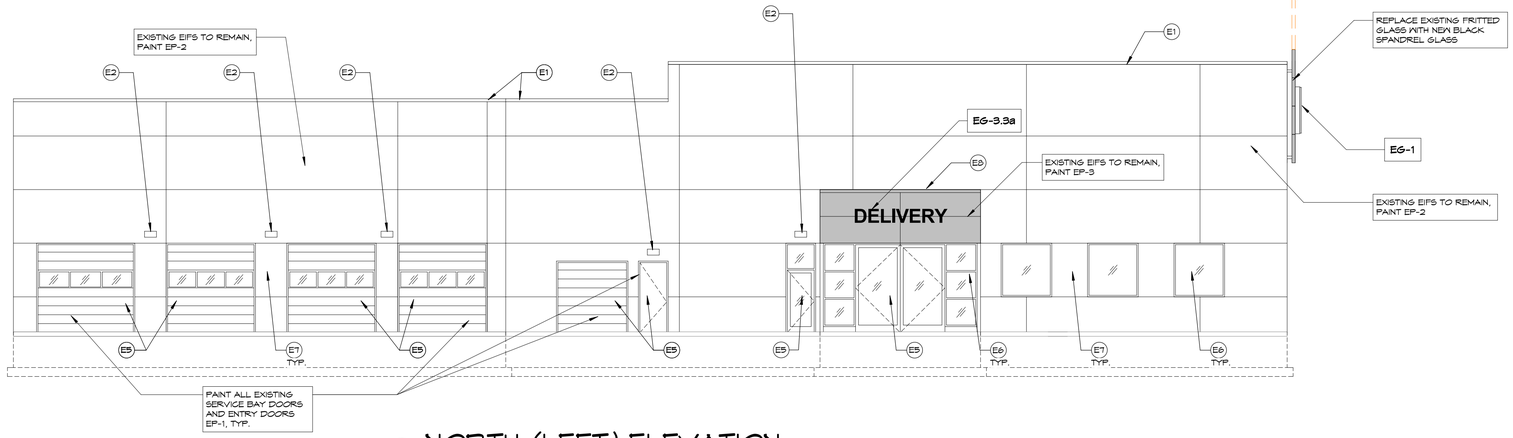
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1 A-4.1 WEST (FRONT) ELEVATION

1/8" = 1'-0"

NOTE: PAINT ALL EXISTING EFIS COLOR: EP-2, U.N.O.



2 A-4.1 NORTH (LEFT) ELEVATION

1/8" = 1'-0"

GENERAL ELEVATION NOTES:

- SIGNAGE IS SUBJECT TO LOCAL JURISDICTION REQUIREMENTS.
- All GRAPHICS AND WALL PANELS MAY REQUIRE BLOCKING OR OTHER POSITIVE FORM OF ANCHORAGE. COORDINATE WITH THE GRAPHICS VENDOR PRIOR TO CLOSING ANY WALL CAVITIES. SELECT SIGNS ARE ELECTRIFIED. REFER TO ELEVATIONS TO IDENTIFY WHICH GRAPHICS REQUIRE POWER.
- METAL PANEL SECTIONS NOT TO EXCEED 15'-0" IN LENGTH.
- EG-3.1 TO ALWAYS BE CENTERED ABOVE SERVICE RECEPTION DOORS UNLESS OTHERWISE NOTED.
- COORDINATE POWER AND ACCESS PANELS FOR KIA LOGO AND EXTERIOR BUILDING SIGNAGE AS REQUIRED. SCHEDULE AND

