



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

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AGENDA-PLANNING AND ARCHITECTURAL REVIEW COMMISSION MEETING

Tuesday, July 7, 2026

6:00 PM

Members: Chairman and Mayor Bryan Kennedy, Alderman Phillip Bailey,
Amanda Seligman, Shauntay Nelson, Fredrick Cohn, Shawn Storey,
Traci Fernandez, and Raymond Carlson (Alternate)

- 1. Roll Call and Pledge of Allegiance**
- 2. Adoption of Minutes**
 - a. Approval of Minutes: May 5, 2026 and June 2, 2026 Meeting Minutes
- 3. New Business**
 - a. Site Plan and Architectural Review: 5464 North Port Washington Road, Taxkey 1979021000
- 4. Adjournment**

The Planning and Architectural Review Commission currently holds meetings in person at City Hall, or an alternative physical location as allowed by the City Ordinance. As a courtesy to residents, Council meetings will also be made available live on Zoom virtual platform for viewing and possible participation. However, the City cannot guarantee the technology supporting the virtual viewing option will operate perfectly and continuously. The only way to guarantee the ability to offer public comment, or view the meeting uninterrupted, is to appear in person. If the Zoom platform fails, the meeting will continue as scheduled.



CITY OF GLENDALE

City Hall

Glendale, Wisconsin 53209

MINUTES- Planning and Architectural Review Commission

Tuesday, June 2, 2026

6:00 PM

1. Roll Call and Pledge of Allegiance

Roll Call: Present: Chairman and Mayor Kennedy, Commissioner Nelson, Commissioner Storey, Commissioner Cohn, Commissioner Bailey, Commissioner Fernandez, and Commissioner Seligman.

Other Officials Present: Executive Assistant / Deputy Clerk Abigail Slack, Meredith Perks from Vanderwalle & Associates

2. Public Hearing

- a. Review & Possible Action: Recommendation for a Zoning Map Amendment - PD-Planned Unit Development for a General Development Plan for 6800 North Port Washington Road — Tax Key Number 128114300 — Coventry Commons

Meredith Perks from Vanderwalle & Associates discussed the Zoning Map Amendment proposal for 6800 N Port Washington Rd, the former North Shore Library site, originally built in 1985. She covered the next steps for this Planned Development, which include the General Development Plan, the Comprehensive Plan Amendment, and a Development Agreement. She then introduced the developer for this site, who presented a PowerPoint that discussed the rezoning plans for this 20,000-square-foot location. It is being discussed to use Zone 1 as a small retail drive-through, Zone 2 for housing, and Zones 3 & 4 for a storage facility.

Scott Yauck (400 N Broadway St), the future developer of 6800 N Port Washington Rd from Cobalt Partners, highlighted the key details of this future development and answered the necessary questions that the Plan Commission Members had, such as whether a traffic study is required, restraints, and whether demolishing the building has been discussed.

Robert Cronwell (7530 N Applewood Ln) expressed his concerns for the new traffic pattern with St. Augustine starting school this year and his concerns regarding the drive-through space. John Gelhard (734 W Apple Tree Rd) questioned the amount of parking for the new homes to be built in zone 2, as well as how many units will be available for housing. He also questioned what small retail space is planning on occupying zone 1.

Chairman & Mayor Bryan Kennedy called for any additional public comment during this Public Hearing. No additional comments.

Motion by Commissioner Cohn, seconded by Commissioner Storey, to close the Public Hearing.

Meredith Perks added additional comments regarding this Zoning Map Amendment, stating that we do not have a "mixed-use" zone within our Ordinance, so this site is labeled as Planned Development. She states that each zone meets the elemental criteria needed for a General Development Plan. She also adds that this site will have 20% total green space and separate entryways for each zone.

Commissioner Seligman expressed her concerns about the zoning being labeled as "Planned Development" rather than "Mixed Use".

Motion by Commissioner Cohn, seconded by Commissioner Bailey, to recommend the Zoning Map Amendment for a General Development Plan for 6800 N Port Washington Rd to the Common Council for consideration. Ayes: Chairman and Mayor Kennedy, Commissioner Nelson, Commissioner Storey, and Commissioner Fernandez. Noes: Commissioner Seligman. Abstain: Commissioner Storey. Absent: None. Motion carried.

3. New Business

- a. Review & Possible Action: Resolution — Comprehensive Plan Amendment for 6800 North Port Washington Road — Tax Key Number 128114300 — Coventry Commons

Motion by Commissioner Bailey, seconded by Commissioner Cohn, to adopt the Resolution for the Comprehensive Plan Amendment for 6800 N Port Washington Rd to the Common Council for consideration. Ayes: Chairman and Mayor Kennedy, Commissioner Nelson, Commissioner Storey, and Commissioner Fernandez. Noes: Commissioner Seligman. Abstain: Commissioner Storey. Absent: None. Motion carried.

- b. Review and Possible Action: Signage Approval - Digital Billboard for Direct Outdoor, 4189 North Port Washington Road in the M-1 Industrial zoning district, Tax Key Number 243-9002-000

Motion by Commissioner Storey, seconded by Commissioner Cohn to approve the digital billboard for Direct Outdoor for 4189 N Port Washington Rd. Ayes: Chairman and Mayor Kennedy, Commissioner Nelson, Commissioner Bailey, Commissioner Fernandez, and Commissioner Seligman. Noes: None. Abstain: None. Absent: None. Motion carried.

- c. Review and Possible Action: Signage Approval - Digital Billboard for Direct Outdoor, 4629 North Port Washington Road in the Planned Development zoning district, Tax Key Number 196-9000-002

Motion by Commissioner Nelson, seconded by Commissioner Bailey, to approve the digital billboard for Direct Outdoor for 4629 N Port Washington Rd. Ayes: Chairman and Mayor Kennedy, Commissioner Storey, Commissioner Cohn, Commissioner Fernandez, and Commissioner Seligman. Noes: None. Abstain: Commissioner Storey. Absent: None. Motion carried.

4. Adjournment

Motion by Commissioner Storey, seconded by Commissioner Fernandez, to adjourn the Planning and Architectural Review Commission Meeting at 7:12 PM. Ayes: Chairman and Mayor Kennedy, Commissioner Nelson, and Commissioner Seligman. Noes: None. Abstain: Commissioner Storey. Absent: None. Motion carried.

Benjamin Polony

Assistant to the Administrator



CITY OF GLENDALE

City Hall

Glendale, Wisconsin 53209

MINUTES- Planning and Architectural Review Commission

Tuesday, May 5, 2026

6:00 PM

1. Roll Call and Pledge of Allegiance

Roll Call: Present: Chairman and Mayor Kennedy, Commissioner Nelson, Commissioner Cohn, Commissioner Bailey, and Commissioner Seligman.

Excused: Commissioner Storey, Commissioner Fernandez

Other Officials Present: Assistant to the Administrator Benjamin Polony, Meredith Perks from Vanderwalle & Associates

2. New Business

- a. Architectural Review: The Brick, 6343 North Green Bay Avenue, Tax Key #1619963001

Meredith Perk of Vandewalle and Associates gave a brief overview of the Architectural Review application from the Brick Pub and Grill. Staff noted that they hoped the owners could move or better screen the HVAC on the roof of the building. The owners were also present and gave some feedback on the plans.

Motion made by PARC Commissioner Nelson and Seconded by PARC Commissioner Carlson to Approve Architectural Review: The Brick, 6343 North Green Bay Avenue, Tax Key #1619963001. Ayes: Unanimous Noes: None Abstain: None

- b. Business Use Approval: Mission Health Services, 5650 North Green Bay Avenue, Tax Key #1689021000

Staff gave a brief overview of a business use approval for a private practice in the Glendale Medical Center. Staff noted this was again a case of a planned development district missing its agreement, but due to the current medical uses such a new medical use would clearly fall under approved uses. The owner was present and gave some information about himself and his practice to the commission.

Motion made by PARC Commissioner Carlson and Seconded by PARC Commissioner Seligman to Approve Business Use Approval: Mission Health Services, 5650 North Green Bay Avenue, Tax Key #1689021000 was Passed. Ayes: Phillip Bailey, Shauntay Nelson, Amanda Seligman, Fred Cohn, Raymond Carlson Noes: None Abstain: None

- c. Business Use Approval: Brush Box, 6801 North Green Bay Avenue, Tax Key

#1268988000

Staff gave a brief overview of the business use for Brush Box, a therapeutic arts store, seeking to open in Glendale. The owner was present and provided some details about their business.

Motion made by PARC Commissioner Nelson and Seconded by PARC Commissioner Seligman to Approve Business Use Approval: Brush Box, 6801 North Green Bay Avenue, Tax Key #1268988000 was Passed. Ayes: Phillip Bailey, Shauntay Nelson, Amanda Seligman, Fred Cohn, Raymond Carlson Noes: None Abstain: None

d. Presentation: Zoning Rewrite Kickoff

Meredith Perks from Vandewalle and Associates gave a presentation on the kickoff for the planned Glendale Zoning Ordinance rewrite and answered questions.

3. Adjournment

Motion made by Commissioner Carlson and Seconded by Commissioner Nelson to Adjourn at 7:20 P.M. Ayes: Unanimous Noes: None Abstain: None

Benjamin Polony

Assistant to the Administrator

SUBJECT: Site Plan and Architectural Review: 5464 North Port Washington Road,
Taxkey 1979021000

FROM: Meredith Perks, Vandewalle & Associates

MEETING: July 7, 2026, Planning & Architectural Review Commission

MEETING DATE: July 7, 2026

FISCAL SUMMARY:

Budget Summary: N/a

Budgeted Expenditure: N/a

Budgeted Revenue: N/a

STATUTORY REFERENCE:

Wisconsin Statutes: N/a

Municipal Code: 13.1.34, 13.1.210

BACKGROUND & ANALYSIS: BACKGROUND:

Raising Cane's restaurant is seeking development of a new restaurant with drive-through at 5464 North Port Washington Road. The project will include the demolition of the existing building and construction of a new restaurant with drive-through and outdoor seating.

The property is zoned B1-B. Restaurants are a permitted use and the application does not require a rezoning. The attached application is submitted to the Planning and Architectural Review Commission for site plan and architectural approval.

The site is approximately 1.29 acres with frontage on North Port Washington Road and currently has two access points to North Port Washington and access to North Iroquois Avenue. The proposed project will construct a 3,143 sf restaurant building and will limit access to one driveway to North Port Washington on the south side of the property. While closing access to North Iroquois Avenue, the property will maintain access to the property north of its boundary line. This access point will provide traffic circulation from vehicles exiting the I-43 off ramp, straight into the northern property. Maintaining this access will be important for mitigating some traffic impacts on North Port Washington and permitting adequate access to large trucks

to the property. The applicant is working with the Wisconsin Department of Transportation on updates to the intersection of North Port Washington and the I-43 off-ramp and has received approval of improvement designs to advance permitting.

ANALYSIS:

Glendale Zoning District Article Q (13.1.210) describes the requirements for drive-through facilities. The table below describes the proposed project's compliance with the Zoning Code's requirements and standards.

Requirement	Standard	Proposed Project Compliance
Zoning	B-1 Zoning District w/Restaurant as permitted use	Yes
Location	Port Washington Rd. Frontage South of West Green Tree Rd. and North of West Hampton Ave.	Yes
Relation to Other Drive-Throughs	Minimum 250 feet from existing drive-through on same side of North Port Washington	Yes
North Port Washington Frontage	25 feet	Yes (173 feet)
Development Standards		
Min. Stacking Distance	180 feet	Yes (241' – 265')
Min. Stacking between 4 vehicles		Yes
Order and Pickup		
Min. Distance from Driveway	25 feet	Yes (225')
Min. Drive-Through Width	10 feet	Yes (12')
Emergency Vehicle Access	Required Access to Drive-Through Lane	Yes
Window Location	Prohibited between Building and Public Street Frontage	Yes

The proposed development meets the requirements for drive-through, including striping and signage requirements to ensure pedestrian safety and vehicular circulation. However, staff requests installation of additional pedestrian crosswalk striping from the island in the parking area on the southeast portion of the site to the are north, west of the drive-through entrance and extension of the building sidewalk to facilitate safe crossing of the drive-through lane traffic flow.

The applicant is required to maintain a reciprocal access easement agreement with the property at the northern boundary of the site (5470 North Port Washington Road). This access will help alleviate vehicular pressure on the southern driveway to the property and provide a

route for large delivery trucks to maneuver the site. As noted by the City Engineer, the turning radius exhibits provided by the applicant demonstrate a conflict between turning trucks and the parking spaces along the eastern edge of the site. This conflict will need to be addressed by parking plans and delivery schedules.

Based on the restaurant use, the applicant is required to provide parking stalls equal to 40% of the peak capacity of persons. In this case, with a peak capacity of 109 persons, 44 parking stalls are required; 47 are provided in the proposed plan. The applicant is also required to provide at least 5 bicycle parking spots; the application illustrates 4 bicycle parking spots across 2 bike racks. Lighting within parking and development areas is to be directed away from neighboring uses and shall not exceed 3 foot-candles at the property line. The provided photometric plan demonstrates compliance with these standards.

The applicant provided a detailed landscape plan that includes a variety of species in planting areas that meet 10% of the paved parking area as required by the Zoning Code. Landscaping plans include softening and screening of the drive-thru exit area between the building and the road, while maintaining vehicular and pedestrian safety. However, staff requests additional shade trees in the landscaped areas to reduce heat impacts and provide adequate screening.

Architectural elevations and proposed materials meet architectural standards for the area, including the quality and variety of materials. The proposal includes fenced outdoor seating in the front of the building. The applicant will need to provide a detailed sign permit application prior to occupancy permits. Proposed signage, including on-building signage, must comply with Glendale sign code standards as well as additional signage permitted for drive-through facilities. Emphasis on additional signage permitted on site should be focused vehicular circulation and pedestrian safety.

RECOMMENDATION: Staff recommends site plan and architectural approval for Raising Cane's at 5464 North Port Washington Road, subject to the following conditions prior to receiving construction permits:

1. Submission for staff approval of an updated landscape plan reflecting staff comments, including additional shade trees and a crosswalk and sidewalk extension to the southeast parking island.
2. Submission for staff approval of an access easement to the northern boundary property to permit vehicular and truck traffic circulation.
3. Submission for staff approval of an updated site plan including an additional bicycle parking spot to meet the minimum bike parking requirement.
4. Adherence to all comments provided by the City Engineer in the attached memo.

ACTION REQUESTED: Motion to approve the site and architectural plan for Raising Cane's at

5464 North Port Washington Road, subject to the following conditions prior to receiving construction permits:

1. Submission for staff approval of an updated landscape plan reflecting staff comments, including additional shade trees and a crosswalk and sidewalk extension to the southeast parking island.
2. Submission for staff approval of an access easement to the northern boundary property to permit vehicular and truck traffic circulation.
3. Submission for staff approval of an updated site plan including an additional bicycle parking spot to meet the minimum bike parking requirement.
4. Adherence to all comments provided by the City Engineer in the attached memo.

ATTACHMENTS:

Raising Cane's Civil Package, Landscape Plans - Staff notes, Engineering Review, RaisingCanes-TIA, Exhibit 6-1 Raising Cane's Conceptual Improvements 26-0415_Draft

RAISING CANE'S

CONTACT INFORMATION

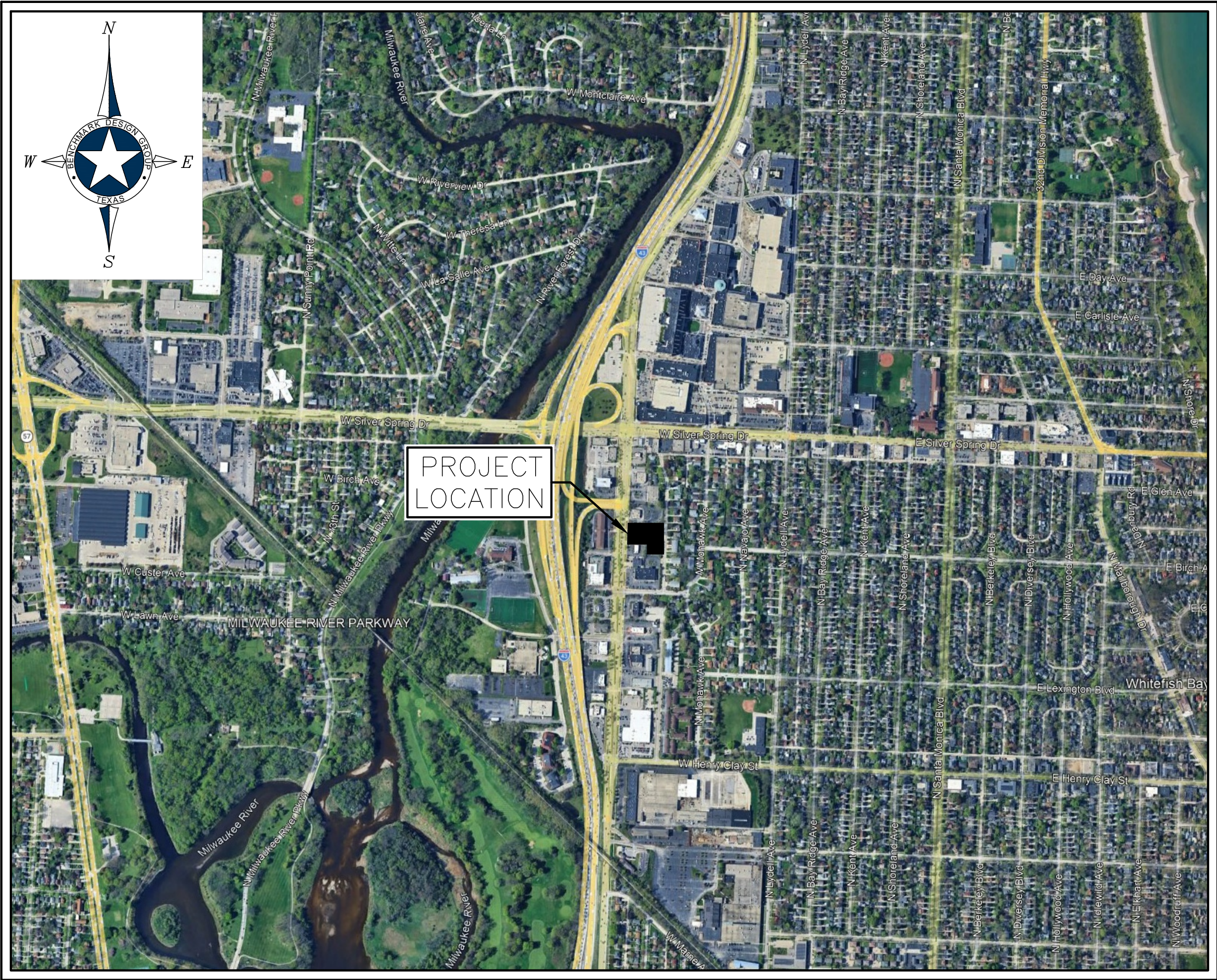
CIVIL ENGINEER:
BENCHMARK DESIGN GROUP, LLC
2301 THREE LAKES PARKWAY
TYLER, TEXAS 75703
ATTN: RYAN DAVIS, P.E.
PHONE: 903-534-5353

SURVEYOR:
CHAPUT LAND SURVEYS
234 W. FLORIDA ST.
MILWAUKEE, WI. 53204
ATTN: JIM MORROW, R.P.L.S.
PHONE: 414-224-8068

OWNER:
RAISING CANE'S RESTAURANT'S L.L.C.
6800 BISHOP ROAD
PLANO, TEXAS 75024
ATTN: LUARON FOSTER
PHONE 972-769-3348

CITY OF GLENDALE
5909 NORTH MILWAUKEE
RIVER PARKWAY
GLENDALE, WI. 53209
PHONE: 414-228-1700

5464 N PORT WASHINGTON RD
CITY OF GLENDALE, MILWAUKEE COUNTY, TEXAS



VICINITY MAP
N.T.S.

INDEX OF SHEETS	
C-1.0	COVER SHEET
C-1.1	ALTA SURVEY
C-3.0	SWPPP SITE PLAN
C-3.1	SWPPP SITE DETAILS
C-4.0	DEMOLITION PLAN
C-5.0	SITE KEYNOTE PLAN
C-5.1	DIMENSIONAL CONTROL PLAN
C-5.2	STRIPING & SIGNAGE PLAN
C-5.3	PAVING AND JOINT LAYOUT PLAN (NOT INCLUDED)
C-6.0	GRADING PLAN
C-6.1	PRE-DEVELOPED DRAINAGE PLAN
C-6.2	POST-DEVELOPED DRAINAGE PLAN
C-7.0	UTILITY PLAN
C-8.0	CONSTRUCTION DETAILS
C-8.1	CONSTRUCTION DETAILS
C-8.2	CONSTRUCTION DETAILS



NOTICE TO CONTRACTORS

1. These plans are subject to review and approval by all jurisdictions having authority.

2. Contractor shall appropriately notify all relevant entities prior to digging on this project.

3. The contractor shall notify the engineer, in writing, of any errors or discrepancies discovered in the construction documents immediately.

4. The topographic information shown herein is a reflection of the information provided by CHAPUT LAND SURVEYS, MILWAUKEE, WI. If the contractor discovers any errors in said information, he shall notify the engineer, in writing, immediately. The engineer and owner shall be indemnified of any problems and/or associated costs resulting from lack of notification.

5. The contractor shall be responsible for confirming the horizontal and vertical location of buried utilities and structures, including, but not limited to the following:

Telephone cable

Stormsewer lines

Television cables

Saltwater lines

Conduits

Water lines

Sanitary Sewer lines

Pipes

Gas lines

Oil Production lines

Note: If discrepancies occur between that which is shown on the plans and conditions present in the field, the contractor shall notify the engineer, in writing immediately. Failure to do so shall absolve owner and engineer of liability and associated costs.

ADA ARCHITECTS

17710 Detroit Ave Lakewood, Ohio 44107
Phone: (216) 521-5134
Fax: (216) 521-4824
www.adaarchitects.com

ADA JOB NUMBER:

SEAL:

WISCONSIN

RYAN W. DAVIS
E-49115
MADISON WI

PROFESSIONAL ENGINEER

4-16-2026

CONSULTANT:

B

BENCHMARK DESIGN GROUP

CIVIL / ENVIRONMENTAL / PLANNERS

1201 THREE LAKES BOULEVARD, THIRD FLOOR, FORT MYERS, FL 33901
WWW.BENCHMARK-DESIGNERS.COM

Raising Cane's

CHICKEN FINGERS

PROTOTYPE: P6-AV
SCHEME A
VERSION 2025-1.0

RAISING CANE'S
RESTAURANT NO.: #RC1580
5464 N PORT WASHINGTON RD
GLENDALE, WI 53217

SHEET REVISIONS

REV	DATE	DESCRIPTION

PERMIT/ BID DATE ISSUANCE:

COVER SHEET

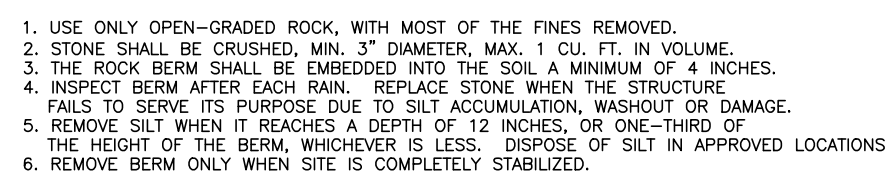
SHEET NAME:

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SHEET NUMBER:



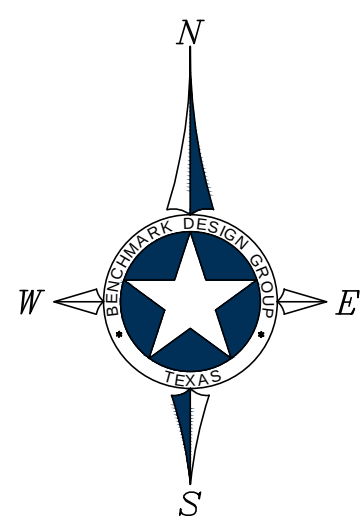
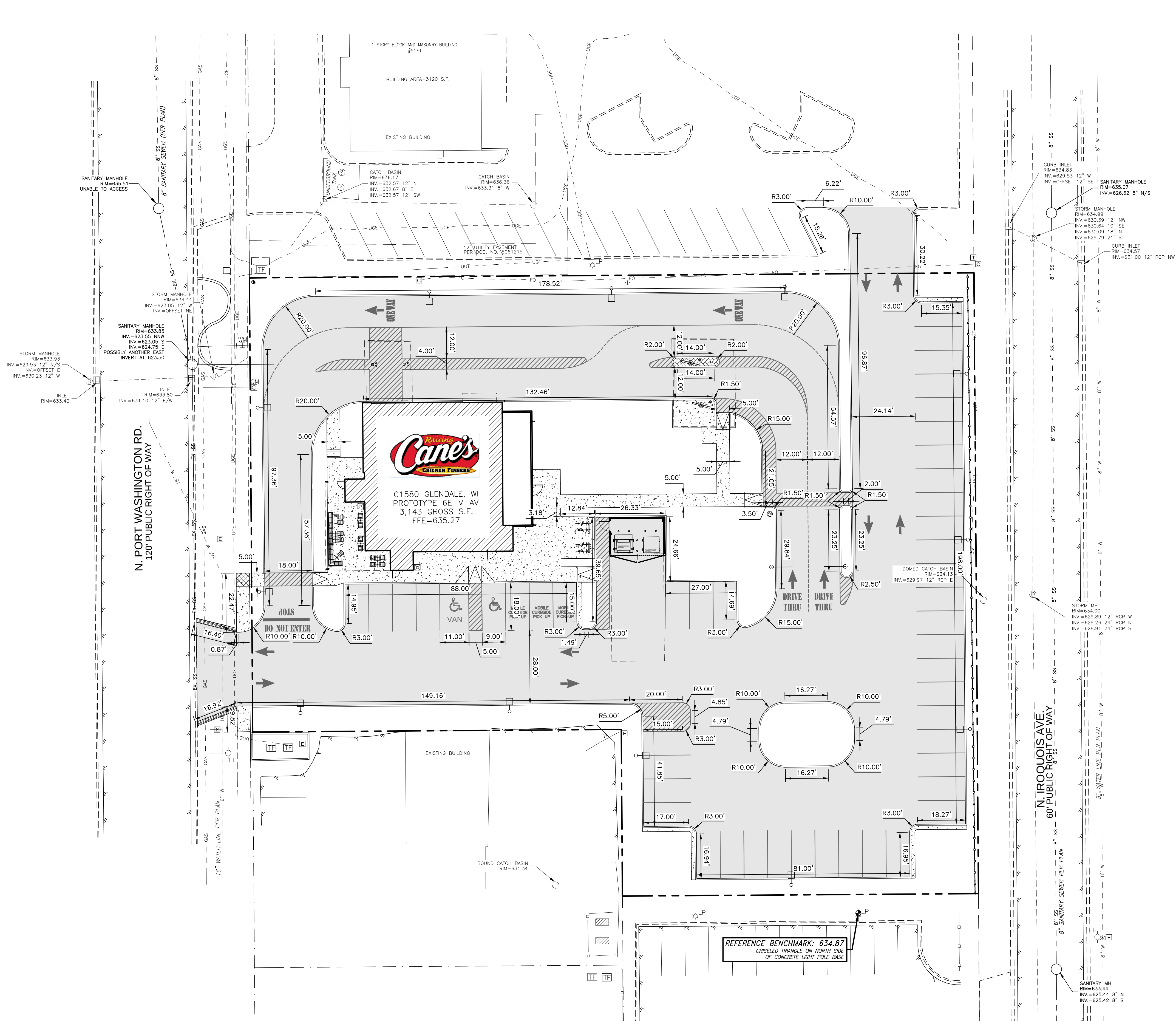
2) ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF 6" AND DISPOSED OF PER OWNER/ENGINEER.



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4. The contractor shall immediately submit a written reflection of the information provided by **CHAPUT LAND SURVEYS, MILWAUKEE, WI**.
5. If the contractor determines that the information is incorrect, he shall notify the engineer, in writing, immediately. The engineer and owner shall be indemnified of any problems and/or associated costs resulting from lack of notification.
6. The contractor shall be responsible for confirming the horizontal and vertical location of buried utilities and structures, including, but not limited to the following:

Telephone cable	Conduits	Pipes
Structural lines	Water lines	Gas lines
Television cables	Sanitary Sewer lines	Oil Production lines
Setback lines		

Note: If discrepancies occur between the plan that is shown on the plans and conditions present in the field, the contractor shall notify the engineer, in writing immediately. Failure to do so shall absolve owner and engineer of liability.



SITE NOTES:

- CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION AND DIMENSIONS OF SLOPED PAVING, EXIT PORCHES, PRECISE BUILDING DIMENSIONS, EXACT BUILDING ENTRANCE LOCATIONS, TOTAL NUMBER, LOCATIONS, SIZES AND OUTFALLS OF ROOF DOWNSPOUTS.
- ALL SIGNS PLACED IN AREAS ACCESSIBLE BY VEHICLE TRAFFIC SHALL BE PLACED IN GUARD POST.
- ALL TRAFFIC CONTROL SIGNS SHALL BE FABRICATED AS SHOWN IN THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
- ALL CURB RADIi SHOWN ARE TO FACE OF CURB.
- ALL PAVING DIMENSIONS ARE TO FACE OF CURB, WHERE APPLICABLE, OR TO THE EDGE OF PAVEMENT WHEN NO CURB IS PROPOSED, UNLESS OTHERWISE NOTED.
- CONTRACTOR IS RESPONSIBLE FOR PROTECTION & REPLACEMENT OF ALL PROPERTY CORNERS.
- CONTRACTOR SHALL MATCH EXISTING PAVEMENT IN GRADE, SIZE, TYPE AND ALIGNMENT AT ADJACENT ROADWAYS.
- THE EARTHWORK FOR ALL BUILDING SLABS SHALL BE IN ACCORDANCE WITH ARCHITECTURAL BUILDING PLANS AND SPECIFICATIONS.
- CONTRACTOR IS RESPONSIBLE FOR REPAIRS OF DAMAGE TO ANY EXISTING IMPROVEMENTS DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO, DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS.
- ALL PAVEMENT MARKING SHALL BE SHERWIN WILLIAMS "PROMAR TRAFFIC MARKING", WHITE ON ASPHALT, YELLOW ON CONCRETE. PAINT SHALL BE APPLIED IN TWO COATS TO A CLEAN, DRY SURFACE USING TEMPLATE OR STRIPING MACHINE. STRIPES SHALL BE 4" WIDE UNLESS OTHERWISE INDICATED.
- CONTRACTOR SHALL COORDINATE AND COMPLY WITH ALL UTILITY COMPANIES INVOLVED IN PROJECT AND PAY ALL REQUIRED FEES AND COSTS.
- FOR SITE UTILITIES, SEE UTILITY PLAN. SEE ARCHITECT PLANS FOR ON-SITE LIGHTING DETAILS.
- ALL WORK SHALL COMPLY WITH ALL GOVERNING JURISDICTIONS, STATE OF TEXAS, AND FEDERAL CODES AND ALL NECESSARY LICENSES AND PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AT HIS EXPENSE UNLESS PREVIOUSLY OBTAINED BY THE OWNER.
- ALL WORK SHALL BE PERFORMED IN A FINISHED AND WORKMANLIKE MANNER TO THE ENTIRE SATISFACTION OF THE OWNER, AND IN ACCORDANCE WITH THE BEST RECOGNIZED TRADE PRACTICES.
- ALL MATERIALS SHALL BE NEW UNLESS USED OR SALVAGED MATERIALS ARE AUTHORIZED BY THE OWNER PRIOR TO USE.
- ALL WORK PERFORMED ON CITY, COUNTY, AND/OR STATE OR FEDERAL RIGHT-OF-WAY SHALL BE IN STRICT CONFORMANCE WITH APPLICABLE STANDARDS AND SPECIFICATIONS OF THE APPROPRIATE GOVERNING AGENCIES.
- ALL BUILDING DIMENSIONS SHALL BE CHECKED AND COORDINATED WITH THE ARCHITECTURAL PLANS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

LEGEND

TEL PED	EXISTING TELEPHONE PEDESTAL
C.O.O	EXISTING CLEANOUT
WM	EXISTING WATER VALVE
WM	EXISTING WATER METER
MH	EXISTING SAN. SEWER MANHOLE
PP	EXISTING POWER POLE
FH	EXISTING FIRE HYDRANT
---	EXISTING OVERHEAD ELECTRIC LINE
---	EXISTING WATER LINE
---	EXISTING SAN. SEWER LINE
---	PROPERTY LINE
---	PROPOSED "LEVEL" LANDING (SLOPE OF LANDING SHALL NOT EXCEED 2% IN ANY DIRECTION)



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17710 Detroit Ave Lakewood, Ohio 44107
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www.adaarchitects.com

SEAL:



CONSULTANT:



RAISING CANES
RESTAURANT NO.: #RC1580
5464 N PORT WASHINGTON RD
GLENDALE, WI 53217

SHEET REVISIONS		
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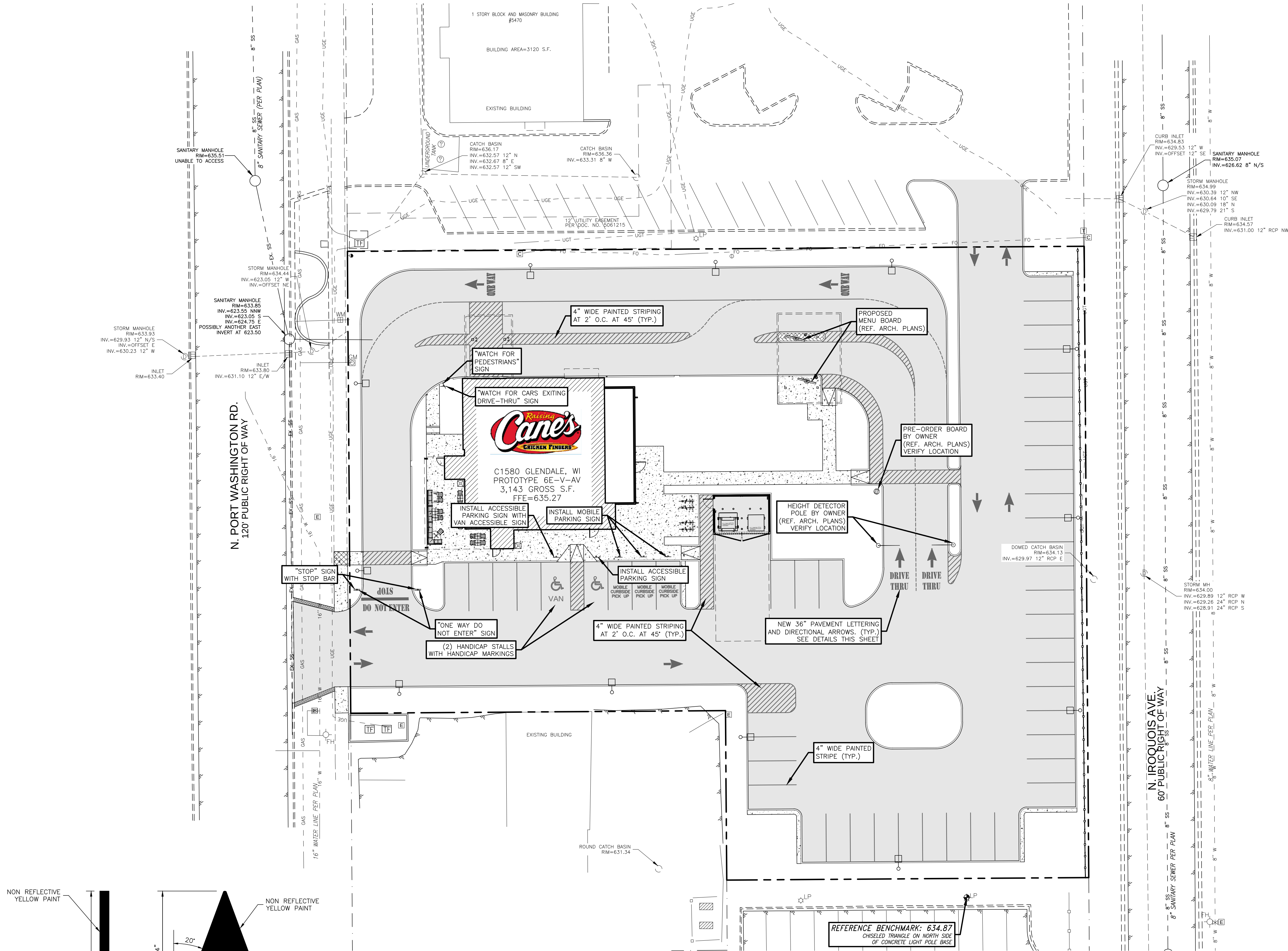
DIMENSIONAL CONTROL PLAN

SHEET NAME:

C-5.1

SHEET NUMBER:

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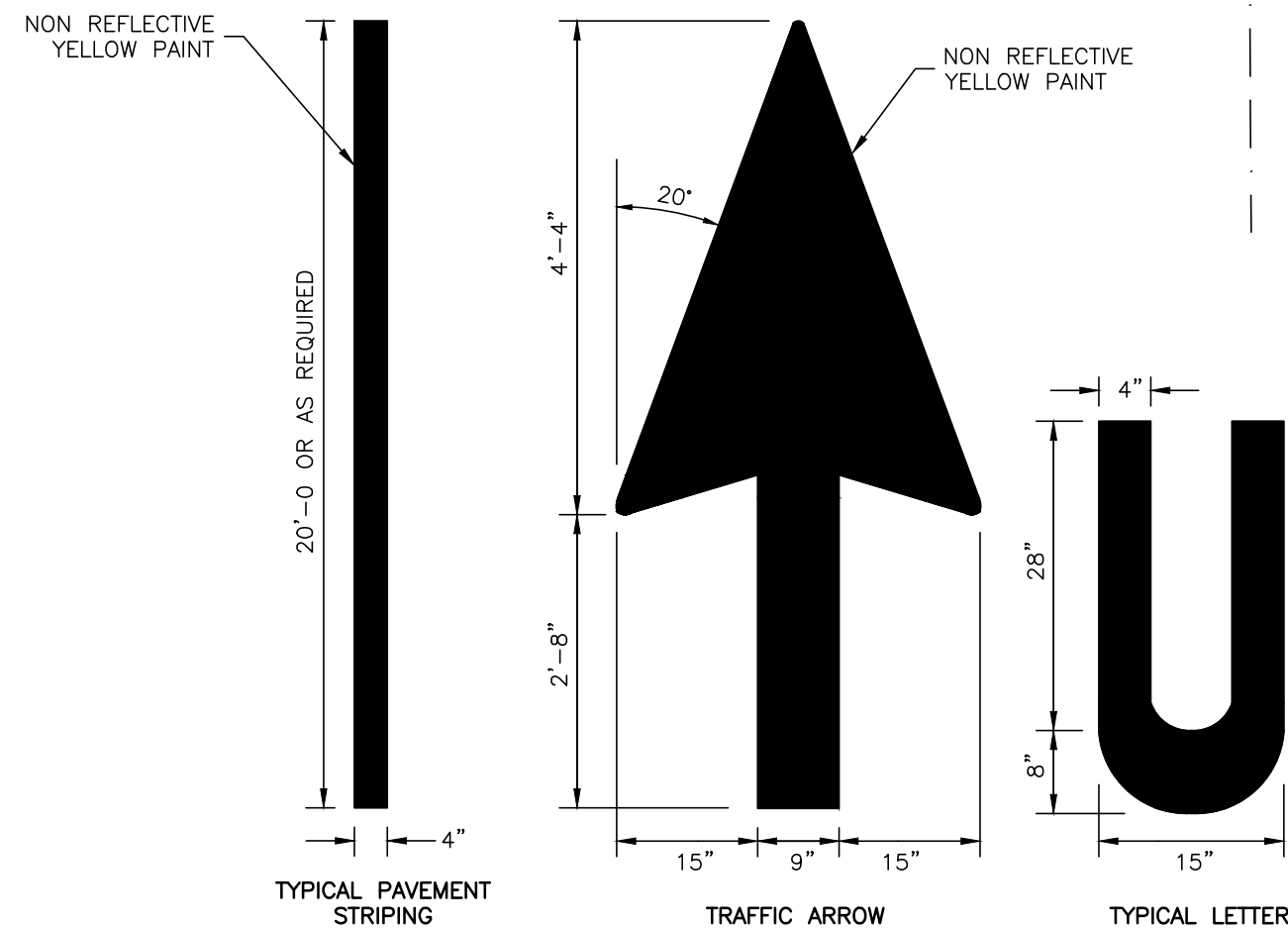