EXTERIOR FINISH KEY NOTES

KEY NOTE	MATERIAL SUMMARY	KEY NOTE	MATERIAL SUMMARY	KEY NOTE	MATERIAL SUMMARY	KEY NOTE	MATERIAL SUMMARY	KEY NOTE	MATERIAL SUMMARY
E1	**METAL WALL COPING:** EXISTING METAL COPING TO REMAIN.	E4	**METAL PANEL JOINT** REFER TO ELEVATIONS FOR LOCATION.	E7	**EXISTING MATERIAL TO REMAIN:** EXISTING MATERIALS APPROVED BY KMA.	EG-1	**EXTERIOR BUILDING SIGNAGE:** THE KIA BRAND MARK SIGNAGE, KIA LOGO. MANUFACTURER: PATTISON SIGN GROUP, INC. TYPE/SPEC: INDIVIDUAL LETTERS & LOGO SIGNAGE - PER KIA STANDARDS, COORDINATE WITH PATTISON SIGN GROUP, TYP. LIGHTING: BACKLIT (CONTRACTOR PROVIDE POWER & CONTROLS- (INDIVIDUAL WHIPS TO EACH LETTER) NOTES: CONTRACTOR TO PROVIDE REQUIRED BLOCKING, COORD. WITH SIGN VENDOR/INSTALLER. SIGNS PURCHASED BY OWNER & INSTALLED BY PATTISON SIGN, LOCAL INSTALLER.	EG-3.3a	**EXTERIOR BUILDING SIGNAGE:** THE KIA BRAND MARK, DELIVERY SIGNAGE IN SILVER METALLIC. MANUFACTURER: PATTISON SIGN GROUP, INC. TYPE/SPEC: INDIVIDUAL LETTERS & LOGO SIGNAGE - PER KIA STANDARDS, COORDINATE WITH PATTISON SIGN GROUP, TYP. LIGHTING: BACKLIT (CONTRACTOR PROVIDE POWER & CONTROLS- (INDIVIDUAL WHIPS TO EACH LETTER) NOTES: CONTRACTOR TO PROVIDE REQUIRED BLOCKING, COORD. WITH SIGN VENDOR/INSTALLER. SIGNS PURCHASED BY OWNER & INSTALLED BY PATTISON SIGN, LOCAL INSTALLER.
E2	**PROVIDE NEW LIGHTING** DECORATIVE LED WALL-PAK LIGHT FIXTURE.	E5	**DOOR:** EXISTING DOOR TO REMAIN.	E8	**METAL WALL COPING- PREFINISHED:** MANUFACTURER: PAC-CLAD/UNI-CLAD OR EQUAL STYLE: PRE-FIN. METAL COPING SYSTEM COLOR: BLACK.	EG-2a	**EXTERIOR BUILDING SIGNAGE:** THE KIA BRAND MARK, DEALER SIGNAGE IN SILVER METALLIC. MANUFACTURER: PATTISON SIGN GROUP, INC. TYPE/SPEC: INDIVIDUAL LETTERS & LOGO SIGNAGE - PER KIA STANDARDS, COORDINATE WITH PATTISON SIGN GROUP, TYP. LIGHTING: BACKLIT (CONTRACTOR PROVIDE POWER & CONTROLS- (INDIVIDUAL WHIPS TO EACH LETTER) NOTES: CONTRACTOR TO PROVIDE REQUIRED BLOCKING, COORD. WITH SIGN VENDOR/INSTALLER. SIGNS PURCHASED BY OWNER & INSTALLED BY PATTISON SIGN, LOCAL INSTALLER.	EP-2	**EXTERIOR PAINT:** PAINT EXISTING EIFS. MANUFACTURER: BENJAMIN MOORE. COLOR: OC-61 WHITE DIAMOND. NOTES: CONTACT JASON WALKER AT BENJAMIN MOORE (773) 547-2648 CONTACT MANUFACTURER TO OBTAIN APPROPRIATE PRIMER & PAINT SERIES FOR SUBSTRATE.
E3	**DOOR PULL ASSEMBLY (DP-2):** INSTALL DOOR PULL ASSEMBLY (DP-2) AT PRIMARY ENTRANCE PER EXTERIOR FINISH SCHEDULE. MANUFACTURER: TRIMCO HARDWARE PRODUCT: KIA CAST DOOR PULL COLOR: BRUSHED ALUMINUM DIMENSION: 8"X3.1" (EACH PULL PER DOOR LEAF) LOCATION: PRIMARY ENTRANCE DOORS CONTACT: SAM COYNE (323) 262-4191 EMAIL: CER@TRIMCOHARDWARE.COM WWW.TRIMCOHARDWARE.COM	E6	**GLAZING/WINDOW:** EXISTING GLAZING/WINDOW TO REMAIN.	MP-3	**METAL WALL PANEL- PREFINISHED (A.C.M.):** MANUFACTURER: APOLIC TYPE/SPEC: DRY JOINT SYSTEM COLOR: TOB BLACK, 4-TOB-16 LRV (15-GLOSS) NOTES: REMOVE/REPLACE EXISTING ACM PANELS WITH NEW BLACK ACM PANELS.	EG-3.1a	**EXTERIOR BUILDING SIGNAGE:** THE KIA BRAND MARK, SERVICE SIGNAGE IN SILVER METALLIC. MANUFACTURER: PATTISON SIGN GROUP, INC. TYPE/SPEC: INDIVIDUAL LETTERS & LOGO SIGNAGE - PER KIA STANDARDS, COORDINATE WITH PATTISON SIGN GROUP, TYP. LIGHTING: BACKLIT (CONTRACTOR PROVIDE POWER & CONTROLS- (INDIVIDUAL WHIPS TO EACH LETTER) NOTES: CONTRACTOR TO PROVIDE REQUIRED BLOCKING, COORD. WITH SIGN VENDOR/INSTALLER. SIGNS PURCHASED BY OWNER & INSTALLED BY PATTISON SIGN, LOCAL INSTALLER.	EP-3	**EXTERIOR PAINT:** PAINT EXISTING EIFS MANUFACTURER: BENJAMIN MOORE. COLOR: BLACK NOTES: CONTACT JASON WALKER AT BENJAMIN MOORE (773) 547-2648 CONTACT MANUFACTURER TO OBTAIN APPROPRIATE PRIMER & PAINT SERIES FOR SUBSTRATE.

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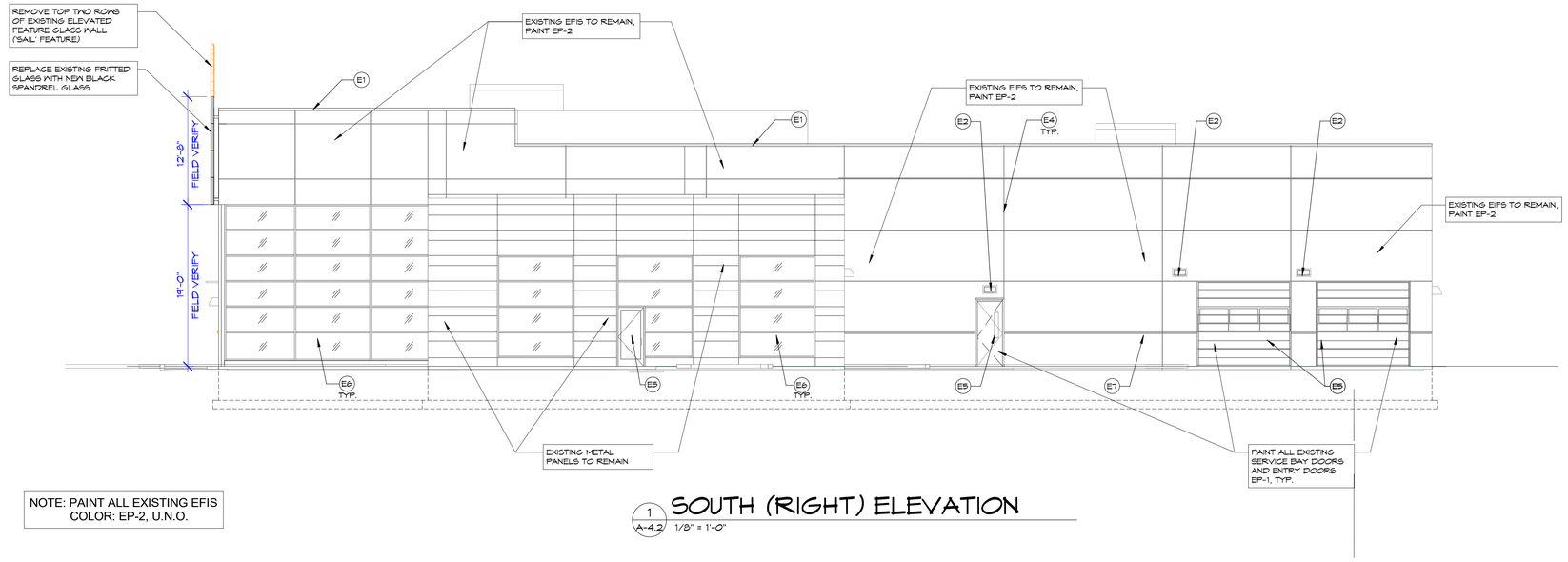
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GLENDALE, WISCONSIN