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- ALL WORK SHALL BE PERFORMED IN A FINISHED AND WORKMANLIKE MANNER TO THE ENTIRE SATISFACTION OF THE OWNER, AND IN ACCORDANCE WITH THE BEST RECOGNIZED TRADE PRACTICES.
- ALL MATERIALS SHALL BE NEW UNLESS USED OR SALVAGED MATERIALS ARE AUTHORIZED BY THE OWNER PRIOR TO USE.
- ALL WORK PERFORMED ON CITY, COUNTY, AND/OR STATE OR FEDERAL RIGHT-OF-WAY SHALL BE IN STRICT CONFORMANCE WITH APPLICABLE STANDARDS AND SPECIFICATIONS OF THE APPROPRIATE GOVERNING AGENCIES.
- ALL BUILDING DIMENSIONS SHALL BE CHECKED AND COORDINATED WITH THE ARCHITECTURAL PLANS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

LEGEND

TEL PED	EXISTING TELEPHONE PEDESTAL
C.O.O	EXISTING CLEANOUT
WV	EXISTING WATER VALVE
WM	EXISTING WATER METER
MH	EXISTING SAN. SEWER MANHOLE
PP	EXISTING POWER POLE
FH	EXISTING FIRE HYDRANT
---	EXISTING OVERHEAD ELECTRIC LINE
---	EXISTING WATER LINE
---	EXISTING SAN. SEWER LINE
---	PROPERTY LINE
PROPOSED "LEVEL" LANDING	(SLOPE OF LANDING SHALL NOT EXCEED 2% IN ANY DIRECTION)



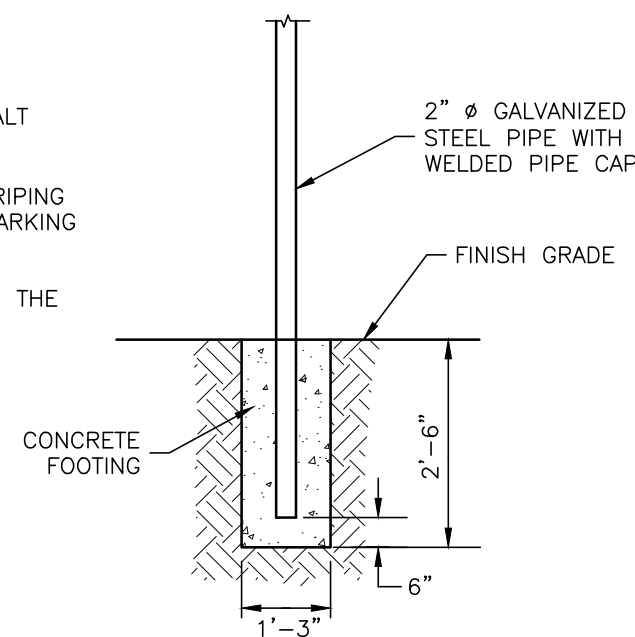
TYPICAL PAVEMENT MARKINGS

SCALE: NTS

NOTE:
PAINT SHALL BE APPLIED AT A THICKNESS OF 22 WET MILS AND 15 DRY MILS.
YELLOW PAINT SHALL BE USED ON CONCRETE PAVEMENT/WHITE PAINT SHALL BE USED ON ASPHALT PAVEMENT

PARKING LOT NOTES:

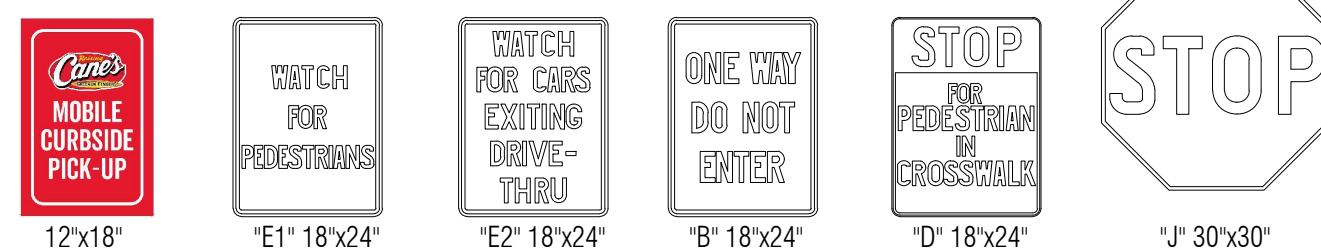
- PARKING STALLS MUST BE STRIPED WITH A 4 INCH CONTRASTING STRIPE (YELLOW ON CONCRETE AND YELLOW OR WHITE ON ASPHALT PARKING LOT).
- HANDICAP PARKING SPACES ARE TO BE DESIGNATED BY BLUE STRIPING & A WHITE SYMBOL ON A BLUE BACKGROUND. ALL HANDICAP PARKING STALLS REQUIRE THE INSTALLATION OF THE PROPER SIGNAGE.
- ALL PARKING SPACES ARE TO BE LAID OUT IN ACCORDANCE WITH THE TYPICAL DETAIL AS SHOWN ON THIS PLAN UNLESS OTHERWISE INDICATED ON THIS PLAN.



PARKING LOT SIGNAGE FOOTING

SCALE: NTS

CONTRACTOR TO VERIFY SIGNS AND SIGN LOCATIONS WITH OWNER PRIOR TO INSTALLATION



STANDARD PARKING LOT SIGNS

SCALE: NTS

NOTICE TO CONTRACTORS

- These plans are subject to review and approval by all jurisdictions having authority.
 - Contractor shall appropriately notify all relevant entities prior to digging on this project.
 - The contractor shall notify the engineer, in writing, of any errors or discrepancies discovered in the construction documents immediately.
 - The topographic information shown herein is a reflection of the information provided by CHURCH AND DWIGHT, MILWAUKEE, WI. If the contractor discovers any errors in said information, he shall notify the engineer, in writing, immediately. The engineer and owner shall be indemnified of any problems and/or associated costs resulting from lack of notification.
 - The contractor shall be responsible for confirming the horizontal and vertical location of buried utilities and structures, including, but not limited to the following:
 - Telephone cable
 - Stormwater lines
 - Conduits
 - Water lines
 - Pipes
 - Gas lines
 - Sanitary Sewer lines
 - Oil Production lines
- Note: If discrepancies occur between that which is shown on the plans and conditions present in the field, the contractor shall notify the engineer, in writing immediately. Failure to do so shall absolve owner and engineer of liability and associated costs.

ADA ARCHITECTS
17710 Detroit Ave Lakewood, Ohio 44107
Phone: (216) 521-5134
Fax: (216) 521-4824
www.adaarchitects.com

ADA JOB NUMBER:

SEAL:



CONSULTANT:



RAISING CANES
RESTAURANT NO.: #RC1580
5464 N PORT WASHINGTON RD
GLENDALE, WI 53217

SHEET REVISIONS

REV	DATE	DESCRIPTION

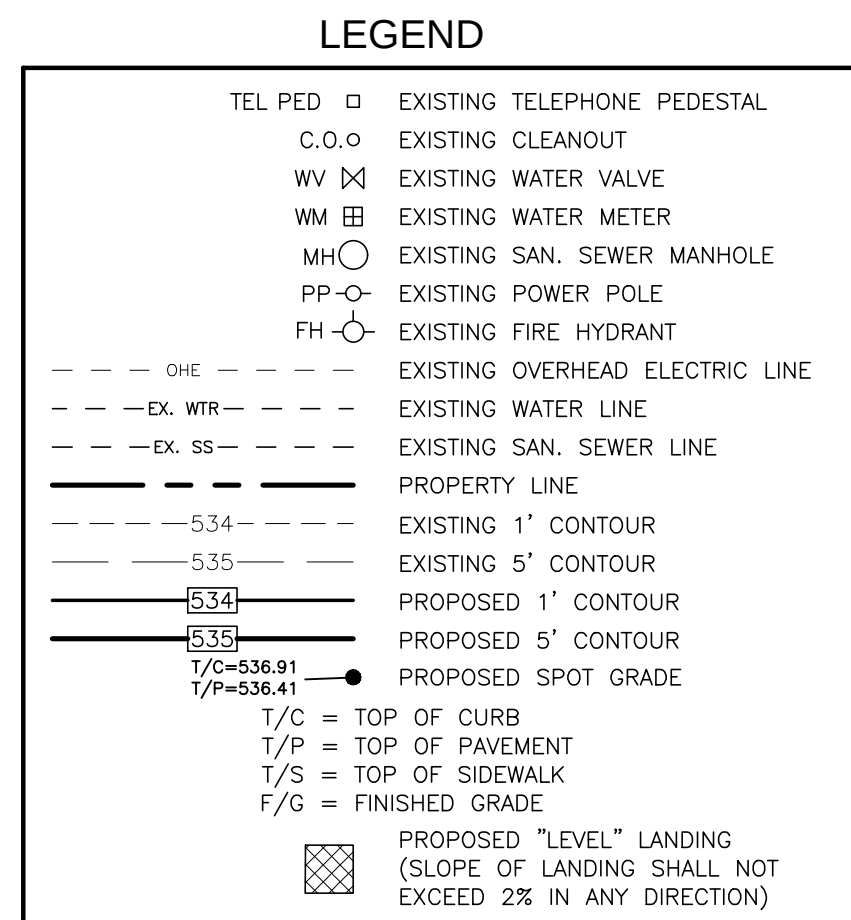
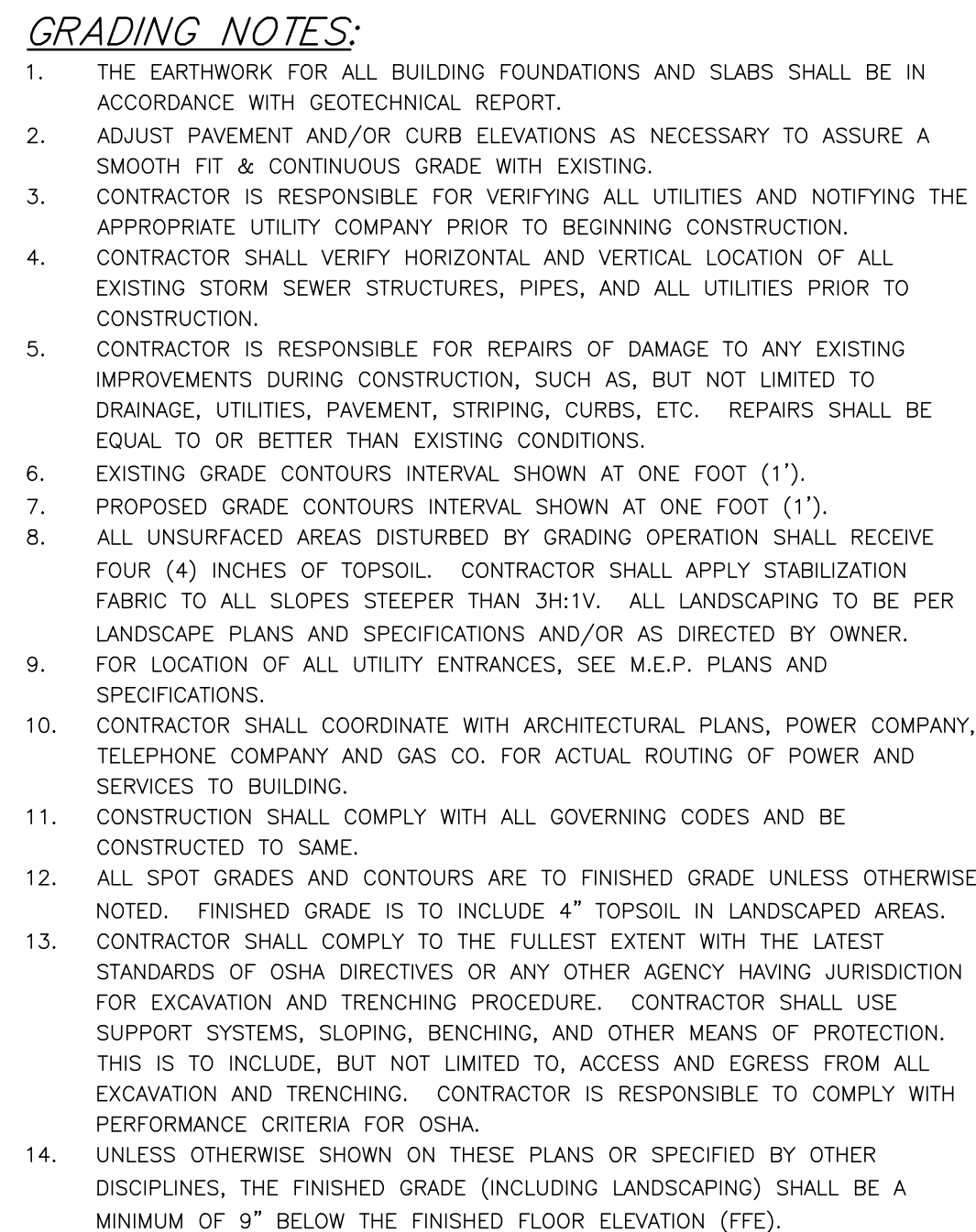
PERMIT/ BID DATE ISSUANCE:

STRIPING AND SIGNAGE PLAN

SHEET NAME:

C-5.2

SHEET NUMBER:



NOTICE TO CONTRACTORS

1. These plans are subject to review and approval by all jurisdictions having authority.
 2. Contractor shall appropriately notify all relevant entities prior to digging on this project.
 3. The contractor shall notify the engineer, in writing, of any errors or discrepancies discovered in the construction documents immediately.
 4. The contractor shall notify the engineer, in writing, of any reformation information provided by CHAPUT LAND SURVEYS, MILWAUKEE, WI.
 5. The contractor shall notify the engineer, in writing, immediately. The engineer and owner shall be notified of any problems and/or associated costs resulting from lack of notification.
 6. The contractor shall be responsible for confirming the horizontal and vertical location of buried utilities and structures, including, but not limited to the following:

Telephone cable	Conduits	Pipes
Stormwater lines	Water lines	Gas lines
Television cables	Sanitary Sewer lines	Oil Production lines
Subsurface lines		
- Note: If discrepancies occur between that which is shown on the plans and conditions present in the field, the contractor shall notify the engineer in writing immediately. The contractor shall be held responsible for any errors and engineer of liability and associated costs.

ADA
ARCHITECTS
17710 Detroit Ave Lakewood, Ohio 44107
Phone: (216) 521-5134
Fax: (216) 521-4824
www.adaarchitects.com

SEAL:



CONSULTANT:



BENCHMARK
DESIGN GROUP
CIVIL / ENVIRONMENTAL / PLANNERS
2301 THREE LAKES BOULEVARD TYLER TEXAS 75703 • (902) 534-5353
WWW.BENCHMARK-ENGINEERS.COM



RAISING CANE'S

RESTAURANT NO.: #RC1580
5464 N PORT WASHINGTON RD
GLENDALE, WI 53217

PROTOTYPE: P6-AV
SCHEME A
VERSION 2025-1.0

[illegible]

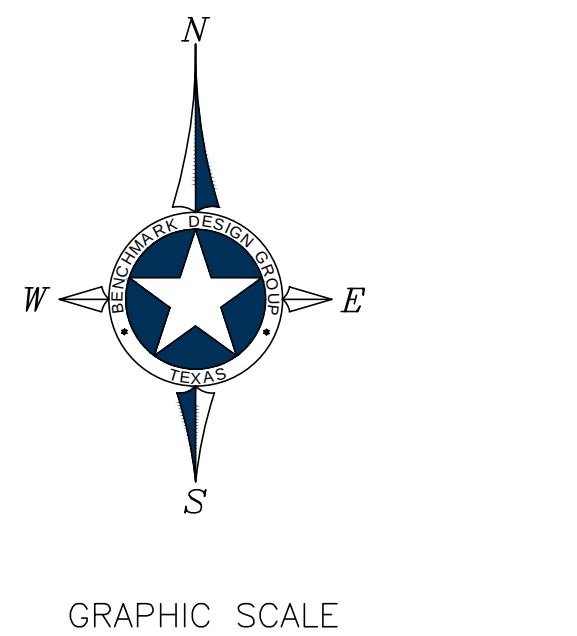
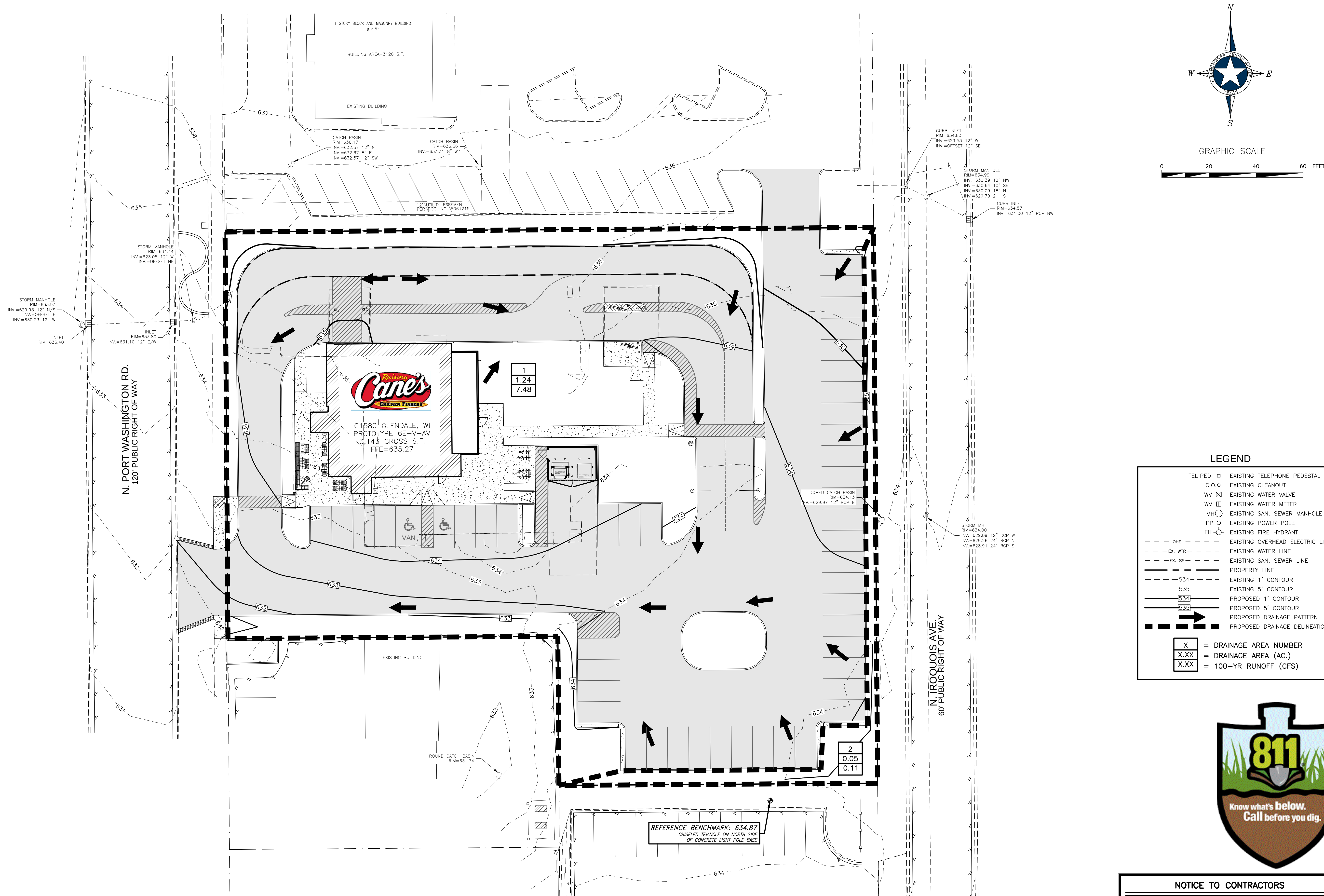
PERMIT/ BID DATE ISSUANCE:

GRADING PLAN

SHEET NAME:

C-6.0

SHEET NUMBER:



LEGEND	
TEL PED	EXISTING TELEPHONE PEDESTAL
C.O.	EXISTING CLEANOUT
WV	EXISTING WATER VALVE
WM	EXISTING WATER METER
MH	EXISTING SAN. SEWER MANHOLE
PP	EXISTING POWER POLE
FH	EXISTING FIRE HYDRANT
---	EXISTING OVERHEAD ELECTRIC LINE
---	EXISTING WATER LINE
---	EXISTING SAN. SEWER LINE
---	PROPERTY LINE
---	EXISTING 1' CONTOUR
---	EXISTING 5' CONTOUR
---	PROPOSED 1' CONTOUR
---	PROPOSED 5' CONTOUR
---	PROPOSED DRAINAGE PATTERN
---	PROPOSED DRAINAGE DELINEATION
X	DRAINAGE AREA NUMBER
X.XX	DRAINAGE AREA (AC.)
X.XX	100-YR RUNOFF (CFS)



NOTICE TO CONTRACTORS

1. These plans are subject to review and approval by all jurisdictions having authority.

2. Contractor shall appropriately notify all relevant entities prior to digging on this project.

3. The contractor shall notify the engineer, in writing, of any errors or discrepancies discovered in the construction documents immediately.

4. The topographic information shown herein is a reflection of the information provided by CHAPUT LAND SURVEYS, MILWAUKEE, WI. If the contractor discovers any errors in said information, he shall notify the engineer, in writing, immediately. The engineer and owner shall be indemnified of any problems and/or associated costs resulting from lack of notification.

5. The contractor shall be responsible for confirming the horizontal and vertical location of buried utilities and structures, including, but not limited to the following:

Telephone cable
Stormsewer lines
Television cables
Sanitary lines

Conduits
Water lines
Gas lines
Sanitary Sewer lines

Pipes
Gas lines
Oil Production lines

Note: If discrepancies occur between that which is shown on the plans and conditions present in the field, the contractor shall notify the engineer, in writing immediately. Failure to do so shall absolve owner and engineer of liability and associated costs.

POST-DEVELOPED DRAINAGE AREA CALCULATIONS											
Drainage Area No.	Acres Drained				Total Area (ac.)	Weighted Runoff Coefficient	Time of Concentration (min)	I(10) (in/hr)	I(25) (in/hr)	I(100) (in/hr)	Q(10) (cfs)
	Pavement C = 0.90	Residential C = 0.50	Open C = 0.30	Commercial C = 0.70							
1	1.01		0.23		1.24	0.79	10	5.14	6.15	7.65	5.03
2			0.05		0.05	0.30	10	5.14	6.15	7.65	0.08
											0.09
											0.11

	PRE (Q100) (CFS)	POST (Q100) (CFS)	DIFFERENCE (Q100) (CFS)
1	7.32	7.48	0.16
2	1.24	0.11	-1.12
TOTAL	8.56	7.60	-0.96

ADA ARCHITECTS

17710 Detroit Ave Lakewood, Ohio 44107
Phone: (216) 521-5134
Fax: (216) 521-4824
www.adaarchitects.com

ADA JOB NUMBER:

SEAL:

WISCONSIN PROFESSIONAL ENGINEER

RYAN W. DAVIS
E-48115
MADISON, WI

4-16-2026

CONSULTANT:

B

BENCHMARK DESIGN GROUP
CIVIL / ENVIRONMENTAL / PLANNERS
2201 THREE LAKES BOULEVARD, THIRD FLOOR, FORT MONMOUTH, NJ 08053
WWW.BENCHMARK-ENGINEERS.COM

Raising Canes CHICKEN FINGERS

RAISING CANE'S RESTAURANT NO.: #RC1580
5464 N PORT WASHINGTON RD
GLENDALE, WI 53217

PROTOTYPE: P6-AV
SCHEME A
VERSION 2025-1.0

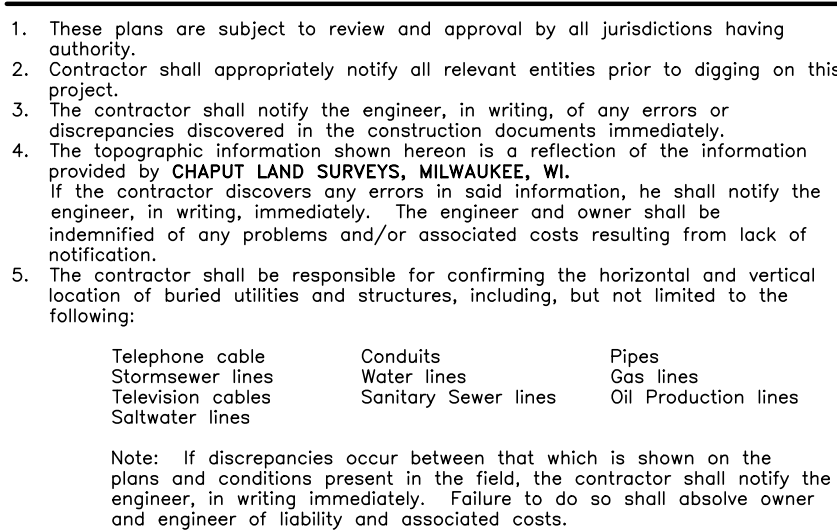
SHEET REVISIONS		
REV	DATE	DESCRIPTION

PERMIT/ BID DATE ISSUANCE:

POST-DEVELOPED DRAINAGE PLAN

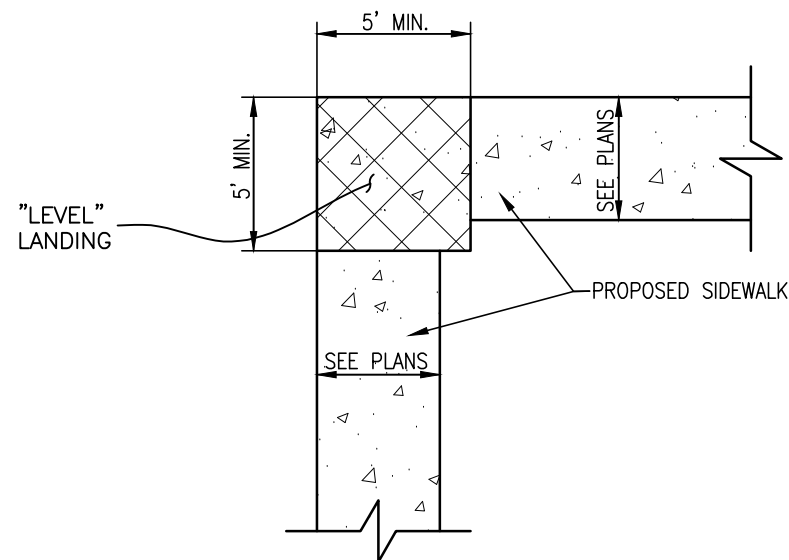
SHEET NAME:
C-6.2

SHEET NUMBER:

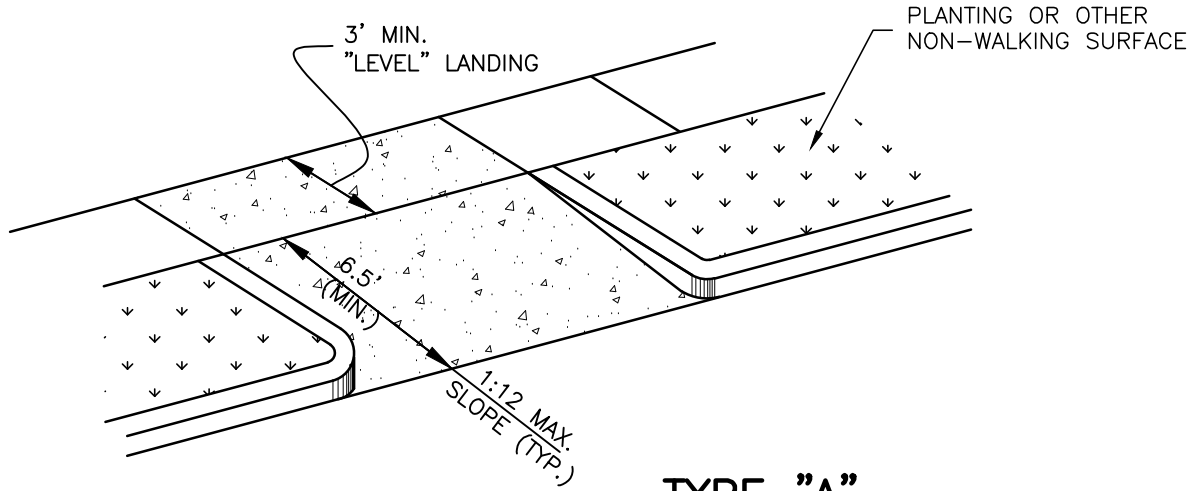


NOTES

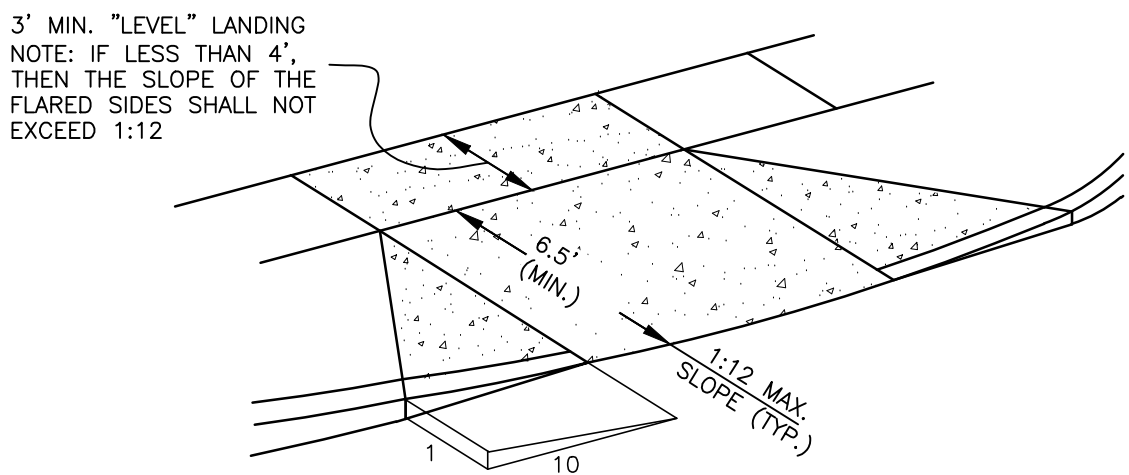
1. THE LOWER LANDING SHALL BE FINISHED WITH ARMOR-TILE TRUNCATED DOME TILES OR APPROVED EQUAL AT PUBLIC R.O.W. ONLY.
2. THE BOTTOM OF THE RAMP SHALL HAVE A 1/2" LIP OF 45°.
3. CONSTRUCT PER T.D.L.R. STANDARDS.



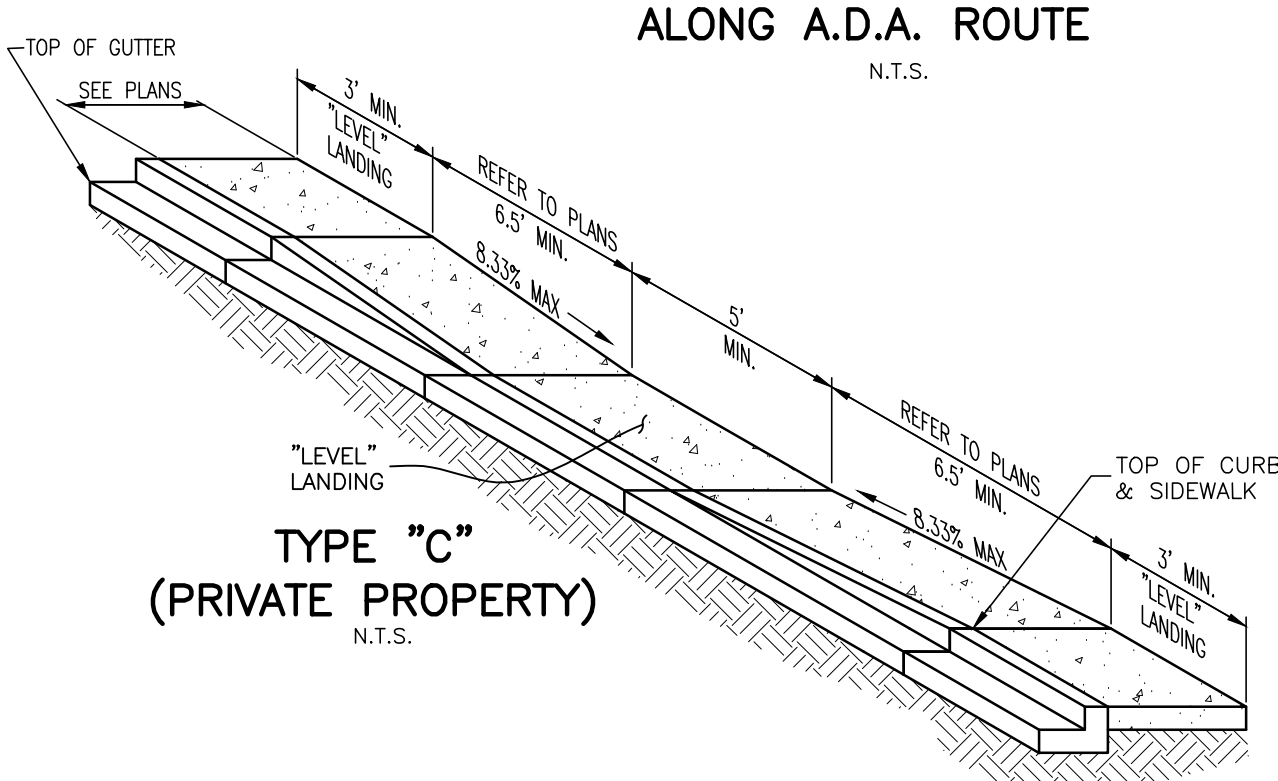
CHANGE IN DIRECTION
ALONG A.D.A. ROUTE
N.T.S.



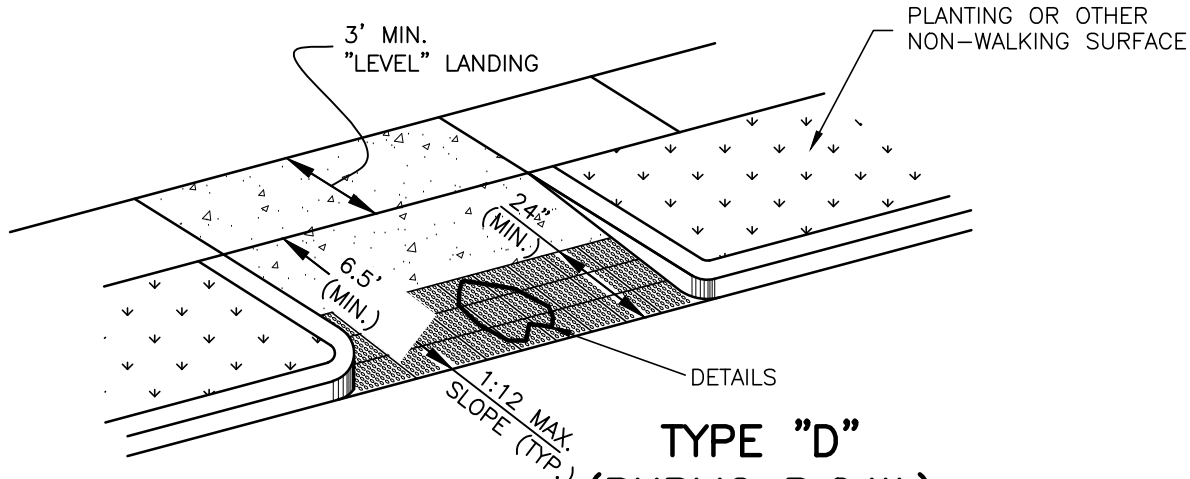
TYPE "A"
(PRIVATE PROPERTY)
N.T.S.



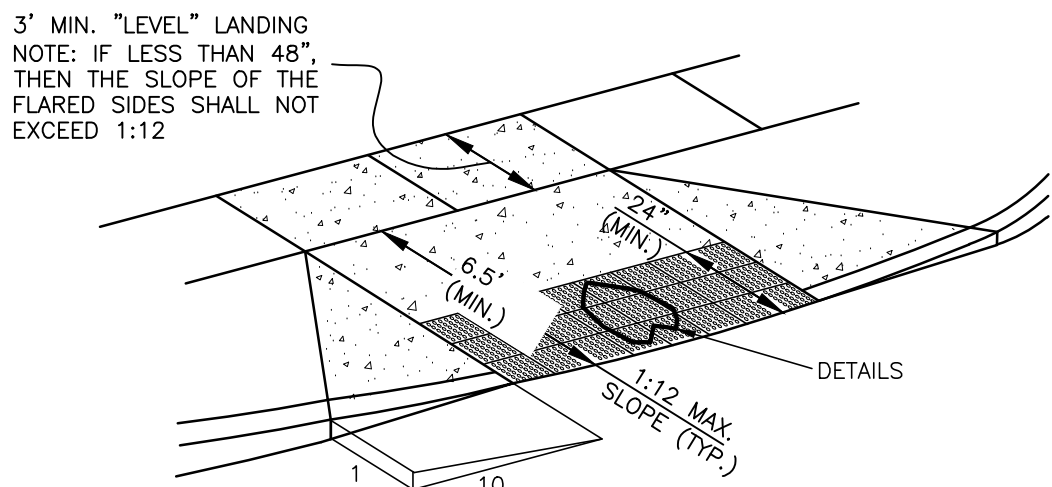
TYPE "B"
(PRIVATE PROPERTY)
N.T.S.