date: 08/19/2019
job: 19-054
d. by: LAK
rev.: 10/13/2020
06/28/2021

A-4.1

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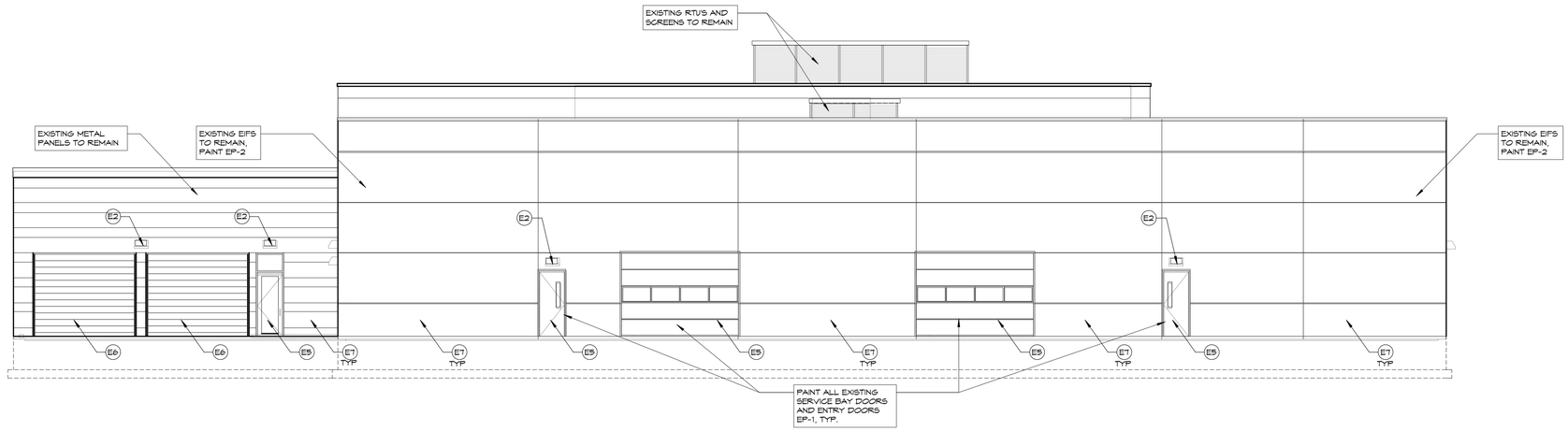
NOTE: PAINT ALL EXISTING EFIS COLOR: EP-2, U.N.O.

1 A-4.2 SOUTH (RIGHT) ELEVATION

1/8" = 1'-0"

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2 A-4.2 EAST (REAR) ELEVATION

1/8" = 1'-0"

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