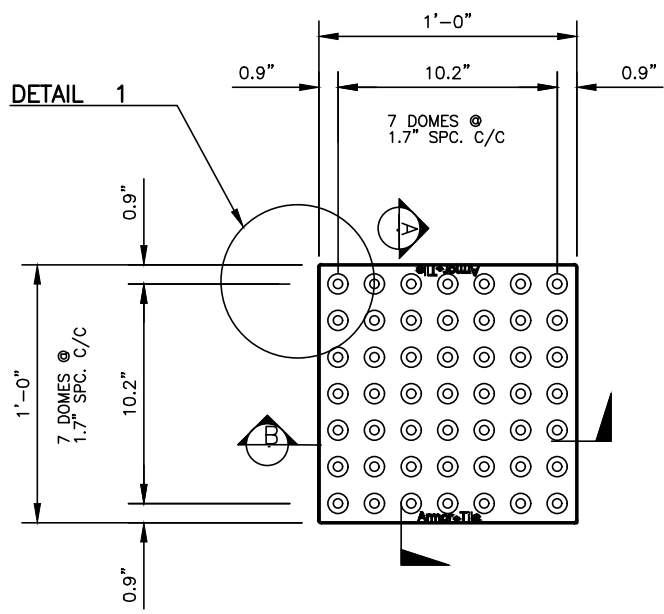
TYPE "C"
(PRIVATE PROPERTY)
N.T.S.



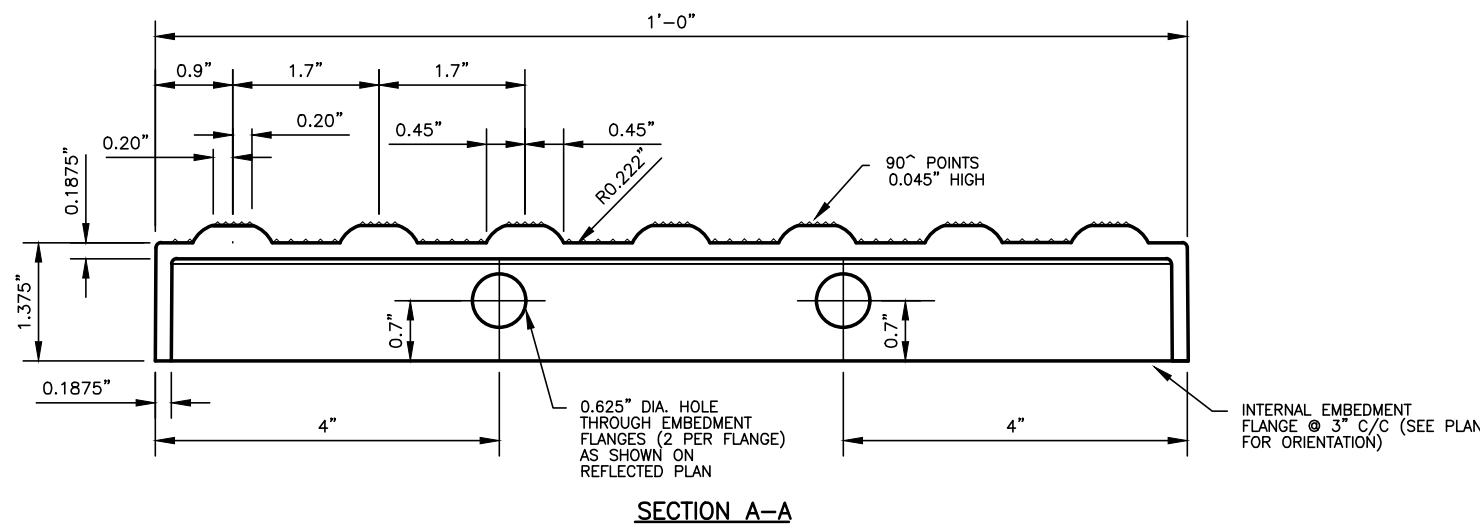
TYPE "D"
(PUBLIC R.O.W.)
N.T.S.



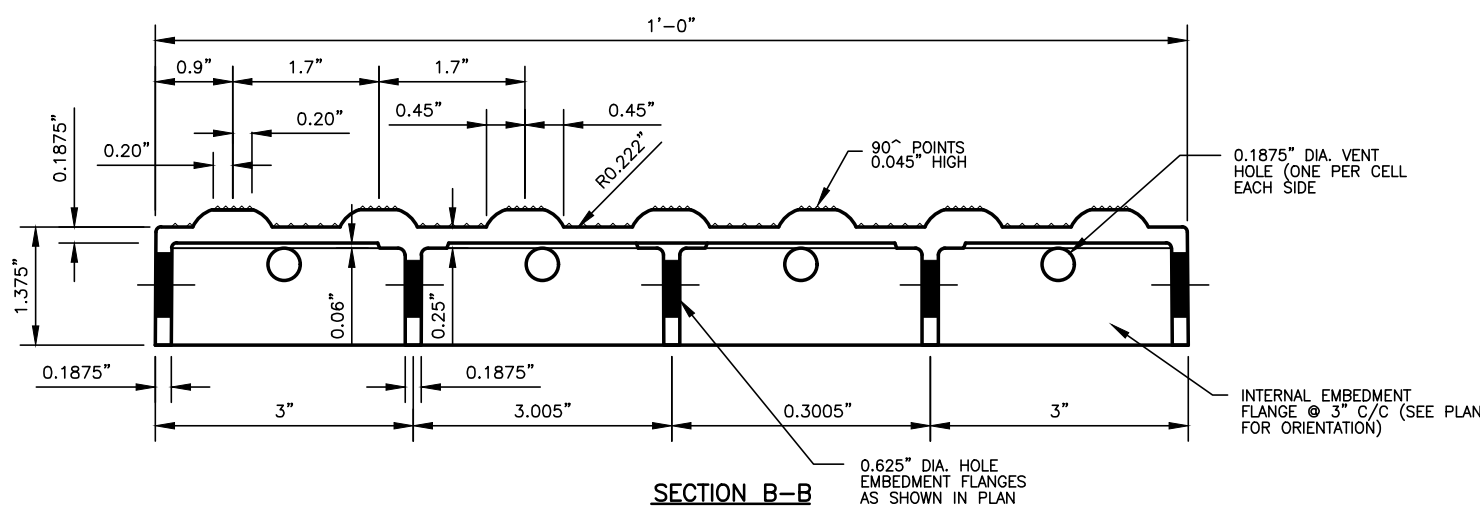
TYPE "E"
(PUBLIC R.O.W.)
N.T.S.



PLAN - TILE

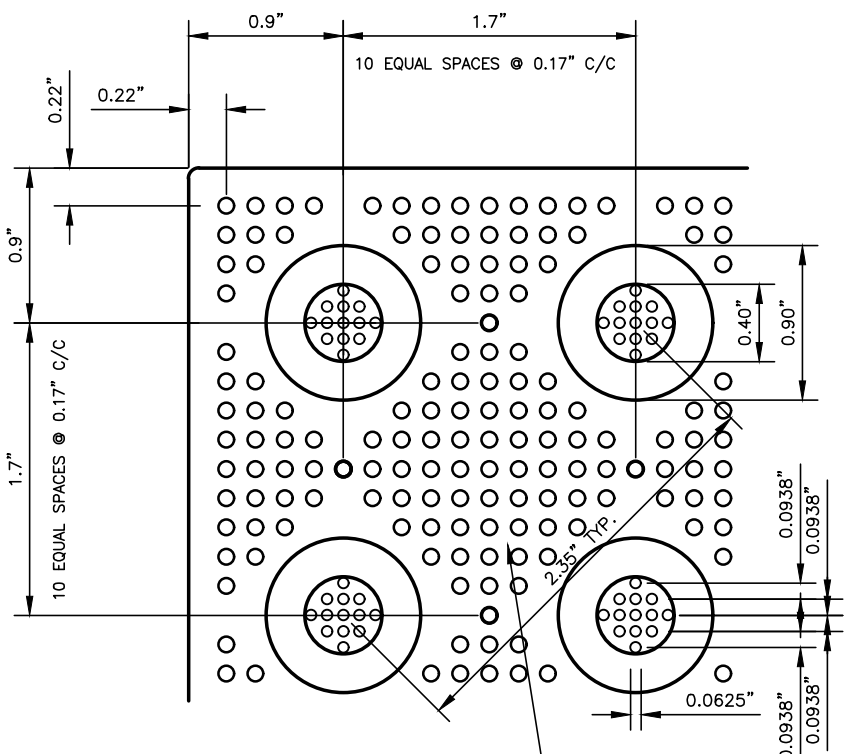


SECTION A-A

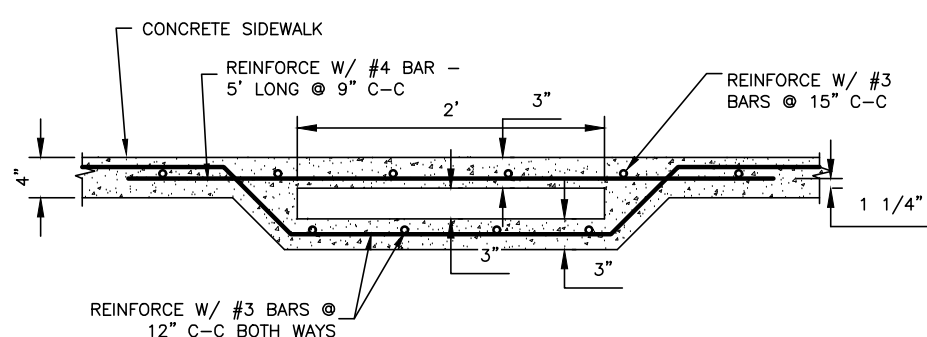


SECTION B-B

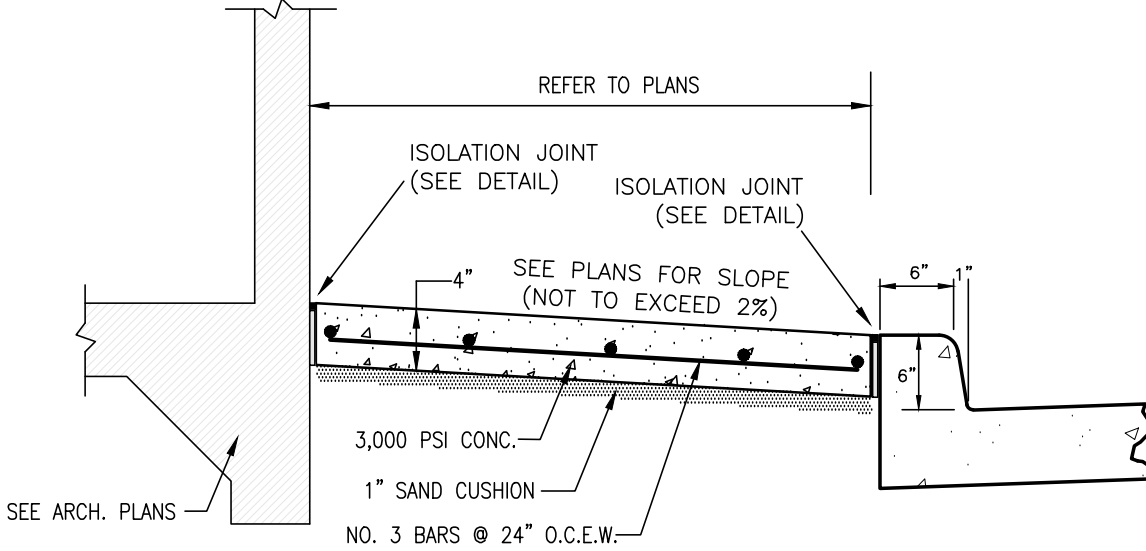
SIDEWALK RAMP DETAIL
N.T.S.



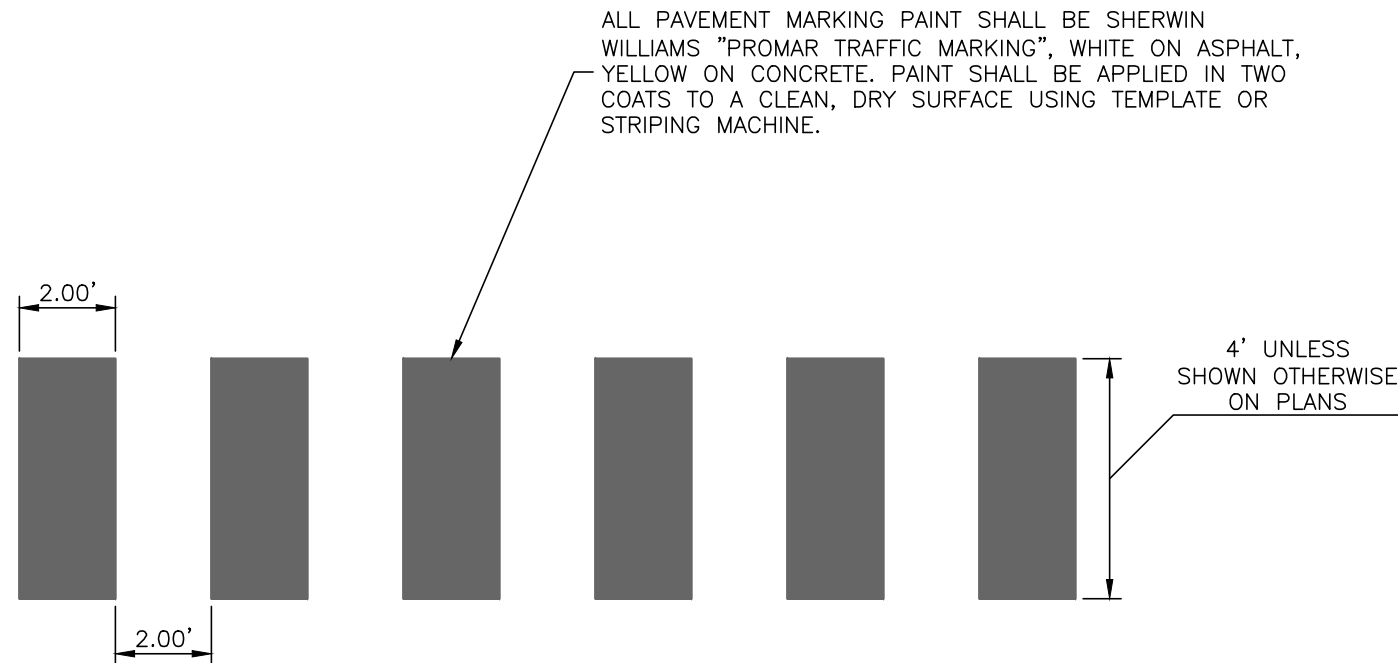
DETAIL 1



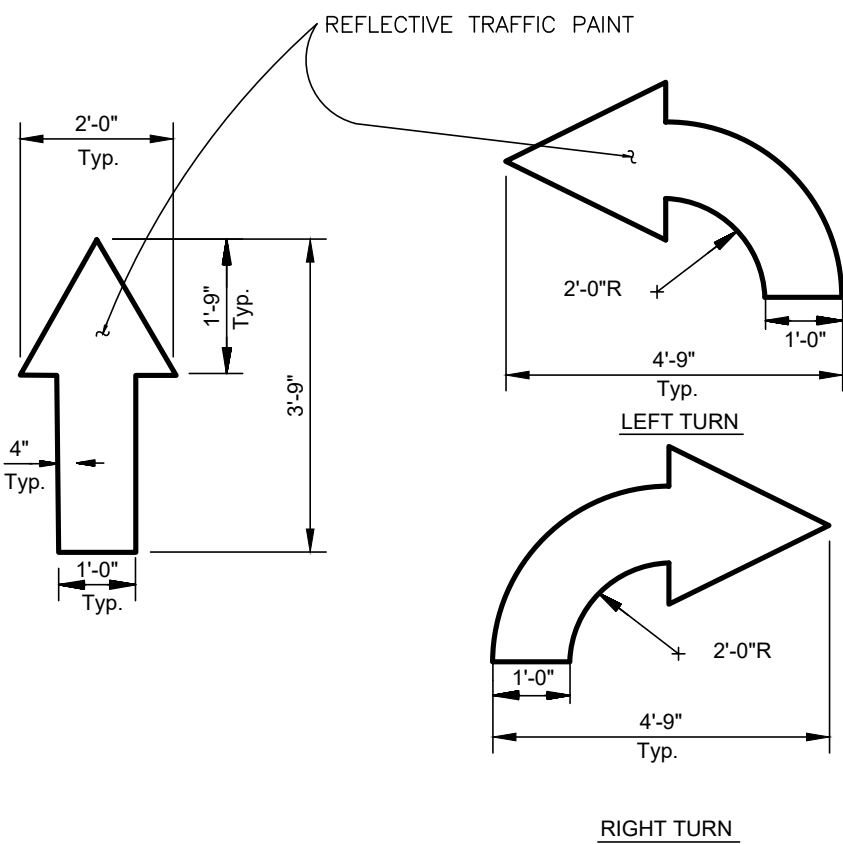
CONCRETE FLUME DETAIL
N.T.S.



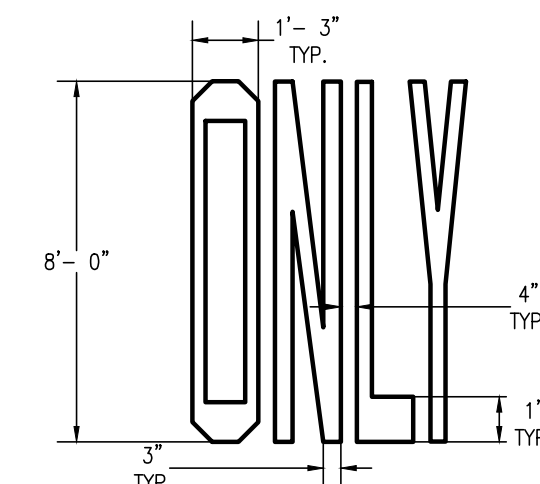
SIDEWALK @ BUILDING SECTION
N.T.S.



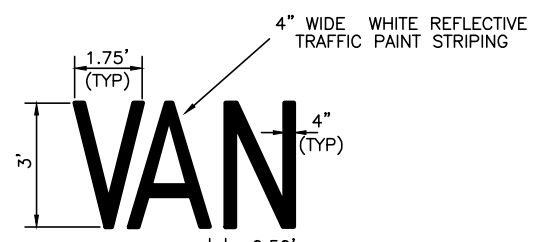
CROSSWALK DETAIL
SCALE: NTS



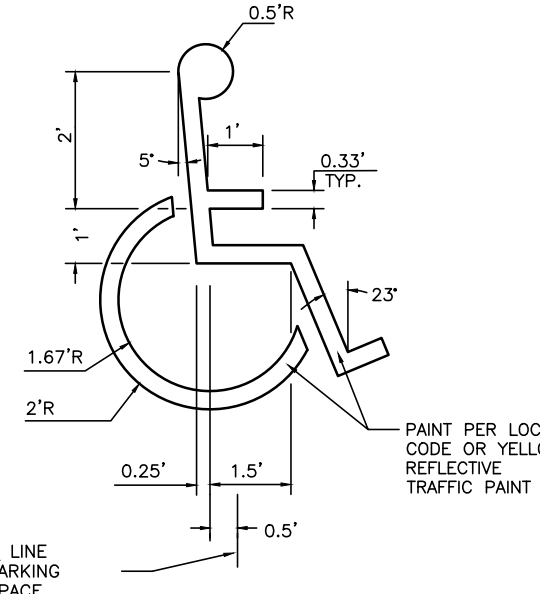
TRAFFIC FLOW ARROW
N.T.S.



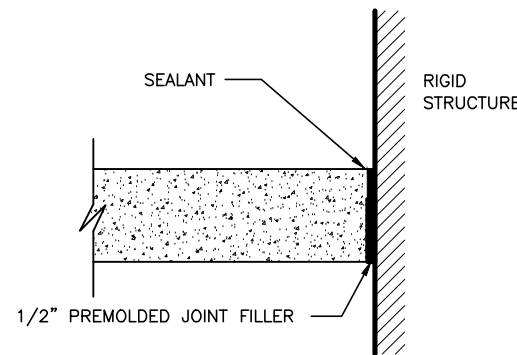
"ONLY" PAINTING DETAIL
SCALE: NTS



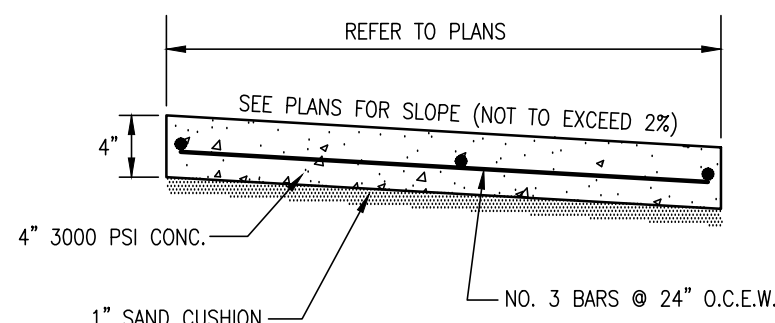
"VAN" PAINTING DETAIL



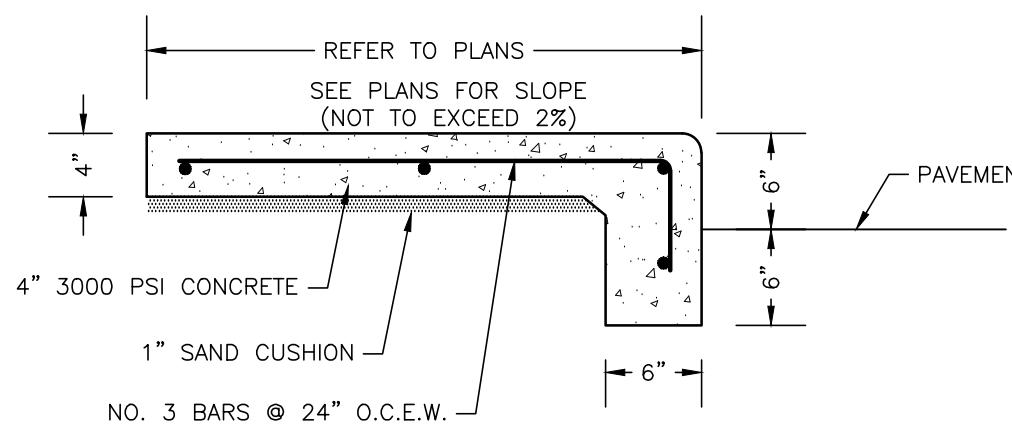
ACCESSIBLE
PARKING SPACE
SYMBOL



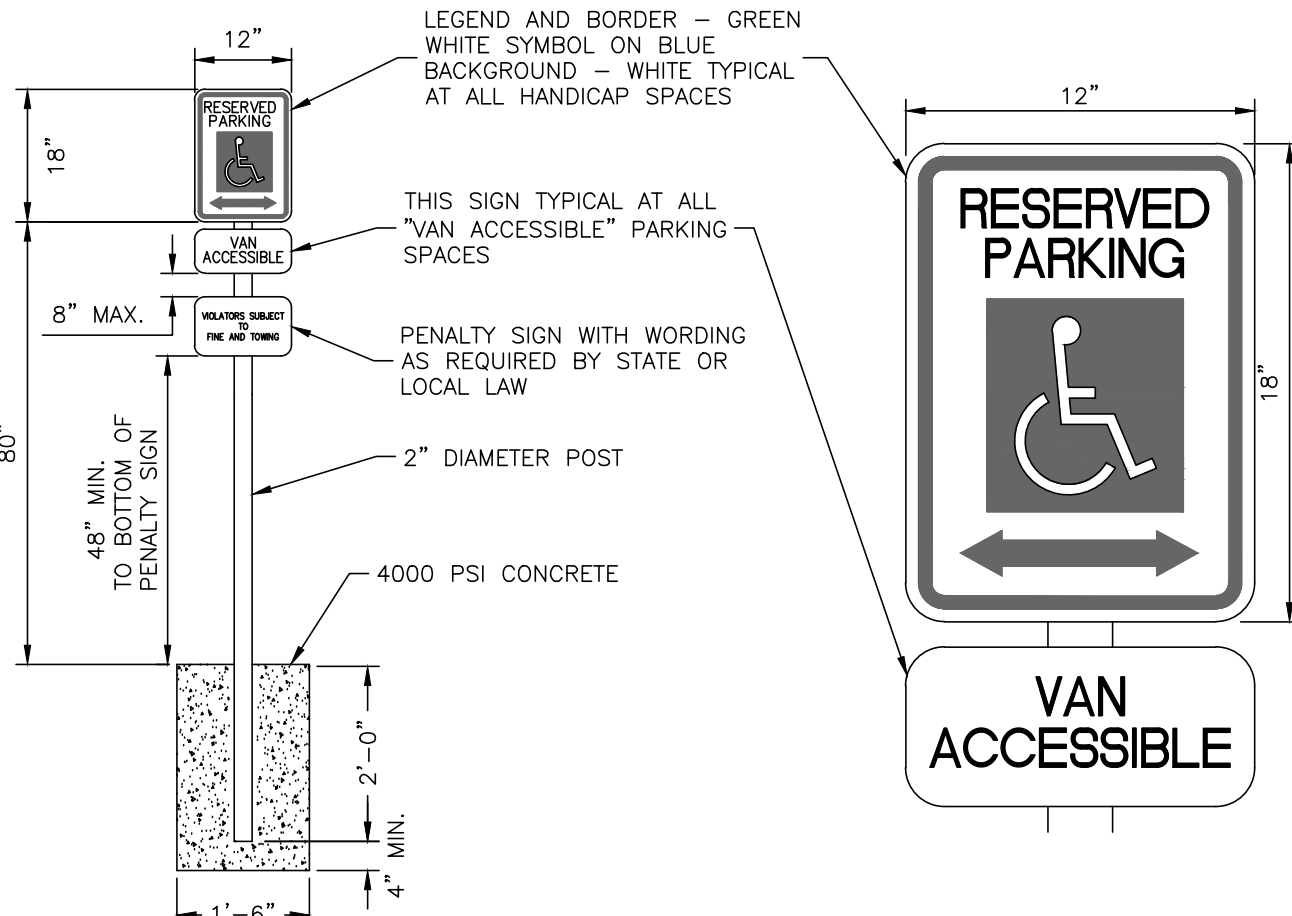
ISOLATION JOINT
N.T.S.



SIDEWALK SECTION
N.T.S.



SIDEWALK AT EDGE OF PAVEMENT
N.T.S.



HANDICAP PARKING SIGN DETAIL
N.T.S.

ADA JOB NUMBER:

SEAL:



CONSULTANT:



RAISING CANE'S

RESTAURANT NO.: #RC1580

5464 N PORT WASHINGTON RD
GLENDALE, WI 53217

SHEET REVISIONS		
REV	DATE	DESCRIPTION

PERMIT/ BID DATE ISSUANCE:

CONSTRUCTION
DETAILS

SHEET NAME:

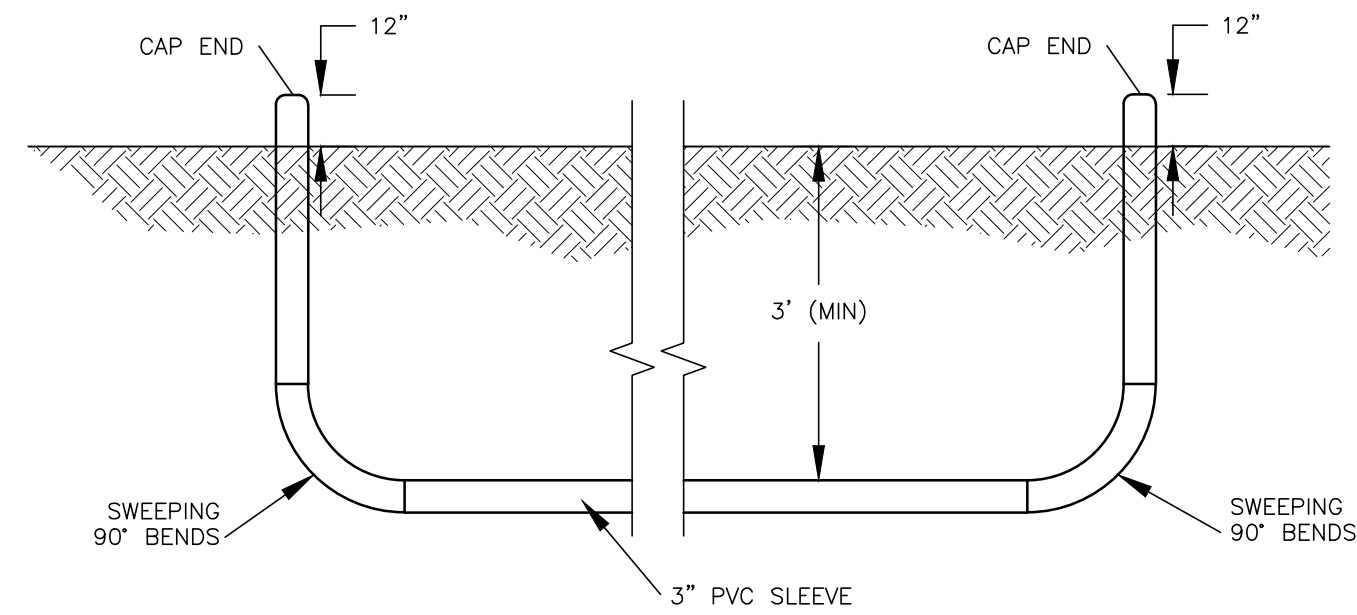
C-8.0

SHEET NUMBER:

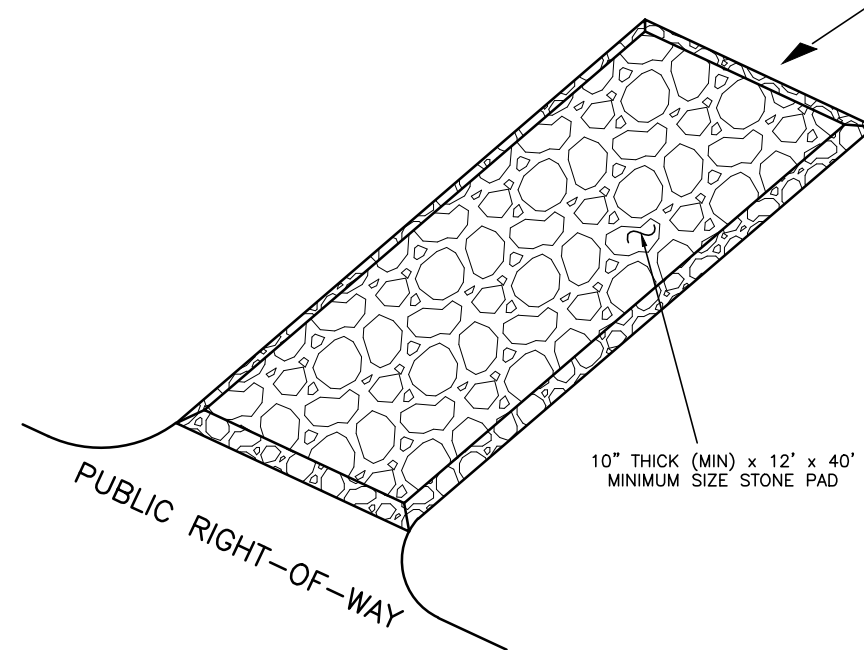


RESTAURANT NO.: #RC1580
5464 N PORT WASHINGTON RD
GLENDALE, WI 53217

SHEET REVISIONS		
REV	DATE	DESCRIPTION



UTILITY SLEEVE DETAIL
N.T.S.



TEMPORARY CONSTRUCTION
EXIT POINT DETAIL

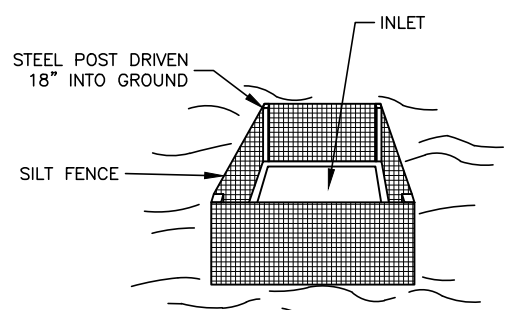
CONSTRUCTION NOTES:

1) GRADATION OF ROCK	SIZE OF ROCK LBS.	% SMALLER BY WEIGHT
	200	100
	50	30-50
	3	0

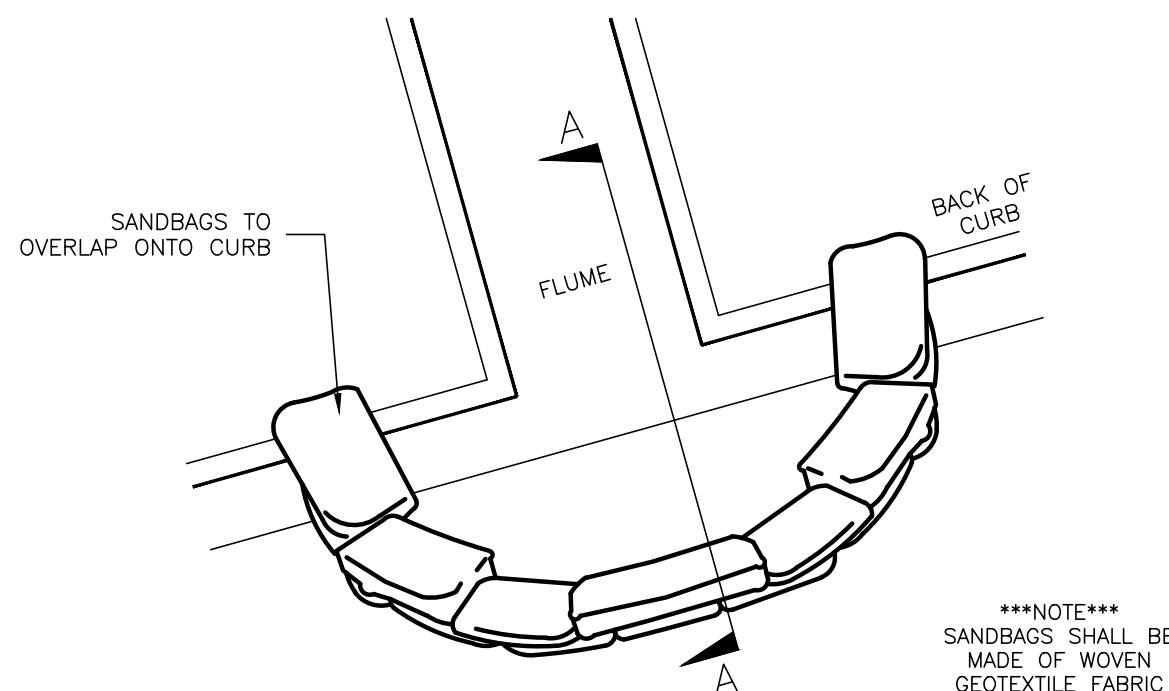
2) THE ENTRANCE SHALL BE MAINTAINED TO PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE DRESSING WITH ADDITIONAL STONE AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

3) WHEN NECESSARY, WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE INTO PUBLIC RIGHT-OF-WAY. WASHING SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE WHICH DRAINS INTO AN APPROVED SEDIMENT CONTROLLING STRUCTURE. USE SAND BAGS, GRVEL BOARDS OR OTHER APPROVED METHODS TO PREVENT SEDIMENT FROM ENTERING ANY STORM DRAIN, DITCH, OR WATER COURSE.

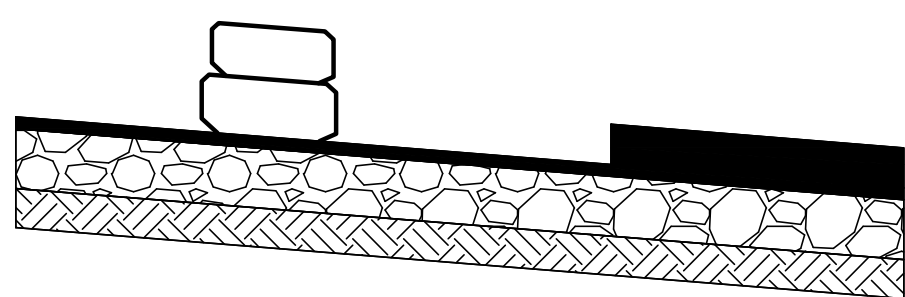
4) ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.



INLET PROTECTION
FILTER BARRIER
N.T.S.



PLAN



SECTION 'A-A'

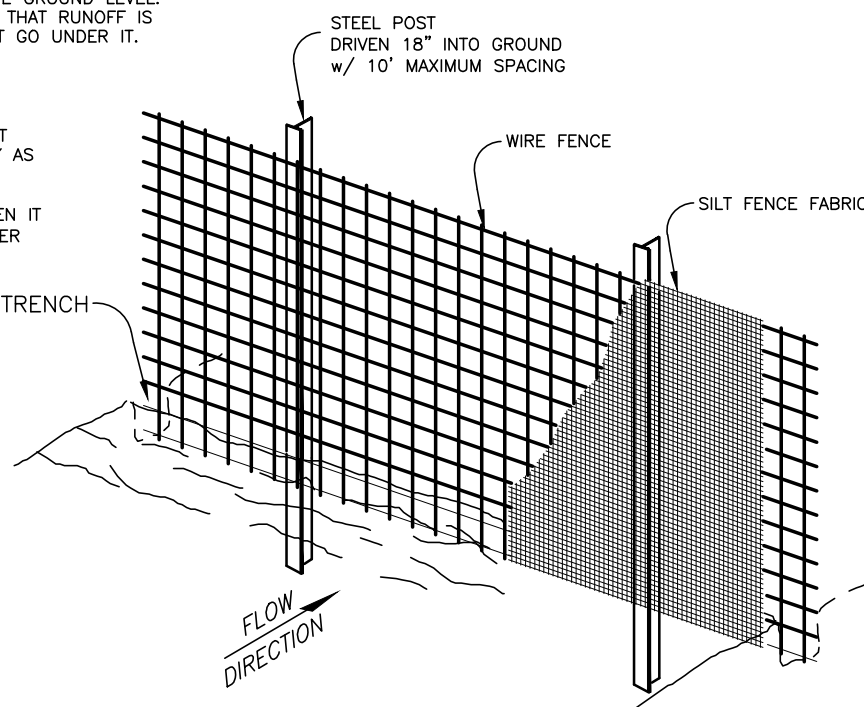
FLUME SEDIMENT BARRIER
NTS

STEPS FOR CONSTRUCTION:

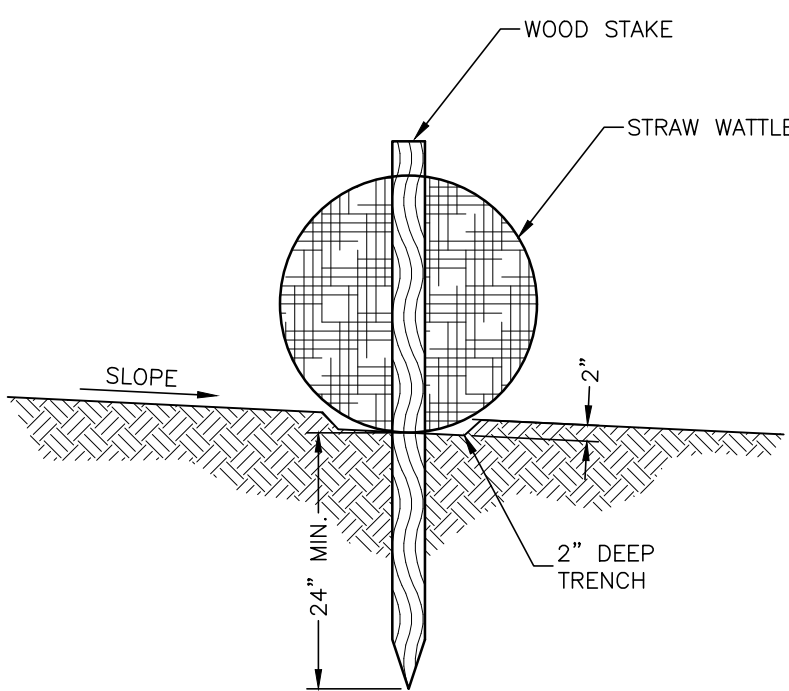
- 1) DRIVE POST 18" INTO GROUND AND EXCAVATE A 6"x6" TRENCH UPHILL ALONG THE LINE OF POST.
- 2) ATTACH WIRE FENCE TO THE POST AND EXTEND BOTTOM OF FENCE 6" INTO THE EXCAVATED TRENCH.
- 3) ATTACH THE SILT FABRIC TO THE WIRE FENCE AND EXTEND THE BOTTOM OF THE FABRIC 6" INTO THE TRENCH.
- 4) BACKFILL THE TRENCH WITH SOIL & COMPACT OR PLACE WASHED STONE TO THE HEIGHT OF 6" ABOVE GROUND LEVEL. BOTTOM OF FENCE MUST BE ANCHORED SO THAT RUNOFF IS FORCED THROUGH THE FENCE AND CAN NOT GO UNDER IT.

INSPECTION & MAINTENANCE:

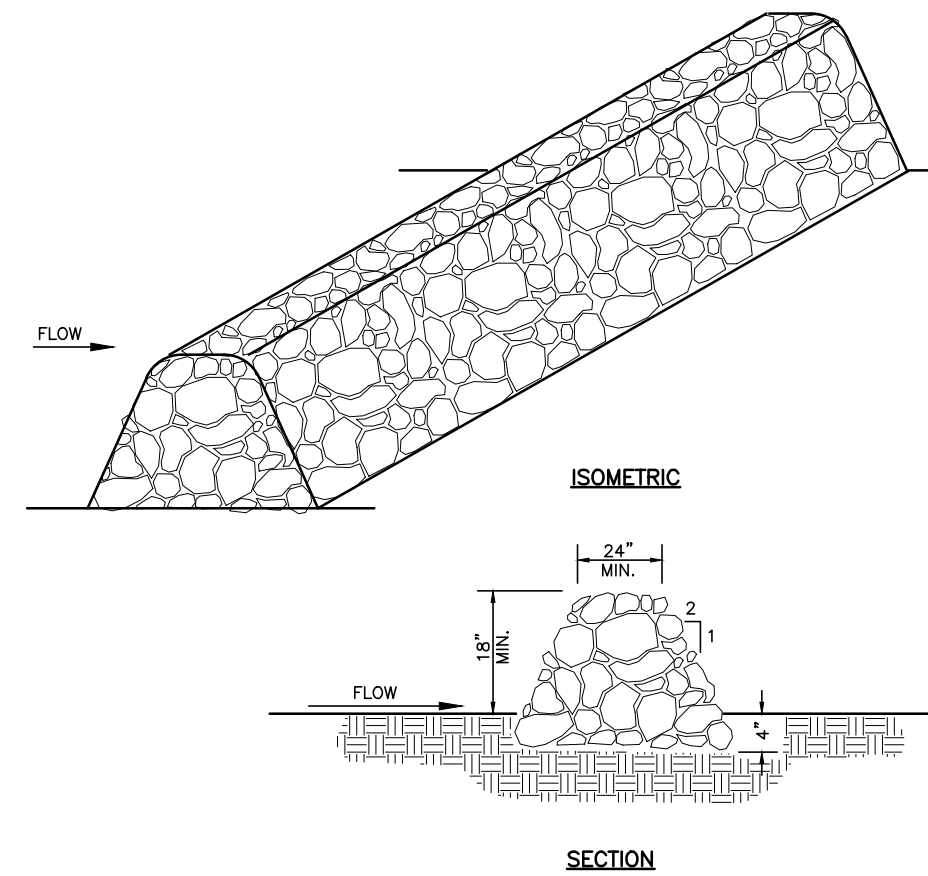
- 1) INSPECTION OF FENCES SHALL BE FREQUENT AND REPAIR OR REPLACEMENT MADE PROMPTLY AS NEEDED.
- 2) ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF 6" AND DISPOSED OF PER OWNER/ENGINEER.



SILT FENCE DETAIL

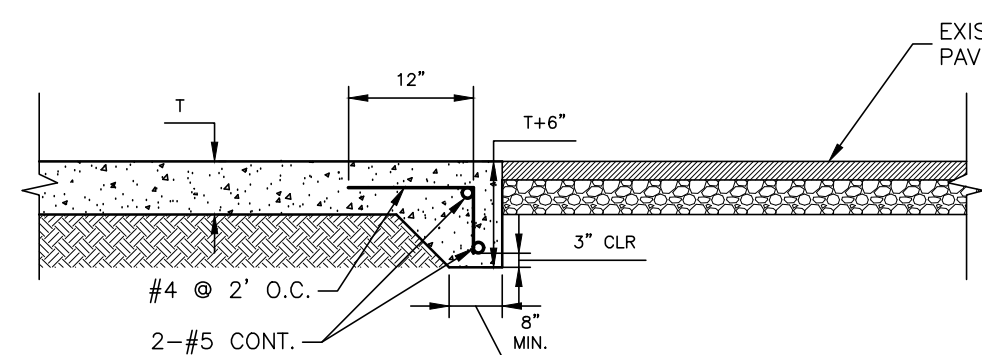


STRAW WATTLE DETAIL
N.T.S.

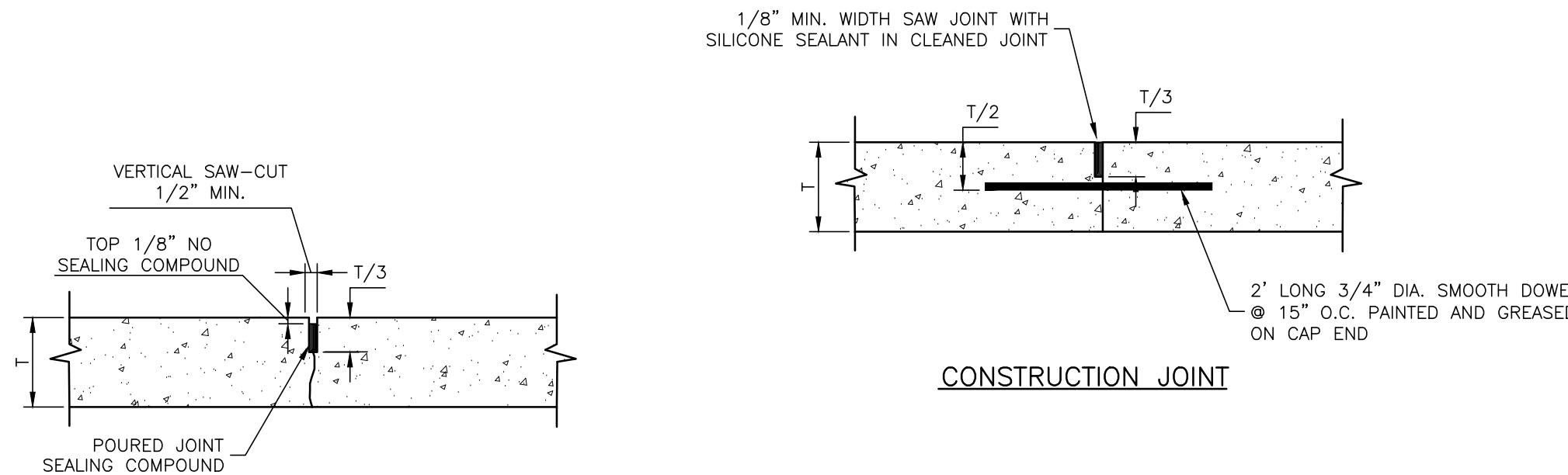


ROCK BERM DETAILS

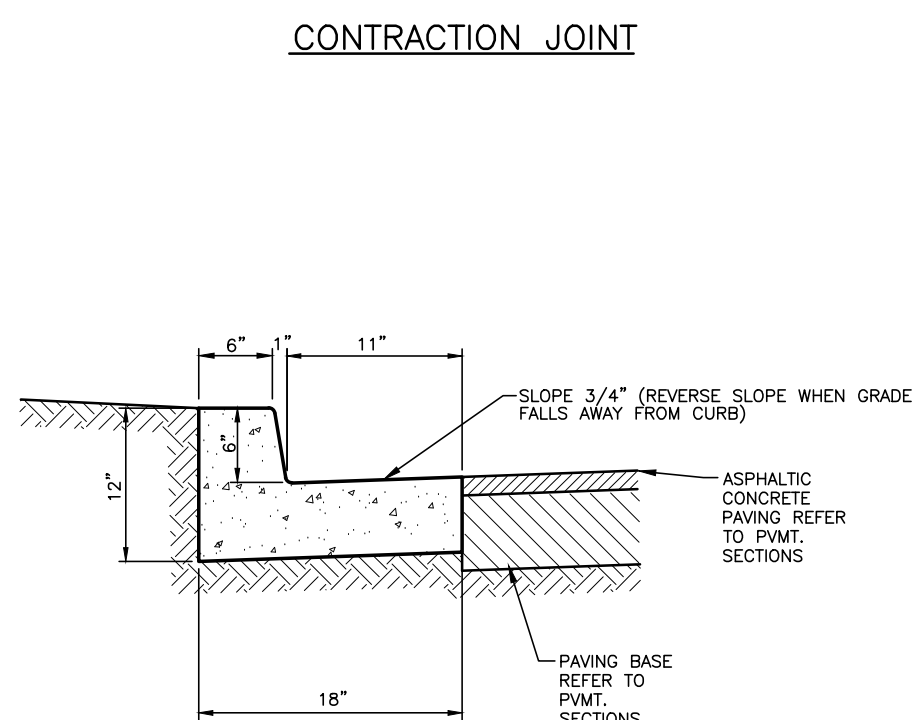
1. USE ONLY OPEN-GRADED ROCK, WITH MOST OF THE FINES REMOVED.
2. STONE SHALL BE CRUSHED, MIN. 3" DIAMETER, MAX. 1 CU. FT. IN VOLUME.
3. THE ROCK BERM SHALL BE EMBEDDED INTO THE SOIL A MINIMUM OF 4 INCHES.
4. INSPECT BERM AFTER EACH RAIN. REPLACE STONE WHEN THE STRUCTURE FAILS TO SERVE ITS PURPOSE DUE TO SILT ACCUMULATION, WASHOUT OR DAMAGE.
5. REMOVE SILT WHEN IT REACHES A DEPTH OF 12 INCHES, OR ONE-THIRD OF THE HEIGHT OF THE BERM, WHICHEVER IS LESS. DISPOSE OF SILT IN APPROVED LOCATIONS.
6. REMOVE BERM ONLY WHEN SITE IS COMPLETELY STABILIZED.



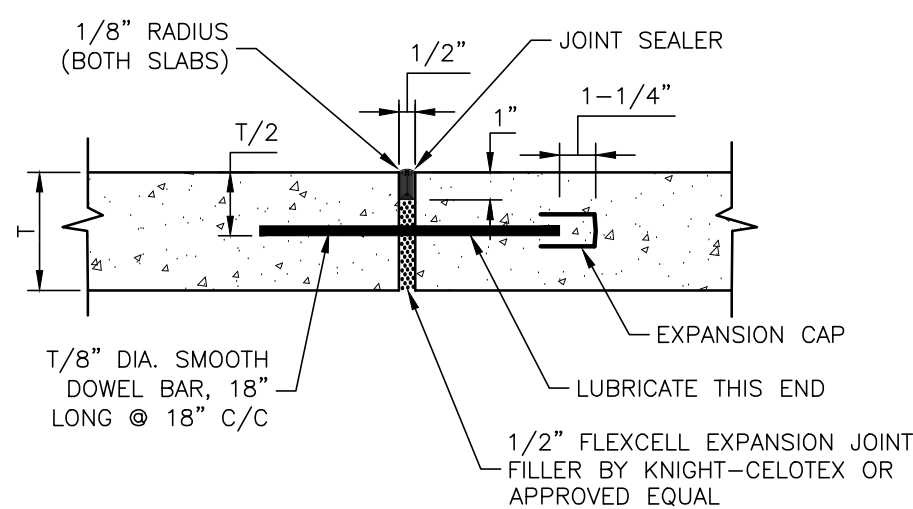
THICKENED CONCRETE EDGE DETAIL



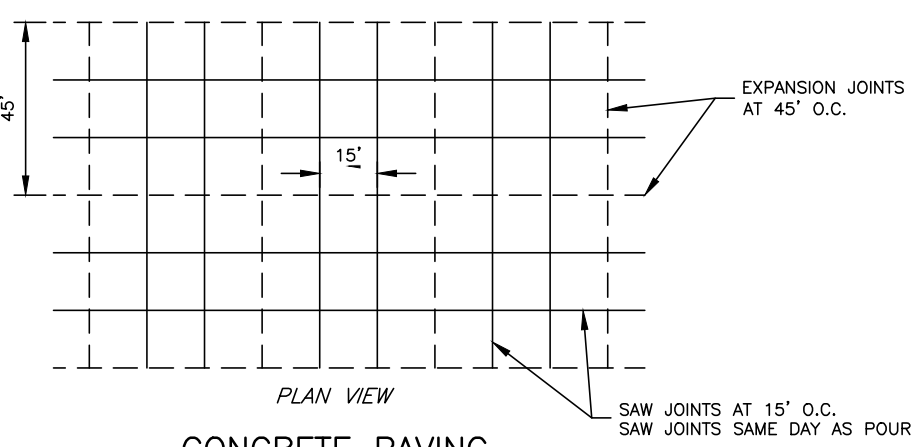
CONSTRUCTION JOINT



CONTRACTION JOINT



EXPANSION JOINT
N.T.S.



CONCRETE PAVING

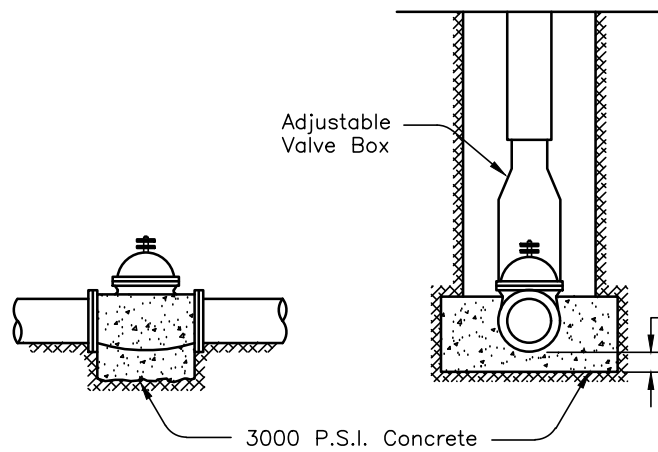
CONCRETE PAVING JOINT DETAILS

NOTE:
PROVIDE EXPANSION JOINT WHERE CONC. PAVEMENT AND CURB AND GUTTER MEET OR CONSTRUCT MONOLITHIC CURB AND GUTTER WITH CONCRETE PAVEMENT.

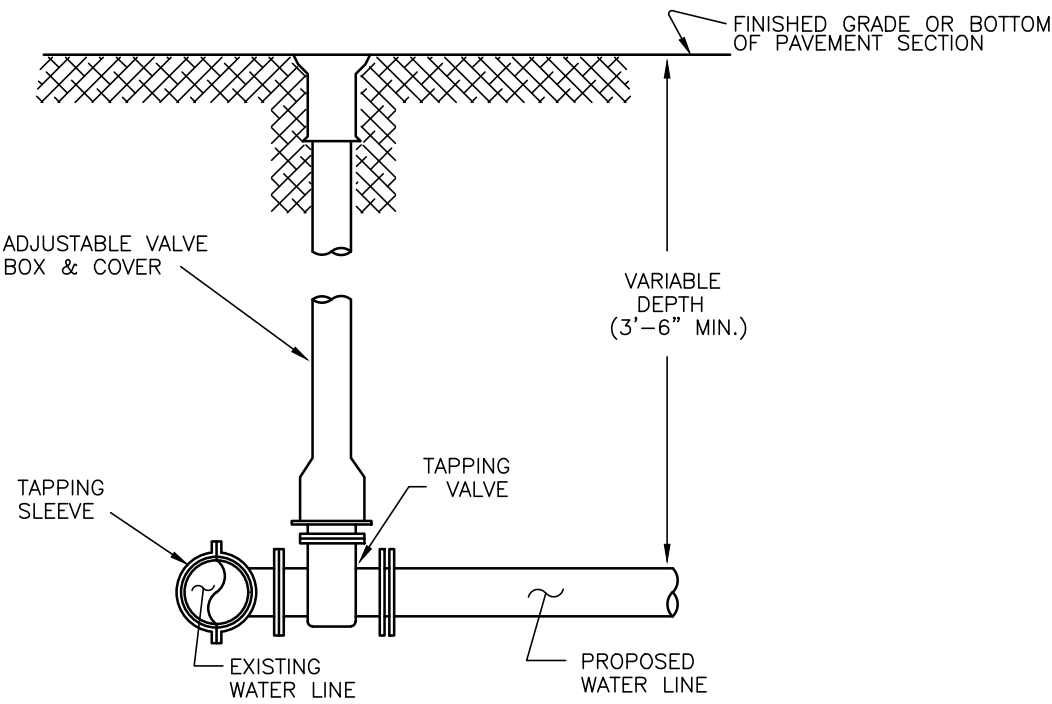
REFER TO GEOTECHNICAL REPORT FOR ANY CLARIFICATIONS AND / OR DISCREPANCIES.

CURB & GUTTER DETAILS

- NOTES:
1. TYPE "A" TO BE USED ON ASPHALTIC CONCRETE PAVING, AND TYPE "B" TO BE USED WITH CONCRETE.
 2. CONCRETE FOR CURB AND GUTTER SHALL BE 3,600 P.P.S.I. AT 28 DAYS.



BLOCKING DETAIL FOR VALVES

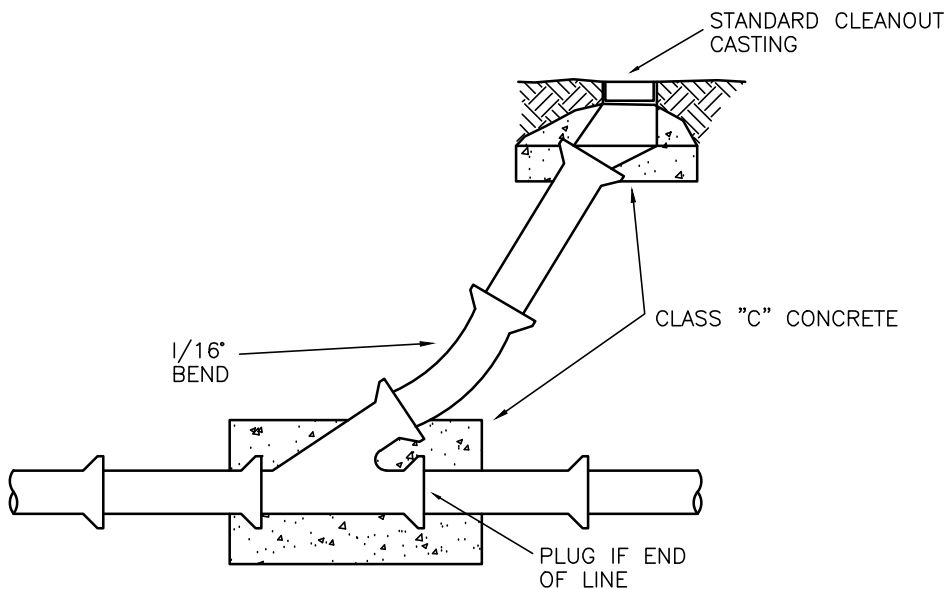


NOTE: EXIST. WATER LINE SHALL BE TAPPED WHILE UNDER PRESSURE

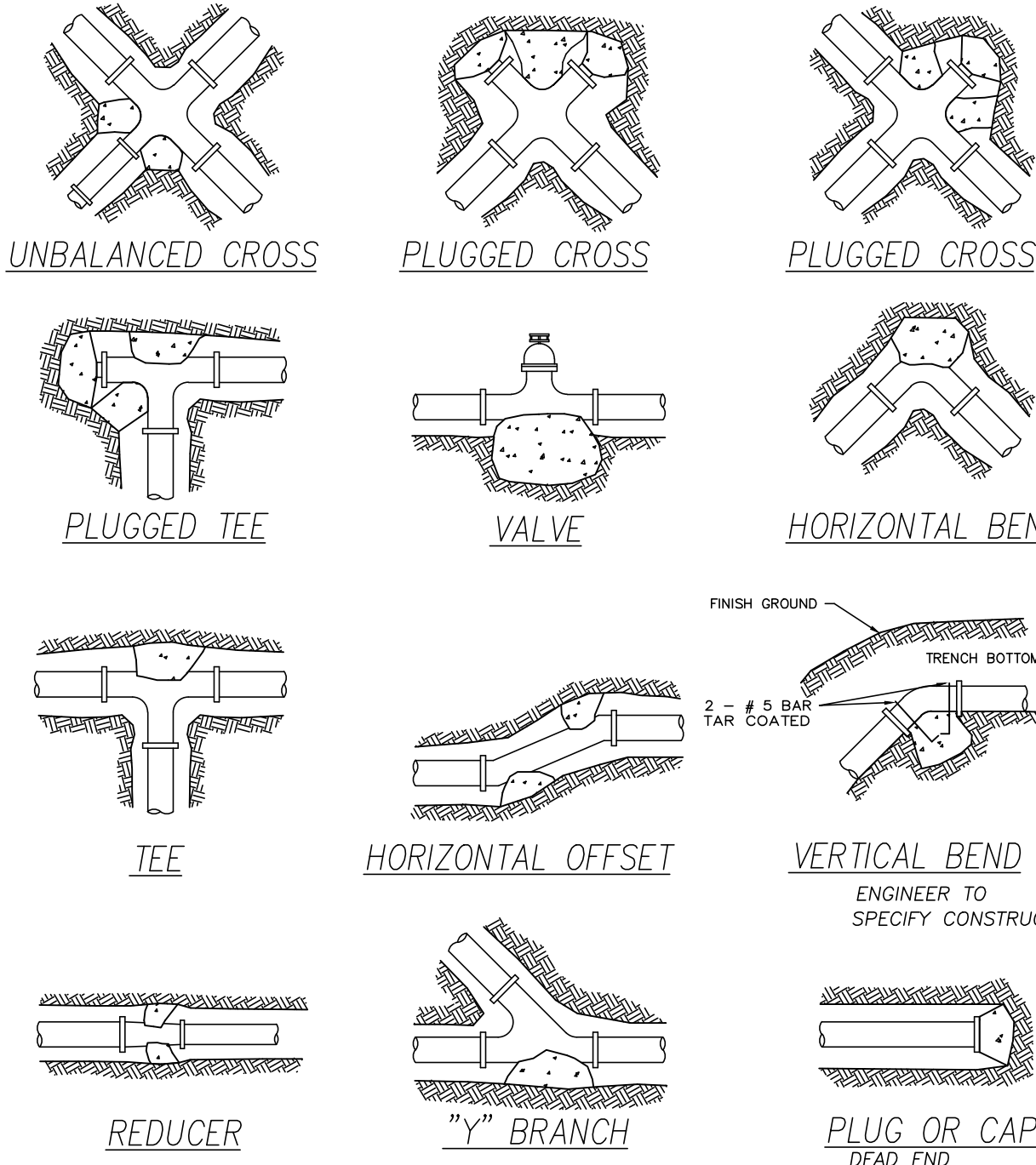
WATER LINE TIE-IN DETAIL

GENERAL NOTES FOR WATER CONSTRUCTION:

1. All work and materials shall be subject to City Engineers approval during construction and upon completion.
2. All concrete shall be of strengths shown hereon.
3. Unless otherwise approved, all water mains shall be placed a minimum depth of 3'-6" below top of proposed street curbs, or 36" of cover above pipe not located in street right of way.

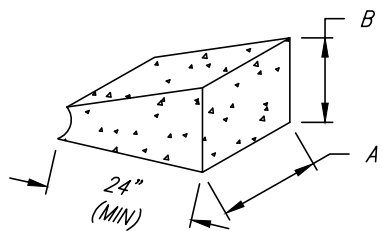


CLEANOUT DETAIL



GENERAL NOTES FOR THRUST BLOCKING:

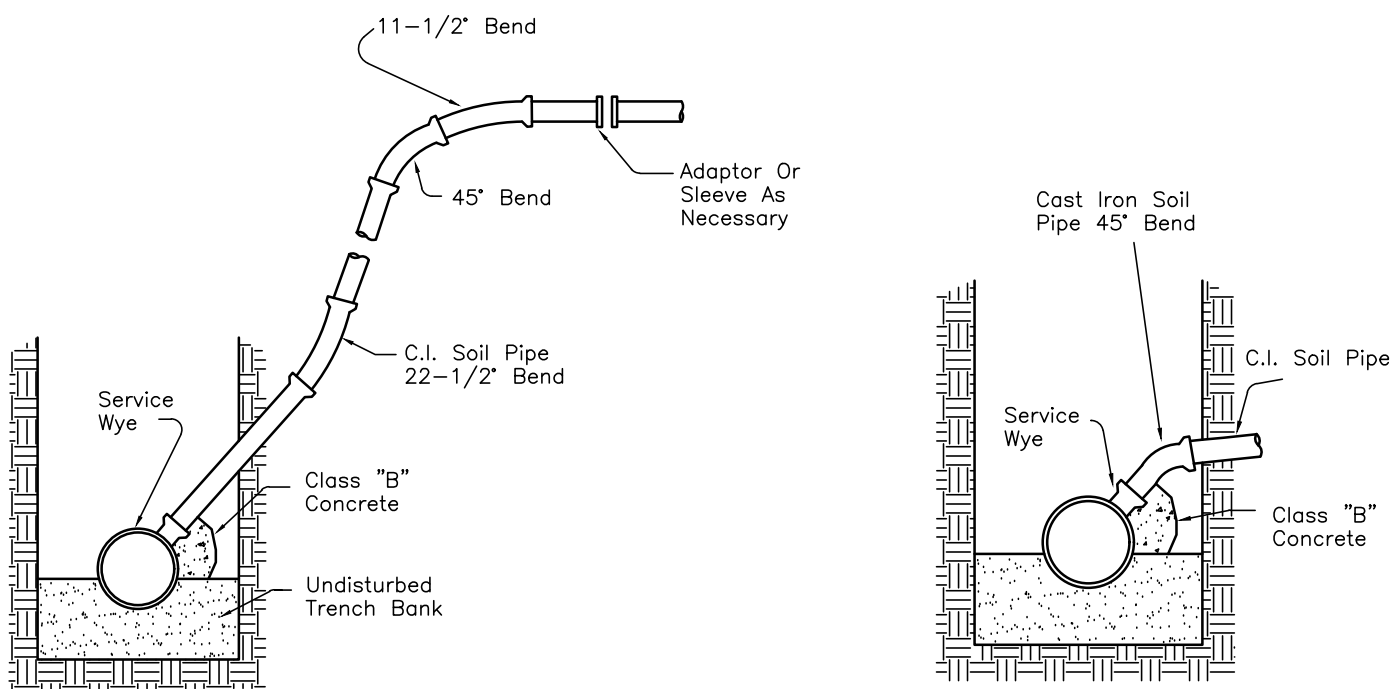
1. ALL BLOCKING SHALL BE AGAINST UNDISTURBED HAND DUG SOIL.
2. WHERE SOIL CONDITIONS MAKE IT NECESSARY TO POUR CONCRETE BLOCKING OVER JOINTS, THE ENDS OF THE ADJACENT PIPES MUST HAVE A KICKER BLOCK TO RESIST MOVEMENT OF THESE JOINTS.
3. WEIGHT CALCULATIONS TO BE BASED ON THRUST DUE TO STATIC PRESSURE +50 % THRUST = 2 AP SIN 1/20 WHERE A=AREA OF PIPE, P=WATER PRESSURE.
4. WHERE BLOCKING OVER PLUG, PLUG SHOULD BE COVERED WITH PAPER TO PREVENT BINDING OF CONCRETE.
5. WHERE SHEAR BECOMES A PROBLEM PROPER REINFORCING MUST BE INSTALLED INTO THE BLOCKING.
6. CLEARANCE SHALL BE A MINIMUM OF 6" BETWEEN PIPE AND OBSTRUCTION.
7. CLEARANCE ON PIPES BELONGING TO OIL & GAS COMPANIES SHALL BE 18" UNLESS SPECIAL PERMISSION IS GIVEN BY THESE COMPANIES.
8. PROVIDE MINIMUM BEARING AREA IN S.E. AS FOLLOWS BASED ON 150 PSI TEST PRESSURE AND SOIL BEARING PRESSURE SPECIFIED IN GEOTECHNICAL INVESTIGATION.
9. FITTINGS TO BE SEPARATED FROM THRUST BLOCK WITH 2 LAYER OF 8 MIL. POLYETHYLENE.
10. ALL TIE DOWN RODS SHALL BE TAR COATED.
11. ALL CONCRETE SHALL HAVE A MINIMUM STRENGTH OF 3,000 PSI.
12. FOR FIRE HYDRANTS, THRUST BLOCK A=39", B=33", LENGTH=36"



THRUST BLOCKING CALCULATIONS											
FITTING SIZE	TEES & PLUGS		90° BENDS		45° BENDS & WYES		REDUCERS & 22 1/2° BENDS		11 1/4° BENDS		
	A	B	A	B	A	B	A	B	A	B	
4"	1'-8"	1'-6"	2'-0"	1'-6"	2'-0"	1'-6"	1'-6"	0'-9"	1'-6"	0'-9"	
6"	2'-8"	2'-0"	3'-3"	2'-9"	2'-6"	2'-0"	2'-6"	1'-0"	1'-6"	0'-6"	
8"	3'-6"	3'-0"	4'-3"	3'-6"	3'-8"	2'-6"	2'-3"	2'-0"	1'-6"	1'-0"	
10"	4'-3"	4'-0"	4'-6"	5'-3"	4'-0"	3'-3"	3'-0"	2'-3"	1'-6"	1'-0"	
12"	5'-6"	4'-6"	6'-8"	5'-0"	4'-6"	4'-0"	3'-6"	2'-9"	2'-0"	1'-0"	

THRUST BLOCKING DETAIL

SCALE: NTS



DEEP SEWER LINE RISER

NORMAL SEWER LINE RISER

GENERAL NOTE FOR SEWER SERVICE:

If tie-in to existing service is not completed at time of construction, plug end of new service and mark end with a painted 2"x4" board. Contractor shall also furnish owner completed plans indicating the location of the end of each sewer service by showing the distance to each of three existing points such as trees, water meters, etc.

ADA JOB NUMBER:

SEAL:



CONSULTANT:



RAISING CANE'S

RESTAURANT NO.: #RC1580
5464 N PORT WASHINGTON RD
GLENDALE, WI 53217

PROTOTYPE: P6-AV
SCHEME A
VERSION 2025-1.0

SHEET REVISIONS		
REV	DATE	DESCRIPTION

PERMIT/ BID DATE ISSUANCE:

CONSTRUCTION DETAILS

SHEET NAME:

C-8.2

SHEET NUMBER:

Add street tree in Port Washington right of way at developers expense, species determined by The City

Replace privet species (see plant list comment) and use more than one type of shrub in these long runs

Add shade trees to help screen dumpsters and rear facade from homes.

Replace privet species (see plant list comment) and use more than one type of shrub in these long runs

Add street trees in Iroquois Ave right of way at developers expense, species determined by The City

Two shade trees in this island

Find ways to incorporate more Wisconsin Native trees and shrubs into plant list.

Replace Amur Privet with non invasive species (i.e. ninebark, chokeberry, dogwood or viburnum)

Grow low sumac is a good choice for parking lots

Appropriate choice for parking lots

LANDSCAPE NOTES

- CONTRACTOR SHALL VERIFY ALL EXISTING AND PROPOSED SITE ELEMENTS AND NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES. SURVEY DATA OF EXISTING CONDITIONS WAS SUPPLIED BY OTHERS.
- CONTRACTOR SHALL LOCATE ALL EXISTING UNDERGROUND UTILITIES AND NOTIFY LANDSCAPE ARCHITECT OF ANY CONFLICTS. CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING IN THE VICINITY OF UNDERGROUND UTILITIES.
- CONTRACTOR SHALL PROVIDE A MINIMUM 2% SLOPE AWAY FROM ALL STRUCTURES.
- CONTRACTOR SHALL FINE GRADE AREAS TO ACHIEVE FINAL CONTOURS AS INDICATED. LEAVE AREAS TO RECEIVE TOPSOIL 3" BELOW FINAL FINISHED GRADE IN PLANTING AREAS AND 1" BELOW FINAL FINISHED GRADE IN LAWN AREAS.
- ALL PLANTING BEDS AND LAWN AREAS SHALL BE SEPARATED BY STEEL EDGING. NO STEEL EDGING SHALL BE INSTALLED ADJACENT TO BUILDINGS, WALKS, OR CURBS. CUT STEEL EDGING AT 45 DEGREE ANGLE WHERE IT INTERSECTS WALKS AND CURBS.
- TOP OF MULCH SHALL BE 1/2" MINIMUM BELOW THE TOP OF WALKS AND CURBS.
- ALL LAWN AREAS SHALL BE KENTUCKY BLUEGRASS, UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- ALL REQUIRED LANDSCAPE AREAS SHALL BE PROVIDED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM WITH RAIN AND FREEZE SENSORS AND EVAPOTRANSPIRATION (ET) WEATHER-BASED CONTROLLERS AND SAID IRRIGATION SYSTEM SHALL BE DESIGNED BY A QUALIFIED PROFESSIONAL AND INSTALLED BY A LICENSED IRRIGATOR.
- CONTRACTOR SHALL PROVIDE BID PROPOSAL LISTING UNIT PRICES FOR ALL MATERIAL PROVIDED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED LANDSCAPE AND IRRIGATION PERMITS.

MAINTENANCE NOTES

- THE OWNER, TENANT AND THEIR AGENT, IF ANY, SHALL BE JOINTLY AND SEVERALLY RESPONSIBLE FOR THE MAINTENANCE OF ALL LANDSCAPE.
- ALL LANDSCAPE SHALL BE MAINTAINED IN A NEAT AND ORDERLY MANNER AT ALL TIMES. THIS SHALL INCLUDE MOWING, EDGING, PRUNING, FERTILIZING, WATERING, WEEDING AND OTHER SUCH ACTIVITIES COMMON TO LANDSCAPE MAINTENANCE.
- ALL LANDSCAPE AREAS SHALL BE KEPT FREE OF TRASH, LITTER, WEEDS AND OTHER SUCH MATERIAL OR PLANTS NOT PART OF THIS PLAN.
- ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY AND GROWING CONDITION AS IS APPROPRIATE FOR THE SEASON OF THE YEAR.
- ALL PLANT MATERIAL WHICH DIES SHALL BE REPLACED WITH PLANT MATERIAL OF EQUAL OR BETTER VALUE.
- CONTRACTOR SHALL PROVIDE SEPARATE BID PROPOSAL FOR ONE YEAR'S MAINTENANCE TO BEGIN AFTER FINAL ACCEPTANCE.

GENERAL LAWN NOTES

- CONTRACTOR SHALL COORDINATE OPERATIONS AND AVAILABILITY OF EXISTING TOPSOIL WITH ON-SITE CONSTRUCTION MANAGER.
- CONTRACTOR SHALL LEAVE LAWN AREAS 1" BELOW FINAL FINISHED GRADE PRIOR TO TOPSOIL INSTALLATION.
- CONTRACTOR SHALL FINE GRADE AREAS TO ACHIEVE FINAL CONTOURS AS INDICATED ON CIVIL PLANS. ADJUST CONTOURS TO ACHIEVE POSITIVE DRAINAGE AWAY FROM BUILDINGS. PROVIDE UNIFORM ROUNDING AT TOP AND BOTTOM OF SLOPES AND OTHER BREAKS IN GRADE. CORRECT IRREGULARITIES AND AREAS WHERE WATER MAY STAND.
- ALL LAWN AREAS SHALL BE FINE GRADED, IRRIGATION TRENCHES COMPLETELY SETTLED AND FINISH GRADE APPROVED BY THE OWNER'S CONSTRUCTION MANAGER OR LANDSCAPE ARCHITECT PRIOR TO LAWN INSTALLATION.
- CONTRACTOR SHALL REMOVE ALL ROCKS 3/4" DIAMETER AND LARGER, DIRT CLODS, STICKS, CONCRETE SPOILS, ETC. PRIOR TO PLACING TOPSOIL AND LAWN INSTALLATION.
- CONTRACTOR SHALL MAINTAIN ALL LAWN AREAS UNTIL FINAL ACCEPTANCE. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO: MOWING, WATERING, WEEDING, CULTIVATING, CLEANING AND REPLACING DEAD OR BARE AREAS TO KEEP PLANTS IN A VIGOROUS, HEALTHY CONDITION.
- CONTRACTOR SHALL GUARANTEE ESTABLISHMENT OF ACCEPTABLE TURF AREA AND SHALL PROVIDE REPLACEMENT FROM LOCAL SUPPLY IF NECESSARY.

SOLID SOD NOTES

- PLANT SOD BY HAND TO COVER INDICATED AREAS COMPLETELY. ENSURE EDGES OF SOD ARE TOUCHING. TOP DRESS JOINTS BY HAND WITH TOPSOIL TO FILL VOIDS.
- ROLL GRASS AREAS TO ACHIEVE A SMOOTH, EVEN SURFACE, FREE FROM UNNATURAL UNDULATIONS.
- WATER SOD THOROUGHLY AS SOD OPERATION PROGRESSES.

LANDSCAPE TABULATIONS

THE CITY OF GLENDALE, WI

ACCESSORY LANDSCAPE AREA

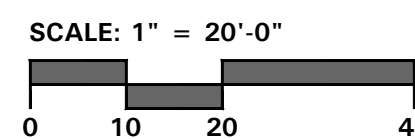
- 10% of the surface parking area shall be landscape.
- Perimeter parking edges shall be screened.

Parking Area: 21,439 s.f.	
Required 2,144 s.f. (10%)	Provided 2,225 s.f. (10%)
evergreen shrubs	evergreen shrubs

PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	REMARKS
TREES					
NHE	<i>Ulmus carpinifolia</i> 'New Horizon'	New Horizon Smoothleaf Elm	3	3" cal.	container grown, 12' ht., 4' spread, 4' branching ht., matching
RAL	<i>Tilia americana</i> 'Redmond'	Redmond American Linden	3	3" cal.	container grown, 12' ht., 4' spread, 4' branching ht., matching
SHRUBS/GROUND COVER					
AP	<i>Ligustrum amurense</i>	Amur Privet	57	5 gal.	container full, 20" spread, 42" o.c.
BCJ	<i>Juniperus horizontalis</i> 'Blue chip'	Blue Chip Juniper	30	3 gal.	container full, 20" spread, 30" o.c.
DAY	<i>Hemerocallis</i> 'Stella de Oro'	Stella de Oro Daylily	85	1 gal.	container full, 24" o.c.
DMP	<i>Pinus mugo</i> var. <i>pumilio</i>	Dwarf Mugo Pine	44	5 gal.	container full, 20" spread, 30" o.c.
GLS	<i>Rhus aromatica</i> 'Gro-Low'	Grow Low Fragrant Sumac	45	3 gal.	container full, 20" spread, 30" o.c.
HY	<i>Taxus x media</i> 'Hicksii'	Hicks Yew	10	5 gal.	container full, 20" spread, 42" o.c.
KCJ	<i>Juniperus x media</i> 'Kallay's Compact'	Kallay's Compact Juniper	40	5 gal.	container full, 20" spread, 42" o.c.
KF	<i>Calamagrostis x acutiflora</i> 'Karl Foerster'	Karl Foerster Feather Reed Grass	46	5 gal.	container full, 42" o.c.
PJ	<i>Juniperus chinensis</i> 'Pfitzeriana'	Pfitzer Juniper	73	5 gal.	container full, 20" spread, 42" o.c.
SC		Seasonal Color	70	4" pots	container full, 12" o.c., selection by Owner
SP	<i>Juniperus chinensis</i> 'Spartan'	Spartan Juniper	3	4" ht.	B&B or container grown, full to base
SW	<i>Weigela florida</i> 'Bokraspiwi'	Spilled Wine Weigela	25	3 gal.	container full, 20" spread, 30" o.c.
SOD	<i>Poa pratensis</i>	Kentucky Bluegrass Fescue Mix			solid sod, refer to Solid Sod Notes
SOD W/ TEMP		Kentucky Bluegrass Fescue Mix			solid sod, w/ temporary irrigation until 100% establishment
MISCELLANEOUS					
BLDR		Landscape Boulder	6		native boulder, irregular finish; smooth and weathered edges; 1.5-ton min. refer to architectural plans for details and specifications
PAV		Concrete Pavers			2" - 4" dia., 4" depth
RR		Tan-Brown River Rock			

NOTE: ALL TREES SHALL HAVE STRAIGHT TRUNKS AND BE MATCHING WITHIN VARIETIES. PLANT LIST IS AN AID TO BIDDERS ONLY. CONTRACTOR SHALL VERIFY ALL QUANTITIES ON PLAN. ALL HEIGHTS AND SPREADS ARE MINIMUMS. ALL PLANT MATERIAL SHALL MEET OR EXCEED REMARKS AS INDICATED.



BELLE FIRMA

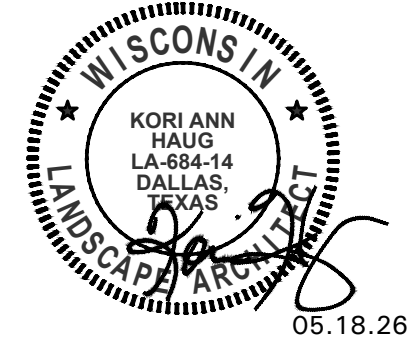
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Suite 1760
Dallas, Texas 75243
(214) 865-7192

ADA ARCHITECTS

17710 Detroit Ave Lakewood, Ohio 44107
Phone: (216) 521-5134
Fax: (216) 521-4824
www.adaarchitects.com

ADA JOB NUMBER:
25431

SEAL:



CONSULTANT:



RAISING CANE'S

RESTAURANT NO.: #RC1580

5464 N. PORT WASHINGTON RD.

GLENDALE, WI 53217

PROTOTYPE: P8E-V-AV

SCHEME A

SHEET REVISIONS

REV	DATE	DESCRIPTION

DATE:
4.16.26

LANDSCAPE PLAN

SHEET NAME:

L2.01

SHEET NUMBER:

Memo

To: Charlie Imig, Director of City Services
From: Clark Dietz, Inc.
Date: June 26, 2026
Subject: Raising Cane's, 5464 N. Port Washington Rd. - Review 1
Copies: Ben Metzler, P.E.

The Civil Site Plans prepared by Benchmark Design Group for 5464 N. Port Washington Road dated May 2026, have been reviewed. The proposed project is redevelopment of an existing site and construction of a Raising Cane's store.

Our review is preliminary, and additional revisions and changes are expected. The following comments require a response and follow up from the property owner/developer as part of the appearance review process:

1. Addition of internal sidewalk: Applicant shall consider the addition of a pedestrian crossing and sidewalk from the island in the southern section of the parking lot to the north toward the building entrance.
2. Off-site Access: Access must be coordinated with the adjacent property to the north. As shown currently, there would be impacts to the existing parking. Additionally, a formal agreement between the
3. Site Circulation: Confirm that the owner is ok with the following issues identified as part of the site circulation review:
 - a. The parking space to the east of the trash enclosure would have to be empty for garbage pickup based on the turning movements shown, or the bins would have to be pulled out.
 - b. The proposed entrance appears to be too narrow for the truck turning movements.
 - c. Spots on the east side of the parking lot would have to be empty for a truck to pass through.
4. Off-Site Plans: We have requested copies of plans for off-site improvements to confirm scope. Copies of the improvements as well as approval from WisDOT is required prior to permit issuance.

Potable Water

- Confirm the location of the existing water service. If disconnecting, old service must be exposed and properly abandoned at the main.
- There is no elevation shown for the proposed water service. Applicant to confirm water service cover is in accordance with Wisconsin state plumbing code.
- Provide material of the proposed 2" water line.
- Revise the water service configuration to separate the 2-inch water main within the building rather than at the right-of-way.
- Applicant must coordinate with the City of Glendale a minimum of 48 hours ahead of a watermain tap. Contact Chi Lee at c.lee@glendalewi.gov (414) 228-1710.

Stormwater

- Provide the area of disturbance and added impervious for the site.
- If the amount of new impervious equals or exceeds 5000 square feet, MMSD Chapter 13 stormwater requirements need to be met.
- If the area of disturbance is 1 acre or more 40% TSS reduction from parking areas and roads as opposed to no runoff controls are required (Wisconsin NR151)

- All overland site flow appears to exit the site at the southwest driveway and will continue to flow to the next inlet south (not shown). 0.16 CFS has been redirected toward that exit that used to flow out to the southeast corner of the site.

Erosion Control

- An erosion control permit is required. Applicant to submit application when submitting final construction plans. Additional comments may be provided as a result of that permit review.

Sanitary Sewer

- If part of the existing sanitary lateral is to remain, the applicant shall review the condition of the sanitary lateral via CCTV (or other City approved method) to verify both location and condition. A copy of the inspection shall be provided to the city for their review. The City reserves the right to provide additional comments/requirements once the condition is known.
 - This verification would not be required if the lateral is replaced all the way to the sanitary main.
- Provide the proposed method for connecting to the existing sanitary lateral.
- A manhole should be installed on the lateral in place of the two cleanouts to facilitate future inspection and maintenance.

Right-of-Way Permit

- Any work within City's ROW will require a permit. It is anticipated at a minimum, a permit will be required for the removal and replacement of sidewalk, landscape work, and to perform the utility connections. Applicant to submit ROW permit when submitting final construction plans.
- Preconstruction sidewalk photos shall be taken and submitted to the City for their records. Any sidewalk determined to be damaged during construction shall be replaced in accordance with City standards.
- Subsequent comments may be forthcoming regarding ROW permits or questions received.

Pedestrian Improvements

- Sidewalk closure and appropriate signage in accordance with MUTCD shall be installed when proposed sidewalk work occurs.
- City sidewalk shall be installed as 5" Concrete on 4" base. When sidewalk is in front of a drive approach, sidewalk shall be 7" concrete on 5" base.
- Applicant shall consider the addition of a pedestrian crossing and sidewalk from the island in the southern section of the parking lot to the north toward the building entrance.

Parking Design

- Contractor shall remove pavement in accordance with WisDOT Specifications, not Texas as called out on plan sheet C-4.0.
- Demolition plan shows pavement removal outside of the property boundary. Confirm this has been coordinated with property owner to the north. Confirm access from property to the north is legally permitted and recorded.
- We did not verify parking stall counts.
- Provide a paving plan. No concrete, asphalt, or base thicknesses are shown.
- Turning exhibits were provided for a City pickup truck, refuse collection vehicle, and WB-67 semi-trailer delivery vehicle. The turning analysis indicates that the WB-67 requires the east parking stalls to remain unoccupied to complete the maneuver and would exit through the adjacent property to the north.

Landscaping/Plantings

- Landscaping occurring on City ROW is subject to review during the ROW permit review process.



- Per WDNR Urban Forestry grant requirements that the City must follow, the following species cannot be planted:
 - Maples
 - Malus (apple)
 - Honey Locust
 - Buckeye
 - Horse Chestnut
 - Crabapple
- None of the above species are being proposed.

Traffic

- Access must be coordinated with the adjacent property to the north. As shown currently, there would be impacts to the existing parking.
- Inside lane car turning movements are not shown.
- What is the rectangle in the parking spaces on the east side?
- The parking space to the east of the trash bins would have to be empty for garbage pickup based on the turning movements shown, or the bins would have to be pulled out.
- The proposed entrance appears to be too narrow for the truck turning movements.
- Spots on the east side of the parking lot would have to be empty for a truck to pass through.

Traffic Impact Analysis

- Page 4 (1st sub-bullet point), Indicates existing monotubes will not be impacted. However, in the 4th main-bullet it talks about adding a dedicated southbound left turn lane into the new access location and it does not appear there is enough room to add another 11-12 foot lane before hitting the monotube base. Issue is the responsibility of WisDOT as this is their facility.
- Page 5 (4th Paragraph), site circulation is counterclockwise, not clockwise around the building.
- No issues with the projected traffic increase and agree with the net effect of the existing LOS of the 3 intersections, especially since there were previous businesses including 2 restaurants at this location.

Other Remarks

- There are several locations in the plans that refer to State of Texas Specifications. All these instances should refer to State of Wisconsin Specifications.
- Provide plans for off-site improvements.

RAISING CANE'S DEVELOPMENT ABBREVIATED TRAFFIC IMPACT ANALYSIS STUDY GLENDALE

WisDOT Log #341414

City of Glendale
Milwaukee County, Wisconsin



Prepared for:

Noby Ventures

2360 N 124th St, Suite 30

Wauwatosa, WI 53226

Submitted by:

GRAEF

275 West Wisconsin Avenue, Suite 300

Milwaukee, WI 53203

www.graef-usa.com

Date Submitted: January 6, 2026



ABBREVIATED TRAFFIC IMPACT STUDY

**Raising Cane's Development
City of Glendale
Milwaukee County, WI**

WisDOT Log #341414

Date Submitted: January 6, 2026

Prepared for:



Ram Subedi

Noby Ventures

2360 N 124th St, Suite 30

Wauwatosa, WI 53226

Phone: 262-325-7406

Prepared by:



275 West Wisconsin Avenue, Suite 300

Milwaukee, WI 53203

Contact Persons: Alexandria Motl, P.E., PTOE, RSP₁

Ben Bieberitz, P.E., PTOE

(WisDOT TIA Certification # SE15-804-242)

(WisDOT TIA Certification # SE19-804-277)



"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."

Ben Bieberitz, P.E., PTOE

Wisconsin Registration #49431-6

GRAEF-USA

Raising Cane's Glendale**Traffic Impact Study****Table of Contents**

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Exhibit 1-3	Build Traffic Recommended Improvements

Chapter 2

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Exhibit 2-2	Site Plan

Chapter 3

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Exhibit 3-2A	Existing Traffic Volumes
Exhibit 3-2B	Base Year Background Traffic Volumes

Chapter 4

Exhibit 4-2	Horizon Year Background Traffic Volumes
Exhibit 4-3	Trip Generation Table
Exhibit 4-4	Trip Distribution

Development Traffic Assignment

Exhibit 4-5A	Trips to be Removed
Exhibit 4-5B	New Trips
Exhibit 4-5C	Pass-By Trips
Exhibit 4-5D	Driveway Trips
Exhibit 4-5E	Net New Trips
Exhibit 4-13	Horizon Year Build Development Traffic Volumes

Chapter 5

Capacity/LOS Analysis, Existing Transportation System

Exhibit 5-2A	Horizon Year Background Traffic Operations
Exhibit 5-2B	Horizon Year Background Traffic Operations Table
Exhibit 5-5A	Horizon Year Build Traffic Operations
Exhibit 5-5B	Horizon Year Build Traffic Operations Table

Capacity/LOS Analysis, Improved Transportation System

Exhibit 5-14A	Horizon Year Build Traffic Operations
Exhibit 5-14B	Horizon Year Build Traffic Operations Table

Intersection Sight Distance

Exhibit 5-27	Intersection Sight Distance Photos, Port Washington Rd & I-43 Northbound Ramps New Leg
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Chapter 6

Intersection Conceptual Drawings

Exhibit 6-1	Conceptual Improvements, Port Washington Rd & I-43 Northbound Ramps
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Horizon Year Background Capacity Analysis Inputs and Outputs

Appendix D – Existing Transportation System with Build Traffic Operational Analysis

Horizon Year Build Capacity Analysis Inputs and Outputs

Appendix D – Transportation System Improvements with Build Traffic Operational Analysis

Horizon Year Build Capacity Analysis Inputs and Outputs

CHAPTER 1 – INTRODUCTION & EXECUTIVE SUMMARY

PART A – PURPOSE OF REPORT AND STUDY OBJECTIVES

A Raising Cane's is proposed for the City of Glendale, WI, located at 5464 N Port Washington Road, southeast of the intersection of N Port Washington Road & I-43 Northbound On/Off Ramps. The proposed site is 1.29 acres. The site is currently a multi-tenant mixed-use development. In addition to the Raising Cane's development at 5464 N Port Washington Rd, the adjacent property to the north, a 0.98-acre currently vacant commercial development at 5470 N Port Washington Rd, is planned to be redeveloped into a bank. Both developments are proposed to open in 2026. The plan calls for an internal parking lot connection to provide cross-access between the adjacent parcels. The developments are bound by Port Washington Rd to the west, existing commercial development to the north and south along Port Washington Rd, and Iroquois Ave to the east. All site access will be provided via Port Washington Rd and no site access is proposed to Iroquois Ave (the site plan proposes closing the existing access point along Iroquois Ave). The existing 5464 site access right-in right-out driveways are proposed to be consolidated into a single right-in right-out driveway. The existing 5470 site access driveway located along the southwest edge of the parcel will be shifted to the northeast edge of the parcel, aligning with the signalized intersection of Port Washington Rd & I-43 Northbound Ramps.

The developments are expected to generate between 100 and 500 peak hour trips and therefore, an abbreviated traffic impact analysis report is required at the direction of the WisDOT. This Abbreviated TIA evaluates the peak hour traffic impacts to the study area intersections for the horizon year buildout of the site, or Year 2036.

GRAEF has prepared this traffic impact study to identify the traffic generated by the development, analyze the traffic impacts of the proposed development and identify any improvements that may be required as a result of the additional traffic expected to be generated by the development. This report documents the procedures, findings, and recommendations of the traffic impact analysis.

PART B – EXECUTIVE SUMMARY

A summary of the proposed development and recommended improvements are described below. The details of the complete abbreviated traffic impact study follow this summary.

B.1 Location of Study Site Relative to Area Roadway Network

Based on discussions with WisDOT and City of Glendale staff, the study area includes the following three intersections:

- Silver Spring Dr & Port Washington Rd (existing signal)
- Port Washington Rd & I-43 Northbound Ramps (existing signal)
- Port Washington Rd & Lexington Blvd (existing signal)

Additionally, the study area includes the following driveway:

- Port Washington Rd & 5464 Driveway (right-in right-out driveway)

The study area intersections were analyzed for the weekday evening and Saturday midday peak traffic hours.

B.2 Development Description

The Raising Cane's Glendale 5464 development and 5470 bank redevelopment are proposed to be constructed in a single phase, opening in 2026. The proposed developments will consist of:

- **Raising Cane's Fast Food Restaurant with Drive-through Window (5464 N)** – 2,821 square feet
- **Drive-In Bank (5470 N)** – 3,300 square feet

The conceptual site plan for the development is shown in Exhibit 1-1.

B.3 Site Generated Traffic

To address any potential future impacts within the study area, it is necessary to identify the volume of traffic generated by the proposed development. The proposed land use is expected to generate 2,380 trips on a typical weekday. During the morning peak hour, the proposed land use is expected to generate 220 trips (110 entering and 110 exiting). During the Saturday midday peak hour, the proposed land uses are expected to generate 340 trips (180 entering and 160 exiting).

A 10% linked trip reduction rate for the bank land use is used. The linked trip internal capture trips reduction was 10 trips in the weekday evening peak hour and 10 trips in the Saturday evening peak hour. With the linked trip reduction, the total estimated new trip generation is expected to be 2,345 trips on a typical weekday. During the weekday evening peak hour, the estimated new trips are expected to be 210 new trips (105 entering, 105 exiting). During the Saturday midday peak hour, the estimated new trips are expected to be 330 new trips (175 entering, 155 exiting).

A 50% pass-by trip reduction rate for the Raising Cane's land use and a 20% pass-by trip reduction rate for the Drive-In Bank land use is used. The pass-by trip reduction was 90 trips in the weekday evening peak hour, and 140 trips in the Saturday midday peak hour. With the pass-by trip reductions, the total estimated driveway trip generation is expected to be 1,255 driveway trips on a typical weekday. During the weekday evening peak hour, the estimated driveway trips are expected to be 120 driveway trips (60 entering, 60 exiting). During the Saturday midday peak hour, the estimated driveway trips are expected to be 190 driveway trips (105 entering, 85 exiting).

Existing development trips entering and exiting the 5464 development during the defined peak hours were observed and tabulated to be subtracted from the new trips to develop the net new trips. With the removal of existing development trips, the net new trip generation is expected to be 845 new trips on a typical weekday. During the weekday evening peak hour, the estimated net new trips are expected to be 95 net new trips (50 entering, 45 exiting). During the Saturday midday peak hour, the estimated net new trips are expected to be 155 net new trips (90 entering, 65 exiting.)

Construction of the development is planned to occur in a single phase, opening in 2026. This Abbreviated TIA evaluates the peak hour traffic impacts to the study area intersections for the horizon year buildout of the site, or study Year 2036. The development's new trips were added to the Horizon Year 2036 background traffic volumes to develop the Horizon Year 2036 build traffic volumes.

B.4 Proposed Access

The proposed site plan shows the 5470 bank redevelopment to have direct access onto Port Washington Rd at the northwest corner of the site, aligning the proposed driveway with the Port Washington Rd & I-43 Northbound Ramps signalized intersection. The existing 5470 driveway at the southeast corner will be removed with the development. At the 5464 Raising Cane's site, the site plan shows consolidating the two existing right-in right-out driveways into a single right-in right-out driveway at the southwest parcel corner. The site plan also introduces a cross access point between the 5464 and 5470 developments, allowing for cross access between these adjacent developments.

The proposed multi-modal site access connection between the sidewalk bordering the 5464 Raising Cane's development building pad and the sidewalk along Port Washington Rd will enhance multi-modal access to the Raising Cane's development.

B.5 Recommended Improvements

Based on the results of the analysis performed, the following improvements are recommended for the study intersections. There are no recommended improvements for the background traffic condition. Recommended improvements for the build traffic condition are shown in Exhibit 1-3.

The study area intersections were analyzed using Synchro Version 12 software following procedures in the *Highway Capacity Manual (HCM), Seventh 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. *Note that all improvements are recommended to the City of Glendale and WisDOT for their consideration and are not legally binding. The City of Glendale and WisDOT reserve the right to determine alternative solutions.*

Based on the results of the analysis, the following improvements are recommended for the study intersections.

B.6 Background Traffic Recommended Improvements

Year 2036 background traffic volumes do not include the development. The existing conditions analysis was conducted using the existing intersection geometrics, traffic control, and the existing traffic signal timings. Improvements analysis considered modifications to all parameters as appropriate. In the existing conditions, the Port Washington Rd & Lexington Blvd intersection has side street movements expected to operate at LOS E & F. The existing signal operates coordinated with the Port Washington Rd corridor during the weekday evening peak period and operates free during the Saturday midday peak period. During the analysis, it was determined that changing the signal to operate free during the weekday evening peak hour is expected to provide acceptable traffic operations conditions at the intersection. Therefore, no geometric improvements were evaluated. If the City of Glendale is interested in improving operations on the side street, discussions with WisDOT could occur to consider removing the Port Washington Rd signal coordination. There are no other recommended background traffic improvements included in this TIA.

B.7 Build Traffic Recommended Improvements

Year 2036 build traffic volumes include the buildout of the Raising Cane's development. The improvements are shown in Exhibit 1-3 and are described below.

Note: No improvements are recommended to address the LOS F side street delays at Port Washington Rd & Lexington Blvd, which also occurs in the background condition. As outlined in Section B.6, changing the signal to operate free during the weekday evening peak period is not a recommendation, given that it's part of a coordinated signal system. However, if the signal were to operate free during the weekday peak period, as it currently does during the Saturday midday peak period, acceptable LOS for all movements is expected, so no geometric changes were evaluated. The additional development traffic is not expected to further degrade operations beyond the existing conditions.

Silver Spring Dr & Port Washington Rd

- Revise signal timing by reducing the weekday evening cycle length from 100 seconds to 90 seconds, maintaining the existing 26 second offset. This was done to accommodate the cycle length change at Port Washington Rd & I-43 Northbound Ramps and is necessary to maintain coordination between the two signals. Coordinated signals outside of the study area may also need to be adjusted to a 90 second cycle length, such as signals at Port Washington Rd & I-43 Northbound Off Ramps near Bayshore Mall and Silver Spring Dr & I-43 Southbound Ramps, which are assumed to be coordinated with the other Port Washington Rd signals. A signal timing coordination review will be necessary to implement the improvement.

Port Washington Rd & I-43 Northbound Ramps

- Install a westbound approach to serve as the 5470 development driveway and east leg of the signalized intersection. Install the approach with lane geometry of a left turn lane with storage of 100' and continuous shared thru-right turn lane. This recommendation will involve curb and pavement work.

- This recommendation will also involve rehabilitation work at the existing traffic signal to install a monotube for the east and west legs, which may require right-of-way easement. The existing signal monotubes may remain and are not expected to be impacted.
 - To accommodate the addition of the east leg at the signal, the west off-ramp approach right lane shall be converted from a shared left-right turn lane to a shared left-through-right turn lane.
- Revise signal timing to accommodate the new approach. Adjustments include reducing the weekday evening cycle length from 100 seconds to 90 seconds and changing the offset to 17 seconds, as well as providing split phasing for the eastbound and westbound directions.
- Extend the northbound left turn lane to 495' and a taper length of 88' to accommodate a queue of 395'. This will not accommodate the desirable deceleration of 150', per WisDOT FDM 11-25 Table 2.4, but is expected to accommodate both the queue and the minimum deceleration length of 100' and is the maximum extent feasible before impacting the existing southbound left turn lane at Port Washington Rd & Richter Pl. This recommendation will involve pavement work and curb lane widening.
- Install a southbound left turn lane with a storage of 110' and taper length of 66' to accommodate a queue of 100'. This will not accommodate the minimum deceleration of 100', per WisDOT FDM 11-25 Table 2.4, but is expected to accommodate the queue and is the maximum extent feasible before impacting the existing northbound left turn lanes at Silver Spring Dr & Port Washington Rd. This recommendation will involve pavement work and curb lane widening.

B.8 Conclusion

Per the background traffic analysis results, side street movements on the Lexington Blvd approaches at Port Washington Rd are expected to operate at LOS F during the weekday evening peak. This poor level of service is due in part to the signal operating as part of a coordinated system. Acceptable levels of service can be achieved by changing the signal operations from coordinated to free, as is the case during the Saturday midday peak. The overall intersection is expected to operate at LOS C and LOS B for the weekday evening and Saturday midday peak hours, respectively.

To accommodate the new traffic generated by the proposed Raising Cane's development at 5464 N Port Washington Rd and bank redevelopment at 5470 N Port Washington Rd, it is recommended to realign the 5470 site driveway to become the east leg of the Port Washington Rd & I-43 Northbound Ramps traffic signal. Additionally, it is recommended to combine the two 5464 development right-in right-out access driveways into a single right-in right-out driveway at the southwest corner of the 5464 site. It is also recommended to lengthen the northbound left turn lane to 495' of storage and install a southbound left turn lane with 110' of storage. The 110' southbound left turn lane will accommodate the expected queues, but will not accommodate the minimum deceleration length per WisDOT FDM 11-25 Table 2.4, and as such, coordination and approval of the WisDOT Southeast Region access coordinator and traffic engineer will be required. In either case, spillback into the through lanes is not expected. Additionally, signal timing improvements at Silver Spring Dr & Port Washington Rd and Port Washington Rd & I-43 Northbound Ramps are identified. Except as noted based on background conditions, all movements at the study area intersections are expected to operate acceptably through the Horizon Year with the modifications identified in this TIA.

Shifted Right-In
Right-Out Driveway

5464 Raising Cane's
Site Location

5470 Bank Site Location

I-43 Northbound
Ramps



Realign Driveway to
be East Leg of Signal

Port Washington Rd

ADJACENT LOT

MEN'S
WEARHOUSE

NO DRIVEWAY TO IROQUOIS AVE
IROQUOIS AVE

Proposed Internal Circulation



TOTAL SITE AREA	56340	1.29ac
PARKING STALLS	44 PROV.	29 REQ.
SHARED PARKING	NOT AVAILABLE	
D/T CAR COUNT	23	

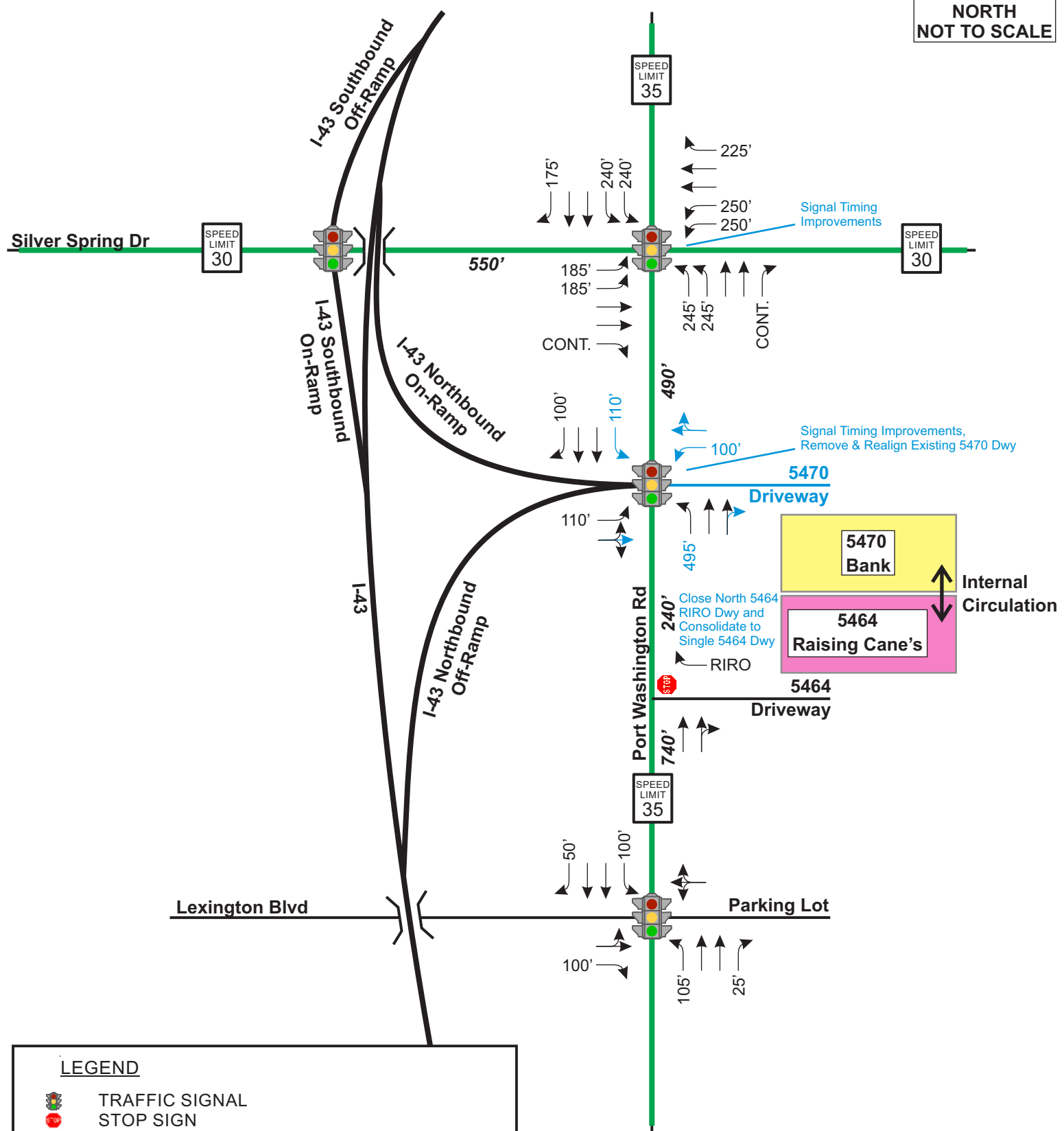
C1439 PORT WASHINGTON & SILVER SPRING, GLENDALE, WI

PROTOTYPE: 6-V-AV
AREA: 2,821 SF

DA: ZBR DRAWN BY: AP
REM: JP DM: CS

VERSION: SITE PLAN
08/25/2025





LEGEND

- TRAFFIC SIGNAL
- STOP SIGN
- EXISTING GEOMETRICS
- RECOMMENDED GEOMETRICS
- DIVIDED ROADWAY
- XXX' EXISTING STORAGE LENGTH (IN FEET)
- XXX' RECOMMENDED STORAGE LENGTH (IN FEET)
- XXX' DISTANCE BETWEEN ROADWAYS (IN FEET)



CHAPTER 2 – PROPOSED DEVELOPMENT

PART A – SITE DEVELOPMENT

A.1 Development Description and Site Location

A Raising Cane's is proposed for the City of Glendale, WI, located at 5464 N Port Washington Road, southeast of the intersection of N Port Washington Road & I-43 Northbound On/Off Ramps. The proposed site is 1.29 acres. The site is currently a multi-tenant mixed-use development.

In addition to the Raising Cane's development at 5464 N Port Washington Rd, the adjacent property to the north, a 0.98-acre vacant commercial development at 5470 N Port Washington Rd is planned to be redeveloped into a bank. A site location map showing the study area and surrounding roadway network is illustrated in Exhibit 2-1.

A.2 Land Use and Intensity

The proposed 5470 development site is currently a vacant commercial development. The proposed 5464 development site is currently a multi-tenant mixed-use development. Per the City of Glendale Zoning Map and Code, both development parcels are zoned as B-1 Business and Commercial District. B-1 zoning in the city does not have defined setback requirements, setbacks for B-1 and subzones are approved on a case-by-case basis. The adjacent development sites are bordered by commercial uses to the north, south, and west along the commercially developed Port Washington Rd corridor. Single and multi-family residential uses border the sites to the east.

A.3 Conceptual Site Plan

A conceptual site plan for the proposed developments are shown in Exhibit 2-2. The proposed restaurant building pad is located at the west edge of the 5464 parcel, with the public entrances and exits to the building on the south and west faces. A drive-through to the north and behind the restaurant circulates clockwise around the parking lot. The parking lot includes 42 parking spaces and 2 ADA accessible spaces. The proposed bank redevelopment at the 5470 parcel is assumed to use the existing building pad and parking lot configuration.

A.3.1 5464 Site Access

All site access will be provided via Port Washington Rd and no site access is proposed to Iroquois Ave. The existing 5464 site has two right-in right-out access points to N Port Washington Road, an access point to Iroquois Ave, and no internal circulation access point with the adjacent parcels. The site plan proposes consolidating the two driveways into a single right-in right-out driveway, closing the driveway to Iroquois Ave, and introducing internal circulation between the Raising Cane's site and the 5470 development to the north.

A.3.2 5470 Site Access

At the 5470 development site, the site plan proposes realignment of the existing driveway from the south edge of the parcel to become the east leg of the Port Washington Rd & I-43 Northbound Ramps signalized intersection, accommodating the proposed internal circulation between the 5470 development and the 5464 development.

A.4 Development Phasing and Timing

The Raising Cane's Glendale 5464 development and 5470 bank redevelopment are proposed to be constructed in a single phase, opening in 2026. The proposed developments will consist of:

- **Raising Cane's Fast Food Restaurant with Drive-through Window (5464 N)** – 2,821 square feet
- **Drive-In Bank (5470 N)** – 3,300 square feet

PART B – STUDY AREA

B.1 Influence Area

The sites are on heavily commercialized Port Washington Rd in Glendale, less than a quarter-mile south of the Bayshore Mall and Town Center development. Between the development sites and Bayshore Mall, Silver Spring Dr is a major east-west corridor, running from Whitefish Bay to Merton, WI. The I-43 interstate freeway, with access ramps adjacent to and near the development, runs north/south through the City of Milwaukee and North Shore suburbs including Glendale and River Hills, and southern Ozaukee County suburbs such as Mequon.

The roadway corridors bordering and near the development will serve as the influence area, and include:

- Port Washington Rd
- Silver Spring Dr
- I-43
- Lexington Blvd

B.2 Area of Significant Traffic Impact

The study area for the proposed developments includes the following intersections:

- Silver Spring Dr & Port Washington Rd (existing signal)
- Port Washington Rd & I-43 Northbound Ramps (existing signal)
- Port Washington Rd & Lexington Blvd (existing signal)

Additionally, the study area includes the following driveway:

- Port Washington Rd & 5464 Driveway (right-in right-out driveway)

New trips in this study are also routed through the Silver Spring Dr & I-43 Southbound Ramps interchange. However, new developments trips through the interchange are not expected to have a significant impact on traffic and were not included in the study area.

PART C – OFF-SITE LAND USE AND DEVELOPMENT

No formal off-site developments have been identified for inclusion in this TIA.

PART D – SITE ACCESSIBILITY

D.1 Study Area Roadways

The study area roadways for the proposed development include the following:

Port Washington Rd is a four-lane north-south divided principal arterial with a posted speed limit of 35-mph. The Wisconsin Department of Transportation (WisDOT) Year 2019 average annual daily traffic (AADT) along Port Washington Rd was 22,300 vehicles per day (vpd) between Lexington Blvd and the I-43 Northbound Ramps, 20,900 vpd between the I-43 Northbound Ramps and Silver Spring Dr, and 16,900 vpd north of Silver Spring Dr. The center median width of Port Washington Rd is 24', except where it is reduced for left turn lanes. There are no dedicated on-street or off-street bike accommodations on the roadway, so bikes traveling on Port Washington Rd would share a lane with vehicular traffic. Sidewalk runs along either side of the roadway to the south of Silver Spring Dr and exists on the east side of the roadway to the north.

Silver Spring Dr is a four-lane east-west divided principal arterial with a posted speed limit of 30-mph. The roadway widens to a six-lane section to the west of the underpass with I-43. The WisDOT Year 2019 AADT along Silver Spring Dr was 32,600 vpd west of Port Washington Rd and 20,600 vpd to the east. There are no dedicated on-street or off-street bike accommodations on the roadway, so bikes traveling on Silver Spring Rd would share a lane with

vehicular traffic. Sidewalk runs along the south side of the roadway to the west of Port Washington Rd, and along both sides to the east.

I-43 is a six-lane north-south divided principal arterial interstate freeway with a posted speed limit of 55-mph near the study area. A recently completed widening project expanded the I-43 corridor to be six lanes from four lanes from Silver Spring Dr to STH 60 in Ozaukee County. The WisDOT Year 2020 AADT along I-43 was 82,300 vpd between the Hampton Ave and Silver Spring Dr interchanges and was 92,700 vpd between the Silver Spring Dr and CTH PP (Good Hope Rd) interchanges in 2019. The northbound on ramp Year 2019 AADT was 5,800 vpd. The northbound off ramp terminating at the signalized intersection south of Silver Spring Dr Year 2019 AADT was 4,000 vpd. The northbound off ramp splits into two ramps and has an additional off ramp that terminates north of Silver Spring Dr, near Bayshore. Pedestrians, bicycles, and other non-motorized traffic are signed prohibited on I-43.

Lexington Blvd is a two-lane local roadway with an unposted speed limit of 25-mph. Lexington Blvd is a dead-end street and provides access to the area between the Milwaukee River to the west and I-43 to the east, providing access to Edgewater Ln and Ironwood Rd, who have no other access aside from Lexington Blvd. Lexington Blvd terminates to the east at Port Washington Rd. There are no dedicated on-street or off-street bike accommodations on the roadway, so bikes traveling on Lexington Blvd would share a lane with vehicular traffic. Sidewalk runs along either side of the roadway near the signalized intersection with Port Washington Rd, but to the west of the underpass with I-43, sidewalk runs along the south side only, before terminating 380' west of the intersection with Ironwood Rd.

D.2 Alternative Modes of Transportation

As mentioned above, sidewalks exist along several of the roadways adjacent to the proposed developments.

The sites will primarily have passenger vehicle trips with the potential for additional pedestrian trips with and without transit. No vehicle trips were reduced based on pedestrian trips or access to nearby transit. Milwaukee County Transit System (MCTS) operates several lines through the study intersections.

MCTS Route 14 offers service along the Humboldt Blvd, Wilson Dr, and Santa Monica Blvd corridors, before turning to the west along Silver Spring Dr, north along Port Washington Rd, and terminating to the north at Port Washington Rd & Town Center Dr near Bayshore. MCTS Route 14 has one bus stop at study area intersections.

- Northbound (turning right from the east) at the northeast corner of Silver Spring Dr & Port Washington Rd.

MCTS Route 63 offers service along the Silver Spring Dr corridor in Milwaukee County, terminating east at Town Center Dr near Bayshore. Despite traveling through the Silver Spring Dr & Port Washington Rd intersection and having a stop nearby, there are no stops at the study area intersections.

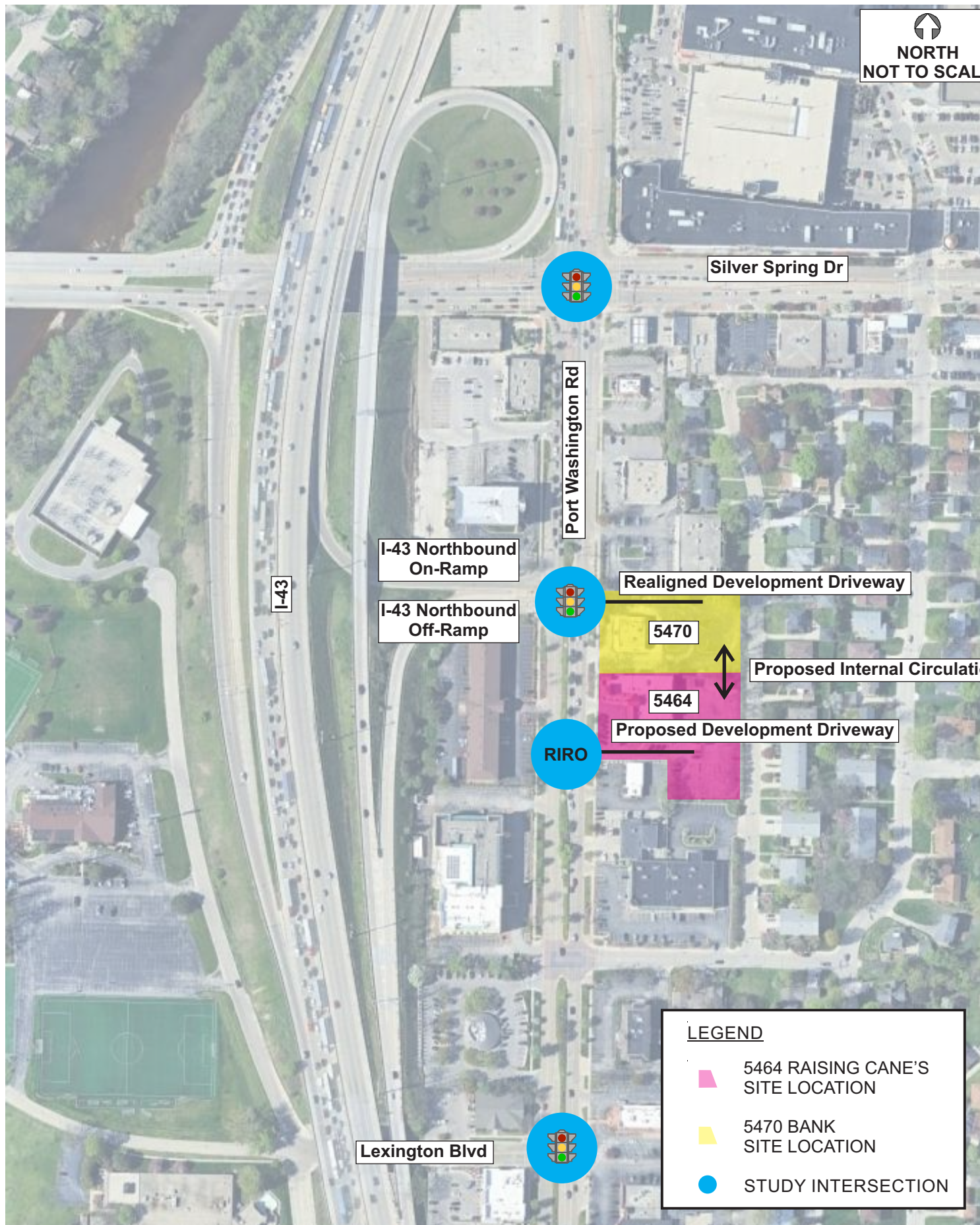
MCTS Route 68 offers service along the Port Washington Rd corridor in Milwaukee County, beginning to the south near the STH 190 (Capitol Dr) & Humboldt Blvd intersection, and terminating to the north at STH 100 (Brown Deer Rd). MCTS Route 68 has four bus stops at study area intersections.

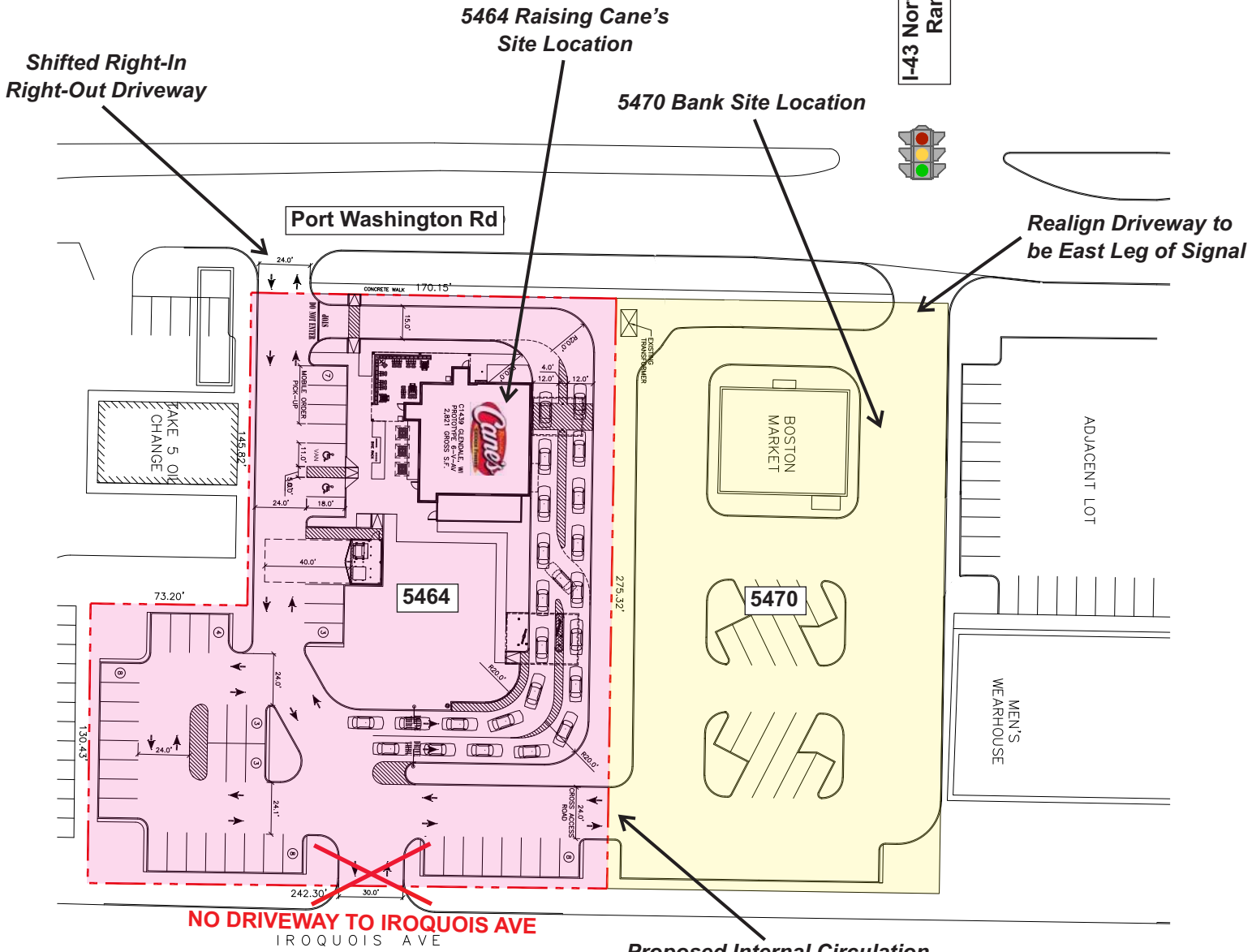
- Northbound at the southeast corner of Port Washington Rd & Lexington Blvd
- Northbound at the southeast corner of Silver Spring Dr & Port Washington Rd
- Southbound at the southwest corner of Silver Spring Dr & Port Washington Rd
- Southbound at the northwest corner of Port Washington Rd & Lexington Blvd

MCTS Purple Line offers service along the 27th St corridor in Milwaukee County. Where 27th St ends as a major through corridor at Teutonia Ave, Purple Line routes along Hampton Ave to the east, STH 57 (Green Bay Rd) to the north, Silver Spring Dr to the east, and finally Port Washington Rd to the north before terminating at Port Washington Rd & Town Center Dr near Bayshore. Despite traveling through the Silver Spring Dr & Port Washington Rd intersection and having a stop nearby, there are no stops at the study area intersections.

MCTS Green Line offers service along various corridors on the eastern edge of Milwaukee County, beginning at Mitchell Airport, routing through downtown, east side neighborhoods, and southern North Shore suburbs, routing along Silver Spring Dr to the west, then Port Washington Rd to the north before terminating at Port Washington Rd & Town Center Dr near Bayshore. MCTS Green Line has one bus stop at study area intersections.

- Northbound (turning right from the east) at the northeast corner of Silver Spring Dr & Port Washington Rd.





TOTAL SITE AREA	56340	1.29ac
PARKING STALLS	44 PROV.	29 REQ.
SHARED PARKING	NOT AVAILABLE	
D/T CAR COUNT	23	

C1439 PORT WASHINGTON & SILVER SPRING, GLENDALE, WI		
PROTOTYPE: 6-V-AV	DA: ZBR	DRAWN BY: AP
AREA: 2,821 SF	REM: JP	DM: CS
		VERSION: SITE PLAN
		08/25/2025



CHAPTER 3 – ANALYSIS OF EXISTING CONDITIONS

PART A – PHYSICAL CHARACTERISTICS

The existing intersection geometrics, including traffic control, lane configuration, posted speed limit, and intersection spacing for the study area intersections and roadways are shown in Exhibit 3-1.

PART B – TRAFFIC VOLUMES

B.1 Data Collection

GRAEF collected intersection turning movement traffic counts at the three study area intersections of Silver Spring Dr & Port Washington Rd, Port Washington Rd & I-43 Northbound Ramps, and Port Washington Rd & Lexington Blvd on Tuesday, April 1 and Saturday, April 5, 2025. Weekday traffic counts were collected during the weekday morning (6:00 AM to 9:00 AM) and weekday evening (3:00 PM to 6:00 PM) peak hours. Saturday traffic counts were collected during the Saturday midday (11:00 am to 2:00 pm) peak hours. In addition, on Wednesday, October 1 and Saturday, October 18, 2025, GRAEF collected driveway counts at the two existing 5464 right-in right-out driveways during the defined peak hours. These 5464 driveway counts were collected for the purpose of quantifying the existing development trips to be subtracted from the network, and is discussed further in Chapter 4 B.3. The traffic count data collected is included in Appendix A.

Pedestrians and bicyclists were observed at all three study area intersections. The heaviest pedestrian movement occurred across the east approach of Silver Spring Dr & Port Washington Rd, with 18 pedestrians crossing during the weekday evening peak hour, and an additional 19 pedestrians crossing the hour prior, suggesting that pedestrian activity is consistently heavy.

B.1 Peak Hours

Raising Cane's developments do not serve breakfast, and other area locations open at 10:00 AM. Therefore, based on coordination with the WisDOT, the proposed peak hour study periods for the traffic impact analysis are the weekday evening peak hour and the Saturday midday peak hour. These two periods are expected to capture the highest combination of traffic volumes generated by the proposed development and adjacent roadway volumes. Based on the traffic counts, the weekday evening peak hour was 4:45 PM to 5:45 PM, and the Saturday midday peak hour was 12:30 PM to 1:30 PM.

B.1 Existing & Base Year Background Traffic Volumes

The Existing Traffic Volumes are shown in Exhibit 3-2A and the Base Year Background Traffic Volumes are shown in Exhibit 3-2B.

PART C – CAPACITY LEVEL OF SERVICE

C.1 Level of Service Definitions

The study area intersections were analyzed using Synchro Version 12 software following procedures in the *Highway Capacity Manual (HCM), Seventh Edition*. Associated with the Synchro model, all appropriate saturation flow rates have been calculated. These calculations, along with other model parameters, are included in Appendix A.

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. Descriptions of the various levels of service are summarized below:

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. At stop-controlled intersections, average delays are less than 10 seconds.

LOS B represents stable operation. At signalized intersections, average vehicle delays are 10 to 20 seconds. At stop-controlled intersections, average delays are 10 to 15 seconds.

LOS C still represents stable operation, but periodic backups of a few vehicles may develop behind turning vehicles. Most drivers begin to feel restricted, but not objectionably so. At signalized intersections, average vehicle delays are 20 to 35 seconds. At stop-controlled intersections, average delays are 15 to 25 seconds.

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

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

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

Table 1: Intersection Level of Service (LOS) Designations

Level of Service (LOS)	Traffic Signals Average Delay per Vehicle (sec/veh)	Stop Controlled Average Delay per Vehicle (sec/veh)
A	<10.0	<10.0
B	10.1 – 20.0	10.1 – 15.0
C	20.1 – 35.0	15.1 – 25.0
D	35.1 – 55.0	25.1 – 35.0
E	55.1 – 80.0	35.1 – 50.0
F	>80.0	>50.0

C.2 Existing Traffic Operations

The Abbreviated TIA for the proposed development evaluates Horizon Year 2036 traffic conditions, and a build/base year analysis is not required. See Chapter 5 Section B.1 for the Horizon Year Background Traffic Operations with Existing Transportation System for existing traffic operations results.

PART D – SOURCES OF DATA

April 1 and April 5, 2025, Turning Movement Counts – GRAEF

1. Silver Spring Dr & Port Washington Rd
2. Port Washington Rd & I-43 Northbound Ramps
3. Port Washington Rd & Lexington Blvd

Synchro Analysis Reports – GRAEF

2026 and 2036 Forecasted Traffic Volumes – Received June 10, 2025, WisDOT

1. Silver Spring Dr & Port Washington Rd

2. Port Washington Rd & I-43 Northbound Ramps

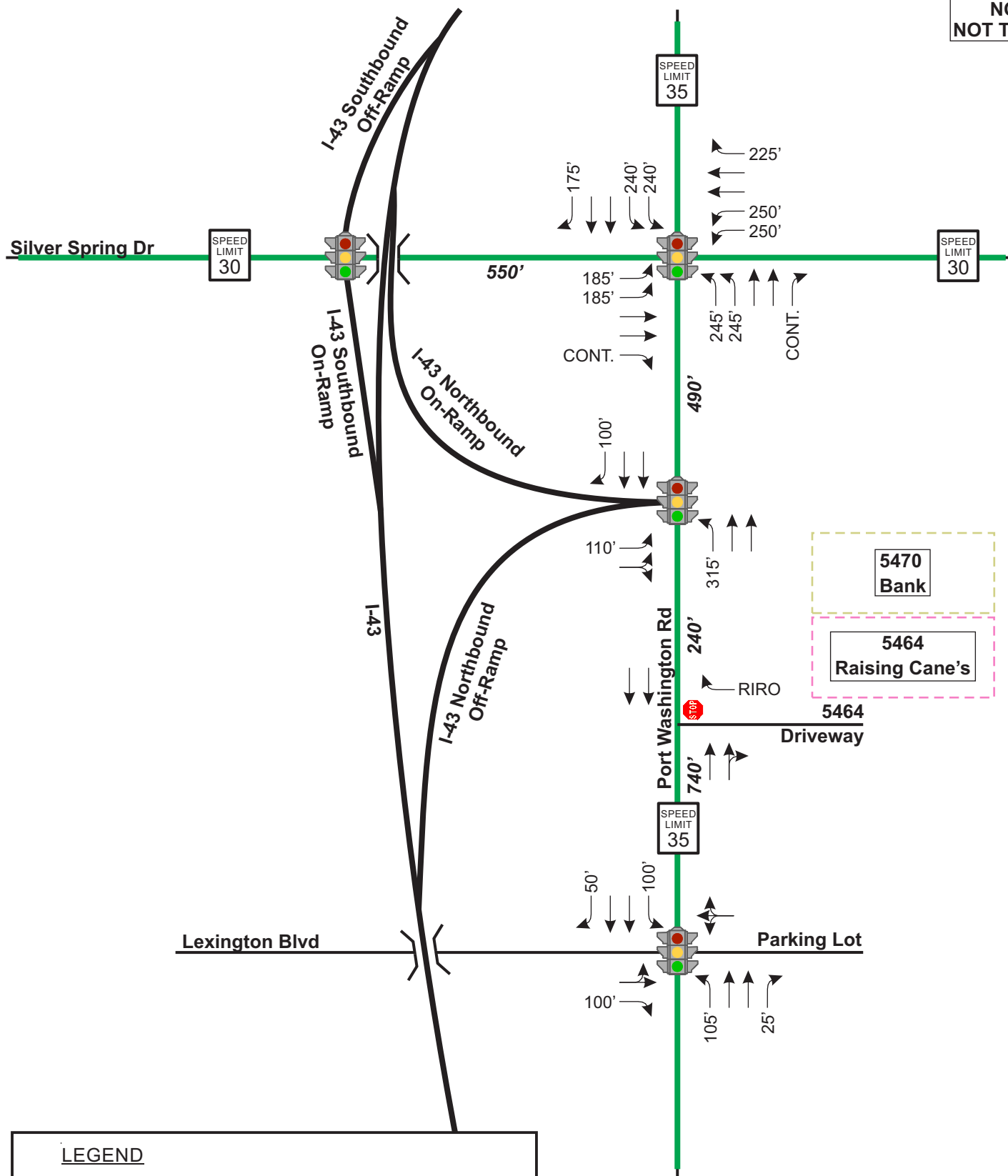
2019, and 2020 AADTs – WisDOT

2022 and 2023 Existing Signal Timings and Plans, Silver Spring Dr & Port Washington Rd and Port Washington Rd & I-43 Northbound Ramps intersections – WisDOT

2024 Existing Signal Timings, Port Washington Rd & Lexington Blvd – City of Glendale

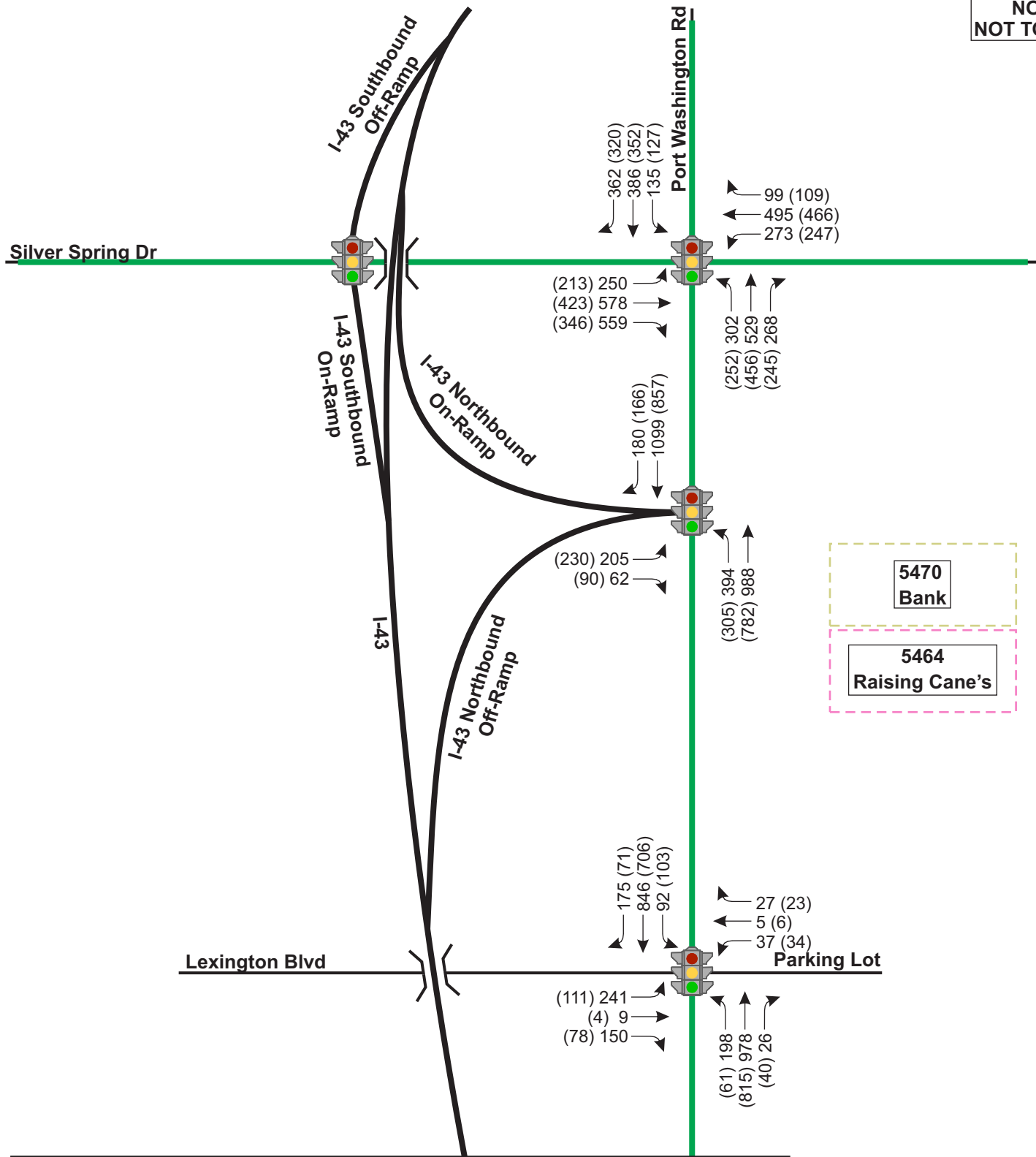
2025 Site Plan – created by Walbec Group and provided by Noby Ventures

Transit Information – ridemcts.com



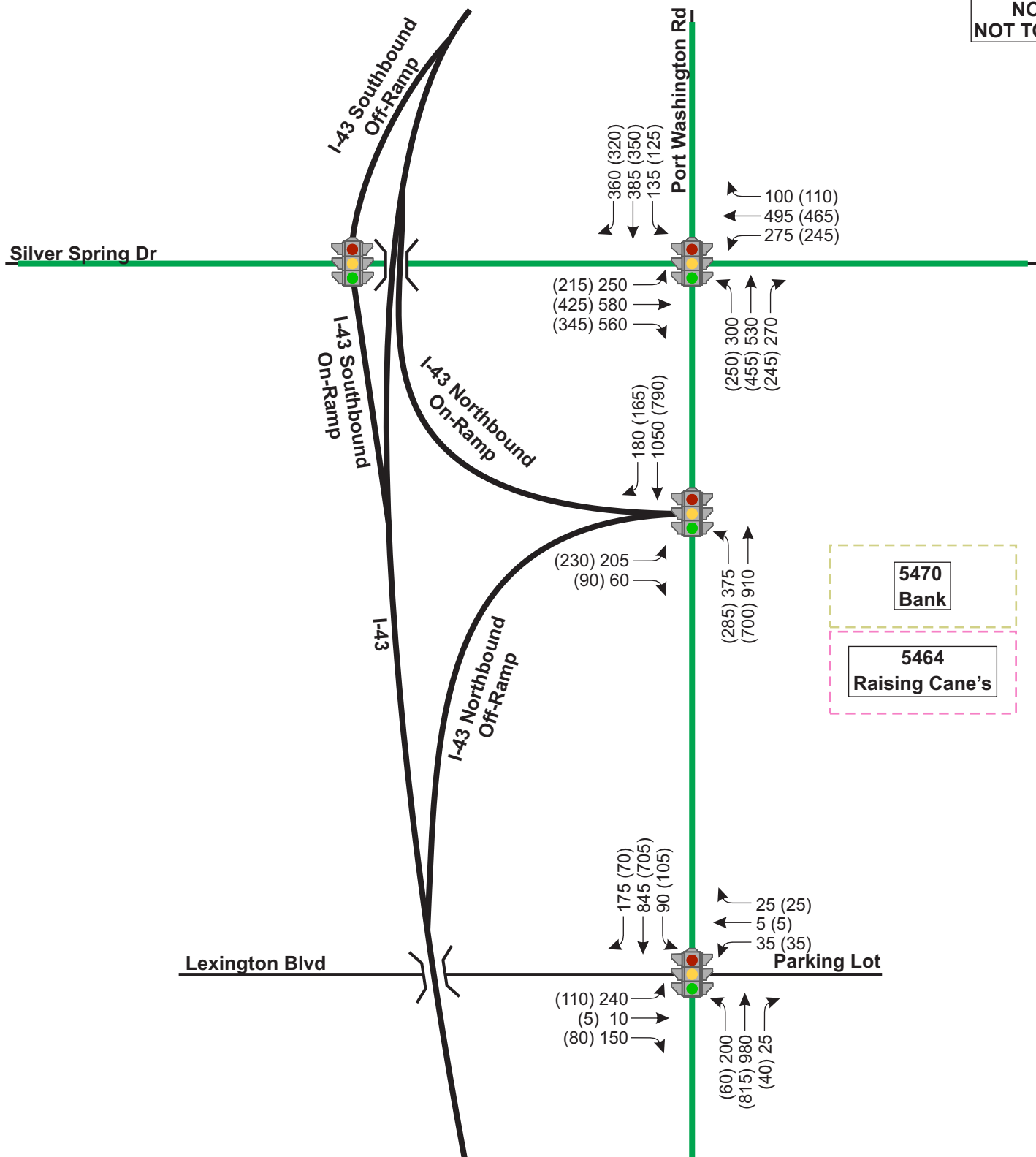
LEGEND

-  TRAFFIC SIGNAL
-  STOP SIGN
-  EXISTING GEOMETRICS
-  DIVIDED ROADWAY
- XXX' EXISTING STORAGE LENGTH (IN FEET)
- XXX' DISTANCE BETWEEN ROADWAYS (IN FEET)



LEGEND

-  TRAFFIC SIGNAL
-  STOP SIGN
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) TRAFFIC VOLUMES
- (XXX) SATURDAY MIDDAY PEAK HOUR (12:30 - 1:30 PM) TRAFFIC VOLUMES



LEGEND

-  TRAFFIC SIGNAL
-  STOP SIGN
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) TRAFFIC VOLUMES
- (XXX) SATURDAY MIDDAY PEAK HOUR (12:30 - 1:30 PM) TRAFFIC VOLUMES

CHAPTER 4 – PROJECTED TRAFFIC

PART A – BACKGROUND TRAFFIC FORECASTING

The developments are expected to be constructed in a single phase, both opening in 2026. The Abbreviated TIA for the proposed developments evaluates the Horizon Year 2036.

The WisDOT developed background traffic forecasts volumes for Year 2026 and Year 2036 for the intersections of Silver Spring Dr & Port Washington Rd and Port Washington Rd & I-43 Northbound Ramps. The WisDOT forecasting unit applied annual growth rates ranging between 0.0% - 0.1% to existing Year 2025 traffic volumes to develop the Base Year Background and Horizon Year Background Traffic Volumes.

The other intersection, Port Washington Rd & Lexington Blvd, was forecasted by GRAEF from the existing Year 2025 traffic volumes using a growth rate of 0.1%, mirroring the growth rates used in the WisDOT forecasts, to develop the Base Year Background and Horizon Year Background Traffic Volumes.

The Base Year 2026 and Horizon Year 2036 Background Traffic Volumes are shown in Exhibit 3-2B and Exhibit 4-2, respectively.

PART B – DEVELOPMENT TRAFFIC FORECASTING

B.1 Trip Generation

To address any potential future traffic impacts along study area roadways and at adjacent intersections, it is necessary to identify the hourly and daily volumes of traffic generated by the proposed development. Trips for the proposed Raising Cane's 5464 development were calculated based on site data from two Chicago suburban sites, one in Schaumburg and the other in Glen Ellyn, Illinois. These two sites in Illinois are larger in size than the one proposed in Glendale and were prorated based on the square footage of the proposed restaurant. The proposed generated trips were then compared to the Institute of Transportation Engineer's (ITE's) Trip Generation Manual, 11th Edition. Based on this comparison, it was determined that the trips expected from the Raising Cane's 5464 development during the weekday, weekday evening peak hour, and Saturday midday peak hour using the site collected data are expected to be approximately 1.6 times higher than using ITE Code 934 Fast-Food Restaurant with Drive-Through Window, respectively. Therefore, the site-specific prorated trip generation from the Raising Cane's restaurant was used. ITE Code 912 Drive-In Bank was selected as a suitable land use code to estimate development trips generated by the 5470 development.

The proposed land uses are expected to generate 2,380 trips on a typical weekday. During the weekday evening peak hour, the proposed land uses are expected to generate 220 trips (110 entering and 110 exiting). During the Saturday midday peak hour, the proposed land uses are expected to generate 340 trips (180 entering and 160 exiting).

ITE Trip Generation tables are included in Appendix B.

B.2 Mode Split

This study conservatively estimates that no trip reduction for alternative travel modes would be included in the analysis of the proposed development, despite access to transit and active modes of travel.

B.3 Linked and Pass-By Trip Traffic Estimation

Linked trips occur when a vehicle user visits one or more individual land uses within the specific development area. It can be expected that approximately 10 percent of the Drive-In Bank 5470 development trips will be internally linked trips, since this land use generated fewer trips. The internal capture trips reduction was 10 trips in the weekday evening peak hour and 10 trips in the Saturday midday peak hour.

Pass-by trips occur when a vehicle user already on the adjacent roadway stops at the development before continuing in the original direction of travel, for example a vehicle user traveling north on Port Washington Rd stops at Raising Cane's before continuing north on Port Washington Rd. WisDOT has provided an approved reduction rate range of 0 – 50% for fast-food restaurants with drive-thru and 0 – 35% for drive-in bank. Below is a summary of the Pass-By percentage reductions used:

- Fast-Food Restaurant with Drive-Thru – 50% Reduction
- Drive-In Bank – 20% Reduction

The pass-by trip reduction calculated from the ITE Trip Generation Manual and pass-by reduction rates was 90 trips in the evening peak hour, and 140 trips in the Saturday midday peak hour.

With the linked trip reduction, the total estimated new trip generation is expected to be 2,345 trips on a typical weekday. During the weekday evening peak hour, the estimated new trips are expected to be 210 new trips (105 entering, 105 exiting). During the Saturday midday peak hour, the estimated new trips are expected to be 330 new trips (175 entering, 155 exiting).

With the pass-by trip reductions, the total estimated driveway trip generation is expected to be 1,255 driveway trips on a typical weekday. During the weekday evening peak hour, the estimated driveway trips are expected to be 120 driveway trips (60 entering, 60 exiting). During the Saturday midday peak hour, the estimated driveway trips are expected to be 190 driveway trips (105 entering, 85 exiting).

B.3 Existing Trip Removal

When the proposed development site is currently occupied by a different land use that is still operational, the trips from the current land use should be removed from the proposed trip generation to understand the total net new trips that the site is expected to generate. On Wednesday, October 1 and Saturday, October 18, 2025, GRAEF collected driveway counts at the two existing 5464 right-in right-out driveways during the defined peak hours. Since the site plan proposes only one right-in right-out driveway with the redevelopment, volumes from the two driveways were combined, for simplicity. Driveway volumes were distributed based on the new trip distribution and existing transportation network and subtracted from the network.

With the removal of existing development trips, the net new trip generation is expected to be 845 new trips on a typical weekday. During the weekday evening peak hour, the estimated net new trips are expected to be 95 net new trips (50 entering, 45 exiting). During the Saturday midday peak hour, the estimated net new trips are expected to be 155 net new trips (90 entering, 65 exiting.)

B.4 Trip Distribution

The trip distribution for the proposed Raising Cane's restaurant was developed by evaluating the existing roadway network and existing daily traffic volumes. Exhibit 4-4 displays the following expected trip distribution for the proposed development.

- 10% to/from the north on I-43
- 15% to/from the south on I-43
- 15% to/from the north on Port Washington Rd
- 20% to/from the south on Port Washington Rd
- 15% to/from the east on Silver Spring Dr
- 25% to/from the west on Silver Spring Dr

B.5 Trip Assignment

Traffic generated by the proposed development was assigned to the adjacent transportation system based on the directional distributions shown above and in Exhibit 4-4. Existing driveway trips to be removed are shown in Exhibit

4-5A. The developments' new trips assignment is shown in Exhibit 4-5B, and the developments pass-by trip assignment is shown in Exhibit 4-5C. The total driveway trips, or new trips plus pass-by trips, are shown in Exhibit 4-5D. The net new trips, or driveway trips subtracting the existing trips to be removed, are shown in Exhibit 4-5E.

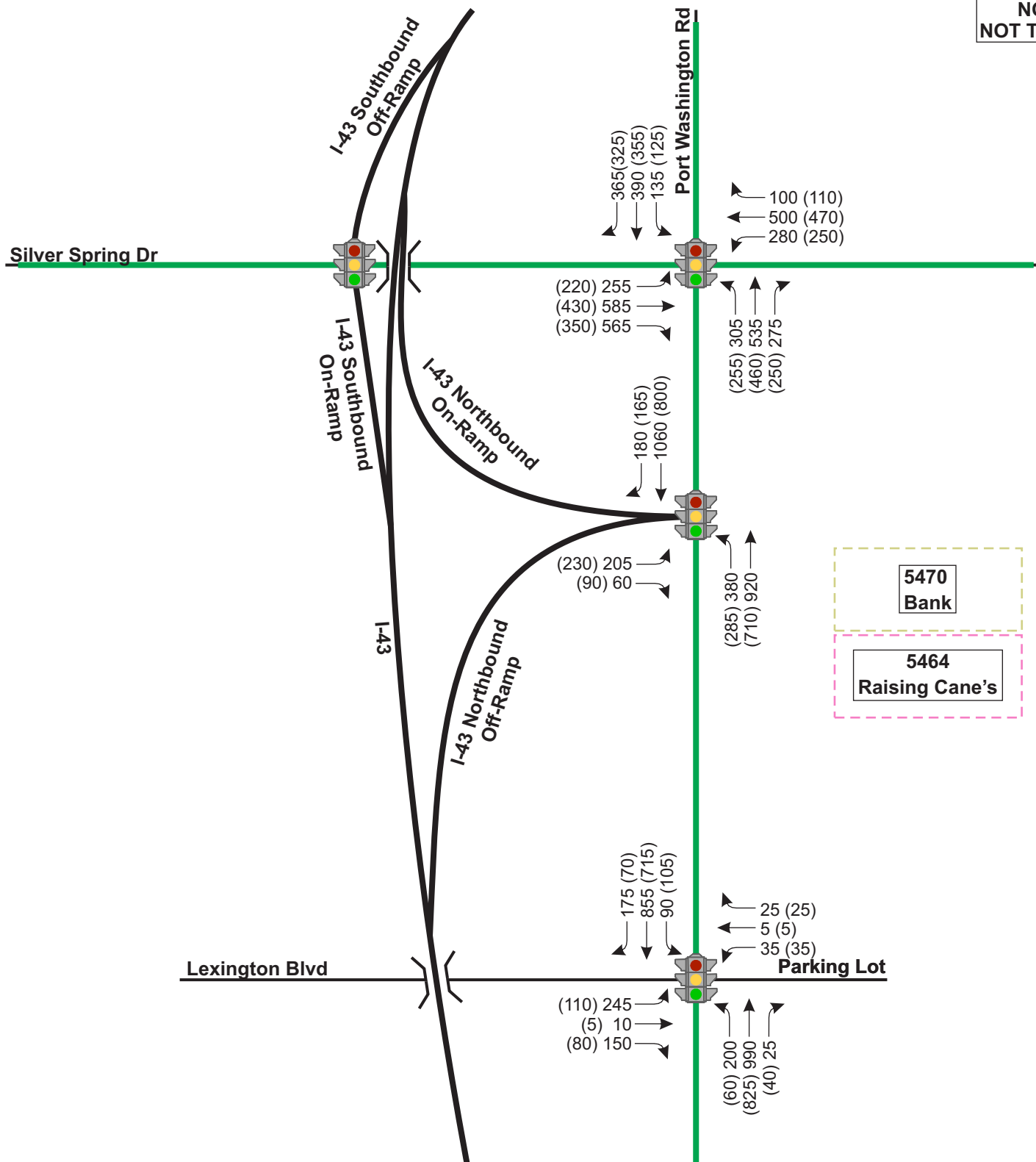
PART C – BUILD TRAFFIC

Build Traffic Volumes were developed for the Horizon year scenario. Through coordination with WisDOT during the Initial Review process, it was determined that this Abbreviated TIA shall consider the 2036 Horizon Year analysis year only.

C.1 Horizon Year 2036 Build Traffic

Horizon Year Build Development Traffic Volumes

The Net New Trips, (Exhibit 4-5E) were added to the Horizon Year Background Traffic Volumes (Exhibit 4-2) to identify the Horizon Year Build Development Traffic Volumes, shown in Exhibit 4-13.



LEGEND

-  TRAFFIC SIGNAL
-  STOP SIGN
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) TRAFFIC VOLUMES
- (XXX) SATURDAY MIDDAY PEAK HOUR (12:30 - 1:30 PM) TRAFFIC VOLUMES

Raising Cane's Development - Glendale, WI: Comparison Trip Generation Table

ITE Code	ITE Land Use		Metric	Daily Trips	PM Peak			SAT Peak		
				Weekday	In	Out	Total	In	Out	Total
934	Raising Cane's Development	Fast Food Restaurant with Drive-through Window	Trip Rates/Eq & Dir Dist	467.48	52%	48%	33.03	52%	48%	55.25
		2,821 Square Feet	Number of Trips	1320	50	45	95	80	75	155
GRAEF	Raising Cane's Development	Raising Cane's (Illinois Sites, Prorated)	Trip Rates/Eq & Dir Dist	726.65	49%	51%	53.43	52%	48%	89.99
		2,821 Square Feet	Number of Trips	2050	75	75	150	135	120	255

		Daily Trips		PM Peak			Rate per 1000 sq ft.	SAT Peak		
		Weekday	In	Out	Total			In	Out	Total
Schaumburg	3575 Square Feet	2860	120	129	249		Estimated from ITE Trip Generation ratio between PM peak. Shown Below			
Glen Ellyn	3707 Square Feet	2430	70	70	140					
Average	3640 Square Feet	2645	95	100	195	53.43				

	Formula	Ratio	Rate per 1000 sq ft.
SAT vs PM ratio	=150/95	1.6	89.99

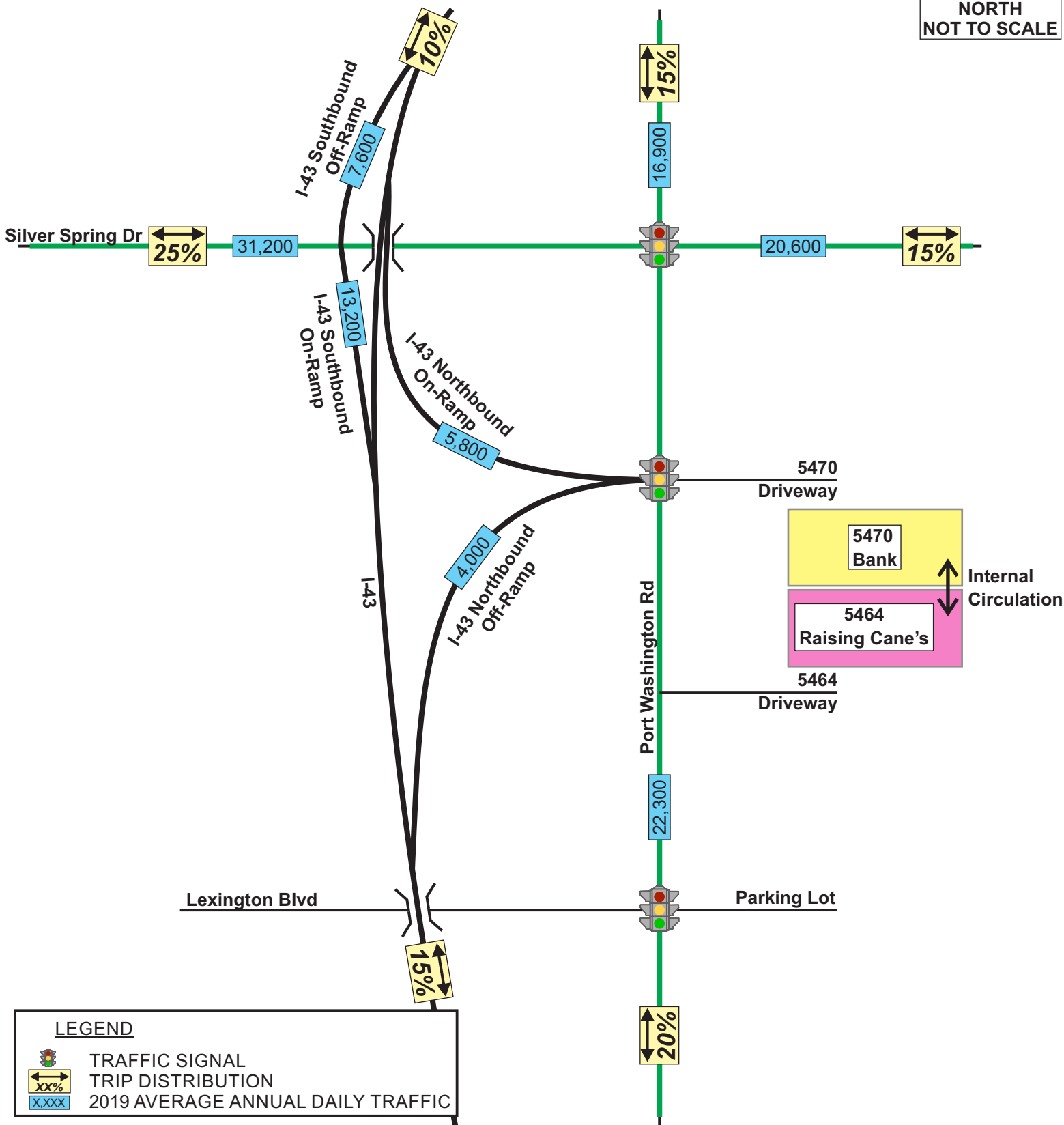
Existing Trip Generation - Observed Traffic Volumes

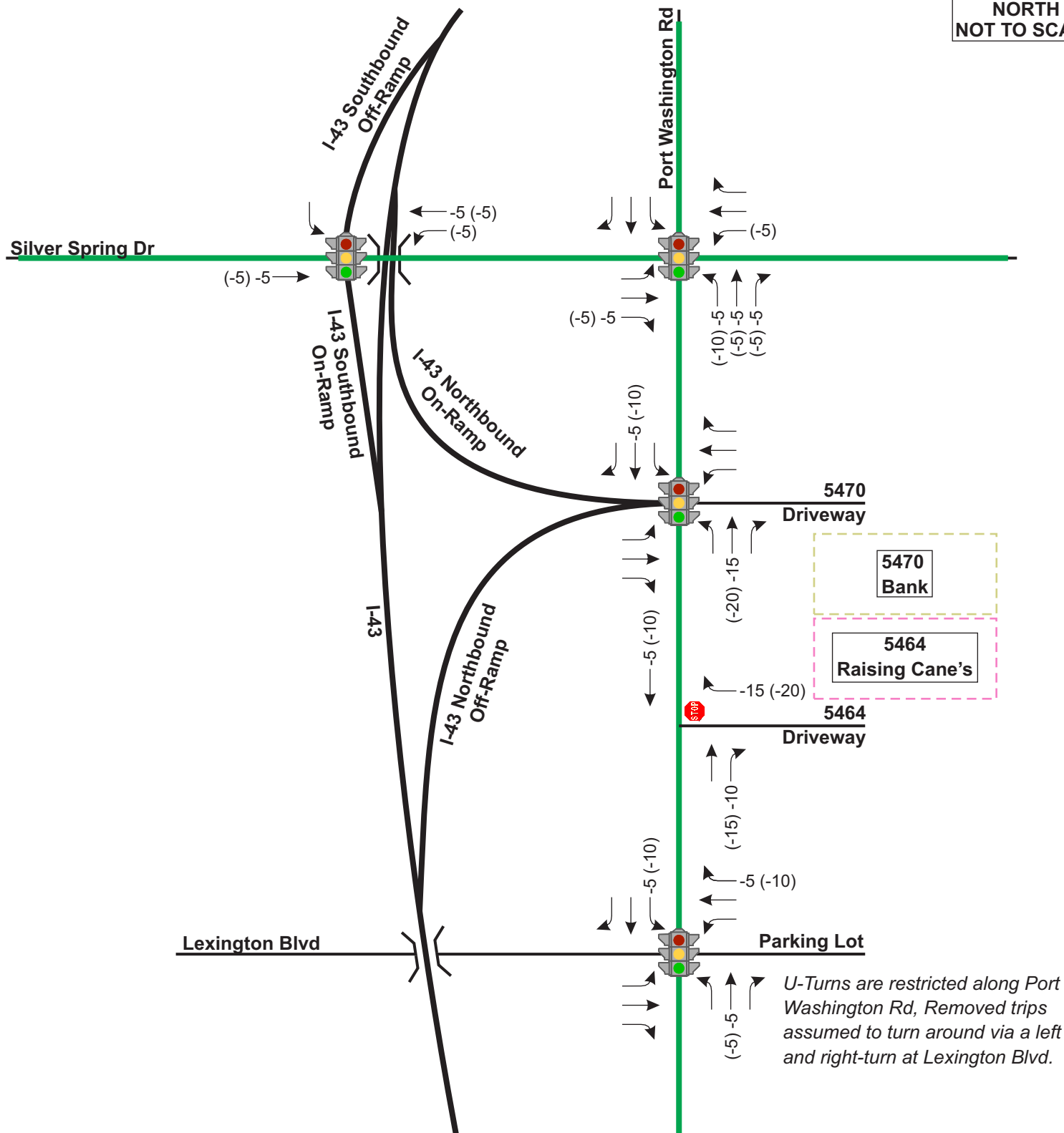
Observed Field Data	Metric	Daily Trips	PM Peak			SAT Peak		
		Weekday	In	Out	Total	In	Out	Total
Worth Building (5464 N Port Washington Rd)	Trip Rates/Eq & Dir Dist	Field Data*	46%	54%	Field Data	43%	57%	Field Data
	Number of Trips	-410	-10	-15	-25	-15	-20	-35
Total Existing Trips to be Removed		-410	-10	-15	-25	-15	-20	-35

5464 & 5470 Development - Glendale, WI: New Trip Generation - ITE Trip Generation Manual 11th Edition

5464 & 5470 Development - Glendale, WI: New Trip Generation - ITE Trip Generation Manual 11th Edition										
ITE Code	ITE Land Use		Metric	Daily Trips	PM Peak			SAT Peak		
				Weekday	In	Out	Total	In	Out	Total
GRAEF	5464: Raising Cane's Development	Raising Cane's (Illinois Sites, Prorated)	Trip Rates/Eq & Dir Dist	726.65	49%	51%	53.43	52%	48%	89.99
		2,821 Square Feet	Number of Trips	2050	75	75	150	135	120	255
912	5470: Bank	Drive-In Bank	Trip Rates/Eq & Dir Dist	100.35	50%	50%	21.01	51%	49%	26.35
		3,300 Square Feet	Number of Trips	330	35	35	70	45	40	85
Subtotal Trip Generation Trips				2,380	110	110	220	180	160	340
Linked Trip Reduction										
WisDOT	5470: Drive-In Bank LUC 912			10%	10%	10%	N/A	10%	10%	N/A
	5-10% of Trips, WisDOT MXD Trip Generation Study			-35	-5	-5	-10	-5	-5	-10
Total New Trips				2,345	105	105	210	175	155	330
Pass-By Trip Reduction										
ITE Rates	5464: Fast Food Restaurant with Drive-through Window (50% Reduction PM/SAT)			50%	50%	50%	N/A	50%	50%	N/A
				-1025	-40	-40	-80	-60	-60	-120
ITE Rates	5470: Drive-In Bank LUC 912 (20% Reduction PM/SAT)			20%	20%	20%	N/A	20%	20%	N/A
				-65	-5	-5	-10	-10	-10	-20
Total Driveway Trips				1,255	60	60	120	105	85	190
Net New Trips				845	50	45	95	90	65	155

*WisDOT 12-Hour Traffic Distribution tool used to estimate the weekday daily trips to be removed.

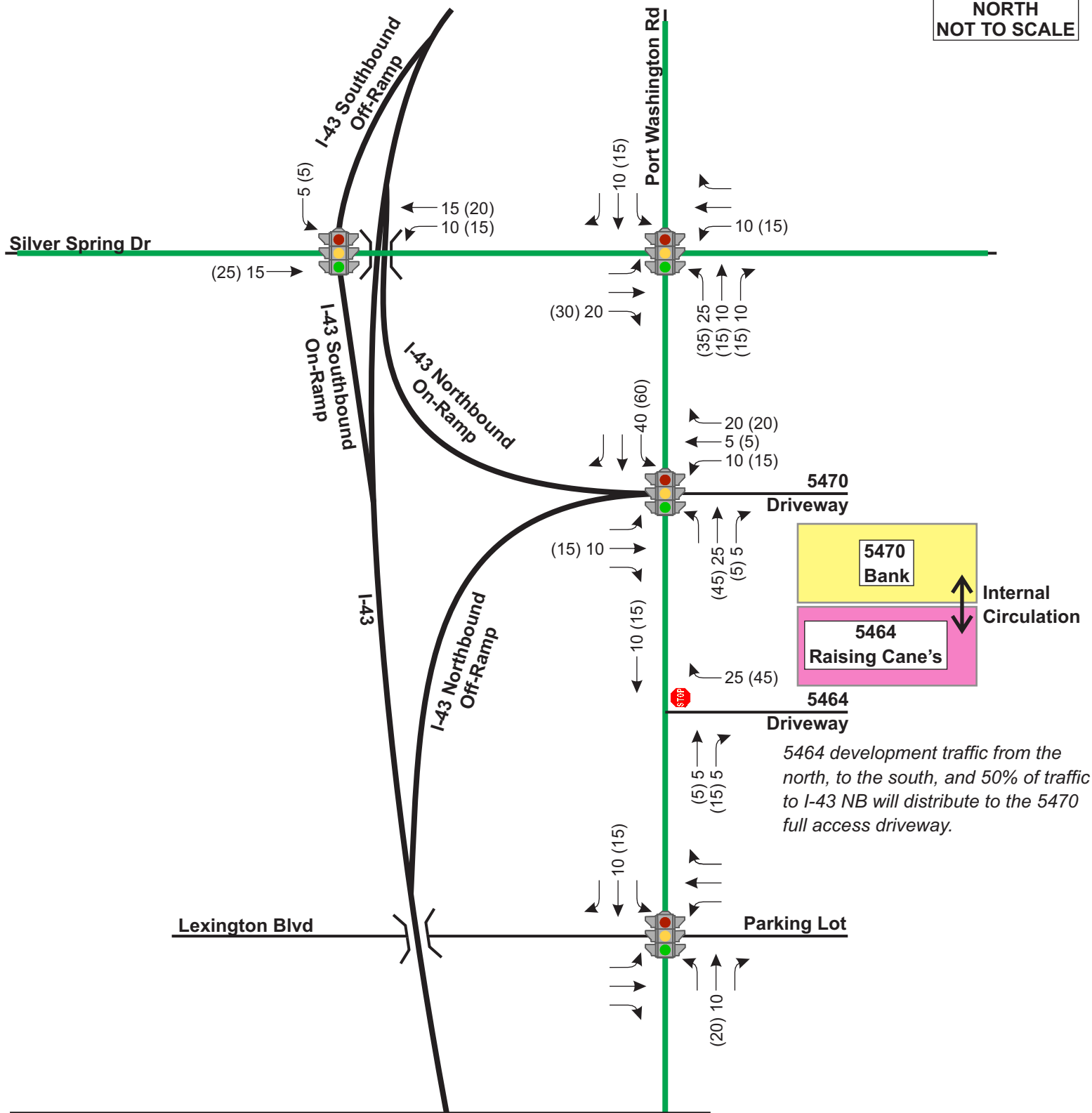




U-Turns are restricted along Port Washington Rd, Removed trips assumed to turn around via a left and right-turn at Lexington Blvd.

LEGEND

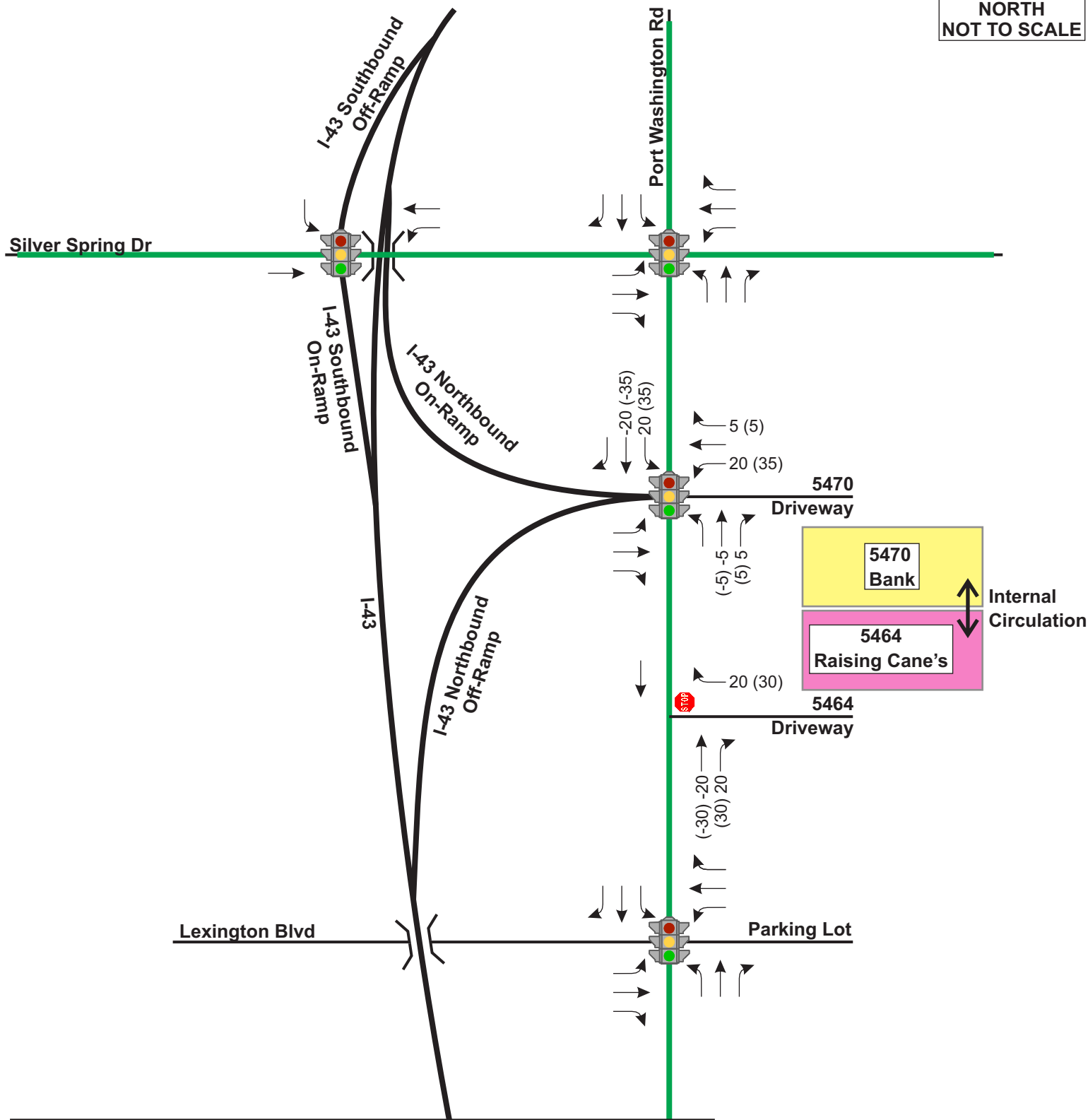
-  TRAFFIC SIGNAL
-  STOP SIGN
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) EXISTING TRIPS
- (XXX) SATURDAY MIDDAY PEAK HOUR (12:30 - 1:30 PM) EXISTING TRIPS



5464 development traffic from the north, to the south, and 50% of traffic to I-43 NB will distribute to the 5470 full access driveway.

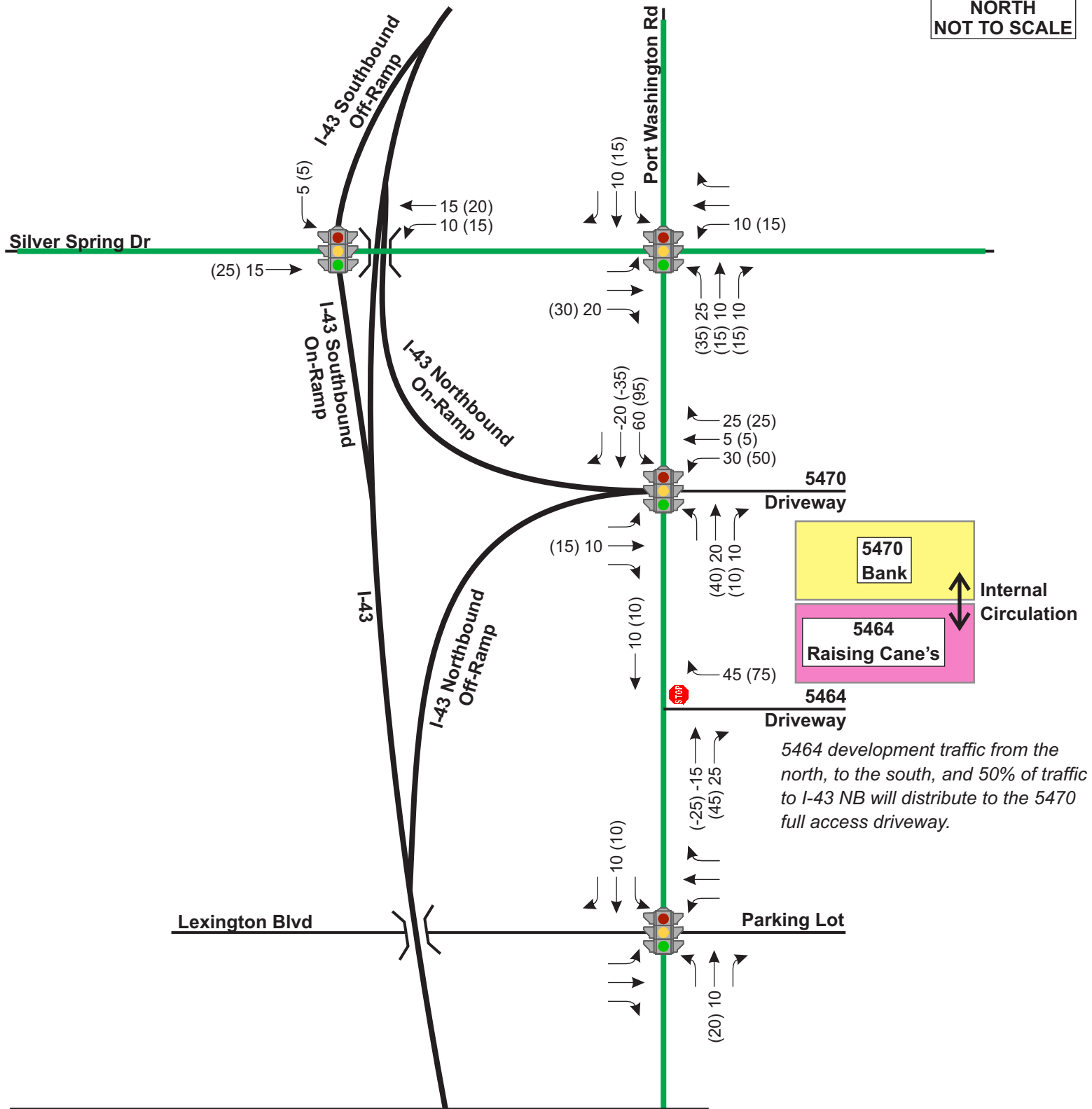
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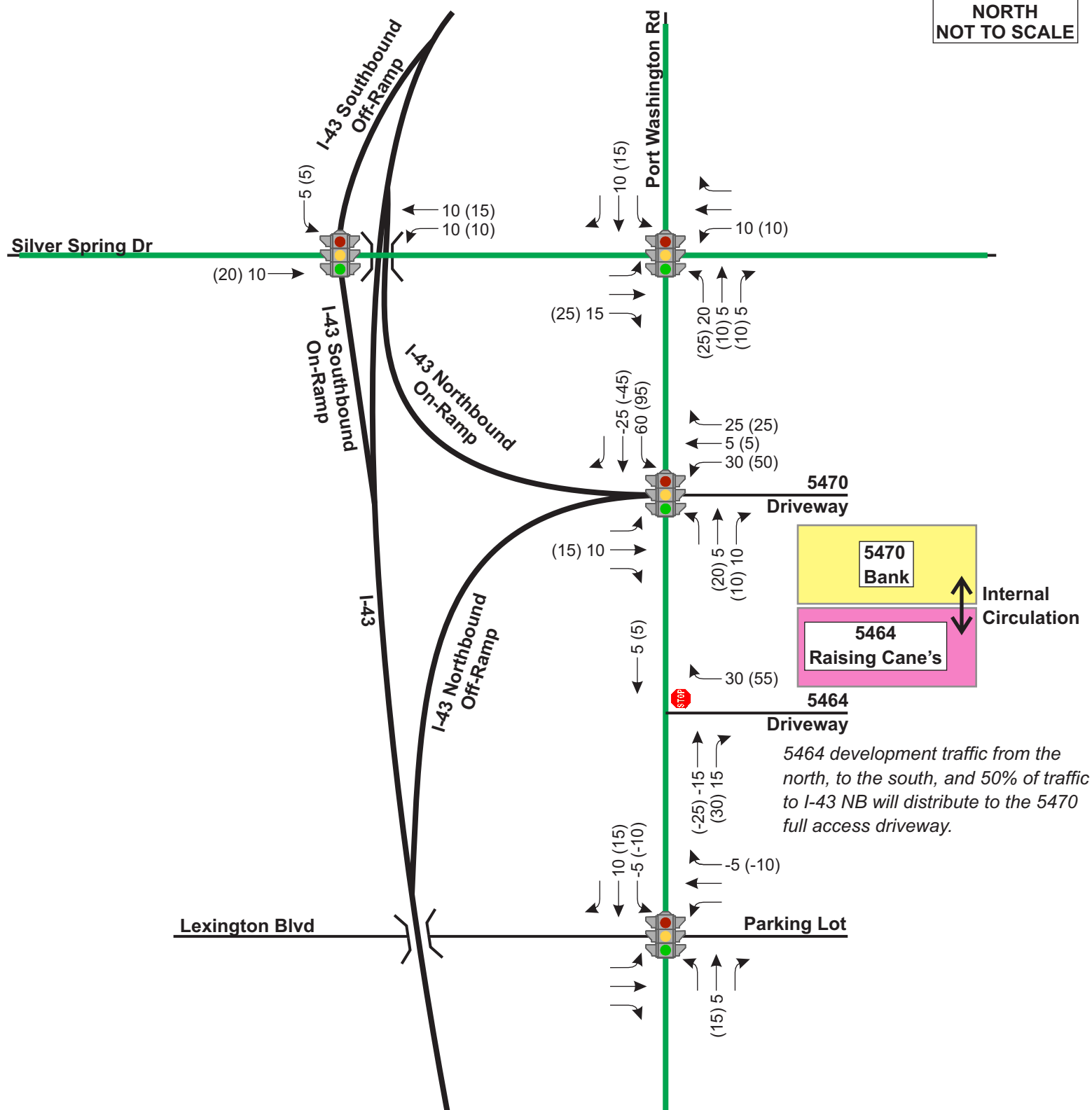
-  TRAFFIC SIGNAL
-  STOP SIGN
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) NEW TRIPS
- (XXX) SATURDAY MIDDAY PEAK HOUR (12:30 - 1:30 PM) NEW TRIPS



LEGEND

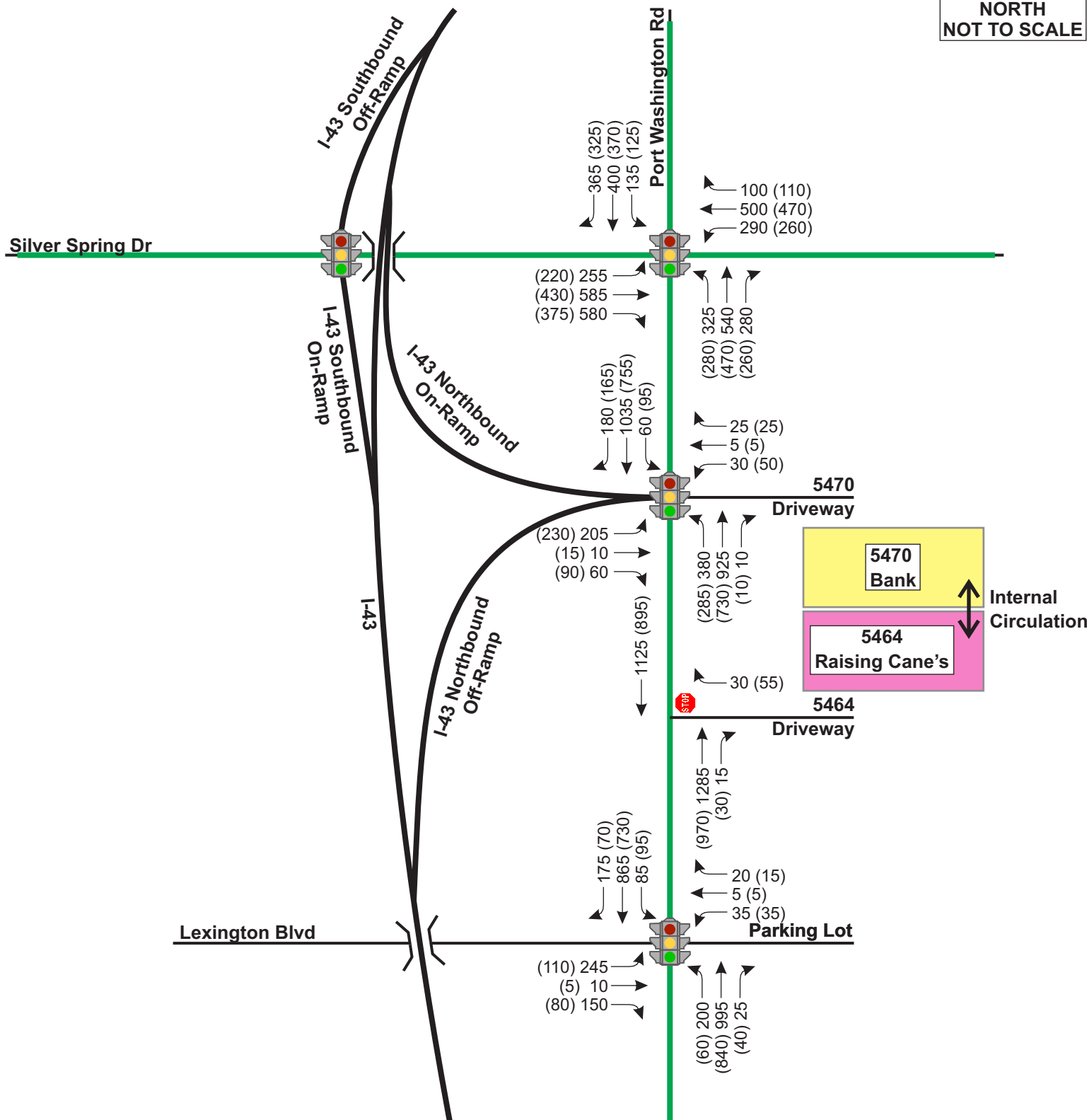
-  TRAFFIC SIGNAL
-  STOP SIGN
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) PASS-BY TRIPS
- (XXX) SATURDAY MIDDAY PEAK HOUR (12:30 - 1:30 PM) PASS-BY TRIPS





LEGEND

-  TRAFFIC SIGNAL
-  STOP SIGN
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) DRIVEWAY TRIPS
- (XXX) SATURDAY MIDDAY PEAK HOUR (12:30 - 1:30 PM) DRIVEWAY TRIPS



LEGEND

-  TRAFFIC SIGNAL
-  STOP SIGN
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) TRAFFIC VOLUMES
- (XXX) SATURDAY MIDDAY PEAK HOUR (12:30 - 1:30 PM) TRAFFIC VOLUMES

CHAPTER 5 – TRAFFIC AND IMPROVEMENT ANALYSIS

PART A – SITE ACCESS

The proposed site plan shows the Raising Cane's 5464 development to have direct right-in right-out access onto Port Washington Rd at the southwest corner of the site, consolidating the two existing 5464 driveways into one. The site plan proposes the 5470 development realigning the proposed driveway with the Port Washington Rd & I-43 Northbound Ramps signalized intersection. The existing 5470 driveway at the southeast corner will be removed with the development. The site plan also introduces a development cross access point, allowing for cross-access travel between the two developments.

PART B – CAPACITY LEVEL OF SERVICE ANALYSIS

Pedestrian timings were not included in the analysis. The pedestrian intervals exceed the minimum green time splits at some study area signalized intersections. At these intersections, when a pedestrian call is made, the signal timing may be adjusted to accommodate the pedestrian interval. Because pedestrian calls are not made every cycle and those timings may not necessarily be representative of typical vehicle operations during the peak hour, they were not included in the Synchro capacity operational analysis.

B.1 Existing Transportation System

Traffic Operational Analysis – Background Condition with Existing Transportation System

Existing intersection geometrics are shown in Exhibit 3-1. Detailed analysis results from Synchro are included in Appendix C.

Horizon Year Background Traffic Operations with Existing Transportation System

Horizon Year Background Traffic peak hour operation conditions with the existing roadway network and signal timings shown in Exhibit 5-2A and Exhibit 5-2B is based on the existing intersection geometrics and the traffic control shown in Exhibit 3-1 and the Horizon Year background traffic volumes shown in Exhibit 4-2. All movements at the study area intersections are expected to operate acceptably at LOS D or better conditions, except for the following:

Silver Spring Dr & Port Washington Rd

- The eastbound through queue is expected to block the entrance to the adjacent 185' left turn lanes during the weekday evening peak hour.
- The northbound through queue is expected to block the entrance to the adjacent 245' left turn lanes during the weekday evening peak hour.
- The southbound through queue is expected to block the entrance to the adjacent 175' right turn lane during the weekday evening peak hour.

Port Washington Rd & I-43 Northbound Ramps

- The eastbound through queue is expected to block the entrance to the left most turn lane during both peak hours.
- The southbound through queue is expected to block the entrance to the adjacent 100' right turn lane during both peak hours.

Port Washington Rd & Lexington Blvd

- The eastbound shared through left movement in the weekday evening peak hour is expected to operate as LOS E with 72 seconds of delay.
- The eastbound through queue is expected to block the entrance to the adjacent 100' right turn lane during the weekday evening peak hour.
- The eastbound right turn queue is expected to exceed the 100' storage length during the weekday evening peak hour.

- The westbound shared approach in the weekday evening peak hour is expected to operate at LOS F with 153 seconds of delay.
- The northbound left turn queue is expected to exceed the 105' storage length during the weekday evening peak hour.
- The northbound through queue is expected to block the entrance to the adjacent 105' left turn lane and 25' right turn lane during both peak hours.
- The southbound right turn queue is expected to exceed the 50' storage length during the weekday evening peak hour.
- The southbound through queue is expected to block the entrance to the adjacent 100' left turn lane and 50' right turn lane during both peak hours.

Traffic Operational Analysis – Horizon Year Build Condition with Existing Transportation System

Note: The addition of the east approach at the Port Washington Rd & I-43 Northbound Ramps intersection required the signal timing to be modified in the build condition with existing transportation system. To maintain coordination with the Port Washington Rd coordinated signals, the existing cycle lengths and offsets were maintained, while the existing intersection splits were adjusted.

Existing intersection geometrics are shown in Exhibit 3-1. Detailed analysis results from Synchro are included in Appendix D.

Horizon Year Build Traffic Operations with Existing Transportation System

Horizon Year Build Traffic peak hour operation conditions with the existing roadway network and signal timings are shown in Exhibit 5-5A and Exhibit 5-5B. With the Horizon Year Build Development Traffic Volumes (Exhibit 4-13), all movements at the study area intersections are expected to operate acceptably at LOS D or better conditions, except for the following:

Silver Spring Dr & Port Washington Rd

- The eastbound through queue is expected to block the entrance to the adjacent 185' left turn lanes during the weekday evening peak hour. *(also occurs in Background)*
- The westbound left turn lanes in the weekday evening peak hour is expected to operate as LOS E with 56 seconds of delay.
- The northbound through queue is expected to block the entrance to the adjacent 245' left turn lanes during the weekday evening peak hour. *(also occurs in Background)*
- The southbound through queue is expected to block the entrance to the adjacent 175' right turn lane during the weekday evening peak hour. *(also occurs in Background)*

Port Washington Rd & I-43 Northbound Ramps

- The eastbound shared left-through-right approach in the weekday evening peak hour is expected to operate at LOS E with 73 seconds of delay.
- The eastbound through queue is expected to block the entrance to the left most turn lane during both peak hours. *(also occurs in Background)*
- The northbound left turn queue is expected to exceed the 315' storage length during the weekday evening peak hour.
- The southbound through queue is expected to block the entrance to the adjacent 100' right turn lane during both peak hours. *(also occurs in Background)*
- The southbound right turn queue is expected to meet the 100' storage length during the Saturday midday peak hour.

Port Washington Rd & Lexington Blvd

- The eastbound shared through left movement in the weekday evening peak hour is expected to operate as LOS E with 63 seconds of delay. *(also occurs in Background)*
- The eastbound through queue is expected to block the entrance to the adjacent 100' right turn lane during the weekday evening peak hour. *(also occurs in Background)*
- The eastbound right turn queue is expected to exceed the 100' storage length during the weekday evening peak hour. *(also occurs in Background)*
- The westbound shared approach in the weekday evening peak hour is expected to operate at LOS F with 142 seconds of delay. *(also occurs in Background)*
- The northbound left turn queue is expected to exceed the 105' storage length during the weekday evening peak hour. *(also occurs in Background)*
- The northbound through queue is expected to block the entrance to the adjacent 105' left turn lane and 25' right turn lane during both peak hours. *(also occurs in Background)*
- The southbound right turn queue is expected to exceed the 50' storage length during the weekday evening peak hour. *(also occurs in Background)*
- The southbound through queue is expected to block the entrance to the adjacent 100' left turn lane and 50' right turn lane during both peak hours. *(also occurs in Background)*

B.2 Improved Transportation System**Traffic Operational Analysis – Horizon Year Build Condition with Improved Transportation System**

Improved intersection geometrics are shown in Exhibit 1-3 and discussed in Chapter 6. Detailed analysis results from Synchro are included in Appendix E.

Horizon Year Build Traffic Operations with Improved Transportation System

Horizon Year Build Traffic peak hour operation conditions with the improved roadway network and improved signal timings are shown in Exhibit 5-14A and Exhibit 5-14B. With the Horizon Year Build Development Traffic Volumes (Exhibit 4-13), all movements at the study area intersections are expected to operate acceptably at LOS D or better conditions, except for the following:

Silver Spring Dr & Port Washington Rd

- The eastbound through queue is expected to block the entrance to the adjacent 185' left turn lanes during the weekday evening peak hour. *(also occurs in Background)*

Port Washington Rd & I-43 Northbound Ramps

- The eastbound through queue is expected to block the entrance to the left most turn lane during both peak hours. *(also occurs in Background)*
- The southbound through queue is expected to block the entrance to the adjacent 100' right turn lane during both peak hours. *(also occurs in Background)*

Port Washington Rd & Lexington Blvd

- The eastbound shared through left movement in the weekday evening peak hour is expected to operate as LOS E with 63 seconds of delay. *(also occurs in Background)*
- The eastbound through queue is expected to block the entrance to the adjacent 100' right turn lane during the weekday evening peak hour. *(also occurs in Background)*
- The eastbound right turn queue is expected to exceed the 100' storage length during the weekday evening peak hour. *(also occurs in Background)*
- The westbound shared approach in the weekday evening peak hour is expected to operate at LOS F with 142 seconds of delay. *(also occurs in Background)*

- The northbound left turn queue is expected to exceed the 105' storage length during the weekday evening peak hour. *(also occurs in Background)*
- The northbound through queue is expected to block the entrance to the adjacent 105' left turn lane and 25' right turn lane during both peak hours. *(also occurs in Background)*
- The southbound right turn queue is expected to exceed the 50' storage length during the weekday evening peak hour. *(also occurs in Background)*
- The southbound through queue is expected to block the entrance to the adjacent 100' left turn lane and 50' right turn lane during both peak hours. *(also occurs in Background)*

PART C – QUEUEING ANALYSIS

To estimate storage length requirements for turn bays at study area intersections with improvements, a queueing analysis has been performed. The 95th percentile queues were evaluated using Synchro for each of the following analysis scenarios with recommended improvements. Detailed analysis results from Synchro are included in Appendix E.

Queueing Analysis – Background Condition

There are no background improvements. Therefore, queueing analysis for the improved background condition cannot be performed. However, queue lengths for each analysis scenario, including the background condition, are shown in Exhibit 5-2B, Exhibit 5-5B, and Exhibit 5-14B.

Queueing Analysis – Horizon Year Build Condition

Horizon Year Build Queueing Analysis

Horizon Year Build maximum queues with the recommended improvements are shown in tabular format with the LOS table in Exhibit 5-14B. All turning-movements at the study area intersections are expected to be accommodated within the specified turn bay lengths, except for the following:

Silver Spring Dr & Port Washington Rd

- The eastbound through queue is expected to be 235' in the weekday evening peak hour, blocking the entrance to the adjacent 185' left turn lanes.

Port Washington Rd & I-43 Northbound Ramps

- The southbound left turn queue of 100' is expected to be accommodated by the proposed 110' storage area, with less than the 100' minimum length for deceleration per FDM 11-25 Table 2.4. Considering the existing northbound dual left turn lane at Silver Spring Dr & Port Washington Rd, the proposed southbound left turn lane cannot be installed at a length greater than 110' without impacting the northbound left turn lanes at Silver Spring Dr. Therefore, the proposed 110' southbound left turn lane will accommodate the expected queue and spillback into the through lane is not expected; however, the full desirable deceleration length will not be accommodated.
- The southbound through queue is expected to be 325' in the weekday evening and 275' in the Saturday midday peak hour, blocking the entrances to the adjacent 100' right turn lane and 110' left turn lane.
- The northbound left turn queue of 395' is expected to be accommodated by the proposed 495' storage area. This configuration matches the 100' minimum deceleration length per FDM 11-25 Table 2.4 but falls short of the desirable length of 150'. Considering the existing southbound left turn lane at Port Washington Rd & Ritcher Pl, the proposed northbound left turn lane cannot be installed at a length greater than 495' without impacting the southbound left turn lane at Ritcher Pl. Therefore, the proposed 495' northbound left turn lane will accommodate the expected queue and minimum deceleration and spillback into the through lane is not expected; however, the full desirable deceleration length will not be accommodated.

- The eastbound ramp queue is expected to be 150' in the weekday evening and 175' in the Saturday midday peak hour, blocking the entrance to the adjacent 110' right turn lane. Since the storage length for the left most lane is 110', it is expected that the queue lengths may extend back further than the reported lengths. Per WisDOT FDM 11-25 2.2.2, the ramp deceleration length for I-43 operating speed of 60 mph is 605'. Since there are two ramp decision points, deceleration measurement will begin at the second ramp gore point. Considering this measurement, a ramp queue of 425' or greater would encroach into the deceleration length of the off ramp. Considering the reported queue length of 150' and 175', if all queued vehicles were stacked into a single approach lane, the queue may extend back as far as 300' and 350', which is short of encroaching into the ramp deceleration length.

Port Washington Rd & Lexington Blvd

- The eastbound through queue is expected to be 290' in the weekday evening peak hour, blocking the entrance to the adjacent 100' right turn lane.
- The eastbound right turn queue is expected to be 105' in the weekday evening peak hour, exceeding the storage length by 5'.
- The northbound left turn queue is expected to be 115' in the weekday evening peak hour, exceeding the storage length by 10'.
- The northbound through queue is expected to be 400' in the weekday evening and 200' in the Saturday midday peak hour, blocking the entrance to the adjacent 105' left turn lane and 25' right turn lane.
- The southbound through queue is expected to be 350' in the weekday evening and 160' in the Saturday midday peak hour, blocking the entrance to the adjacent 100' left turn lane and 50' right turn lane.
- The southbound right turn queue is expected to be 95' in the weekday evening peak hour, exceeding the storage length by 45'.

PART D – MULTI-MODAL CONSIDERATIONS

Pedestrian sidewalks are currently provided in the study area as follows:

- Silver Spring Dr
 - East of Port Washington Rd: sidewalk on both sides
 - West of Port Washington Rd: sidewalk on south side
- Port Washington Rd
 - North of Silver Spring Dr: sidewalk on east side
 - South of Silver Spring Dr: sidewalk on both sides
- Lexington Blvd: Sidewalk on both sides near the intersection with Port Washington Rd, sidewalk on south side to the west
- I-43, no accommodation, pedestrians prohibited.

No bicycle accommodations are currently provided in the study area. While sidewalks run along most roadways, the facilities are not wide enough to accommodate bicycle traffic, although with the lack of accommodation, it is expected that some bicyclists do travel on the sidewalk. Otherwise, bicyclists traveling through the study area would share a lane with vehicular traffic.

Concrete sidewalk is proposed to band the exterior east, west, and south faces of the 5464 Raising Cane's development building, with one connection to the existing Port Washington Rd sidewalk, functioning as a multimodal site access point. Southeast of the building pad, two sidewalk ramp connections to the parking lot are proposed. East of the building, sidewalk connects to the covered drive-through area. MCTS Route 68 will be maintained along Port Washington Rd, with additional MCTS transit routes stops at the Silver Spring Rd & Port Washington Rd intersection, as discussed in Chapter 2, D.2.

PART E – SPEED CONSIDERATIONS/SIGHT DISTANCE

All new or improved intersections throughout the study area should be designed for Intersection Sight Distance (ISD) in accordance with the American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets. All WisDOT controlled intersections throughout the study area should be designed for ISD in accordance with the Facilities Development Manual (FDM) design guidelines (Chapter 11-10-5). A sight distance survey was conducted at the modified intersection of Port Washington Rd & I-43 Northbound Ramps.

ISD was evaluated using the following parameters:

Port Washington Rd & Northbound Ramps

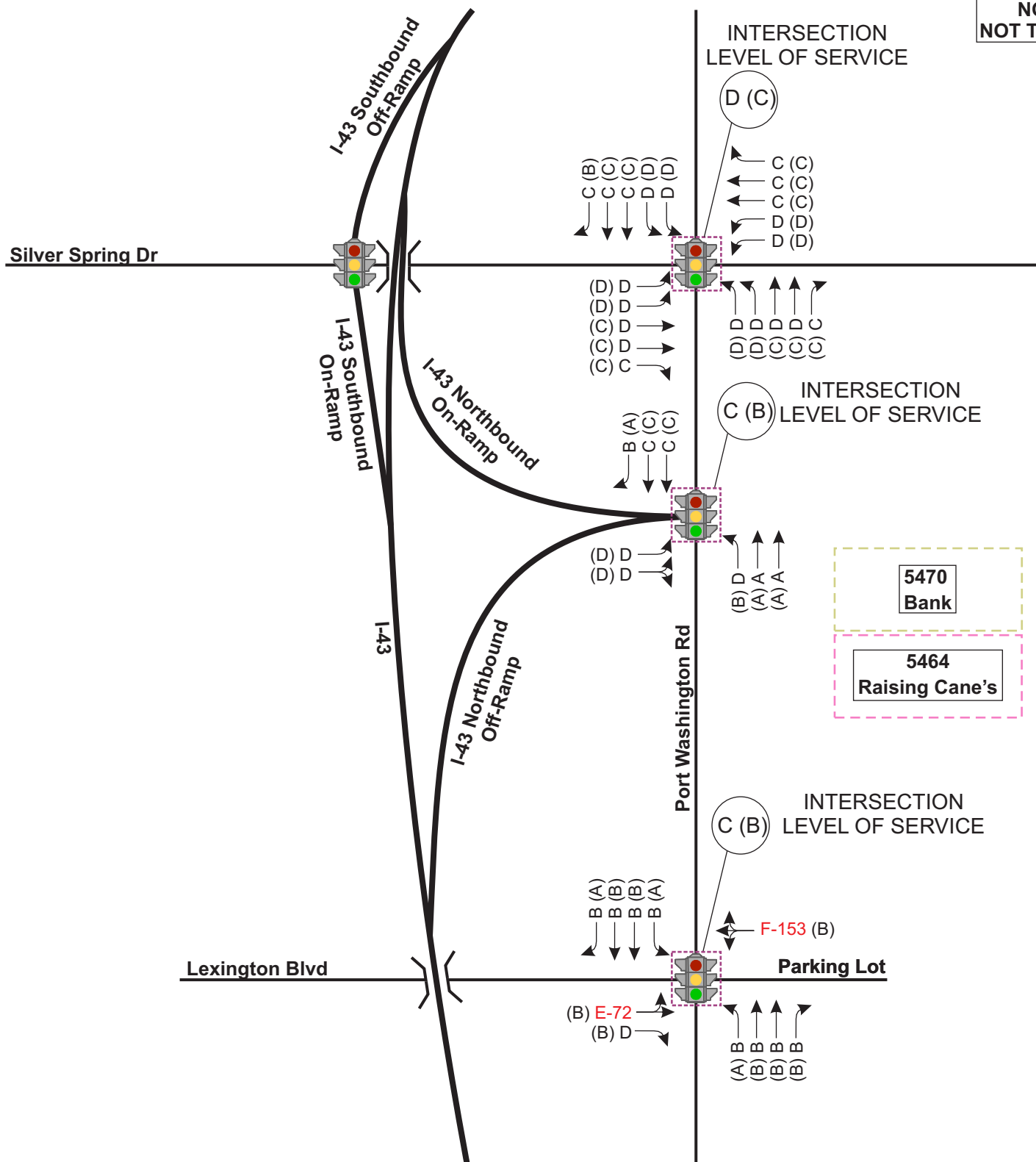
- Per WisDOT FDM 11-10.5.1.4, the intersection is expected to be a Case D under traffic signal control, requiring verification of the minor street right-turn-on-red condition per the 2018 Policy on Geometric Design of Highway and Streets (GDHS). For cases when the signal is operating a flash sequence, Case B for left and right turns from the minor road were also considered.
- A design speed of 5 mph above the posted speed limit, or 40 mph for Port Washington Rd.
- Combination Truck as the ISD design vehicle, given that Port Washington Rd is an arterial.

As shown in Exhibit 5-27, the WisDOT desirable ISD is expected to be met at all evaluated access point conditions.

PART H – TRAFFIC CONTROL NEEDS

Under the improved transportation system, the following traffic control modifications are recommended:

- Traffic signal modification is recommended at Port Washington Rd & I-43 Northbound Ramps to relocate the 5470 development driveway to be the east approach of the intersection and install a southbound left turn lane into the new approach. The new east leg approach will have a two-lane configuration of a left turn lane and a continuous shared thru-right-turn lane. To accommodate the addition of the east leg at the signal, the west off-ramp approach right lane shall be converted from a shared left-right turn lane to a shared left-through-right turn lane.
- With the relocation of the 5470 site driveway to be the east leg of the signalized intersection, the existing 5470 site driveway will be removed.
- Combine the two 5464 site right-in right-out driveways into one right-in right-out driveway located at the southwest corner of the 5464 development site.



LEGEND

- TRAFFIC SIGNAL
- STOP SIGN
- STUDY AREA INTERSECTION
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) LEVEL OF SERVICE
- (XXX) SATURDAY MIDDAY PEAK (12:30 - 1:30 PM) HOUR LEVEL OF SERVICE

Intersection	Peak Hour	Metric	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Silver Spring Dr & Port Washington Rd Traffic Signal	PM	LOS	D	D	C	D	C	C	D	D	C	D	C	C	D
		Delay	47.2	35.7	27.9	54.8	33.4	29.0	51.6	38.8	26.1	45.0	30.7	24.9	37.2
		V/C	0.80	0.71	0.65	0.82	0.59	0.16	0.81	0.50	0.27	0.54	0.42	0.41	-
		Queue	125'	240'	220'	#155'	210'	70'	155'	260'	100'	75'	180'	170'	-
	SAT	LOS	D	C	C	D	C	C	D	C	C	D	C	B	C
		Delay	42.8	34.5	27.1	41.0	34.3	30.7	43.7	31.3	21.8	39.5	22.5	18.1	32.5
		V/C	0.73	0.67	0.49	0.76	0.70	0.23	0.76	0.37	0.22	0.44	0.30	0.31	-
		Queue	100'	160'	125'	105'	170'	65'	110'	170'	95'	60'	145'	140'	-
Port Washington Rd & I-43 Northbound Ramps / 5470 Dwy Traffic Signal	PM	LOS	D			-			D	A	-	-	C	B	C
		Delay	43.0			-			40.3	5.2	-	-	30.7	10.6	23.7
		V/C	0.69			-			0.93	0.37	-	-	0.56	0.13	-
		Queue	120'			-			#310'	170'	-	-	395'	m60'	-
	SAT	LOS	D			-			B	A	-	-	C	A	B
		Delay	41.3			-			12.2	5.4	-	-	24.8	8.4	18.2
		V/C	0.74			-			0.69	0.31	-	-	0.43	0.12	-
		Queue	135'			-			90'	115'	-	-	285'	75'	-
Port Washington Rd & Lexington Blvd Traffic Signal	PM	LOS	E		D	F			B	B	B	B	B	B	C
		Delay	71.9		37.0	152.7			13.2	17.2	11.4	12.8	17.7	13.8	25.9
		V/C	0.89		0.26	0.99			0.56	0.54	0.02	0.29	0.48	0.14	-
		Queue	285'		105'	80'			115'	400'	20'	55'	345'	95'	-
	SAT	LOS	B		B	B			A	B	B	A	B	A	B
		Delay	19.7		18.9	19.1			9.0	14.6	10.7	8.9	12.0	9.5	13.6
		V/C	0.27		0.16	0.18			0.14	0.60	0.04	0.24	0.47	0.06	-
		Queue	95'		50'	60'			25'	195'	20'	35'	160'	25'	-

Notes: (--) indicates a movement that is prohibited or does not exist.

(*) indicates freeflow movement.

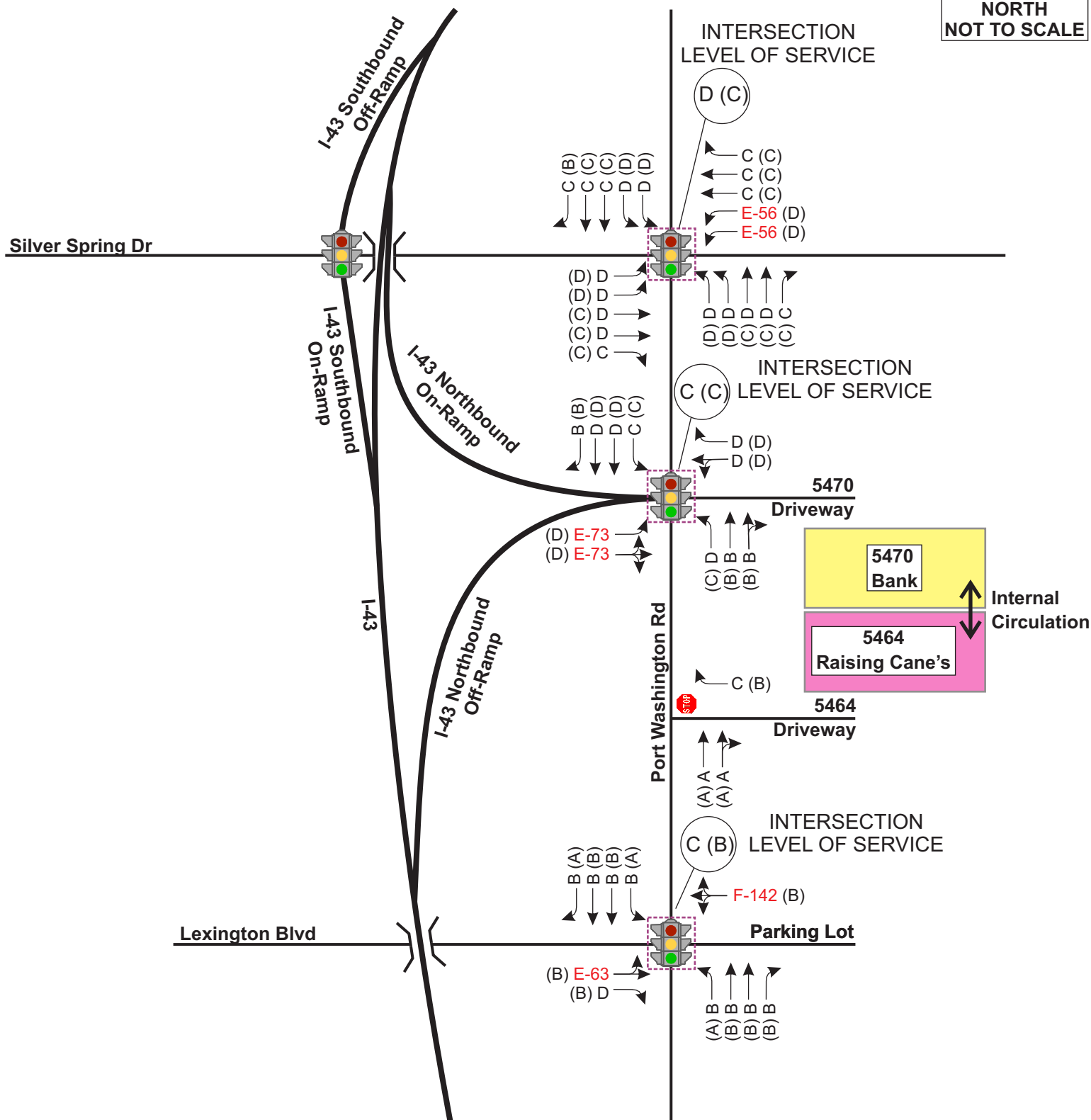
(#) indicates 95th percentile volume exceeds capacity, queue may be longer.

(m) indicates volume for 95th percentile queue is metered by upstream signal.

Delay reported in seconds. Queue is the 95th percentile maximum queue in feet.

Cell highlighted **RED** if movement fails operationally, or queue storage length is exceeded.

Cell highlighted **ORANGE** if queue blocks entrance to adjacent turn lane.



LEGEND

- TRAFFIC SIGNAL
- STOP SIGN
- STUDY AREA INTERSECTION
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) LEVEL OF SERVICE
- (XXX) SATURDAY MIDDAY PEAK (12:30 - 1:30 PM) HOUR LEVEL OF SERVICE

Intersection	Peak Hour	Metric	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Silver Spring Dr & Port Washington Rd Traffic Signal	PM	LOS	D	D	C	E	C	C	D	D	C	D	C	C	D
		Delay	47.2	35.4	27.4	55.7	32.8	28.6	52.6	39.3	26.3	45.0	32.0	26.0	37.5
		V/C	0.80	0.70	0.65	0.82	0.58	0.16	0.82	0.52	0.28	0.54	0.44	0.42	-
		Queue	125'	240'	225'	#165'	210'	70'	m160'	260'	m120'	75'	185'	170'	-
	SAT	LOS	D	C	C	D	C	C	D	C	C	D	C	B	C
		Delay	42.8	34.8	27.1	41.2	34.3	30.7	45.0	31.4	21.7	39.5	23.2	18.6	32.8
		V/C	0.73	0.68	0.52	0.77	0.70	0.23	0.78	0.38	0.23	0.44	0.32	0.31	-
		Queue	100'	160'	130'	110'	170'	65'	125'	180'	m115'	60'	155'	145'	-
Port Washington Rd & I-43 Northbound Ramps / 5470 Dwy Traffic Signal	PM	LOS	E			D		D	D	B		C	D	B	C
		Delay	72.7			45.6		45.9	46.9	11.0		31.4	41.7	19.5	33.6
		V/C	0.86			0.27		0.29	0.93	0.44		0.21	0.76	0.17	-
		Queue	#205'			50'		50'	#365'	210'		m60'	#425'	m75'	-
	SAT	LOS	D			D		D	C	B		C	D	B	C
		Delay	53.3			41.1		40.0	23.1	12.5		31.7	34.6	16.4	27.7
		V/C	0.83			0.39		0.25	0.76	0.39		0.30	0.60	0.16	-
		Queue	#200'			65'		45'	#170'	180'		100'	285'	100'	-
Port Washington Rd & 5464 Dwy Partial Stop Control	PM	LOS	-	-	-	-	-	C	-	*	*	-	*	-	-
		Delay	-	-	-	-	-	15.0	-	*	*	-	*	-	-
		V/C	-	-	-	-	-	0.08	-	*	*	-	*	-	-
		Queue	-	-	-	-	-	25'	-	*	*	-	*	-	-
	SAT	LOS	-	-	-	-	-	B	-	*	*	-	*	-	-
		Delay	-	-	-	-	-	13.4	-	*	*	-	*	-	-
		V/C	-	-	-	-	-	0.12	-	*	*	-	*	-	-
		Queue	-	-	-	-	-	25'	-	*	*	-	*	-	-
Port Washington Rd & Lexington Blvd Traffic Signal	PM	LOS	E		D	F			B	B	B	B	B	B	C
		Delay	62.7		37.0	142.0			13.3	17.3	11.4	12.8	17.8	13.8	24.6
		V/C	0.84		0.26	0.95			0.56	0.54	0.02	0.29	0.49	0.14	-
		Queue	290'		105'	75'			115'	400'	20'	50'	350'	95'	-
	SAT	LOS	B		B	B			A	B	B	A	B	A	B
		Delay	19.9		19.1	19.6			9.0	14.5	10.6	8.8	11.9	9.4	13.6
		V/C	0.27		0.16	0.16			0.14	0.60	0.04	0.22	0.48	0.06	-
		Queue	95'		45'	50'			20'	200'	20'	30'	160'	25'	-

Notes: (--) indicates a movement that is prohibited or does not exist.

(*) indicates freeflow movement.

(#) indicates 95th percentile volume exceeds capacity, queue may be longer.

(m) indicates volume for 95th percentile queue is metered by upstream signal.

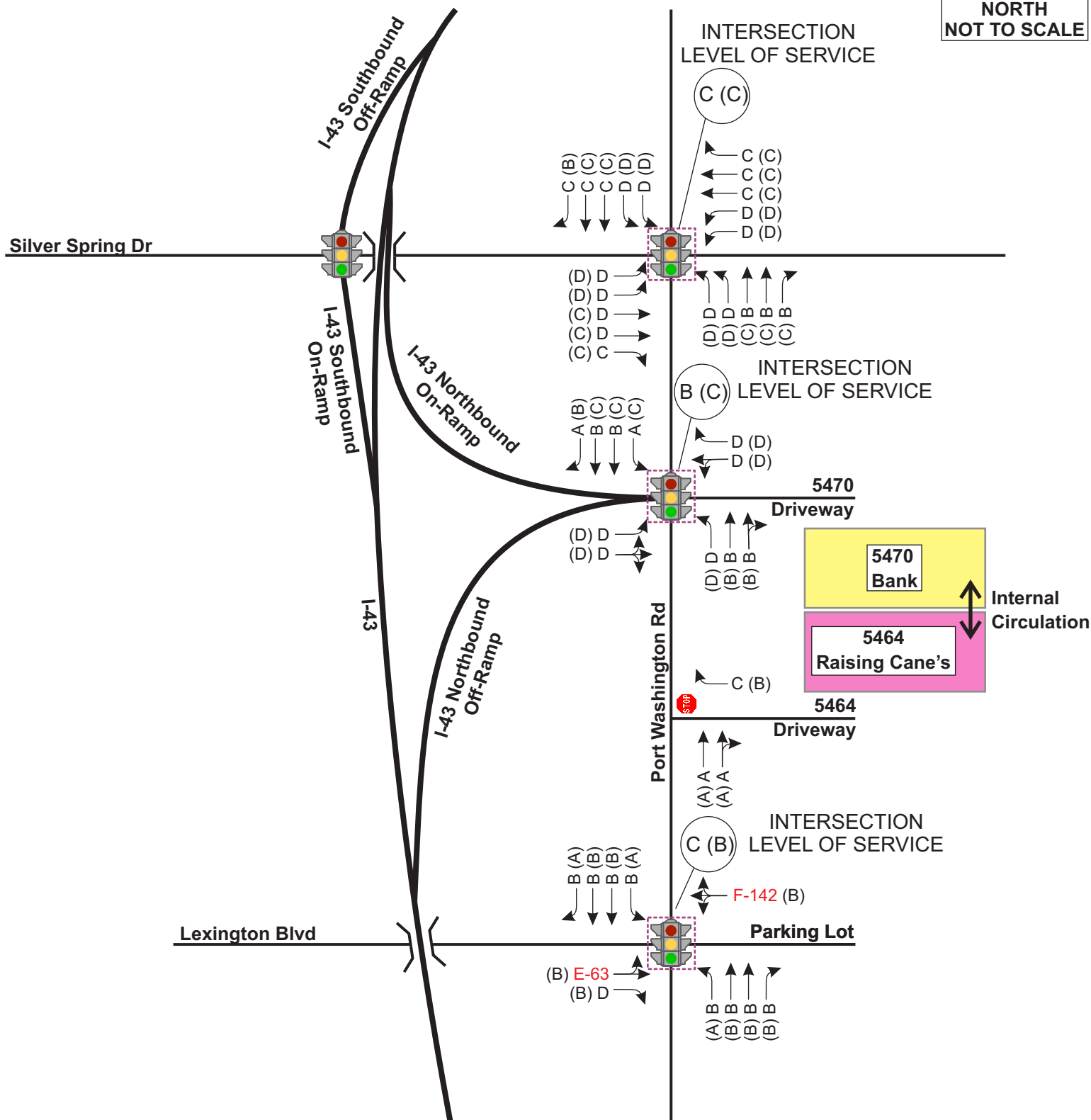
Delay reported in seconds. Queue is the 95th percentile maximum queue in feet.

Cell highlighted **RED** if movement fails operationally, or queue storage length is exceeded.

Cell highlighted **ORANGE** if queue blocks entrance to adjacent turn lane.

EXHIBIT 5-5B

HORIZON YEAR BUILD TRAFFIC OPERATIONS TABLE WITH EXISTING TRANSPORTATION DETAIL LOG #341414 RAISING CANE'S GLENDALE GLENDALE, WISCONSIN



LEGEND

- TRAFFIC SIGNAL
- STOP SIGN
- STUDY AREA INTERSECTION
- XXX WEEKDAY EVENING PEAK HOUR (4:45 - 5:45 PM) LEVEL OF SERVICE
- (XXX) SATURDAY MIDDAY PEAK (12:30 - 1:30 PM) HOUR LEVEL OF SERVICE

EXHIBIT 5-14A

HORIZON YEAR BUILD TRAFFIC OPERATIONS
WITH IMPROVED TRANSPORTATION SYSTEM DETAIL
LOG #341414 RAISING CANE'S GLENDALE
GLENDALE, WISCONSIN

Intersection	Peak Hour	Metric	Level of Service per Movement by Approach												Overall LOS
			Eastbound			Westbound			Northbound			Southbound			
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Silver Spring Dr & Port Washington Rd Traffic Signal	PM	LOS	D	D	C	D	C	C	D	B	B	D	C	C	C
		Delay	46.7	36.2	28.2	47.3	31.5	27.1	40.3	16.8	11.1	39.7	29.7	24.2	31.5
		V/C	0.79	0.76	0.69	0.81	0.62	0.17	0.84	0.55	0.29	0.49	0.47	0.43	-
		Queue	120'	235'	235'	#135'	195'	65'	115'	200'	100'	70'	165'	155'	-
	SAT	LOS	D	C	C	D	C	C	D	C	C	D	C	B	C
		Delay	42.8	34.8	27.1	41.2	34.3	30.7	45.0	31.4	21.7	39.5	23.2	18.6	32.8
		V/C	0.73	0.68	0.52	0.77	0.70	0.23	0.78	0.42	0.25	0.84	0.32	0.12	-
		Queue	100'	160'	130'	110'	170'	65'	120'	170'	125'	60'	155'	145'	-
Port Washington Rd & I-43 Northbound Ramps / 5470 Dwy Traffic Signal	PM	LOS	D			D		D	D	B		A	B	A	B
		Delay	49.2			40.6		40.9	41.9	12.1		7.1	10.4	4.0	18.9
		V/C	0.79			0.25		0.27	0.92	0.46		0.21	0.77	0.17	-
		Queue	150'			45'		45'	#395'	230'		m50'	#325'	m60'	-
	SAT	LOS	D			D		D	D	B		C	C	B	C
		Delay	46.8			41.1		40.0	49.1	12.7		29.1	31.4	13.9	28.8
		V/C	0.81			0.39		0.25	0.90	0.40		0.27	0.53	0.14	-
		Queue	175'			65'		40'	#235'	190'		100'	275'	95'	-
Port Washington Rd & 5464 Dwy Partial Stop Control	PM	LOS	-	-	-	-	-	C	-	*	*	-	*	-	-
		Delay	-	-	-	-	-	15.0	-	*	*	-	*	-	-
		V/C	-	-	-	-	-	0.08	-	*	*	-	*	-	-
		Queue	-	-	-	-	-	25'	-	*	*	-	*	-	-
	SAT	LOS	-	-	-	-	-	B	-	*	*	-	*	-	-
		Delay	-	-	-	-	-	13.4	-	*	*	-	*	-	-
		V/C	-	-	-	-	-	0.12	-	*	*	-	*	-	-
		Queue	-	-	-	-	-	25'	-	*	*	-	*	-	-
Port Washington Rd & Lexington Blvd Traffic Signal	PM	LOS	E		D	F			B	B	B	B	B	B	C
		Delay	62.7		37.0	142.0			13.3	17.3	11.4	12.8	17.8	13.8	24.6
		V/C	0.84		0.26	0.95			0.56	0.54	0.02	0.29	0.49	0.14	-
		Queue	290'		105'	75'			115'	400'	20'	50'	350'	95'	-
	SAT	LOS	B		B	B			A	B	B	A	B	A	B
		Delay	19.9		19.1	19.6			9.0	14.5	10.6	8.8	11.9	9.4	13.6
		V/C	0.27		0.16	0.16			0.14	0.60	0.04	0.22	0.48	0.06	-
		Queue	95'		45'	50'			20'	200'	20'	30'	160'	25'	-

Notes: (--) indicates a movement that is prohibited or does not exist.

(*) indicates freeflow movement.

(#) indicates 95th percentile volume exceeds capacity, queue may be longer.

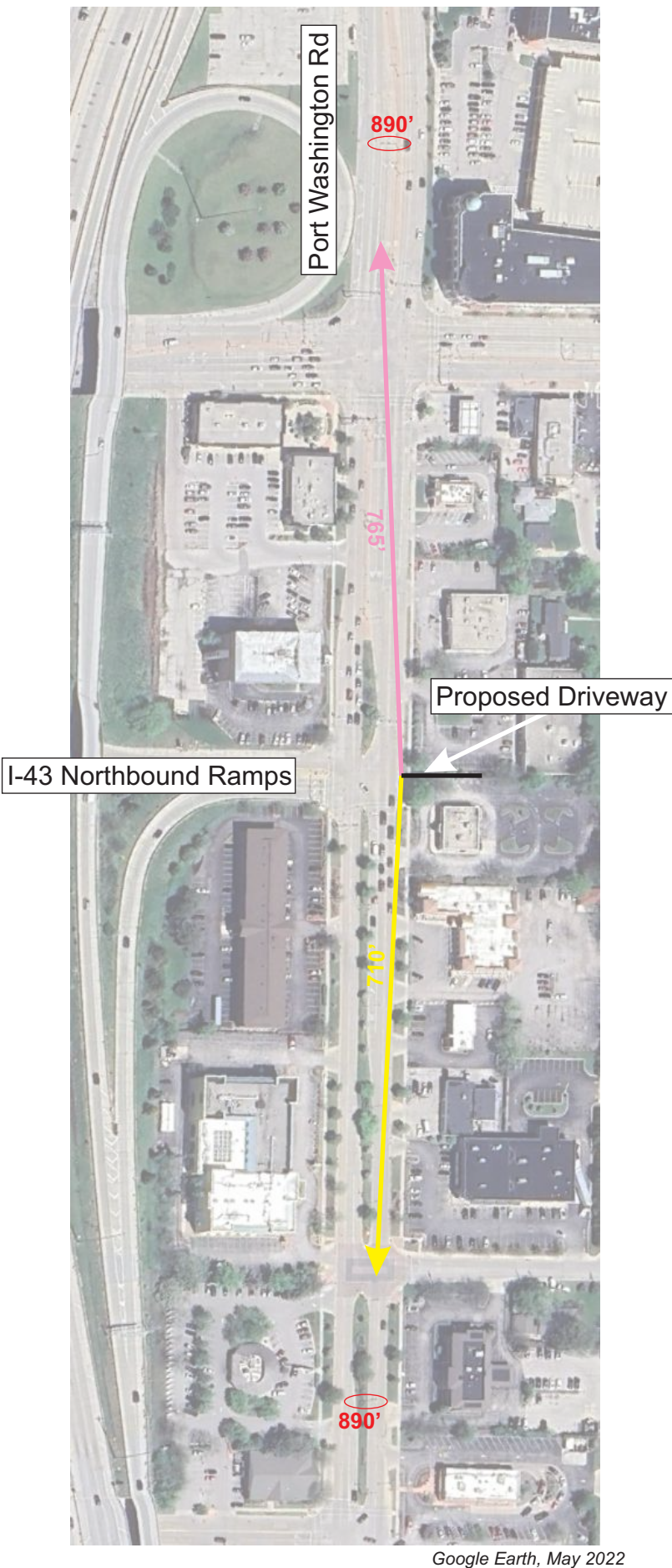
(m) indicates volume for 95th percentile queue is metered by upstream signal.

Delay reported in seconds. Queue is the 95th percentile maximum queue in feet.

Cell highlighted **RED** if movement fails operationally, or queue storage length is exceeded.

Cell highlighted **ORANGE** if queue blocks entrance to adjacent turn lane.

EXHIBIT 5-14B
HORIZON YEAR BUILD TRAFFIC OPERATIONS TABLE
WITH IMPROVED TRANSPORTATION SYSTEM DETAIL
LOG #341414 RAISING CANE'S GLENDALE
GLENDALE, WISCONSIN



Port Washington Rd & I-43 Northbound Ramps New East Leg
Westbound left turn looking north, Case B1

Design Vehicle:
Combination Truck (7.6 feet high) - 765'



Port Washington Rd & I-43 Northbound Ramps New East Leg
Westbound right turn looking south, Case B2

Design Vehicle:
Combination Truck (7.6 feet high) - 710'

Google Earth, May 2022

EXHIBIT 5-27

INTERSECTION SIGHT DISTANCE PHOTOS
PORT WASHINGTON RD & I-43 NORTHBOUND RAMPS NEW LEG
LOG #341414 RAISING CANE'S GLENDALE
GLENDALE, WISCONSIN

CHAPTER 6 – RECOMMENDATIONS AND CONCLUSION

PART A – RECOMMENDATIONS

The following improvements are recommended to accommodate the background traffic and development Build traffic condition. For this study, LOS 'D' or better was used to define acceptable peak hour operating conditions. *Note that all improvements are recommended to the City of Glendale and WisDOT for their consideration and are not legally binding. The City of Glendale and WisDOT reserve the right to determine alternative solutions.*

Based on the results of the analysis performed, the following improvements are recommended for the study intersections.

A.1 Background Traffic Recommended Improvements

Year 2036 background traffic volumes do not include the development. The existing conditions analysis was conducted using the existing intersection geometrics, traffic control, and the existing traffic signal timings. Improvements analysis considered modifications to all parameters as appropriate. In the existing conditions, the Port Washington Rd & Lexington Blvd intersection has side street movements expected to operate at LOS E & F. The existing signal operates coordinated with the Port Washington Rd corridor during the weekday evening peak period and operates free during the Saturday midday peak period. During the analysis, it was determined that changing the signal to operate free during the weekday evening peak hour is expected to provide acceptable traffic operations conditions at the intersection. Therefore, no geometric improvements were evaluated. If the City of Glendale is interested in improving operations on the side street, discussions with WisDOT could occur to consider removing the Port Washington Rd signal coordination. There are no other recommended background traffic improvements included in this TIA.

A.2 Build Traffic Recommended Improvements

Year 2036 build traffic volumes include the buildout of the Raising Cane's development. The improvements are shown in Exhibit 1-3 and are described below.

Note: No improvements are recommended to address the LOS F side street delays at Port Washington Rd & Lexington Blvd, which also occurs in the background condition. As outlined in Section A.1, changing the signal to operate free during the weekday evening peak period is not a recommendation, given that it's part of a coordinated signal system. However, if the signal were to operate free during the weekday peak period, as it currently does during the Saturday midday peak period, acceptable LOS for all movements is expected, so no geometric changes were evaluated. The additional development traffic is not expected to further degrade operations beyond the existing conditions.

Silver Spring Dr & Port Washington Rd

- Revise signal timing by reducing the weekday evening cycle length from 100 seconds to 90 seconds, maintaining the existing 26 second offset. This was done to accommodate the cycle length change at Port Washington Rd & I-43 Northbound Ramps and is necessary to maintain coordination between the two signals. Coordinated signals outside of the study area may also need to be adjusted to a 90 second cycle length, such as signals at Port Washington Rd & I-43 Northbound Off Ramps near Bayshore Mall and Silver Spring Dr & I-43 Southbound Ramps, which are assumed to be coordinated with the other Port Washington Rd signals. A signal timing coordination review will be necessary to implement the improvement.

Port Washington Rd & I-43 Northbound Ramps

- Install a westbound approach to serve as the 5470 development driveway and east leg of the signalized intersection. Install the approach with lane geometry of a left turn lane with storage of 100' and continuous shared thru-right turn lane. This recommendation will involve curb and pavement work.

- This recommendation will also involve rehabilitation work at the existing traffic signal to install a monotube for the east and west legs, which may require right-of-way easement. The existing signal monotubes may remain and are not expected to be impacted.
 - To accommodate the addition of the east leg at the signal, the west off-ramp approach right lane shall be converted from a shared left-right turn lane to a shared left-through-right turn lane.
- Revise signal timing to accommodate the new approach. Adjustments include reducing the weekday evening cycle length from 100 seconds to 90 seconds and changing the offset to 17 seconds, as well as providing split phasing for the eastbound and westbound directions.
- Extend the northbound left turn lane to 495' and a taper length of 88' to accommodate a queue of 395'. This will not accommodate the desirable deceleration of 150', per WisDOT FDM 11-25 Table 2.4, but is expected to accommodate both the queue and the minimum deceleration length of 100' and is the maximum extent feasible before impacting the existing southbound left turn lane at Port Washington Rd & Richter Pl. This recommendation will involve pavement work and curb lane widening.
- Install a southbound left turn lane with a storage of 110' and taper length of 66' to accommodate a queue of 100'. This will not accommodate the minimum deceleration of 100', per WisDOT FDM 11-25 Table 2.4, but is expected to accommodate the queue and is the maximum extent feasible before impacting the existing northbound left turn lanes at Silver Spring Dr & Port Washington Rd. This recommendation will involve pavement work and curb lane widening.

PART B – CONCEPTUAL DRAWINGS

A conceptual drawing showing the recommended geometric intersection improvements at Port Washington Rd & I-43 Northbound Ramps is shown in Exhibit 6-1.

PART C – CONCLUSION

Per the background traffic analysis results, side street movements on the Lexington Blvd approaches at Port Washington Rd are expected to operate at LOS F during the weekday evening peak. This poor level of service is due in part to the signal operating as part of a coordinated system. Acceptable levels of service can be achieved by changing the signal operations from coordinated to free, as is the case during the Saturday midday peak. The overall intersection is expected to operate at LOS C and LOS B for the weekday evening and Saturday midday peak hours, respectively.

To accommodate the new traffic generated by the proposed Raising Cane's development at 5464 N Port Washington Rd and bank redevelopment at 5470 N Port Washington Rd, it is recommended to realign the 5470 site driveway to become the east leg of the Port Washington Rd & I-43 Northbound Ramps traffic signal. Additionally, it is recommended to combine the two 5464 development right-in right-out access driveways into a single right-in right-out driveway at the southwest corner of the 5464 site. It is also recommended to lengthen the northbound left turn lane to 495' of storage and install a southbound left turn lane with 110' of storage. The 110' southbound left turn lane will accommodate the expected queues, but will not accommodate the minimum deceleration length per WisDOT FDM 11-25 Table 2.4, and as such, coordination and approval of the WisDOT Southeast Region access coordinator and traffic engineer will be required. In either case, spillback into the through lanes is not expected. Additionally, signal timing improvements at Silver Spring Dr & Port Washington Rd and Port Washington Rd & I-43 Northbound Ramps are identified. Except as noted based on background conditions, all movements at the study area intersections are expected to operate acceptably through the Horizon Year with the modifications identified in this TIA.

